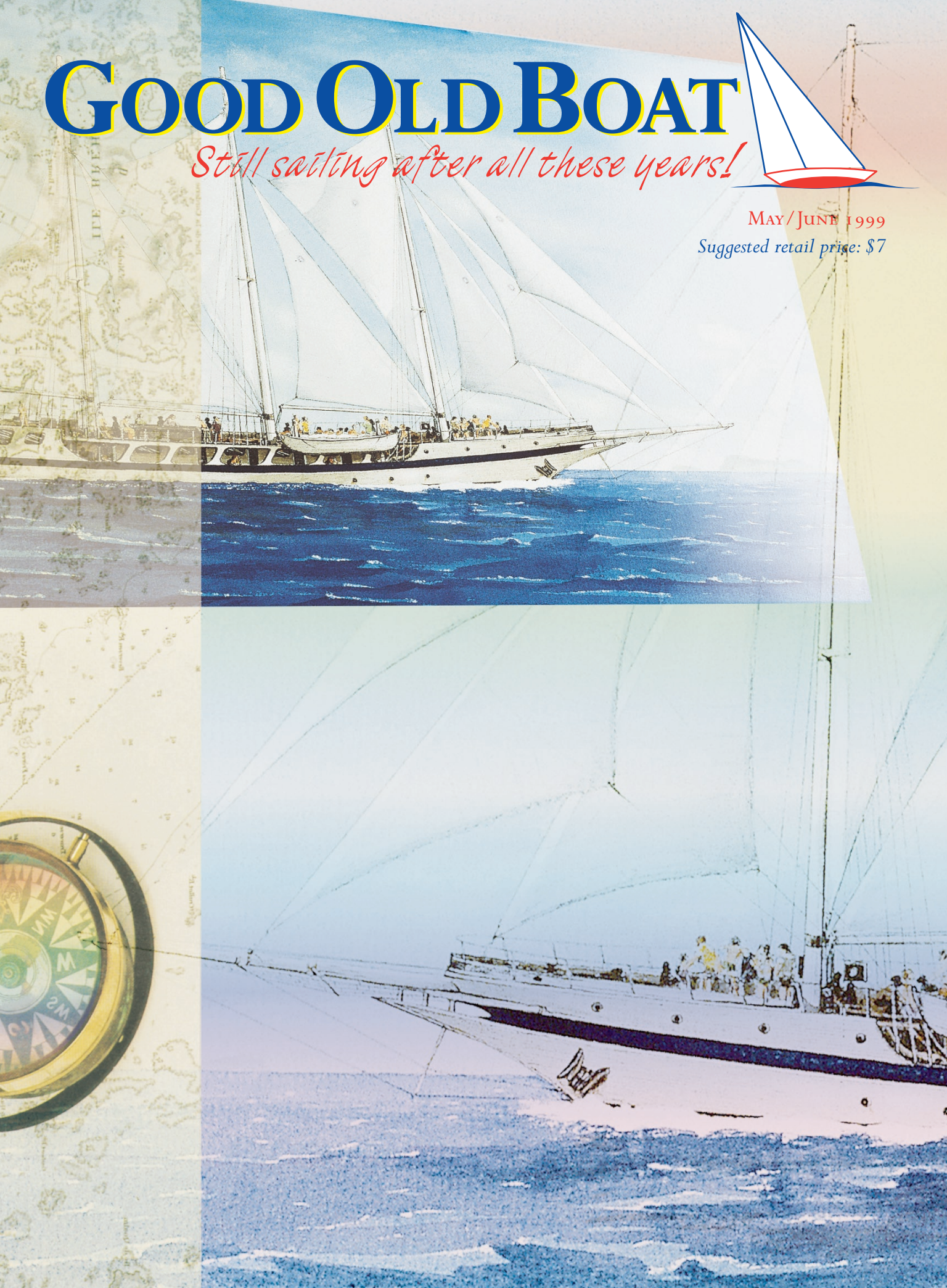
Good Old Boat

Still sailing after all these years!

May/June 1999

Suggested retail price: $7



This Issue

Creating a community

***Good Old Boat* magazine is about:**

Creating a community of sailors – Through our directory of sailing organizations and contacts, we're developing links between sailors.

Offering a resource – By pooling the knowledge of our readers, we're creating a directory of the suppliers of parts and services we all need.

Keeping our boats afloat – Our technical articles focus on maintenance and upgrade issues and give them the space they deserve.

Celebrating older-model sailboats – We emphasize pride of ownership.

- Call: 612-420-8923; Fax: 612-420-8921
- Email: karen@goodoldboat.com or jerry@goodoldboat.com
- Send letters: *Good Old Boat*, 7340 Niagara Lane North, Maple Grove, MN 55311-2655.

Welcome aboard!

Good Old Boat

Editor and Publisher
Karen Larson

Technical Editor
Jerry Powlas

Business Advisory Board
Bill Hammond, Chair,
Publishing Strategy International, Inc.
Jack Culley, Sailboats, Inc.
Bill Dorn, Publishing Advisers International

Editorial Board
Ted Brewer
Don Casey
George Day
Ron Dwelle

Contributing Editor
Bill Sandifer

Proofreaders
Jim Keyser, John Vigor

Volume 2, Number 3 *Good Old Boat*, (ISSN 1099-6354) published six times a year by:
Partnership for Excellence, Inc.
7340 Niagara Ln. N.
Maple Grove, MN 55311-2655
phone: 612-420-8923; fax: 612-420-8921
email: karen@goodoldboat.com
web: <http://www.goodoldboat.com>

Editorial contributions are handled with care, but no liability is accepted.

Opinions expressed by the writers are not necessarily those of *Good Old Boat* magazine.

Subscription rates:
One year/two years:
U.S. – $39.95/$74.95US
Canada – $45.95/$86.95US
Overseas – $63.95/$123.95US

Address changes: Please contact *Good Old Boat*.

About the cover . . .

Marine artist Charles Duhon created the images which grace our cover. For more about Charles, see Page 43. We're always looking for artists who understand what sailboats really look like … arists like Charles. If you've got talent or know someone who does, we'd love to hear from you.

the view from here

Two-foot-itis in the land of plenty

by Jerry Powlas

A popular national sailing magazine recently published its picks for the eight best boats of the year. The "pocket cruiser" candidates were priced between $80,000 and $117,000. They were 29 to 31 feet on deck. Near the other end of the scale the full-size cruisers were 42 to 47 feet long and ranged from $174,000 to $460,000. At the top, one luxury cruiser candidate was $2.3 million.

A look through the same magazine 14 years ago shows ads for, and strong interest in, much smaller simpler boats. Pocket cruisers were 24 to 26 feet in those days. What has happened in the intervening years to make the concept of a pocket cruiser grow five or six feet? Ted Brewer writes about some of the differences between then and now in his article, "Stick with the basics" on Page 34.

Another part of the story has to do with the market for sailboats. To survive, manufacturers must react to the market. Today's market for lower-cost sailboats is mainly a used boat market. It is difficult for manufacturers to compete with the available used boats. They can't compete on cost but they can try to compete by offering new features and by ratcheting up the size expectation.

We don't want to give the impression that *Good Old Boat* magazine is anti-manufacturer. We definitely are not. In this, our sixth, issue we feature the Bristol Channel Cutter, a boat that could be purchased either new or used. It is a vessel worthy of consideration, having a loyal and enthusiastic owners' group, and a manufacturer that has somehow found a way of staying in business when so many other good manufacturers were not able to continue. Roger Olson's BCC owners like their boats and they like him. That's best.

Bigger boats have some advantages, but as John Olin, a visionary and pioneer who has built smaller trimarans in a shop in Chaska, Minn., for 20 years says, "Everything goes up faster than the fun." Indeed. Is the young couple out there in an aluminum canoe or a couple of kayaks having less fun then we are with our 8,000-pound cruiser? We don't need all the comforts of home in our boats. We don't even need all the comforts of home in our homes.

Lin and Larry Pardey have circled the world twice, both times in low-tech vessels less than 30 feet long. They were, however, very high-quality designs and very well built. Lin and Larry are outspoken advocates of traditional craft and traditional sailing skills. They value resourcefulness, self-sufficiency, and simplicity. They would probably say that all the comforts of a modern home don't belong in a boat. They have said to us that a boat can be too big for its crew.

Your boat should fit you. It should fit your skills and intended sailing grounds. It should even fit your budget. If you treat your boat with the respect and affection normally given to a living thing, your boat will repay that respect and affection as if it were alive.

We know that, for each of our readers, the boat they have now can be the boat of the year.

Have a good season.


GOOD OLD BOAT
CHASE '99

Contributors

David R. Chase, Page 36, on the spreaders. *(Yes,* ***another*** *Dave Chase who's also a Great Lakes sailor and retired high school teacher, but this one's* ***no artist!****)* Together with his wife, Jan, Dave sailed the Great Lakes for 26 years. Following his retirement from English teaching in 1996, they've cruised the Chesapeake, the ICW, the Florida Keys and parts in between. Dave fancies "simple boats."

Dave Chase, Pages 2 and 30 illustrations, painting Stan's head, is a maker of drawings such as this caricature of the contributors. With his wife, Susan, he spends summers sailing the Great Lakes in *Old Sam Peabody*, a Cabot 36. Some folks say he looks a lot like his caricature; others say he flatters himself.

Stan Terryll, Page 56 illustrations, finishing the sky, has a passion for art, boats, airplanes, and the blues. An art teacher from White Bear Lake, Minn., he designs, builds, and sells small boats as a hobby. Stan markets limited-edition nautical art prints.

Charles Duhon, Page 43, painting Bill, has been an artist and sailor in the Dallas area for more than 20 years. He specializes in scanning and color correction of photos and artwork for a prepress graphics company. For fun, he does paintings of good old boats for their owners and dreams of retiring to paint and sail. He and his wife, Lynn, and their daughter enjoy daysails and weekends aboard their Hunter 34, appropriately named *Artistry*.

Pat Vojtech, Page 20, in the bosun's chair, sails on the Chesapeake Bay and along the mid-Atlantic Coast with her husband, George, and their son in a 34-foot Hunter, *Athena*. She has been writing and taking photos professionally since she took on an after-school job at the local newspaper at age 16. Her work has appeared in many magazines, and she has produced two coffee table books: *Lighting the Bay: Tales of Chesapeake Lighthouses* and *Chesapeake Bay Skipjacks.*

Susan Peterson Gateley, Page 30, swinging, has written two books about boats she has known. *Ariel's World* and *Sweet Water* both feature her good old 23-foot 1930s-vintage homebuilt sloop. She now sails Lake Ontario with a partner on *Titania*, a 32-foot Chris-Craft, and gives sailing lessons with a good old Lippincot Lightning. Both are circa 1968.

Ted Brewer, Pages 29, 34, and 92, on the boom, is one of this country's best-known yacht designers, having worked on the America's Cup boats *American Eagle* and *Weatherly*, as well as boats that won the Olympics, the Gold Cup, and dozens of celebrated ocean races. He also is the man who designed scores of good old boats . . . the ones still sailing after all these years.

David Berke, Page 54, chinning himself on the boom, an analog man in a digital world, started sailing at age 8 in Blue Jays, Lasers, and Sunfishes. When finishing last, he invented a new technique: sailing backward under spinnaker, frustrating the more serious types on the committee boat. Sea Snarks came next, then a Bristol 27 which he and a friend rescued.

Bill Sandifer, Page 6, raising the sails, is a marine surveyor and boatbuilder who has been living, eating, and sleeping boats since the early '50s when he assisted at Pete Layton's Boat Shop. Since then he's worked for Charlie Morgan (Heritage), Don Arnow (Cigarette), and owned a commercial fiberglass boatbuilding company (Tugboats). Bill and Genie just bought another fixer-upper.

Jerry Powlas, Page 10, scanning the horizon, is technical editor of *Good Old Boat* magazine. In an earlier life he was director of engineering for a refrigeration manufacturing firm until sailing's siren song lured him into something less stable but more fun.

Karen Larson, Pages 42 and 60, pointing the way, is editor of *Good Old Boat* magazine. She has written about sailing for *Sail*, *Cruising World*, *Sailing*, *Northern Breezes*, *Lake Sailor*, and *Lifeline*. Her publishing career began as a newspaper feature writer and page editor and later grew into a thriving newsletter production business.

Ken Textor, Page 56, checking the depth, has lived and worked aboard boats for 22 years. In addition to work he did for the former *Small Boat Journal*, he contributes to *Sail, Cruising World, Yachting, DownEast, Maine Boats & Harbors*, and *Boating World*. He also offers boat deliveries and pre-purchase surveys for other mariners.

Dennis Boese, Page 39, next to Cincinatti, is a lifelong boater who abandoned a business career to pursue his passion for sailing and writing. He, wife Dyane, and faithful boat dog Cincinatti (sic) spend their summers cruising the Great Lakes aboard their Catalina 28, *Whisper*. In addition to his work as a freelance writer on marine-related subjects, Dennis did work for the former *Bay Mariner* and is a staff writer with *Great Lakes Cruiser*.

Cincinatti, guarding Dennis, is a faithful boat dog.

Larry Pardey, Page 62, next to Cincinatti, discovered sailing early and turned it into a lifelong passion when he and wife, Lin, built their 25-foot Lyle Hess-designed *Seraffyn* and sailed her 45,000 miles in the next 14 years. Next they built and launched *Taleisin* and voyaged another 51,000 miles. Although Larry was trained as a diesel mechanic, neither boat was equipped with an auxiliary engine.

Lin Pardey, Page 13, at the tiller, sailed around in the lakes of Michigan until meeting Larry in 1965, romancing for three weeks and beginning what has become a legendary cruising saga onboard *Seraffyn* and *Taleisin*. They plan to explore as long as it remains fun. The Pardeys have developed an entire library of books and videos on sailing and won several notable awards.

John Vigor, Page 46, with the pint of stout (again!), is a freelance journalist based in Oak Harbor, Wash. He has raced, cruised, and written about boats for more than 30 years. He's the author of *Danger, Dolphins and Ginger Beer* (Simon and Schuster), a sailing adventure novel for 8- to 12-year-olds; *The Practical Mariner's Book of Knowledge* (International Marine); and *The Sailors' Assistant* (International Marine). He has a new book on small seaworthy sailboats coming out later this year.

Bob Wood, Page 64, thumbing a ride, learned to sail on small O'Days more than 30 years ago. He has owned an odd assortment of sailboats and sailed them in waters from the Florida Keys to British Columbia's Gulf Islands and from New York's Finger Lakes to Colorado's and Idaho's impoundments and reservoirs.

Brian Barone, Page 93, in the cabin, has been living aboard his Pearson Triton, since her purchase less than two years ago. Since he'd only set foot on a sailboat a dozen or so times, he admits he's "learning as I go." An environmental engineer in Manhattan, in his free time he writes, scrapes varnish, drips paint where it doesn't belong, and strives to keep his work shirts looking like they haven't been wadded in balls.

Mike Dickey, Page 6 illustrations, also in the cabin, has been a sailor since he was 9. He and a friend converted an old, rotten duck boat into a passably decent sailboat until his friend put his foot through the bottom. Mike's been hooked on drawing sailboats, building them, and sailing ever since.

Ken Miller, Page 67, also in the cabin, has been cruising for more than 17 years. Beginning with a 19-foot Mirage with two holes in the bottom, Ken progressed through several boats to his present 34-foot Tartan. Each was in poor shape when he bought it and has been restored to safe running condition for cruising on the Great Lakes.

Insulation debate continues

Mark Parker has a letter in the March issue regarding the R-value of the Reflectix insulation I used and discussed in the January issue. My response: 1) the R-value I gave was one provided by the government after testing this material. It is R-12 or R-16 depending upon which one you use. 2) R-value is due to the silver mylar reflecting heat and the trapped air preventing the convection of the heat. Air is a good insulator and mylar a poor conductor. 3) Glacier Bay isn't someone I would choose to test a competing product. Would you trust a GM review of a Honda?

The way to calculate R-values:
Q/t = (A *delta t)/(L/k)
Q/t -heat per unit of time
L/k - R-value of insulation

Foil (mylar) is a poor heat absorber, therefore a poor emitter. This means the heat is slowed each time it transits the mylar and even more crossing the air pockets. The blue urethane foam is R-2. There are six layers of mylar and four layers of dead air in the insulation system I used. I tested the stuff at work before I started on the project. Sealing the foam also keeps water out of the insulation which can destroy the effectiveness of the insulation.

It's important to insulate the drainpipe and put a trap in it so the cold won't flow out. There is no way that increasing the R-value of my icebox by R-2 would account for the change in heat loss of nearly 3,000 BTUs.

Doug Axtell
Rochester, N.Y.

Electrical code and CO detectors

In my surveying work, the most frequent deficiencies I find affecting the insurability of boats result from unsafe electrical systems. These deficiencies exist because their electrical systems do not meet the requirements of National Fire Protection Code 302 for Pleasure and Commercial Motor Craft. These standards also apply also to sailing vessels with electrical systems and are used by most marine surveyors. Copies of NFP-302 can be purchased from the National Fire Protection Association, 1 Batterymarch Park, P.O. Box 9101, Quincy, MA 02269-9101; 800-344-3555. *(***Note:** *Ed mentioned later that NFPA-302 is much more affordable than the standards published by the ABYC and could even be purchased by a marina or yacht club for all members' use.)*

NFPA-302 also has standards in Chapter 6 for the installation of "cooking heating and auxiliary appliances." In addition to conforming to these standards, I recommend installing a battery-operated CO dector in the accommodation of any boat that has oxygen-consuming heaters, stoves, or other appliances.

With regard to Cathy McIntire's observation that our lives are an open-ended adventure, to which thought I fully subscribe, I think it is important also to realize that in a temporal sense, our lives are a closed-end adventure as well. That makes her reference to time slipping away so imperative.

Ed Matthews
Poughkeepsie, N.Y.

Ventilate when anodizing

What a great idea for a magazine. Since there are far more old boats and very few of us who can afford $100,000+ ones, it's great to see a magazine that caters to most boat owners. Having gone through four old boats and now being the owner of a 1977 Pearson 323, I believe articles such as the one on how to anodize aluminum are right on target. However if one attempts to anodize, it should be emphasized that even dilute sulfuric acid is nasty stuff. One should work in a well-ventilated area, avoid the fumes, and wear heavy rubber gloves, safety glasses, and a rubber apron. Acid burns can be painful and take a long time to heal.

G. James West
Davis, Calif.

On life without the cooler

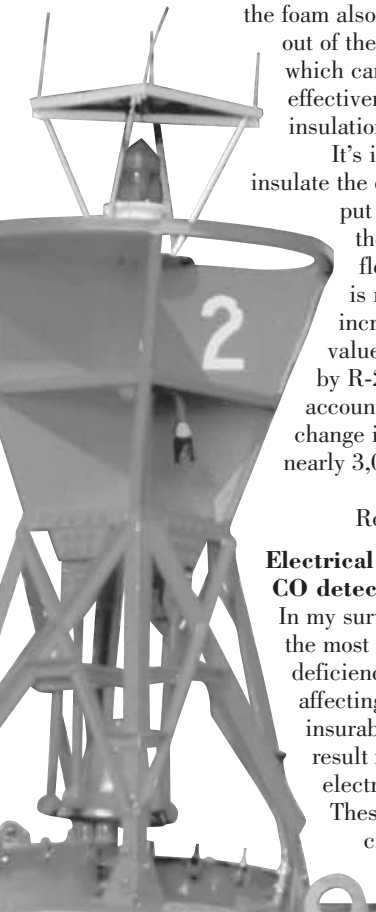
I'm sure that you are going to get lots of responses to your article, "Honey, I Tossed Out The Cooler" (January issue). Many of us who try to simplify galley chores will have ideas to share.

My husband and I sail for a week or two at a time. For that length trip, planning for efficient use of space in the cabin is a must. My galley is small and rather primitive, and I really don't want to spend all of my time cooking and cleaning up, so planning ahead pays off. Here are some ideas that you and others might enjoy.

On weekends at home I cook a large meal and freeze meal-sized portions of leftovers. I try to stay ahead of this to insure that I have a variety of home-cooked meals to choose from when coming home late from a hard day in the office. To use these meals on the boat, I have a medium-sized cooler to which I have added additional insulation. I put in a chunk of dry ice, my frozen meals, and frozen fresh meats. We first use the fresh meats. Then as the dry ice evaporates, the cooked meals slowly thaw but stay cold for many days. With this arrangement, we have gone for almost two weeks with home-cooked meals that require only minimal on-board preparation.

Another area I have had great success with is drying food. With just a tiny bit of effort on snowy weekends, you can put away a variety of wonderful food for a spur-of-the-moment sail next summer. Cookbooks about drying food can be found in large bookstores or camping supply stores. Almost anything can be dried: soups, stews, spaghetti sauce, cooked meats, fruit, some vegetables, snacks, etc. We think my dried meals are far superior to the expensive dried meals for backpackers. I store the soups and sauces in heavy plastic bags, such as Seal-a-Meal, then when I want to prepare some for serving, I simply add boiling water to the bag, let it set for a few minutes, and serve without ever dirtying a pot! Be sure to label the bags, because the dried food may be hard to identify several months later. Store it in the refrigerator or freezer to keep it fresh for a year or more.

We haven't totally thrown out the ice chest, but are no longer dependent upon it. We do enjoy cold drinks on a hot day, but with a bit of planning we don't have to plan our trip around the availability of ice. If the ice runs out, we simply drink our drinks a bit warmer than usual! Thanks for doing such a great job with *Good Old Boat*. We enjoy it and plan to contribute articles about our adventures



with *Poco a Poco*.

Liz Thompson
Farmington, Mich.

We've asked Liz to contribute a piece on drying food. Many of us would like to know more about that process.

More on mayonnaise

I've kept and eaten opened Hellmann's mayonnaise for decades ever since I learned that a friend had been doing so. In the '60s I frequently crewed on overnight weekend races on his boat. On returning to the mooring Sunday nights we'd drain the icebox, pack up any usable leftovers to take home, and put the partially used mayo on a shelf for the next weekend. Nobody ever suffered any ill effects from consuming this precious "glue of life," as another friend called it. For the past eight years, I've been living aboard my boat about half the time, sailing about the Lesser Antilles consuming unrefrigerated mayo. In response to old fears that die hard though, I do buy it in small jars, which it takes me about three weeks to consume.

John Dean
Douglaston, N.Y.

Remember Gerry and Joanie Cotter ... the couple with the Blackwatch 19 in the January issue? Our regret was not having many photos of them in the article. So we asked for one. Meet the Cotters, sailors, skiiers, and hikers.

The other side of the cooling coin

In addition to many, many other projects on his Tartan 34C, Larry Van Lare writes that he has completed " . . . rewiring of the electrical system including a new 20-switch circuit breaker panel and battery condition monitor, redoing the battery charging system adding storage capacity, smart regulators and high output alternator (all for ice cubes at the end of the day) . . . " Then he adds this aside, "I'm working hard at consuming ice cubes to reduce the cost per cube!"

Larry Van Lare
Holland, Mich.

Watch for Masuda

Please send me a sample of *Good Old Boat* magazine. I have a plan to cruise around for long period starting at East Coast of USA, therefore I need some info to purchase a good used boat. If your magazine contains only trawler-type powerboats, I don't need a sample. Your kind attention shall be most highly appreciated.

Masuda Kazuaki
Osaka, Japan

Masuda already has his sample copy, but let's all be sure to give him a hand when he (and all the rest of our highly esteemed visitors from afar) visit our shores. Let's make them glad they came!

This box fits the bill

I think I found a good boat electrical box. It is fiberglass with stainless steel hardware built to meet NEMA Type 4 standards. It's made by Hammond Manufacturing (P/N PJ864L). I found it in an Allied Electronics Catalog someone gave me at work (Volume 930, Page, 66). It's Allied's P/N 806-1581. I'll cut a opening in the front panel and install one of Blue Sea Systems' nifty looking circuit breaker panels — with the reverse polarity indicator and, possibly, with a VAC meter.

Jim Tenney
Zionsville, Ind.

About those carabiners

Just read your "Hooking" article in the March issue, and came away with a few ideas I'd like to try. (We almost **never** use two anchors, just our 33# Bruce.) I have used carabiners quite a bit (mountaineering, mast-climbing gear) but up to now I've used "quick links" with my ground tackle to do what you do using carabiners. Maybe I'll give them a try. *(Editor's note: Where quick links will work, they cost less.)*

Two points about carabiners. First, stainless steel carabiners are available, from SMC. (Cost of one of the large ones is $40, unfortunately.) One has a breaking strength of about 8,000 pounds, while the other has breaking strength of about 12,900 pounds. SMC: <http://www.rocknrescue.com/carabine.htm>

Second, carabiners are designed for major axis two-point loading only, and the strengths given are for that type of application. In one of the photos of your article you show a carabiner rigged with three thimbles, in effect a three-point loading system which tends to try to open up the 'biner. You can probably get away with this, but it would always be safer to use two carabiners, as you show in your bottom photo on the same page.

Steve Christensen
Bay City, Mich.

Tank repair cautions

First I must say I really enjoyed the January issue. I have a couple of concerns regarding the repair to Norman Ralph's leaking aluminum fuel tank. Though I think he executed a good repair, I did not notice the use of an aluminum prefinishing system. Dupont manufactures Aluminum Prefinishing System, Part A, Cleaner #225S and Part B, Conversion Coating 226S. This is the prefinish system that I use; there are others available. The Dupont system is inexpensive and available from your local auto body supply shop. If used, epoxies, urethanes, and coatings will stick to an aluminum substrate with permanence. Primers used prior to paint and epoxy fairing (epoxy mixed with lightweight fillers) will perform better over time. Aluminum is a very active metal, and it will flash oxidize during the elapsed time between when the aluminum is cleaned to bare metal and when a protective coating is applied. If left to the elements, the epoxy will be coating oxidized aluminum. The aluminum will continue to oxidize under the epoxy and future difficulties may occur. Aluminum prefinishing systems etch and stabilize the bare aluminum surface prior to the application of the epoxy. I was first introduced to prefinish systems when I was in college working my summer away at a yacht yard, (funny no chemistry professors ever mentioned the Dupont Prefinish System, or any other helpful tips. Villanova even had a building named after one of the Dupont family).

A second caution should be raised concerning a similar repair to gasoline fuel tanks, (as many of your readers including this one have older boats supporting Atomic 4s). Three summers ago I executed a similar external emergency repair on a steel gasoline fuel tank. Knowing the danger of a recurring leak with gas we replaced the tank at the earliest possible date. I hope this doesn't muddy the waters too much. All readers are invited to ask our technical department for the straight poop on epoxies and the many other marine related polymers available to us. It's our dime: MAS Epoxies/Phoenix Resins 1-888-MAS-EPOXY, email to MASEPOXIES@aol.com

Anthony De Lima
MAS Epoxies/Phoenix Resins

Watch out for plastic seacocks

I have been surveying for some time, and in the premier edition of your magazine you have a nice piece on plastic thru-hulls. I recommend to my students that they change them out as soon as possible regardless of the chemistry and fiber content. My experience is that every one

Continued on Page 68

Standing Rigging: Keepi

The condition and tension of just six wires keep the stick up and the boat sailing well

We all know the rigging on a sailboat is necessary for supporting the mast (if it is not free-standing) and raising, lowering and controlling the sails. The rigging in support of the mast is called standing rigging while the sail halyards (raising and lowering) and sheets (sail control) are called running rigging.

Standing rigging may be made of rope or wire. On ships of the line in Nelson's day, it was all-rope, set up with dead eyes. Running rigging likewise can be wire, rope, or a combination of both. Rope designed specifically for the purpose must be used. Dacron and other flexible low-stretch ropes are required. Nylon has too much stretch.

To help analyze the task of the standing rigging, visualize the boat bisected by two intersecting planes, fore-and-aft and athwart ships.

If we look at an athwartship slice of a boat at the chainplates, it would look like the illustration on the opposite page. Note that the combination of, keel, hull, deck, and rigging wires comprise the support structure for the mast.

When you inspect your boat, follow the load path from the masthead down the capshrouds (upper shrouds) to the chainplates. Continue following the load path from the chainplate into the hull. The chainplate is typically attached to a either a knee or a bulkhead, which is joined to the hull by tabbing. Follow the load path all the way to the keel.

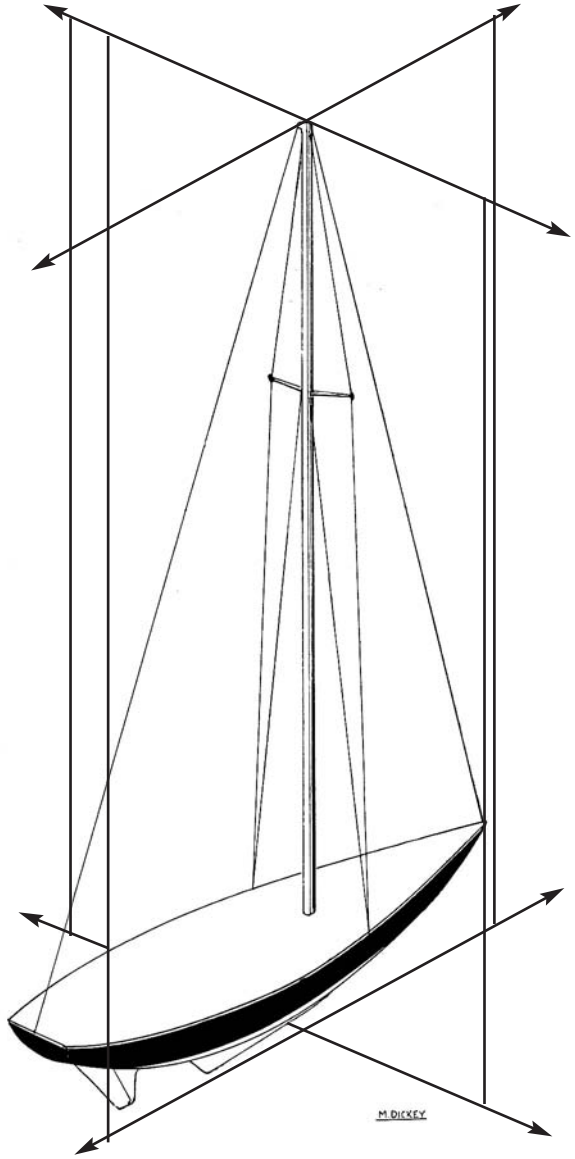
Check for broken strands of wire or cracked fittings, inspect turnbuckles, toggles, rigging pins, and cotter pins. Inspect the hull along the load path just as carefully.

Mast supports are of particular concern because there is a very large compression load at the base of the mast. There are two types of mast supports: keel-supported and deck-supported. A keel-supported mast rests on a fitting that rests directly on top of the keel in a fiberglass boat with internal ballast or on the keel support structure or inside keel for boats with external ballast. Either way, the condition of the connection between the bottom of the mast and the top of the keel is important.

Builders of oceangoing boats may use a steel beam as a mast step or a custom-made stainless steel bracket that transfers the compression force of the mast directly to the keel.

Some keel-supported masts rest on wood or glass beams above the keel. These beams can and do rot, sag, crack, and warp. When we tighten the shrouds and stays which support the mast, we increase the downward force on the mast step. When the boat heels under press of sail the force also increases.

A deck-supported mast sits on the deck and does not penetrate it. Deck-stepped masts are supported by various structural elements within the hull. These can be bulkheads topped with a large wood or metal beam or they can be wood or metal compression posts that support the deck section, which, in turn, supports the mast. They can also be any combination of these. The section of the fiberglass deck on which the mast sits must be a solid structure. It can have solid plywood encapsulated into the deck that will not crack with the compression force, or it could be a solid fiberglass deck in that area. The bulkheads that support the mast must be solidly attached to the



Evaluate and tune the rig fore-and-aft and athwartships.

ng the sparfly pointed up

by Bill Sandifer
illustrations by Mike Dickey

sides of the hull and keel to provide the strength required to support the mast beam. If a bulkhead rots along its bottom edge, it can allow the mast step to sag.

If you find it necessary to repeatedly tighten your rigging, you may want to look in the bilge for the cause of the problem. A bulkhead that sags a little will begin to break down each time additional stress is put on it by the tightening of the standing rigging. It fails little by little. Eventually, it will fail enough to become obvious. The mast step will have been pushed down with the deck until it sits in a hollow. The fiberglass covering the deck will crack, water will enter and rot will start. This is the beginning of a big repair project.

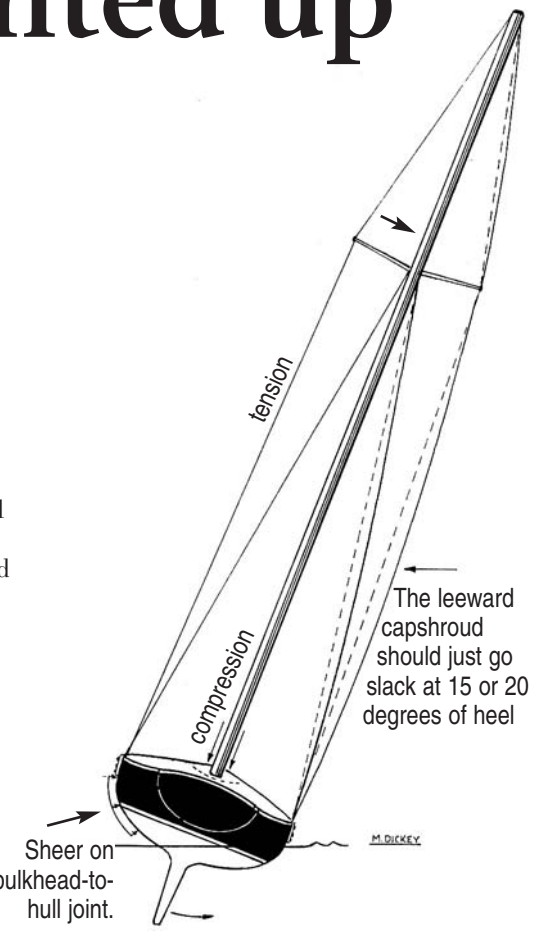
I had this problem with the deck-stepped mast on my Pearson Ariel. By the time I got the boat, it had sunk over 1 1/2 inches from its correct position. This was a boat that was raced hard with the rigging being tightened regularly. When I bought the boat, I had to loosen all the standing rigging and use a 4 x 4 vertical beam and two-ton hydraulic jack to force the mast step back to its correct position so I could sail the boat home. I placed 2 x 4s cut to length vertically from the inside top of the encapsulated keel to the underside of the deck to make sure I did not lose the mast from deck failure. After a complete deck step rebuild, the mast step was again structurally sound, but a lot of work went into the rebuild.

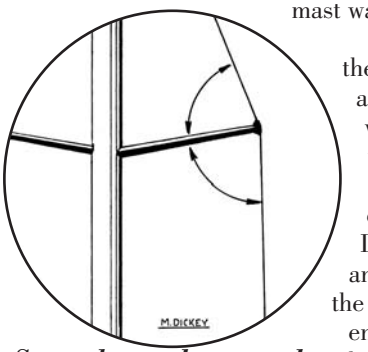
In the fore-and-aft plane of support, the attachment of the standing rigging to the bow and stern is also an area of concern. On racing boats, a backstay adjuster is sometimes used to rake the head of the mast aft and flatten the mainsail. On small boats, this may simply be a quickly adjustable turnbuckle. On medium-sized boats, it can be a turnbuckle controlled by a wheel. On larger boats, a hydraulic cylinder may be used to pull down on the backstay. All these devices are more powerful than the hulls to which they are attached. In a lightweight racing boat, it is possible to distort the hull into a banana shape, fore and aft, by overtightening the backstay. Chainplates have snapped, bolts have been sheared, and wire terminals have been deformed by careless use of these powerful devices.

Now let's talk about the rig. Most modern rigs have at least one set of spreaders. Rig designers resort to spreaders when the angle of the shrouds with the mast is less than about 10 degrees. At these small angles, shrouds have tension loads that are too high, and the mast has a compression load that is also too high. With overlapping headsails, the shroud base must be kept intentionally narrow to allow these sails to be sheeted inboard. Spreaders allow these narrow support bases while keeping the loads on individual wires down. Unfortunately spreaders are another potential point of failure. If a spreader breaks or fails in some way it, too, can bring down the mast.

Some boats have an aluminum mast, wooden boom, and wooden spreaders. Wood is subject to compression failure, crushing, rot, and overstress. Even if our rigs are all-aluminum, the attachment point of the spreader to the mast must be inspected regularly. In many instances, it is an aluminum casting attached to the aluminum mast with stainless steel bolts, a combination inviting electrolysis, corrosion, and failure. My Pearson Ariel had hollow, round sockets on the mast to hold the round tube spreaders. This is not aerodynamic, but it works. The tubes were held in place by a stainless steel cotter pin through the socket. The socket was, in turn, attached to the mast with stainless steel machine screws tapped into the mast wall.

The outboard ends of the tubes were filled with a wood plug with a vertical groove to hold the upper stay. This wood was subject to cracking and splitting. It had to be inspected annually, re-secured to the tube and fitted at the ends with white rubber boots to protect the sails from chafe.





Spreader makes equal angles with capshroud

Even if the underside of wooden spreaders is varnished, the upper side should be painted with white or silver paint to better resist UV. Inspect spreader bases for cracks, and inspect the mast wall under the base for signs of failure. The spreader should **not** be perpendicular to the mast. The upper (cap) shroud should make equal angles with the spreader tip above and below. This allows the load on the spreader to be pure compression.

Wire

There are three basic ways to build, lay, or pre-form wire into standing rigging. Each type suits a particular purpose. The most common type of standing rigging is 1 x 19-strand wire. This is called non-flexible or rigid and is laid up in one strand consisting of 19 pre-formed wires of the same size. This wire provides the least stretch of any stranded wire combined with the highest strength-to-diameter ratio. In newer racing type boats, solid rod rigging is sometimes used in place of wire rigging. Another designation for wire is 7 x 7 cable. This is semi-flexible and is composed of seven strands of seven wires each pre-formed into a single cable. It provides increased flexibility over 1 x 19 with minimum elongation (stretch). Keep in mind that all wire stretches. Even rod rigging stretches. It is only a question of how much under what load.

On smaller boats and on trailersailers where stepping and un-stepping of the mast is frequent, 7 x 7 cable is used, and some stretch in the wire is accepted. The other common designation is 7 x 19 cable. This is the most flexible of the cables and composed of seven strands of 19 wires each. In any boat application it would serve as wire halyards, running backstays, topping lifts, and guys. On large boats, it could be used as wire sheets. 7 x 19 cable is highly resistant to crushing and bending fatigue. Because it may be wound around a winch and through blocks and receives other punishment as well, the wire will generally wear out before corrosion will damage it.

Any of the above cables may be built of stainless steel of various grades or plain or galvanized steel. Galvanizing provides some corrosion protection to plain steel wire. Older boats and restorations or replicas, may use galvanized wire rigging rather than stainless steel for looks. The galvanized wire can be sluiced down with tar and pitch to look black like the rigging of old. Stainless steel would not hold the tar compound. Galvanized wire will last a very long time, if protected from corrosion, and it is much cheaper, too. Plain steel wire, coated with tar, will work as well, but watch your hands on a hot day when the tar comes off on everything. The downside of plain steel is that it is quickly subject to corrosion in those areas where the protective coating comes off.

There are several alloys from which the wire may be drawn. Each has particular characteristics. Not all stainless steel is suitable for making wire, and none is completely "stainless." Water has the ability to corrode stainless steel. Salt water and acid rain can be very corrosive. Stainless steel acquires its protection from corrosion through its interaction with oxygen in the air. If stainless steel is sealed off from the air, it can quickly corrode.

A boat sailed in the Great Lakes might have bright rigging wire for years until it is moved to New England or Florida. Then its rigging will quickly show signs of corrosion. In selecting the type of stainless steel from which to form wire, 302 and 304 are the most common. This is a good compromise between strength, corrosion resistance, and price. For boats that sail in tropical seas or highly corrosive areas, 316 or nitronic stainless steel offers increased corrosion resistance at increased cost. The tensile strength of the 316 is less than that of the 304. It is also harder and more brittle. Generally one size larger wire is needed to compensate for the reduced tensile strength.

Over the years, various wire manufacturers have developed proprietary types of stainless steel in an effort to improve the qualities of stainless steel rigging wire. These are known by "brand names." When shopping for wire, check the specifications. Don't pay for a brand name made from the same material as the basic wire. Type 316 is good for Florida and the tropics while 302/304 is fine for most other areas unless your boat is docked near a source of corrosion such as a power plant with associated stack gasses.

The limited seasonal use of boats kept in northern climates limits the sailing stress placed on standing rigging. However, if the mast is left up during storage, the wire is in the weather and exposed to some cyclic loading from wind 12 months of the year, so it may corrode and fatigue more quickly than you might expect.

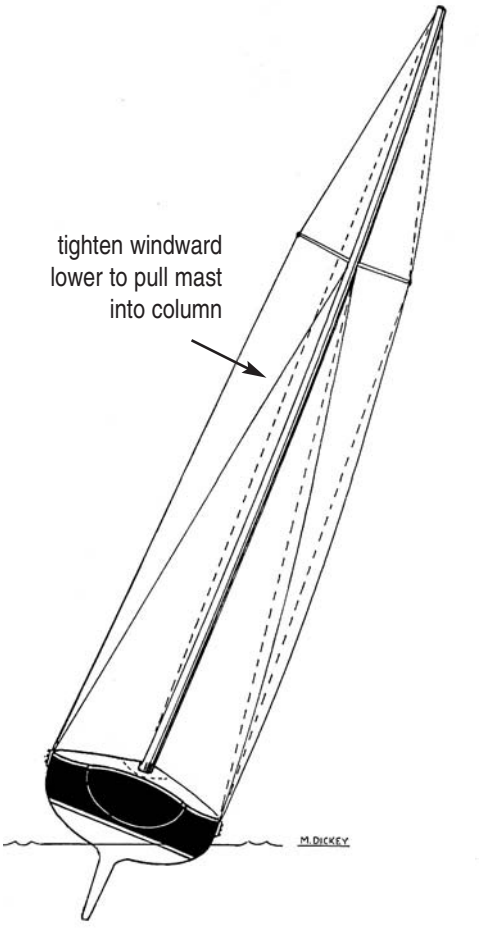
Terminals

Terminals create a mechanical connection between the wire and its attachment, i.e. a chainplate or mast tang. Basic terminal design consists of a fork or an eye. Specialty terminals are made to create studs for turn-buckles, antenna terminals, or other special-use items.

Terminals are designated by the method of attaching the terminal to the wire. Swaged terminals are the most common type found on sailboats. Swaging is the process of squeezing the pipelike barrel of the terminal tightly around the wire. There is no fusion of the terminal to the wire. It is strictly a mechanical grip created by the compression of the terminal barrel over the wire. Swaged terminals have proven themselves in thousands of miles of sailing, but they can fail.

The simplest swaging machine is the roll swager. This machine places the terminal between two dies and compresses the terminal tightly against the wire. Usually two passes of the terminal through the roll swage are used to assure maximum compression. If not done correctly, the terminal can assume a banana shape and have a seamlike line on the long axis of the terminal.

The rotary swage is a better swaging machine. In this machine, the compression of the terminal barrel is accomplished by many light hammer blows to the terminal in a rotary motion as the terminal is passed through the machine. This produces a more uniform swage with little or no distortion of the fitting. A rotary swage may be checked against standard military specifications to assure full compression of the fitting. Both forms of swaging are dependent on the skill of the machine operator for the quality of the swage. My father-in-law's Gulfstar 42 lost its mast from a defective backstay swage. The wire was



never fully inserted into the terminal barrel when the swage was made. Undetectable except through X-ray (not a usual inspection device), the fitting failed when the boat was only a few years old.

Swageless terminals are another alternative. They have proved themselves over time and offer several advantages over the swage terminal. Since they do not require a machine, they are easier to use. They are reusable, inspectable, adjustable in very small increments and easy to work with. The downside of swageless terminals is they cost twice as much as the swage variety. Some swageless terminals and a roll of appropriately sized wire are a good cruising spare to have on board.

There are two types of swageless terminals: mechanical, using a malleable cone to expand the wire within the fitting, and an epoxy type, that uses epoxy to form the bond within the fitting. I have not seen the epoxy type advertised for some time, but the mechanical types are represented by Sta-Loc and Norseman. Products from both companies are available through West Marine, Defender Industries, and other boat supply distributors. If you bought swageless terminals this year and decided to re-rig the boat in 10 years, you could re-use the fittings and only have to pay for new wire and new wedges. These are available from the manufacturer or distributor and are not costly.

A final type of fitting to be discussed is the oval sleeve or Nicropress type. These fittings are not easily used with 1 x 19 wire due to the stiffness of the wire but can be used in an emergency. This fitting creates an eye in the wire which can be used to attach a turnbuckle or other piece of hardware to the wire. The oval fitting will work well with 7 x 7 or 7 x 19 wire and is often used on small boats or for lifelines. If this fitting is used in a critical area, such as rigging, two oval sleeves must be used and carefully compressed around the wire. Be sure to leave a small amount of wire protruding from the end of the second sleeve. This can be wrapped for personal protection, but it needs to stick out a little to assure that both sleeves are in full contact with the wire for their entire length.

Now we have our rig, let's sail. Oops, first we need to tune the rig.

Tuning the rig

Rig tuning is very important. Boats with poorly tuned rigs are slower, don't point as high, make more leeway, and may be difficult to steer. They are also more prone to rig failure. Tuning starts as soon as you step the mast and attach the standing rigging from the mast to the hull. First attach the four primary shrouds, forestay (headstay), backstay, starboard upper, and port upper (capshrouds). Once these are attached and tightened enough to hold the mast vertical, attach the starboard and port lowers, adjusted loosely. If the mast is keel-stepped, do not insert the wedges between the mast and the deck. They come later.

The object of tuning is to support the mast vertically in relation to the athwartship and fore-and-aft waterline of the boat. This means that the mast must not lean port to starboard nor toward the bow or stern. Masts on some racing boats are raked aft, but most good old boats will do well to at least start out with a vertical mast and begin tuning from there.

An easy way to initially position the mast is to establish a plumb line adjacent to the mast which can be used to determine the mast position. Hoist a light line to the top of the mast on the main halyard and tie it off. On the bottom end of this line, tie a weight (a wrench or similar will do), to create a plumb bob. You can submerge the weight in a bucket of water on deck to dampen the motion of the line.

Sight the mast from aft, and compare it to the plumb line. Adjust the port and starboard rigging to bring the mast into vertical alignment with the line. The rigging turnbuckle should be hand tight to start with and then tightened using a wrench to hold the rigging terminal and a screw driver through the turnbuckle to tighten it.

Before you set the mast, open all of the rigging turnbuckles an equal amount and take care to see that the top and bottom screws of the turnbuckles are equidistant from the center of the turnbuckle. If you start with this situation and tighten equally on all turnbuckles as you set the mast, you should have a mast more or less vertical with only the fine adjusting to be done.

Once you adjust the mast into vertical column athwartship, you need to do the same fore-and-aft to assure that you have a vertical mast in both planes. Now, adjust the port and starboard lower shrouds by tightening them to about the same hand-felt tension as the uppers. Check again to make sure the mast has remained vertical. Be sure when you tighten the lowers that you do not pull the middle of the mast out of column. If you have done this, loosen one side and tighten the other to get the column back in line.

At this point, all of the rigging should be basically tight using a wrench and screwdriver, but it is not "tensioned." There are three ways to achieve the desired tension to the rig:

a) use a tension gauge such as the Loos Tension Meter available from various marine distributors;
b) calculate the tension (percentage of breaking strength of the wire; based on empirical measurement);
c) go sailing.

Method C is the most fun and will suit the average sailor. Method B is the

hardest and is described in a sidebar. Method A is easy, but you have to buy the tension gauge.

Let's use Method C. The first rule of C is never try to adjust rigging under load. If the starboard upper needs to be tightened, and you're on a starboard tack (wind over the starboard bow), tack so you are on a port tack, take up the now unloaded starboard upper and tack back to gauge the effect you have made. Pick a day with 8 to 12 knots of wind. Find a sheltered shore so you can sail in calm water while still getting full wind. Set full main and your usual headsail or the biggest you would normally carry in the wind range, perhaps a 150 Genoa. Sail on one tack while evaluating the rig. Are the leeward lowers tight or loose? If loose, tighten hand tight without distorting the center of the mast. Is the masthead falling off the leeward? Tack and tighten the offending upper. Only use hand pressure to adjust the rigging. You can tension it more later. Check the masthead. Is it raked fore and aft? Run off or head up to adjust the required shroud. Tack over and do the same thing. Keep sailing and making hand tight adjustments until you can sail on any point and the rigging is tight and the mast is in column.

Now, come into the wind and drop the sails and feel the rigging tension. Is it about equal on all shrouds? It should be. Use your wrench and screwdriver to add tension to the rig by turning each turnbuckle the same amount of turns in a clockwise manner around the boat. Start with one full rotation of each turnbuckle. If it is getting hard to turn the screwdriver to adjust the turnbuckle, you are at about maximum desirable tension. Now, set the wedges between the mast and the deck for a keel-stepped mast. Your rig is ready for the season.

When you get to the point of tensioning the rig with the wrench and screwdriver, you could go to Method A and use a Loos Tension Meter to check the rig in lieu of adding a bit more to each turnbuckle. It's up to you and depends on how you sail. I leave Method B to those more dedicated than I am.

All well and good, you say, but I don't sail hard, and I don't race. Why should I take the time to tune my rig? My short answer is that tuning the rig is about more than how we sail, it is about keeping our mast in the hull and the rigging sound and the tiller easy.

"Tiller?" you say? Yes, the tuning of the rig can assist in minimizing weather helm and bringing joy to the helmsperson. The straighter the mast, the less weather helm you'll have. The ability to correctly tune your sails depends on a stable rig that does not allow the mast to distort out of column from tack to tack. Tuning is fun and can be a source of pride in a job well done and a boat well sailed.

Inspection and upkeep

Our rigs are our motion, our power, our joy, and can be our lifesavers or endanger our lives. We need to regularly care for and inspect the rigging. A careful twice-yearly inspection will pay dividends in catching problems before they become dangerous.

Discoloration is a clue to a problem and is evident before the actual problem surfaces. Rust-like stains in a barber pole stripe on the rigging wire tell us something has failed internally in the wire. Small discoloration around fittings may foretell a fitting failure. Water can enter a fitting and start corrosion. A small crack can travel.

One way to detect small cracks in fittings is to polish the fitting with Never Dull or a similar product. Wash the polish off and apply a mix of penetrating oil with carbon black dye added. Apply the mixture to the fitting, let it stand for 20 minutes or so. Remove excess oil from the surface with alcohol or mineral spirits then dust the fitting with baby powder. The crack will appear as a line in the baby powder. Dye Check Kits are also available from West Marine and others. It may take a couple of hours twice a year, but the peace of mind is worth every minute.

Fatigue failures may be caused by cyclical loading on a fitting. When we sail with the rig incorrectly tuned, the slamming of the sail from side to side cyclically loads the leeward terminals. With enough high load cycles, a crack may form. As the loads are repeated, the crack spreads, and finally the rigging fails. If you see the rig is working or pumping, do something. Re-tune the rig or reduce the press of sail. Applying too much backstay tension to a rig is probably the other common cause of failure.

To maintain your rig, keep it clean. Rinse it regularly with fresh water. Wash it with water-soluble detergent. Never use a cleaner containing chlorine. It is destructive to stainless steel. Use nylon or bronze wool to clean tough spots. Never use steel wool or steel scrubbing pads. Let the rigging breathe. Don't cover the stainless with tape or other oxygen-excluding coverings. Use spreader boots or turnbuckle covers if you must cover some areas.

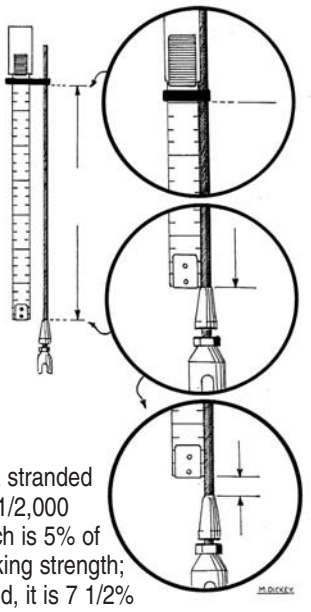
All rigging has a useful life, but it is very hard to determine what that life is. A rule of thumb for rigging in saltwater service is, "Replace in 10." Ten years is a long time to endure the constant motion and loads on a sailboat. In freshwater service, the period may be extended to 15 years or longer if the rig is rinsed, kept clean, and not subjected to acid rain, smokestack gasses, or the like.

Problems that develop with rigs tend to multiply. Find one, and there is another one around somewhere. Unless you know the specific reason for an isolated failure, the whole rig should be suspect. When you see a light brown barber stripe on the wire, its time to replace, at five years or 15. Respect your rig. It will repay you with years of carefree sailing.

The most important rigging maintenance tool is a good notebook. I also recommend the use of a tension gauge. There is some trial and error involved in the initial tuning of a rig. If your boat sails well, document the way the rig is tuned so you can get back to those adjustments later. This is true for all boats, but particularly true for boats that routinely remove their masts during lay-up.

A plumb bob is most useful if your boat floats exactly on its waterline. Many boats do not, and others are sensitive to crew and gear location. Another handy method of determining that your mast is vertical in the athwartship plane is to use your main halyard to measure to the

Measuring stretch to set tension



For a stranded wire 1/2,000 stretch is 5% of breaking strength; for rod, it is 7 1/2%

If you don't have a tension gauge, you can set tension by measuring elongation. Be careful: the changes are quite small.

by Bill Sandifer

It is possible to determine the tension in shrouds and stays empirically. You can measure the elongation of the wire as a fraction of the initial length and then establish rig tension as a percentage of the breaking load of the wire.

This requires fairly precise measurements. Stranded wire is at about 5 percent of its breaking strength when it has stretched 1/2,000th of its length. Rod wire is at 7.5 percent of its breaking strength when stretched 1/2,000th of its length. After you read this you may decide that a tension gauge is a very reasonable investment. Either way, if you are ever stuck somewhere without one, a copy of this method will help you get your rig tension about right.

The example below is for stranded wire. The elongation for rod wire should be 2/3 of the elongation in the example.

The easiest method is to use a set sample length of the wire, say, six feet. Using the top of the terminal fitting as the baseline and with the rig normally tensioned to hand tightness, measure up six feet from the top of the terminal and carefully mark the wire. You might use a round of tape to make identification of the six-foot mark easy. Now increase the tension on the rig by tightening the turnbuckle. As you tighten the turnbuckle the wire will elongate, and the six-foot mark will move upward as the wire stretches. Take a measurement down from the six-foot mark to the top of the terminal. This distance will now be more than six feet. If the measurement is six feet, plus 1/32 inch (or .036 inches to be exact), the tension in the wire is now 5 percent of the breaking load of the wire. If the measurement is six feet, plus 1/16 inches (.072 inches to be exact), the tension is 10 percent of the breaking load of the wire, and so on. Never exceed 25 percent of the breaking load of the wire. A 7/64 inch increase or (.108 inches to be exact) will put you at 15 percent breaking strength. That should be about right for a masthead rig cap shroud. You may need to go to 20 percent for a fractional rig with swept spreaders. In any case, if you cannot achieve the results you want with 25 percent tension, there is some other problem with the rig. Go back to the beginning of this article and examine the rig support structure to find the problem. If you want to observe the elongation of wire under tension, try this method and see how it comes out. Use care with this method. You should not need anything heftier than a screwdriver and a wrench for this. Fair winds and tuned rigs.

Variations on the theme

deck edge port and starboard. *(See illustration on the next page.)*

You may or may not want your mast vertical. Some boats are designed with a little rake to the mast, and some need some rake to sail properly. There is never any need to rake a mast forward of vertical. What determines if you need some mast rake is weather and lee helm. A normally rigged and sailed boat should not have lee helm. If you have lee helm at any normal point in the sailing envelope, rake your mast a little more. If you have a lot of weather helm under normal conditions, try standing the mast a little straighter. Some boats, particularly those with full keels tend to have a goodly amount of weather helm when sailed at large angles of heel. Making the mast straighter may not cure this characteristic completely.

The easiest way to measure mast rake is to measure the dimension from the masthead to some point on the stern. If your rig is small enough, you can hoist a 50-foot tape measure up with your main halyard. Two-block the halyard and measure to the same point on the stern. You may even want to mark that point to help you remember where it is. The actual dimension is not as important as measuring it the same way every time, and knowing what measurement is needed to make your boat sail well. If you need to measure more than 50 feet, hoist a purpose-made wire with a loop on one end and a mark on the other, and measure the distance from the mark on the wire to the mark on the boat. When the boat sails well, note the setting in your notebook.

It's easier to think of adjusting the rake with the backstay and the tension of both the backstay and forestay by tensioning the forestay. If the rake is correct, go by the forestay tension, and let the backstay tension float to be what it will. It will usually be less than the forestay tension because of the angles the stays make with the mast. Just remember that adjusting either one changes the other.

Continued on next page

Continued from Page 11

by Jerry Powlas

Slack rigging is no favor to your boat. Your rigging will work better and last longer if it is fairly tight. Fairly tight is not a quantitative statement however. With a rigging gauge we can be more precise. In fact with a rigging gauge you can pretty well reproduce previous settings without ever leaving your slip. That is why the notebook is so important.

The most important point to understand is that when the sailplan is pretty well loaded and the boat is well heeled, the peak load on a weather capshroud is exactly the same whether the rig was initially tight or loose. The difference is that if the leeward capshroud is slack, under some conditions it will receive high shock cyclic loads as the mast pumps in a heavy sea. This is why it is desirable to set the rig up tight enough so that when sailing in winds that produce 15 to 20 degrees of heel, the leeward shroud is just starting to relax and not flopping around. *(Refer to illustration on Page 7.)*

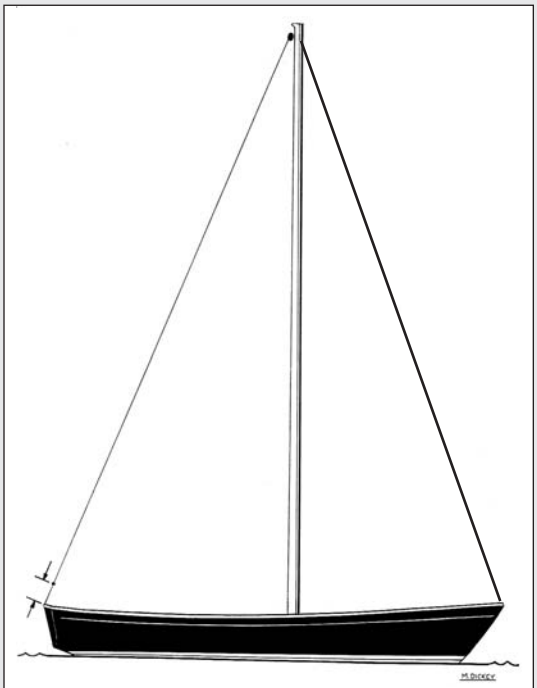
Good instructions and advice will come with your tension gauge. Essentially you gauge your wires to determine the diameter, find the breaking strength of the wires in a table, and initially set them up to 10 to 12 percent of breaking strength. That is for masthead sloops. For fractional rigs with swept aft spreaders, it may be necessary to tighten the cap shrouds to 20 percent to get the forestay tight enough. In no case is it desirable to use more than 25 percent of breaking strength.

Final adjustment still requires sailing the boat (at least the first time) to determine if the capshrouds go slack at the desired loading, which is a breeze that will produce 15 to 20 degrees of heel.

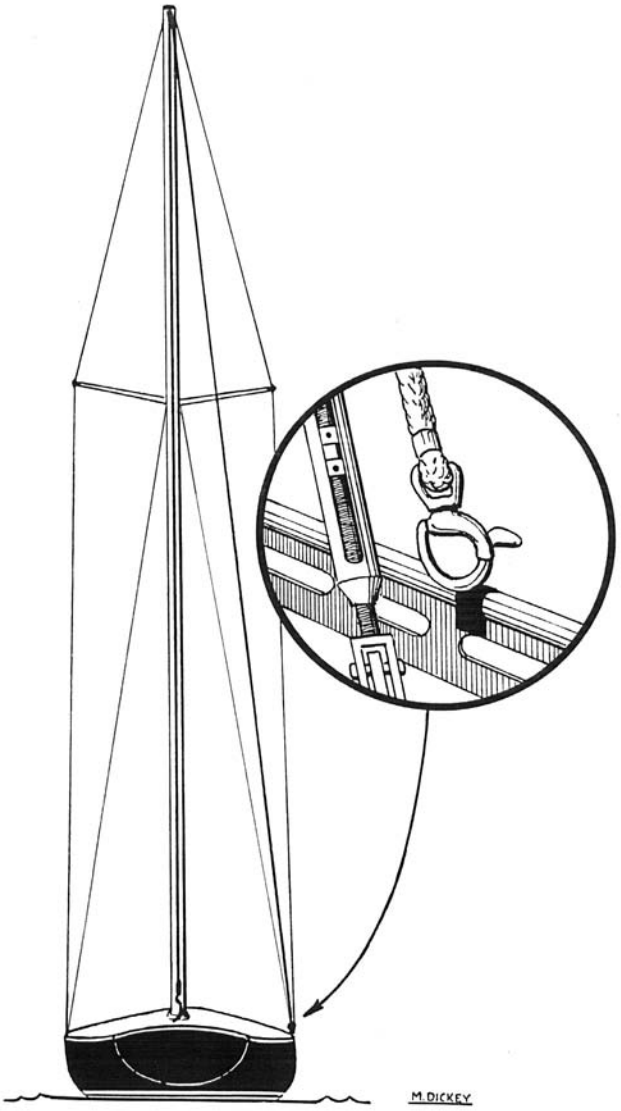
The Loos instructions also say that it may be desirable to set the lowers to less tension than the uppers and that forward lowers should be tighter than aft lowers. Again, it is necessary to sail the boat and adjust the lowers so that the mast is fairly straight when the boat is heeled 15 to 20 degrees. Tightening the windward lower pulls the middle of the mast to windward. No tricks there.

Steve Killing says there are two schools of thought on mast bend. One school says the mast should be kept straight under load, and the other says it will bend no matter what you do, and it is better to let the bend be a very slight and uniform curve to leeward. This second school, to which Steve subscribes, contends that if a keel-stepped mast is kept straight above deck (by proper adjustment of the lowers) it will concentrate the bend below deck.

Last but not least. Be careful, and think it through. The instructions and suggestions in Bill Sandifer's article and in this sidebar are necessarily of a general nature. Your boat may have peculiar characteristics that need to be taken into account. Our 1976 C&C 30 manual, for example has absolute pre-tension limits for backstays specified at 2,000 pounds. This is on a 1/4 inch wire rated at 8,200 pounds breaking strength. With the backstay set that high, the forestay will be higher yet. (I never set it that tight.) If you can find a manual for your boat, it may have good advice that is much more specific than the comments on these pages.



Measure the distance from masthead to a point on the stern. Use this dimension to define and duplicate mast rake.



Straighten mast in the athwardships plane by measuring the main halyard.

Tillers
What's old is the latest thing

Improve performance! Save weight! Save money! Cut down on steering failure and cockpit clutter!

by Lin Pardey

Sound like an advertisement? It should be, but it isn't. Since the tiller has little commercial value, no one pushes the clear advantages of this tough little item. Yet slowly and surely, the innovative side of our sport is turning the pages of an old book to discover a new idea. Just as long bowsprits (rig extensions) are now *de rigueur* on many modern race boats, tillers are making a comeback. A careful look at the advantages makes the opening statements completely justified for cruising boats and race boats up to and even longer than 40 feet (12.2 m). If you then look at some of the subtleties of designing and building the deceptively simple tiller, you might find it the most logical choice for your next boat. If you already have a tiller, some simple ideas and accessories could make it more user-friendly than ever.

Advantages of a wheel

Originally, all ships were steered with a tiller. If they were hard to steer, blocks and tackles were added to assist the helmsman. Then along came the wheel to provide easier, faster steering than a tiller with its awkward tackles. Though yachts were far smaller, and thus easier to steer than big ships, many suffered from weather helm. This tendency for the boat to want to head up into the wind if firm pressure is not held on the tiller can have some advantages, but if it is excessive, it exhausts the helmsman. Curing weather helm can mean doing anything from raking the mast forward to moving the whole mast forward, from recutting the sails to adding a bowsprit. But the simplest and most common solution used by many builders was to add extra leverage in the form of a wheel. It wasn't a cure; it only disguised the problem, but it definitely reduced the tendency to stretch the arms of the helmsman. *(See illustration on Page 15 for some tips on curing weather helm.)*

Once wheels began appearing on yachts less than 40 feet (12 m) in length, other advantages became apparent. Now you could invite your favorite uncle out for a daysail, and he could take over steering immediately. No more having to explain, "Just pull the tiller this way to make the boat go that way!" You could simply say, "Steer it like your car."

People feel good about themselves when they are standing behind a large, leather-clad wheel. This appearance can be just as important as the benefit of having a neat position for a compass and cockpit table mount on the wheel

pedestal. Yet the most important reason for having a wheel remains firmly in the realm of big boat racing. Only with a wheel can the helmsman keep clear of the flying elbows of the winch crew.

There are other advantages to having a wheel. Yet, when you compare these to the advantages of a tiller *(see chart below)*, you may begin to wonder if fashion has been the main influence in making wheels so prevalent among boats less than 40 feet in length.

Advantages of a tiller

Although tillers have always had firm adherents among determinedly practical cruising sailors — ranging from Eric Hiscock to Hal Roth, and from Don Street to Bernard Moitessier — it is among the high-speed racing fraternity on their new sportboats — like the J class, Melges 24 and 30, and the Mumm 30 — that tillers have begun a swift reemergence. The reason is simple. The full-on racer on a sporty boat wants to keep weight off the ends of the boat. No quadrant, no cables, no 200-pound helmsman at the back end of the cockpit equals less hobby-horsing (pitching).

The tiller is more sensitive to boat responses than a wheel. Not only does it give faster, more positive rudder adjustments, it telegraphs information back to the helmsman to let him know if the boat is balanced properly. This is important, as even a 5- or 6-degree rudder angle can cause drag that can slow the boat.

Cruisers might not feel the extra bit of speed is important, but most will agree that a tiller makes installing some form of self-steering far easier, and self-steering is the most important aspect of enjoyable offshore voyaging. Whether wind-vane or electrically operated, it is easy to disconnect self-steering quickly from a tiller. Simply lift the control link free of the tiller lock pin. If for some reason your wind-vane self-steering or autopilot dies completely, the tiller provides a hidden option unavailable to those with wheel steering. With about $50 worth of simple gear, you can rig up a sheet-to-tiller steering system *(see illustration on Page 19)*.

Another plus for tillers in combination with an autopilot or self-steering gear is that the best control point for the connecting lines or push rod are usually about two feet forward of the rudderhead. This makes the controls far less intrusive and much less of a hurdle for the crew than the port and starboard control lines of wind-vane steering led to a wheel. Combine this with the absence of the wheel itself, and fore-and-aft traffic in the cockpit becomes far easier.

Sculling with a tiller is a tactic so useful among smallboat racers that there are special rules governing it. Even on cruising boats up to 44 feet (13.4 m), you can use the side-to-side swinging of the rudder to move your boat toward a new breeze, or the few yards forward you need to come up to a mooring or dock for an almost-perfect landing. This tiller sculling is like a secret weapon for racing sailors and those who cruise without engines — onshore or offshore. In very light breezes, it is easy to lose steerage. With a tiller, you can use what

Pros and cons: Comparing the wheel with the tiller

Wheel

- Makes steering less tiring by controlling weather helm
- Increases mechanical advantage
- Feels familiar — steers like a car
- People feel good standing behind a wheel
- Pedestal makes a good center-of-cockpit grabrail, compass mount, and table mount
- Does not sweep across cockpit so is less worrisome to visitors
- Makes installation of a below-decks electronic autopilot easier (definitely better for salt-sensitive electronic gear
- Keeps crew clear of helmsman for racing
- Clears cockpit for thwartship crew traffic
- Makes installation of a second steering station easier, i.e., for inside and outside stations

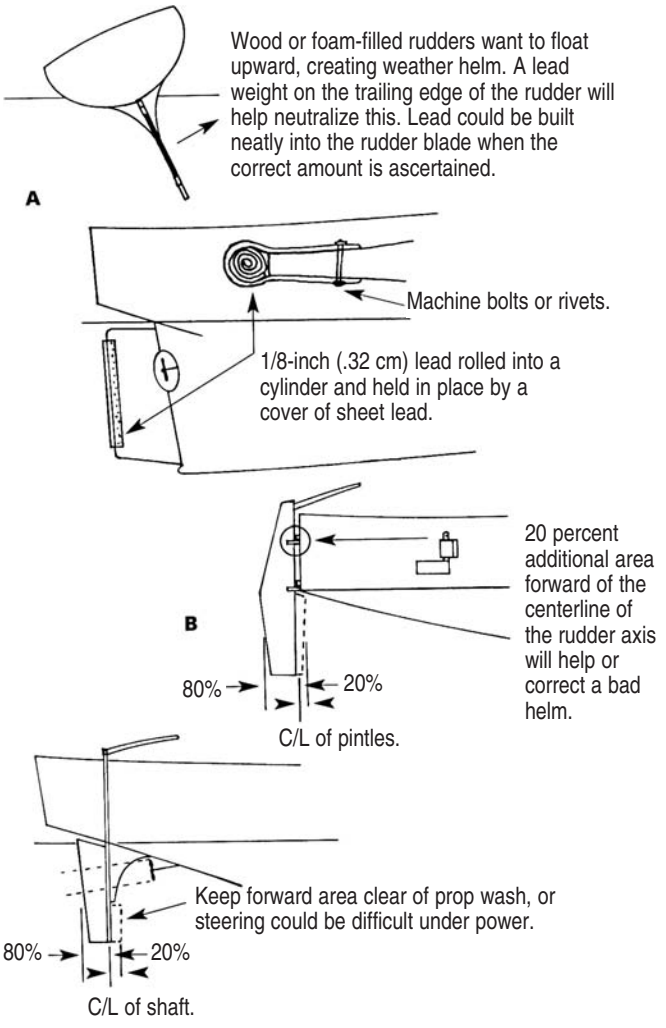
Tiller

- Ultimately reliable
- Ultimately inspectable
- Low maintenance (few moving parts)
- Simple installation
- Low weight
- Low purchase price
- Clears cockpit for fore-and-aft traffic
- Lets helmsman reach winches easily for sheet adjustments (Important for short-handed sailing)
- Easy to remove to clear cockpit area
- Easier to rig vane or autopilot steering
- Faster steering, *i.e.*, you can make radical course changes more quickly
- Lets you sense small changes in sail trim or balance of rig
- Serves as an obvious rudder-angle indicator for the whole crew (also for photographers)
- Enables you to use rudder to scull the boat in light winds
- Lets you put tiller between your legs to steer temporarily and free up your hands to handle jibs or toss a mooring line
- Lets you steer the boat from various positions inside and outside the cockpit - especially with a hiking stick
- Less liable to injure crew
- Provides a base for tiller-to-sheet self-steering
- Keeps weight of crew and gear out of end of the boat
- No need for separate emergency-tiller arrangement
- Lets helmsman get out on side deck with hiking stick (two wheels needed to do this on racing boats)

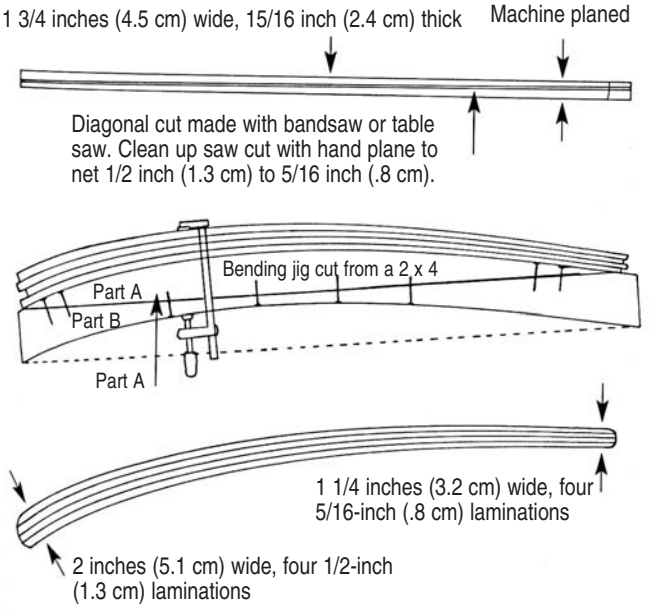
we call "the half scull" to swing the bow of the boat so it lies at a close-hauled position to what breeze there may be. This new angle to the wind will get the boat moving faster than it would on a downwind course, because as the boat gains forward momentum, its speed is added to the actual wind speed to give a stronger apparent wind. Once you get moving, you can ease off onto a beam reach and keep sailing, despite the light wind.

To us, one of the most worrisome aspects of wheel steering — and a very important reason to choose a tiller — is the growing number of serious, wheel-inflicted injuries caused by breaking waves washing crew against wheels. Dana Dinius of 44-foot (13.4 m) *Destiny* had his femur shattered when a wave smashed him against the wheel during a storm north of New Zealand. Michelle Perot, on board *Maiden*, broke several ribs and bent the wheel so badly it jammed the steering for several minutes until the crew used tools to rebend it clear of the pedestal. Chay Blyth built special guardrails to keep crew on his latest Round the Southern Capes (west-about) Race from hitting the wheel when waves swept along the deck and into the cockpit. He told us, "Last race, wheels caused the only serious injuries, including a shattered wrist when a crew member was swept against the turning wheel."

Cure weather helm



Build a tapered, laminated tiller



And finally, even if you have a wheel, you still need an emergency tiller. No matter how carefully your system is installed, the mechanical complexities leave it more susceptible to steering failure. The most common problem (other than seasickness) listed for the 1979 Fastnet Race storm and the 1994 Queen's Birthday storm (near New Zealand) was wheel-steering breakdown. So some of the following ideas could help even if you only use a simple tiller as a backup for your wheel.

Building a stout, reliable tiller

Your tiller should be strong enough so that when a 200-pound (90 kg) crewmember falls heavily down onto it, it won't break. How strong is that? Larry says: "I like to test a tiller by putting it in a big vise then jumping on it and heaving my whole weight on its forward end (I weigh about 180 pounds). If I can't break it, then it should withstand the test of sailing."

A tapered tiller will have a tendency to bend a little under severe loads and thus is less likely to shatter than a stiff, parallel-sided one. The curve you see on most tillers is for appearance's sake or to assist in clearing obstacles or knees in the cockpit; it is not a necessity. So to make tiller-building easier, you can choose a simple tapered, straight shape. Build it out of a rot-resistant wood — such as pitch pine, black locust, or teak — to ensure longevity.

A one-piece tiller is preferable, as the ones we have seen fail are most often curved, laminated ones. If you decide to laminate a tiller, use heatproof, waterproof adhesives such as resorcinol, Aerodux 185, Aerodux 500, or Cascophen. These adhesives are reliable and can be used to laminate a teak tiller that will be left unvarnished in the tropics. The strongest, most cleverly designed laminated tiller we have seen was made from tapered pieces of wood. This meant that the outside laminations did not taper off to leave unattractive feather ends *(see illustration above).*

Tiller-to-rudder connections

The most reliable, easiest to build tiller-to-rudderhead connection is the mortise-and-tenon type such as shown in the photo on Page 13. This works best with an outboard rudder. For inboard rudders, a metal tillerhead-to-shaft fitting is necessary.

The illustration below shows three different tiller-to-shaft connections with which we have sailed. A is the most reliable, but unfortunately it is least common, because the machining time needed to get a close fit on the square taper makes it the most costly. The square-taper connection works similarly to your propeller-to-shaft connection; it is essentially a squeeze play between the two parts. But it is even better than the prop connection, as the large surface area of the square acts like a huge keyway to resist wear and loosening. B, on the other hand, is prone to loosening. The constant, often forceful, corrections from wind-vane steering gear can distort the keyway during a long tradewind passage. One way to help alleviate this keyway wear is to add tapered-point set screws, as shown at B in the illustration below. These set screws can be tightened, even at sea.

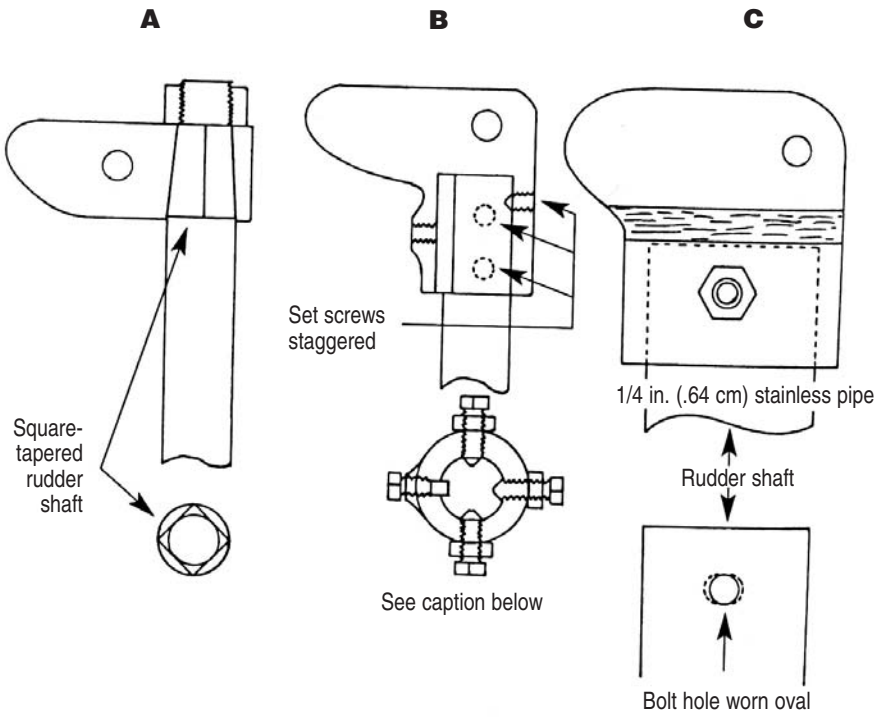
Version C below shows the worst kind of rudderhead-to-tiller connection with which we have sailed. It is extremely susceptible to wear. During the delivery of one new 35-footer (10.7 m), we had 1/4-inch (.64 cm) of wear in 1,100 miles on a 1/4-inch-thick, 4-inch (10.2 cm)-diameter stainless-pipe rudder shaft. A larger-diameter bolt can help in this situation, but the best fix would be to weld a tight-fitting compression plug, then use multiple set screws to locate the tiller more firmly, as shown in B.

Making it work for you

It is particularly helpful to be able to remove the tiller completely when it is not in use, as in the photo on Page 13. When we are in port, this clears the cockpit for socializing or sleeping. It also makes the boat theft-proof, as you can remove the tiller and lock it away below. At sea, it is nice to be able to shorten the tiller to make the cockpit feel more commodious. Bernard Moitessier had a telescopic tiller on his last boat, 31-foot (9.5 m) *Tamata (see illustration on Page 18)*. To achieve a similar reduction in length, you could also make a folding tiller.

But with wind-vane self-steering or autopilot during a passage, it pays to have a good, long tiller. As the photo at right shows, this long tiller is accessible from the companionway, so you can luff up in a gust of wind or steer clear of floating logs or weed. We find this long tiller especially handy during wet weather, as the person on deck can go forward to drop a sail and the person down below does not have to don foulweather gear to assist in steering. He/she can just reach out and push the helm without releasing the self-steering. The boat luffs up for a bit, the sail comes down, and the wind-vane takes over again.

Tiller-to-rudderhead attachment



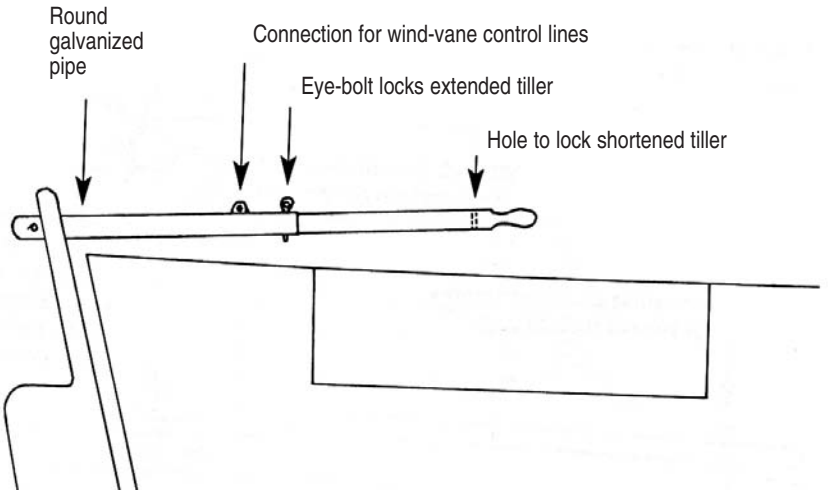
If your current rudderhead fitting is like the one shown here but reliant only on a keyway, you can add tapered-point set screws to spread the load. Drill three holes, square to the shaft and 5/16 inch (.8 cm) in diameter. The holes should go through the rudderhead fitting and into the shaft, so it is countersunk 3/16 inch (.5 cm) deep by the drill point. The angle on your drill point should be the same as the angle on the point of the eventual stainless set screw. Once the holes are drilled, remove the rudderhead fitting and tap out the holes to accept a 3/8-inch (1 cm) NC thread set screw. Replace the rudderhead and tighten all three set screws.

Simple tiller accessories

By adding a thwartships belaying pin to the inboard end of your tiller, you can use adjustable port and starboard shock cords to help your boat self-steer more comfortably in heavy winds *(see illustration on Page 18)*. The shock cords can be adjusted to dampen the wind vane's correcting movements and, in effect, act as a shock absorber to cut down on overcorrection. The shock cords can also be adjusted to put in a bit of lee helm or weather helm so the vane helps you track more accurately. This is especially helpful on a

Sculling with a long tiller can be quite effective, as Larry demonstrates regularly. Below, a long tiller also enables a person who is below to temporarily lend a hand on deck without suiting up for foul weather, as Lin demonstrates.

Tamata's telescopic tiller



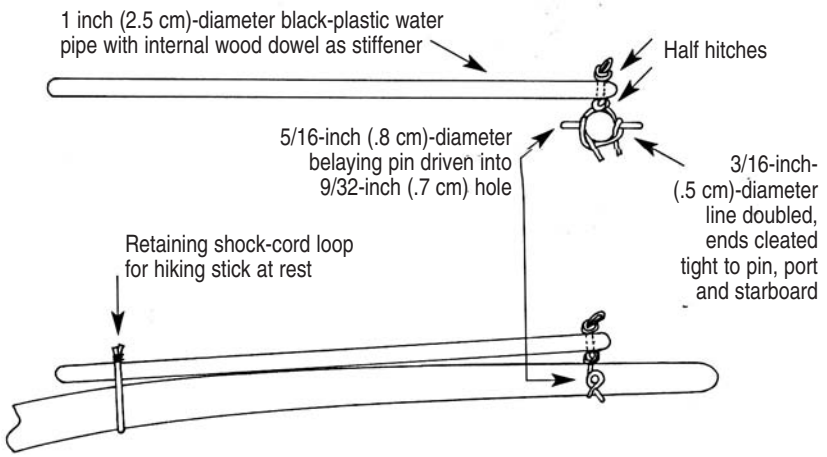
At left, a diagram of the telescoping tiller on Bernard Moitessier's 31-foot* Tamata. *Below, a diagram of a belaying pin and hiking stick. The simple addition of a belaying pin gives the helmsman hands-free moments at the tiller. The belaying pin and hiking stick also allow the helmsman to see more clearly when approaching a dock or mooring ball, since he can stand on the side deck for a better view.

broad reach in fresh winds and long, rolling seas.

Even without a wind vane, the tiller belaying pin would be useful for securing sheet-to-tiller steering. Although it is usually offshore cruising sailors who need various options for self-steering, this clever system can be of interest to a wide range of sailors — whether a lone daysailor hoping to enjoy lunch with both hands free or a raceboat delivery crew heading home short-handed. We have included a couple of the basic diagrams from John Letcher's book, *Self-Steering for Sailing Craft*, to help you begin experimenting *(see Page 19)*. After using his methods on several boats we have to agree when he says, "Sheet-to-tiller gear can do your steering, simply and reliably, on all points of sailing."

The final use for the tiller belaying pin is, to us, one of the most important. It can be the basis of a cheap, easy-to-make hiking stick. A hiking stick on an 8-ton cruising boat? Yes, we find it really useful when we are approaching a dock or mooring ball, as it lets the helmsman stand on either the port or the starboard side deck to get a perfect view of the objective. Since you are now out of the cockpit, it is easy to hand someone the aft mooring line, or to step off and secure the line to the dock. If you are approaching someone's boat, they are reassured by seeing you standing on the side deck holding a mooring line for them to use to stop your boat as it glides alongside under power or sail. The simple system shown at right includes a shock-cord loop to keep the hiking stick out of the way when you don't need it. Complete removal of the

Belaying pin and hiking stick



Call them old-fashioned if you will, today's tillers have taken on a decidedly lightweight and modern look. This one is a New Zealand Lightweight Flyer, a super light tubular tiller with a hiking stick.

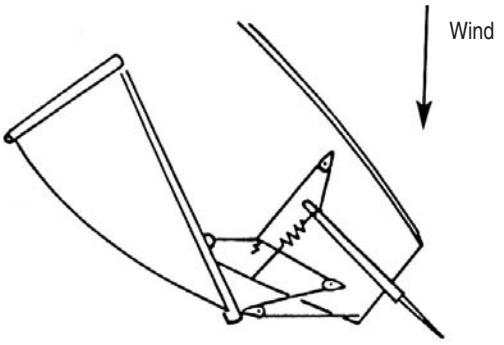
hiking stick is easy for offshore sailing.

For the prudent sailor, a potential backup tiller is probably on board right now. Before you set off cruising, adjust one of your dinghy oars so it will fit your rudderhead fitting.

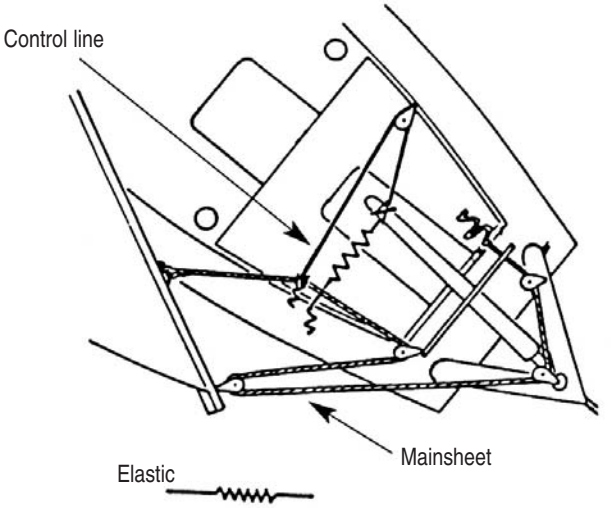
The new wave of sport boats is encouraging designers to recycle the tiller. As they do, they are working to make new boat designs more balanced, so that tiller steering is a breeze. The good news for owners of all types of boats — ketches, yawls, sloops, or cutters with inboard or outboard rudders — can be read in the balance sheet *(see chart below)*. You could use the money you save to get out cruising sooner.

Excerpted from Cost-Conscious Cruiser, *Lin and Larry's newest book. This and other Pardey books are available from Paradise Cay Publications, 800-736-4509 and soon to be included on the* Good Old Boat *Bookshelf.*

Sheet-to-tiller steering system

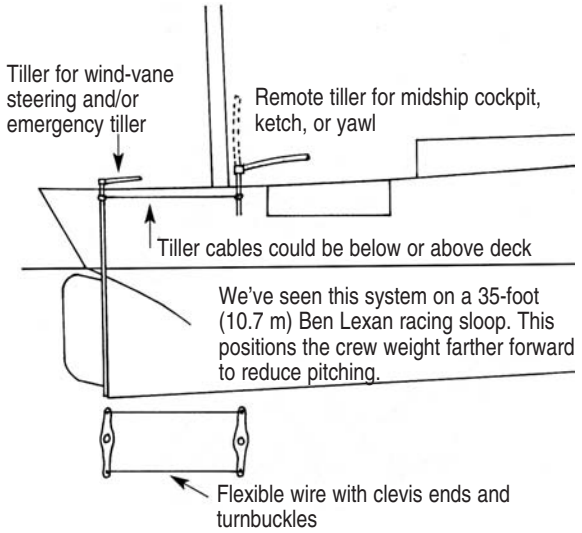


Close-reaching method



The illustration at right was reprinted in *Cost-Conscious Cruiser* by permission of International Marine Publishing Co. and republished here as part of the excerpted material.

Remote tiller for amidship cockpit, ketch, or yawl



Fitting a wheel to a modern 30-to 33-footer

(This information is based on an average of prices provided by West Marine Products using Edson International components, for boats such as the Pearson 30, Columbia 32.)

Materials only — including pedestal, stainless-steel destroyer-type wheel, chain and rope assembly, and all gear to connect this system to the rudderhead, below cockpit floor level average $1,232.00

Normal accessories

Pedestal guard	109.00
Steering brake	92.95
Labor at $35 per hour, average 16 hours	560.00
Estimated cost	**$1,993.95**

Tiller steering

Materials - tiller	54.92
Rudderhead fitting	119.00
Estimated cost	**$173.92**

(Tiller and rudderhead fitting would still be required with wheel for emergency steering.)

Love holds this couple

Not many cruising couples today would take a 26-foot "bare bones" sailboat on a grueling, 1,200-mile trip through three Great Lakes and the isolated waterways of Canada. But with just two years of experience under their belts and a tiny boat by today's standards, John H. Smith, and his longtime friend, Pat Tengel, headed off in a Pearson Commander on an adventure that took them across the Great Lakes, through more than 50 locks, around hundreds of islands, through a horrific storm, and perhaps even into the history books. Recently, John, who spends his off-season surfing the web for any tidbit of information he can find about improving his classic Alberg-design boat, has been told that the cruise they took in 1972 may well be the longest single journey ever made by a Pearson Commander.

That says something about the boat . . . and the couple. Today, 27 years after that voyage, John and Pat are still together sailing on *Pocahontas*. There are no contracts binding this trio. But, then, there is no need for one. The love and respect between this couple, whose relationship will turn 30 next year, is obvious.

Sailing has helped bond their relationship, which has lasted far longer than most relationships sealed with a marriage contract. They work as a team on board, John at the tiller, Pat helping tend the sails. When bad weather hits, that love and respect are even more evident. In the past with *Pocahontas* plowing through high seas and John at the tiller, Pat admits, "I had all the faith in the world in him. I slept."

Story and photos by Pat Vojtech

When you see the long, sweeping lines of *Pocahontas* and observe how well she handles rough seas, it quickly becomes apparent why *Pocahontas* is still in the family. The couple has put many hours into keeping her condition pristine and has added safety and comfort features that place her on par with modern boats.

Today, John and Pat, who moved to Maryland and the Chesapeake Bay in 1974, sail "from dockside restaurant to dockside restaurant" in the tradition of Chesapeake Bay sailors. But in their youth they were seeking adventure.

"You did things without really thinking. We had blind optimism," says John, who believes the optimism of the '70s helped fuel their spontaneity. He was working on submarines as a metallurgist with U.S. Steel Research Laboratory in Pittsburgh at the time. For a man who had grown up along the shores of the Delaware River in New Jersey, and whose heart yearned for the sea, Pittsburgh was not exactly the ideal place to live. The Ohio and Allegheny rivers, though fine for motorboating, proved too narrow and commercial for sailing. He was 220 miles from the Chesapeake Bay, and 100 miles from the Great Lakes. In between were many small lakes, one of which served as a place for him to learn how to sail.

As a 30-year-old single man, John thought nothing of buying a sailboat and then learning to sail it. His first investment was a 16-foot Comet. He paid the owner, who then took him out

and their Pearson together

John Smith and Pat Tengel lavish love on Pocahontas, *their 1965 Pearson Commander*

on the lake to show him how to sail it. They promptly capsized.

"We had to get the Coast Guard to rescue us and tow us back," John says. "But it didn't put me off." Anyway, he concedes, the guy already had his money. He enjoyed daysailing in the wooden Comet, but soon found that the 100-mile commute for just a few hours of sailing was a bit too much. "I wanted something I could stay aboard."

So, he started looking for a boat with a cabin. Since he was a few years ahead of the recreational sailboat boom of the '70s, it wasn't easy finding a used boat. He finally located a 5-year-old Commander in Cleveland, 120 miles from home.

"It seemed like such a huge boat. It seemed like you couldn't see the bow, it was so far away," John remembers. He describes the Pearson Commander as "a scaled-down Triton," which was the first design Carl Alberg ever made in fiberglass. Two feet shorter than the Triton, the Commander has the same hull (a full keel with attached rudder, mast, and sail plan) as another Alberg-designed Pearson, the Ariel, but the Commander has a bigger cockpit and a smaller cabin.

Down below, the boat has a V-berth in the bow, with a head tucked between the berths and fitted with a cover. A curtain can be drawn for privacy. The galley — which lost out when the Ariel cabin was shortened for the Commander model — is small, but adequate. There is room below for several people to sit down.

It would seem that the Ariel, often referred to as the "cruising version," might have fit the couple's needs better than the Commander, which was marketed as a daysailer or weekender. But John was single, with no plans beyond racing and spending weekends aboard — exactly what the Commander was built for.

The boat came with a spinnaker, a storm jib, and a huge 170-percent genoa, perfect for racing in the Midget Ocean Racing Class, which John planned to do. Another selling point was that the original owners had hardly used the boat, John notes. They had never slept aboard or used the head, so the boat still looked new. At $6,000, the price was also right.

With a name like John Smith, he naturally had to name the boat *Pocahontas*. That name has brought its

John and Pat enjoy an autumn cruise aboard* Pocahontas, *the Pearson Commander John bought used for $6,000 in 1970.

share of tales. John recalls the time his yacht club sailed across Lake Erie to Canada, and they were going through customs. The lines were long, and the custom officials were agitated. He had trouble convincing the official that he really was John Smith sailing the *Pocahontas*. Behind him, the next guy in line was getting very nervous. His name was Charlie Brown, and he had sailed across on *Good Grief*.

Pat met John through the Pittsburgh Ski Club where they both satisfied another passion for adventure. "A couple weeks after I bought the boat, I went to the ski club to round up a crew," John remembers. Pat, who taught at a nearby college, had taken a "dry land sailing course" years before in college and thought that qualified her as "knowledgeable." So she volunteered.

"I thought I would learn from the crew," John says. As it turns out, none of his "expert crew" knew anything, so they learned along with him. Pat teases that he kept her on as crew because, "I was the only one who could get the sail in before the wind caught it." The two have been inseparable ever since.

Sailing on the Great Lakes in the early '70s, when boats had no instruments or communications gear, taught the couple to be self-sufficient and to appreciate the seaworthy design of the Commander. They remembered one time when a yacht club race turned almost to disaster when a line squall blew up on Lake Erie and caught the fleet miles from shore. The original boom on *Pocahontas* attached to the mast with a gooseneck fitting, which allowed them to reef the mainsail by rolling it around the boom. It was a doomed design, and in 40-knot winds the mechanism broke.

They stashed the boom below and continued the race with just the foresail. "Then 75-knot winds knocked us down, first on one side then on the other," John says. The wind was so strong it compressed the jib sheets and yanked the knot at the end of each sheet through the block. "The sheets were flying straight forward," John recalls. At that point, they gave up the race and turned toward home. John soon replaced the original reefing system with a jiffy reef, which did away with the flimsy gooseneck.

The fact that *Pocahontas* survived this and other batterings on the Great Lakes is a testament to Carl Alberg's seaworthy design. Built heavy, as all of the early fiberglass boats were, the Commander, and her sister, the Ariel, are not fast, but are known to be strong boats that don't pound in heavy seas, a real plus that has many owners, including John and Pat, calling them a joy to sail.

Joining the Erie Yacht Club offered John and Pat more than just the congenial company of fellow yachters and the opportunity to race their boat. "It was very important to be part of a good yacht club for exchange facilities because at that time there were not many boatyards," he notes.

Even at home there were no facilities for hauling boats in the winter. "We did it ourselves after the Halloween crossing, which was called the 'two-bottles-of-rum crossing,'" John says. After this last cruise of the season to Canada, club members got together every weekend for most of November to haul their boats.

Their decision to make the long Canadian cruise came about because John's company had an unusual arrangement that allowed employees to take extended 8-week vacations every five years. John came up with the idea for the 1,200-mile cruise after realizing that he could make a complete circle of three Great Lakes by taking the Trent-

Former Great Lakes sailors, Pat and John now appreciate the amenities of the Chesapeake Bay area.

With its large cockpit, the Commander is perfect for sociable sailing and day trips to restaurants with friends.

Severn Waterway, an old military canal between lakes Ontario and Huron, and then crossing from Lake Huron to Lake Erie through a series of rivers. The canal had recently been turned into a recreational canal, but few boaters were taking advantage of it in 1972.

"It was a convenient circle. I don't know if anyone had ever done it before," John says of the cruise. "In the yacht club, it was quite an event."

John and Pat learned all they could about sailing in the two summers preceding his extended vacation. They prepared *Pocahontas* for the journey with a few new pieces of equipment, including a sewage holding tank, which was mandatory in Canadian waters.

John installed a depth sounder prior to the long trip after they missed a port because they were too far offshore. "When I sailed along the shore of Lake Erie, I was afraid of running aground. Everything there was 100-foot banks with nothing distinctive on shore. I stayed so far offshore, sometimes three miles off, that I missed a port and sailed all night," he says. When he ended up in Buffalo instead of Barcelona, N.Y., he knew it was time to get a depth sounder.

John and Pat set sail on their historic cruise over the Fourth of July weekend as part of a yacht club cruise to Port Dover, Ontario, on the north shore of Lake Erie. Then, instead of heading home, they set their sails on an easterly course toward Buffalo, N.Y., Niagara Falls, and Lake Ontario. At Niagara Falls, they followed the shipping route through the Welland Canal, a series of six locks that detours ships safely around the falls. Little *Pocahontas* was wedged into the locks with a big ship throughout the 12-hour journey.

"I had done a lot of planning, but the rest was seat-of-the-pants," John remembers. They hit their first obstacle at Trenton, Ontario, at the eastern end of Lake Ontario. The very first bridge in the Trent-Severn Waterway had a bridge clearing of just 10 feet. They had to remove the mast, but there was no boatyard to help them wrestle the spar to the deck. The problem was solved when the Royal Canadian Air Force Base Yacht Club offered to help them in exchange for a day spent crewing in the club's Soling one-design race. They crewed for the club commander, who was short of crew. That obligation taken care of, Pat and John had eight Canadians helping them unstep their mast for the 250-mile-long journey through rivers, lakes, and connecting canals.

The 50 locks included one that employed a railway to haul them up and over a mountain. "Each lockmaster took great pride in trying to outdo the others in keeping the grass cut, the flowers growing, and everything pristine," John says.

The couple didn't mind the Commander's lack of cabin space even on this two-month cruise. They simply set up a barbecue in the roomy cockpit and enjoyed the beautiful rugged hills and isolated plains of Canada as they cooked and dined.

The canal ended at Port Severn in Georgian Bay, an arm of Lake Huron. Here Pat and John faced an even bigger obstacle: navigating through this rocky bay of islands. "You had to count the islands to know where to turn. We miscounted," remembers John. "We ran aground and got a leak at the depth sounder." The damage was minor; he fixed it with a little underwater epoxy applied from inside the boat.

The couple was out on Lake Huron when they faced the worst weather of the trip. "The waves were too big: 12 feet high. They looked like they were up to the spreaders. We shouldn't have been out there, but there was no weather forecasting in those days," John says. "I tied myself onto the boat with a rope. We submerged the bow. We were surfing, going nine knots," several knots faster than the hull speed of the boat.

They bypassed the nearest harbor, which was too small to enter in a storm, and sailed all night. At dawn, they pushed into Goderich, Ontario, weary, but whole.

At the southern end of Lake Huron, a series of lakes and rivers — St. Clare River, Lake St. Clare, and the Detroit River — carried them south to the western end of Lake Erie. Now they were on familiar waters.

The trip taught John and Pat to appreciate cruising. "Each day you get going, you make certain decisions, and you get instant feedback," John says. "If you make good decisions, at 3 p.m. you're sitting in the cockpit with a drink. If you make bad decisions, you're sailing through thunderstorms and eating with the mosquitoes."

The couple moved to Maryland in 1974 when John took a job with the National Institute of Standards and Technology (NIST) formerly the National Bureau of Standards. As a metallurgical engineer, he does research

on new metals and high-pressure cylinders. Pat works with the University of Maryland Extension Service.

They found the Commander to be well-suited to the Chesapeake, where sailors are hardly ever more than a few hours out of a port, unlike the Great Lakes, where they often endured bad weather because ports were 40 or 50 miles apart.

The boat's full keel helps with directional stability, and the 3-foot 8-inch draft is shoal enough to allow them access to most of the bay's beautiful, but shallow, creeks.

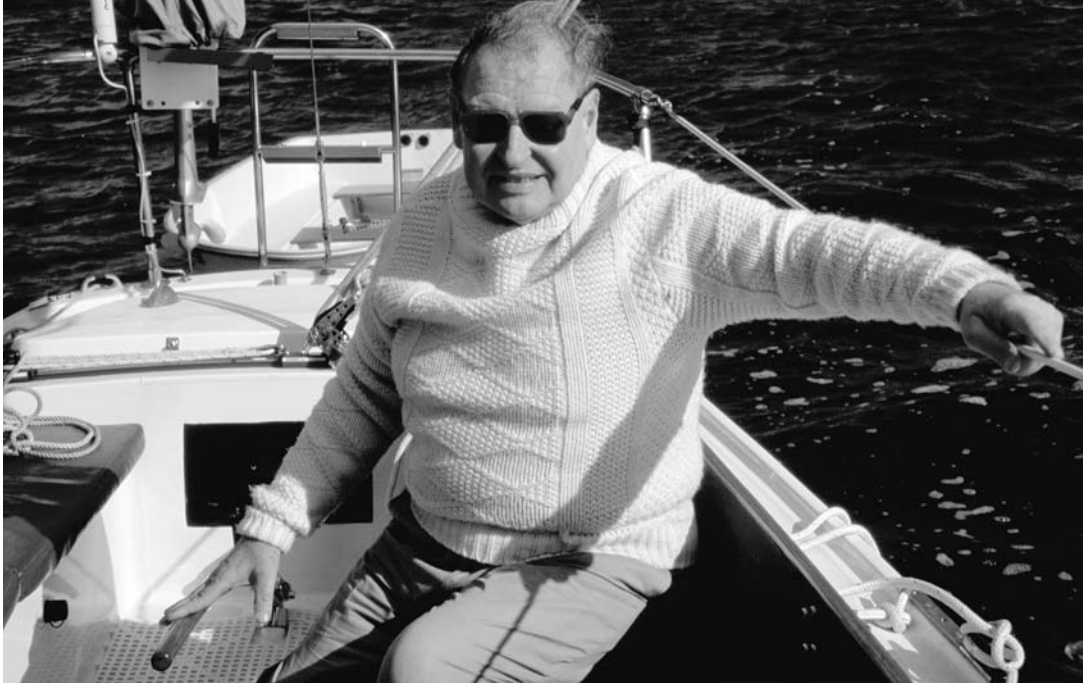
Pat says the big cockpit is perfect for Chesapeake gunkholing. There's plenty of room to stretch out and get comfortable while sailing up a river or creek, taking in the constantly changing scenery. When she's not sightseeing, Pat's favorite sailing position is lying stretched out on the cockpit cushions enjoying the warm summer sun.

"The big cockpit is perfect for the kind of sailing we do here — sociable daysailing," John says. There's plenty of room in the cockpit for friends who occasionally join them for a daysail to a favorite dockside restaurant. John admits that someday they may look into buying a bigger boat, but they vow it will be another good old boat with a classic design, like the Commander.

"I guess I have more respect for something old and in good shape than something new, just out of the box," he says.

Pat is equally adamant. She doesn't want a new boat with a five- or six-digit price tag. "I don't want to be married to it," she says.

But if history offers any insight, their next classic — even without the standard financial contract — will be in the family for a long, long time.



For nearly 30 years, John's hobby has been keeping his sailboat up-to-date.* Pocahontas *has received many new gadgets and refits over the years, first in 1988 and again in 1998.

Resources

for Pearson Commander sailors, Pearson Ariel sailors, and other Pearson sailors as well

The Internet, with its many sites for boaters, has helped John learn even more about his Commander by accessing available information and communicating directly with other Commander owners. The sites are particularly helpful since the company no longer exists. As one example of the help available on the 'Net, John was able to download an original Ariel brochure.

The website for Pearson's Ariel and Commander:
<http://www.webmen.com/ariel.html>
New address by the end of May: <http://www.PearsonAriel.org>

Other helpful websites:

National Pearson Yacht Owners' Association
<http://www. pearsoncurrent.com>

Pearson Yacht Discussion List
<http://www. sailnet.com/list/pearson/index.html>

Plastic Classics
<http://members.tripod.com/~suter/clinks.html>

Pearson Part Sources & Links: <http://www.en.com/users/danp/boat/parts.htm>
This site provides links to vendors selling OEM parts, rigging, rudders, spars, ports and windows, used parts, and used sails. It also offers an opinion about some of these services.

Two refits later, *Pocahontas* is as good as new, in fact better

John Smith may be a metallurgist by trade, but he's perfectly at home drilling holes into fiberglass to add railings and lifelines and wiring new electronic toys for his Pearson Commander, *Pocahontas*.

And he's had to be. His 1965 Commander rolled off the assembly line just 6 years after Carl Alberg collaborated with the Pearson cousins to create the first fiberglass boat big enough for recreational cruising. A lot of improvements have been made in fiberglass boats since then, and John has worked hard to keep *Pocahontas* up-to-date.

"I sort of followed along from the earliest days of simple sailing up until now, when you have everything aboard the boat," John says.

In 1970, when John purchased his used Commander, the recreational boating boom had not yet hit, and builders were not adding small details, such as depth sounders or even sternrails to keep the captain aboard.

"We had no sternrail on the Commander. The lifelines came down and fastened to a deck plate. When you were in the back there, it was fairly easy to pop off the stern. I used to fall off once a year," John quips. "I even walked off the end of a pier once. Pat and I were walking hand-in-hand, staring at the sunset. Then I took one step too many."

But before he added the luxury of a stern rail, John concentrated on adding gear that improved navigation and sailing ability. One of his first alterations in 1970 was the installation of a sheet winch for the giant 170-percent genoa.

"I had a working jib that was too small most of the time, and I had a gigantic genoa. It came way back behind the winches, and we couldn't see out. It swept along the deck. When we came about, it hung up. In racing it was OK because there was somebody on deck to carry it around. But when cruising? You might as well motor," he concludes.

While John and Pat did their share of racing with the Lake Erie Yacht Club, they also liked to cruise. The winch allowed them to handle the big sail by themselves.

"The other thing I put on (within the first two seasons) was a radio direction finder (RDF), which came with a weather channel," says John. "The RDF was useful on the Great Lakes because there were lighthouses (with RDF) every 40-50 miles along the shore. You could reach across the lake, get three beacons, and locate your position in the center of that triangle. It was also useful when you got close to a port. You could home in on the beacon."

John notes that he's not alone in his appreciation of the Pearson Commander. Designer Carl Alberg was still sailing his own Commander in Marblehead Harbor at 80-something.

Story and photos by Pat Vojtech

In the early days, he points out, "I didn't have a VHF radio. It took a lot of power and was very large and very expensive, about $400 in 1970. I never bothered with any kind of radio until long after I moved to the Chesapeake in 1974."

The Commander was originally sold with the option of an inboard Atomic 4 engine or an outboard. *Pocahontas* had the outboard, a little 6-hp Mercury, which sat in a well in the lazarette and had a pull start. Despite its tiny size, it had plenty of spunk to push the 26-foot Commander, even in bad seas, John says. Without an electric starter and no modern-day radio communications, the boat's electrical needs were few. A single battery powered a couple of cabin lights and the RDF.

But before their 1972 trip through Canada and the Great Lakes, John added a second battery and a battery charger, which allowed them to run cabin lights for three days without recharging. In the early '70s, "no outboard had an alternator, so you could not charge from an outboard motor. When I was at a dock, I had a portable car battery charger I plugged in."

John decided to change the location of his compass after they took a cruise out of sight of land, then made land too soon. "We reached land several hours sooner than we should have, from what I was reading on the compass. After that, I didn't trust the compass" he says.

It was a wise decision. He soon found out that "the compass always pointed toward the beer," he says, laughing. "I had a metal ice chest a few feet from the compass. I thought the compass was pointing toward that ice chest. But the beverage cans were made of steel, and it pointed toward them."

After he realized the ice chest and cans interfered with the magnetic field of the compass, "I mounted a compass in the floor of the cockpit. It's an unusual thing, but it works very, very well. I had it mounted just below the companionway in the cockpit." This is one of his most useful adaptations, because he can read the compass without leaving the tiller.

When they moved to the Chesapeake, John began adding electronic items, as they became available and reliable, and other equipment, now considered basic on sailboats, such as the stern rail and ladder.

Fortunately, there are companies that have made it easy for boaters to add these features to their good old boats by designing easy-to-install kits for most older model boats. In the '80s, John purchased a stern kit for the Commander from Tops-In-Quality, a Michigan-based company (call: 810-364-7150) selling stanchions, bow pulpits, and other stainless steel products for boats built in the '60s, '70s, and '80s. The addition required him to replace the boat's lifelines, since the original lines were not long enough to reach the railing.

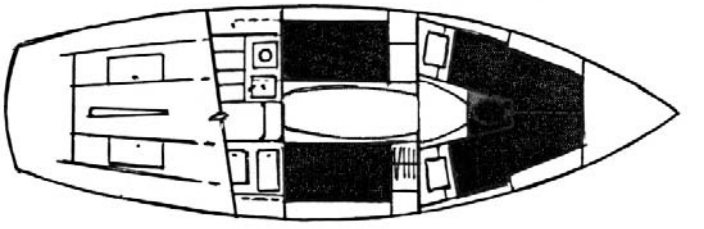
The installation required him to drill a few holes in the fiberglass deck so he could bolt the new stanchions in place. The company includes directions that make the installations relatively easy. He later bought and installed the Top-In-Quality ladder kit, too. Before, they used a simple removable ladder that hung off the side when in use, and was stowed in the lazarette when not in use.

Over the years, John noticed that *Pocahontas* no longer had the luster of youth. Her hull was dull, despite his constant waxing, her chrome was chipping, and her non-skid deck had worn thin. By 1988 this do-it-yourselfer realized it was time to turn to a professional for help if he was to keep his little cruiser up to snuff.

Before investing in a major overhaul, however, he had the boat surveyed to determine how much deterioration she had suffered over more than 20 years of service. "I was concerned with whether it was worth restoring . . . if the hull and deck were strong," John says. Fortunately, the surveyor found no major problems. John is adamant that boat owners should survey their boats before deciding to have an expensive overhaul. "You absolutely have to have a survey. Your boat may not be worth restoring. The critical factor is the deck. The decks are all balsa cored. The inner layer of fiberglass is 1/8-inch thick, then you have one inch of balsa wood," which is topped with the fiberglass deck.

"It's light and stiff," he continues, "However whenever you put fittings through the deck, if you don't keep them sealed, water seeps in and rots that wood. In restoring these boats, the real critical thing is the condition of the deck. It's a devil of a job to do yourself. *(See Bill Sandifer's article on this project in the November '98 issue.)* In the worse case, they have to cut the

Inside the Commander is spare but adequate.



The Pearson Ariel, shown here, is a bit larger inside than her sister, the Commander.

outer fiberglass deck off, cut the wood out, and replace the wood, then put the original fiberglass back on. If you have to have major deck repair, it costs more than the value of the boat."

The balsa core rots, John says, when "you drill holes, but don't do it right, or you don't use epoxy to fill the hole." He evidently did his drilling correctly, because *Pocahontas* had only a few small areas of rot even though he admits he was unaware of the potential problem caused by drilling holes in the deck until later in his cruising life. "Every season you drill more holes in the boat. That was a springtime ritual. I never heard about re-caulking or re-bedding probably until I had had the boat for 20 years.

John chose Hartge's Boatyard in Galesville, Md., for the overhaul because of its reputation for fine work. Workers fixed the balsa rot problem by drilling holes through the fiberglass and injecting epoxy.

John also learned it's important to re-bed deck fittings approximately every eight years. "The bedding compound gets old and brittle." Then gaps can form between the deck and the compound, and water can get in these gaps. "I had everything re-bedded."

A modern way of installing new fittings through these older, balsa-cored decks, he points out, is to "drill a hole bigger than you need, fill it with epoxy, let it dry, then drill another hole for the fitting. Then it'll never see water," he concludes.

While *Pocahontas* did not suffer from major deck rot, the balsa core had created a problem around the mast. "The mast is stepped on deck. It has a compression post to support it. Between the post and the mast, the deck is cored with balsa wood. Over time, that wood starts to compress. Water gets in. We had the whole area cut out and remade, a six-inch diameter plug of fiberglass from the metal pole to support the mast step." John cautions other boaters who have a similar rig to check for deck rot under the mast.

Another deck problem is crazing, those hairline stress cracks that run in many directions. "Crazing is basically cosmetic, but you have to watch the cracks. Most crazing is just in the gelcoat. If the cracks get deep, they can get into the fiberglass. Crazing is fairly easy to fix with epoxy fill. My boat had very little crazing, just a little around the rudder post."

Boatyard workers sanded and repainted the non-skid portions of the deck, which had worn off over the years. "Tread Master is one approach; it's a glue-on product," John says, but he prefers the paint-on method. "When you paint the non-skid (a polyurethane), you mix in sand or grit or plastic beads with the paint. It's not so nice on bare feet, but it works very well and it looks good," he says.

John had the workers paint the smooth portions of the fiberglass deck white and the non-skid mats in light blue so it's easy to recognize a non-skid surface. The yard also restored the hull. While John didn't have to worry about blistering, a scourge of fiberglass boats built in the '70s and '80s, he was concerned about pinholes in the gelcoat. "I used to use rubbing compound, which gets rid of the oxidized gelcoat. After you've done that for 20 years, you'll find a lot of little pinholes because you've worked through the gelcoat," John says. "At some point, you can't bring up a new gloss with the rubbing compound. You have to eventually go to painting the hull."

Pocahontas had the traditional mahogany cockpit seats. They were beautiful, but John had taken them down to bare wood three times and knew how much trouble they were to keep up. "The only time it's decent weather to varnish," he notes, "is when it's the perfect time to go sailing." So, he had Hartges replace them with teak, a much more durable wood in wet weather conditions. The yard also re-chromed all the metal on his boat, including the winches, stanchions, and deck fittings, and they added a traveler, for fine-tuning the sail shape. Commanders never had travelers.

About 10 years ago, John added roller furling and purchased a new, smaller 135-percent genoa to replace the giant sail that often dragged off the deck into the water when they heeled. The new genoa has a padded luff to help it keep its shape as it is rolled up. "As we get older, we get lazier," John quips about the addition of roller furling. But the truth is he had purposely avoided buying early versions of roller furling. "The first roller furling caused the front along the luff of the sail to sag, so if you had roller furling, you automatically had bad sail shape," John says. Today's genoas with padded luffs have helped resolve that problem, he believes.

In the early '90s, John added a full-battened main with lazyjacks, and changed the reefing system on his rig. "The full-batten main gives you very, very good shape, and it's very efficient; it keeps the sail from flogging, which makes the sail last a great deal longer. The lazyjacks make the sail very easy to handle." The mainsail simply falls down inside the lazyjack lines when he

releases the main halyard. It's a quick and easy system that often saves sailors from wrestling with the sail when bad weather moves in quickly.

The main reason John installed the lazyjacks was because they keep their boat in a very busy creek. Back Creek in Annapolis is one of the busiest creeks on the Chesapeake Bay. "We take down the main when we come into the creek," he says. "When you're trying to see, steer, and tie up the sail at the same time, it's difficult. It's very nice to have it contained. You just let the halyard go, and it's down," he says.

"We think the lazyjacks paid for themselves on the first day out because we got in 50-knot winds. We were going across the Bay to Oxford from Annapolis. When the wind hit, we let go of the halyard, and it all came down. Once it's down in the lazyjacks, you just use the Velcro straps to wrap it up. It's not in the cockpit in your lap."

While battens have been known to catch up in the lazyjacks, John says, "I haven't found that to be a problem."

The original reefing system on *Pocahontas* only lasted a few years. The boom had a spring-loaded gooseneck fitting. "You took the boom and pulled it out about an inch, and you rolled the sail around the boom," John explains. "As you reefed, the back end of the boom got lower and lower. By the time you took much of a reef, the boom was practically in your lap. It was a real mess," particularly, he points out, when they were reefed and sailing downwind. "The boom dragged in the water." He feared the boat might broach and lose the mast, so he replaced the reefing system with a jiffy reef.

By 1990, it was time to address the growing electrical needs of *Pocahontas*. John had already added shorepower, so they could have 110-volt power and a regulated battery charger and run appliances at the dock. That, combined with the VHF radio, depth sounder, masthead light, cabin lights, and loran had created a wiring nightmare. John was worried about the fuse panel on *Pocahontas*. "I had two or three things coming off of one fuse. I thought it was getting to be a fire hazard."

He contracted with Ocean Navigators in Annapolis to do the work. "I had the electric panel remade, half for AC control, half for DC control, just as in more modern boats. I had them put in circuit breakers instead of fuses. The old fuses were inadequate and corroded. Six fuses were plenty in those days. Now you need about 20. I also hooked up the electric-start outboard." Today, all the wiring is relatively new from the engine and batteries to the panel board. He did not have Ocean Navigators replace wires running through the hull.

At the same time, John realized it was time to upgrade his engine. "I finally decided I needed an engine with an alternator on it, because I had added so much stuff." He purchased an Evinrude 9.9-hp engine and put in a built-in battery charger that charges two batteries off the motor or shorepower.

Thanks to the new panel board and engine, John and Pat can operate loran, a depth sounder, an electric fan, and an engine fan, while listening to favorite music on stereo without worrying about fire hazards or running out of power.

The couple's most recent indulgence was in self-tailing winches. "They're absolutely magnificent," says Pat, who has tailed a few sheets in rough weather.

John believes a fiberglass boat needs major attention every 10 to 12 years. "That's the limit before it starts to look shabby," he says. So in 1998, he decided it was time to restore *Pocahontas* again. This time he chose J. Gordon & Co. located at the mouth of Back Creek in Annapolis, his homeport.

The yard sanded, primed, and painted the hull and replaced the non-skid surfaces on the deck. Meanwhile, Pat contributed to the restoration of *Pocahontas* by sewing new cushions for the boat and curtains for the cabin.

The renovation cost about $8,000 — more than the $6,000 John originally paid for the boat, but approximately the value of a Commander in similar condition on today's market, John says. Ultimately cost is not the issue for John and Pat. They love the classic, rounded style of the boats built in the '60s and '70s.

John compares the restoration of *Pocahontas* to the restoration of an old house or an antique car. "It's a question of whether you want to preserve what's old," he explains.

Husky Pearson Commander comes from a good family

by Ted Brewer

The late Carl Alberg was one of the pioneer designers of mass production fiberglass sailing yachts, and his 28-ft Triton design, introduced in 1959 by Pearson, was produced by the hundreds, 700 or so actually. In fact, the Triton was the nation's second production FRP yacht, preceded only by the Rhodes Bounty sloop. From that beginning, Alberg went on to create numerous other designs for various companies, including Pearson, Allied, Cape Dory, Bristol, Ryder, Whitby Boat Works in Ontario, and I am sure many other less-well-known builders.

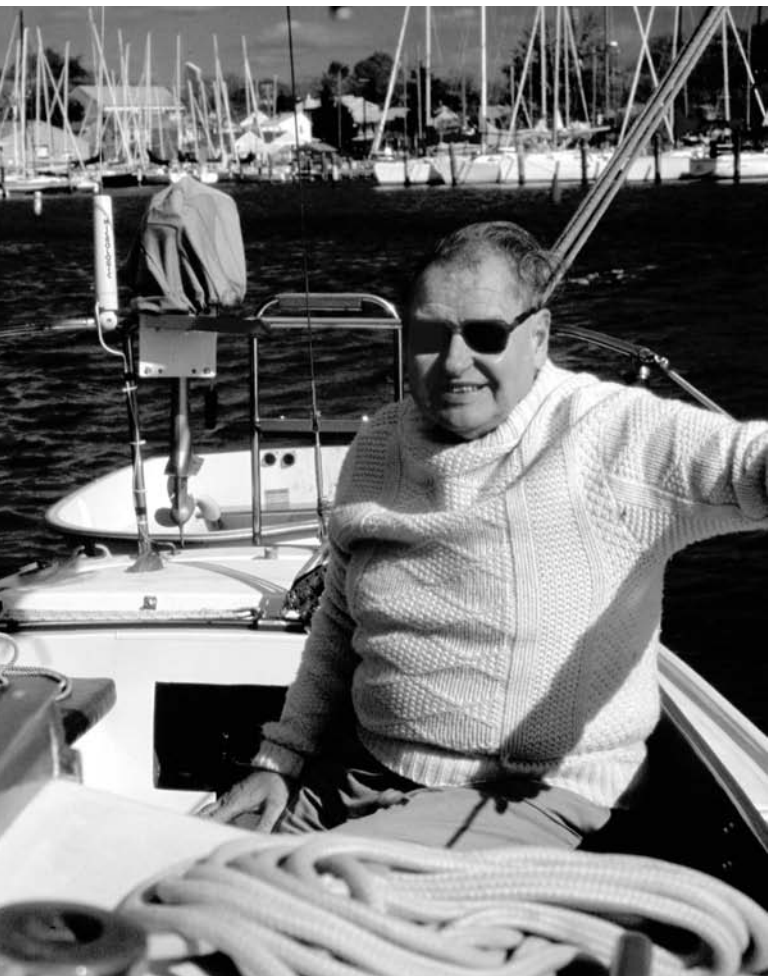
The Alberg production designs included craft from 16-foot daysailers to oceangoing yachts of more than 40 feet LOA. I know that Kurt Hansen of Whitby Boat Works crossed the Atlantic in one of his own Alberg 37s, and many other Albergs have made extensive voyages in waters all around the world.

Generally the Alberg designs have a distinct family resemblance, characterized by husky displacement, a high ballast ratio, relatively narrow beam, long overhangs, a flattish sheer line, cutaway full keel, and a rig with the mast well forward, producing a small foretriangle and a large mainsail. Both the Ariel and Commander are very much a part of this family and anyone familiar with the design would probably recognize their Alberg lineage across a wide harbor on a foggy day.

Because of their narrow beam, the Albergs tend to heel quickly, making some people believe they are tender. However, once the boat heels far enough that the high ballast ratio gets to work, she stiffens up and settles down to handle the breeze very nicely indeed. And of course, once she does heel to a reasonable degree, the long overhangs immerse and the sailing waterline lengthens to increase the potential speed. (The theoretical top speed of a displacement hull is 1.34 times the square root of its waterline length, as you may know.)

The Commander's displacement/length ratio of 360 does put her in the "very heavy" category today and will tend to limit her top speed somewhat due to increasing wavemaking resistance as she approaches theoretical hull speed. However, her husky displacement will also ease her motion in heavy seas, and she will not be bouncing around like a cork in a bathtub, as some modern, beamy, ultralight yachts tend to do. Along with her heavy displacement, the Commander has a good sail area/displacement ratio and should perform well in light air despite the wetted surface of her full keel. I expect that anyone who has a 150-percent genoa on his Commander will have no trouble keeping the vessel moving along very nicely indeed when the wind is soft.

Although they may not shine at club racing today against more modern designs, Commanders are still comfortable cruisers for their size with an easy motion in a seaway. These are boats that can handle the weather and the waves with aplomb, thanks to their Carl Alberg heritage.



Heavy and solid, the Pearson Commander is a "joy to sail," according to Pat and John.

Pearson Commander

LOA	25 ft 7 in
LWL	18 ft 6 in
Beam	8 ft 0 in
Draft	3 ft 8 in
Displ	5,100 lb
Ballast (lead)	2,700 lb
Sail area	311 sq ft
Displ/length ratio	360
SA/displ ratio	16.8
Ballast/displ ratio	53%

One boat partnership: a *(mostly)* true

by Susan Peterson Gateley

The partnership materialized after three beer-budget boaters — Bill, Bob, and Ann — decided to purchase a yacht. One summer day Bill called Ann up. "Hey, let's go look at a Grampian 26 that's for sale on Sodus Bay," he said. Against her better judgment, she agreed to go. And even though she wasn't really boat shopping, for some odd reason she just happened to remember hearing of another good old boat for sale parked in somebody's yard down a little side road in the country.

I think it's a 35-footer," she told Bill, "and I heard the seller was down to $12,000."

"Sure let's go see it," said Bill, and they rattled off down Lake Road in his battered half-ton Ford to check out the mid-summer yachting bargains.

Each vessel they examined looked perfectly serviceable to Ann, though Bill wasn't satisfied with any of them. But when they pulled up to the last bargain, the 35-footer, his eyes lit up. "It's way too big," said Ann. "Bigger's better," responded Bill who swarmed up the ladder to check out the yacht. "Now this is more like it," he said gazing about at the teak woodwork and bronze hardware.

To Ann, the yacht looked shabby and neglected. A divorce and general lack of interest on the part of the new blended family had apparently resulted in the vessel being trucked to its owner's large country yard and deposited next to the flower garden several years ago. The boat's varnished wood trim was now weathered and gray, and several marginally usefully items, such as the forward hatch and VHF radio, were missing. Down below a distinctive pungence suggested that the sanitary facilities were due an overhaul.

"It's perfect," enthused Bill as he opened locker doors and peered into the dank mysteries of the engine compartment. "It's a mess," observed Ann who, after seeing the effect of a winter freeze on the not-empty holding tank and the apparent origin of the smell, went back up on deck to sit in the cockpit.

While Bill poked around below, Ann watched a large colony of paper wasps bustling industriously on their nest just inside the yacht's companionway and studied the view of gently rolling bean fields to the west. She gazed out over the yacht's deck forward. To her the bow appeared a half mile distant. "This thing is **way** too big," she thought. "I'll stick to my daysailer."

After 15 minutes or so Bill emerged saying, "Let's buy it. Let's offer him $8,000." "Have **you** got $8,000?" Ann asked pointedly. Bill didn't, so they climbed down the ladder and into the truck to search for smaller prey. As they drove away, Ann looked back one last time at the yacht. It was a peculiar sight, looking a bit like a beached whale among the farm sheds and flower beds. Despite her inappropriate and unlikely setting, the old yacht sat upon her cradle with an undeniable, if perhaps slightly worn and weary, dignity. "She surely is a pretty boat," thought Ann as they drove off.

The next morning Ann awoke as the summer sun streamed into her bedroom. In her mind lingered a picture of a graceful boat beside the dahlias waiting patiently to someday spread its white wings again on the wide lake. "I want that boat," Ann said to herself. Then she thought, "That's absurd, I can't afford a big boat, and I can't afford a dock for it either. At that point, she recalls, a voice spoke to her from the great unknown: "Then form that co-op boat partnership."

After breakfast she called Bill up. "Do you still want to go partners on a boat?" she asked. "Sure let's do it," he answered. Ann hung up, poured a second cup of coffee and plotted. She said to herself, "Bill's lots of fun but with his work schedule, he won't be able to do anything to the boat in the spring. But Bob could."

Bob was a casual boating friend. "Bob knows how to fix boats," thought Ann. "He can fix up that big boat; no problem." She also reflected that, unlike impulsive, fast-talking Bill, Bob was calm, careful, and (she thought) level-headed. "He's got lots of common sense. He'll keep everybody in line." She decided to call Bob even though she figured he was far too smart to get involved with a partnership when he didn't even know one owner. "He'll probably say no," she thought.

He didn't. So on a summer evening all three would-be yachters drove back out into the country to see the boat again. At Ann's suggestion, they took Bill's truck as it was the rattiest looking vehicle. That way, she reasoned, they'd look like proper shoestring yachters.

They offered the big boat's owner $8,000 dollars cash. He accepted. Afterward Ann tried to figure out what made her change her mind about getting a good old boat. "I think the boat just wanted to get out of that yard really badly, so it spoke to me," she decided.

After a week of work to get their boat functional — which included a fair amount of Bill's time spent in close communion with the three-cylinder long-dormant diesel — launch day arrived, and the three partners motored their new yacht to its slip. Then a day later they went sailing.

The first sail was a revelation to Ann. To her surprise the yacht that seemed so huge and unwieldy at the dock proved surprisingly responsive under sail. She reached along in 10 knots with as light a helm as Ann's little daysailer. She tacked and jibed easily and even maneuvered in and out of the dock quite readily. Ann, who had been intimidated by the yacht's size, began thinking big boats are fun.

The partnership had been launched in late August, and the three owners soon fell into a pattern. On his rare day off, Bill took his wife and kids out into the bay. There he dropped anchor and everyone went swimming. Bob and Ann, who were both single (and considerably keener on sailing),

story with a *(mostly)* happy ending

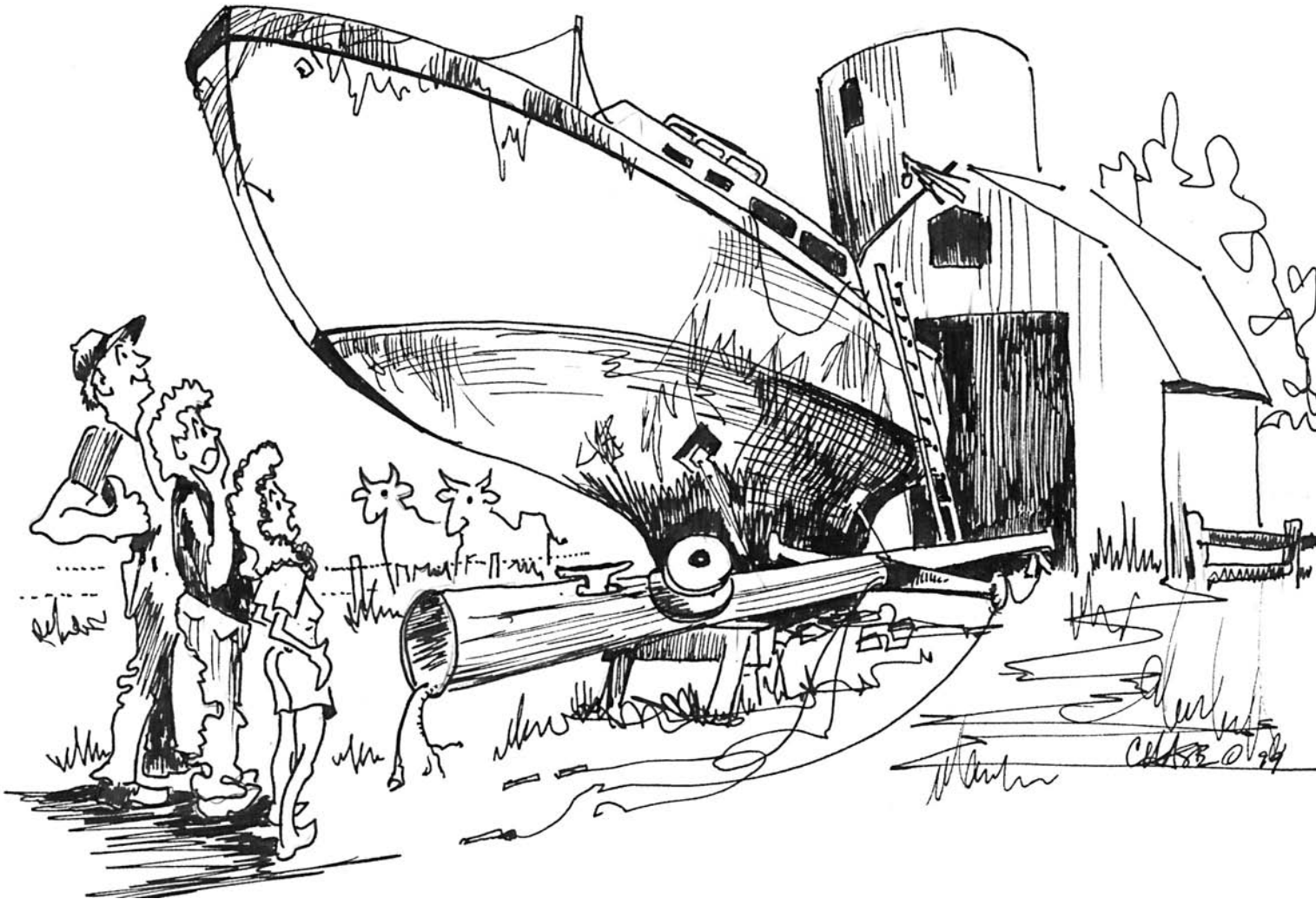
employed each other as crew while their daysailers languished neglected at the dock. The three partners split up the month according to usage and after less than three months had logged over 500 miles with their new boat. At least 400 of those miles had been with Bob or Ann in command.

After about six weeks of sailing together, a strange thing happened. It may have been the Friday evening TGIFs that did it: those evenings on Lake Ontario when, with a good sweet west wind the *PartnerShip* reached 10 miles offshore at 6 knots, swinging strong and free over four-foot swells while a hot red sun dipped below the horizon and one by one the stars turned on overhead before she tacked and headed back to her home port in the gathering dusk. Or perhaps it was that brisk Saturday morning in September when with the whole lake to herself, the *PartnerShip* put her rail down and sang a lake serenade with her bow wave lifting and diving into the waves joyous and free.

Anyway, however it happened, it's an old story, as old as mankind itself, though played out in endlessly new variations through the millennia. Bob and Ann, sitting on their boat one fall evening after such a sunset sail, looked at each other and fell in love.

The following spring the three partners launched their big boat. (Or more accurately Bob and Ann did, as Bill was back to 80-hour work weeks.) Bob and Ann took a cruise and did some daysailing and talked about taking their fine new boat south that fall. Then along about July, Bill showed up with his family to use the boat. He had called to notify the couple, so they were prepared. They packed up their bedding, cleared out the icebox, and gave Bill the key. "We want her back Sunday afternoon, so we can get out for a little while," Ann said.

At 4 p.m. Bob and Ann arrived at the dock eagerly anticipating an evening sail. To their chagrin, Bill's family, several friends, and a dog were still lounging about the boat. The mainsail hung unfurled, the genoa was



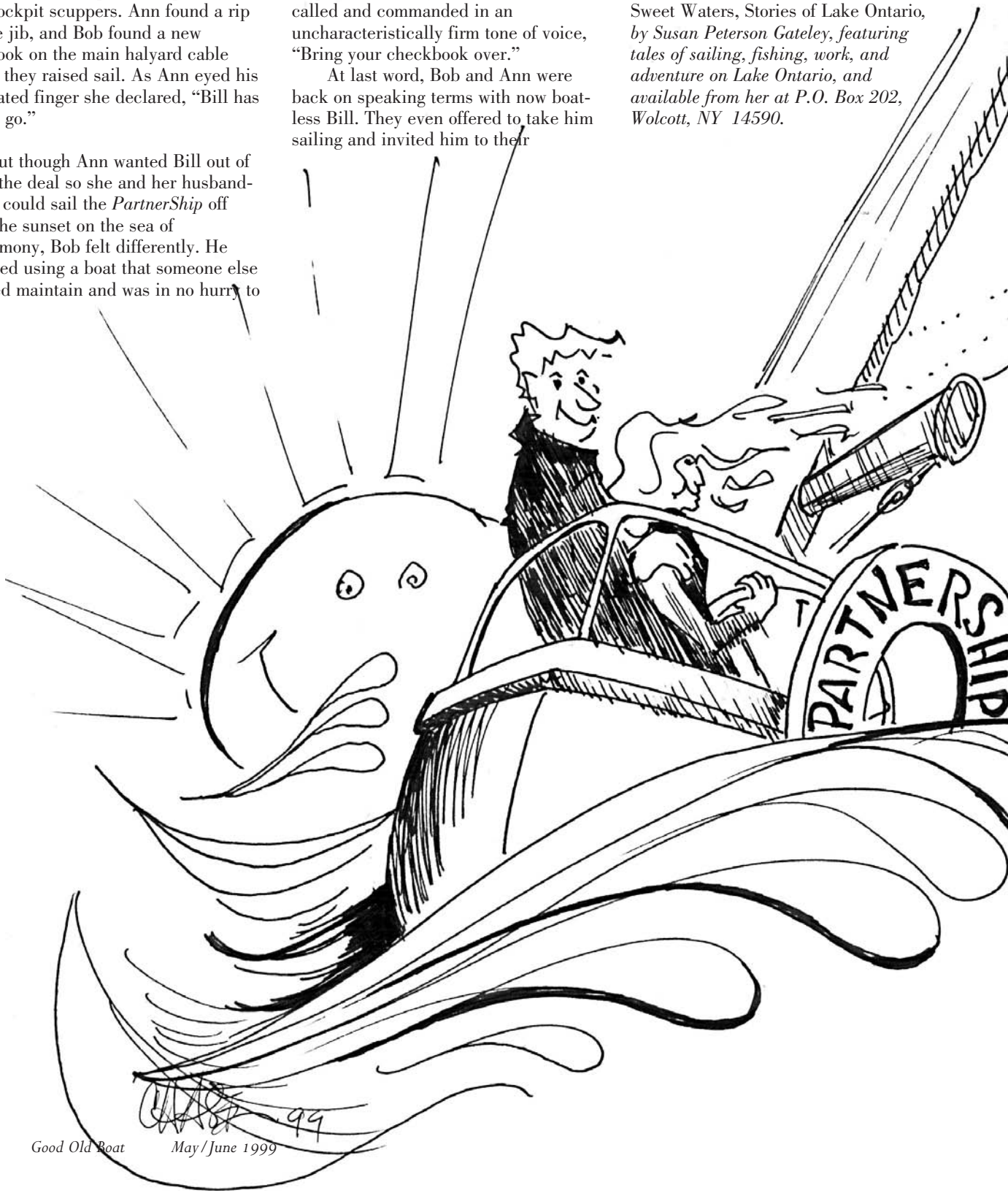
splotched with mud, and there were paw prints all over the cabintop. As Bill and company slowly bestirred themselves under Ann's baleful gaze, the wind began to die.

An hour later, Bob was still smoothing Ann's ruffled feathers as she picked soggy dog food from the bilge and cleared potato chips out of the cockpit scuppers. Ann found a rip in the jib, and Bob found a new fishhook on the main halyard cable when they raised sail. As Ann eyed his lacerated finger she declared, "Bill has gotta' go."

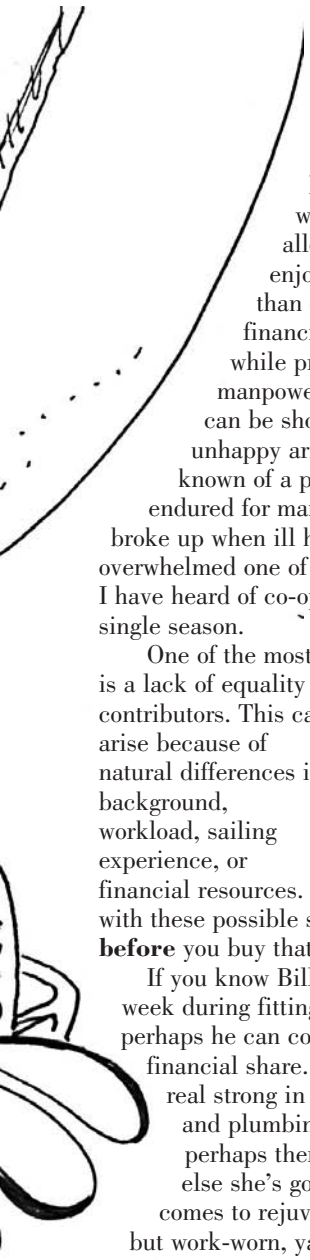
But though Ann wanted Bill out of the deal so she and her husband-to-be could sail the *PartnerShip* off into the sunset on the sea of matrimony, Bob felt differently. He enjoyed using a boat that someone else helped maintain and was in no hurry to dissolve the partnership. One morning in late August, Bob and Ann arrived to install a new anchor roller on the boat only to discover an empty slip. Bill had gone off on an overnighter without warning them. After considerable prodding, Bob agreed to propose a buyout to Bill and much to the couple's surprise, a few days later Bill's wife called and commanded in an uncharacteristically firm tone of voice, "Bring your checkbook over."

At last word, Bob and Ann were back on speaking terms with now boatless Bill. They even offered to take him sailing and invited him to their wedding. They also agreed as they all drank champagne toasts after the ceremony that boats and wide water can be a potent combination with strange and unpredictable powers over those who are bold enough to go a-voyaging.

A (mostly) true story adapted from Sweet Waters, Stories of Lake Ontario, *by Susan Peterson Gateley, featuring tales of sailing, fishing, work, and adventure on Lake Ontario, and available from her at P.O. Box 202, Wolcott, NY 14590.*



Work out partnership details first, then go sailing



by Susan Peterson Gateley

Yacht co-ops, like other human associations, can but often don't work. At best they allow the partners to enjoy far more boat than either party could financially manage alone, while providing built-in manpower. At worst, they can be short lived and unhappy arrangements. I have known of a partnership that endured for many years and only broke up when ill health and old age overwhelmed one of the partners. And I have heard of co-ops that lasted but a single season.

One of the most common problems is a lack of equality between contributors. This can arise because of natural differences in background, workload, sailing experience, or financial resources. Explore and deal with these possible sources of inequity **before** you buy that dream boat.

If you know Bill works an 80-hour week during fitting-out season, then perhaps he can contribute a greater financial share. Or if Sally isn't real strong in the marine wiring and plumbing department, perhaps there is something else she's good at when it comes to rejuvenating a sound, but work-worn, yacht or keeping up your co-op dream boat. (In our three-way partnership on a 32-footer, I told the two men, both of whom were far better mechanics than I was, that my main contribution to the arrangement would be enthusiasm.)

You should also consider such legal and logistical details as under whose name will you register the boat: one or all of you? What will you do about insurance? Will one of you act as a contact person for the marina? (In our case, we had the boatyard secretary totally confused as she put one person's name with another's address and phone number. Some of this arose because she received checks from three different accounts. We eventually appointed a "treasurer" to pay the boat bills and be our liaison with the yard.)

Money seems to torpedo a lot of partnerships. You should agree (perhaps in writing) how costs will be shared. Also work out how to deal with upgrades and unexpected scenarios such as a major engine repair or a catastrophic sail blowout. Are you all liquid enough to deal with such contingencies? Or should you perhaps establish a boat fund in advance of the "emergency?"

Be sure, too, especially if partners are on an unequal financial footing, that you have "escape clauses" worked out ahead of time. What happens if one of the partners gets a transfer, is divorced, loses a job, or suffers a major crop failure? Can the rest of you carry the yacht's expenses and also, if need be, afford to purchase the failing partner's share if he has to bail out? Keep in mind a forced sale made in haste is apt to yield a significant loss to everyone.

Differences in personal wealth can lead to resentment or tension as one partner opts for better quality gear or extras while the tightwads dig in their heels and insist, "We don't need that!" If this is the case, perhaps the group can agree in advance that the wealthier partner may add his or her toys with the clear understanding that they are (or are not) common property.

Differing experience levels can also lead to tensions and dissatisfactions in a partnership. And if this is the case, can the less-experienced person team up for some confidence-building practice in boathandling with a more experienced partner? This may well build confidence on both sides, as the experienced partner observes the junior co-op member's growing skills.

Arrangements for scheduling the use of the boat seem to vary widely among partners. Some draw up a calendar and mark off days or weeks for the full season, as we did. Then if you want to use the boat on Bill's day, you call and ask whether he's planning to go out. In our case, unless I actually spoke with this partner, I assumed the boat was off-limits on his days. A word of warning: it's easy to get slack about checking. In our second season, one of the partners used the boat rarely or never for the better part of two months. The other two partners developed a bad habit of "assuming" it was OK to use the boat on his days. This wasn't particularly wise or fair. So whatever timesharing arrangement you work out, stick to it and communicate clearly about any changes. Successful partnerships take a certain amount of discipline, responsibility, and communication.

One of the advantages of co-ops is that the partners can crew for each other. All too often I have observed a sizable boat sitting around the marina with a single sailor onboard on a splendid summer afternoon because that person has no desire to singlehand. For this type of person, a co-op can be a boon. Last fall I met a woman sadly selling her 26-footer because her husband didn't like sailing, and she didn't like singlehanding. For people like this, a partnership might be ideal.

How each yacht co-op will play out cannot be predicted in advance. It's probably a bit like marriage. But if the partners treat each other with respect and act responsibly and fairly most of the time, stay flexible, and retain a sense of humor, cooperative boat ownership arrangements can work very well indeed.

Stick with the basics

The simplicity of good old boats meant there was little to go wrong… the price was right, too …

by Ted Brewer

I am often asked how to reduce the cost of buying a new boat. Like other costs, boat prices have risen much faster in the last 20 years than the average person's income. Today a new Nimble 30 yawl costs more than $85,000. I bought one in 1986 for less than $40,000. Likewise, in 1964, a spanking new Luders 33 cost $15,000.

If we compare today's boat prices to those of years past, it is easy to see that a large chunk of the price increase is due to inflation. In the 1960s, boatyard rates were $10 to $12 per hour; today a boatbuilder charges four times that rate. This holds true for sailmakers, riggers, mechanics, painters, and all the other craftsmen involved in building a good sailboat. The people who make boat hardware also earn more, but they also pay more for the bronze, stainless steel, and aluminum that go into their products.

Ted's former Nimble, purchased when prices were right. (She was so new, in fact, that he hadn't gotten around to sewing snaps on the mizzen for the ensign, as he discusses in the January issue.)

Raw material prices have skyrocketed as well. The price of resin for fiberglass boats took a huge jump during the 1970s oil crisis and never returned to its pre-crisis level. The price of teak has quintupled, and other materials have risen similarly It is no wonder that new boats cost so much.

Still, in my opinion, a major factor in the increased cost of a new boat has come with improved technology: we demand more in our modern boats in the way of comfort, convenience, performance, and amenities.

A similar trend exists with our automobiles. In 1964 I bought a four-wheel drive International Scout for $2,250; 30 years later I priced a fully outfitted Ford Explorer at $25,000. That is a 1,100-percent price increase! But the newer machine had a four-speed automatic transmission, AM/FM cassette radio, air conditioning, electric window defogger, power disk brakes, power steering, reclining seats, intermittent wipers, and more gauges than a Boeing 747. It also got 40 percent better fuel economy, cruised comfortably at speeds the old Scout could only achieve if you drove it off a cliff, and was running like new at 75,000 miles. The Scout was a rusted skeleton when the odometer hit that mileage figure.

A moderate-sized sailboat today has many items of gear aboard that simply were not considered 35 years ago. Indeed, much of what we consider essential today had not been invented back then, and much of what had been invented was for larger, more luxurious boats. In 1960 the typical 25- to 35-footer had no pressure-water system, hot-water heater, shower, or marine head with holding tank and pumpout access. Nor did it have lifelines; pulpits; self-tailing winches; roller bow chocks or travelers; masthead, nav, and strobe lights; roller furling jibs and mainsail; wheel steering; or folding or feathering prop. There was no diesel engine, generator set, dual-battery system, shore-power hookup, electric refrigeration, or propane stove with oven. And no electronic luxuries such as depthsounder, log, knotmeter, VHF, SSB, wind speed/direction indicator, autopilot, GPS, Loran, SatNav, radar, or weatherfax. Air conditioning, water makers, bow thrusters, power windlasses, and the onboard computer did not exist.

In the late '50s and '60s, the typical 30-foot cruiser was powered with an outboard or, at best, a small gasoline auxiliary — the 30-hp Universal Atomic 4 or 12-hp Bluejacket Twin being the most popular. The electrical system consisted of one 6-volt battery. There was no battery charger. The battery was taken home if it needed charging. There also was no shorepower system. There was little point in having a shorepower plug in any case because there were few marinas, and the few that did exist rarely provided power outlets at the slips. Most boats hung on a mooring, and the owner rowed out with his dinghy loaded with duffel and stores when he was going off for a cruise.

The stove was a one- or two-burner pressurized alcohol unit that flared up regularly, or a Sterno gizmo that took a half hour to boil water. There was no hot-water heater, and you pumped the fresh water up from the tank by hand. There was an icebox, of course, either built-in or portable. The icebox wasn't electric because the 6-volt battery would have collapsed instantly under the load. Quite a few

boats had sinks, but many other small cruisers had only a basin that you emptied through the companionway hatch. Woe to the cook who emptied it to windward!

The boats had either a bucket or a marine head, but no holding tank, Y-valve, or pumpout access. The Environmental Protection Agency (EPA) was still a dream in ecologists' minds. Showers were definitely limited to large "yachts," so on longer cruises sailors took sponge baths or saltwater showers on deck.

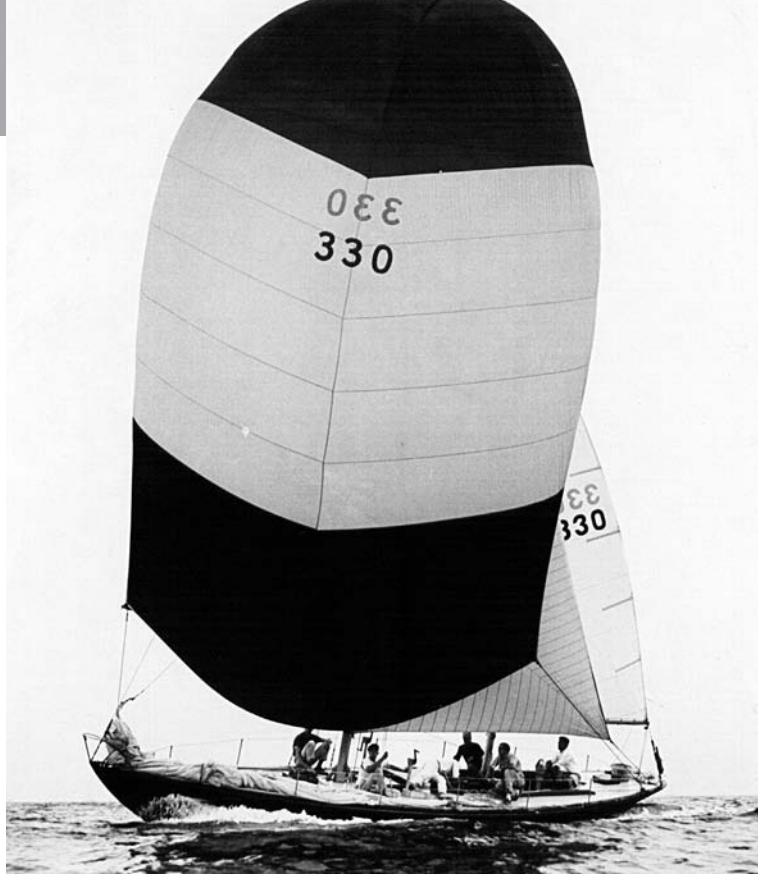
Winches often were not geared, and selftailers were nonexistent. Getting in the #1 genoa on a big boat was an exercise in agility and muscle. *Storm*, the Luders 40-footer that I raced on for years, didn't even have a spinnaker halyard winch. That led to some exciting moments when the sail filled before we got it all the way up, but we always succeeded. Although other 40-footers sported them, *Storm* had no spinnaker pole track either; a couple of padeyes on the mast did the job, and I can't say that we ever missed the finer adjustment of a track. It is not that we weren't keen competitors — *Storm* was one of the top boats in her class on Long Island Sound and, with her designer/builder Bill Luders as skipper, won more than her share of both distance and day races — rather, Bill believed in simplicity. In truth things rarely went wrong on *Storm* because there was little that could go wrong.

Navigational equipment consisted of a compass; wind direction was determined by tying a short length of nylon stocking to the shrouds. Somehow we dithered our way through fog without benefit of radar, and we always managed to find the turning mark even at night without benefit of Loran. We seemed to know the direction of the wind well enough to stay ahead of the competition, too. And although we had no windspeed indicator, we always managed to shorten sail about the time that the lee rail went under. When green water rolled onto the deck, we figured out, without the aid of a computer, that we were carrying too much canvas.

The compass light was the only electric light aboard; kerosene was used for running lights, so we rarely had problems running short of battery power, and because the diesel started with a hand crank, it didn't matter too much if the battery did go flat. *Storm's* galley consisted of a one-burner gimbaled Sterno stove and a plastic basin we emptied overboard, yet our crew of six hearties never went hungry, and we never had a plugged sink drain.

When it came to safety equipment, *Storm* had no radio, depthsounder (well, we did have a lead line), safety harnesses, life raft, or EPIRB; no jacklines, man-overboard pole, strobes, or high-capacity electric bilge pump. In one respect she was better off than the eight-meter sloop *Vision* that I first started racing seriously aboard in 1957. *Storm*, at least, had a bow pulpit and life rails! On *Vision* it was definitely one hand for yourself and one for the ship. Granted, at night in a stiff breeze, "the one hand for the ship" was often a death grip.

I'm not proposing that we give up safety gear or modern conveniences, but judicious selection can save substantial money. On my last boat, the hot and cold pressure-water system with shower cost $1,000. Because I sail and anchor out whenever I can, I rarely had hot water in the tank. And because I would rather pay 50 cents for a shower in a marina than wipe up the head after the shower has soaked everything, the shower was still virginal when I sold the boat. I could have saved $1,000 and never missed it. The oven on the alcohol stove was a $750 extra and that probably represented about $150 for each time I used it in the five years I owned the boat. I also could have easily lived without shorepower, which set me back another $400. I only used it during the winter to keep a couple of lights burning to dry the boat a bit. A $10 extension cord would have served just as well.



Peter Barlow

Bill Luders' 40-foot* Storm, *a simple boat, an excellent racing machine, and a dream to steer.

Switching to a 2-cylinder diesel instead of the standard 1-cylinder unit cost another $1,500. Then there were the other extras: custom upholstery, varnished interior, special Formica, and a $700 diesel cabin heater. In short, for me there was almost a 25 percent increase in the base cost simply for "I can't live without it" doodads that really added little to the pleasure of sailing or cruising. As on *Storm*, I managed without rollerfurling gear, Loran, SatNav, radar, and wind speed/direction indicator.

I am not suggesting that you put on a hair shirt and live like a hermit, but if the budget for that next boat is tight, analyze your needs. Then put your money into the essentials like hull, rig, and sails, and learn to live without some of the little luxuries. Any money you save can be set aside to help pay for that long cruise, and you will be the better for it. If you do have a few shekels left over, the best extra you can buy for the boat and yourself is a copy of L. Francis Herreshoff's *The Compleat Cruiser*. That famous little book is still the Bible for "keeping it simple" and getting the best out of cruising.

First published in Cruising World, *October 1995.*

Blue water without red ink: One couple's *Priority* approach

Finding the right (and affordable) boat could be a matter of initiative, perseverance and mathematics

I had our opening statement memorized. "We're looking for an offshore capable boat for under $25,000." After saying this, I always felt a little silly. What sounded good at home, seemed naïve as Jan and I sat in yacht brokers' offices. Each had his or her own reaction to our request, and some even took us seriously. In this way, we spent a wonderful and, at times frustrating, 18 months investigating potential boats by telephone, mail, and numerous trips throughout the Great Lakes and the Atlantic Coast. Some brokers were surprised by our systematic analysis of what they considered to be the low end of the used boat market. A few agreed with our system and became our allies.

We started by considering a potential boat's designer, builder and basic structural condition. To us, these three components formed the sides of an equilateral triangle. Just as a triangle needs equal strength in each side, we reasoned that no boat could be considered a good choice if any of these three issues was weak. Since this was the first step, we relied on our own observations regarding condition and the opinions of authors — such as Dan Spurr, editor of *Practical Sailor* and author of *Upgrading the Cruising Sailboat*, and Don Casey, author of *This Old Boat* and other books — regarding designers and builders.

Next we compared the boat in question with a list of desirable features that we developed from our previous cruising and racing experience. We had definite likes and dislikes and were not hesitant to debate them at length with each other. This list included:

1. Quality fiberglass construction.
2. Draft 5 feet 6 inches or less (for use in the ICW, Florida, and Bahamas).
3. Good sailing performance; Jan was adamant about this.
4. Reliable engine — gasoline or diesel.
5. Two good sea berths — useable on either tack.
6. Strong rig with double lower shrouds
7. Companionway with bridge deck and sea hood.
8. Storage and more storage.
9. Headroom.
10. Good ventilation — even with the hatches closed.
11. Workable galley.
12. Bulkhead folding table in salon (a real space saver).
13. Room to carry a dinghy on deck **(no towing)**.

If boats passed these first two steps in our screening process, we attempted to "test sail" each by calculating four ratios or indexes. We used the displacement-to-length and sail-area-to-displacement ratios along with the comfort and capsize screening indexes. These formulas gave us a chance to compare four important aspects of any boat. *(See formulas on Page 38.)*

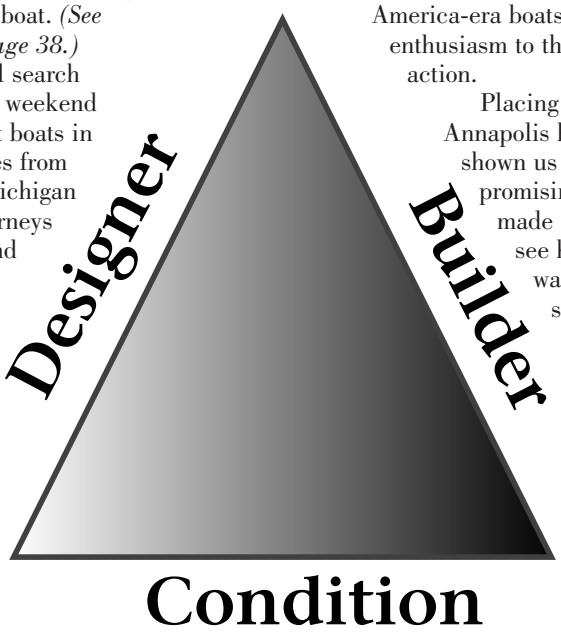
The actual search involved many weekend trips to inspect boats in the Great Lakes from our home in Michigan and longer journeys to Maryland and Connecticut. After the frustration of four rejected purchase agreements due to survey problems, we decided to concentrate on the Annapolis area. Brokers there, it seemed, were able to show us better quality boats within our budget.

We had been shown three 1970-vintage Tartan 34Cs, but I had been put off by their single lower shrouds and the fact that the price was above our limit. Coincidentally, I saw an ad for a company that offered support for classic Tartans. Picking up the phone, I found myself talking to Joe Palmer of Classic Sailboats. After a short description of our search, I plunged ahead: "Do you think that a Tartan 34C would be suitable for offshore sailing?"

I could almost hear the humor in his voice when Joe came back with, "That's what Sparkman & Stephens designed her for." I began to feel a rush of excitement as he detailed how a babystay or inner forestay with runners could be used to improve the rig.

Memories of other Cruising Club of America-era boats brought our enthusiasm to the point of action.

Placing a call to the Annapolis broker who had shown us the most promising Tartan, I made arrangements to see her. Since it was February, she sat in her slip surrounded by small fragments of ice. My excitement grew as I sensed that a great sailboat was hiding under

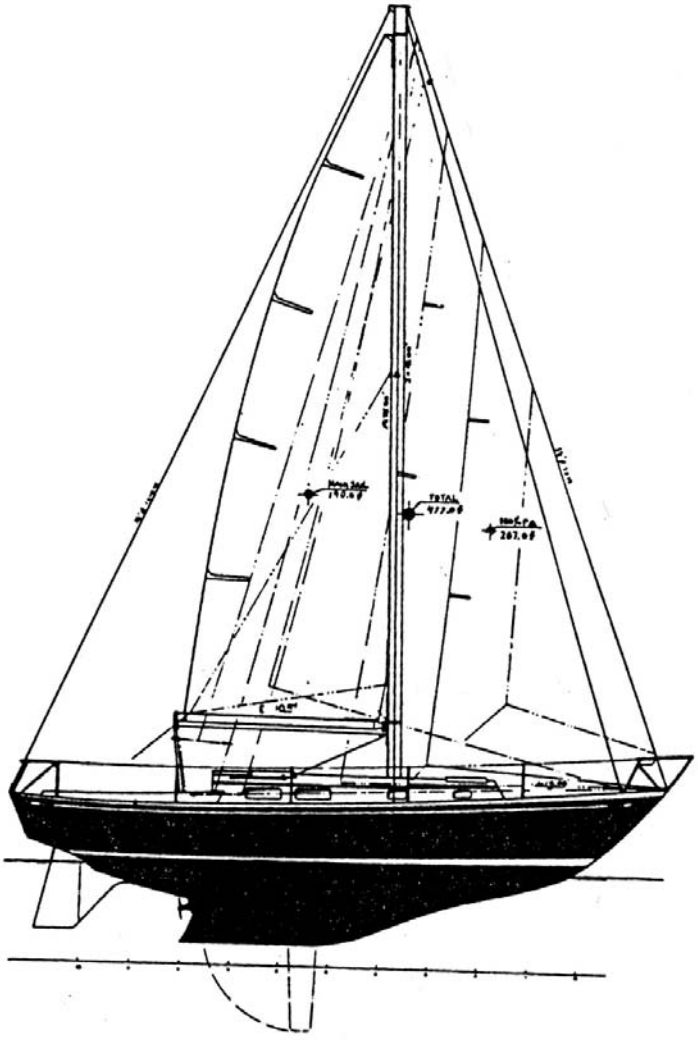


a layer of dirt, oxidation, and splotchy gray teak. Back in the broker's office, I called Jan at work and said that this could be our boat. She remembered seeing this Tartan the previous summer and suggested that we make an offer.

By the end of March she was ours, but the road had not been smooth. A survey revealed blister problems that carried a $5,000 price tag to solve properly. Due to the extent of the problem, we did not feel qualified to tackle this job ourselves. The consensus was that the bottom needed to be stripped of gelcoat and the first layer of mat. Then after a new layer of mat was laminated in place, 10 coats of vinylester would be applied before finishing. We made a final offer that would allow us to have the bottom work done professionally and stay close to our budget. We prepared ourselves for rejection. But a very gracious owner agreed, and during Easter vacation of 1995, we moved her to a yard on Maryland's Eastern Shore to begin outfitting.

Now almost 5,000 miles later, we continue to be very pleased with her. *Priority's* cutaway forefoot, skeg-hung rudder, and four-foot (centerboard up) draft provide excellent handling with the extra bonus of access to thinner water anchorages. As for performance, our first Gulf Stream crossing from Miami to West End (85 miles in less than 11 hours) demonstrated her ability as a comfortable and swift sea boat. "Petey," our autopilot, handled this broad reach in five- to seven-foot seas with no problem.

After a period of working out the gremlins and converting to freshwater cooling, the direct-drive Atomic 4 engine provides reasonable performance under power. We accept the need for constant vigilance along with reduced range when compared to a diesel. The smooth, quiet operation of the Atomic 4 pleases us, and we reason that we can buy quite a bit of gasoline for the cost of a diesel conversion. Besides, we prefer to **sail**!



by David R. Chase

Except for the cumbersome, folding chart table, our Tartan's standard interior works well for us over extended periods of time. Sure, I wish we had more counter area in the galley, but we enjoy extra room in the saloon by folding up the table after use and love the roomy forward cabin with its drawers, bins, shelves, and hanging locker. This forward cabin was not a big issue when we bought the boat, but with the addition of Jan's custom-made bedding, pillows, and shams, we have an attractive area that can remain "made up" at all times. Food and supplies for more than four months fit easily into the numerous storage areas in her midsection. Additionally, the interior can be dismantled for access to the hull and deck.

We are very concerned about what constitutes an offshore companionway. Our Tartan's narrow vertical opening with parallel sides, wide bridgedeck, sturdy sliding hatch, and seahood inspire confidence. Even with the hatches closed, she is well ventilated through her twin Dorade boxes and foredeck cowl. This is essential for tropical rainstorms.

On deck, our Avon dinghy rests diagonally between the forward end of the dodger and the mast. Also, our 3.5-hp outboard stows readily in the large cockpit locker. The dodger gives the helm a bit of protection since it is located forward in the cockpit. Wide sidedecks allow easy movement between cockpit and foredeck. The Lofrans manual windlass and bow anchor mount, that we added early in the outfitting process, handle our 35-pound Delta anchor with ease. Incidentally, this anchor and our standard deck fittings withstood the fury of tropical storm Josephine in a less-than-perfect anchorage. In short, our Tartan meets almost all of our desired features.

To date we have seen nothing that compares to *Priority* for the money we had available. The frustrations of the long search have been more than compensated for by the pleasures that she brings us. She certainly is a good old boat!

Sailing *Priority* on paper

The following formulas were helpful to us as we attempted to compare boats during our search. We used an inexpensive scientific calculator (Texas Instruments TI-30) and the specifications provided by the builders. Our goal was to find rough indicators of performance rather than absolute values.

Displacement-to-waterline-length

$$\frac{\text{disp. in tons}}{(.01 \times \text{LWL})^3}$$

(tons may be calculated by dividing displacement in pounds by 2,240)

This ratio will yield a quick idea of whether the boat in question is a light, medium, or heavy displacement vessel. Dan Spurr notes in *Upgrading the Cruising Sailboat* that CCA rule boats will have artificially high displacement/waterline length ratios due to their long overhangs. *Priority* fell into this category with a score of about 320. We recognized that this number would not be indicative of her performance and moved on. The more modern boats that we considered had scores of 190 to 270.

Sail-area-to-displacement

$$\frac{\text{sail area}}{\left(\frac{\text{disp. lbs.}}{64}\right)^{.67}}$$

We considered this to be our indicator of horsepower. *Priority* scored 15, compared to 13.2 to 16.8 for other boats. As indicated by this ratio, she carries her sail area well in a breeze.

Capsize screening index

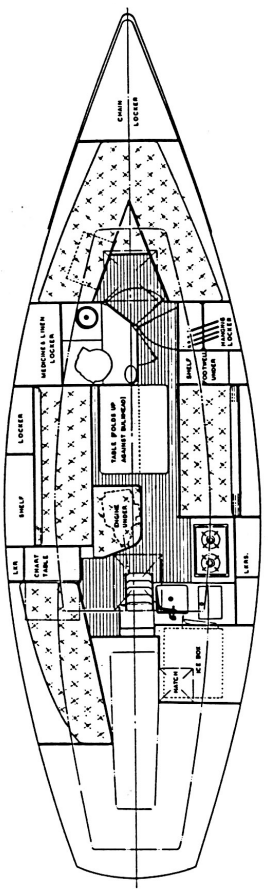
$$\frac{\text{max. beam}}{\left(\frac{\text{disp. lbs.}}{64}\right)^{.33}}$$

Dan Spurr again provides a good explanation of this index in *Upgrading the Cruising Sailboat*. Since our goal was an offshore-capable vessel, we wanted an index of less than 2.0. Calculation yielded 1.84 as compared to 1.74 to 2.08 for others.

Comfort index

$$\frac{\text{disp. lbs.}}{.65(.7\ \text{lwl} + .3\ \text{loa})\ \times\ \text{beam}^{1.33}}$$

We first encountered this delightful formula in *Compute Your Boat's Comfort Ratio* by Ted Brewer (*Cruising World*, Nov. 1980). Since that time, we have used it to compare the level of comfort of various boats that we have owned, raced on, or considered purchasing. *Priority* scored well at 28.8. Among the boats that we compared, the range for this index was 19.6 to 28.8.



One man's passion: preserving plastic classics

The American Heritage Dictionary *defines a classic as "something having enduring significance and worth built to an established standard." Over the years classic sailboats were considered to be the ones built of wood to an elegant traditional design predicated on the workable and bendable qualities of oak, mahogany, and cedar.*

In the early 1960s, the look of sailboats was to be forever altered as builders began constructing boats out of the new synthetic material, fiberglass. And now, some 40 years after Everett and Clint Pearson fabricated the first Pearson Triton 28 out of fiberglass, we appear to be entering a new era of classic yachts. These new classics are examples of fiberglass boats that came off the drawing boards of prominent naval architects — the likes of Carl Alberg, Philip Rhodes, and Bill Luders — who continued to design in the traditional style. Designs which were then crafted by a small group of builders who, while now building with fiberglass, still prized strength, quality, and value in their work. It is these sailboats that are now being recognized as the modern classics.

story and photos by Dennis Boese

In Sturgeon Bay, Wis., a renaissance of modern classic fiberglass sailboats is taking place through the efforts of Greg Jones and his thriving multifarious sailboat business, Classic Yachts of Door County. Classic Yachts is taking a leading role in the perpetuation of these types of yachts. In a world full of retrospectives these days, the restoration and chartering of classic sailboats is certainly a concept that is right for the times.

A visit to Classic Yacht's boatyard, gives anyone a chance to see to what extent one man's passion for well-found older boats has manifested itself. The visitor will find Greg, the driving force behind Classic Yachts of Door County, moving briskly from the deck of one boat to another as he scrutinizes the work in progress on several '60s and '70s vintage, traditional fiberglass sailboats. At any time, the boats there will be in the throes of varying stages of restoration and refitting.

The boats, standing cheek to jowl, are housed in a makeshift shed made of wood frames

***Greg Jones is the driving force behind Classic Yachts of Door County. Here he shows off the improvements he's making to the Apache 37 sailboat*, Tomahawk.**

covered with plastic sheets erected along the Sturgeon Bay shore. An assortment of guy wires, shackles, and turnbuckles brace the shed against the brisk spring winds that blow off the bay. Natural light illuminates and warms the inside of the building even on cold and dreary winter days. A heady bouquet of fiberglass, varnish, and freshly sawn wood wafts through the air. Outside, protected from the elements by their winter shrouds of canvas and plastic, a half-dozen other traditional craft await their turn for attention.

Greg is a man with an intense fervor for sailing, preserving, and promoting these classic sailing yachts. This passion drives him to juggle numerous ventures that include his yacht charter management program, yacht restoration business, and yacht brokerage service.

As he explains his love for classic sailboats and his mission concerning them, the intensity of his fervor shows in his eyes. Greg is quite candid when expressing his feelings on the subject. Today's modern designs don't appeal to him. He feels there isn't much value being produced today in the sailboat business.

"There are a few good builders who build boats of integrity, and a lot of builders who are building junk," he suggests. He readily admits that his opinions have gotten him in trouble with people in the boating industry in the past and most likely will again in the future.

Greg grew up on the East Coast and sailed the waters off New England before moving to Wisconsin with his classic 28-foot Sea Sprite sloop. Then, after a number of years sailing around the Apostle Islands, on the cold waters of Lake Superior, he moved to Lake Michigan. A 1988 business trip first brought him to Wisconsin's Door County Peninsula. "I came over a hill and looked down onto the Sturgeon Bay waterfront and knew I was going to make this my home," he says.

With the idea of bringing some part of his New England past to the Midwest, Greg started Classic Yachts of Door County in 1991 using the Luders-designed, Ryder-built Sea Sprites as the foundation of his charter fleet. This is not to suggest that Greg wanted to turn Door County into New England. Quite the contrary he says, "I have found what I think is the best possible place to sail a boat. The Door Peninsula is truly an earth/sea paradise and a sailing wonderland." His plan was to create a charter operation consisting of character boats.

Nine boats were in the Classic Yachts charter fleet for 1998: six Sea Sprites (four 28s, one 30, and one 34), a beautiful black-hulled Fuji 35 ketch, a rare Dickerson 36 center cockpit ketch, and a newly restored Chris-Craft-built Apache 37 sloop of which Greg is extremely proud. Previously, a special, Bruce King-designed Ericson 41 sloop also was part of the fleet. All are traditionally styled, full-keeled boats with gleaming hulls, brightly varnished teak trim, bronze ports, and brass cowls. Their rich interiors of varnished mahogany with bright finished teak and holly cabin soles set against white epoxy bulkheads with brass and bronze accents evoke a sense of warmth and elegance. These are all true classic yachts of which their owners and Greg are extremely proud.

Greg believes that seeing a beautiful classic-styled boat under sail is as much a treat as sailing one. From a distance, you can savor their graceful lines, knowing you are catching a glimpse of yachting history.

"Romance and history come along with sailing these boats," he says. "You have to see the expressions of awe on people's faces when they see these boats . . . they are so much more than the charterers expected." He tells how these boats draw admirers on the water and at the dock, and how it is a great privilege to own a boat that creates such an emotional impact wherever it goes. Is it any wonder that Greg calls Classic Yachts of Door County "a charter company with an attitude?"

However, Greg also feels that esthetics are just part of the appeal of these boats. Under sail they have a way of imparting a calmness of spirit, he says, and their designs produce a satisfying sound and movement in harmony with their waterborne environment. Heavy and sturdy, they move with a surprising quickness and ease in any breeze worth sailing in. And they will stand up to wind and waves with comfort and safety far better than many more recent designs.

Greg's enthusiasm for his boats is also apparent when it comes to chartering them. "We are a small business that really cares about this fleet," he says. To that end, Classic Yachts' brochure states that they are particular about who sails their boats, and that charterers should, please, bring with them excellent sailing skills and a good knowledge of seamanship and navigation.

Getting into yacht restoration was a logical progression for Greg. Since it was something he always wanted to do, it evolved out of the charter business. He states that traditional boats of the type coveted by Classic Yachts of Door County are becoming exceedingly rare, especially those in pristine condition.

Gleaming hulls invite attention inside a protected covering when winter months put the charter season on hold.

The Apache 37*, Tomahawk, *awaits charter, with the John Alden-designed Fuji 35, bobbing gently in the background.

Although there are still a few specialty builders in New England constructing new boats of this style, they are built on a semi-custom basis and are very expensive. According to Greg, it is the devotion of a few committed sailors who are drawn to and captivated by these classic designs that will save these boats for future sailors to enjoy — looked after by people of a special character who are determined to keep them afloat and maintain them in "Bristol fashion."

This is where the restoration, charter management, and brokerage portions of the business come into play. Greg considers it a sacred duty to collect and maintain these boats preserving them as cherished icons of yachting history. He gladly accepts the responsibility of purveyor and caretaker of these traditional craft. "No one really owns these boats," he says, "the best we can hope to do is act as stewards for them until we are ready to pass that responsibility on to someone else."

By taking older sailboats that come from the design boards of the most renowned naval architects and the yards of the most respected builders and restoring them to a pristine state while upgrading them with all the latest safety equipment and navigational aids, you give the owners and charterers of these boats the best of both worlds. Greg contends that from a construction standpoint these fiberglass boats built in the '60s, '70s, and even into the early '80s were overbuilt with "bulletproof" hulls of solid fiberglass construction that have stood the test of time and remain a viable alternative in the used cruising boat marketplace today.

Classic Yachts of Door County employs local craftsman from Sturgeon Bay — a town rich in shipbuilding history — to do carpentry, electrical wiring, fiberglassing, painting, and new engine installations. All of Greg's boats receive the highest level of restorative care by skilled craftsmen. In some cases, workers are second- and third-generation craftsmen who learned their trade at Palmer-Johnson, Sturgeon Bay's world-famous yacht builder.

Once the boats are restored, they also need to be maintained to a high level. To that end, Greg has moved his winter quarters to a heated facility where they can be varnished, polished, updated, and refitted.

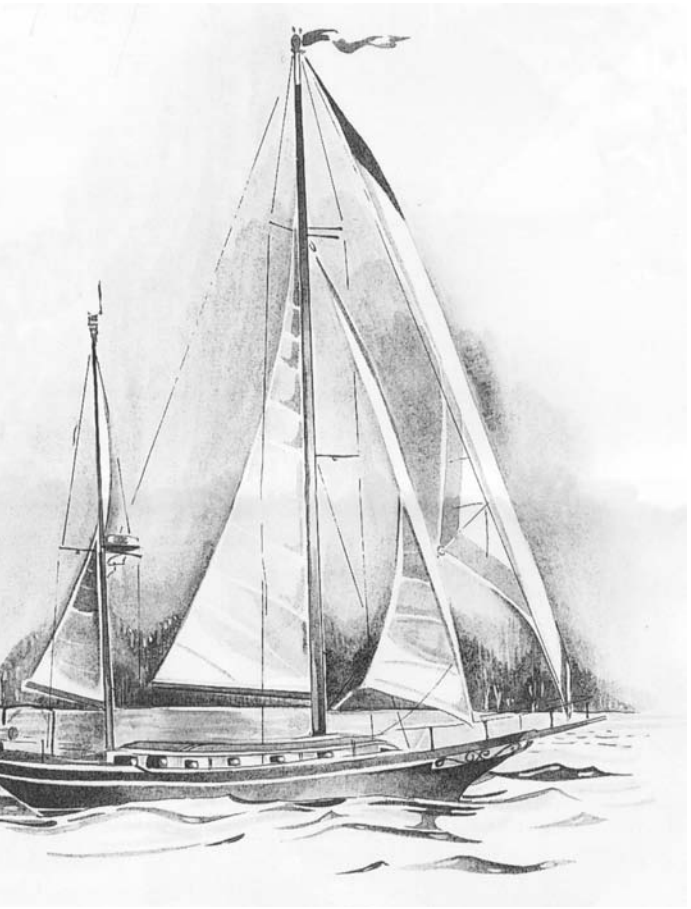
When Greg talks about his boats, *Tomahawk*, the newly restored Apache 37, generates a special enthusiasm. *Tomahawk* has a rich history, having been victorious in the Chicago to Mackinac race in 1970 and the Newport to Bermuda race in 1971. From its new teak and holly cabinsole to its impeccably restored diesel engine, the boat's new owner has given Greg carte blanche to create a real beauty of a boat.

"We're creating classic treasures for owners and charterers who would not ever have a chance to sail this type of boat otherwise," Greg says. He is adamant that a restored classic yacht is of superior quality and a better value than the current crop of production boats. But he also points out that the boats are labor-intensive (albeit a labor of love) to own and that you must have a strong commitment to have one. However, with boats in the charter management program, the owners never have to put a deck brush to their boats, much less sand, paint, or varnish. For owners who don't wish to put their boats into the charter management program, Greg offers the services of Classic Yachts to help locate, evaluate, and restore the classic yacht of their dreams.

The future of Classic Yachts of Door County looks bright. Greg is attracting more boats into the charter fleet every year and hopes to have about 15 boats in his fleet. Classic Yachts' charter operation is presently based out of the new and beautiful Harbor Club Marina in Sturgeon Bay.

Visitors are welcome — summer or winter — to drop in on Classic Yachts to have a look at its fine collection of classic sailboats. Be warned however: Greg's enthusiasm for these boats is infectious. Before you know it, you may be signing up for a charter or even having him hunt up and restore that dream boat you've always lusted after . . . as long as it's one he approves of, that is.

Another man's devotion to classic wooden beauties of yore



Even though he expresses it differently, John Hegberg shares the passion that drives Greg Jones and his charter/restoration business, Classic Yachts of Door County. John has set out to own, restore, and share a couple of historical treasures with charterers who are looking for a captained cruise on Lake Superior. He calls his business Wood, Wind & Water, with a focus, according to his brochure, on "traditional sailing adventures."

John's charterers get much more than a captained charter. Just as Greg has adopted Wisconsin's Door County and become fanatical about its quality as a sailing locale, so has John determined that Lake Superior is a priceless gem to be sailed, understood, and protected. To that end, John's charterers are rewarded with a bit of history and lore as well as doses of biology, ecology, geology, and natural history while on cruises with him. If they want full-fledged tours with interpretive naturalists, he will provide a naturalist. If not, he will fill their heads more subtly with "learning moments" as these occasions present themselves.

People come back year after year for these experiences. "We have a remarkable return business," John says. Their experiences may include on-water classrooms and workshops, teambuilding events for corporate groups, special camps for youth and church groups, and family events such as reunions and weddings. These sometimes call for the use of more than one boat, naturally, but the primary boat for these charters is the John Alden-designed, Roger Morse-built 45-foot ketch, *Madeleine Brady*. This wooden vessel was built in 1960 although her design dates to the turn of the century. She's a traditional hull design, a marconi-rigged ketch with mahogany planks on oak frames.

John's love affair with this boat and others like her was founded, to large extent, by a friend and mentor, Geoff Pope, who had a traditional ketch built in Nova Scotia. The 50-foot *Sheila Yates* was launched in 1975. A replica boat, she was a square-rigged tops'l ketch. Geoff and others sailed the *Sheila Yates* above the Arctic Circle on two voyages. She was present for the tall ship event in New York Harbor in 1976; another tall ship rendezvous from Bermuda to Halifax, Nova Scotia, in 1984; and the Statue of Liberty event in 1986.

John got involved in 1978 and had various roles including mate, skipper, and ship's carpenter. He was also a partner in the company. Most years, he says, the *Sheila Yates* "paid for herself — we never made money, but we always had ambitions of making money." But the *Sheila Yates* was caught in an ice pack off the top of Greenland in 1989 and sank between Greenland and Iceland.

His fond memories of her led to the purchase of the *Madeleine Brady* in 1992. Now John lovingly polishes the *Madeleine Brady's* bronze winches and maintains the wood when not serving as captain for groups of up to six individuals: sometimes experienced sailors and sometimes wide-eyed enthusiasts new to sailing.

Along the way John has fallen in love with and restored or maintained a few other traditional vessels. The 1933 44-foot stails'l schooner *Addy Riggs* is shared with partner Todd Kessler, although she suffered extensive damage a few years ago and has not been fully repaired. Competing for John's time is Lazy Susan's Bed & Brunch operation, which John and Susan Grams built and manage in Cornucopia, Wis., overlooking Lake Superior.

More recently another project has devoured his time. This one is a bigger, taller ship which will add beauty to the Duluth, Minn., harbor and offer opportunities to visitors as an educational ship sometime within the next year. A Portuguese brigantine which he discovered in Tortola, British Virgin Islands, *Galaxy* is a beauty, John says, and well worth the hoops he's having to jump through to make this latest dream a reality. A wooden boat, she flies three jibs, four squares on the foremast, a staysail in between and a gaff-rigged sail on the main mast. A boat like that looks good in any port, and John's goal is to bring her to one of his favorites on Lake Superior.

All this will keep him busy, of course, but his classic charter business will continue to introduce people to sailing and Lake Superior in a more personal way.

by Karen Larson

The Fine Art of Sailing

Paintings, story, and layout

by Charles Duhon

I came from the swamps of southeast Texas, so close to Louisiana that, in our family, we were more proud to be 'Cajuns than Texans. Down there when big storms come, there is so much water that our chain link fence would actually catch fish. Naturally, boats were everywhere and a major part of the adventure in a young boy's life . . . from model boats to the pirogue sailboat made with my mom's new bedsheet for a sail (yes, she's still mad about that).

Some people say I was born with artistic talent, but I remember lots of hard work, practice, and a strong desire to go to college and escape having to work in an oil refinery. I still remember the first painting that was bought by my high school English teacher: it was of a tall ship under full sail. I didn't paint much after that until I had finished college. Eventually my career grew into computer graphics and finally I could afford to buy my first used sailboat, a tired SouthCoast 22, which I restored and traded for my next real sailboat.

The Mirage 236 was a sexy performance keelboat and a wonderful, strong stable boat with which to start my racing years. By this time I needed a more creative outlet than computer graphics and started painting again. I had heard the phrase "write about what you know" and decided that if I could "paint about what I know," I just might have a little fun! After doing a few paintings as gifts for close sailing friends, I am now fine-tuning my business with a long-range goal of coastal cruising and painting along the way when we retire.

Watercolor of the Emerald Lady, *a Downeaster 45, cruising in Galveston Bay*

"Paint about what I know"

Computer graphics of Phoenix, *a Mirage 236*

Four years ago, my wife, Lynn, and I bought a "good old boat," our favorite coastal cruiser, a 1983 Hunter 34 with a shoal keel. We could never afford a new boat with similar accommodations so we take pride in her and enjoy the many compliments she gets. We named our boat *Artistry* for obvious reasons, and she is a traveling advertisement for my new business, creating and selling unique personalized paintings of people's boats.

Although most of my paintings are produced with the use of photographs, I most enjoy being aboard a boat prior to creating the artwork which celebrates it.

Sailing Lake Texoma on a Beneteau 28

Family daysail aboard a Hunter 24

There is something special about recalling the feel of a boat while painting the exact graceful sheerline of her hull. The style of my art is usually very realistic, which is what most people want, but over the years I have tried blending detail and splash with some favorable results.

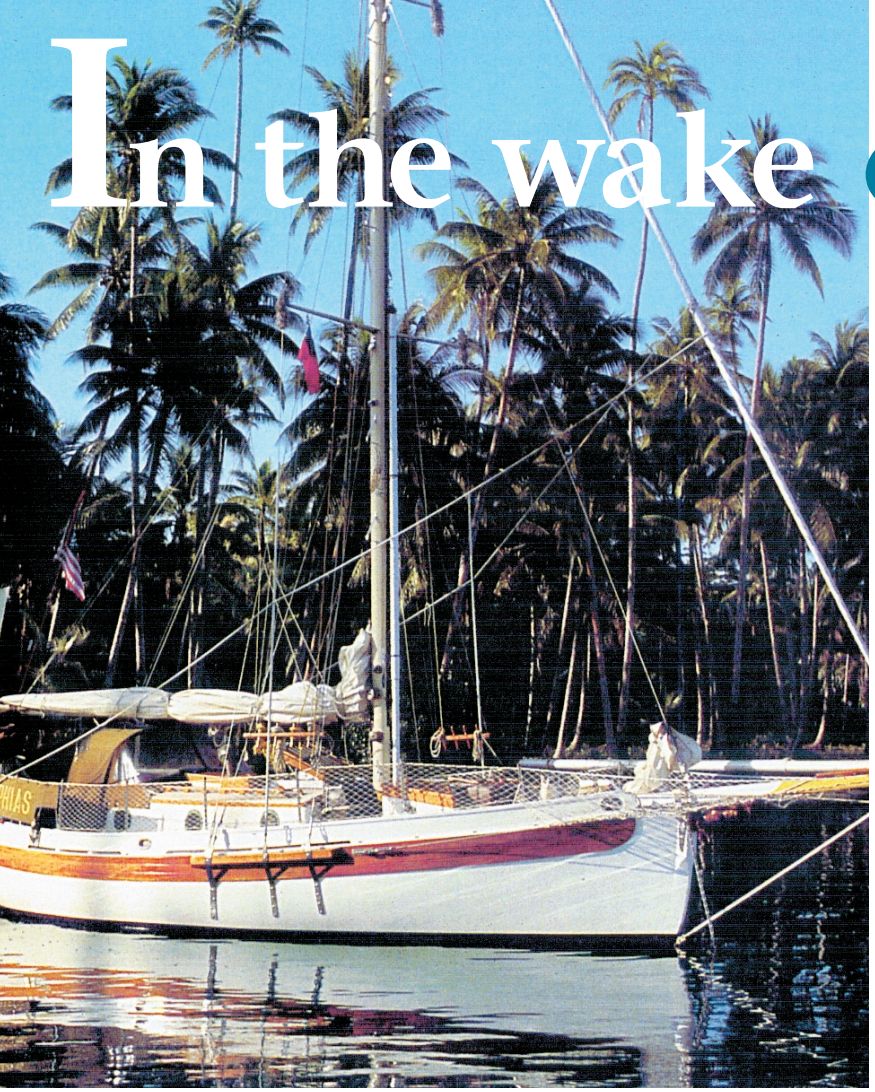
I am very fortunate for the opportunity to share my talents with *Good Old Boat* magazine and in a very real sense, this is a high point in my dream career as a nautical illustrator. Most important is how honored I feel to be participating with the other contributors who help make this magazine great.

"There is something special about recalling the feel of a boat while painting the exact graceful sheerline of her hull."

Rainbow Regatta, at the gybing mark

In the wake of the Pard

Inspired by Seraffyn's *de*
Bristol Channel Cutters a
adventures and legends of th



by John Vigor

The Bristol Channel Cutter (BCC) is a boat of superlatives. For many dedicated long-distance cruisers, she is, for her size, simply the best of the everything: the most comfortable, the most seaworthy, the most traditional, and (naturally) the most expensive. There are some who call the BCC the Rolls Royce of yachts, but they've got it the wrong way around. The Rolls Royce is actually the BCC of automobiles.

What is intriguing about this boat, and the cult that has sprung up around her, is that her design is that of an old-fashioned British working boat. A century ago, scores of long-keeled cutters like her were hanging around the western approaches to the English Channel and the Irish Sea, waiting to transfer pilots to inward-bound sailing ships. These pilot cutters needed several characteristics to survive. They had to be utterly seaworthy because they stayed out in all weather. Gales were just an ordinary part of their working lives. They had to heave to well, because they spent much of their time waiting in one spot. But they also needed a fair turn of speed and weatherliness when a ship seeking a pilot appeared on the horizon, because it often happened that the first pilot cutter on the scene got the piloting job. And the pilots naturally favored the faster cutters.

So the design of the pilot cutters evolved as they competed to make a living at sea, being shaped by the unforgiving forces of nature and the unremitting demands of free commerce. Not that you'd equate today's BCC with the rough-hewn finish of the working boats. The BCC, as designed by the legendary Lyle Hess and built today by the meticulous Sam L. Morse company, is as cultured a piece of sailing machinery as you're likely to find anywhere. In fact, you wouldn't be far wrong if you said that Chippendale and Hepplewhite were the BCCs of fine furniture.

Chris Edwards'* Xiphias *in a tropical sett
Mike Herman's* Surprise *plies the waves
Charleston, S.C., above. At top right, W
Odyssey *is photographed by Kathy Horn*
Bristol Channel Cutter*, Peguin, *in San F
At right, Mike Pearson's* Metaphora *mak

leys

sign,
create
heir own

Bob Grieser

ing, above left.
near
Wayne Edney's
ing from her
Francisco Bay.
es a splash.

Mike Pearson's* Metaphora *sails at left, and Simon Blyth's* Mon Desir *above shows why these sailboats are said to "track like a freight train." Simon has lived aboard his traditionally appointed 1977 BCC since 1993.

Basic design

Leaving the superlatives behind for a moment, what we have here is a very heavy displacement hull with moderate sail area, an outboard rudder, a long, fairly shallow keel, and a 6-foot bowsprit that certainly won't be everybody's cup of tea. It's not a recipe for daysailing or fast around-the-buoys racing.

BCC owners, who seem to have all the answers ready, will tell you a bowsprit adds sail area that spreads fore and aft, rather than upward. Thus, because it lacks the leverage of a tall skinny rig, a jib set from a 'sprit provides thrust without making the boat heel. Not everybody buys that argument, suspecting that a large low sail probably creates exactly the same heeling moment as a small high sail; and suspecting, further, that a bowsprit was the only way you could add sail area in the days of gaff rigs, when masts had to be short because of problems with staying them. With modern materials, we can now stay tall masts quite adequately, and we can provide boats with all the sail area they need, a lot of it up high to catch more wind in light air. We can also balance a boat very nicely without the help of a bowsprit, which means we don't have to make those daring trips to the end of the 'sprit to free the roller furler when the line jams.

Nevertheless, the BCC is a very safe boat to sail, even for a singlehander. You can run into a large balk of waterlogged timber on a dark night and not have to worry about bashing in a fin keel or ripping off a skeg and rudder. The BCC will ride up and over it. In shallow waters, she won't get crab-pot lines jammed in her propeller or rudder, either.

Her fairly shallow draft of 4 feet 10 inches allows her to explore the wonderful cruising grounds of the Bahamas and many other areas that can be tricky for those with 6-foot keels. She is so solidly built and so well designed for her purpose that no modifications are needed to improve her seaworthiness or her fitness for ocean voyaging. There is plenty you can do to personalize her, of course — in fact, if you buy a new one, starting at about $150,000, you can custom-order many modifications — but basically she'll be ready for sea work from the very start.

The hull is solid fiberglass, and the deck is fiberglass with a core of marine plywood. The lead keel, accounting for about 32 percent of the boat's total displacement, is encapsulated in the hull, and the double-spreader aluminum mast is stepped directly onto it. The BCC's wide sidedecks are bounded by 8-inch-high teak bulwarks that provide good footing in bad weather and stop a lot of gear from disappearing over the side. Her rudder is attached to the end of the keel and to the flat transom — a strong and very sensible arrangement — and is controlled by a tiller.

Accommodations

The Sam L. Morse company builds the BCC with three basic interior layouts, and new owners are offered many options without extra charge. You can have a workbench up forward, for example, instead of a single berth. There's also the option of a pilot berth that converts into a double, and a quarterberth on the starboard side. But it's the well-planned galley that excites most comment from visitors, particularly the large amount of counter space. There probably isn't another 28-footer with a galley so pleasant to work in.

There's plenty of headroom in the main cabin — up to 6 feet 6 inches if you need it — and the cabin is unlined. That means you can get to important stuff such as plumbing and wiring — or a hole in the hull — when you need to. The raised scuttle hatch up forward provides headroom in the toilet compartment. The standard auxiliary is

Above right, Wayne Edney's* BCC. *Wayne bought the hull, deck, and ballast in 1987 and completed interior, exterior, rigging, and engine installation over the next seven years. At one point, he says, they simply launched the boat: "I'm not sure if any boat is ever done, but it seemed time." He adds, "Since then we have enjoyed almost five years of sailing her as a family of four. The boat is named* Odyssey *for the journey that began the day hull #81 arrived in our side yard."

a 27-hp diesel, which fits into the BCC's engine hole with a comforting amount of room to spare.

In general, the interior of the BCC exudes the same air of elegance and workmanship as a 1920s Pullman car, with bronze ports, a teak skylight, and lots of shippy brass.

The rig

A gaff rig would make a lot of sense on this boat, particularly when she's sailing off the wind, which would be most of the time on an ocean cruise, presumably. It's a sturdy, well-stayed, powerful rig, one that's much more likely than a Bermuda rig to remain standing after a roll-over.

No doubt you could arrange with the Sam L. Morse company to take delivery of a new one with a gaff rig, but the standard boat comes with a tall rig, a long bowsprit, a long boom, and a short boomkin to support the backstay clear of the mainsail leech.

The mast rises 41 feet 6 inches above water level to support the 556 square feet of canvas this heavy displacement hull requires. The cutter rig is not quite as efficient to windward as a sloop rig would be — two small headsails rarely produce the same horsepower as one big one — but it certainly makes life easier for small crews. The jib flown from the end of the bowsprit can be on a roller furler, which means it can be put to sleep as the wind pipes up, leaving a nice snug forestaysail set inboard, where it's safer to work.

With jiffy reefing on the mainsail, and a nice flat, stable platform at the foot of the mast to stand on, reducing sail in a blow should be easy. If you opt not to have a roller furling jib, you can fly an enormous genoa, Yankee, or nylon drifter from the bowsprit end, as the Pardeys do aboard *Taleisin*, a near twin of the BCC.

You might not expect old-fashioned boats like this one to sail to windward particularly well, but sometimes they can surprise you. In the first place, their sheer mass and seakindly motion keep them moving through choppy seas that knock lighter, more lively boats backward. And in the second place, that projecting bowsprit makes it possible to trim the jib to a narrow sheeting angle and still have the sheet run outside the shrouds. So there are times when boats of this type will point surprisingly high and go surprisingly fast, which is a very handy attribute when you're faced with a two-week windward slog against the trades. But then, as we saw earlier, perhaps it's not so surprising, considering that in the last century their livelihood depended on their being able to get a pilot to windward quicker than their rivals could.

There's not much more to be said about the rig, except that it is massively solid and more than fit for the job, just like practically everything else on the boat.

Performance

The BCC does not have a kittenish performance around the buoys, but if you point her nose across an ocean you'll soon discover that she's no slouch.

"The boat can easily make 150 miles a day in the trades with the working sails only," says one owner, quoted in the advertising literature the builder puts out. "I have made many 170-mile days, and some slightly higher." You have to accept this with due allowance for unbridled enthusiasm, of course. In theory, a boat with a waterline of 26 feet 3 inches, could do no more than 165 miles a day, at a constant speed of just over 6.8 knots. In practice, it is possible to exceed that speed in short spurts when running down the face of a wave. But even so, 165 miles in a day is very good going indeed for a non-planing boat of this size.

But perhaps the rules of physics do not apply to the BCC. Here's part of a letter to the builder from the owner of a

BCC called *Puffin*: "Just a note to tell you *Puffin* has finally outdone herself with a 187-mile day on the way to New Zealand from Tongatapu. A good deal of near-gale-force winds and a pinch of current has pushed us 579 sea miles in four days. It looks like 1,036 sea miles in seven days, light to light."

Puffin would have had to average more than 7.7 knots to cover 187 miles in 24 hours. One suspects that she had more than a pinch of help from the current. The other times and distances indicate a speed of just over 6 knots, which is more reasonable. But all quibbling aside, Lyle Hess's sturdy little cutter is obviously capable of reaching her maximum speed fairly easily — and that, in the end, is the design magic that makes a boat a swift passagemaker.

Known weaknesses

The BCC's weaknesses are either non-existent or well hidden. One certainly never hears owners complaining about them. As befits a loyal clan of cultists, they are remarkably tight-lipped about her flaws — if, indeed, she has any. Those of us made sufficiently skeptical by practical experience will conclude that she does have flaws, but that they are remarkably minor.

There is that bowsprit, though. It's not a weakness as such, but it an be a nuisance, especially when you're docking, or playing with the jib at the splashy end of it. There's nothing you can do about it. You just have to learn to love it.

Owner's opinions

Chris Edwards, who raced yachts to their limit for much of his sailing career, eventually graduated to a BCC. After competing in two Whitbread Round-the-World races, three Admiral's Cup races, two World One-Ton Cup championships, and so forth, Edwards found himself racing his Bristol Channel Cutter, *Xiphias*, in the inaugural series of races known as the Phuket-Port Blair Andaman Cup Regatta.

BCC continued on Page 52

Three views of the inside of Roger Olson's boat,* Nereus, *show the flexibility of the interior. The table is from a carving Roger brought home from the South Pacific.

A tribute to Lyle Hess

Whenever the discussion revolves around beautiful boats and their designers, Lyle Hess' name is one of the first to surface. Anyone who owns one of Lyle's boats knows firsthand what is meant by this comment because of the compliments they receive. Not only are Lyle's designs from the heart, but they surprise even their owners as they sail past much larger boats and point even closer to the wind.

Lyle has been designing boats for more than 50 years. One of his earlier designs set the world on its heels when *Renegade*, a 24-foot gaff-rigged boat won the Newport-to-Ensenada race two years running. He was accepted nationally when he designed the popular Balboa 20 and 26, as well as the Ensenada. It was after Larry Pardey asked him to design *Seraffyn*, which he and Lin sailed around the world without an engine and wrote many books about their travels, that Lyle gained worldwide recognition. This was followed by the Pardeys' *Taleisin* and more articles and books about their travels. Besides the boats that made Lyle famous, he can be credited for the Fatty Knees dinghies, the total Montgomery line of sailboats, the La Paz, the Nor' Sea 27 and 37, the trailerable Falmouth Cutter 22, the Bristol Channel Cutter 28, the Hess 30 and 34, the Falmouth Cutter 40, and many other traditional boats from 7 to 40 feet. Lyle's designs are timeless and will remain in our hearts as long as man sails the oceans.

As a tribute to Lyle for his 85th birthday, the local Southern California boat owners of his designs held a rendezvous at Catalina Island. Unfortunately, Lyle couldn't attend because of bad health. Nonetheless, 25 participants came from as far north as Seattle and as far east as New York.

Because of Lyle's designs many lives have been altered. From Lin and Larry Pardey to any of the owners of his boats who have taken the challenge to sail across an ocean in a boat designed for the purpose, we salute you, Lyle.

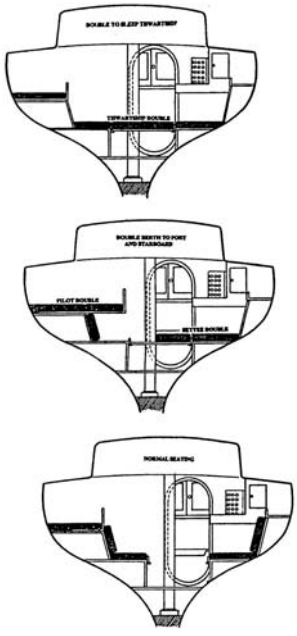
Roger Olson, President
Sam L. Morse Co.

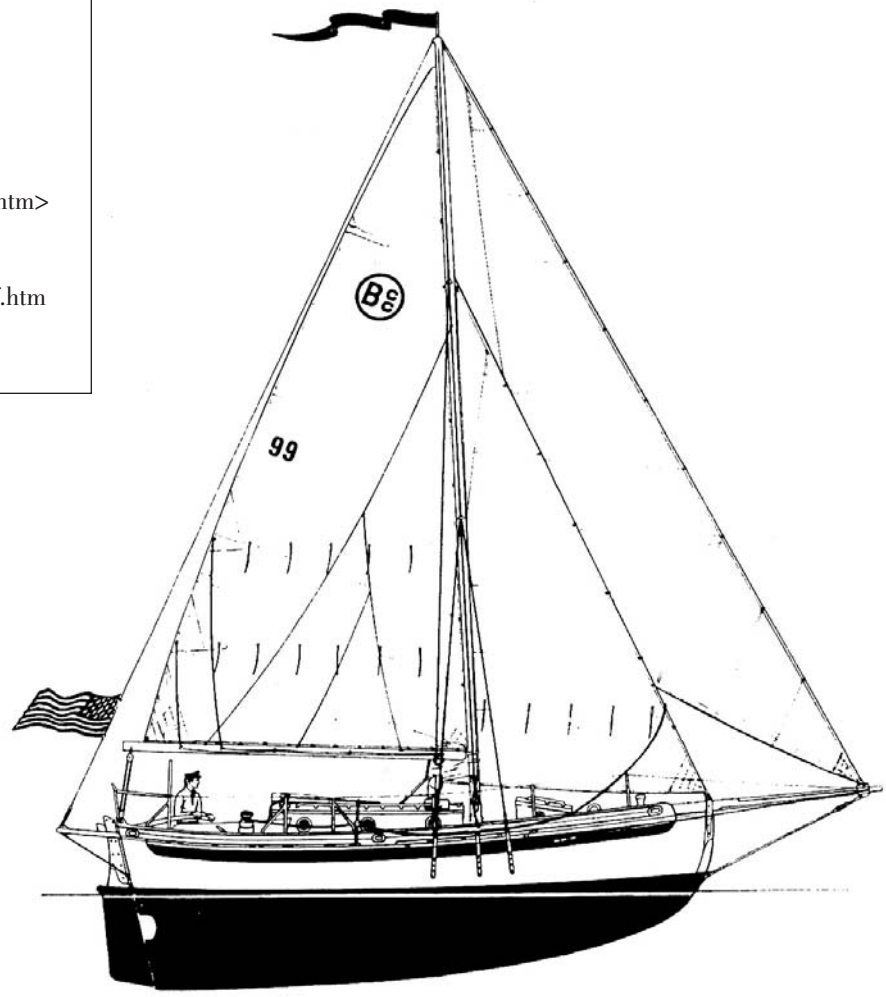
Resources
for Bristol Channel Cutters

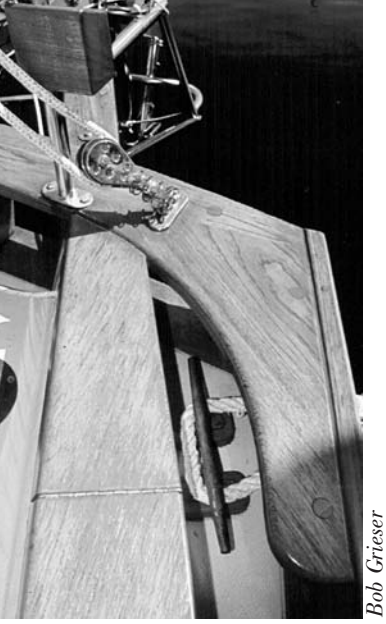
The *BCC News* is an owners-only publication.
Mike Pearson, Editor
1626 Placentia Ave.
Costa Mesa, CA 92627
949-645-6985
102021.3031@compuserve.com

BCC email discussion group
<http://members.aol.com/calypsonia/ bcc/bcc.htm>

Lyle Hess Association
Clif Unruh
<http://community.bellcore.com/ ~cunruh/cliff.htm #lylehessassociation>
cliffunruh@aol.com







Bob Grieser

Bob Grieser

Bow and stern of Mike Herman's* Surprise. *Tom and Alice Walker's* Aloha *below with new Monitor windvane.

BCC continued from Page 50

There were five races. The first was 450 miles across the Andaman Sea, from Phuket, Thailand to Port Blair, in India's Andaman Islands. Then there were four races of about 35 miles each among the islands. *Xiphias* won the long-distance race easily on handicap — but she also beat three yachts of 34 feet, 36 feet, and 38 feet over the line. She then went on to win three of the four inshore races. All very well, you say, but this was Chris Edwards. He could have sailed anything and won. Maybe. But Edwards himself says there was very little in the way of tactics involved in the ocean race.

"It was a close reach on one tack for most of the race to Port Blair. It was *Xiphias'* powerful sail plan and her constant, seakindly motion in the rough seas that won the day."

He has grounded her "a couple of times," and had to contend with "some fearful tropical storms." He also says he's had to sail her hard to windward to clear a shoal or lee shore. He says in a letter to the Sam L. Morse company: "Her strength, her perfect balance and seakindliness, and her ability to make headway under a variety of sail settings, has convinced me that not only is she the perfect cruising design, but also a trustworthy friend."

These, of course, are obviously the sentiments of a man smitten with his BCC, and you should make due allowance for it. But Chris Edwards is not alone. The files of the Sam L. Morse company are bulging with similar letters from exuberant owners, praising the ability of their BCCs to weather storms and look after their crews in atrocious conditions.

For a common old working boat, the BCC has come a mighty long way.

Conclusion

It's tempting to note that if you have to ask the price of a Bristol Channel Cutter, you probably can't afford one. Let's just say that while they cost as much as many a small house on a modest plot of land, they'll give you a lot more in the way of adventure and excitement, if that's what you're looking for.

John's new book, Twenty Small Sailboats to Take You Anywhere*, to be published by Paradise Cay (800-736-4509) later this year, will be available on* Good Old Boat's *bookshelf.*

In short

Bristol Channel Cutter

Designer: Lyle Hess
LOA: (including 'sprit): 37 feet 9 inches
LOD: 28 feet 1 inch
LWL: 26 feet 3 inches
Beam: 10 feet 1 inch
Draft: 4 feet 10 inches
Displacement: 14,000 pounds
Sail area:
556 square feet (with 100% foretriangle)
603 square feet (sail area of standard cutter)
673 square feet (sail area with optional roller furler, the usual configuration)
Ballast: 4,600 pounds
Spars: Aluminum
Auxiliary: 27-hp diesel
Designed as: Bluewater cruiser

In comparison

- **Safety-at-sea factor:** 9 (Rated out of 10, with 10 being the safest.)
- **Speed rating:** Good speed over long distances, from long waterline.
- **Ocean comfort level:** Two adults in comfort; two adults and two kids in less comfort; four adults in relative discomfort.

A quick history

Why the name Bristol Channel Cutter?

by Mike Pearson

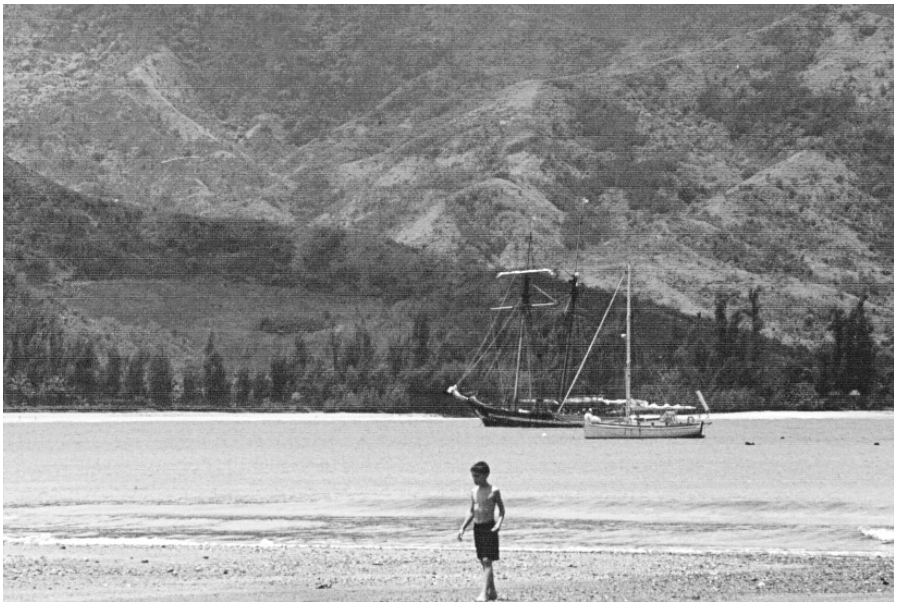
The seaworthy forebears to Lyle Hess' designs are the legendary working boats of Great Britain's western approaches, the Falmouth Quay Punt, the Bristol Channel Pilot Cutter, and the Itchen Ferry Smacks. Gathering their attributes, Lyle's work enhanced the safety and swiftness of these small ships in harmony with their beauty. Along with the talents of sailor/designer Hale Field, Lyle created the 24-foot gaff cutter *Renegade*, which attracted much respect and admiration within the cruising and racing community.

The able *Renegade* inspired Canadian sailor Larry Pardey to request plans for a cruising-oriented version with a marconi rig for easy singlehanding. The resulting *Seraffyn of Victoria* explored the world for 11 years with Larry and his wife, Lin. The interest kindled by these voyagers led Lyle to creating another very handsome design, the Bristol Channel Cutter. Sam Morse and his wife, Betty, chose this design and began the tooling process for a bluewater cruiser.

In April of 1976, their first fiberglass hull was crafted and thereafter Sam sold a few of these hulls to folks with the time, talents, and inclination to build their own custom vessels. Eventually, the Sam L. Morse Company took over the completion of shipbuilding: from hulls to semi-complete versions, then finished vessels. Sam also gave permission for a Vancouver company to produce boats for the Canadian market, of which approximately 35 hulls were built and finished with various shipwrights. In 1980, the Sam L. Morse Co. acquired the Lyle Hess Falmouth Cutter design from Heritage Marine. This trailerable bluewater cruiser became an option for those whose schedules don't permit long-term cruising.

Sam Morse and company continued building and refining the BCC and Falmouth Cutter until 1991, when Sam and Betty retired and moved to the Pacific Northwest. It was then that George Hylkema purchased the company and continued to create the yachts with the same attention to detail from which Sam had built his reputation. Not long thereafter, Roger Olson, back from 13 years spent cruising in the South Pacific with his BCC, joined in partnership with George. Roger's experience further enhanced the many details which make cruising enjoyable and safe. George retired in 1995 to spend more time with his own boat and other pursuits, while Roger continues to guide the Sam L. Morse company, along with the skillful long-term shipwrights Dick McComb and Tommie Whistler, each now with more than 20 years building the Bristol Channel Cutter and the Falmouth Cutter.

James and Cita Barry's* Gypsy Queen *at top right and Bob Kaden's* Kuuipo *in Hanalai Bay, Hawaii. About that bowsprit, Tom Walker says, "It's quite easy to go out on it when necessary (which is seldom)."



We're looking for the Cal 20 and Contessa 26 next

Editor's note: *We asked Bristol Channel Cutter sailors for photos, and were overwhelmed with the number and beauty of the photos we received. It seems these sailors are captivated by the BCC and driven to shoot photos of her from every angle and in every setting. We were captivated also and wanted to print more.*

Now we're looking for the same from sailors of the the Cal 20 (which will run in July) and the Contessa 26 (which will run in September). *Cal and Contessa owners, let us know if you've got photos of interiors, your boats at the dock, and especially of your boats under sail; old brochures and manuals; line drawings; owners' comments; or resources (organizations or vendors) which might be helpful to other sailors with your boats. We will return all materials and savor the comments. We look forward to hearing from you!*

Restoration tales

Bristol 27 gets a second chance

Every day I would see her twice as I drove past to and from work. I could not tell if she was a boat or a derelict. This continued for seven years. She never moved, was never even touched. One winter we had a lot of snow, and she resembled an igloo! Finally, the house in whose yard she was dying sprouted a FOR SALE sign. Still the time was not right. Eventually the FOR SALE sign said SOLD, and I called the real estate agency.

"Excuse me, I am calling about that house in Eastport," I said. "It's sold," said she. "But I am interested in the boat in the yard." I could almost hear her eyes widen in surprise. I left her my name and number. Soon the telephone rang, and the boatowner was on the other end. "May I go on board and check her out?" I asked. "Yes," said the owner, "but beware of the bees, wasps, and other stinging things that have taken up residence."

Scott Walter, my friend and eventual partner, joined me to check over the hulk. The keel had been damaged slightly from being introduced to sandbars. Vines were growing up her sides, entwined in the cradle. Moss was a half-inch thick on her north side. Something had made a perfectly round nest in the head. The dirt and leaves had gotten everywhere during the 10 years she had sat in the back yard. An old mainsail had been used as a cover, but was now ripped and blown off. Scott was as skeptical as I was excited. I finally had found a boat I could afford! Several telephone calls to the owner resulted in a price of $2,500, and we were able to buy a Bristol 27, hull #30, with a steel cradle, two ladders, five sails, a 9.9-hp Evinrude, and a project of immense proportions.

We moved her the day the buyers of the house were moving into their new home. They were thrilled to see her go! Walter, the grizzled boat mover, walked around her, spat, and said, "I sure hope you didn't pay much for her." We had not. Following her down the highway, my car was showered with all the debris blowing off the boat.

by David Berke

Scott was nice enough to let the boat live at his place of business. This meant there would be no yard bills during the restoration period.

The first thing we did was empty the entire boat. This included removing dead squirrels and mice along with the sails, anchor, lines, stove, motor, and so on. Next we attacked the moss, vines, leaves, and dirt, inside and out. This process took a month. Then I built a cradle that fit outside the original cradle. Once the new cradle was in place, we lowered the old one away from the hull. We did this for two reasons: we needed access to the bottom of the keel for repairs; and two pads from the original cradle had rotted to dust.

We next removed 200 years of bottom paint! The paint was a full 1/8-inch thick! Once the bottom was down to the original glass, we barrier-coated it and prepared for new paint. While this was going on, I removed every piece of wood from the interior and refinished them at night after work in my wood shop at home. We set the outboard in a tub of fresh water and were amazed that, after sitting for 10 years, all it needed was fresh plugs and gasoline. It started right up, and lasted the entire first season! (It died while I was sailing with my 7-year-old son, and I had to sail into the slip, but that's another story!)

The restoration project was a true Tom Sawyer story. One close friend of ours is an "electro-magician," and he upgraded the electrical system from one battery to two. He also helped me install the new gauges and running lights. Another good friend is a plumber, and with his help we replaced the thru-hull for the sink (because the old one was stuck open) and replumbed the fresh water system. We also installed scuppers in the rear of the cockpit. Another dear friend was a "floor guy," and he refinished the interior floors. He also used his floor machine to sand the rudder, a task for which lesser sanding machines were useless. During the time that all of this was taking place, my dear wife (who is kind enough to indulge my quirks and fascination with old boats and cars), was cleaning, sanding, masking, and repainting the deck.

The repainting process required over 1,500 feet of tape and about one month's supply of newspapers. The deck was two-tone colored from the factory, and we wanted to keep everything as close to the original as possible. My wife is an artist with very

We love a good story, tell us yours

With this article, we're introducing a new feature on boat restoration projects. We'd like to hear the short version of what your project involved. Dave sets the example of the kind of thing we'd like to hear from you in, say, 500 to 1,500 words (plus photos, please). We know your project was much more involved than words can ever express, but this is the short "overview" version.

steady hands. At one point, she spent two days on the deck with a quarter-inch-wide brush cutting all the edges around the two-tone, and around all the deck fittings. We then sprayed the boat, and it turned out like new!

We sent the mast to the rigger, and we replaced every piece of line and inspected the stainless rigging. The rigger pronounced the mast safe and strong and shipped it back to us. We then moved to reassembling the interior. Luckily, I had had enough sense to label every piece, so the result was just a giant jigsaw puzzle with screws. We also replaced the fixed ports that had turned white with age. This was a straightforward process, because every piece was marked.

We then painted the bottom, jacked the old cradle back in place, and removed the temporary one. We moved the boat and took her to her first launch in more than a decade.

Now Scott and I have one of the nicest B-27s around, and we were even bold enough to change the name. Because of what we gave her, and what she gives back in return, we have named her *Second Wind*. She lives up to her name every time we sail her!

Second Wind ***before the work begins, in the primer phase just before spraying, gleaming in "Bristol fashion" after the spraying is completed, and sailing as she was meant to do on the opposite page. This Bristol should not be confused with the Bristol Channel Cutter featured on Page 46, which had a different designer and was built by a different company.***

Small wonders

Chips & dips: Boat speed and

Two oldtime devices – a chip log and a sounding lead – will be there even when the power's out

When it comes to electronics, owners of good old boats never seem quite as dazzled as others might be. Yes, a GPS is a wonder to behold. And an ongoing video of who, what, and how the landscape passes underneath our boats is indeed a modern marvel. But we all know what the battery giveth, the battery "can taketh" away.

So as my boat enters her 40th year, I still keep aboard two simple, vintage devices for checking the boat's speed and the water's depth. If you know how to use them, a chip log and a sounding lead are two small, but very useful, contraptions. Indeed, in light air and at slow speeds, the chip log will be far more accurate than most GPS readings of speed through the water. Additionally, the sounding lead has the advantage of being useful aboard a dinghy or any other non-electrified boat, thereby allowing you to squeeze into shallow anchorages or up creeks that you might not otherwise attempt.

Finding these two gizmos in a marine catalog is like looking for buggy whips at your local service station. But you can easily fashion your own version of a chip log or a sounding lead. And using them is as simple as hoisting the jib.

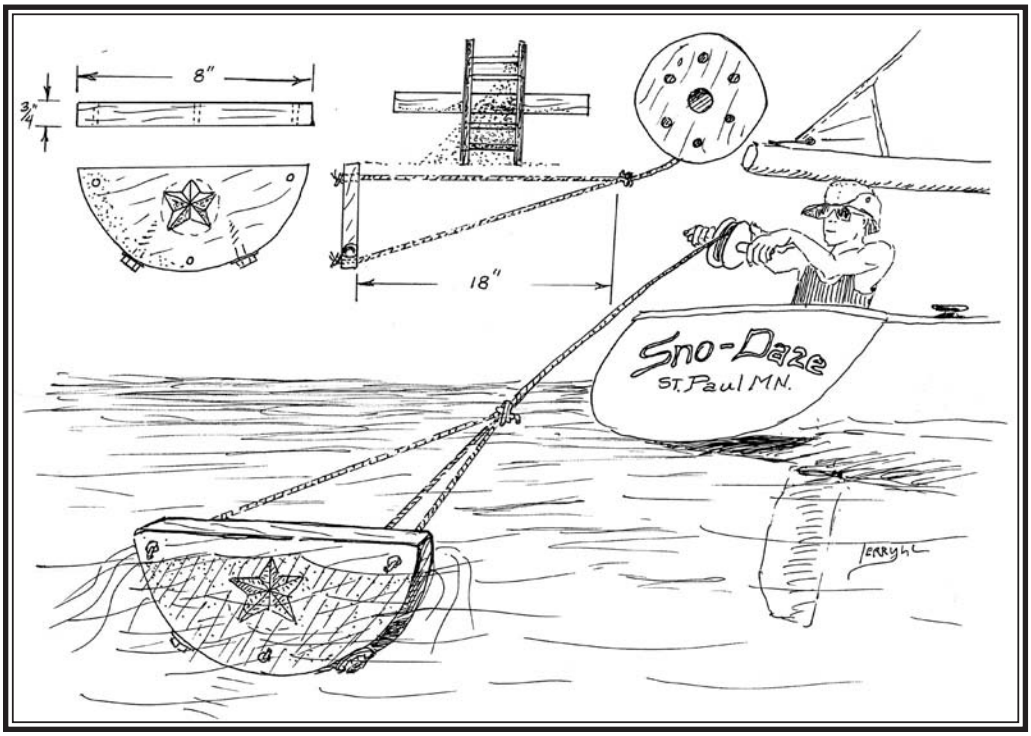
Making a log from a chip

Invented by the English sometime in the 1500s, the chip log uses the simple equation of distance divided by time to determine speed. As we all learned in grade school, if you know how far you traveled and how long it took, you can figure out the speed you were going.

To make a chip log, use an old scrap piece of 3/4-inch softwood, like pine or cedar or even exterior-grade fir plywood. The idea is to have a piece of wood that floats easily. Cut the scrap into a half circle 8 inches in diameter. This must then be weighted at the midpoint of the arc of the semicircle. Originally, the weight was some molten lead poured into a cavity drilled at the midpoint. But I've found a couple of galvanized iron lag bolts (3/8 inch will do) screwed into the arc equidistant from the midpoint serve just as well. Their weight holds the board vertically in the water, creating enough lateral resistance to make the chip log line pay out uniformly.

For chip-log line, I've found used cod line about 1/8 inch in diameter works best. Old line is better, because new line tends to kink up as it pays out. If you don't have access to used cod line, just about any small-diameter, low-stretch, braided polyester line will do. To age it, leave it in the sun, wind, and rain for a week or two. Attach the line at the three points indicated in the sketch at left. The three attaching lines should be about 18 inches long, joined and then secured to one long cod line. The single length of line must be a minimum of 140 feet. For easy handling, the log line is kept on a reel.

I've made a little wooden reel that I hold on a dowel and allow to unwind. To make a reel is easy: cut out two round discs about five inches in



The reel for a chip log should be familiar to those with kite-flying experience. The chip itself provides the drag to unroll the line at 17 feet every 10 seconds for a speed of 1 knot (and more of course as often as possible).

depths the old-fashioned way

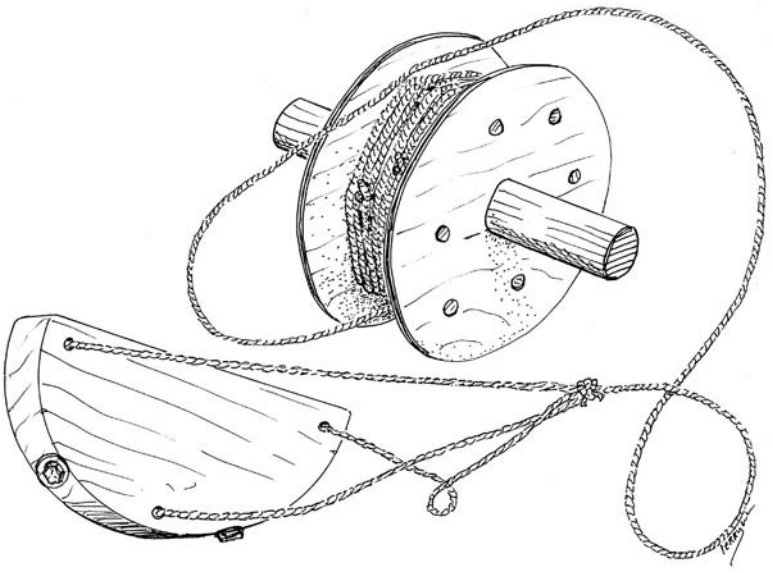
diameter with a 3/4-inch hole in each. Connect the discs with three 2-inch x 3/4-inch x 1-inch lengths of pine and wind the line up on the reel. To allow it to unwind, stick a 1/2-inch dowel through the hole and dump the chip overboard.

Using the chip log is simple. The standard nautical mile is 6,076 feet. For a vessel to travel that distance in one hour, it would have to move about 101 feet every minute or about 17 feet every 10 seconds. That's not very fast, but sometimes it's the best can you expect on a mid-summer's day. And of course, moving one nautical mile in one hour works out to the boat moving at one knot.

With these numbers in mind, mark your chip log line at 17-foot intervals. In the old days, these intervals were marked with knots tied into the line, one knot for the first 17 feet, two knots at the second 17 and so on. Knots were used because sometimes the log was used at night. Since 14th-century flashlights were notoriously unreliable, mariners just felt for the number of knots in the line to determine the speed. Thus a boat was said to be moving at so many "knots."

Of course, most of the time the log line will not stop exactly on a mark. Mariners solved this problem by holding the line between outstretched hands, which is a distance of six feet or one fathom. There are roughly three fathoms in 17 feet of line. Thus many old log books noted the boat's speed as "one knot, two fathoms," "four knots, half fathom," and so on. I've learned to settle for notations of 4 1/3 knots and the like. It's not digital, but it's reliable.

The chip log is best used by two people, one to keep the time and steer the boat, the other to tend the log. The logkeeper is stationed on the boat's transom. The timekeeper makes the call of when to drop the chip and when to halt the progress of the line paying out. To account for the delay in reactions, as well as the time it takes for the chip to actually fall, hit the water, and begin paying out, the timekeeper generally adds a second to the requisite 10. The logkeeper keeps a hand close to the reel to stop it immediately on hearing from the timekeeper. Just a couple of practice runs with a chip log will make you as professional and accurate as any speed indicator yet invented.



by Ken Textor
illustrations by Stan Terryll

At bottom, no sinking feeling

Ancient Greek sailors were among the first mariners to drop a weighted object to measure the depth of the water. The modern age of the sounding lead began shortly before Columbus made history and continued until just before World War II. Considered an essential part of seamanship, sounding with a lead was taught by the U.S. Navy right along with rowing techniques and basic use of the compass.

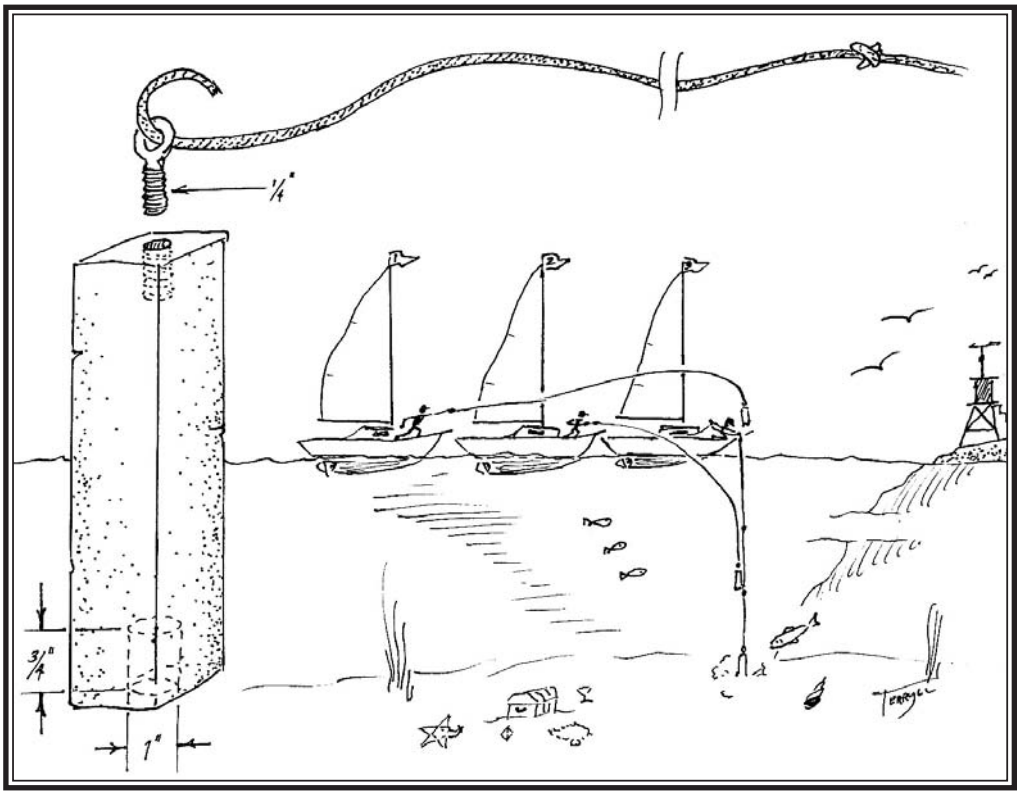
Today, a sounding lead still has many practical uses, even if you already have a reliable depthsounder aboard. If you run aground, you already know where the shallow water is. But the depthsounder isn't going to tell you where the deep water is. Someone with a sounding lead and a dinghy can. A sounding lead can also be loaned to someone whose depthsounder has temporarily gone on the fritz. And a sounding lead can also tell you what the bottom is made of, thereby assisting in navigation and anchoring.

The basic sounding lead is indeed made of lead. In fact, until about 10 years ago, you could buy a genuine sounding lead from one or two of the old-time marine catalogs. The WoodenBoat Store and Landfall Navigation catalogs still sell them, but you may want to make your own. It's a project that will take a couple of hours and cost about $12 but be well worth the time and money since a sounding lead will last a lifetime.

In truth, I must admit I've used items other than a proper lead to get soundings. In a pinch, a sawed-off iron window sash weight has served well. In my most poverty-stricken years, a heavy-duty link of iron chain also did the trick. But the drawbacks in both of these options are: 1) they rust and make a mess in their storage areas; 2) they cannot be "armed" with wax for bottom sampling; and 3) they don't go to the bottom or come off the bottom as easily and efficiently as lead.

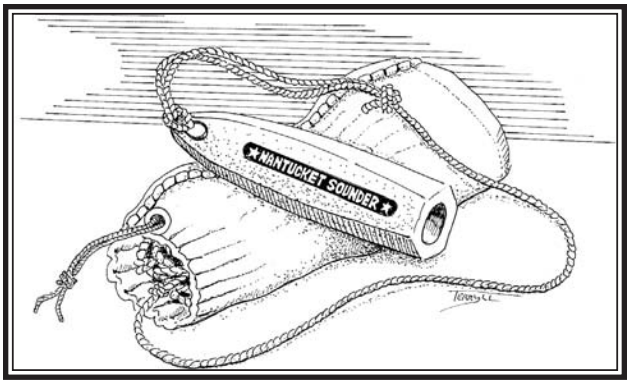
It's easy to make a lead sounding device. Metal scrap yards, boat construction yards and marinas will sometimes have raw lead ingots lying around. Many of these ingots come in bar form, around 6 inches long, 3 inches wide, and 2 inches thick. The bars generally weigh around 5 pounds and should cost no more than $1 per pound. This size and weight is perfect for a sounding lead.

In one end of the bar, drill a 1-inch hole about 3/4 inch deep. This is the pocket in which you can put wax for sampling the composition of the bottom. When the lead is cast and it travels to the bottom, the wax strikes the seascape and picks up shells, mud, sand, gravel, or whatever is there. Charts are marked with the composition of the bottom, primarily to help mariners figure out where they are. Moreover, some anchors work best in sand and gravel (yachtsman and Danforth), while others are better suited to mud (plow, Bruce, and mushroom). Knowing which anchor to drop is always helpful if you don't want to drag in the middle of the night.



Reduce boat speed to 2 to 3 knots, make an underhand throw forward of the boat, sail up on it to get a vertical reading.

At the other end of the ingot, drill and tap a hole to accept a stainless steel screw eye. The screw eye should have a 1/4-inch shank and a cast — not bent — eye. Attach your lead line to this eye. I recommend a light, non-stretching line like 1/4-inch Dacron. Nylon is too prone to stretching and polypropylene is too prone to tangling. I use a 60-foot line and rarely have to pay out much more than half that.



Marking the lead line is quite similar to marking the chip log line. I tie knots into the line every 10 feet. The tradition is every 6 feet. But it's your lead line, so do whatever you like. It's also more traditional to weave a small piece of marline into the lead line at the intervals and knot it instead of the line itself.

On the bow, throwing out

It doesn't take long to get the knack of throwing the sounding lead. There are, however, a few essentials to remember. First, it's always best to reduce boat speed to around two or three knots. If this means lowering the jib, so much the better. Throwing the lead on the foredeck is easiest when you don't have to worry about fouling jib sheets, fluttering sails while tacking, and the like. A slower speed also means more accurate readings.

Position yourself at about the stemhead and make sure you know where there's something to hold onto at a moment's notice. Both your hands will be occupied with throwing and retrieving the lead, so be careful. You may even want to consider a safety harness and/or a lifejacket *(see sketch above)*. In your left hand, hold the lead line loosely coiled. In your right hand and outboard of the rail, hold the lead lightly and gently begin swinging it for an eventual underhand throw. Don't even consider an overhand throw. Doing this repeatedly can damage your shoulder and wear you out in very short order. For good soundings, you'll throw the lead at least a half dozen times. (Obviously, if you're left-handed, the positions described here will be reversed.)

Once you've built up some swinging momentum, give the lead one mighty heave forward and let the line pay out at will. Ideally the lead will land at least a full boat length ahead of the bow. Once in the water, it will head to the bottom surprisingly fast. It will also let you know when it hits the bottom. A definite "clunk" feeling is transmitted to your hands through the line when the lead hits bottom.

As the lead descends, the boat will be sailing up on it. The job of the leadsman is to take in enough line to make it perfectly vertical when the boat sails over the point at which the lead has hit bottom. Two or three throws will give you the knack for this. Once the line is perfectly vertical, note the knots showing above the water and do the multiplication. Subtract or add the appropriate amount for the fractional distance between knots. The result is the depth. It never fails. Batteries not included.

Order Back Issues of Good Old Boat

Backordered copies of *Good Old Boat* are available for $7 within the U.S. Use the coupon below to order. If you're reading someone else's magazine and want to subscribe, you can use a copy of the coupon for that also. If you prefer to order a sample on the Internet, we've made that easy. (But checks have to come through the good old U.S. Post.) Check out our website: <http://www.goodoldboat.com>.Or just fax (612-420-8921) or email (jerry@goodoldboat.com) us with an address and a request for a magazine. When we get the request, we'll slip one in the mail to you. Send us a check, and you become part of our community of good old boat sailors. It's that easy. We're still too small to accept credit cards, but we won't turn down anyone's check. Even foreign currency is good with us!

Premier Issue (June/July 1998)

Technical articles: Thru-hulls and marine metals; Atomic 4; Rubrail revival
Feature boat: Cape Dory 30
First list of sailboat associations and contacts

September/October 1998

Technical articles: Wet exhaust and other marine exhausts; What to look for when buying an older boat; Sailbrokers
Feature boat: Ericson 35
Features: Vendor feature on Sailrite; Onboard communication; Nautical photographer; Sailing on the 'Net
History: Birth of the Valiant

November/December 1998

Technical articles: Deck delamination; Vang/preventer; Is fiberglass forever?
Feature boat: Niagara 35
Features: Ted Brewer profile; Buying, financing, and insuring good old boats; Cruising Rule Number 12; Roller furling vs. bags on deck; Sailors' resources

January/February 1999

Technical articles: Repair of fuel, waste, and water tanks
Feature boat: Blackwatch 19
Features: Vendor feature on Moyer Marine; History of the Allied Boat Company; Life without a cooler; Project from hell; Cruising memories; Surviving Hurricane Georges; Proper flag etiquette; Winter aboard in Canada; New homes for neglected boats
Small Boat Journal Remembered: Dinghies

March/April 1999

Technical articles: Blister repair, Fuel and water filters, Bahamian-style anchoring, Safe shorepower, Anodizing
Boat: Baba 30 feature boat; Albin Vega boat review
Features: Sailing is shift work, Cruising Rule 15, Sailboat model builder
Small Boat Journal Remembered: Oars

Enclosed is $7 for each back issue I've ordered ($8 for Canadian addresses, $9 for overseas addresses). Mail me:
(By the time this gets to you in the mail, we will probably be sold out of the premier [June] and September issues. For $2.50, we will make reprints of specific articles in these issues at your request.)

❑ November/December 1998 ❑ January/February 1999 ❑ March/April 1999

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

❑ **Sign me up as a subscriber. My check for $39.95 is enclosed.**
($45.95US for Canadian addresses; $63.95US for overseas addresses.)

Send check or money order to:
Good Old Boat
7340 Niagara Lane North, Maple Grove, MN 55311-2655

Meet the sailor who desig the ultimate duffel bag for

And win one for yourself if you're lucky

by Karen Larson

There are two kinds of entrepreneurs. First are those who decide to start a business, research the market to determine what sort of business that should be, put together a business plan, talk to bankers, and take a calculated risk. These folks buy McDonald's franchises. Members of the second group see a need, get an idea, become obsessed by it, and fall into business with few plans laid. They have unbridled enthusiasm for the product and an inherent understanding of the market, since they were just a part of that group. These dreamers start *Good Old Boat*-type magazines and Weekend'R Products.

Meet Ken Kloeber, the founder of Weekend'R Products. An engineer by trade, a passionate sailor throughout his life, and more recently a designer of the neatest duffel bags yet created. These are not duffel bags in the old sense of a big sack, but rather duffels with oodles of nifty pockets. These bags were created for sailors by one who wanted a bag perfect for his own sailing adventures. Ken first developed a smaller version that can be used as carry-on luggage on airplanes, and a whole new market (airplane travelers) is on the verge of discovering this product. But that's another story, one that is still being written.

In the beginning Ken wanted a bag that worked for him *(the engineer in him cried out for organization and durability)*, and his brother wanted a pair of hats with his boat name stitched on them with a matching font and logo. Neither of these products was to be found. Thus Ken's back room became a graphics and design center. His brother got his hats, and the rest of us can get embroidered, customized bags. But not just any bags. We've used ours for a season and can't say enough good things about their durability and neat features. Features like a detachable end compartment for carrying toiletries to the marina showers, key holders, wallet pockets, a chart-sized pocket, sturdy zipper pulls, padded shoulder straps and handles, and so on.

We were hooked enough to ask Ken to offer two of these to winners of the *Good Old Boat* subscriber drawing in June. The second-place winner wins the larger Weekend'R Deluxe bag, and the third-place winner wins the airline-size G'tAway Deluxe bag, both personalized for them. *(The first-place winner will receive a hand-crafted model of his boat*

The ultimate duffel bag for sailors: soft, durable, thoughtfully designed with a nifty zip-off shower tote below, a chart-sized pocket, and available in "scads" of bright colors of your choice. You wanted it personalized for your boat with its logo? No problem.

ned sailors

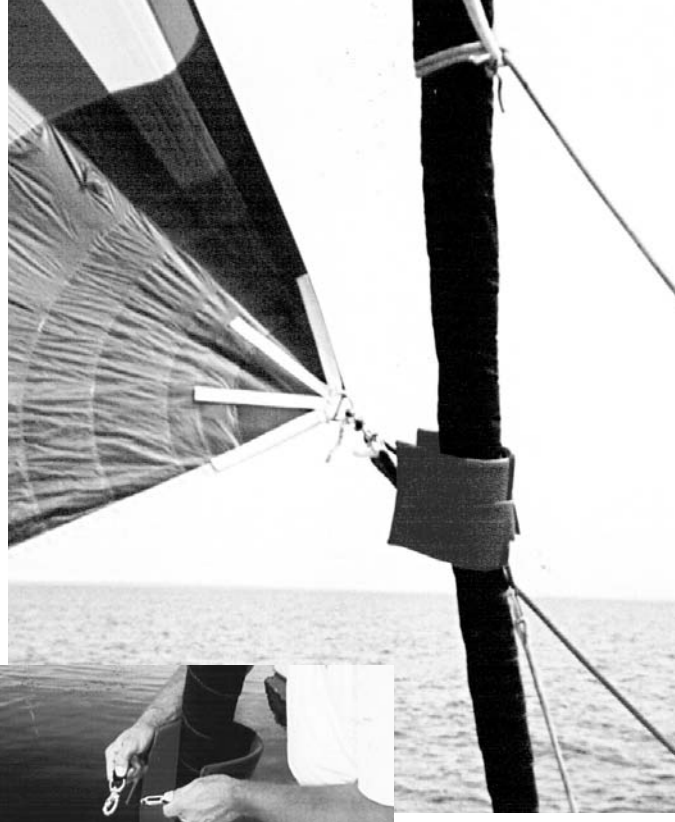
created by Tom Thomas, featured in the March issue.)

Customizing these heavy-duty Dupont Codura fabric bags is something else. Pick your combination of colors, choose where you'd like your boat name to appear, add your own name or an artist's rendering of your boat or both. You get the idea. Work it out with Ken, and it will happen to your specifications. Can't wait to win one of these? Ken's the ultimately wired Interneter, so email him at WkndrBag@aol.com, visit his website: <http://members.aol.com/WkndrBag>, fax or phone him at 716-941-6068, or write to P.O. Box 154, 8687 Boston State Rd., Boston, NY 14025.

Once Ken had the sewing machine, scanner, sources for Codura cloth, and a growing business, he discovered (or rather invented, since he's an engineer) a few more things he'd like to have aboard his boat: a first-rate Spinnaker Guy, sail ties extraordinaire, tote bags, a turtle for spinnaker storage. And now he's developing a prototype for a spreader halyard that won't allow the courtesy or club ensign to wrap around the halyard or shroud. This I've got to see.

And what has he learned since becoming a businessman in 1996? "So far," he says, "I've learned that people like being dealt with fairly. The Good Old Way, I guess. I have gear bags that are all over the country and traveled across the globe, and it all boils down to boaters being people with a common bond. If I can meet their needs, then the products will 'work.' If not, then I'm not listening closely enough."

If you're not a paid subscriber with *Good Old Boat*, now's the time to get in on our drawing. One of Ken's bags could be yours.



Ken's Spinnaker Guy in action above, and the sailor below at home on his Catalina 30, Positive Impact, which he and partner Sherry Hughes sail on Lake Erie. Ken started sailing early in life on Lake George with a family friend who was careful to label the outings as "fun," rather than "learning experiences."

Simple solutions

Life at anchor improves with

Restless nights on the hook? Larry Pardey worked out a solution that works for them

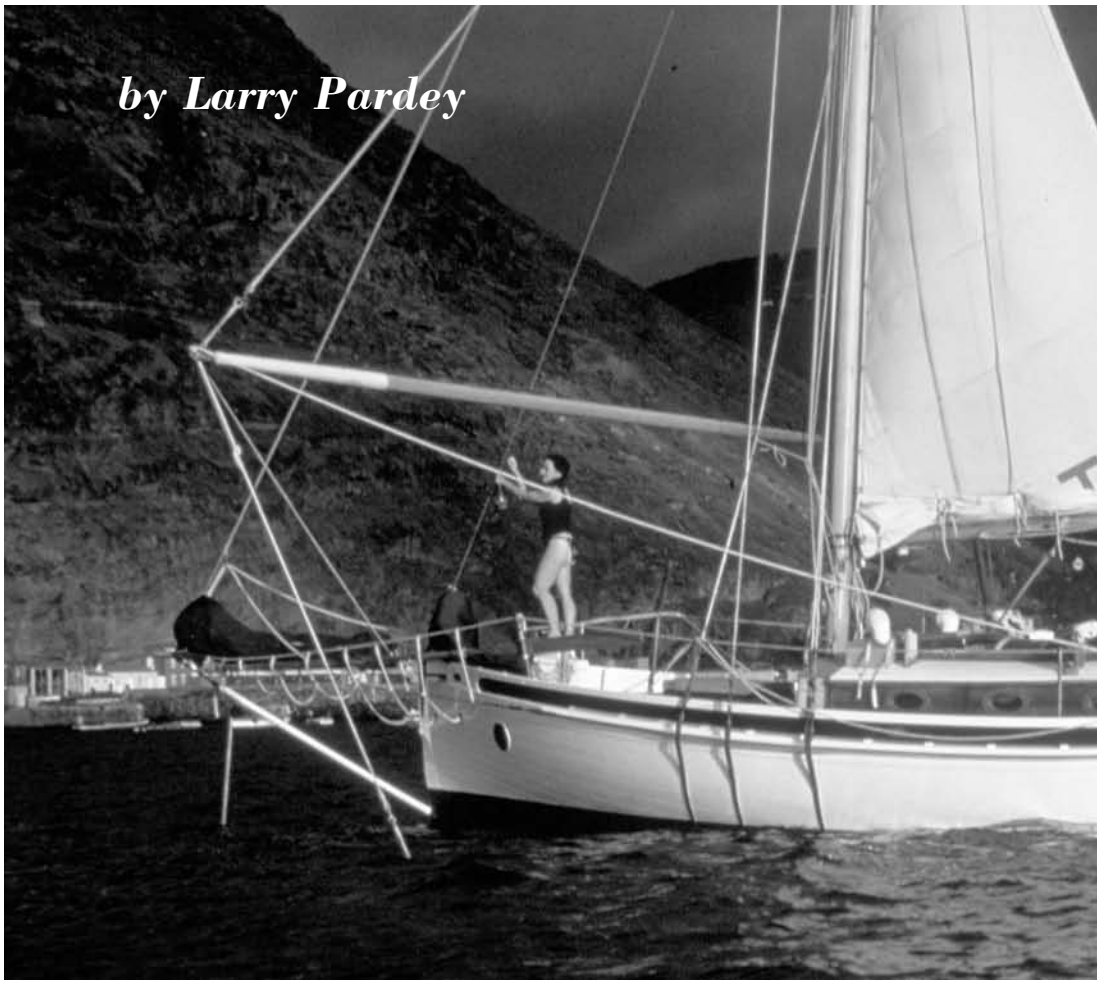
by Larry Pardey

An excellent defense against restless nights at anchor in less-than-perfect anchorages is the homemade, low-cost flopper-stopper we have used successfully over the years. The main part of the flopper-stopper is simply a strong, heavy-duty plastic carry box (just like the stacking storage boxes sold in many children's furniture stores). I chose one with solid sides and a sturdy mesh bottom. I then sewed two 8-ounce folded and doubled Dacron flaps to the bottom to produce a simple, one-way valve.

A bridle line of 7/16-inch-diameter line is led through the handles on the box, then up to a bowline. By trial and error, I learned that a swivel needs to be fitted to this line. Without the swivel, the line tends to twist and could eventually become hockled. The upper end of this line is tied into a bowline, and the loop of the bowline is snapped onto the spinnaker-pole end. I found I needed weights on the bottom of the box to make it sink quickly; the ones I used consisted of a spare length of chain and a dinghy anchor, which I lashed in place with a short piece of line to hang below the bottom of the box. I then set the spinnaker pole about square to the centerline of the boat, using the staysail halyard as a topping lift, and held it in place with fore-and-aft guy lines.

I adjusted the length of the bridle line so the flopper-stopper box always remained below the surface of the water, the Dacron flaps close and the weight of the water in the box counters the motion. On the rollback, the anchor and chain pull the box back down, and the flaps open upward and fill the box with water again. If the swell is approaching from port, we set the pole on that side, and vice versa — this helps keep the boat more synchronized with the motion of the sea. We now have made this flopper stopper more stowable by replacing the plastic sides with Dacron.

Our spinnaker pole is 19 feet 8 inches (6 meters) long. With this long lever, we find that an 18-inch x 18-inch box, plus 30 pounds of weight, is all we need to cut the snappiness out of the rolling motion and steady the boat. If you have a proportionately shorter pole, or a larger boat, then a larger-volume box or heavier weights would be needed to produce a similar roll-dampening effect. For larger boats, another option would be to set up flopper-stopper boxes in series, choosing boxes that could be stored inside one another when not in use.

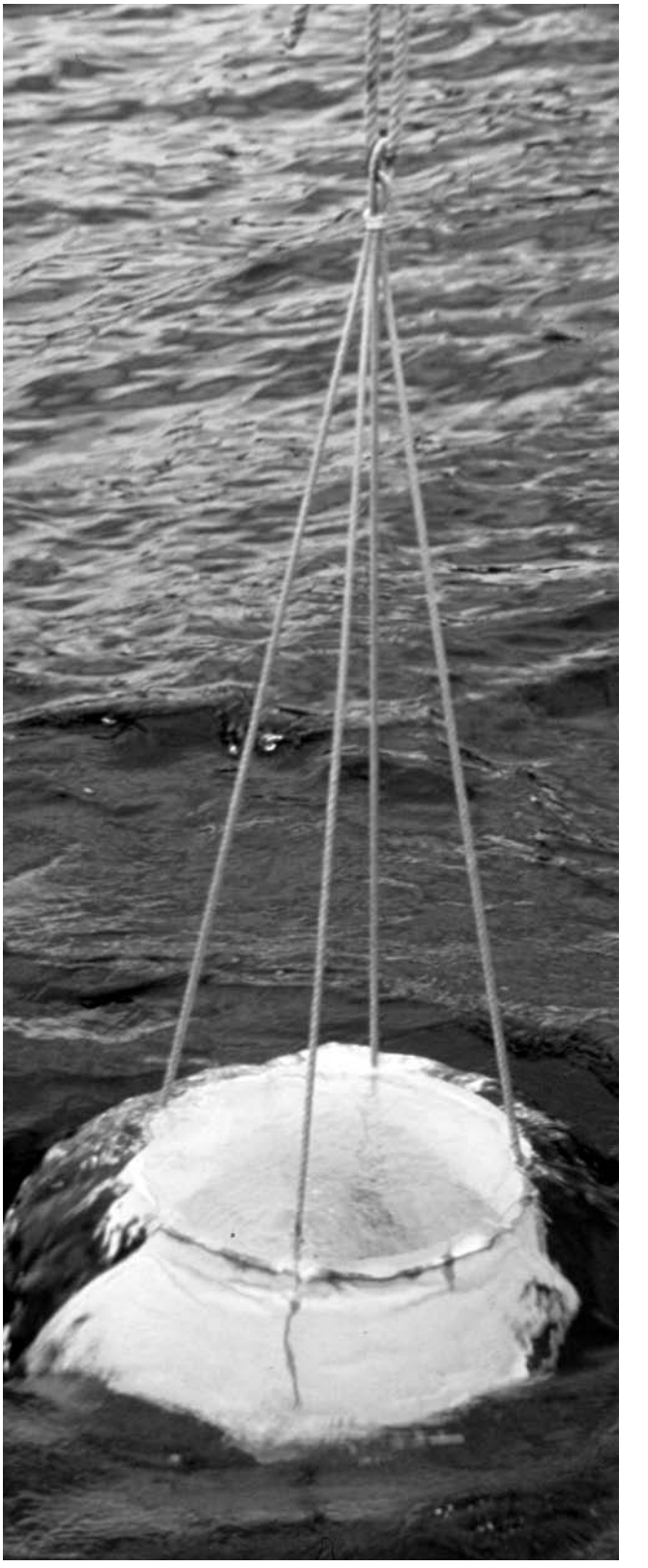


the 'flopper stopper'

If a flopper-stopper such as this is used in a busy harbor at night, it would be prudent to attach a light to the end of the pole to prevent collisions. In out-of-the-way anchorages and roadsteads, we relied on the anchor light, which we secured 8 feet (2.4 meters) up the staysail stay to show our position and illuminate the pole. We felt this was sufficient, as few yachts should be maneuvering within 15 feet of our anchored boat.

We're looking for other quick, simple, and inexpensive solutions. Send yours to Good Old Boat, *and share with the rest of us what works for you.*

Peaceful times at anchor even in a surge can be yours with a cleverly designed weight suspended from your spinnaker pole.



Mildew Wars: a fi

You may not be able to win the war, but you can win occasional battles. Regardless of the odds, you must fight! Now's the time to meet your opponent.

by Bob Wood

It's the ultimate mismatch: you versus an enemy infinite in numbers, awesome in reproductive power and blessed with all the time in the world.

In the Mildew Wars, eternal vigilance (and a bottomless bottle of bleach) is the price of freedom from odors, ineradicable black stains, allergies, and possibly even disease. You may not win, but the alternative to a ceaseless delaying action is to be driven from the water.

Behold the enemy

Mildew is the common name for several varieties of fungi, tiny organisms also known as mold. They reproduce by spores, an extremely efficient method of propagation. Some species can fling their mature spores several feet as a means of enhancing dispersal. And if they land on a spot not conducive to growth, the spores can lie dormant for years — even centuries — waiting for conditions to improve. And they can wait almost anywhere, remaining viable even when subjected to temperatures approaching absolute zero.

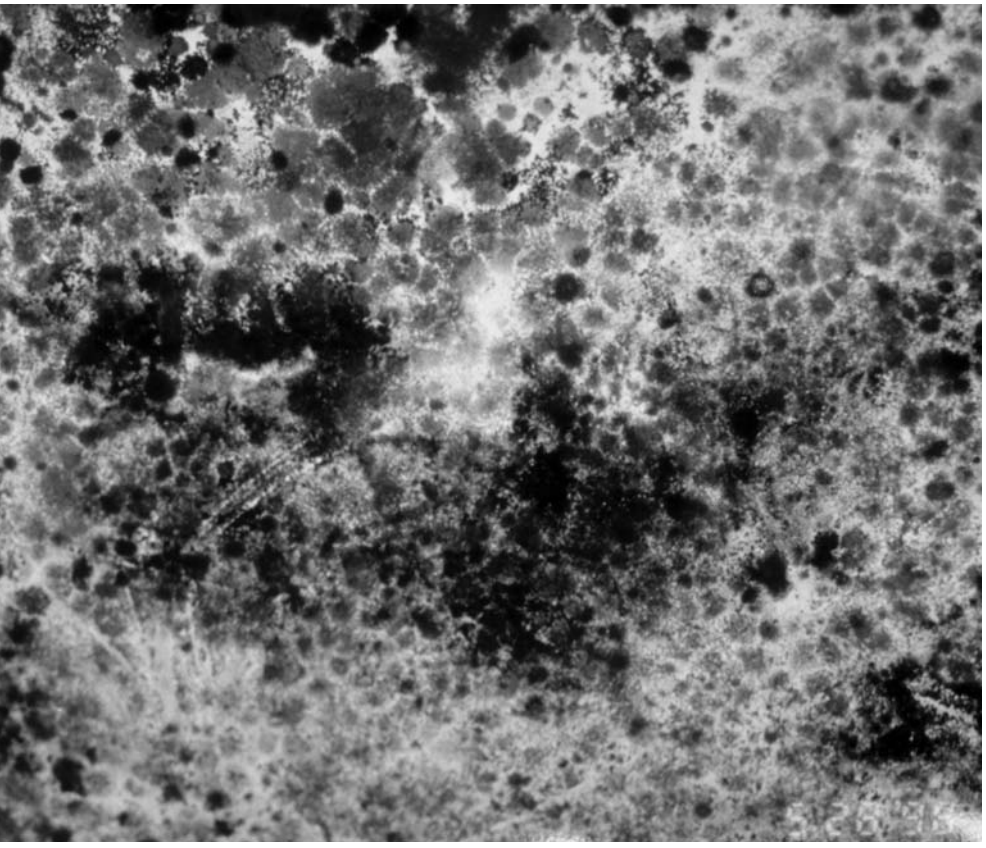
Mildew can eat almost anything, anywhere — preferably somewhere warm, dark, and damp. Like your boat.

Mildew grows by sending out long cells that sprout additional side cells in an endlessly repeating cycle. Under ideal conditions, a single mildew cell can become a half mile of cells within 24 hours and up to 200 miles, *yes two hundred miles*, of densely packed, interlocking cellular growth in 48 hours. The mildew chains that can propagate in a warm, moist hanging locker during a couple months of storage are able to attain lengths approaching the astronomical.

Rather than engulfing and digesting their food like higher life forms, mildew excrete their digestive enzymes onto the food source (host), turning complex molecules such as insoluble starches into soluble low-molecular-weight compounds that can be absorbed directly through the cell walls.

The ravages of war

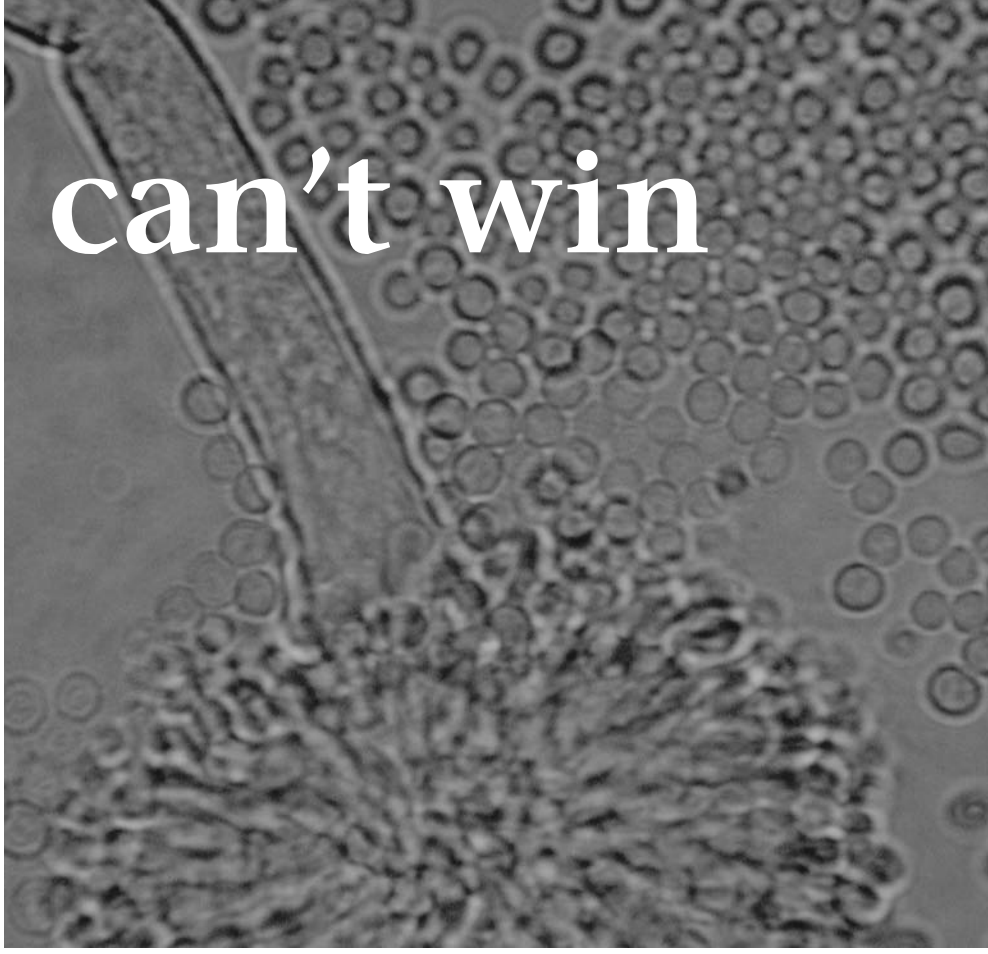
When something reproduces like mad and eats almost anything, it's a serious enemy, even if it's microbe-sized. It quickly becomes a visible mass and, in the case of mildew, a very unattractive one. The splotchy staining that appears on everything from portlights to leather to Dacron is a sort of spy plane view of a mildew forest — and of the damage it has done to the underlying surface, as



Mac Pearce

Up close and personal: a shot of a moldy wall in a home that experienced standing water for more than a month.

ght you can't win



Mac Pearce

Aspergillus, *a.k.a. common mildew: typically black, brown, gold, or bluegreen, mildew grows on damp surfaces and has a familiar "musty" odor.*

you discover when you remove the mildew and part of the discoloration remains.

And then there's that musty, unpleasant odor. That's from the decomposition of whatever surface the invaders' digestive enzymes destroyed as they were turning your boat into fungus food.

Molds are known to cause allergic reactions. However the greatest risk associated with mildew is the change that occurs to the host as a result of mildew digestion. As the enzymes convert the host surface to a soluble substance, the host is eroded and weakened. Fungicides, bleaches, and whiteners may return the surface to like-new appearance, but the appearance is deceiving. Even if it's too slight to see with the naked eye, there is permanent pitting, which attracts dirt, grime, and new mildew infestations. At worst, the host may be so weakened that it will fail under high stress. Mildew-damaged sail stitching that lets go in a gust is one particularly notorious example.

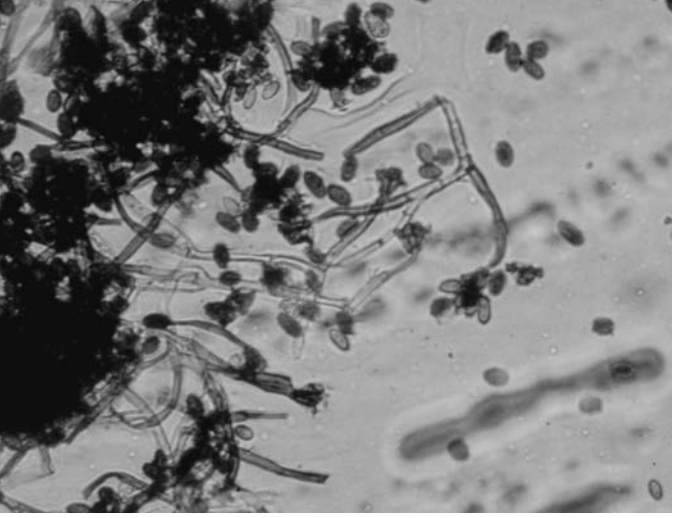
But wait! Aren't there mildew treatments, and mildew-resistant products on the market? Yep. But they only buy you time. The mildew-resistant treatment on fibers or hard goods loses its effectiveness in proportion to the conditions it confronts. In ideal growing conditions, its mildew-fighting ability is used up quickly. There is very little that is mildew-proof in this world. Ask anyone who has discovered that it has etched the lenses of his binoculars so badly that they are unusable. It won't slow down for most paints or surface treatments and thrives on many. It does prefer natural plant- and/or animal-derived substances such as cotton, silk, leather, or wood, but can make do quite nicely on artificial surfaces like Biminis, sail covers, Formica, plastics, wiring insulation, or fiberglass, adhesives, lubricants, and sealants. About the only substances mildew can't digest are metals.

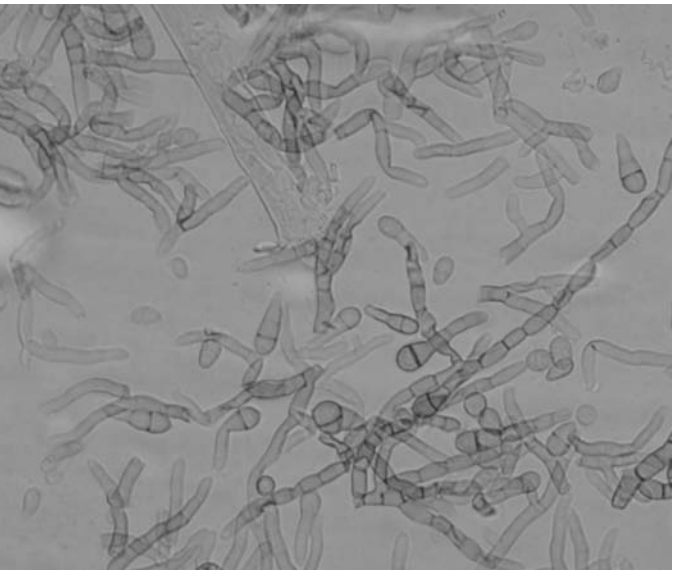
The battlefield

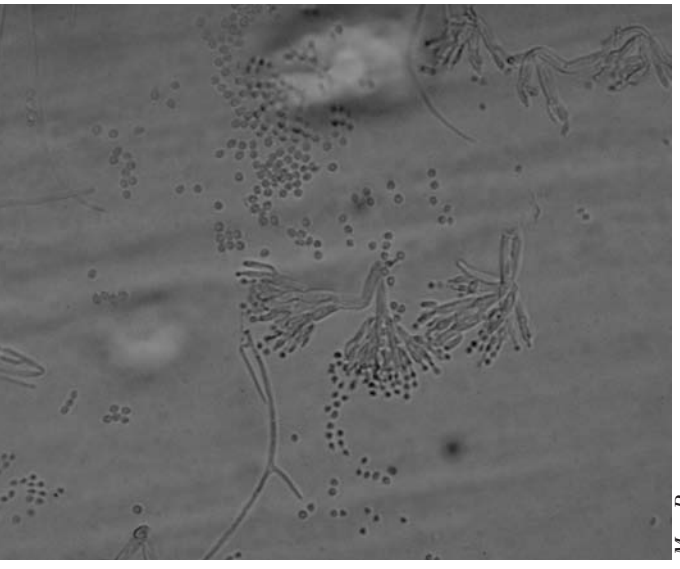
Mildew prefers a sub-tropical climate — high humidity, warm temperatures (about 85° F is ideal), and still air. The still air helps maintain the moisture critical to its life processes. But it can adapt to much more extreme climates on both the high and low sides of the heat and humidity spectrum.

Though they can challenge us at any moment in any suitable setting, our fungal foes are especially likely to attack on three vulnerable fronts:

- **Winter or off-season storage.** A sealed-up boat, summer or winter, is a sitting duck for a mildew onslaught. Just because it's 15 degrees and a blizzard out doesn't mean that mildew isn't on the march in your sailbag. Its digestive and life processes generate heat. The bigger the colony grows, the more heat it produces. Mildew has been known to generate enough heat to produce spontaneous combustion in hay.
- **Closed spaces and lockers.** Boat designers enclose every available nook and cranny for storage. But every bulkhead, overhead, locker, drawer, and bag impedes air circulation, promotes condensation, and encourages heat buildup. Mildew doesn't have to work nearly as hard to heat the few cubic inches of unoccupied air in a locker packed with stuff as it would several hundred cubic feet of open cabin, nor will its precious moisture evaporate as quickly. Not a big problem, perhaps, if your boat is an ultra-light racer with nothing much below decks but ribs and hull. But cruising in such Spartan surroundings wouldn't appeal to most of us.
- **The marine environment.** Marine means wet, and not just the water upon which your good old boat is floating. There's also condensation where the cool insides of the hull meet the warm, moisture-laden air in the cabin. Under the sole. Or behind the settee and cabinetry. Marine also means dripping packing glands, anti-siphon valves, and (to those of us who are truly cursed) an ice locker draining into the bilge. Water, water, everywhere . . . and all of it being used against you.







Mac Pearce

From top:* Stachybotrys, *a mold with an extremely high moisture requirement (a cellulose digester which likes straw, hemp, jute, and sheetrock and looking like a greasy black growth);* Alternaria, *a common carpet and wet windowsill mold with a high moisture requirement, looks black and fuzzy;* Penicillium, *another common mildew similar to the Aspergillus on Page 65 with a similiar musty odor.

Fighting back

Most traditional remedies rely on sodium hypochlorite (household bleach) to remove mildew. You can add TSP (tri-sodium phosphate, available at most hardware stores) to the formula to make it more effective. A good, strong, all-around solution is four quarts of fresh water, one quart of bleach, 2/3 cup of TSP, and 1/3 cup of powdered laundry detergent. Do not use liquid detergents in combination with bleaches and TSP. Scrub the affected surfaces, using rubber gloves and eye protection. Rinse thoroughly.

Some caveats: 1) Some fibers may be discolored by this treatment, especially animal fibers like leather, silk, and wool. 2) If you rinse with salt water, finish with a fresh water rinsing. A salty surface attracts moisture and fungus ninjas. 3) Never mix acids, rust removers, or ammonia with bleach while cleaning; poisonous fumes will result. 4) Bleach may weaken some fabrics. If you are unsure about yours, try the solution on a small, hidden spot. Most commercial mildew removers also use sodium hypochlorite or near relatives. Follow the directions and warnings on their containers.

Pressure washers work with lightning speed but may force spores deeply into porous surfaces. I don't recommend them for removing mildew.

Establishing détente

Your best strategy against the fungal foe is prevention, and low, dry heat may be the single best weapon. High heat is theoretically even better, since it is deadly to mildew. But it would be a Pyrrhic victory. You would have to keep your boat interior at 200° F plus to reliably destroy mildew — a heat level which would do more harm than the mildew. However, a low-temperature electric heater designed for marine use can do a great deal toward halting the mildew hordes. In combination with a fan, it safely reduces the humidity in a boat, even during the warm summer months. Such heaters are almost required equipment in the misty Pacific Northwest.

Dry is good. In fact, dry is best. Taking away moisture will stop most mildews from growing or reproducing. Open every possible airway, big and small, to enhance circulation. Install fans to keep air moving throughout the boat. See that lockers and companionway doors have as many louvers as possible. Bulkheads between staterooms can also be louvered. (How much privacy do you have on a boat, anyway?)

Even the head bulkheads can be louvered, with the louvers angled downward toward the head side to deflect shower water back in. Shutting down after the weekend or vacation should not mean buttoning your boat air-tight. Use Dorade vents or solar-powered vent fans, leave a porthole open in the head, and put louvers in the companionway drop boards.

Leave the sole boards and bilge inspection ports open while you're away. For long-term idle periods (seasonal storage, etc.) bring your PFDs, cushions and bedding home to a nice dry attic. Look into professional sail storage, where sails are washed and dried, then hung, not folded, in order to avoid creasing.

Sunlight's ultra-violet radiation can inhibit mildew. Airing gear, hard and soft, that can be brought topside provides the triple benefits of drying out, imparting a fresh smell and zapping the mildew with UV.

And while you're doing that, a few hundred miles of the little monsters will be growing in some dark recess of your bilge.

On osprey, wizards, and the art of navigation

story and illustration by Ken Miller

I had just spent the better part of a week getting to Harbor Island, north of Drummond, Mich. I dropped anchor about three hours ago in an almost totally enclosed bay, secured the boat and settled down for an after dinner respite. This spot is especially nice: only about four boats, silent trees reflected on the water. An osprey on the branch of a dead tree ashore was keeping watch over the chicks, while its partner hunted the sunset-silvered waters for the family dinner. As I sat there, I thought back to a conversation I had with my friend Marv Slocum about navigation not long ago.

It came about as Marv, one of the few people I trust on watch aboard *Devil's Dream II* (my gently aging Tartan 34), and I were observing some of the hard-drinking, loud-partying, casual boaters who inhabit our marina. We remarked about the fact that their boats never seem to leave the dock. Oh, the boats are big, capable yachts, but they are always there like fixtures of the harbor: lightposts and the like.

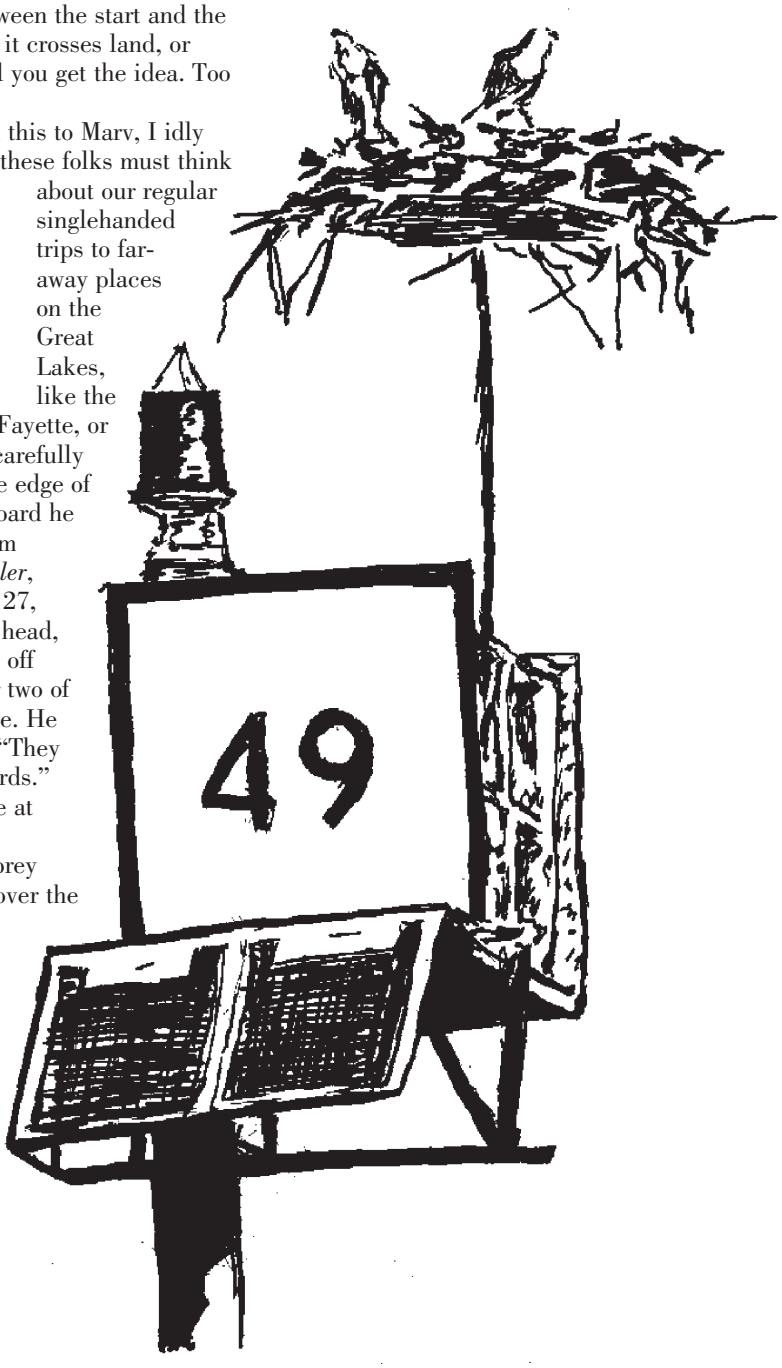
I'd just come from having a conversation with one of them about the proper use of GPS. He had confidently stated that he was going to lead a group of them on one of their infrequent trips across the lake to Belle River, Ontario. Thirty miles or so. Always in sight of land. He would simply enter the coordinates of the destination in his GPS, and the instrument would tell him the course to steer. I pointed out to him that he might want to look at the chart first, as there might be something in between here and there that could cause a problem: land or something like that.

"You think so?" was the reply.

Well, yeah, I did. And I proceeded to fill him in on the rudiments of coastwise piloting. He had no idea of how it worked. You know, draw a line on the chart between the start and the finish and see if it crosses land, or rocks or . . . well you get the idea. Too bad he didn't.

As I related this to Marv, I idly asked him what these folks must think about our regular singlehanded trips to far-away places on the Great Lakes, like the North Channel, Fayette, or Green Bay. He carefully sighted along the edge of the new centerboard he was building from scratch for *Growler*, his 1969 Tartan 27, and shaking his head, carefully shaved off another sliver or two of resin with his file. He quietly replied, "They think we're wizards."

As I sit here at anchor, quietly watching the osprey hunt for dinner over the silent, silver water I have to chuckle about that. But you know, I do feel like a wizard just now.



Mail Buoy continued from Page 5

installed is sitting there waiting to fail. I think your magazine is wonderful, and I have enjoyed it more than any other sailing magazine I have ever seen. It is written for the sailor who is willing to work. This is the audience I have in my sailing school and all the sailors I socialize with. I have been sailing 30 years and, excluding my daughter's pediatrician, I do not know of anybody who has purchased a new sailboat of 30 feet or more. It's the worst financial mistake since men floated on logs. Few people realize that the new boats often come complete with more headaches than a used boat that was well maintained . . . give me a hull built in the '60s to mid-'70s any day!

Wendelin Giebel
Miller Place, N.Y.

A head puzzler

I am into my second good old boat. The first was a '76 Hunter 30 which we sold last year when we purchased an '84, 9-meter Catalac, a catamaran made in England. On both boats I have had to remove and replace or clean the outlet piping from the head. The inside of the hose and fittings had developed a crystal like accumulation that had reduced the 1 1/2-inch diameter piping down to 3/4 inch in some fittings. It appears to be some type of reaction involving salt water, urine, and time. The blockage became more severe the closer it got to the outlet thru-hull. Both boats spent a significant portion of their lives in Florida waters. Can warm water, no seasonal haulout, etc. be a contributor to the problem? I would appreciate comments and advice.

I thoroughly enjoy my *Good Old Boa*t and find the newsletter excellent. I print the newsletter and file it along with the back issues of the magazine. Thanks and keep up the good work.

Art & Peggy Frink
Yankeetown, Fla.

How to check a boat's value

One can get a value check through Boat/U.S. by calling 1-800-274-4877, ext. 3990 9 a.m. to 5 p.m. EST. I've been using them during my search for a newer/bigger boat.

The problem with getting a check on the value of older boats is that after Boat/U.S. provides the "best guess," they have a caveat to the effect that "with old boats the price can vary from the estimate by several thousand dollars. But, the asking price seems to be in the ballpark." When you note that "the sails are new, it has radar, the hull was recently Awlgripped, the A-4 has been replaced with a diesel, etc., they respond that "those things fall in the category of routine upkeep and maintenance and should not affect the price." Though I value their input, I'm looking for a sanity check. Their estimate doesn't affect me, but if one were to finance the boat, several thousand dollars one way or the other could make a difference with respect to the down payment or possibly even getting the loan.

Paul Woche
Cambridge, Md.

Websites for the rest of us

Some websites for older boat owners (older boats as well as people):
1) <http://www.marineexchange.com> has not only new but used equipment for sale.
2) <http://www.arco-winches.com> The Australian Winch Company has spare parts for Barlow and Barient winches. They have apparently bought many of the machine tools from Barient and Barlow so they actually are manufacturing replacement parts for these winches.
3) <http://www.foleyengines.com> Good site for help and parts for diesel engines, particularly Perkins.

Hiro Nakajima
Stamford, Conn.

Our thanks to Hiro. Send us more sites and vendors like this. We're posting them on our website regularly. The list is turning into a very useful tool.

Do other sailors' wives have this problem?

Hugh's boat is in Michigan City, Ind., on Lake Michigan. The waves can get pretty bad sometimes. Many boats have gone down there. Following one bad trip where we were almost blown over, I am rather paranoid about it. I usually sit on the stairs to the lower section with my head sticking out to see. Hugh also has a small sailing dinghy that he occasionally takes to a small inland lake. That is a lot more enjoyable for me since the small lake doesn't have the big waves. Do other sailors' wives have this problem? You often see solitary sailors in the dock. Hugh absolutely loves his old boat. He reads sea stories all the time. But he is even asking if he should sell it because of my fear. I have to overcome this. He loves it too much. Thanks again.

Eva Hopkins
Chesterton, Ind.

Eva, some people have these feelings and get over it, some take up shoreside recreation. I'm convinced that these are not feelings that wives get and husbands don't. Everybody starts out preferring life on a stable platform, and no one likes to be frightened. Anyone can be frightened by something. When I meet someone who knows no fear, and is beyond teenage years, I try to avoid associating with them.

The trick is to turn an unfamiliar and frightening (although probably not dangerous) experience into something familiar and comfortable and then into something very enjoyable.

Here are some things that may work for you: Buy a comfortable lifejacket and wear it all the time. Karen and I both put on lifejackets when we cast off and don't take them off until the boat is anchored or in the slip. If this behavior bothers someone else, we don't worry about it. Karen swims like a fish, but I just thrash my way along in a most inelegant manner. We use the kind of lifejackets kayakers use. They're designed to be comfortable and allow the wearer to be active. Try on the lifejacket before you buy it, and don't settle for one that is not comfortable.

Go to a pool somewhere and swim around with your lifejacket on. Do this for some time, until you feel in your heart of hearts that you are safe in the water wearing a lifejacket. Next learn to swim without the lifejacket. I'm not talking about Olympic-quality swimming, just learn to make it from one side of the deep end to the other using any stroke you like. Then do a length the long way. There are classes in most areas, and they'll generally take you well beyond that. That is to the good, but all you really need is to believe you're OK in a lifejacket and can swim around a little if you have to. These two changes will allow you to be on boats without so much discomfort. You need to convince your inner self that it is OK to get in the water if you have to.

To turn the boating experience into joy instead of discomfort, it is best to participate as much as possible. Your little boat is perhaps a good place to start. Get the simplest book you can find on how to sail the little boat, keep the concepts simple, and sail it yourself. Start in light air, and stay near the beach. Have somebody nearby who can assist if you capsize and, depending on the boat, you may even want to try to capsize it intentionally. What you will learn is that boats are hard to capsize, and are more forgiving than you think. I don't think you can learn that as a passenger; you have to hold the tiller and mainsheet in your hands and see for yourself when you turn upwind or let out the mainsheet that the boat flattens out. I've taken people that

far, and gotten them to play the main to keep the boat flat and have seen the beaming smile when they realize they have rather complete control over how much heel the boat takes on. The same control is available with the tiller. With the two, there is great freedom and nearly compete control of the boat. In that experience, you will also feel how resistant boats really are to turning over. The more they heel, the more they resist. By sailing yourself, you can come to believe in the boat. The goal is to come to experience that a heeling boat is still very stable. It is sort of like a heavy person on a swing. The more they tip, the more they want to come back. This deepdown feeling of great stability is what you are looking for. You can have that . . . anybody can.

Finally, learn to drive the big boat. Start by playing the mainsheet in puffy weather. Feel the control you have and how easily you can flatten out the boat in the puffs by letting out some main sheet. (The boat will actually go faster.) Then steer and feel how easily you can head upwind and dump the sails to flatten out the boat. Finally, feel how much the boat can heel and not be in any danger. Usually she can heel through 70 to 90 degrees safely. Big boats can rarely be made to heel that much. Odds are you are like the rest of us. You can enjoy sailing. Some people go through what I described in an afternoon; some take longer. Most think sailing is a wonderful hobby worth doing a few things to be able to enjoy.

A little story: When Karen and I were courting, I took her sailing off the west coast of Florida. The weather was a little rough, so I put just the main up, and let the autohelm steer us to the next port about six hours away. She started to turn a little green after some time, and I thought I was going to have to choose between that wonderful woman and my deep love of sailing. At about that time we were joined by a school of dolphins. For more than an hour, they jumped clear of the water and generally treated the boat like a large bathtub toy. Karen went to the bow with a camera and shot photos of dolphin tails. She was not done with being a little queasy. In fact, it took a couple years for me to be sure that come what may she would feel good in any weather. The point is that she got over the feeling, learned to sail, navigate, run the radar, use the radio, tie the knots, put up and take down sails, drop and pull anchors, etc. I think she wanted to see some more dolphins. She will.

Let us know how you are doing.

Water Craft magazine

Thank you for tipping your hat to *Water Craft*. I've been subscribing to it since its inception a couple of years ago. I think it highlights a boating culture that has strong historical ties, is elegant, and at the same time small and simple. In some ways your magazine and *Water Craft* reflect two sides of the same coin.

Patrick Looms
Seattle, Wash.

Kudos

This afternoon I had to fight my way home from the office through the worst winter driving conditions we have had to cope with in years. Like all good old boaters, I've had a serious case of the mid-winter blues of late, and this storm has done nothing to improve my spirits. But I perked up a bit when I checked the mail. The cure came in the form of the March issue. To my gleeful delight an issue of another sailing magazine, and another (possibly the last) book from International Marine were also in the box. It's almost like Christmas morning.

The other magazine almost makes it possible to overlook the mega doses of beyond-reality yachting. Who can even begin to contemplate, or relate to a $1.2-million boat? Hell, they didn't even have room for all the digits. This is their so called "fitting out" issue, but as always, the articles are pretty superficial. After all, I doubt the owners of big ticket boats do much fitting out.

All of this is simply another way to say how much we appreciate *Good Old Boat*. Your magazine is chock full of useable information. Many of the others seem to exist to serve the pleasures of their advertisers. So guess which of the magazines I received today will be read cover to cover, and which one will get tossed on the pile with all the rest? You guys are onto something. I only hope there are enough of us good old boaters out here to keep your bilges from flooding.

By morning there will be 10 inches of fresh snow in our cockpit. Spring just took a giant step backward. At least I'll have a fresh issue of my favorite magazine to read as therapy.

Bill and Laurie Dimmitt
Sioux City, Iowa

We just received our first two copies of your magazine, and we're definitely joining the subscription list for good! Dave and I are extremely impressed with the information and the well-done format of the magazine — I first found you through your website (again, I was impressed with the thoroughness and quality of the site) and ordered a sample copy of the magazine so I could show Dave. You're helping us liveaboard "wannabes" and never-boat-owners believe our dream can become reality. Affordable boats **are** out there, and if enthusiasm and willingness to put in lots of time and effort ourselves are the main ingredients to get them back out at sea, then we have a chance.

Meghan Kennedy and Dave Pietila
St. Paul, Minn.

My husband and I love your magazine and find it fills a gap in the midst of many other magazines and newsletters. The passion for sailing shines through in the format and the articles. We have been sailors for more than 30 years (since my sister-in-law left a board boat with us for the summer and we taught ourselves to sail) and have a plan similar to the couple from Lake Pepin in your March issue. We are a couple of years behind them in the planning. Thanks again for your work on behalf of the good old boaters of the sailing world.

Linda Williams
Geneva, Ill.

You guys remind me of what *Cruising World* used to be; I want to thank you.

Craig Simpson
Topsfield, Mass.

Your magazine has been a treat to read. Part 2 of our plan is to sell our Catalina 30 and look for an older, more offshore, seaworthy cruising boat that we can afford. Your magazine and Don Casey's books have given my wife and me the confidence to tackle an older boat. Thanks for your efforts, and keep up the good work. Happy sailing!

Rob Vandergraaf
Keesler AFB, Miss.

I really like the magazine! Unfortunately, my wife got into a cleaning frenzy and tossed my two copies, but I had pretty well memorized them by then.

Howard Bryan
Concord, Va.

Send questions and comments to* Good Old Boat, *7340 Niagara Lane North, Maple Grove, MN 55311 or by email to jerry@goodoldboat.com. We'll get a response to you prior to the next scheduled publication and promise to respond whether or not your question is selected for publication.

We're all in the same boat

Revised list of sailing asso

Editor's Note: *With the help of our readers, this list is expanding to include all good old boats. In less than a year it has become a very comprehensive list of contacts for specific boat types. To give you a sense of it, our associations database has 650 records in it at this time. We keep this list updated on the web: <http://www.goodoldboat.com>. The list includes:*

- *Class associations and owners' groups: formal and informal; local, national, and regional.*
- *Names of individuals starting groups.*
- *Boat manufacturers listed only for those boats for which we have no groups or contact names — we're looking for owners' groups or individuals who would like to start groups for these boats.*
- *Boats for which we have no information. (This list is on the last page of this directory.)*

Please let us know about any boat or contact we've overlooked or any errors and typos you recognize. People move. Things change. It's hard to keep up!

We're seeking people who will serve as contacts for boats which have no organized groups. This means helping boat owners find each other. While we meant for this "job" to be easy, some people have created webpages and associations. To show what ***can*** *happen to unsuspecting, but very energetic, individuals who serve as contacts, read the following note. Don't say we didn't warn you!*

Hello Karen,
It's been a while since I wrote. You have no idea what your help and suggestions have unleashed. We now get almost 1,000 hits per week and have more than 200 members from 15 countries; the website has grown to over 300 pages of information and has more than 800 files that make it up. It is visited from 40 countries. Maintenance consumes 20 hours a week so we've gone to a voluntary membership fee of $20 per year. We are organizing a rendezvous for the year 2000.

James and Cilla McGarvey
Cheoy Lee Clipper Jamcill *Owners Webmaster for Cheoy Lee Association*
Web Address:
<http://www.cheoyleeassoc.clarity connect.com>
Discussion Forum:
<http://www.delphi.com/cheoylee assoc/>

A

Abbott 33 Class Association
Harold Hoffman
2124 Tanglewood Dr.
Toledo, OH 43614
419-473-0703
419-473-3765 (fax)
hhoffma@uoft02.utoledo.edu

Alacrity and Vivacity Club
Kenneth Butterly
8725 W. Stolting Road
Niles, IL 60714
847-384-1605
condordbms@email.msn.com
Kenneth says, "We are a new club sailing old boats and looking for additional members in the U.S. and the U.K."
(also see Twin-Keeler Newsletter)

Alajuela 33
Gerald Knight
3705 Artic Blvd., Box 612
Anchorage, AK 99503
907-278-7999

Alberg Class Association
Ken Stephenson
KILTARLITY@headwaters.com
Members own and sail Alberg 29s, 30s, and 37s.

Alberg 30 Association (Great Lakes)
Rick Kent
170 Grenadier Road
Toronto, Ontario
Canada, M6R 1R4

Alberg 30 Page
Chris and Joyce Sousa
94 Ash St.
Townsend, MA 01469
jsss@net1plus.com
<http://www.net1plus.com/users/jsss>

Alberg 30 Class Association (Chesapeake Bay)
George Dinwiddie
226 Beachwood Road
Pasadena, MD 21122
76524.214@compuserve.com
<http://ourworld.compuserve.com/homepages/Alberg30/>
This group prints a monthly newsletter, the *Mainsheet*. It holds annual winter seminars in February and sailing events from April to November on the Chesapeake Bay. Members published a maintenance manual for the Alberg 30. The group has members from California to British Columbia, Texas to Maine, both sides of the Great Lakes and a few in the interior of the U.S.

Alberg 30 Page (West Coast)
Rick Leach
P.O. Box 1018
Pacific Grove, CA 93950
rleach@mbayaq.org
<http://www.angelfire.com/ca/Alberg30/>

Alberg 35 Website
Tom Alley
555 Third St.
Youngstown, NY 14174-1249
alley@acm.org
<http://www.pce.net/alley/Alberg35.html>

Alberg 37 International Owners' Association
Tom and Kaye Assenmacher
Box 32
Kinsale, VA 22488
804-472-3853
a37ioa@sylvaninfo.net

Albin Vega (see Vega)

Alden
Eloise Gilmore
10017 Quinby St.
Silver Spring, MD 20901
301-593-5530
eloise.gilmore@NOAA.GOV

Alerion Express, Newport R&D
One Maritime Drive
Portsmouth, RI 02871
401-683-9450
401-683-5890 (fax)
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Allied Sailboats Website
<http://www.geocities.com/TimesSquare/Arcade/9282/>
This is a great resource for owners and lovers of Allied boats: Greenwich (24); Seawind (30); Chance 30-30; Luders (33); Seabreeze (35); Seawind II (32); Princess (36); Contessa (36); Mistress (39); Allied 39; Wright 40; XL-2 (42); and Allied 52.

Allied Boats "Company Historian"
Daniel Smith
2212 B Foxden Drive
Salem, OH 44460

Allied Luders 33 Owners' Association
Allen Gamache
One Shanandoah Drive
Paxton, MA 01612-1015

Allied Princess 36
Todd Dunn
P.O. Box 1261
Houlton, ME 04730
506-447-3195 (days)
506-459-4632 (evenings)
expet@unb.ca
<http://www.geocities.com/TheTropics/8005/AP36PAGE.html>

Allied Princess Email Discussion List
<http://www.sailnet.com/list/alliedprincess/index.htm>

ciations, groups, contacts

Allied Seabreeze Owners' Association
Gene Reardon
31 West Lane
Bay View, NY 11706
email contacts to Mel Converse:
mconverse@compuserve.com

Allied Seawind Owners' Association
Peter Edwards
6 Buttercup Lane
Dover, MA 02030
508-785-2968
508-785-2871 (fax)
pedwa@world.std.com

Allied Seawind II Owners' Association
Richard Manual
P.O. Box 422
Shelter Island Heights, NY 10021

Allied Seawind II Website
Howard Hering
12808 Middlevale Lane
Silver Spring, MD 20906
301-949-4178 (phone and fax)
hhassoc@erols.com
<http://www.geocities.com/TheTropics/paradise/1131/>

Allied-XL
Bob De Young
519 Chester Ave.
Annapolis, MD 21403
410-268-8282 (day)
410-544-9124 (evening)
410-268-7161 (fax)
mearsa@erols.com

Allmand 31 Owners' Group
Stephen Witt
134 Sunrise Ct.
Oconto Falls, WI 54154-1261
920-846-3843
wittspig@ez-net.com

Aloha 27
Mike Webb
149 Apple Lane
Winnipeg, Manitoba
Canada R2Y 2K7
fitter@escape.ca

Aloha 34 Owners' International Network
Migs Turner
1386 Oliver St.
Victoria, British Columbia
Canada V8S 4X2
250-592-1198
aloha34@home.com
<http://www.geocities.com/Colosseum/Pressbox/2470/>
Members — from Newfoundland to the Caribbean and from the Sea of Cortez to the Pacific Northwest and from points in between and the Great Lakes — stay in touch by exchanging information through the group's three annual newsletters and through their email network.

American 26
Danny Covington
1735 Ashley Hall Rd., Apt. 325
Charleston, SC 29407
843-769-0292
Drcov@Bellsouth.net

Antrim 27
Richard Ray
20300 Stevens Creek Blvd. #100
Cupertino, CA 95014
webmaster@a27class.org
<http://www.A27class.org/>

Aquarius 23
Jeremy White
1711 NE Darby
Hillsboro, OR 97124
503-640-8292
jwhite@coho.net

Aquarius 24
Chuck O'Brien
22068 Society Hill Rd.
Leonardtown, MD 20650
301-862-6342 (work)
301-475-8326 (home)
Chuck_O'Brien@jtif.webfld.navy.mil
This is a *Seraffyn* look-alike. Built by Aquarius Yachts, Inc., in Sarasota, Fla. (No longer in existence, however these days there is another Aquarius Yachts building a line of multihulls.)

Arctic Motorsailers (see Nimble Boat Club)

B

B-Boats
505 Van Ness Ave.
Torrance, CA 90501
310-320-5671
310-320-5026 (fax)
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Baba
Rick Emerson
940 Delaware Ave.
Lansdale, PA 19446
215-855-1607
rick@ssg.com
<http://www.eta.k12.mn.us/~dennisv/baba/home.htm>
Publishes *Baba Salt* newsletter.

Balboa 26
Matts Djos
djos@mesa5.mesa.colorado.edu

Balboa Email Discussion List
Kirk Thurman
dakota@srv.net

Baltic Yachts USA
3 Beacon St.
Marblehead, MA 01945
781-631-1356
781-631-2888 (fax)
info@balticyachts.com
<http://www.balticyachts.com>
This is the manufacturer; they have told us they don't know of any owners' associations in the US.

Baltimore Clipper (see Offshore Yachts Class Owners' Association)

Bavaria Yachts, Yacht Sales West
Ron Holbrook
2144 Westlake Ave. N., Ste. B
Seattle, WA 98109
206-378-0081
206-378-0084 (fax)
c&cyachts@pro.net
<http://www.bavaria-yachts.com>
This is a distributor; they may have information about any formal or informal owners' organizations.

Bayfield
Floyd Lancaster
3039 Dollsberry Ln.
Nashville, IN 47448
812-988-1460
flancast@indiana.edu

Bayfield Email Discussion List
<http://www.sailnet.com/list/bayfield/index.htm>

Bayfield 40 Newsletter
Doug and Carol Kelly
10439 Golden Trail
Millersburg, MI 49757-9621
715-734-3886
messmouse@george.lhi.net

Beneteau (informal group of owners)
Michael Lehenbauer
mlehenba@kyrus.com
Michael can put people in touch with an informal group of Beneteau owners who chat by email.

Beneteau Owners' Association Website
Mark Melvin
Mark_Melvin@infoevo.com
http://www.beneteau-owners.com/beneteau.nsf/pages/welcome>
This site covers the full range of Beneteau boats: Oceanis, First, Evasion, Idyle, Figaro, Platu, CNB, and Beneteau lines.

Beneteau Email Discussion List
<http://www.sailnet.com/list/beneteau/index.htm>

Bentley 38
Allan Warman
1526 NW 60th St.
Seattle, WA 98107-2328
206-789-2194
namraw@email.msn.com

Block Island, Migrator Yachts
72 Sandwich Road, Rte. 6
Wareham, MA 02571
508-295-8000
508-295-5735 (fax)
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Bombay Clipper
Jed Greer
617 Kingston Ct.
Apollo Beach, FL 33572
813-645-9313
SYNBAT@aol.com

Brewer 43
Udo Nittner
Box 108
Mendocion, CA 95460
thegoose@mail.mcn.org

Brewer 46
Susan Meckley
P.O. Box 5038
Coast Guard Island
Alameda, CA 94501
suemeckely@earthlink.net

Brewer Ahquabi
(One-off steel 45-foot pilot house cutter.) For information about this or other Brewer designs, contact:
Ted Brewer
P.O. Box 48
Gabriola Island, British Columbia
Canada V0R 1X0
250-247-7318 (phone/fax)

Bristol (Chesapeake Bristol Club)
Art Bretapelle
1940 Rockingham St.
McLean, VA 22101

Bristol Owners' Association
Douglas Axtell
Bristol32@aol.com
<http://members.aol.com/bristol32/bristol.html>
This website includes17 (with more to come) models of Bristols and their owners, also information on upgrades and maintenance. A 1999 summer reunion is planned. It is believed that Ted Hood (designer of about half of these boats), Dieter Empacher (designer of the 35.5 and Bristol owner and sailor), Halsey Herreshoff (designer of most of the rest of the boats), and Clint Pearson (who founded and ran Bristol until its collapse in 1997) will attend. Contact Doug for more information.

Bristol 26 Owners' Association
John Jarrell
KUZNJOHN@aol.com

Bristol 29.9 Owners' Association
Nicholas Bauer
883 Hayes St.
San Francisco, CA 94117-2413
nickbauer@msn.com

Bristol Email Discussion List
<http://www.sailnet.com/list/bristol/index.htm>

Bristol Channel Cutter (see Sam L. Morse Boats)

Bruce Roberts Email Discussion List
Jim Isbell, host
Contact Jim at: mfalcon@pyramid3.net

Buccaneer Email Discussion List
<http://www.sailnet.com/list/buccaneer/index.htm>

C

C&C Corvette Association
Chuck Jones
59 O'Neil Crescent
Trenton, ON
Canada K8V 5Y5
613-392-5405
cjones@connect.reach.net
http://www.reach.net/~cjones/

C&C Sailing Association
Edd Schillay
P.O. Box 444
Riverside, CT 06878
CnCYACHTS@aol.com
<http://www.cnc-owners.com>
Prints five issues of *Masthead* newsletter a year. Dues are $35 annually. The group has seminars, socials, events, races, etc. They have established themselves as the C&C Sailing Association for the U.S.

C&C Sailing Club (Chesapeake Bay)
P.O. Box 4263
Annapolis, MD 21403

C&C Email Discussion List
<http://www.sailnet.com/list/c&c/index.htm>

Cabo Association of Boat Owners
2394 Mariner Square Drive
Almeda, CA 94501
510-521-4343

Cal 25 (Annapolis Organization)
Charlie Husar
702 Dreams Landing Way
Annapolis, MD 21401
410-684-6477 (days/preferred phone)
410-266-6216 (evenings)
charlie@cal25.com
<http://www.cal25.addr.com>

Cal 2-27 (Northern California Fleet)
Don Walder
219 Goldenind Passage
Corte Madera, CA 94925

Cal 29
Rich Kerbavaz
5523 Masonic Avenue
Oakland, CA 94618
510-654-2747
<http://skilledlogic.com/cal29/index.html>
Small one-design racing fleet in San Francisco Bay. The fleet has manuals and measurements available. They produce a monthly newsletter.

Cal 35C
Howard Hansen
P.O. Box 7892
Santa Rosa, CA 95407-0892

Cal 40 Class Association
Fin Beven
77 N. Oak Knoll, #106
Pasadena, CA 91101
626-795-3282, ext. 111
818-795-1331 (fax)
Publishes an occasional newsletter, race schedules and results, summer cruise events, and boats for sale.

Cal 46 Class Association
Marsha Ottestad
P.O. Box 527
Genoa, NV 89411
702-782-5047
702-782-3862 (fax)

Cal-Pearson Owners' Group
Morton Fortgang
30 Sands Lane
Port Jefferson, NY 11777
sailor3@I-2000.com
Morton is starting a group of Cal-Pearson owners to provide wider information interchange among owners. Membership is free. The *Cal-Pearson Log* newsletter is distributed quarterly.

Cal Website
<http://www.bright.net/~go2erie/>

Cal Email Discussion List
<http://www.sailnet.com/list/cal/index.htm>

Cal (see O'Day, Cal, and Ranger listings)

Cal-Pearson (see Pearson)

Caliber Email Discussion List
<http://www.sailnet.com/list/caliber/index.htm>

Cambria Yachts, Cabo Rico
2258 SE 17th St.
Ft. Lauderdale, FL 33316
954-462-6699
954-522-1317 (fax)
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Camper Nicholson 35
John and Sandra Larson
16616 11th Street North
Lakeland, MN 55043
larsarch@worldnet.att.net

Cape Dory Owners' Association (California)
Jo Anne Kipp and Dick Honey, co-commodores
1801 Parkwood Dr.
San Mateo, CA 94403
bilofsky@toolworks.com
<http://www.toolworks.com/capedory/>
Holds members' events twice a year, publishes an occasional newsletter, and hosts an active web discussion.

Cape Dory Owners' Association (Lake Michigan)
Kim Richards
P.O. Box 694
Grunee, IL 60031
Williwaw28@aol.com
$15 to join. Monthly newsletter is *SeaWorthy.*

Cape Dory Sailboat Owners' Association (National)
Bob Ohler, Secretary
5001 Valley Drive
Cheaspeake Beach, MD 20732
410-535-9596
410-535-9659 (fax)
Publishes a bi-monthly newsletter and promotes on-the-water activities.

Cape Dory: *The Typhooner* Newsletter
Noel Peattie
23311 County Road 88
Winters, CA 95694-9008
530-662-3364
Prints newsletter at no cost to readers (except for a contribution for postage), also prints a directory of Typhoon owners.

Cape Dory Discussion Message Board
<http://www.toolworks.com/capedory/>

Cape George Yachts
(Cecil M. Lange and Son, Inc.)
1924 Cape George Road
Port Townsend, WA 98368
360-385-3412
360-385-6656 (fax)
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Capri 26 National Association
Brian Meredith
205 Brockway Ave.
South Haven, MI 49090
616-637-3897
brian-meredith@rocketmail.com

Capri (also see Catalina below)

Caprice (also see Twin-Keeler Newsletter)

Cascade
Pete Kelley
1347 Dague Ave. SE
Buffalo, MN 55313
612-682-5130
pete.kelley@guidant.com

Cascade/Chinook Website
Eric Kozowski
460 N. Hayden Bay Dr.
Portland, OR 97217
503-285-4424
eric@svjava.com
<http://www.svjava.com>

Catalina Owners' Website
<http://www.planetcat.net>

Catalina (All Fleet)
Walt Ahern
1011 Blackburn Dr.
Inverness, IL 60067
847-358-4295

Catalina *Mainsheet* magazine
Jim Holder
5210 Clipper Cove Rd.
Midlothian, VA 23112
804-739-9368 (phone and fax)
jholder@mainsheet.net
<http://www.mainsheet.net>

Catalina 22 National Association
Don Carsten
6230 Lewis #204
Temperance, MI 48182
313-847-4041
dpcarsten@juno.com
<http://www.spiritone.com/~mack/c22.htm>

Catalina 25/250 National Association
Jim Bogner
P.O. Box 12377
5175 Chase St.
Denver, CO 80212
303-422-4437
303-420-5067 (association phone)
jbogner660@aol.com
<http://www.best.com/~c25c250/index.html>

Catalina 27/270 National Association
John Ebell
312 Severn Ave. E-311
Annapolis, MD 21403
410-295-9244
<http://www.paw.com/sail/catalina27>

Catalina 28 National Association
Bill McLees
28 S. Harrisburg Ave.
Atlantic City, NJ 08401
609-344-9121
75573.2363@compuserve.com

Catalina 30 International Association
Max Munger
13033 Mill Creek Dr.
Lusby, MD 20657
410-326-9024
mxmunger@crosslink.net
<http://www.aztec.com/ic30a>

Catalina 320 National Association
Roger Elliott
2167 Stillspring Place
Martinez, CA 94553
510-372-6945
relliott@pacbell.net
<http://www.catalina320.org>

Catalina 34 National Association
Bob Bierly
6817 Ontario St.
Springfield, VA 22152
703-451-2258
Webmaster: Bryan Pfaffenberger
bp@virginia.edu
<http://www.c34.org/>

Catalina 36 National Association
Jean Flintzer
1400 Melville Ave.
Fairfield, CT 06432-2021
203-371-4796
donflin@aol.com

Catalina 37 One-Design Class Association
Paul Frazier
5782 East 2nd St., #596
Long Beach, CA 90803
310-493-5173
310-430-8471 (fax)

Catalina 38/380 National Association
Joe Degenhardt
1524 Santanella Terrace
Corona del Mar, CA 92625
714-721-1660

Catalina 400 National Association
Ron Marcuse
168 Coachman Dr. N
Freehold, NJ 07728
732-431-2305
CaptRon400@aol.com
<http://www.catalina.net/c400>

Catalina 42 National Association
Bob Zoller
339 Sharon Rd.
Arcadia, CA 91007
626-446-5693
626-446-7003 (fax)
BobZoller@aol.com
<http://www.catalina42.org/>

Catalina Owners' Association (Annapolis)
John Potvin
telltales@radix.net
<http://www.geocities.com/Yosemite/4249/index.html>

Catalina Owners' Association (Lake Erie)
Rosie Daniels, secretary
1468 Bonnie
Macedonia, OH 44056
Newsletter editor George Lippert:
lippert@raex.com
<http://members.tripod.com/~LECOA/index.html>

Catalina & Capri National Association (New Hampshire)
Steve Raichelson
69 Main Street
Hooksett, NH 03106
603-485-8362
Raichelson@aol.com

Catalina & Capri National Association (Washington)
Bill Holcomb
W. 1617 Grace
Spokane, WA 99205
509-327-5337
wholcomb@on-ramp.ior.com

Catalina Email Discussion List
<http://www.sailnet.com/list/catalina/index.htm>

Catboat Association Inc.
Thomas Maddigan
P.O. Box 72
Middleboro, MA 02346
508-540-4655
508-947-7117 (fax)
<http://www.catboats.org>
(Association includes Menger Cat, others.)

Celebrity Sailboats
Chris Elliott
408 W. Queen St.
Edenton, NC 27932
legacy@albemarlenet.com

CFJ Class Association
Tim Hogan
720 W. Bay Ave.
Balboa, CA 92661
714-557-5511
714-641-9337 (fax)

Chance (see Allied Sailboats Website listing)

Cheoy Lee Association
James and Cilla McGarvey
Box 42
South Plymouth, NY 13844
607-433-8310
607-433-8311 (fax)
mcgarvey@clarityconnect.com
<http://www.cheoyleeassoc.clarityconnect.com>
After agreeing "innocently" to serve as contacts for owners of Cheoy Lees in early1998, James and Cilla write to say, "You have no idea what you have unleashed." The group now has more than 200 members from 15 countries. They started a website which has grown to more than 300 pages of information and consumes about 20 hours per week to maintain. *(And these two are restoring their boat in the midst of all this!)* The organization now charges a $20 membership fee and is organizing a Cheoy Lee Rendezvous for the year 2000.

Chinook 34
Gene Cramer
880 W. Canal St.
Milwaukee, WI 53233
414-272-5998
(also see Cascade Website listing)

Chita-Peterson Sailboats
Michael Flynn
30 Church St.
Sutter Creek, CA 95686
209-267-5370
209-296-4018
209-267-9258 (fax)
grd@goldrush.com

Chris-Craft (Apache, Comanche, Cherokee, Capri, Caribbean) Owners' Association
Robert Pemberton
209 Haynesworth
Sumter, SC 29150
803-773-2160
pemberton@sumter.net
<http://people.ne.mediaone.net/dje/ccsail.htm>
Robert has started an owners' association for all Chris-Craft sailboats. The group has 145 members. Publishes a newsletter, the *Helmsman.*

Chris-Craft Apache 37 Webpage
dje@mediaone.net
<http://people.ne.meadiaone.net/dje/apache/main.htm>

Chrysler Association
Rick Sneeuwjagt
47888 Waterview Dr.
St. Inigoes, MD 20684
301-872-9429
sneeuwjr@erols.com
<http://www.geocities.com/thetropics/cabana/3135/>

Chrysler Sailing Website
Sanford Gentry
gentrysv@kiva.net
<http://www.kiva.net/~gentrysv/sail.html>

Chrysler Email Discussion List
<http://www.sailnet.com/list/chrysler/index.htm>

Classic 31
Robert Smith
403 Kent Way
Stevensville, MD 21666
rsmith@dmv.com

Clover 17 and 20
Carlos Santini
csantini@lucent.com

CNB (see Beneteau)

Columbia
Dan Croft
dancroft@mindspring.com
Interested in locating other Columbia owners or in starting an owners' association for Columbias.

Columbia Owners' Association
Eric White
ewhite@monumental.com
<http://www.monumental.com/ewhite/columbia.html>
C-Nuz newsletter by Mike Keers:
emkay@sinosa.com

Columbia 50 Cruising Club
Joe and Annie Bennett
Tripp50@earthlink.net
<http://home.earthlink.net/~tripp50/>

Columbia Challenger
1472 Portland Avenue
Albany, CA 94706

Columbia Email Discussion List
columbia-list@sailnet.com
<http://www.sailnet.com/list/columbia/>

Com-Pac Owners' Association
<http://www2.dgsys.com/~jeffries/index.html>
An active email discussion group is accessible from the website.

Com-Pac
Brad Brager
2001 Holcombe Blvd., #3406
Houston, TX 77030
Brad is interested in locating other Com-Pac 27 owners or in starting an owners' association for Com-Pac 27s.

Contessa (see Allied Sailboats Website listing)

Contest 25
Matty Mozzor
n2imz@bestweb.net
<http://www.bestweb.net/~taramar>

Contest 27
Spencer Baron
2040 Polk St., #274
San Francisco, CA 94109
spencerb@slip.net
Spencer notes that the Contest 27 was built in Holland with a long fin keel and skeg behind the keel. The rig is all-wood. Fittings are metric.

Corbin
Chris Stoyan
Dinkadolly Publishing
P.O. Box 275, Station D
Toronto, Ontario
Canada M1R 5B7
416-431-2732
bent@pathcom.com
Chris, aka the liveaboard cartoonist, has agreed to serve as a contact for Corbin sailboats.

Cornish Crabber, Britannia Boats, Ltd.
P.O. Box 5033
Annapolis, MD 21403
410-267-5922
410-267-6442 (fax)
info@britanniaboats.com
<http://www.britanniaboats.com>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Cornish Shrimper, Britannia Boats, Ltd. (see Cornish Crabber)

Coronado
Garth Grimm
54 Jack London Square
Oakland, CA 94607
510-419-0570
gdgrimm@sf.znet.com

Coronado Sailing/Forum Website
<http://www.concentric.net/~Cs-cb/sailing/>

Crealock, W.I.B. Crealock
1401 Forest Ave.
Carlsbad, CA 92008
760-434-3253
760-434-1953 (fax)
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Creekmore Boats
Ryan Neve
2715 Tigertail Ave. #202
Coconut Grove, FL 30303
305-774-7220 (work)
305-446-4928 (home)
ryan.neve@mindspring.com
<http://www.mindspring.net/~ryan.neve/whalell/creekmore.html>

CS (Canadian Sailcraft) Yacht Owners' Association
Anton and Shirley Imling
356 Bedell Street
Freeport, NY 11520
516-546-8636
cssloop@i-2000.com
<http://www.closereach.com/csoa/cshome.htm>
This organization has a list of more than 100 CS owners.

CS (Canadian Sailcraft) Yacht Owners West
Stephanie Dykstra
11070 Bond Blvd.
Delta, British Columbia
Canada V4E 1M7
604-596-6632
sdykstra@unix.ubc.ca

CSY (Caribbean Sailing Yachts) Sailboats
Contact: Roger Allen
ncboats@clis.com
or
CSY Email Discussion List
Dave Covert
owner-csy@List-Server.net
to subscribe: majordomo@List-Server.net

CT54
Sandra Cann
757 SE 17th St.
Ft Lauderdale, FL 33316
Scann@cwixmail.com

Cumulant 36
Josh Witty
P.O. Box 2324
Nantucket, MA 02584
508-325-4507
svironie@hotmail.com

D

Deerfoot
<http://www.setsail.com/>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Dehler
561 Boylston St.
Boston, MA 02116
617-536-1100
617-536-8829 (fax)
dehler@dehler-america.com
<http://www.dehler-america.com>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Dickerson
Dick Young
1054 Dawn Ave.
Ephrata, PA 17522
eryou@mail.ptd.net
<http://www.willoworks.com/dickerson/index.htm>

Diva 39
Mark Hassel
59 Gilda's Lane
Portsmouth, RI 02871
401-683-7771
diva39@hassel.net
<http://www.hassel.net/Diva39/>
Diva 39 owner hoping to find other Diva owners. Technical information and pictures available on the webpage.

Dolphin 24 (see Sparkman & Stephens)

Douglas and McLeod (D&M)
Bill Wright
wstuff@waterw.com

Downeaster
Scott Perkins
Rt. 1, Box 219
Houghton, MI 49931
sperkins@mail.portup.com
Scott has agreed to serve as a contact for Downeasters.

Dufour
Steve Ritzi
Box 307
Portland, ME 04101
ritzman@aol.com
<http://members.aol.com/ritzman/dufour>

Dufour Arpege 30
John Moede
2148 Roblyn Ave.
St. Paul, MN 55104

Dufour Email Discussion List
<http:www.sailnet.com/list/dufour/index.htm>

E

Edel Sailboat Website
John Gahrmann
twosword@hotmail.com
<http://www.geocities.com/TheTropics/Shores/7978/>

Eight Metre Class Association
John Lammerts Van Bueren
Gasthuisstraat 4
4161 CC Heukelum
Holland
+31-345-619788
+31-345-616905 (fax)
eightmetre@ixs.nl

Endeavour Owners' Forum
Paul Uhl
6117 N. Winthrop Ave.
Chicago, IL 60660-2601
773-761-0013
endvr32@aol.com
<http://members.aol.com/endvr32>

Ensenada 20 Group
Villy Madsen
vmadsen@shaw.wave.ca
or
Mike McGee
Mike_N_McGee@msn.com
<http://www.halcyon.com/nordique/boat/index.htm>

Ericson 27 (California)
1220 Seville Drive
Pacifica, CA 94044
415-359-9178

Ericson 27 Class Association (Chesapeake Bay area)
John Stuhdreher
aetvjohn@erols.com

Ericson 27 Website
<http://www.Ericson27.com>

Ericson 29 Class Association
Greg Delozier
1675 Ridgewood
Wadsworth, OH 44281
330-668-2267 (days)
delozier@aristar.com

Ericson Cruising/Independence
Glyn Judson
850 Princeton St.
Santa Monica, CA 90403-2218
310-453-1892 (eves and fax)
glynmarejudson@sprintmail.com
Glyn is looking for owners of Ericson 31s and has compiled a list of more than 45 of these 68 boats built between 1977 and 1980. When new people are added to the list he sends them the list and a 40-page packet of old Ericson information. There is no charge for this, he says, except for the charge the owners get in finding others with a boat just like theirs!

Ericson 32
Cory Bolton
cbolton@halcyon.com
Cory would like to hear from and share information with other Ericson 32 owners.

Ericson 35 Class Association
Tsternb100@aol.com

Ericson 39
Mike Stanich
642 Marina Pky, #51
Chula Vista, CA 91910
619-476-8081
windrunner_boat@juno.com

Ericson Class Association (Northwest branch)
Max Heller
seamax@w-link.net

Ericson Newsletter (*Northeast Ericson News*)
Jeff and Linda Lennox
18 White Birch Court
Shelton, CT 06484
203-452-3100 (days)
jlennox@compuserve.com
Jeff and Linda publish a quarterly newsletter for Ericson owners in the Northeast U.S. (Maine to Virginia). To be added, contact them with name, mailing address, boat model, year of manufacture, and name of boat.

Ericson Owners' Association (Chesapeake)
Nancy Tuttle
503 Bridge St.
Collegeville, PA 19426
610-287-5381
njt@worldlynx.net
<http://www.capoferri.com/ericson/eindex.htm>

Ericson Yachts Library
Cary Diehl
atlas345@hotmail.com
<http://www.ericson.cjb.net>

Ericson Email Discussion List
<http://www.sailnet.com/list/ericson/index.htm>

Evasion (see Beneteau)

Explorer 45
Paul Amaral
parts@ford-outlet.com

Express 27 Class Association
Carl Schumacher
1815 Clement Ave.
Alameda, CA 94501
510-523-2580
510-865-1989 (fax)

Express 37 Class Association
Glenn Isaacson
21 Peninsula Rd.
Belvedere, CA 94920
415-435-4887
415-435-5130 (fax)
glenn.isaacson@CMAincsf.com

Express (also see Alerion Express)

F

Fales Navigator
John Walker
MGMT501@aol.com

Falmouth Cutter (see Sam L. Morse Boats)

Fantasia Flyer
Richard Guches and Candace Cave
5431 Auburn Blvd. #349
Sacramento, CA 95841

Felicity (also see Hurley)
Jim McCarty
85 Cooper St.
Glens Falls, NY 12801
sailingpoots@hotmail.com

Figaro (see Beneteau)

Finngulf
<http://www.rodgersyachtsales.com/finngulf.html>
This first site is a U.S. distributor; they may have information about any formal or informal owners' organizations.
<http://www.finngulf.com>
This second site is the manufacturer; they may have information about any formal or informal owners' organizations.

First (see Beneteau)

Fisher
Harry Johnson
6401 S. West Shore Dr., Apt. 203
Tampa, FL 33616
harryj@dbn.lia.net

Flicka
Rod Bruckdorfer
1711 Covington St.
Baltimore, MD 21230
410-727-3618
Seagypsy@worldnet.att.net
<http://home.att.net/~seagypsy/>

Formosa (see also CT and Peterson)
Trevor MacLachlan
2442 NW Market St.
Seattle, WA 98107
206-784-6883
leafortis@earthlink.net

Freedom Yachts, Inc.
305 Oliphant Lane
Middletown, RI 02842
800-999-2909
homeoffice@freedomyachts
<http://www.freedomyachts.com>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Frers 33 Class Association
Paul Zabetakis
E. 77th St.
New York, NY 10021
212-861-3534

Freya
Cynandbob@aol.com

Frisco Flyer/Pacific Clipper
Hugh Lane
141 Porter St.
Rockport, ME 04863
207-596-0863
hlane@mint.net

Fuji Sailboats
Bill Ashenhart
bgashenhart@sbec.com
<http://members.tripod.com/~Bill_Ashenhart/index.html>

G

Golden Hind (see Twin-Keeler Newsletter)

Gozzard Yachts
P.O. Box 373
197 Huckins St.
Goderich, Ontario
Canada N7A 4C6
519-524-6393
519-524-9180 (fax)
gozzard@tcc.on.ca
<http://www.gozzard-yachts.on.ca>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Grampian
Bill and Leslie Hughes
80 The Paddock
Williamsville, NY 14221
716-633-0234 (days)
716-626-1044 (evenings)
715-626-9147 (fax)
Lesl1@aol.com
To join an online forum on Grampians, memorize this code then destroy the evidence. *(No really, it will take you there):*
<http://forums.delphi.com/m/main.asp?sigdir=Grampian&isp=if&pic=in-CORPMOVES7836>

Grand Soleil
446 E. Ontario St., Ste. 1001
Chicago, IL 60611
312-944-1898
312-944-6989 (fax)
info@grandsoleil.com
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Greenwich (see Allied Sailboats Website listing)

Gulf
Thom Stewart
2633 East Crestline Dr.
Bellingham, WA 98226
360-676-0835
Tassail@webtv.net

Gulfstar Owners' Club
Captain Dick Schroder
432 Third St. N.
St. Petersburg, FL 33705
813-825-0757
813-822-6415 (fax)
gulfstarij@aol.com

H

H-26, Cape Cod Shipbuilding Co.
7 Narrows Rd.
Wareham, MA 02571
508-295-3550
508-295-3551 (fax)
ccsb@four.net
This is the manufacturer; they may have information about any formal or informal owners' organizations.

H-Class Association
William Harding
Box 1
Cataumet, MA 02534
508-748-0334

Halcyon (see Offshore Yachts Class Owners' Association)

Hallberg-Rassy
Dave Gibson
302 S. Melcher St.
Johnstown, NY 12095
daveg@fultoncomputer.com
<http://www.fultoncomputer.com/classic.htm>

Halman Horizon 27
Vern Denholm
vernden@netcom.ca

Halman Nordic 20
Steven Armstrong
CMIT, Elliot Hall MS 2707
Keene State College
Keene, NH 03435
603-358-2416
sarmstro@keene.edu
This is a salty little double ender with an almost full keel, stern-hung rudder, small cockpit, and minimal accommodations for a family of four. It was built near Toronto in the late 70s through 1984 or so.

Hans Christian Owners' Association
Gary Jensen
P.O. Box 14011
Fremont, CA 94539
<http://www.hanschristian.com>

Henderson 30 One-Design Class Association
Glenn Henderson
c/o Hero Sports
2538 55th Ave. N.
St. Petersburg, FL 33714
813-525-7622
813-525-0179 (fax)
henwins@sprynet.com
<http://www.hendersonyacht.com>

Hinckley Company, The
P.O. Box 699
130 Shore Road
Southwest Harbor, ME 04679
207-244-5531
207-244-9833 (fax)
sales@thehinckleyco.com
<http://www.thehinckleyco.com>
This is a manufacturer; they may have information about any formal or informal owners' organizations.

Hinterhoeller HR25 Class Association
George Poulias
4 Southwell Ave.
Whitby, Ontario
Canada L1P 1M4
gpoulias@idirect.com
<http://webhome.idirect.com/~gpoulias/>

Hinterhoeller Nonsuch (see Nonsuch)

Hobie 33 Class Association
3705 Darnall Pl.
Jacksonville, FL 32217
904-443-6331
904-737-8449 (fax)
<http://www2.gdi.net/~sailrace/>

Hughes 38
Gerry White
2009 White Oak Dr.
Paris, TN 38242
901-642-5136
gwhite@iswt.com

Hullmaster 27
Mark Pieczonka
954 Auden Park Dr.
Kingston, Ontario
Canada K7M 7T6
613-634-7458
markp@techie.com

Hunter Sailboats Owners' Web
3437-36th Avenue SW
Seattle, WA 98126
206-932-7245
206-938-4727
<http://www.hunterowners.com/>

Hunter Email Discussion List
<http://www.sailnet.com/list/hunter/index.htm>

Hurley 22 (also see Felicity)
Joe and Denise Scott
115 Gardner Ave.
Cornwall, Ontario
Canada K6H 5H5
613-932-2252
613-933-5051 (fax)
scott@cnwl.igs.net

Hylas Owners' Association
Sheldon Gawiser
102 Hillspoint Road
Westport, CT 06880
srg@regen.com

I

Idyle (see Beneteau)

International Folkboat Association (San Francisco Bay)
Tom Reed
801 La Honda Road
Woodside, CA 94062
415-851-3800

Irwin Sailboats
Jim O'Neill
338 Hampton Ct.
Lexington, KY 40508
606-745-0533 (days)
606-258-9031 (evenings)
606-745-4255 (fax)
jimon@worldnet.att.net
<http://www.angelfire.com/fl/irwinsailboats/>

Island Packet 26/27 Owners' Association
Bill Dill
25 Birch Lane
Cumberland Foreside, ME 04110

Island Packet 31 Owners' Association
Jonathan Bickel
P.O. Box 1216
Ocean Springs, MS 39566
601-392-2629

Island Packet 35/37 Owners' Association
Butler Smythe
826 Orange Ave. #147
Coronado, CA 92118
619-223-4735

Island Packet Email Discussion List
<http://www.sailnet.com/list/islpkt/index.htm>

Islander 24
F. Kurt Cylke
5 Elm St.
Geneseo, NY 14454
716-243-1867
cylke@uno.cc.geneseo.edu

Islander 28 Association
4 Lotus Court
Novato, CA 94945
415-892-8944

Islander 36 Association (San Francisco Bay area)
Rick Van Mell
1629 Begen Avenue
Mt. View, CA 94040
richard.vanmell@us.coopers.com
<http://www.paw.com/sail/islander36>
130 members in San Francisco Bay area and in rest of U.S. Sponsors race and cruise events, a newsletter, and meetings.

Islander 37 Association
450 Sutter #2116
San Francisco, CA 94108
415-681-7635

Islander Bahama
2004 Bush St.
San Francisco, CA 94115
415-567-9869

Islander Email Discussion List
<http://www.sailnet.com/list/islander/index.htm>

J

J/24 Class Association (International)
Steve Padlich
514 Roxbury Way
Belmont, CA 94002
415-593-8959

J/27 Class Association
Chris Princing
1669 Midland Rd.
Saginaw, MI 48630
517-792-7021
517-793-6678 (fax)
10245.2003@compuserve.com

J/29 Class Association
60 Starmorit Lane
Danville, CA 94526
510-837-0780

J/30 Class Association
Joe Ruzzi
P.O. Box 7579
Silver Spring, MD 20907
301-565-2300
301-589-0130 (fax)
jmruzzi@tasc.com
<http://www.paw.com/sail/j30>

J/35 Class Association (Southern California)
Kathy Patterson
354 North Highland Avenue
Los Angeles, CA 90036
213-938-1227
213-935-6984 (fax)
paradigm2@msn.com

J/35 Class Association (Northern California)
Randy Paul
1476 Hester Avenue
San Jose, CA 95126
408-556-0220
408-556-0224 (fax)
equnmity@msn.com

J/35 Class Association (Lake Michigan)
Michael Kennedy
75 East Wacker Drive, Ste. 2200
Chicago, IL 60601
312-332-0564
312-332-0565 (fax)
michael@thekennedygroup.com
<http://www.sailingsource.com/j35>
Web page contains current officers and regional fleet captains. A copy of the recent Class Journal and a revised Rules Book can be downloaded here.

J/35 (see national classes at: <http://www.paw.com/sail/j35> and <http://www.majordamage.com>)

J/44 Class Association
1114 Ave. of the Americas
35th Fl.
New York, NY 10036
212-921-9099
212-921-9239 (fax)

J/80 and J/90 Class Associations
c/o J/Boats Inc.
557 Thames St.
Newport, RI 02840
401-846-8410
401-846-4723 (fax)
ajboats@aol.com
<http://www.paw.com/sail/jboats>

J/92 Class Association
Topher Wurts
146 Paoli Pike
Malvern, PA 19355
610-296-2726
twurts@netreach.net
<http://www.paw.com/sail/j92/>

J/105 Class Association
Rod Johnstone
148 Harrison Avenue
Sausalita, CA 94965
415-332-0213

J/Boats Email Discussion List
<http://www.sailnet.com/list/jboats/index.htm>

Jason 35
David Herzog
19904 County Highway #1
Lake Park, MN 56554
218-238-5002
218-238-6105 (fax)
herzog@means.net
also
Wayne Saewyc
wsaewyc@means.net

Jeanneau Email Discussion List
<http://www.sailnet.com/list/jeanneau/index.htm>

Jonmeri
<http://www.rodgersyachtsales.com/jonmeri.html>
This is a U.S. distributor; they may have information about any formal or informal owners' organizations.

K

Kadey Krogen Owners' Group
Sam and Marvol Barnard
P.O. Box 7082
Ketchikan, AK 99901
Marvol@juno.com

Kanter Yachts
9 Barrie Blvd.
St. Thomas, Ontario
Canada N5P 4B9
519-933-1058
519-633-8138 (fax)

Kelly-Peterson 44 (also see Peterson)
Jeffrey Stander
2401 N. Northlake Way
Seattle, WA 98103
800-945-7375
800-945-7967 (fax)
jstander@anzus-technology.com
<http://www.anzus-technology.com/kp44>
The group focuses on Petersons built by Jack Kelly. Jeff has an automatic email mailing list. To join, send an email to majordomo@anzus-technology.com with the line "subscribe kp44-l" in the body (not the subject) of the email.

Kendall 32
Bud Taplin
1602 Monrovia St.
Newport Beach, CA 92663
714-549-9331
800-310-WORLD
714-631-0313 (fax)
btaplin@westsail.com

Kenner Kittywake 23.5
Philip Elder
1220 East 20th St.
Tulsa, OK 74120
918-585-1820
saillave@aol.com
A Carl Alberg design with a modified full keel.

Kettenburg
Gary Petty
8130 La Mesa Blvd., #219
La Mesa, CA 91941
619-226-1727
gpetty@flash.net
Gary is a member of the Ancient Mariners Sailing Society, who keep an "unofficial database" of all the K-boats they can locate, and they have information resources as well.

King's Cruiser
Barry Hewett
1708 Shackleford St.
Morehead City, NC 28557
barely@bmd.clis.com

Kirby (see also Mirage/Kirby)
wsharrison@bigfoot.com

Kodiak (see Nimble Boat Club)

Knarr Association of San Francisco Bay
Ray Palmer
P.O. Box 2125
San Francisco, CA 94126
415-956-0144

L

Lancer
Donald Bill
9 Piedmont Lane
Palmyra, VA 22963
804-758-4256
donbill@hotmail.com

Laser 28 International Class Association
Judy Button
6909 Cordingley Crescent
Mississauga, Ontario
Canada L5N 4Y9
905-824-8119
905-824-0647 (fax)
laser@idirect.com or laser@globalserve.net
Publishes *Twinglines* newsletter four times a year.

Lazyjack Schooner Newsletter
Jim Montgomery
2578 Rue Palafox
Biloxi, MS 39531

Liberty
Gary Hughs
10020 Main St., # 234
Bellevue, WA 98004-6056
425-342-3055 (days)
206-784-7834 (nights)
425-451-2368 (fax)
gary.m.hughs@boeing.com
Gary corresponds with most of the Liberty owners. He says the Liberty 458, built by Shin Fa, was a remake of the Peterson 44 hull with a new top mold.

Little Harbor
One Little Harbor Landing
Portsmouth, RI 02871
401-683-7000
401-683-7029 (fax)
inquiries@thco.com
<http://www.thco.com>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Lord Nelson
Bill and Shirley Martin
1022 Scogin Dr.
Monticello, AR 71655
870-367-6848 (days)
870-367-7781 (evenings)
870-367-9877 (fax)
smartin@seark.net

Luders (see Allied Luders)

Luger
Joanie Rilling Johnston
13901 Bedford Rd.
Cumberland, MD 21502
301-724-6119
shiitake@hereintown.net

M

MacGregor Owners' Association
69 Green River Rd.
Greenfield, MA 01301
413-773-7525

MacGregor Email Discussion List
<http://www.sailnet.com/list/macgregor/index.htm>

MacGregor (see Venture)

Maine Cat 30
P.O. Box 645
Waldoboro, ME 04572
207-832-6678 (phone and fax)
mecat@biddefort.com
<http://www.mecat.com>

Malo
<http://www.maloyachts.se>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Mariner Centaur 34, Stadel 34
Ken Mayer
P.O. Box 1565
Alameda, CA 94501
408-605-1354
mc34@bitwrangler.com
<http://www.bitwrangler.com/wt/sisters.shtml>

Mariner by O'Day (see O'Day Mariner)

Mason 43/44
Jules Siegel
30 Turning Mill Road
Lexington, MA 02420
781-862-3519

Maxi Boats (9.5 meter) by Pelle Petterson
Harry Muller
WHMuller@osp.com

Maxi Boats
<http://www.nimbus.se>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Mercator Offshore 30
Nancy and Peter Hardy
Winter address (Oct.-April):
2481 N. Lloyd Bush Dr.
Tucson, AZ 85745
Summer address (May-Sept.):
P.O. Box 3146
Friday Harbor, WA 98250
hardy@azstarnet.com
So far members of this group have located 25 of the 35 Mercator Offshore boats manufactured. If you have one of the missing 10, contact them pronto!

Mercer 44
Floyd Hollister
1410 Forest Drive, #8, Ste 145
Annapolis, MD 21403-1442
Wants to find other Mercer 44 owners or to start an owners' association for Mercer 44s.

Merit 25
Paul Kamen
5 Northgate Ave.
Berkeley, CA 94708
510-540-7968
fishmeal@netcom.com
<http://www.well.com/user/pk/M25.html>

Mirage/Kirby Owners' Association
searabbit@aol.com
<http://www.freeyellow.com/members2/mirageyachts>

Mistress (see Allied Sailboats Website listing)

Montgomery Owners' Newsletter
Terry Schwarze
P.O. Box 1091
Winona, MN 55987
schwarze@vax2.winona.msus.edu

Montgomery Email Discussion List
Keith Diehl
kdiehl@xmission.com
Anyone with an interest in Montgomery boats is welcome on the list. The membership of 100 includes original builder Jerry Montgomery and current builder Bob Eeg. To subscribe, send mail to majordomo@xmission.com with only "subscribe montgomery_boats" in the body of the message. You will receive an automated reply message with a "cookie" that must be returned to confirm your subscription. Instructions are included in the message.

Moody Boat Owners' Association of the Americas
Sally Reuther
Bay Yacht Agency
325 First St.
Annapolis, MD 21403
410-263-2311
410-263-2964 (fax)
sreuther@bayacht.com or SMRSail@aol.com
The group has 50-60 members from Canada and Maine to the U.S. West Coast and even Venezuela. The group has a newsletter and a couple of group events. Moodys were designed by Angus Primrose and more recently by Bill Dixon. They are built by Marine Projects in Plymouth, England.

Moore 24 Class Association
Fred Cox
650-937-2985
flc@netscape.com
<http://people.netscape.com/flc/Moore.html>

Morgan 22 Webpage
Michael Kamen
5040 Haley Center
Alburn University, AL 36849
334-844-6795
kamenmi@mail.auburn.edu
<http://www.auburn.edu/~kamenmi>
to subscribe to email discussion list, send email to:
majordomo@mail.auburn.edu
and type the message: subscribe morgan22
send messages to:
morgan22@mail.auburn.edu

Morgan 27 Webpage
x92jablonski@umich.edu
<http://www.geocities.com/Colosseum/Track/1072/mpage.html>

Morgan 38 Owners' Group
Lenny Reich
RR2, Box 4440
Belgrade, ME 04917
207-872-3535 (daytime)
LSREICH@colby.edu
<http://www.colby.edu/personal/lsreich/morgan.html>
Owners' group for the original "Charlie Morgan-38" (1969-71); the Ted Brewer-designed Morgan 382, 383, and 384 (1977-1985); and the Catalina/Morgan-38 currently in production. Ths group has approximately 130 member boats and publishes a newsletter three times a year.

Morgan 41 Webpage
Tim Margeson
timothym@pacifier.com
<http://www.pacifier.com/~sailing>

Morgan Owners' Group
Ken Klein
kklein@mailer.fsu.edu
<http://mailer.fsu.edu/~kklein/>
Loose collection of Morgan owners.

Morgan Email Discussion List
<http://www.sailnet.com/list/morgan/index.htm>

Morris
P.O. Box 588D
Southwest Harbor, ME 04679
207-244-5509
207-244-5866 (fax)
morrisyachts@acadia.net
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Morse, Sam L., Bristol Channel Cutter and Falmouth Cutter (see Sam L. Morse Boats)

Mount Gay 30 Class Association (U.S.)
Geoff van Gorkom
Box 982
Newport, RI 02840
401-849-6090
401-849-6090 (fax)
74544.2267@compuserve.com
<http://www.paw.com/sail/w30>

N

Najad
<http://www.najad.se>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Nantucket Clipper (see Offshore Yachts Class Owners' Association)

Nauticat, Sitala Yachts
P.O. Box 23
FIN-21870
Riihkoski, Finland
011-358-2-4861-500
011-358-2-4868-500
sitala.yachts@pp.kolumbus.fi
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Nelson Marek, Carroll Marine
91 Broad Common Road
Bristol, RI 02809
401-253-1264
401-253-5860 (fax)
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Neptune
David Peralez and Marci Shaw
P.O. Box 6584
Slidell, LA 70469
504-649-5429
diver@web-net.com

Newbridge (see Twin-Keeler Newsletter)

New Horizon 26
Michael Lehmkuhl
314 A Street, NE
Washington, DC 20002
ghz@mindspring.com
<http://www.mindspring.com/~ghz/>
Built by Ray Greene & Co. in Toledo, Ohio, in the 1960s. First Sparkman & Stephens-designed fiberglass boat. It has a shoal keel, centerboard, and keel-stepped mast. Michael remembers sailing on his parents' New Horizon. It was equipped with stainless steel everything, he says.

Newport 30
aronoff@aronoff.com or jonyo@aronoff.com
<http://www.newport30.org/>

New York 36 Class Association
68 Westover Lane
Stamford, CT 06902
203-324-4581

Nicholsons (see Camper & Nicholsons)

Nimble Boat Club
(Includes Nimble 30, Wanderer, Kodiak, and Arctic motorsailers and Nimble powerboats)
Ted Brewer
Box 187
Lyman, WA 98263
360-826-1140

Nonsuch Association
Norm Sandham
300 Spencer Ave. E.
Greenwich, RI 02818
401-884-1094
401-884-4268 (fax)
nsandham@mitchellsandham.com
or
Jon Downey
jon.downey@ASG.unb.ca

Nordic 20 (see Halman Nordic 20)

Norge
Tom Ciferno
114 Woodbridge Crossing
Chardon, OH 44024
440-286-1190
TomCif@aol.com

Nor'Sea 27
Seymour Shapiro
P.O. Box 6
Kemah, TX 77565
seymours@bigfoot.com

Nor'Sea Owners' Newsletter and Website
Greg and Jill Delezynski
660 Bair Island Road, #24
Redwood City, CA 94063
650-261-1391
G-J-DELEZYNSKI@worldnet.att.net
<http://home.att.net/~g-j-delezynski/>

Nor'Sea Website
marbeth@ix.netcom.com
<http://www.vander-bend.com/norsea>

Northcape and Northshore (see Offshore Yachts Class Owners' Association)

Northeast, Eastland Yachts
33 Pratt St.
Essex, CT 06426
860-822-8224
860-767-9094 (fax)
This is the manufacturer; they may have information about any formal or informal owners' organizations.

O

Ocean, Westerly
P.O. Box 1132
Madison, CT 06443
203-421-5608
203-421-5608 (fax)
This is the manufacturer; they may have information about any formal or informal owners' organizations. Ocean Ranger, Ocean Lord, etc.

Oceanis (see Beneteau)

O'Day, Cal, and Ranger (Chesapeake Mid-Bay)
Roy and Louann Meisinger
8253 The Midway
Annadale, VA 22003
703-978-6035
rrmeisin@erols.com

O'Day, Cal, and Ranger (Chesapeake Northern Bay)
Al and Jan Gunzelman
1708 Oakfield Ave.
Baltimore, MD 21221
410-391-5925
email to co-commodores:
tfhfbs@bellatlantic.net

O'Day, Cal, and Ranger (Southern Chesapeake/Potomac)
Tom and Cathy Heacock
4400 Rollingbrooke Ct.
Alexandria, VA 22306
703-765-1613
theacock@juno.com

O'Day Mariner (National Mariner Association)
Terry Moulton
209 16th St.
Surf City, NJ 08008
seashorei@email.msn.com
This group publishes a quarterly newsletter and offers three booklets: 1) The Racer's Edge; 2) Mariner Cruising Story Book; and 3) a maintenance manual.
(also see Mariner for a Twainese-built boat of the same name)

O'Day Tempest
Anthony Fokas
Ten Plaza St., Apt. 3J
Brooklyn, NY 11238
718-230-8655
718-398-7704 (fax)
phocas@worldnet.att.net

O'Day Email Discussion List
<http://www.sailnet.com/list/oday/index.htm>

Offshore Yachts Class Owners' Association (Baltimore Clipper, Halcyon, Nantucket Clipper, Northcape, Northshore, Offshore, Trintella)
Tim Robison
381 Hanover St.
Boston, MA 02113-1907
617-565-5305 (days)
617-723-7299 (nights)
tatoosh@geocities.com
<http://www.geocities.com/~tatoosh/OYCOA.html>

Offshore 40 (see Rhodes Reliant)

Ohlson 38
Robert Germain
germain@coastnet.com
Yes, Virginia, there really is an Ohlson and an Olson. Robert Germain is the frustrated owner of an Ohlson 38, a Swedish design built in England by Tyler Yachts. Since he can't find one anywhere, Robert's starting his own Ohlson appreciation association.

Olson 25 Class Association
Jay Aiken
<http://www.advancedsp.com/olson25/>

Olson 30 Class Association
Jack Easterday
1150 Ballena Blvd., Ste. 210
Alameda, CA 94501
510-521-9223
510-521-4457 (fax)
drtalk@radiomail.net
<http://www.winterlan.net/vmi/o30/>

Olson 911S Class Association
Rich Canning
127 Hilltop Dr.
Cranston, RI 02920
401-781-9800
rcanning@dimeo.com

1 Class Association (U.S.)
George Murray
P.O. Box 1647
Lexington, SC 29071
803-356-0375
gsmurray20@aol.com

Oyster
5 Marina Plaza, Goat Island
Newport, RI 02840
401-846-7400
401-846-7483 (fax)
This is the manufacturer; they may have information about any formal or informal owners' organizations.

P

Paceship 29
Wayne Gooderham
122 James St.
Bolton, Ontario
Canada L7E 3H2
905-857-6703
goodanov@hotmail.com
<http://www.angelfire.com/on/SailHome>
There were two models of the Paceship 29. The raised-deck version was the Northwind. The boats were built by Paceship Yachts in Mahone Bay, Nova Scotia. PY23 and PY26 were designed by C. Raymond Hunt, and PY29 is rumored to be an early C&C design.

Pacific Seacraft 25
Jim Swindell
2951 Marina Bay Drive, #130
League City, TX 77573
jswindell@usa.net

Pacific Seacraft Owners' Association (Northwest)
360-299-2526
chartercw@seacraft.com

Pacific Seacraft Email Discussion List
<http://www.sailnet.com/list/pacificseacraft/index.htm>

Panda (see Baba)

Passport Yachts East
326 First Street, Suite 14
Annapolis, MD 21403
800-394-8014
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Pearson 26 Website
Dan Pfeiffer
60 Lake Edge Dr.
Euclid, OH 44123
216-261-1311
danp@en.com
<http://www.en.com/users/danp>

Pearson 28 Website
Ron Davis
5505 Honey Dew Terrace
Austin, TX 78749
CptinRn@aol.com
<http://members.aol.com/CptinRn/mystic.html>

Pearson 28 Email Discussion List and Website
List run by Mark Petrush:
P28List@softhome.net
http://www.acanthus.net/sail>

Pearson 30 Website
Richard Ian-Frese
4556 48th Ave. NE
Seattle, WA 98105
rif@u.washington.edu
<http://weber.u.washington.edu/~rif/Squid>

Pearson Ariel-Commander Association
Bill Phelon
42 Las Cascadas
Orinda, CA 94563
925-254-8338
rphelon@juno.com
<http://www.webmem.com/ariel.htm>
by mid-May or so: <http://PearsonAriel.org>

Pearson Coaster-Wanderer Website
Pat Tilson
3529 Morningside Drive
Fairfax, VA 22031
shaboom@valise.com
<http://www.smart.net/~moondog/pcwoa/>

Pearson Electra
Bob Hinely
12403 Condor Dr.
Jacksonville, FL 32223
904-262-2640
rchinely@bellsouth.net

Pearson Ensign
Jay Robinson
21505 Lake George Blvd.
Anoka, MN 55303
612-753-3982
argos@skypoint.com
<http://members.tripod.com/~ensign2/ensign.html>

Pearson Renegade Owners' Association
Michael Lehmkuhl
314 A Street, NE
Washington, DC 20002
ghz@mindspring.com
<http://www.mindspring.com/~ghz/>

Pearson Resolute
M. Brent Boydston
132 N. Third St.
Box 5113
Durant, OK 74702
580-924-4455
580-924-0453 (fax)
mbrent@redriverok.com

Pearson Triton (National Triton Association)
Dorothy Stevens
300 Spencer Ave.
E. Greenwich, RI 02818-4016
<http://members.xoom.com/triton28/nta>

Pearson Triton Website
Larry Suter
suter@ixnetcom.com
<http://pw1.netcom.com/~suter/triton.html>

Pearson Vanguard: *The Vanguardian* newsletter
Conrad (Connie) Hoover
2600 W. 17th St.
Wilmington, DE 19806-1109
302-888-2722
choover@tower-hill.pvt.k12.de.us
$8 per year: semi-monthly newsletter emphasizing maintenance and upgrading. Also has registry of owners.

Pearson Vanguard Websites
Geoff Parkins
836 Great Mountain Lane
Winchester, VA 22602
703-918-1588
gparkins@aol.com
<http://members.aol.com/gparkins/index.htm>
This website meant for Pearson Vanguards offers all kinds of advice and useful links for Pearson owners.

Pearson Vanguard (Great Lakes area)
Fred Fuller
4798 Sterling Drive
Greendale, WI 53129
414-421-9053
fredfuller@aya.yale.edu
<http://www.execpc.com/~feftrpt/>

Pearson Wanderer (see Pearson Coaster-Wanderer)

Pearson Yacht Owners' Association (National)
Bill Lawrence
28 Vesey St., Ste. 2172
New York, NY 10007
718-789-7105
pearsoncurrent@pipeline.com
<http://www.pearsoncurrent.com/>
Annual dues are $25. Publishes the *Pearson Current* newsletter.

Pearson Email Discussion List
<http://www.sailnet.com/list/pearson/index.htm>

Pearson (see Cal-Pearson)

Pelican Association
Howard Mackey
2249 Tamalpais
El Cerrito, CA 94530
510-233-4954
<http://ns.net/~jheidgr/pub/pelican.htm>
or
Muriel Short
203 Hawthorne Ave.
Larkspur, CA 94939
415-924-0685
PelicanSailboat@webtv.net
Muriel, whose husband Bill Short designed the Pelicans, writes that designs are still available through her, even though Bill died several years ago. Some of these boats are trailerable pocket cruisers: Great Pelican 16, Super Pelican 18; and the Yangtze Junk. There is also a one-design racer: the 12' San Francisco Pelican.

Peterson 44/46 and Formosa 44/46
Steve Baxter
1022 Marine Dr. #46
Olympia, WA 98501
cptn@olywa.net

Platu (see Beneteau)

Polaris and Sailmaster (see Seafarer Polaris)

Prairie 32
Perry Jones
138 E. Moody Ave.
New Castle, PA 16101
724-657-0453 (home)
724-656-3084 (work)
724-656-3009 (fax)
pjones@ncconnect.net

Precision Boat Works
1511 18th Ave. Dr. E.
Palmetto, FL 34221
941-722-6601
941-722-5595 (fax)
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Princess (see Allied Princess)

Q

Quickstep 24
Arthur Katz
18 Barberry Rd.
Lexington, MA 02421
781-862-0375
velvlea@aol.com

R

Ranger 20 (Kent Ranger Sailing Association)
Mark Kelsey
4718 South 295th Place
Auburn, WA 98001-1556
253-941-9938

Ranger 23 Class Association
P.O. Box 741
Woodacre, CA 94973
415-488-4464

Ranger 23 Owners' & Class Association
1808 175th Place NE
Bellevue, WA 98008
425-641-6437
arvel_gentry@email.msn.com
60-70 members throughout the U.S. Publishes a newsletter 3-4 times a year for $15. Back issues and other sailing materials are available.

Ranger 26 Association
Hugh Johnston
hugh@sympatico.ca
<http://www3.sympatico.ca/hugh.johnston/ RANGHOME.HTM>

Ranger 26 Class Association (San Francisco Bay area)
Dave Adams
77 Crestmont Drive
San Francisco, CA 94131
415-664-6553
dadams@webtv.net

Ranger 26 Roundup Owners' Association
Teresa Kasner
9810 NE 15th St.
Vancouver, WA 98664
360-256-0805
stargazr@europa.com
<http://www.europa.com/~stargazr>
Keeps member records. Sends a newsletter once a year. Organizes a yearly Ranger 26 roundup/rendezvous.

Ranger 29/33 Class Association
2084 Clematis Court
Fremont, CA 94539
510-770-8420

Ranger Email Discussion List
<http://www.sailnet.com/list/ranger/index.htm>

Ranger (see O'Day, Cal, and Ranger listings)

Rawson 30
Emil Gallina
Pelorus@aol.com
William Garden design. Built by Ron Rawson in Washington state. Emil will start a webpage for the Rawsons if there is enough interest. There is an Awesome Rawson Association managed by Larry Brown of Alameda, CA. Emil can provide contact information.

Reinell 22
Ric Ruminski
336 Ft. Pickens Rd., Suite E-205
Pensacola Beach, FL 32561
ric@ruminski.com

Rhodes Reliant/Offshore 40 Network
Ben Stavis
114 Harvest Circle
Bala Cynwyd, PA 19004
610-660-9966
bstavis@vm.temple.edu
<http://nimbus.temple.edu/~bstavis/reliant. htm>

Rhodes Email Discussion List
<http://www.sailnet.com/list/rhodes/index.htm>

Robinhood
Joe McCarty
HC 33, Box 1460
Georgetown, ME 04548
800-255-5206
207-371-2899 (fax)
rmc@clinic.net
<http://www.robinhoodyachts.com>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

S

S2 6.9, 6.7 Class Association (S2 22 also)
Bob Procter
2925 SW 36th St.
Topeka, KS 66614
785-272-9468 (phone and fax)
rprocter@relaymail.net

S2 7.9 Class Association
Marie Snow
24800 Winona
Dearborn, MI 48124
313-562-4498
313-323-7902 (fax)
jandmsnow@compuserve.com
<http://www.sailingsource.com/s279>
Publishes dates of regattas, meetings, cruising events, race results, boat maintenance. Newsletter is published 3-4 times per year.

S2 Webpage
Jeff Roy
<http://users.ids.net/~j_roy/sailing/S2page/>

S2 Email Discussion List
<http:www.sailnet.com/list/S2/index.cfm>

Sabre (Long Island Sound Sabre Association)
<http://www.geocities.com/Pipeline/9486/index.html>
or Lucy Brown at Sabre Yachts Corp.
207-655-2396
207-655-5050 (fax)
<http://www.sabreyachts.com>

Sabre Email Discussion List
<http://www.sailnet.com/list/sabre/index.htm>

Sailmaster
Robin Ward
rpward@cconnect.net
(also see Polaris 26)

Sailstar Corsair
George and Marilyn Fricke
P.O. Box 1203
Occidental, CA 95465
707-874-1035
gfast@neteze.com

Sam L. Morse Bristol Channel Cutter
BCC News
c/o Mike Pearson
1626 Placentia Ave.
Costa Mesa, CA 92627
949-645-6985
102021.3031@compuserve.com
This is an owners-only publication.

Sam L. Morse Bristol Channel Cutter Email Discussion Group and Webpage
<http://members.aol.com/calypsonia/bcc/bcc.htm>

Sam L. Morse Falmouth Cutter
Ron Walton, newsletter editor
1671 Via Rancho
San Lorenzo, CA 94580
510-278-3335

Sam L. Morse Company
<http://www.samlmorse.com/>

San Juan 21 National Class Association
<http://www.poncacitynews.com/ sanjuan21/>

San Juan 23 National Class Association
<http://www.geocities.com/Yosemite/Trails/5492/ index.html>

San Juan 24 National Class Association
Kenneth Johnson
P.O. Box 22172
Seattle, WA 98122
206-624-0900
206-386-7500
kenwjohn@aol.com
<http://www.reed.edu/~mdunn/sj/sj_home.html>

San Juan 26 and 7.7
Greg Aplin
206 West 12th St.
Benton, KY 42025
502-527-7625
Greg@trpeople.com
<http://www.trpeople.com/SJ26>

Santa Cruz 27 Owners' Association
Dave Emberson
300 Moore Creek Rd.
Santa Cruz, CA 95060
408-459-8202
<http://playground.sun.COM/ pub/dre/SC27/>

Santana 22 Website
Skip Spitzer
spitzer@cruzio.com
<http://www2.cruzio.com/~spitzer/S22.htm>

Santana 35 Class Association
31 Kevin Court
Walnut Creek, CA 94596
510-947-1685

Santana 35 Fleet of San Francisco Bay
Jim Graham
20 Invincible Court
Alameda, CA 94501
510-865-1218
<http://www.geocities.com/ Pipeline/9547/>

Santana 525 Website
Eric Roline
roline@usit.net
<http://www.angelfire.com/tn/ santana525/>

Schock 35 Class Association
Don Adams
7858 W. 79th St.
Playa Del Rey, CA 90293
310-306-4684
310-306-4685
fang96@aol.com
<http://www.baywoodinn.com/ schock35.html>

Seabird 37
Byron Lee
9490 Middleton Place
Vernon, British Columbia
Canada V1B 2L1
250-545-6456
byronix@bcgrizzly.com

Seabreeze (See Allied Seabreeze)

Seafarer Polaris 26, Sailmaster 26
Chris Campbell
116 N. Monroe St.
Traverse City, MI 49684
616-935-1873
clcampbl@traverse.com
A Bill Tripp design built in the Netherlands.

Seafarer 31
Christopher D'Aleo
RR 1, Box 1E
Amenia, NY 12501
914-373-9320
cd041197@aol.com

Seafarer Email Discussion List
<http://www.sailnet.com/list/seafarer/>

Sea Sailer
Robert Cox
1900 S.E. 15th St.
Ft. Lauderdale, FL 33316
954-523-8507
954-524-5225 (fax)
An all-teak motor sailer designed by Wirth Monroe and built in Hong Kong.

Sea-Skiff
David Carnell
322 Pages Creek Dr.
Wilmington, NC 28411-7850
910-686-4184
DaveCarnell@worldnet.att.net

Sea Sprite Association
Bob Russell
141 Country Club Drive
Warwick, RI 02888
401-781-5015
seasprites@aol.com

Sea Tiger 34
Bob Serotini
1712 White Ave.
Beloit, WI 53511
608-365-0300
bserotin@sdb.k12.wi.us

Seaward Email Discussion List
Peter Hecke
phecke@moby.engr.sgi.com

Seaward, Hake Yachts, Inc.
<http://www.seawardyachts.com>

Seawind (See Allied Seawind)

Seawolf
Gus and Meg Goncalves
P.O. Box 23361
Hilton Head Island, SC 29925
megatsea@aol.com

Seidleman 25
Ron Lee
25 Beech St.
Morton, PA 19070
610-543-8877
RLee623517@aol.com

Shannon Yachts
19 Broad Common Rd.
Bristol, RI 02809
401-253-2441
401-254-1202 (fax)
shannonyts@aol.com
<http://www.shannonyachts.com>

Shaw 24 Yawl
Christopher Peragine
667 W. Emerson St.
Seattle, WA 98119
peragine@oz.net
<http://www.oz.net/~peragine/>
A Bill Shaw design.

Silhouette (see Twin-Keeler Newsletter)

6 Meter Association (Puget Sound)
Peter Hofmann
8955 Woodbank Dr.
Bainbridge Island, WA 98110
206-842-7362

Skimmer 25, Creative Marine
P.O. Box 2120
Natchez, MS 39121-2120
800-824-0355
601-442-5182 (fax)
maxskimr@bkbank.com
<http://creativemarine.com>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Skipper 20
Ken Young
3833 SW 17th Pl.
Cape Coral, FL 33914
KYoung@peganet.com

South Coast 23
Jerry Ewing
11018 Del Mar Ct.
Fairfax, VA 22030
703-352-0140
ghewing@dcsail.com
<http://www.dcsail.com/southcst/>
also
<http://www.geocities.com/Colosseum/Arena/9808/ southcoast.html>

Southern Cross
Bill and Debbie Duggan
115 Upland Road
Concord, MA 01742
978-369-2129
info@southern-cross.org
<http://www.southern-cross.org>

Sou'wester, (See Hinckley)

Sovereign
Howard Bryan
Route 2, Box 106M
Concord, VA 24538
804-993-2942
hbryan@pipeline.com

Sparkman & Stephens Association
Partick Matthiesen
47 Carlton Hill
London Nw8 OEL
England
Patrick@oldmasterslondon.demon.co.uk

Sparkman & Stephens Association (U.S. Great Lakes and Midwest)
Jim Huxford
125 West Dee St.
Lebanon, IL 62254
618-537-2278
jhuxford@apci.net
<http://www.apci.net/~jhuxford>
Website featuring the classic designs of S&S. Photos, sagas, owners' groups, and sailing links.

Sparkman & Stephens Association (U.S. East Coast, South)
Robert Pemberton
209 Haynesworth
Sumter, SC 29150
803-773-2160
pemberton@sumter.net

Spirit 23
Roger Holcombe
406 N. Hope Ave.
Santa Barbara, CA 93110
rsholcombe@aol.com
also
Dave Hord
2104 Sterling Drive
Clayton, NC 27520
hord.dr@worldnet.att.net

Spirit 28
Richard Hudgins
6434 Johnson Ln.
Lumberton, TX 77657
409-963-6928 (days)
409-755-2727 (evenings)
rich_hudgins@yahoo.com

Stadel 34 (see Mariner Centaur)

Stevepra
Robert Bofferding
1 Corey Ave.
St. Pete Beach, FL 33706-1812
727-367-7594
RBOFF@prodigy.net
Robert's wondering if he has the only 1970 Stevepra schooner …

Swan
swan.yachts@nautor.inet.fi
<http://www.nautors-swan.com>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

SWY, Sweden Yachts
P.O. Box 80, S-444 21
Stenungsund
Sweden 011-46-303-770640
011-46-303-88610
sales@swedenyachts.se
<http://www.swedenyachts.se>
This is the manufacturer; they may have information about any formal or informal owners' organizations.

T

T45, Turner Yachts
580 Read Rd.
St. Catharines, Ontario
Canada L2R 7K6
905-934-8300
905-934-3100 (fax)
windship@niagara.net
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Tanzer 22 Class Association
P.O. Box 22
Ste. Anne De Bellevue, Quebec
Canada H9X 3L4
<http://www.magma.ca/ ~tanzer22/>
This organization publishes a regular newsletter, *Tanzer Talk.* It also includes other Tanzer owners as members.

Tanzer 26
Michael McGoldrick
mcsail@magma.com
<http://www.magma.ca/~mcsail/taz/tanzer26.htm>

Tartan Owners of New England
Tone@ComputerManagement. com
<http://www.computer rmanagement.com/tone/>

Tartan Sailing Club (Chesapeake Bay)
Chuck Gladding
flak@erols.com
The group has members all over the U.S., but primarily from the Chesapeake area. With 200 boats of all sizes, they cruise and hold an annual regatta. The group also has an upgrade and repair book on the Tartan 27 and lots of know-how on the other Tartans.

Tartan 10 Fleet
6501 Liggett Drive
Oakland, CA 94611
510-339-9451

Tartan 30 Website
Paul Nickerson
T30SAILOR@aol.com
<http://members.aol.com/T30 SAILOR/index.html>

Tartan Blackwatch
Martin Burs
111 Jackson St.
Santa Cruz, CA 95060
408-426-5332 (days)
408-469-9920 (evenings)
408-426-1220 (fax)
sailr@rocketmail.com
<http://205.215.232.6/tartan blackwatch>

Tartan Email Discussion List
<http://www.sailnet.com/list/ tartan/>

Tashiba, Taswell, Ta Shing (also see Baba)
4 Shing Yih Road
An-Ping Industrial Dist.
Tainan, Taiwan
Republic of China
011-886-6-261-5176
011-886-6-264-4672 (fax)
tashing@ms8.hinet.net
This is the manufacturer; they may have information about any formal or informal owners' organizations.

Taswell Email Discussion List
<http://www.sailnet.com/list/ taswell/index.htm>

Tayana and Vancouver Owners' Group
Bill and Rockie Truxall
P.O. Box 379
Reedville, VA 22539-0379
804-453-5700
804-453-6149 (fax)
tognews@crosslink.net
<http://www.tognews.org>

Tayana Email Discussion List
<http://www.sailnet.com/list/tayana/>

Thunderbird Class Association (International) — ITCA
Jeff Wallace
P.O. Box 1033
Mercer Island, WA 98040-1033
206-528-1135
jwallace@filenet.com or: itca@istar.ca
<http://home.istar.ca/~itca/index.shtml>
This is an extremely active class association with many fleets around the world. Contact Jeff or visit the home page for more information.

Trintella (see Offshore Yachts Class Owners' Association)

Triton (see Pearson Triton)

True North
Dave Dietrich
7900 N. Virginia St. #115
Reno, NV 89506
dietrichdr@hotmail.com

Twin-Keeler Newsletter
(for Alacrities, Caprices, Silhouettes, Golden Hinds, Vivacities, Westerlies, etc.)
Craig Anderson
and Brian Backstrand
2943 Balmoral Ave., #2
Chicago, IL 60625
ceadma@aol.com
bebackstr@aol.com
For owners and admirers of bilge-keel sailboats.Four issues per year. $10 US. $15 overseas. Contact them for a free copy.

U

ULDB 70 Association
Jane Watkins
1917 Anacapa St.
Santa Barbara, CA 93101
805-687-7501
jwatkins@silcom.com

U.S. Mariner Association (see Mariner Yachts)

U.S. Yacht
William LaForest
459 Reeves Road
Pittsford, NY 14534
716-334-2872
laforest@servetech.com

V

Valiant Owners' Group
<http://www.sailnet.com/valiant/list.htm>

Valiant Yachts Owners' Association
Sylvia and Stanley Dabney
255 East 22nd Court
Riviera Beach, FL 33404
561-845-9303
561-845-9304 (fax)
offshoreYT@aol.com
<http://www.offshoreyachts.com>
Valiant Yacht Owners' Association is an incorporated entity for the owners and "wanna bes" of Valiants, founded by Stanley Dabney, one of the original founders of Valiant Yachts Corp., in 1975.

Vancouver (see Tayana and Vancouver Owners' Group)

Vega Association (American)
Sidney Rosen
10615 Whitman Circle
Orlando, FL 32821
407-352-9250
SIDNOCK@aol.com
The group produces a monthly newsletter.
Website maintained by Dave Pomerantz:
vega@targetsoft.com
<http://www.targetsoft.com/vega>

Vega Association of Great Britain
Steve Birch
user@firstnet.u-net.com
<http://www.firstnet.u-net.com/>

Venture/MacGregor Yacht Club
Steve Hanes
2004 Antwerp Avenue
Plano, TX 75025
972-517-5104
972-527-4414
VMYC@compuserve.com
<http://ourworld.compuserve.com/homepages/vmyc>
The V/MYC is a Dallas-area association for owners of Venture and MacGregor trailerable yachts. Our history goes back over 29 years to our beginning as the Venture Fleet of Dallas. The V/MYC has 76 member families organized into fleets for each size (17/21/22/23/24; 25 Fleet; 26 Fleet; and Associate Fleet).

Venture (see MacGregor)

Victoria 18
Jerry Wrenn
jbwrenn@texoma.net
<http://home.texoma.net/~jbwrenn/Welcome.htm>

Victory 21
Darin Christensen
3458 S. 8280 W
Magna, UT 84044
801-250-9105
darinc@sisna.com
http://users.sisna.com/darinc
Website information includes owners' list, NAVSO information and directive for one-design class, sailmakers, as well as tips and techniques for trailering, hoisting, repairs, and maintenance.

Viking 28
marksmithsmith@sprint.ca

Vivacity (see Alacrity and Twin-Keeler Newsletter)

W

Wanderer (see Nimble Boat Club)

Watkins 27
Robert Bentley
126 Star Lane
Key West, FL 33040
305-294-8449
captkeywest@webtv.net
<http://www.angelfire.com/fl/watkinssailboats/ index.html>

Wauquiez Owners' Group
<http://www.sailnet.com/list/wauquiez/index. htm>

Wellington 47
Ed Stoner
226 Outlook Drive
Pittsburgh, PA 15228-2145
412-561-5359
enstoner@rssm.com

Westerly Owners' Association (American)
Joe Douglas
P.O. Box 637
Goodland Dr. West
Goodland, FL 34140
941-642-6526
joeivydoug@juno.com
Annual subscription of $10 includes a newsletter.

Westerly Owners' Association
Jackie and Tim Pullen
19 Willowdale Close
Petersfield, Hants
England GU32 3PS
+44-1730-266178 (phone)
+44-1730-268898 (fax)
woa@jayt.com
<http://www.westerly-owners.freeserve.co.uk>
The 1,800-strong Westerly Owners' Association welcomes new members who own Westerly boats, from anywhere in the world. Contact and exchange of members' experiences, including technical tips, is maintained through a twice-yearly 90-100 page booklet (the WOA Newsletter), and a growing program of rallies organized by area groups in the UK and Channel Islands.

Westerly Owners' Email Discussion List
Stephen Ames
sames@mindspring.com
Discussion group for Westerly sailboats and other twin-keelers.

Westerly Websites
<http://surfsites/westerly/>
<http://www.westerly.co.uk>

Westerly (see Twin-Keeler Newsletter)

Westsail Owners' Association
5701 Forest Road
Cheverly, MD 20785
woax@erols.com

Photographer Mary Jane Hayes captures images with words

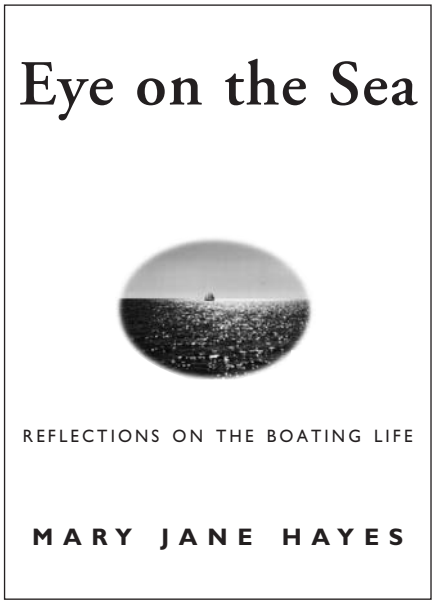
Readers of *Good Old Boat* know Mary Jane Hayes as one who captures the beauty of boating eloquently in vibrant pictures. We print these photos to remind ourselves why we're doing all this work on our good old boats. But there's more to Mary Jane than our readers have had a chance to see. What she can see with her eyes and record on film, Mary Jane can also describe in words that sing paeans of praise for the love of the sea.

In her new book, *Eye on the Sea: Reflections on the Boating Life*, set for publication in April, Mary Jane writes about her perceptions with a prose both poetic and descriptive. In describing the best things in boating she paints a scene as vivid as any of her photos.

Among my gifts from the sea: Windfilled rushes twinkling dryly . . . a bone-white beach . . . one sail slipping into the horizon . . . any of those charming little towns founded on the sea, whose streets slope steeply down to the water . . . wakes wide as bridal trains and waves curving neatly away from a bow . . . spinnakers like puff pastries . . . dinghies following sailboats like faithful household pets . . . flemished lines . . . a hatch full of stars . . .

You cannot always sail at the best of times, and Mary Jane gives equal time to the character- and experience-building moments we'd all prefer to put behind us.

Wham!!! It struck like that, a west wind of 35 knots without warning and almost knocking us down. "Get down the main! Quick!" my husband exclaimed. I lumbered forward as fast as my cumbersome foulweather gear would permit and hauled it down. "Take your time. Take your time," I whispered to myself, shaking a little — more from being startled than afraid — as I braced against the boom while I unscrewed the main's halyard shackle. "Unscrew it straight so it won't wedge stuck," (as it can at certain angles) I counseled myself. Naturally it jammed. "I can't do it!" I cried, aware before the words were out that I had to. "Of course you can," insisted the skipper encouragingly. Shutting the tumult out with a deliberate effort, I concentrated on the task. "Now for goodness sake, don't let it go!" I warned myself, hanging onto the shackle for all I was worth as I ducked under a canvas flapping so rudely I hoped it wouldn't knock me overboard and took the shackle to the lifeline to secure it. Lose the main halyard in a wind like that and all kinds of disastrous mischief would result! "From now on," I pronounced, as I scrambled back to the shelter of the cockpit and took the helm so that Warren could furl and tie the main, "we're going to wear our harnesses when it blows up!" . . . Within minutes we were experiencing gusts to 40 and then to 45 and 50, and almost in disbelief, had switched our anemometer to its highest gauge. In an hour and a half we had gone from a flat calm to a fresh gale.



The chapters in this book are short and unconnected, so reading can be done for inspiration — one short bit at a time in much the same way that people read daily meditation journals. It just might be the right book to have belowdecks when you're recovering from one of those onboard character-building experiences. Having the book at hand may help you or members of your crew remember why you're all out there in the first place.

Where others capture images in words or pictures, Mary Jane is capable of doing both. This rare ability gives her a very special "eye on the sea." Her book by the same name allows her to share her observations with the rest of us who are not blessed with this gift.

Eye on the Sea: Reflections on the Boating Life, *by Mary Jane Hayes. Available for $22 from Breakaway Books, 800-548-4348.*

Reviewed by Karen Larson, Good Old Boat *editor.*

Westsail Newsletter (*Windblown*)
<http://www.erols.com/woax>

Westsail Contact
Bud Taplin (see Kendall 32 for address)
btaplin@westsail.com
<http://www.westsail.com/>

West Wight Potter (East Coast)
Lars Mulford
902 Dogwood Dr.
Seaford, DE 19973
302-628-3456
<http://members.tripod.com/~SpeedSailor/ index.html>

West Wight Potter (Gulf Coast)
Wiley Johnson
12723 Regal Pine Lane
Houston, TX 77070
wileyj@pdq.net

West Wight Potter (Northern California)
<http://songbird.com/potter_yachter>
Membership dues: $33 new, $18 renewal.

West Wight Potter (Northwest)
<http://www.tx3.com/~ej/nwp.html>
also
<http://www.lesbois.com/wwpotter/>

West Wight Potter (Southern California)
Roland Borpple
17972 Larcrest Circle
Huntington Beach, CA 92647
714-848-1239
Welcomes West Wight Potter sailors and others with ramp-launched sailing craft.

Wharram Catamaran
<http://www.multihulls.uk.com/pca>

Whitby/Brewer Owners' Association
Bernard Boykin
1919 Ruxton Road
Baltimore, MD 21204

Whitby 42 Owners' Association
Jim Alexander
jalexand@indiana.net
<http://www.indiana.net/~jalexand/yourpage.html>
or
Ken Brown
P.O. Box 254
453 Head St.
Victoria, British Columbia
Canada V9A 5S1
250-360-1094

Wianno Senior Class Association
George Edmonds
48 Fayerweather St.
Cambridge, MA 02138
617-491-4789

Windward 35 (see Young Sun)

Wirth Monroe Sea Sailer (see Sea Sailer)

Wooden Boats Website/Email Discussion Group
Lawrence Weeks
<http://lists.deskmedia.com/wooden-boats/>

Wright 40 (see Allied Sailboats Website listing)

Wylie Wabbit Class Association
Colin Moore
c/o North Coast Yachts
2100 Clement Ave.
Alameda, CA 94501
510-523-8330
510-523-8331 (fax)

X

XL-2 (see Allied Sailboats Website listing)

X-Yachts
<http://www.xyachts.dk>
This site is the manufacturer; they may have information about any formal or informal owners' organizations.
xyachts@aol.com
This email address is a distributor; they may have information about any formal or informal owners' organizations.

Y

Yamaha
George Zimmerman
4559 242nd Ave. SE
Issaquah, WA 98029
yamaha25@aol.com
George says Yamaha is still making sailboats primarily for sale in Japan and other Asian countries. During the 1970s and 1980s they made and sold models in the range of 24, 25, 28, 30, and 33 feet in the U.S. and Canada (primarily on the west coasts).

Yankee 30
Steve Botts
597 Dove Ct.
Pleasant Hill, CA 94523
925-947-3919
sbotts@ibm.net
<http://members.xoom.com/steve_botts/ yankee30.htm>

Yankee Dolphin (see Sparkman & Stephens)

Yorktown, Olympian Owners' Website
Mark Brown
330 W. Ocean Blvd., Apt. 109
Long Beach, CA 90802
<http://www.liveaboardmagazine.com/yorktown/yorktoc.html>

Young Sun 35/Windward 35
Jim Bach
6463 Douglas St.
West Vancouver, British Columbia
Canada V7W 2G3
604-925-2550
604-925-7660 (fax)
bach@canada.com
Built by Ti Shing in Taiwan and much like the Tayana and Baba. Young Sun was marketed in the U.S. as a Windward.

Help! Who's got contacts for these boats?

Acajutla
Allegra
Amel Maramu
Annapolis 30
Aragpsa
Arco 33
Asia West/Newport
Atkins
Auden
Benford
Blanchard
Bounty
Britannia
Cabot 36
Cape Carib
Cape Cod H-26
Carena
Carter
Celebrity
Challenger
Clarion of Wight
Clearwater
Clipper 21
Concordia
Cooper
Crosby
CT38
Dana
Davis
Diamond
Dockrell
Dole
Douglas 31/32 (Ted Brewer design)
Easterly
Eden
Edey and Duff Stone Horse
Elite
Enass
Endeavour 37
Endurance
Ensenada
Evelyn
Excalibur
Force
Freeport
Friendship Sloop
Fryco
Galion 22
Gladiator 24
Glander Cay
Glass Slipper
Glen-L
Globe
Halman
Hartley
HC-41T
Hedoniste
Helms
Heritage
Holland
Horizon
Jensen
Jolly Roger
Jonque
Kaiser
Kolal
La Paz
Legend
Lindenberg
LM
Maple Leaf
Margarita
Mariner Polaris
Melody
Mistral Class Association (International)
Montego
Moonfleet
Murray 33
Mystic
Mystique
Nautilus
Newberg
Newporter 40
Motorsailor
Niagara
Nordia
Norseman
Oceanic 42 and 46
Ontario
Orion
Panoceanic
Passage
Perry
Pratique
Quasar
Rainbow 24
Rival 32
Roberts
Rob Roy
Royal Passport
Saturna
Seaforth
Sea Pearl 28
Seastar 460
Sirocco
Skye 51
Soverel
Spencer
SS Custom
Starlight
Sun 27
Ta Chiao
Tasar
Tavana
Topper
Trapper
Tripp 30
Twister 28
Union 32
Vagabond
Vinyard Vixen
Viper 830
Vitrand
Voyager
Wally
Warrior
Whitbread 30
Whitby 45
Willard
Windrose

For sale

1970 Albin Vega 27
Boat in good shape, has original combi-drive and Albin 022 engine in good running condition. Two mains, two jibs (on CDI furler) and cruising spinnaker. Interior in great shape with custom 2-person dinnette conversion of port settee. Includes many accessories and boat stands. Located in Windham, NH. Asking $6,900.

Contact Homer Shannon
603-880-4328
603-880-1783
hshannon@ma.ultranet.com

1967 Cheoy Lee 31
Offshore ketch sailboat, glass hull, wooden spars, full keel, 18 hp Albin diesel, tiller, located at Caryle Lake, Ill. $15,950.

Contact Paul De May
314-230-0911
314-230-7374 fx

Atomic 4
and Hydrovane steering
Rebuilt, electronic ignition, electronic fuel pump, new carburetor. Also Hydrovane steering. Excellent condition.

Contact Sherry McDougald
561-641-2601

28-ft Pearson Triton
1961. Main, jib, genoa. Atomic 4. VHF, loran, depth, speedo, 4 berths, head/holding tank. $6,000.

Contact Charles Wineberg
215-425-7843
walkers7@erols.com

1981 Contessa 32
Proven bluewater cruiser. Bukh 20 hp dsl. Many upgrades including new standing and running rig, lifelines, propane galley stove, more. Main, 150, 110 (new), storm jib. Bottom paint new 12-98. Located Lapaz, Baja, on all-weather mooring. $37,500. We hate to put her on the market, but without our previous partners, we can't use her enough.

Contact Hal Smith
907-235-7073
macsmith@xyz.net

Classic Al Mason Intrepid
30' 4" 1954/62 steel hull auxiliary sloop, 30 hp Gray Marine, roller furling main and jib. Cruise ready. This good old boat has the beauty of wood, durability, strength of steel. $19,500.

Contact Jane Smith
410-687-1398

Books

Cruising Rules:
Relationships at Sea
By Roland S. Barth

The perfect companion for anyone in a boat, in a relationship, or both.

"Refreshing, amusing, fine reading for boat-mad people, and for others too dumb to be boat-mad." –William F. Buckley, Jr.

"It's all here, chapter and verse, a delightful reading experience that, alas, ends too soon … There are only a handful of books about sailing along the coast of Maine that I would recommend as much for how something is said as for what it says," –Peter Spectre, *Downeast Magazine*

$16 postpaid from:
Roland S. Barth
P.O. Box 94
Alna, ME 04535

Looking for

Large neglected boat
ICTHYIA – an environmental education foundation – seeks heavily damaged or abandoned fiberglass sailing vessel in the 60-ft range for refit and educational programs. Tax deductable donation or moderate amount of cash.

Contact Captain Wen
516-821-0539
wgiebel@smithtown.k12.ny.us

Etcetera

Yacht Restoration Shop

Complete restoration of older traditional sailing yachts from the ground up. Restore her instead of replacing her.

"Own a treasure."

Classic Yachts
of Door County
P.O. Box 519, Sturgeon Bay, WI 54235
920-743-2478
920-743-7280 fax
888-868-0859 toll free
www.classicyachts.com

Deadlines

June newsletter: . . . .May 15
July magazine: . . . . . .May 1
August newsletter: . .July 15
September magazine: .July 1

Etcetera

LiveAboard Magazine

THE online magazine for LiveAboards, Cruisers, and Wannabes. **Join us at: http://www.LMMC.com/**
Mark T. Brown
Editor in Chief/Webmaster
http://www.LMMC.com/

Deluxe seabags

When you want to treat yourself to the very best seabag there is, it will be a Weekender.

Quality design
Designed and engineered by sailors for sailors.

Quality construction
Made in the USA from the best materials available.

If you want the best:

Weekend'R Products
COMMON SENSE
Products
for the Mariner

All USA-crafted gear bags, totes, sail ties, Spinnaker Guy™, turtles ... and more.
http://members.aol.com/WkndrBag/
WkndrBag@aol.com

Solutions for Offshore Sailors

Blue Water Sailing is published 10 times a year by world cruisers for sailors looking for the real world of blue water sailing, voyaging, and world cruising. No puff. Just the fruits of 100,000 plus miles at sea.

Call 888-800-7245 for a free sample issue.

Go SAILING in DOOR COUNTY

Beautifully restored traditional Classic Sailing Yachts for Bareboat Charter.

Classic Yachts
of Door County
P.O. Box 519
Sturgeon Bay, WI 54235
920-743-2478
920-743-7280 fax
888-868-0859 toll free
www.classicyachts.com

First on our bookshelf, since it's the best we've seen

Introducing Ivar Dedekam's new book on sail and rig tuning … a compact, concise reference on how to trim your sails and adjust your standing rigging. The best we've seen! To order, send a check for $22 plus $2 for shipping and handling for each book ordered. *(Orders from Minnesota addresses pay an additional $1.43 sales tax for each book ordered.)*

GOOD OLD BOOKSHELF
GOOD OLD BOAT MAGAZINE
7340 Niagara Lane North
Maple Grove, MN 55311

Introducing the "Ultrafeed"

a walking foot machine for canvas & sail at the incredibly low intro price of ***$399!***

Walking Foot Capability at a low, low price! $399

This well built, all metal, straight stitch sewing machine features a high lift powered walking foot for the ultimate in feeding ability. It makes feeding heavy, slippery and even sticky fabrics like window material a breeze. It even **walks over bumps without skipping stitches.**

On most sewing machines the presser foot simply holds the fabric down and all movement is accomplished with a single, bottom feed dog. The Ultrafeed uses a mechanical "WALKING" presser foot which moves forward and back in time with the feed dog to ensure that the layers of fabric are moving together and easily through the machine.

Cover removed for a close-up of walking foot

Since it feeds so well, the stitch length stays very consistent. And, because the walking foot is designed with a high lift, it better accommodates thick fabric assemblies—as many as 10 layers of canvas.

Its variable stitch length mechanism allows for **very long straight stitches**—up to 6mm. This is great for sewing Sunbrella which tends to needle pucker (the longer the stitch the less the pucker). And, its lever activated reverse makes back stitching easy.

Weighing 42 lbs. the Ultrafeed is built to take the pounding encountered in working with outdoor fabrics and upholstery. And, it stays put—**it won't walk all over the place.**

Power is enhanced by a 1.5 amp motor. A cogged belt and pulley drive system eliminate slippage. This is an amazingly powerful, durable machine. *Great for cottage industries!*

The Ultrafeed is produced and supported by Sailrite, for 30 years a source for canvas tools, products and supplies. That support includes a guidebook with very complete instructions (even learn machine timing) and schematics. There is also a toll free tech/support line.

Use the Ultrafeed for canvas and sail work, upholstering, crafts, draperies, quilting and general sewing.

We are so happy with the Ultrafeed that we've given it a 30 day money back, two year parts & service warranty.

Order today! Ask for our catalog of sail & canvas supplies. Call: 219-244-6715 / 800-348-2769 / Fax: 219-244-4184 / E-mail: sailrite@sailrite.com / Sailrite, 305 W VanBuren St., Columbia City, IN 46725
Complete Online Catalog, Secure Ordering: **www.sailrite.com.**

Accessories incl.: Guidebook, combo cording & straight stitch presser foot, carrying case, oil, bobbins (3), needles (3), thread stand, thread. Delivery is add'l. (Handcranking capability, light and other accessories are available.)

• The Ultimate in Feeding Ability • Great for Cottage Industries • Learn Machine Timing • An Amazingly Powerful, Durable Machine • For Professional Quality Canvas & Upholstery Work

CALL SAILRITE

KITS—
Sails, covers, awnings, dodgers, biminis, bags, safety harnesses, jiffy reefing, drogues, windows, sail repair, tiller, flags, tethers....

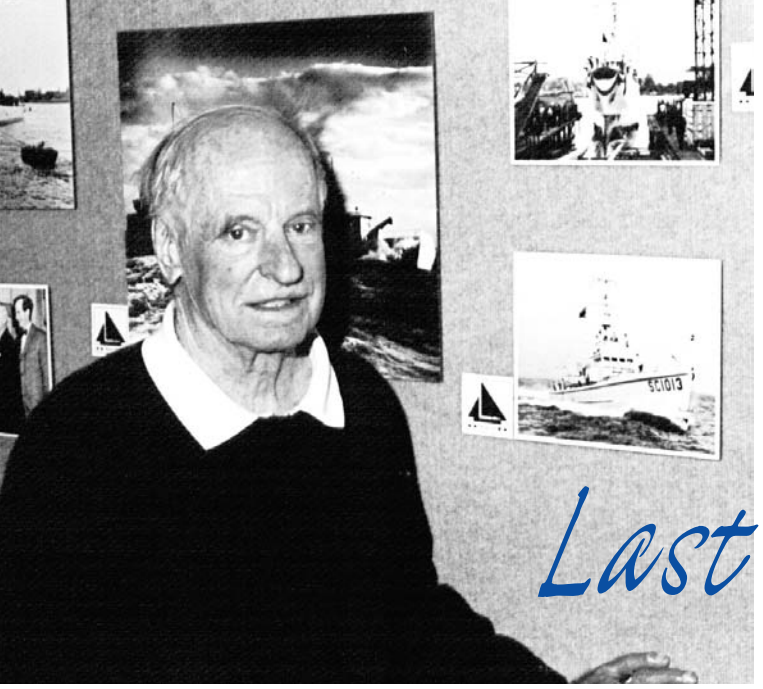
FABRICS—
Dacron©
Ripstop nylon
Sunbrella®
Top Gun
Odyssey III™
Insignia material
Boat Top
Stamoid®
Coverlight®
Nautolex®
Phifertex
Ultra Suede
Headliner
Flag & Bag
Tramp Mesh
Cushion Foam
Window Material
Mosquito Netting....

HARDWARE—
Slugs, slides, shackles, hoops, hooks, snaps, hanks, buckles, blocks, cleats, thimbles, grommets, fasteners, rings, battens, furling....

TOOLS—
Sewing machines, hot knifes, binders, palms, awls, splicing, die sets....

SUPPLIES—
Zippers, binding, thread, leather, tapes, velcro, webbing, fabric sealers, cleaners, sailtwine, needles, line...

See Sailrite's NEW *"Online Sail Kit Pricing"* at www.sailrite.com
A fast, easy, fun way of pricing your own sails!



Bill Luders at a commemoration in Stamford, Conn., of the work of Luders Marine Construction Company.

Last tack

In fond memory

Good old boat sailors will be forever in the debt of designer Alfred E. "Bill" Luders

by Ted Brewer

I worked for Bill Luders as his design assistant from 1960-1967, seven memorable years. During that time Bill taught me a great deal about yacht design, encouraged me in my own projects and, when I moved to Maine after the yard closed, helped me get started in my own design business by sending work up to me for years afterwards.

It was an exciting time to be working at Luders Marine; we were involved in modifying the 12-meter yacht *Weatherly* for the '62 America's Cup races and then designing and building the *American Eagle* for the '64 series. At the same time we were designing 5.5-metre yachts (about 50 in the time I was with Bill), several CCA ocean racers, fiberglass production yachts and even a powerboat or two.

Bill was always a great designer to work for. He would give me a project, let me figure out how to draw it up, and then trust my decisions. As a result, I learned to do things on my own, and I was careful not to let him down. Being in the shipyard was also a superb teaching experience, as part of my job was to tour the shops every morning where I would speak with craftsmen in wood and metal and discuss their suggestions or improvements on the work in progress. Then, after the yard closed for the day, Bill and I would sit in his office, have a smoke *(always my cigarettes!)* and talk things over: both design and construction work and, often, a design of mine that I wanted his advice on.

I also raced with Bill on his 39-foot sloop *Storm* *(see photo on Page 35)* during those years almost every weekend from May to September, and my wife and I would sail with him for a week on the annual New York Yacht Club cruise. Bill was a superb sailor, and I have several trophies that bring *Storm's* victories fresh to my mind when I look at them. These are grand memories of a wonderful skipper and a wonderful boat.

Bill Luders will be missed. Yachting has lost one of the true greats, and I have lost a true gentleman who was my employer, teacher, and friend.

Alfred Edward "Bill" Luders Jr., an innovative boat designer and racer, died Jan. 31 at his home in Stamford, Conn. He was 89. Luders Marine Construction Co. in Stamford Harbor, a major builder of custom yachts, was founded by his father in 1908 and was closed by Bill 60 years later.

Coincidentially, Bill's name appears in several places in this issue of Good Old Boat. *See the articles by Ted Brewer on Page 34 and Dennis Boese on Page 39. His boats are sprinkled about the associations page also, beginning on Page 70. This is fitting, since his influence on our good old boats has been so pervasive.*

Reflections

by Brian Barone

Springtime 1998, time for my first-ever haulout. The boat had been through this many times before; she was not nervous. I'll admit it: I was, in fact, super-nervous. I bought the boat with only an in-water survey, and I trusted the previous owner. But then again, it's a very old boat; I could have gotten screwed. It was relatively cheap compared to other boats, but it was expensive to a young guy like me. Besides, people are not always what they appear. The previous owner could have been a conniving crook selling a boat not fit for a bathtub, let alone for a strong gale. I had no choice, the money was spent and gone, I would just have to wait and see what the bottom looked like.

Marinas being what they are, it took a few weeks to get me out. The usual (I am told) delays related to space available in the yard, scheduling, yada yada yada . . . let's just say it took a while. When the day finally came for haulout, I couldn't even **be** there. I felt like a father who missed his kid's big game. I sweated every minute at work about it. Anything could happen. They could drop it. The wind could blow it over when they were putting it up. Vandals could spraypaint honkylips on the side. (See ***National Lampoon's*** *Vacation*.) I was a wreck. At the stroke of 4:30, I could wait no longer. I shot a lame excuse about a non-existent doctor's appointment to the boss and bailed out of work early. I was frantic. Expectant fathers couldn't have been worse off. When I got to the yard, I grabbed a dockhand and **made** him tell me where she was. At this point I would have beaten it out of him if I had to!

When I saw my ***Hayadori*** sitting there, I ran straight across the yard. *(Not too many people saw me, I think.)* I came up beside her, and the first thing I did was talk to her. I asked her if they had treated her OK, was she all right? Any new dings? Any harm done? Were they gentle with my baby? Yes, she appeared to be all right; the only scratches were the ones I knew about. A close inspection of the bottom and everything seemed all right. A small blister or three, but otherwise all was in order.

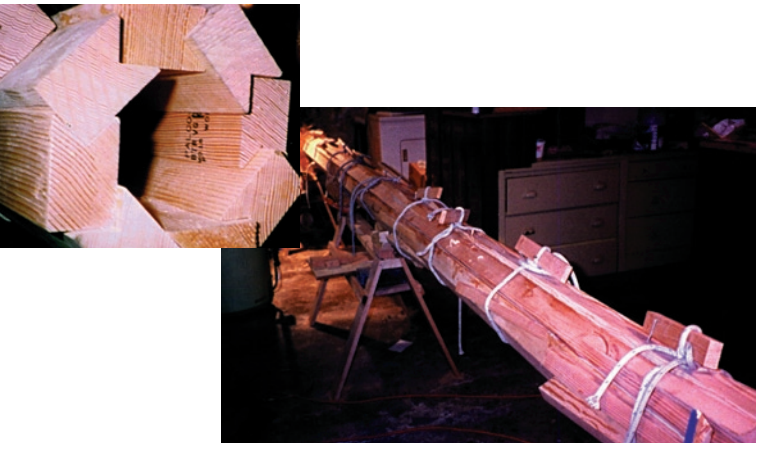
My first impression of her out of the water was respect. She is small. No doubt about it, 28 feet is no behemoth, but she has the lines of a lady. All around me were larger, newer, more expensive boats. Boats as wide as barn doors with Ferrari-like "roll bars," steps set in sugar-scoop transoms, roller furling, all the luxuries money can buy with a few more tacked on. They loomed tall and expensive with my girl sitting quietly in their shadows. As I compared these boats to mine, I couldn't help but think how many of these fast-as-hell fin-keeled beauties could stand a real ocean? Could any of the bathtub-shaped brand-new Hunters, Beneteaus, and Catalinas say their sister had been around the world and not flinched? True true, there were one or two Morgans, a sturdy-as-hell steel boat that looked like it could smash through an iceberg if it wanted to, and a handful of other serious offshore boats around, and they were as beautiful as any other. But this boat of mine, this little lady, barely a wood chip on an ocean and bought for a pittance (comparatively), this boat held her little chin high and commanded . . . no . . . demanded respect. I can only say that I was proud . . . damn proud, and I still am. Brag all you want about speed and price, boys. You may beat me to the mark every time, but as you do, tip your cap to the lady. She deserves it.

Editor's note: On our website we've posted a photo of Brian's *Hayadori* sitting in the yard surrounded, nay dwarfed, by the boatyard queens. It's worth a chuckle. Take a look at <http://www.goodoldboat.com/photos.html>

Reflections come to all of us when we're out there awhile. They represent the wisdom that comes of spending time with your innermost thoughts. If you'd like to offer yours, we'd like to hear from you. Write to us at: 7340 Niagara Lane North, Maple Grove, MN 55311-2655. Or send email to: karen@goodoldboat.com.

Here's what's coming in July/August:

- What's so different about steel boats
- When do you need new sails?
- Boat review: Cal 20



- Restoration: New mast for an old cat
- Vigor's renaming ceremony and the black box theory
- Brewer's ratios of good design
- Feature boat: Block Island 40
- And more

http://www.goodoldboat.com

Not available through mass-market bookstands. Subscribe to keep your copy coming!

GOOD OLD BOAT
7340 Niagara Lane North
Maple Grove, MN 55311-2655

Change Service Requested

♻ 10% total recovered fiber; all post-consumer fiber
Printed in the USA

BULK RATE
U.S. POSTAGE
PAID
GOOD OLD BOAT