GOOD OLD BOAT™

The sailing magazine for the rest of us!

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Issue 91 July/August 2013

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GOOD OLD BOAT™

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∗ Must be shipped FedEx Saver or Truck

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6.5'	**154049**	58.25	**42.99**
7'	**154041**	60.96	**44.99**
7.5'	**156016**	67.72	**49.99**
8'	**154042**	88.50	**65.99**
∗9'	**175573**	89.32	**65.99**

PORTLAND ROCKLAND SEARSPORT SOUTHWEST HARBOR JONESPORT

Typographical errors are unintentional and subject to correction.

GOOD OLD BOAT™

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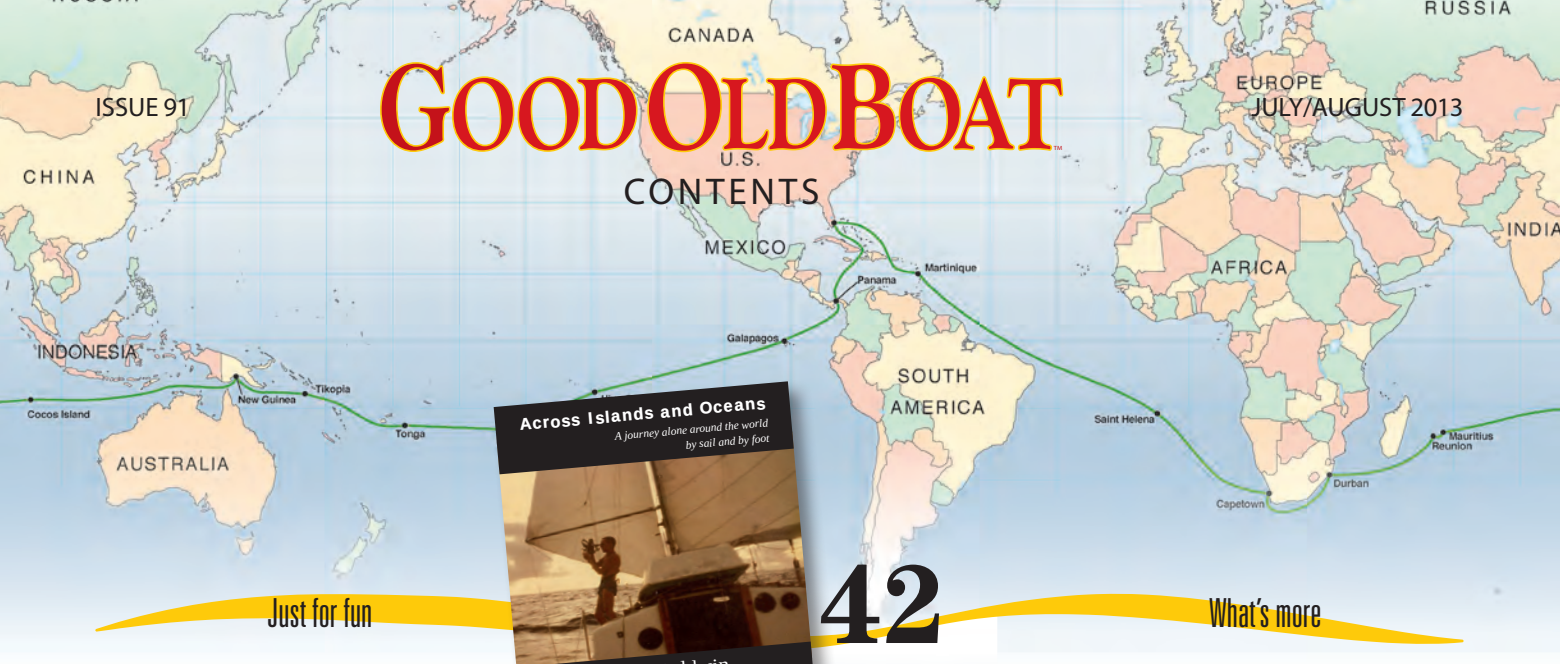

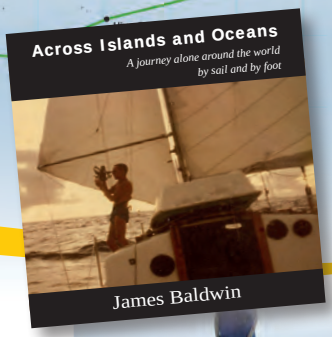

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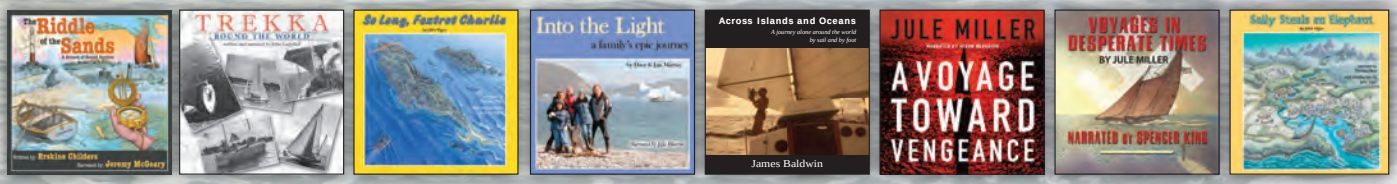
On the cover…
Adena, Marilyn Kinsey and Glen Brown's Bristol 35.5c featured in January 2012, takes center stage with *Happiness*, Vern Yetman's Gozzard 36, in the background. Paul Rose caught this tranquil scene on Lake Michigan near Fayette State Park.



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Good Old Boat has produced 15 audiobooks (downloads priced between $15 and $25)

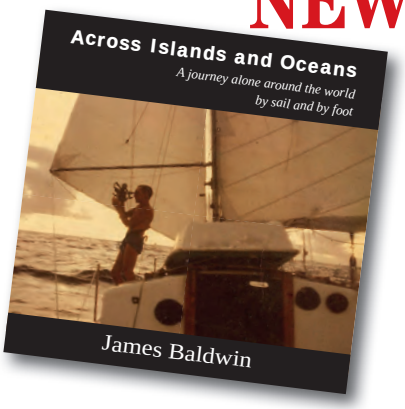
Historical Fiction:

- *A Matter of Honor* written by William Hammond and narrated by Spencer King
- *Voyages in Desperate Times* written by Jule Miller and narrated by Spencer King

True Adventures on the Water:

- **NEW**! *Across Islands and Oceans* written by James Baldwin and narrated by Spencer King.
- *Trekka Round the World* written and narrated by John Guzzwell
- *Into the Light* written by Dave Martin and narrated by Jaja Martin
- *The Solitude of the Open Sea* written and narrated by Greg Smith
- *A Year in a Yawl* by Russell Doubleday and produced and narrated by Geoff Safron
- *Sailing Alone Around the World* by Joshua Slocum and narrated by Jerry Stearns

NEW!



See our article on page 42 for details

Thrills, Chills, and Suspense at Sea

- *The Riddle of the Sands* by Erskine Childers and narrated by Jeremy McGeary
- *Telegram from the Palace* by Geoffrey Toye and narrated by Jeremy McGeary
- *A Voyage Toward Vengeance* by Jule Miller and narrated by Jason Beaudoin

Great Listening for Young Sailors (ages 8 to 12 specifically recommended)

- *Danger, Dolphins, and Ginger Beer* by John Vigor and narrated by Theresa Meis
- *Sally Steals an Elephant*, a sequel, by John Vigor and narrated by Theresa Meis
- *So Long, Foxtrot Charlie* by John Vigor and narrated by Theresa Meis
- *(We also recommend* A Year in a Yawl *for this age group as well as for adults.)*

And What's More

- Good Old Boat's *Bookends*, narrated by Karen Larson *100 musings from* View from Here *and* Last Tack *columns by the editors of Good Old Boat*

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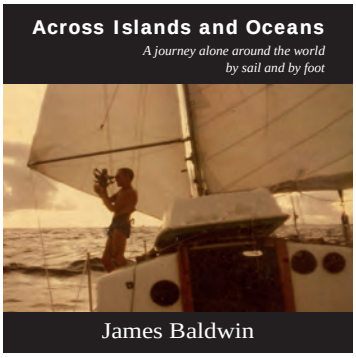
Boat review collections

We're gathering our boat reviews together as downloadable collections. The first one to be released is of the boats in the 25- to 27-foot range. Called *Review Boats: 25 – 27 footers*, this downloadable book includes 25 all-time-favorite sailboats published between September 1998 and November 2012. We're working our way up (and down) in size. More collections are sure to follow. You'll find them under " Archive eXtractions" on our downloads site: AudioSeaStories.com.



Our 15th audiobook

We can hardly believe we've produced 15 audiobooks over the years. Our newest one is by James Baldwin, a longtime *Good Old Boat* contributor, who circumnavigated twice in his Pearson Triton. This book, *Across Islands and Oceans*, is about his first circumnavigation. James climbed every mountain and hiked across every island he could find on that voyage. It's available as a download at AudioSeaStories.com, under "Audiobooks." Read all about it on page 42.

Archive eXtractions

Articles compiled for you from *Good Old Boat* archives

NEW!

Review Boats 25 – 27 Footers

Small keelboats to sail anywhere

Reviews of some of the first sailboats introduced during the fiberglass era: the early family cruisers and racers in the size range of 25 to 27 feet. Although today's manufacturers seldom build in this size range, preferring to make the bigger bucks that come with the sale of 40- and 50-footers, these wonderful boats last seemingly forever, selling and re-selling as people start with a small budget, invest in their new hobby, maintain and upgrade their sailboats, and finally move along to the next size group when the family grows, the budget grows, or the wanderlust grows.

Boatbuilders

The boatbuilders and companies that launched today's good old boats

Birth of the Valiant • Allied Boat Company • The Pearson Era • The Birth of Fiberglass Boatbuilding
The Cheoy Lee Legend • Catalina Yachts: One Big Family • The Halcyon Days of Auxiliary Power
The Monterey Boat Connection • The History of Columbia Yachts • The History of C&C Yachts
Hallberg plus Rassy • Chris-Craft's Classic Sailboats • Behind the Sabre • Tartan Yachts
Yacht Constructors: Pioneers in Glass • Camper & Nicholsons • Com-Pac Yachts • The Island Packet Story • Pacific Seacraft's Evolution • The Clark Boat Company • Fifty Years On, Ted Brewer
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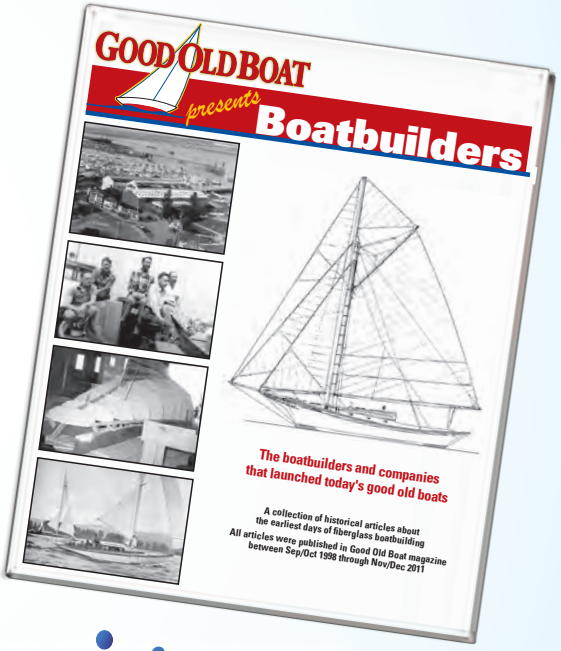

Boat Designers

The creators who drew the lines of the good old boats we value today

Including a few bonus profiles
Carl Alberg • Chris Bauer • Ted Brewer • Bill Crealock • Mike Ellis • Ian Farrier • Bill Garden
Thomas Gillmer • Blondie Hasler • Lyle Hess • Garry Hoyt • Bruce Kirby • Bill Lee • Charley Morgan
Gary Mull • Allan Nye Scott • George O'Day • Beattie Purcell • Philip Rhodes • Clarke Ryder
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Ninety-one and counting

Good Old Boat evolves issue by issue

BY KAREN LARSON

As we celebrate our 15th anniversary this summer, my office is lined with three-ring binders filled with a steady parade of our issues: 90 of them so far. Can 99 or 100 really be far behind? In my mind a song plays relentlessly to the tune of 99 bottles of beer: 90 copies of our mag on the shelf . . . 90 copies of mag. Simple tunes get in there and stay until something else replaces them.

Like Apple Computer, *Good Old Boat* was a startup in the founders' home. The Apple founders built hardware in the garage. With side-by-side computers (Apples, actually), Jerry Powlas and I started learning a great deal about publishing in our family room. Close enough, as an analogy goes. But wait! Didn't I just read that Apple is the most valuable company in the world while the folks at *Good Old Boat* magazine still work out of their basements, family rooms, and spare bedrooms all over the U.S. and Canada? Maybe we didn't think *big* enough?

Where did we go wrong? Or, possibly, what have we done right? Jerry and I never took a check from an investor "angel," never had a sleepless night (well, maybe a few) over meeting payroll, always paid our bills on time, and were good to our stomach linings and life expectancies by refusing to take on frightening bank obligations we couldn't pay.

Just 15 years ago, Jerry and I thought naively that we'd create a neat little mom and pop company we could run without the help of additional staff and, by doing all the work ourselves, we'd keep the overhead low and would never need advertisers.

How'd that big idea work out for us? These days we have the support of a handful of full-time and part-time staff members, thank God, and have created a lot more freelance opportunities for sailors everywhere. Our list of who's involved doesn't include just those who sell us articles, although we value them highly too. It includes the administrative types who offer financial support, technical support (fulfillment of subscriptions, website construction and maintenance, and database management), and a whole creative team of editors and designers.

As for the advertisers we didn't think we needed, that lasted for a whole issue. Our readers said we should include advertisers whose products dovetailed nicely with the upgrades and maintenance work they do on their good old boats. Advertisers, some of whom are still with us, signed on. In response, we developed a team to sell and create ads and never looked back.

We love our good old vendors . . . new and old! We're so glad we were convinced of the folly of our ways. Starting with Fisheries Supply, we've even begun a couple of affiliate programs with a few marine equipment suppliers. They offer club discounts to good old boaters. They get more business from our readers. What's not to like about that deal?

Now that we have created a network of staff and freelancers spread out from coast to coast and on both sides of the U.S.-Canadian border, where do we go from here? More of the same, of course, but with continual improvements: small changes to include more of what our readers want.

Making subtle shifts in our magazine requires some creativity. We can't schedule an editorial meeting at 10 a.m. in the dining room, since our crew members are located all over and in different time zones. The wonders of the Internet have made long-distance communication increasingly possible, but dropping into the corporate boardroom for a quick meeting isn't likely. Email, telephones, and video communications have set us all free to live where we want to live and work when we are at our sharpest.

Being small, our organization is extremely flexible. We are able to make decisions and move quickly in many ways that a corporate entity cannot. Our owners' meetings are held rather spontaneously. Jerry and I have tea in bed every morning before the day begins. Sometimes we discuss the news of the day. Other times we have a business brainstorm and begin implementation later that day.

Our spontaneous good ideas don't just happen at teatime. They arrive frequently when we're out cruising, generally in the cockpit when all is mellow. They can also happen when we're crossing the country on four wheels. Land cruising is almost as good for stimulating the mind.

Right now, I could use a little mental stimulation. I need something to get that simple and repetitive tune out of my head or it'll still be there when this issue is printed: 91 copies of our mag on the shelf . . . 91 copies of mag . . .

Making sails, a buoy with a story,

JOHANNE GINGRAS AND CLAUDE MELANÇON

Inspired to make sails

On re-reading Karen and Jerry's article about making their own spinnaker (January 2011), my wife and I decided we, too, could do that. After some attempts at finding a used sewing machine, I purchased a new commercial one capable of sewing a zigzag seam. Our boat is a Paceship PY23. I was looking for a mainsail, a standard jib, and an asymmetrical spinnaker. I ordered three sail kits from Sailrite. Jeff Frank was most helpful with the selection of sail cloth, sail cut, and options. The sails arrived shortly thereafter.

Everything we needed was included with the kits. The sewing went well. The instructions were well done and the labels on the sail components were very helpful. We made the sails one by one, first the jib, then the main, and finished with the spinnaker. For anyone considering making their own sails, I can tell them that sewing the panels is not at all difficult. Completing the rest of the sail, once the panels are assembled, is more challenging. Details like the corner patches, the seam along the luff rope, the leather patches, the hardware, and the batten pockets require more attention. Fortunately, the instructions cover all of these very well.

We launched the boat in early June 2012 and immediately saw a big difference in its acceleration and how it handled. Of course, its maximum speed did not change, but with the new sails we reached a high speed much more quickly than with the old sails. Another big difference was our ability to sail upwind. There was no comparison. Our sailing friends, who used to laugh as they passed us easily, were left behind each time we went out together. They were, however, kind enough to take a really great set of pictures of our new sails from their boat.

My wife felt that, in a stronger wind, the full jib was too much and I though our little storm jib was not enough, so I contacted Jeff Frank again in the fall of 2012 and asked about an intermediate jib. I gave him the dimensions of the sails I had and he configured a jib for me. In fact, he explained that this intermediate size and type of jib is the sail Sailrite sells most often. Again, the components arrived quickly and we went to work during some quiet time over the holiday season. This project went just as well as the first one, and perhaps a little better because we had the experience. Of course, we are impatiently awaiting the new season to try the new jib. Jeff says these intermediate jibs usually become the primary jibs once people have used them. We can't wait to see if this will turn out to be so for us too.

–Richard Huint, Montreal, Quebec

and helping with the dream

Solar lights

As I was reading the May 2013 issue, the letter about using solar-powered garden lights caught my attention. I relied on solar path lights to make the docked boat safer for Friday night arrivals. Perhaps I am the last to discover them, but a four-LED product by Nokero (http://nokero.com) is the best and brightest solar lighting I have ever used in my cockpit and doubles as a cabin light if needed. It costs $10 to $20 depending on shipping. The odd, pseudo-lightbulb design is not particularly nautical, but neither were my garden lights.

–Eric Swisher, Roanoke, Va.

Oh buoy, what a story we have to tell

Once upon a time, long, long ago, when this magazine was founded . . . it was at the end of the sailing season when Jerry Powlas and I got our big idea to publish a magazine. As has been related before (www.goodoldboat.com/pdfs/JA08_LaunchAmag.pdf), we got that big idea while cruising in a very remote part of Lake Superior, about as far away from our home waters in the Apostle Islands as one can really go on our lake.

If you get the idea for a sailing magazine at the end of a sailing season, you'd better already have the photos you need for the launch of the first issue. We know that *now*, but we didn't have all the fine details in mind at that point. Along came winter and no further photos could be shot. The first issue of *Good Old Boat* magazine would roll off the presses in late May . . . about the time people launch their boats in the northern parts of the country. Production began long before that, so we had to use images that already existed in our files.

I dug through piles of slides (remember slides?) to come up with a proper photo of an aid to navigation with which to illustrate the Mail Buoy column. I had one of a channel marker in a favorite place. I knocked the background out, emphasizing the buoy itself, and never looked back. That photo had been taken on a sunny day on a wonderful cruise to Isle Royale, a much-loved cruising ground of many Lake Superior sailors. The buoy is located at the entrance to a channel on Isle Royale near the old Rock Harbor Lighthouse that has been abandoned as an aid to navigation and is open to Isle Royale visitors for tours.

My photo was introduced in that premier issue in 1998 and ran in each one until the January 2000 issue, when I substituted a photo of a buoy with a herring gull perched on the base, making it just a little more interesting than the one it replaced.

Imagine my delight when — as I was beginning plans to celebrate our 15th anniversary — this note arrived from Bob Kangas, another Lake Superior sailor: "Taken June 8, 2012, Isle Royale, Lake Superior, Rock Harbor Lighthouse, Red Buoy #2." I recognized Bob's photo immediately. It was taken from nearly the same spot in the channel where I had shot mine. It could be no other buoy than our original Mail Buoy buoy — oh boy, oh boy!

So here are the photos side by side. The original buoy photo was taken sometime in the 1990s, long before we got that publication gleam in our eyes and were just happily shooting photos during our cruises for our own pleasure. This anniversary issue photo is the same buoy shot from the same perspective many years later. When Bob's photo arrived on my desk, the recognition was so strong it gave me chills.

That's my story and I'm sticking to it . . . And they all lived happily ever after.

–Karen Larson, Founding Editor

continued on page 62

Karen shot her original buoy photo, far left, in the early 1990s. Bob Kangas' photo, taken in June 2012 from close to the same spot, shows the buoy has changed shape but the lovely scenery is eternal.

***O'Tay Too*, Dave Pickard's Morgan 34, presents her fine profile on Tampa Bay.**

O'Tay Too,

A fine example of Morgan Yachts' debut design

BY BILL JACOBS

In July 2011, Dave Pickard of Davis Island Yacht Club in Tampa, Florida, was walking out of the locker room having just won another race in the Thursday night series sailing his Morgan 24. On the club bulletin board was a poster of a boat for sale, *Emerald Pelican*, a Morgan 34. She was located in Punta Gorda, about an hour's drive south of Tampa. She captured his eye.

Dave, a lifelong sailor, grew up sailing prams in Pensacola, Florida, and graduated to racing Lido 14s in Texas as a teenager. Thus began his lifelong attraction to boats with centerboards, an interest that would prove practical as he has continued to live along the coast of the Gulf of Mexico. There, the locals say, "We have lots of water, but it's very thin." Still, the shallow water offers lots of gunkholing opportunities for sailors in shoal-draft boats.

After settling in the Tampa area as an engineer for the city water company and becoming a family man, Dave wanted a boat larger than a dinghy. His search led him first to an Irwin 27 and subsequently an Irwin 28. His wife and young sons were regular crew on weekend cruises in the Tampa Bay area. Both of the Irwins, built in nearby Clearwater, had centerboards, which gave them full access to the shoal waters of the bay.

Dave acquired his first Morgan, the 24-footer, when the boys grew up and had less time to sail. Her name, *O'Tay Too*, was a reflection of the way Buckwheat, a character in *The Little Rascals* pronounced OK.

Dave started racing on a regular basis at Davis Island Yacht Club. "She was the ideal boat for around-the-buoys racing," he says. "She was light, responsive, and quick in a wide range of conditions. Her centerboard could be adjusted for perfect balance. The centerboard is an advantage for cruising in shallow water and for trimming for speed when racing."

Of the associated maintenance issues Dave says, "An occasional broken centerboard cable is par for the course. Once you learn to deal with them, it's not a big problem to replace centerboard cables on most boats." The last time it broke, he replaced the stainless-steel cable on his Morgan 24 with Dyneema SK75 single-braid line.

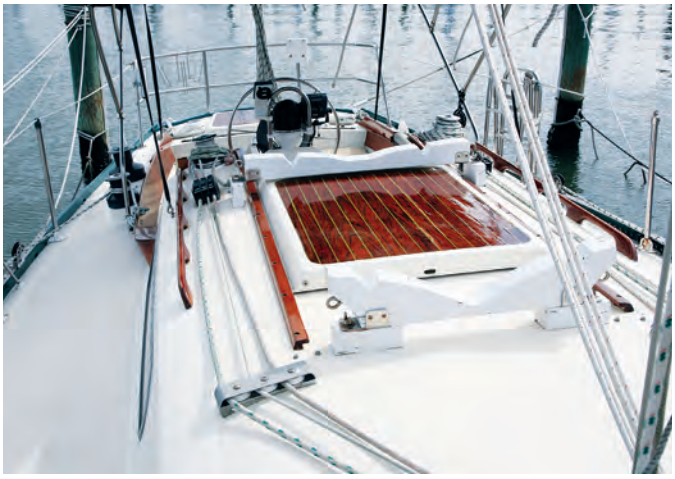
With new sails by local sailmaker Banks Tampa, Dave began winning trophies on a regular basis. Like most sailors, Dave had a yearning for a larger boat and the Morgan 34 posted on the bulletin board came along at just the right time. His wife wanted to do more cruising, so they took the drive to Punta Gorda "just to take a look." Dave had called the owner, John Mathews, and arranged to see the boat. *Emerald Pelican* was sitting at the dock in fine shape. It was love at first sight.

A good steward

John Mathews is, by trade, a finish carpenter who regularly works on the restoration and renovation of architecturally significant houses in Southwest Florida. By definition, he is a detail-oriented professional with hands-on experience. In 2000, he had been searching for a keel/centerboard boat in the mid-30-foot range. Punta Gorda is situated at the upper end of Charlotte Harbor, a wonderful cruising ground enclosed by more than 60 miles of shoreline. He purchased the Morgan 34 in the spring of that year and began working on it whenever he could. He and his wife sailed the boat for 10 years before deciding it was time to switch to a powerboat.

Prior to John's renovation, the boat had been modified somewhat from original. She had been re-rigged at a local yard in the mid-1990s. Her keel-stepped mast had been cut at deck level and the lower portion permanently positioned to serve as a compression post. The upper portion is now stepped on a custom-made plate that allows easier removal of the mast (and subsequent re-stepping) when the boat is taken out of the water for storage.

After purchasing her, John replaced her running rigging and fitted new blocks on deck to lead all the lines to the cockpit. He replaced the original



a Morgan 34

The Morgan 34's narrow cockpit, at left, is made for sailing and is also conducive to lounging. Lines led aft from the mast are not original, at right, but are one of several modifications made by *O'Tay Too's* previous owner, John Mathews.

Atomic 4 gasoline engine with a 26-horsepower Universal diesel engine. Then he tackled the interior.

Like other production sailboats of the 1960s, the Morgan 34 was finished in Formica with a wood-grain pattern and jazzy plaid cushions. John sanded the dark Formica and painted it white. He finished much of the hull interior by installing teak ceiling battens, fitted all new cushions covered in a rich hunter green fabric, and replaced all the countertops with Corian.

The teak-and-holly-veneer cabin sole was badly damaged and worn. John covered it with natural cork flooring material that provides excellent footing and dampens sound. Topside, the teak toerails were in poor condition. John filled the holes and dents and painted them dark green to cut back on the need for maintenance. The total refit took about a year and a half and cost somewhere north of $10,000.

A new love

Dave did not just fall in love with *Emerald Pelican*, he bought her and took her home to Tampa Bay. He was as much taken by the quality of the work John had put into the boat as he was by the boat itself. This summer Dave is starting his third year of sailing on his Morgan 34, renamed *O'Tay Too*.

Dave has upgraded the navigation equipment aboard *O'Tay Too* with a new Garmin GPS. He added a whisker pole and associated rigging for racing in the non-spinnaker, or cruising, class. He went back to his favorite sailmaker for a new 150-percent genoa. Loft owner Dennis Vallenga has built hundreds of sails over the years for Morgan yachts. He says the Morgan 24, 27, and 30 were all very successful race-boats but notes that the person steering the boat makes the most difference and that Dave is one of the best.

Dave's sons are the backbone of his racing crew. Brian and Dave sail regularly with their father. Occasionally, his other son, Mike, comes along. Not a racer, Mike says, "My dad is so competitive. I'm much more laid back, enjoy relaxing, and would rather go fishing."

Over the last year or so, Dave has limited the amount of racing he does. He enjoys daysailing in Tampa Bay, but he did win first overall in his section of the 2012 Morgan Invasion. "It was a memorable day of racing. The 10 a.m. start off John's Pass was in moderate wind. The wind died around noon and we all drifted around until the sea breeze kicked in at a solid 17 knots with a 180-degree wind shift. We had a bit of everything." This was the frosting on the cake as Dave had chalked up first in class in 2011 with the Morgan 24. He had high hopes for the 2013 Morgan Invasion in May.

A sailing titan

Charley Morgan attends the Morgan Invasion every year. Much has been written about his illustrious career as a sailmaker, yacht designer, boatbuilder, racer, and raconteur — he is one of sailing's titans. Dan Spurr wrote a profile of him in the March 2005 issue of *Good Old Boat*. In case you missed that, a brief review of Charley's career is in order.

Charley started his sail loft in St. Petersburg, Florida, in 1951 and later became interested in the design of sailboats. After some initial success in local races with a homemade plywood yawl, *Brisote*, he drew up a 40-foot keel/centerboard sloop to be built of fiberglass. *Paper Tiger*, designed to exploit the Cruising Club of America (CCA) rule, was an instant success, winning overall honors in the Southern Ocean Racing Conference (SORC) in 1961 and '62.



Under the narrow cabin trunk, the interior layout of the Morgan 34 is quite conventional for its day, at left, and has a cozy and secure feeling. Former owner John Mathews installed the ceiling battens and green upholstery, center. He also painted Formica surfaces white and laid the cork sole, at right.

In 1962, Charley enlisted the help of longtime friend Bruce Bidwell to establish a company to produce his own boats. After doing a financial analysis of labor and material components, they shelved their initial plans of building a line of small boats. "So we opened it up to a 34-footer," Charley says, "and built a lot of those."

The 34 appeared to be a smaller version of *Paper Tiger* with a beamy, shoal-draft hull and a high-aspect-ratio centerboard. Her base price was $14,950. Based on the success of the 34, Morgan Yachts grew quickly within a new market for fiberglass sailboats, ultimately producing hundreds of boats ranging from 22 to 54 feet.

Good looks and performance

The groundbreaking Morgan 34 design was to be the first of the huge range of Morgan-built boats that followed. Dave's *O'Tay Too* was built in 1967 and carries hull number 134.

The first time I saw her, she was in her slip at Davis Island Yacht Club. She possesses that somehow wholesome sense of proportion common among boats built to the CCA rule. A distinguishing feature on the Morgan 34 is the slight break in the line of her cabin trunk, as if in homage to a raised pilothouse. The look is reinforced by the careful placement of a large fixed portlight aft in the cabin side and three smaller opening ports forward. By today's standards, her cabin trunk is narrow for her beam, resulting in wide sidedecks that allow easy movement from the cockpit to the foredeck. Later, while photographing *O'Tay Too*, I was able to appreciate more fully the sleek proportions of her hull.

Belowdecks, I was struck by the simplicity of her standard layout and how well the light-colored surface finishes and hunter green cushions set it off. The varnished ceiling battens gleamed. She looked as if she had been designed by Herreshoff himself. John Mathews' expertise was quite evident.

> "…she is so well-balanced she can be steered with one finger."

Dave is very pleased with how the Morgan 34 performs.

"She points well with the centerboard down. She is very fast reaching and goes best downwind with the board up, the whisker pole rigged, and some crew weight forward. When the sails are trimmed properly on any point of sail, she is so well-balanced she can be steered with one finger. The boat is structurally strong, a pleasure to sail, comfortable for cruising with two to four persons, and she sails faster than many cruising boats," says Dave. Not a bad assessment for a good old boat built almost 50 years ago.

A couple of concerns are worth noting, according to Dave. The cable on the centerboard winch reel can snarl if not watched while raising the board up all the way, and backing up is difficult because of prop walk. "I haven't figured that one out yet," he says. "And I'm still not sure I like a wheel as much as the tiller on my old 24."

The morning we met at Davis Island Yacht Club was cloudy and cool with a nice breeze blowing up Tampa Bay. Dave was joined on *O'Tay Too* by son Brian and crewmembers Rory Jones and Mark Rogers. I boarded a 16-foot aluminum fishing boat steered by son Mike with grandson Layton as crew.

O'Tay Too made passes by us showing off her sleek hull with its deep sheerline and long overhangs. A rapidly approaching cold front gave us the opportunity to see her in action under a variety of lighting conditions.

When we had enough photographs and turned back toward the yacht club, I noticed Dave and the crew were not done for the day. *O'Tay Too* was heading out into the bay on a close reach, nicely heeled. They were enjoying a pleasant daysail, and I didn't blame them.

Bill Jacobs has spent the last 48 years in sailboats and powerboats. A marine photographer and writer, Bill winters in Sarasota, Florida, where he cruises on a Mainship 34. In the summer he can be found sailing his Cape Dory Typhoon on Lake Michigan off the shores of Door County, Wisconsin.

The Morgan 34 . . .

. . . and two fellow CCA keel/centerboarders

BY ROB MAZZA

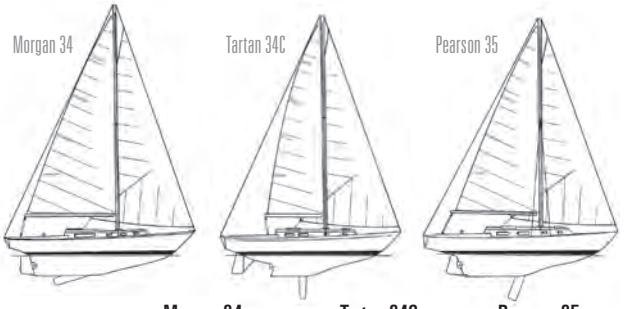
I have to admit to having a prejudice toward keel/centerboarders — possibly due the fact that I own one — so I'm pleased to be looking at three CCA keel/centerboarders, this time from the mid- to late 1960s. In July 2012, we looked at three larger yawl-rigged interpretations of this concept from the late '50s and early '60s, none of them true production boats. For this review I've chosen sloop-rigged boats from the early work of three very proficient and well-known high-volume production fiberglass sailboat designers and builders.

Each of these shoal-draft boats tries to improve upwind performance by the use of a high-aspect-ratio pivoting centerboard housed beneath the cabin sole. I've always had doubts about the efficiency of a high-aspect-ratio board protruding from a very low-aspect-ratio keel (see "Keel/Centerboard Evolution" on page 14). My own preference would be a more triangular-shaped weighted board that, when lowered, would form a more logical extension of the shoal-draft keel, although I have never seen any test or simulation data to confirm my view.

The Morgan 34 and the Pearson 35 are more closely related to the boats compared in the July 2012 issue, each having a full keel with the rudder attached. I included the Tartan 34C with these full-keel configurations to introduce the evolutionary "next generation" that brought a higher performance rig and underbody into the picture while still providing shoal draft for better cruising and shallow water applications.

The Tartan 34C (for classic) has a separate skeg-hung rudder and a much more distinct keel, still with a centerboard housed in a slot in the lead ballast. This configuration, even with the skeg, reduces wetted surface and increases maneuverability. I can speak with some authority about how difficult these shoal-draft full-keel hulls can be to tack in high winds and a steep sea, especially during starting-line maneuvers. In addition, the weather helm generated by my own C&C Corvette on a heavy-air reach can be somewhat overpowering, even when the board is raised as shown in the Morgan 34 illustration.

It is also interesting to note the Tartan has a shorter boom and higher-aspect-ratio mainsail than the Morgan and the Pearson. This is intended to achieve higher performance as well as a lower rating. That increase in performance is also borne out in the numbers.



	Morgan 34	Tartan 34C	Pearson 35
LOA	34' 0"	34' 5"	35' 0"
LWL	24' 9"	25' 0"	25' 0"
Beam	10' 0"	10' 2"	10' 0"
Draft (c/b down)	7' 11"	8' 4"	7' 6"
Draft (c/b up)	3' 9"	3' 11"	3' 9"
Disp.	12,500 lb	11,200 lb	13,000 lb
Ballast	5,200 lb	5,000 lb	5,400 lb
LOA/LWL	1.37	1.38	1.40
Beam/LWL	0.40	0.41	0.40
Disp./LWL	368	320	371
Bal./Disp.	.42	.45	.42
Sail Area (100%)	545	527	549
SA/Disp.	16.2	16.8	15.9
Capsize No.	1.73	1.82	1.70
Comfort Ratio	33	28	33
Years built	1965-70	1968-78	1968-82
Designer	Charley Morgan	Sparkman & Stephens	Bill Shaw

Note that the Tartan, even though slightly longer on the waterline than the Morgan, is 1,300 pounds lighter. It is 1,800 pounds lighter than the Pearson on the same waterline. Assuming these published displacements are accurate, the Tartan 34C displays the more competitive displacement/length ratio at 320, compared to 388 and 371 for the Morgan and the Pearson.

The Tartan's shorter boom results in a smaller sail area, but its lighter displacement still gives it a higher sail area/displacement ratio of 16.8 in comparison to the Morgan's 16.2 and the Pearson's 15.9. The Tartan also has a higher ballast/displacement ratio, indicating better upwind potential, especially when combined with a slightly deeper draft.

If I were to pick a boat for performance around a racecourse, it would be the Tartan. Looking at the performance ratios discussed above, it certainly has the advantage on all points of sail. When you include the lower wetted surface and the better maneuverability achieved with the removal of the deadwood aft, there should be no doubt of the outcome, everything else being equal.

The Tartan's lighter displacement does produce the highest capsize number, but since all are well below the threshold of 2.0, this doesn't represent a great risk offshore. Similarly, the lighter displacement leads to a comfort ratio that's lower, but not significantly so.

Numbers aside, I like the profile of the Morgan best of all. Each is appealing, but the Morgan has slightly more rake to her transom and I must admit an attraction to that subtle rise in the house aft to form the hint of a doghouse for increased headroom.

Rob Mazza is a Good Old Boat *contributing editor. A sailor by passion and yacht designer by vocation, his long career around sailboats began at C&C Yachts back when now good old C&Cs were cutting-edge new.*

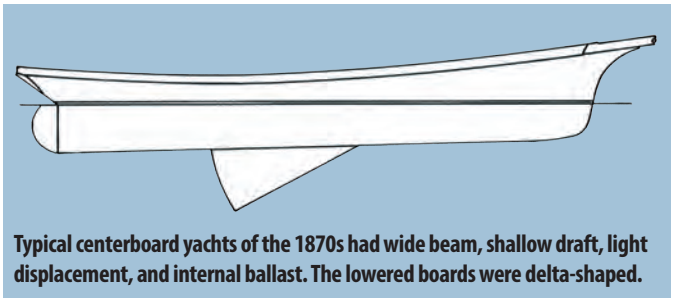
Keel/centerboard evolution

Movable appendages went almost full circle

BY ROB MAZZA

In the early history of yachting there were two distinct types of sailing craft, keelboats and centerboarders, and at the time, as the saying goes, "Never the twain shall meet!" As discussed in my piece on cutters and sloops ("What is a Cutter?" November 2012), British cutters were always deep-keel configurations while the American sloop was always a wide-beam centerboard configuration. As these national types, each with completely unrestricted sail plans, became more extreme — cutters getting narrower and deeper with greater amounts of external ballast, and sloops getting wider and shallower with all their ballast inside — tragedies were inevitable. Lives were lost when extreme examples of both types foundered.

Schooners, too, could be divided into keel or centerboard configurations — the yacht *America* was a typical George Steers-designed pilot schooner of the keel type. Later racing schooners, however, especially in New York Harbor, became extreme centerboard configurations. Steers himself designed yachts of both types. The keel-centerboard divide was also a regional one, with the yachts of Boston tending toward the keel types and those of New York being centerboarders.



Typical centerboard yachts of the 1870s had wide beam, shallow draft, light displacement, and internal ballast. The lowered boards were delta-shaped.

Rule-driven changes

All this came to an end in 1884 with the adoption of the sail-area/waterline rules on both sides of the Atlantic. In North America this was the Seawanhaka Rule, and its implementation changed entirely what yachts looked like. (See Ted Brewer's article "Rating Rules Shaped our Boats," May 2000). While this ended the extremes of the cutter and the sloop, it would lead inevitably to unhealthy extremes of its own. The modern concept of the keel/centerboarder grew out of this rule, with Edward Burgess' 1885 America's Cup defender, *Puritan*, being the most prominent early example of this new type, but not the only one. (See "Origins of the Keel/Centerboard," July 2012.)

One of the most significant developments in these "compromise cutters" of the 1880s was the combination of external ballast with a pivoting centerboard rotating through a slot molded into this external ballast. All current keel/centerboarders can trace their origins to that period. At that time, the vast majority of centerboards, when lowered, were delta-shaped below the keel. These large boards, which were rectangular in shape, were housed in centerboard boxes that often intruded well above the cabin sole and, in the original centerboard configurations of the sloops and schooners, usually extended up to the deck beams. However, the breed quickly slipped from the racing scene with the adoption of the Universal Rule in 1906 that penalized centerboards more heavily than the rule it replaced.

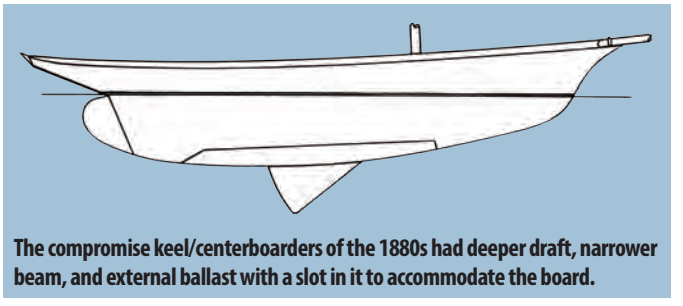
Arrival of the airfoil

It was not until the 1950s and '60s that the keel/centerboard made its dramatic reappearance on the racecourse with the successful Phil Rhodes' *Carina* and Olin Stephens' *Finisterre*. This resurgence, combined with the introduction of series construction in fiberglass, produced the models reviewed in this issue's comparison piece on page 13.

Note, though, one important change in the nature of the centerboard. This new version of the centerboard still rotated out of a slot in the cast lead ballast but it was no longer delta-shaped. It had the shape of a high-aspect-ratio wing. This "wing type" configuration was undoubtedly influenced by modern low-speed-airfoil theory that held long narrow foils to be far more efficient (producing higher lift and lower drag) than shorter, wider foils. The wing shape was also a function of wanting to house the centerboard and its required box entirely below the cabin sole so the box would not protrude into the accommodations. What this created, however, as mentioned in the comparison article, is a highly efficient high-aspect-ratio centerboard protruding from a less efficient low-aspect-ratio keel.

Non-cooperating foils

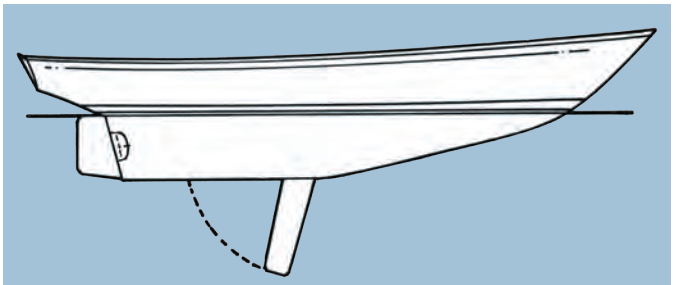
These two foil types don't operate in harmony. Neither is large enough by itself to generate the same lift as the equivalent full-depth ballasted keel. To generate the desired lift, the low-aspect-ratio keel requires a higher angle of attack (the leeway angle), an angle at which the high-aspect-ratio board could be in danger of stalling. In addition, any wing will suffer "tip loss" when the high-pressure fluid on the leeward side of the keel spills over to the low-pressure area on the windward side of the keel. These tip losses are common on all lifting surfaces and produce the tip vortices common to all foils. Tip vortices produce something called "induced drag," with the amount of induced drag being directly proportional to the size of the tip vortex.



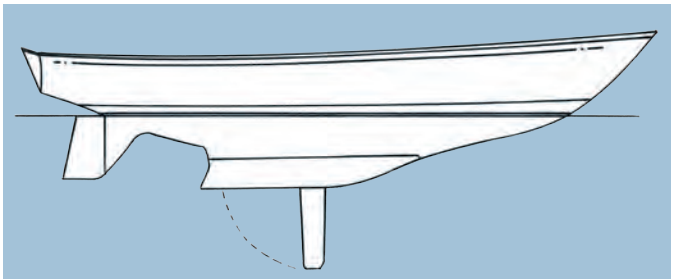
The compromise keel/centerboarders of the 1880s had deeper draft, narrower beam, and external ballast with a slot in it to accommodate the board.

> “… the board is doing little to reduce the tip losses spilling off the keel …”

Obviously, the higher the aspect ratio of the wing and the smaller the wingtip in proportion to the area of the wing, the smaller the tip loss. And the smaller the tip vortex, the smaller the induced drag. That’s why glider or sailplane wings are so long and narrow. Therefore, the combination of the high-aspect-ratio board protruding from a low-aspect-ratio keel means the board is doing little to reduce the tip losses spilling off the keel, and the upper portion of the board might actually be operating within these tip losses. The result is that these two independent foils are not acting in unison, and the performance of the board is being compromised by the presence of the keel.



Encouraged by the CCA rule, the keel/centerboard reappeared in the 1950s, but the board was a high-aspect-ratio wing housed entirely below the cabin sole.



In the 1960s and ’70s, boats began to appear with fin keels and separate rudders together with high-aspect-ratio centerboards housed within the ballast.

The other detriment to performance of this configuration is the turbulence that develops in the open slot in the keel when the board is lowered. Anyone who has sailed a high-performance racing dinghy upwind without flaps on the bottom of the centerboard trunk knows firsthand the amount of water sloshing around in the box and how much of that ends up in the boat. On racing dinghies, centerboard flaps are essential, but flaps are almost never installed on keel/centerboard configurations. Early delta-shaped centerboards did not suffer from this since the board, even in the lowered position, always filled the slot. High-performance development dinghies, such as the International 14, solved this problem completely by converting to daggerboards, where the foil-shaped board always completely fills the corresponding foil-shaped slot. The famous little Laser also employs the daggerboard.

Foils working in harmony

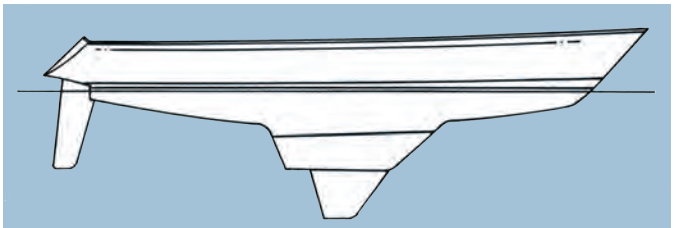
When I was at C&C, we addressed these problems by developing a centerboard configuration that acted more in unison with the keel. Our goal was to have the centerboard act more like a “keel extension” than as a separate foil. The centerboard, when lowered, was as close as we could get it to being an augmentation of the keel, so we were no longer dealing with two independent entities trying to act together, but created instead one large foil made up of two interacting components. This was a real harkening back to the early delta-shaped boards of the late 19th century, indicating that even without (or possibly in spite of) an understanding of the new science of aerodynamics, these early designers intuitively knew what was best.

This “keel-extension type” of board also did a much better job of properly filling the slot when the board is down. Indeed the board — be it an iron or bronze casting or a lead-filled fiberglass molding — always transitions from a foil shape to a rectangular cross-section that completely fills the slot when the board is fully lowered.

The configuration also contributes much more to stability than the high-aspect-ratio board. Its longer foil length results in greater actual thickness for a given foil thickness ratio (usually from 6 to 10 percent of length). This results in the board having a greater volume and a resulting higher weight, especially if it’s cast from iron or bronze. When the board is lowered, there is consequently a more noticeable lowering of the total ballast center of gravity with a commensurate increase in stability.

The typical keel/centerboard configuration of most production sailboats of the 1960s and ’70s is a product of the CCA era of yacht design when prevailing airfoil theory encouraged the use of higher-aspect-ratio boards protruding from lower-aspect-ratio keels. However, the better solution that emerged in the ’80s, primarily from C&C, was the use of the keel-extension type of board where the board and keel acted more in unison, the drag from the open slot was eliminated, and stability was increased with a lowering of the center of gravity. This was, on the whole, a much better solution and one surprisingly close to that employed by the originators of the keel/centerboard.

Rob Mazza’s bio appears on page 13.



In the 1980s, C&C developed a centerboard that, when lowered, looked and performed like an extension of the keel.

Chart Datum and GPS 101

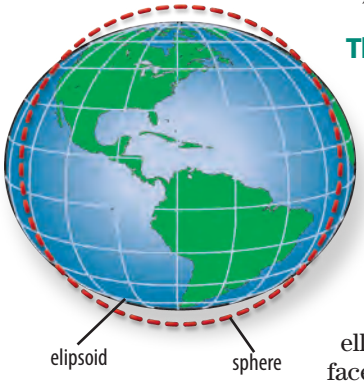
Where you are depends on where you measure from

BY DON LAUNER

A chart datum is a reference from which data or information displayed on a nautical chart is measured. One type of chart datum, the vertical datum, is the reference used for the charted water depth. A common water-depth reference datum is mean lower low water, abbreviated MLLW. There are other types of chart datum. One of these is the horizontal datum that establishes where the latitude and longitude grid is placed on the chart.

Our non-spherical Earth

In 300 B.C. the Greeks established that the Earth was a sphere. But the Earth is not a true sphere. Due to its rotation, it bulges out at the equator and is flattened at the poles, so its shape is closer to an ellipsoid.

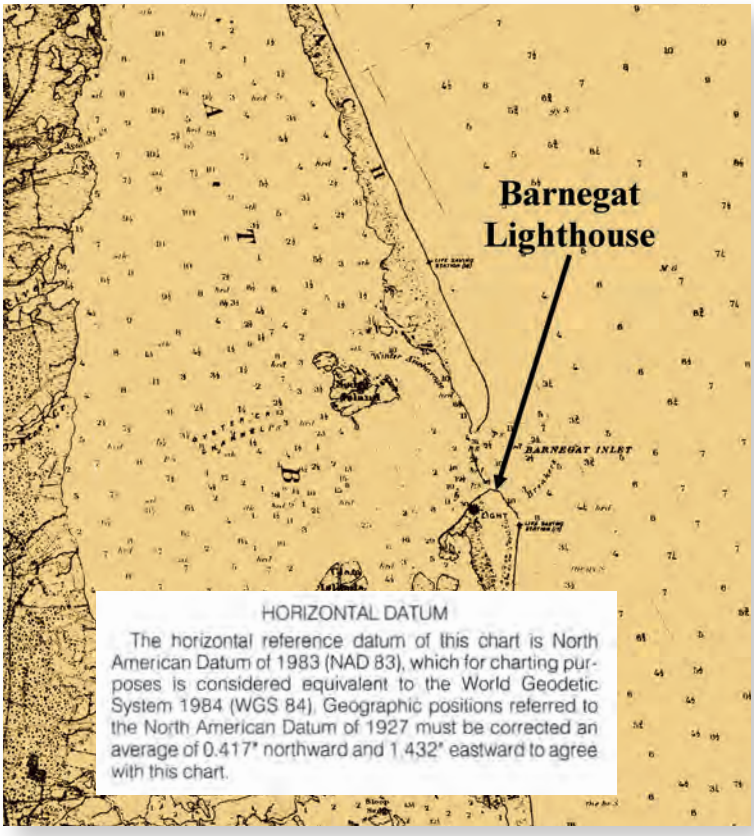


Ellipsoids come in an infinite variety of mathematical shapes. The Clarke Ellipsoid, promulgated in 1866, was the first ellipsoid to represent the Earth. By the 20th century, it was clear the Clarke Ellipsoid was not accurate and cartographers developed the North American Datum Ellipsoid of 1927, or the NAD 27 ellipsoid.

This ellipsoid was fairly accurate for North America but not for the rest of the world, so in 1966, the World Geodetic System developed a new mathematical model called the World Geodetic System Ellipsoid of 1966, or WGS 66. The mathematical models continued to be refined and WGS 72 was adopted next. Finally, a new North American ellipsoid was also proposed, the NAD 83. A year later, the WGS 84 model was adopted. The NAD 83 and the WGS 84 are, for all practical purposes, identical.

The geoid

It looked as though the problem of a non-spherical Earth was finally solved. However, because differences in gravity at various points on the Earth's surface create depressions and bulges, the surface is not a smooth mathematical ellipsoid. The actual shape of the Earth is now referred to as the geoid. It very closely approximates the mean sea-level surface of the Earth, and shows differences up to plus and minus about 100 meters (328 feet) from the theoretical NAD 83/WGS 84 ellipsoids. Since these differences are random across the face of the Earth, it complicates the mathematical presentation of the Earth's surface. As each mathematical representation of the Earth becomes more accurate, there is a resultant shift in the location of the latitude and longitude grid.



Our moving grid

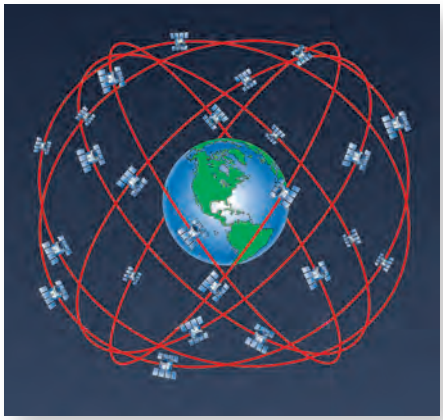
My home overlooks Barnegat Bay on the New Jersey shore. On the living room wall is an 1872 chart of the bay showing coastlines, islands, and water depths that are surprisingly similar to today's charts. There is one big difference, however: the latitude and longitude grid on the 1872 chart is 9 miles off compared to the latitude and longitude grid on contemporary charts.

Since 1872, the mathematical concept of the Earth's shape has changed several times, and each change has resulted in a change in the horizontal datum and a shift in the location of the latitude and longitude grid.

How the latitude and longitude grid is positioned on a chart depends on which mathematical shape, or datum, is used to describe the shape of the Earth. Many mathematical shapes are used in different places around the world. If two charts that cover the same area are drawn to different datums, the positioning of the latitude and longitude grids on those

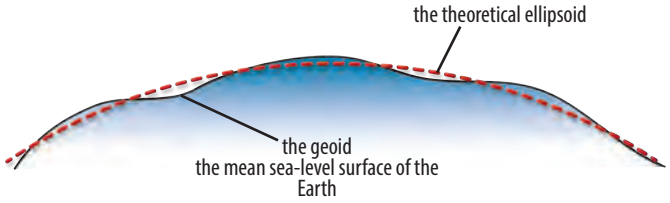
A scan from a chart of the New Jersey coast, at left, shows the note that specifies the horizontal datum (latitude and longitude reference grid) to which the chart is drawn — the NAD 83/WGS 84. The note also specifies by how much locations of features on this NAD 83/WGS 84 latitude and longitude grid differ from their locations according to the NAD 27 grid. This "horizontal datum" notation on a chart goes largely unnoticed and unappreciated by most chart users.

LAYOUT AND ILLUSTRATIONS BY TED TOLLEFSON



charts will likely be different. The location of the same geographic feature will be represented by two different latitudes and longitudes depending on each chart's horizontal datum.

The position of the ellipsoid/geoid-derived latitude and longitude grid is irrelevant as long as your GPS receiver is set for the same mathematical ellipsoid/geoid (datum) as that on the chart.



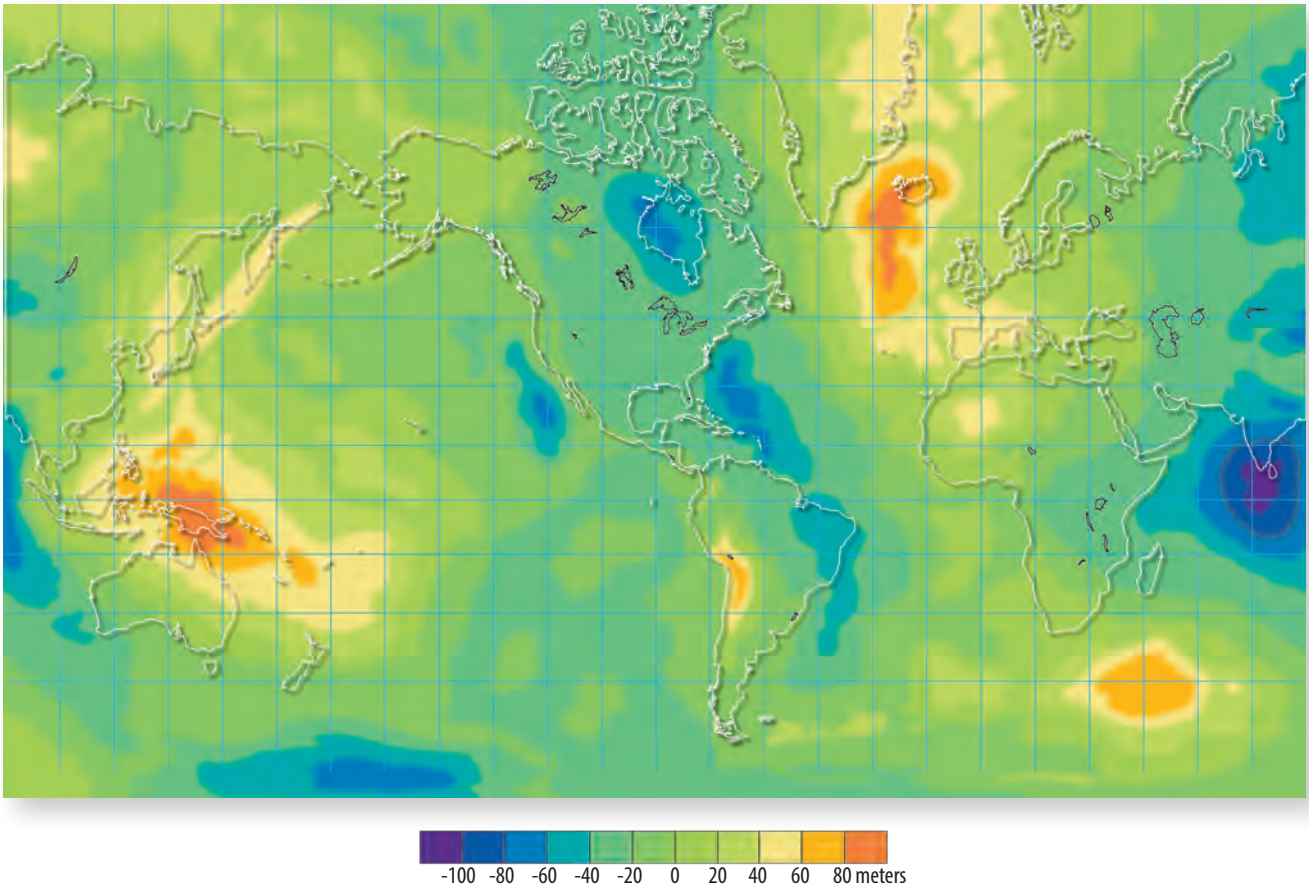
The WGS 84 ellipsoid assumes Earth's surface is smooth, above. The geoid represents the theoretical mean sea level and is lumpy because of variations in gravity caused by the Earth's non-uniform composition. The map, below, shows the differences in elevation between the ellipsoid and the geoid.

Inside and outside the U.S.

The datum used on all current United States charts is the NAD 83 and WGS 84. This is the default datum of GPS receivers sold in the U.S. A GPS receiver is able to use about 100 datums that can be accessed through the GPS's settings. When using a GPS receiver outside the U.S., it is of vital importance that you reset the datum on the receiver to match the datum indicated on the foreign chart you're using. If you fail to reset the datum, your indicated position could be miles off.

You must then remember, of course, to set your GPS datum back to the default setting of NAD 83/WGS 84 when returning to U.S. waters and using U.S. Charts.

Don Launer, a Good Old Boat *contributing editor, built his two-masted schooner,* Delphinus, *from a bare hull. He has held a USCG captain's license for 40 years and has written five books. His 101 articles through November 2011 are available for downloading as a collection from the Good Old Boat download website, www.audioseastories.com. Look under Archive eXtractions.*



Matt Rutherford's

Having circled the Americas, he's now focused on the oceans

BY ANDY SCHELL

Matt Rutherford, at left, who made it into the record books for his solo circumnavigation of the American continents, has his eye on a new venture. He plans to devote his time, and a new old boat, to research projects on the world's oceans. One of his first tasks upon acquiring the steel Colvin schooner he is converting into a research vessel, on facing page, was to tear off the rotted plywood deck.

By the time you read this, with luck, Matt Rutherford will be back at sea. Aboard his newly refitted Colvin Gazelle, the R/V *Ault*, Matt will be heading into the empty swath of ocean between Bermuda and the Azores, collecting data on the Atlantic garbage patch and filming for a documentary. It will be the first of a series of expeditions that will reach all corners of the globe, from the Northwest Passage to Micronesia and the Antarctic. After his many years sailing, and the thousands of miles he sailed solo on his voyage around the Americas (see "A Sailor, a Boat, and a Quest," September 2012), Matt wants to give back.

"I caught the bug a little bit with the Around the Americas trip with CRAB," he says. After successfully negotiating the Northwest Passage, Matt and his 27-foot Albin Vega, *St. Brendan*, started attracting real attention from the sailing public and, by the time he returned to Annapolis, Maryland, in April 2012, they had managed to raise over $100,000 for CRAB (Chesapeake Region Accessible Boating).

Once home again, Matt launched the Ocean Research Project that fall with the aim of exploring the world's oceans, collecting scientific data, educating and entertaining the public about the oceans, and inspiring action to change them for the better. It is easily his most ambitious project to date, but the success of the CRAB partnership has bolstered Matt's confidence. The Ocean Research Project received its official 501(c)(3) nonprofit designation in December with the help of Iowa Senator Tom Harkin, author of the Americans With Disabilities Act and one of Matt's most public supporters during the Americas trip.

A vessel and a crew

The new project's first order of business was finding a boat, a crew, and the money necessary to make it all work. Despite the fact that he owns two boats — the Vega and his Pearson 323 — Matt was once again searching the listings.

"Finding a metal expedition vessel here in the States is difficult," Matt says. Most of the metal boats he located were either home-built designs only partly finished or fancy aluminum or steel yachts far too expensive for the Ocean Research Project's budget.

A 42-foot steel Colvin Gazelle schooner finally turned up. Matt bought her and named her *Ault*, after the U.S. Navy ship his grandfather served on during WWII. He sailed her north from Florida in December and immediately started disassembling her, despite his comment that she was "ready to roll . . . more or less." Matt took out a personal loan to buy the boat. It is the age-old "chicken and egg" conundrum: the Ocean Research Project needed to raise money to get the boat, but it needed the boat in order to raise the money.

When I first saw her in Annapolis in February, *Ault* was still in the water but under a shrinkwrap cover with the rig pulled and the deck torn open. You could step from the sidedecks right onto the saloon table. The place was a mess. It reminded me of when *St. Brendan* was in a similar state of disrepair only a month or so before Matt set off on his historic journey. Matt knew this work was coming and he enjoys it. "I needed something labor-intensive, not money-intensive," he jokes when explaining why he picked the Colvin.

Matt has help this time. Nicole Trenholm has become an integral part of the Ocean Research Project now that it's fully operational. Nicole (Nikki) works for NOAA aboard a 55-foot aluminum catamaran that operates out of Solomons Island, Maryland, and is used for research on Chesapeake Bay. Each one of its three-person crew is

next adventure

equally responsible for all the systems on board, carrying out the research, and commanding the boat. Nikki has a rare combination of youthful exuberance, hard-earned scientific-research credentials, and big-boat operating experience that makes her a perfect fit with the Ocean Research Project. She has agreed to join *Ault's* first expedition into the Atlantic and she is not afraid to get her hands dirty.

Rig modifications

Ault was previously junk-rigged, as a lot of the Colvin designs were, with freestanding aluminum spars and a long bowsprit, of which only a short stump remains. Somewhere along the line, someone turned her into a cat-rigged schooner of sorts, keeping the freestanding spars but bending on Marconi-type sails. The masts are nearly equal in height with the foremast right at the bow. The sail plan could not get much simpler.

"I'm going to take the furler and jib off *St. Brendan*," Matt said as he showed me around on deck. His plan is to have a new bowsprit fabricated in Annapolis and welded to the stump of the original to add about 150 to 200 square feet of sail. With a pilothouse aft (ideal for the high-latitude sailing Matt expects to do in 2014 and beyond), the boat appears to be more of a motorsailer than it really is. "This thing will actually get up and go," Matt says, "and that extra bit of sail forward should make a difference."

The freestanding masts create complications because of the type of sailing Matt plans to do. Very long ocean passages and trips to the Arctic and Antarctic will put enormous stress on the rig.

"We need to add running backstays and a few fittings on the masts to help reinforce things," Matt says. "Riggers always tend to be on the cautious side, but they are especially so now." Because the tapered round shape of the mast section and its ability to flex is what gives the masts their strength, any additional fittings will be welded on or attached with special collars. "We'll also put Strong Tracks or something similar on the masts for the main and foresails," he continues. "Hyde Sails is making us new fully-battened sails, each with three deep reefs, and all the sail controls will lead into the pilothouse," he adds while pointing out a couple of winches on the pilothouse roof that will need to be relocated inside to accomplish that. "Plus we'll get all new pilothouse windows made from high-strength plastic, the same stuff the Vega has."

At this stage, Matt's list was long and new items were being added faster than others were getting checked off. But that said, Matt should have a master's degree in resourcefulness. The same persistence that made his Americas voyage successful on a shoestring has carried over to *Ault* and the Ocean Research Project. Scanmar has agreed to support him and will provide *Ault* with a Monitor self-steering system. PredictWind will again be his source for weather data and satellite communications offshore, and a number of local businesses in Annapolis are kicking in their own support, among them Port Annapolis marina where *Ault* is currently berthed.

Making a research vessel

Since science and education make up two-thirds of the Ocean Research Project's mission statement (the third, Matt's favorite, is exploration), *Ault* needs to be fitted out as a research vessel. To that end, he has secured sampling nets he'll mount on the expansive deck aft of the pilothouse. He'll store other scientific odds and ends in the aft cabin.

Extra fuel tanks will be fitted to extend the boat's range under power to nearly 1,700 miles, an important factor when operating in the often windless mid-Atlantic in the center of the Azores High and the equally benign Northwest Passage in the summer. Thankfully, *Ault*'s engine, a Perkins 4-108, seems up to the task. "It runs like a champ!" Matt says. "By far the best motor on any sailboat I've ever sailed."

PHOTOGRAPHS BY ANGIE MYERS

Resources

Ocean Research Project
oceanresearchproject.org

CRAB (Chesapeake Region Accessible Boating)
crabsailing.org
Don Backe, founder of CRAB, the organization for which Matt made his fund-raising solo voyage, died on April 12, 2013.

In January, Don received the 2012 Old Pulteney Maritime Heroes Award recognizing his role in creating CRAB, which provides access to sailing for people with physical and developmental challenges.

Don lost the ability to walk after a car accident in 1987, but he soon returned to sailing. He founded CRAB as a way to bring the sport he loved within reach of others who might not otherwise have had the opportunity to experience it.

Matt is nothing if not hands-on, at left. After acquiring the boat (which he named *Ault* after the ship his grandfather served on in WWII), Matt sailed her from Florida to Annapolis, where he set about making her seaworthy enough to spend months at a time collecting data in the middle of the North Atlantic Ocean. The epoxy cans on the new deck, above, are a measure of the work ahead of him.

PHOTOGRAPHS BY MARIA KARLSSON

"The plan is to do two expeditions," he says of his itinerary, "one offshore in the Atlantic and one in the Chesapeake. The Atlantic garbage patch is fairly wide open in terms of research, or lack thereof," he says, noting that its cousin in the Pacific gets all the attention. Matt and his crew on *Ault* will spend 75 days offshore starting in May, collecting data and filming their adventure, as he puts it, "dead smack in the middle of nowhere."

"In the fall, we will do eight to 10 weeks of research right here in the Chesapeake Bay," Matt says. Not only will that give him an opportunity to do something for the community that has made him a local hero, but it will also buy him time to plan for expeditions farther afield.

"By 2014, the documentary about my Americas trip will be out and my book will (hopefully) be out," Matt says optimistically. "Plus we will have solidified a better scientific agenda." That, he hopes, will get him back to the Arctic.

I asked what is harder: preparing for the great unknown and managing the fear of attempting something no one has ever done before, or managing an entirely new endeavor that involves a bigger boat, bigger goals, and more people.

"Back then, it was harder to raise money," Matt says, "but there was less work. And it was just me; now there are a lot more elements to consider."

When talking to Matt Rutherford, you get the idea that his Americas trip was part of a greater plan to draw attention to himself, not for his ego but for his desire to serve the greater good.

"To me, it's not important to continue to be first to do this, first to do that," he says. "I've been first to do something, you know, and that's fine. I want to be able to continue to sail and do it in a way that's going to give back . . . not just to the ocean, but to the education of people who care about the ocean. And especially to those who are landlocked in Kansas who have never even *seen* the ocean," he continues, even more passionately. "At least nobody is wondering anymore *if* I can do it!"

Andy Schell is a professional sailor and writer. His wife, Mia Karlsson, is a photographer. Follow them on their website, www.59-north, where Andy has a podcast called Two Inspired Guys, recent episodes of which feature conversations with sailors Yves Gélinas and Matt Rutherford.

Repowering to a saildrive

No coupling, no shaft, no strut, less DIY angst

BY BERT VERMEER

There may come a time in a sailor's life when the cherished family member needs to be repowered. I suspected that not all 13 horses of the venerable Volvo MD7A diesel in *Natasha*, our 1978 Islander Bahama 30, were pulling their weight anymore. Those that were tended to overheat when we were cruising along the coast of British Columbia, where the reliability of the iron genny is critical in the strong currents and light-air conditions common in midsummer.

To keep the frightful cost of a new diesel installation reasonable, I planned to do the work myself. However, I was afraid that installing engine bearers and aligning the shaft and strut would require more than my limited skills. I also wanted to reduce, as much as possible, the noise and vibration coming from the engine compartment. A saildrive unit would address both concerns with a simplified installation and noise-damping isolation engine mounts. I concluded from my research that a 3-cylinder Beta 20 (based on the Kubota 722 block) with a Sea Prop 60 saildrive was the best choice.

Unlike a "conventional" inboard engine installation with two engine beds, a near-horizontal propeller shaft, and a stuffing box sealing the shaft, a saildrive more closely resembles an outboard motor with the lower unit punched through the bottom of the hull. A complicated and refined fiberglass molding replaces the two engine beds. It supports the engine and the drive, allows the drive to pierce the bottom of the hull, and seals around the vibrating engine and drive to keep the sea in its place.

The first step was to ensure that the replacement Beta unit would fit the relatively small engine compartment under the cockpit sole. Critical measurements were the width of the molded-fiberglass engine bed and the overall height of the engine. I constructed scale-model cardboard mock-ups of the compartment and the engine. They showed that the Beta would fit . . . but just barely. I ordered the engine/saildrive combination from Gartside Marine, the Canadian distributor for Beta Marine, and had the boat hauled out at a local boatyard.

Out with the old

The first event was to remove the old Volvo, along with its shaft, strut, and oil-soaked mahogany engine bearers. With a great deal of trepidation, I used the boom to lower the Volvo over the side. Next, I cleaned up the engine compartment and removed all the associated wiring. The factory wiring for the port side of the Islander crossed through the engine compartment, a pretty standard practice back in the 1970s. As I wanted to eliminate the potential fire risk, I rerouted all the wiring through the stern lockers. The Beta came with its own

Resources

Islander 36 Association website
www.islander36.org
A complete, detailed day-by-day log of Bert's installation has been posted under the Maintenance Systems Menu.

With a little help from the mainsheet and boom, Bert removed the old Volvo from *Natasha*.

With the engine out, Bert proceeded to remove the accessories that were no longer needed.

Bert cut away the old engine beds and prepared the space to receive the bed for the saildrive combination.

wiring harness, a simple plug-in — very clean. I purchased *The Boat Owner's Illustrated Electrical Handbook* by Charlie Wing as a guide to the re-wiring process, a task much simplified with the empty engine compartment.

When the engine package arrived, work began on the installation process. The manufacturer required the installer (me) to assemble the engine/leg unit onto the bed for alignment. Mounting holes on the bed needed to be drilled and tapped to ensure the entire package was properly aligned. I did this at home, where there was much more room to work. Then I disassembled the completed unit and prepared the engine bed for installation in the boat.

With the limited space in the engine compartment, I had to remove a considerable amount of cabinetry to allow the bed to be glassed in . . . plenty of work with saws and grinders! I also had to seal the holes left in the hull from the original strut bolts, shaft, and raw-water intake. I then trimmed the bed to the contours of the hull using a jigsaw and belt sander, taking small steps to ensure I didn't remove too much material. I lined up the bed inside

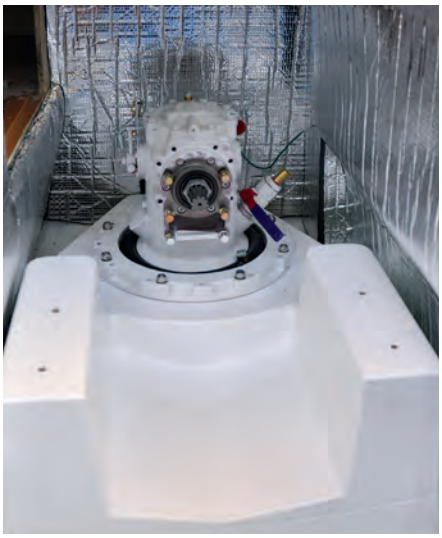
Bert assembled the engine/drive unit to its base, at left, to drill and tap holes for the mounting bolts, center. Cutting the hole in the hull was daunting, at right.

the compartment, marked the position, and then (argh!) cut the hole through the hull. (An owner should never have to cut a hole this enormous through the hull himself!) For peace of mind, I hired Blackline Marine, a local premier boat-repair company, to glass in the engine bed. I didn't want an oversight on my part to result in the bed separating from the hull at an inopportune moment.

In with the new

The next step was to install the Sea Prop 60 leg into the bed. This unit was light enough I could carry it to the boat. Space was tight and required that I partially disassemble things just enough to lower the overall height of the unit so I could tilt the leg into the bed. I had to make up the rubber fairing piece around the leg where it

The new engine bed was a tight fit in the space, at left, and Bert had to jiggle the drive unit to fit it with the limited height available. A rubber fairing surrounds the drive leg, at center, and is glued to the hull. A Gori folding propeller, at right drives the boat well and creates little drag when the boat is sailing.



With the drive leg installed and sound insulation fitted, the engine space looked very clean, at left. A boatyard crane did the heavy lifting with the new engine, at center. The Beta engine lost its standard red color because Bert likes white, at right. *Natasha* sails on, below, and Bert has new confidence in her reliability.

entered through the bottom of the hull and glue it into place. Once the leg was bolted down, the hull was again watertight. I painted the bottom with anti-fouling and prepared *Natasha* for sea. In the interest of saving boatyard costs, I had her launched and towed back to the marina. There was still plenty of work to do, but it could all be done at the dock.

The engine compartment cabinetry had to be reconstructed and glassed into place. I painted the compartment throughout with an interesting and effective sound-absorbing material called Silent Running, then glued foam sound-insulation sheets onto the paint. I also installed the engine-control cabling to the pedestal, the wiring to the new instrument panel, and the fuel lines. Once those pieces were all in place, Gartside Marine lifted the engine into the cabin. From there, it was a fairly simple matter of sliding the engine into the compartment, bolting it to the saildrive unit and engine bed, hooking up the wiring harness, engine controls, and fuel lines, and firing the beast up. The sound of a smoothly running diesel was music to my ears. It was time to go sailing!

So far we have just over 30 hours on this new iron genny and it has lived up to our expectations. Performance under power with the standard Gori folding propeller has been excellent. Servicing the unit is a joy with all the service points easily accessible at the front of the engine. More important, there is virtually no vibration. The noise level has been greatly reduced in the cabin and cockpit. We can hold a conversation in a normal tone of voice, even at full cruising rpm.

Bert Vermeer and his wife, Carey, live in a sailor's paradise. They have been sailing the coast of British Columbia for more than 30 years. Natasha *is their fourth boat (following a Balboa 20, an O'Day 25, and another Islander Bahama 30). Bert tends to rebuild his boats from the keel up. Now, as a retired police officer, he also maintains boats for a number of non-resident owners and he is an active member of the Islander 36 Association.*

Tight and tidy tails

Tame reefing lines with neatly hitched coils

BY ED ZACKO

Mainsail reefing systems vary in detail but have one problem in common: what to do with the excess lines from the reef-clew outhauls.

We have three sets of reef points on *Entr'acte*. The clew outhaul lines are quite long: 12 feet for the first reef, 18 for the second, and 24 for the deep reef. Under full sail, these lines are not a problem but, as the first reef goes in and the clew is hauled out and cleated, three long tails must be coiled and stowed. Not only must that first reef outhaul be adjusted, but the slack must be taken out of the other two outhauls and their excess line stowed as well. That's a lot of spaghetti!

Over the years, I've seen and tried various coiling methods but found them all wanting. While the lines were out of the way, they were either not secure, too secure, not neat and shipshape, or a chore to readjust. What's worse, they always seemed to tangle when I needed to readjust them or shake out a reef.

After much trial and error, I happened upon what I consider to be a nifty way of dealing with this problem. I don't lay claim to inventing this system. It evolved over time and I'm certain a thorough search will discover it in some lexicon somewhere. I believe I managed to somehow reinvent a wheel.

Three reefs in the mainsail means three clew outhauls, above. Under a full mainsail, the outhaul tails are short, but once the first reef is tied in, the tails of all three need to be coiled and securely stowed, below.

My criteria for a good line stowage technique are that it must be simple, fast, secure, neat and, most important, easy to undo without creating tangles.

The keys to making this work smoothly are to have reefing cleats large enough to handle the loop and extra wraps and to practice until you are able to correctly judge how large to make each coil and the amount of tail you need.

The coils certainly *look* shipshape, but the beauty is in the undoing. Remember the old adage about "one hand for the ship, one hand for yourself." While making and belaying the coils, I steady myself by holding the line close to the cleat. Releasing the coil is a one-handed operation, regardless of conditions or light — I don't even need to look at it anymore. Holding onto the boom with one hand, in one motion of my other thumb I release the belaying loop and unwrap the loop from the cleat. The coil just falls apart and drops onto the deck.

Voilà! My reefing lines are ready to be adjusted and re-coiled.

Ed Zacko the drummer met violinist Ellen while playing in the orchestra of a Broadway musical. They built their Nor'Sea 27, Entr'acte, *from a bare hull and since 1980 have sailed thousands of miles on both sides of the Atlantic and in the Pacific. Follow their voyage at www.enezacko.com.*

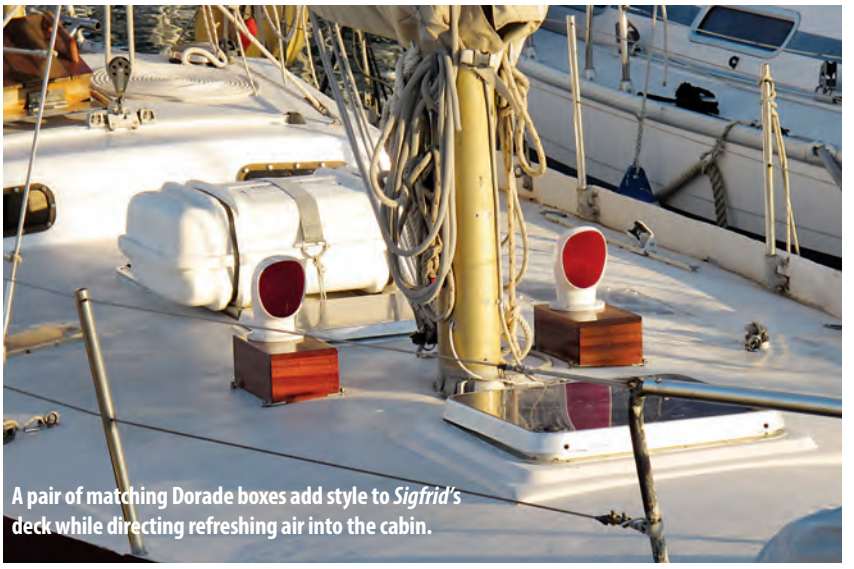
continued on next page

Step 1: Haul the reef outhaul taut and cleat it. Coil the line clockwise, making small loops, and leave a long tail.
Step 2: Take one wrap around the coil with the tail and make a loop in the tail.
Step 3: Pass the loop through the coil above the wrap.
Step 4: Hang the loop over the cleat.
Step 5: Pull the tail to cinch the coil tight against the cleat.
Step 6: Hook the tail around the aft ear of the cleat.
Step 7: Cross the tail over the front of the coil and belay it to the forward ear of the cleat.
Step 8: To release the line, undo it from the cleat. The coil will fall apart and the line will run free as needed.

Dorade boxes

For taking in air with grace, nothing beats them

BY RICHARD TOYNE



A pair of matching Dorade boxes add style to *Sigfrid*'s deck while directing refreshing air into the cabin.

The best way to keep the inside of a boat fresh and free from mildew is to ensure that it's adequately ventilated. Dorade boxes are one very efficient way of channeling air belowdecks. The principle of the Dorade box is simple. On the top, at one end, is a cowl vent. At the other end, inside the box, is a ventilation pipe that runs through the deck. A baffle is fitted into the top of the box between the vent and the pipe and the box is given drain holes at deck level. The idea is that air entering the cowl vent flows under the baffle, up around the ventilation pipe and down again into the boat. Any rainwater or sea spray that enters the cowl is trapped in the box by the baffle and the vent pipe and escapes out the drain holes.

When we decided to make Dorade boxes for *Sigfrid*, however, we found ourselves puzzling over the details. How high should the ventilation pipe stand above the deck to ensure that no water would come in? How close could it be to the top of the box before it started to obstruct the airflow? How big did the box need to be and how deep should we make the baffle?

We could, of course, have estimated all of these and would have achieved a reasonable result but, as we were hoping to create a truly effective system, we contacted Joseph Fricaud, who had recently retired as the head of Meta in France. In the 1970s, Meta, a highly regarded boatyard, commissioned from a selection of naval architects a portfolio of designs they called "Fobato."

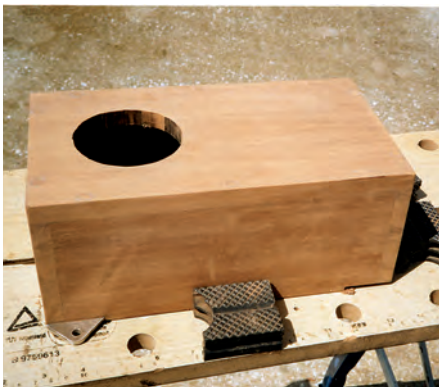
This was a series of drawings of all the details — such as hatches, companionway ladders, and engine beds — that are common to most boats. These drawings were for sale at a reasonable cost and were intended to give amateur boatbuilders access to what, in a professional boatyard, would have been called "stock designs."

Although Fobato has sadly been discontinued, Joseph Fricaud had already been kind enough to send us two of these drawings. He was equally helpful with the Dorade boxes.

The design

When our drawing arrived, it took a few minutes of study before we understood what we were looking at. Not only did it contain the detailed information about air gaps and sizes that we had been hoping for, it also showed an unusual method of providing for drainage at the bottom of the box.

After determining the dimensions for the Dorade boxes, Richard cut out all the pieces of wood, at left. A job like this one also requires a spare length from which to cut bungs to cover countersunk screws. The baffle in the middle of the box, at right, knocks down rain and spray that enters through the vent's cowl.



The yet-to-be-plugged screw holes are visible on the unfinished boxes, at left. After trimming the finished boxes to fit the deck camber, Richard plugged the screw holes and sanded the boxes in preparation for varnishing, center. The carpentry work done, he fitted the feet, cut from stainless-steel flat bar, at right.

Conventional boxes have small openings, or limber holes, cut into their bottoms to provide an escape route for the water. Although these are effective as drains, there is always the possibility of water becoming trapped, leading to fungal growth, rot, or corrosion in the damp corners that result.

The boxes designed by Meta had four "feet" and were supported off the deck on studs, creating an air gap of ⅛ inch all around the bottom and entirely removing the possibility of trapped water. As an additional benefit, the boxes could be easily removed for cleaning and maintenance by undoing the nuts on the tops of the studs.

Modifying the design

The Meta design was for boxes made of steel. As we intended to use wood, we first had to re-draw the design, preserving the relevant dimensions. At the end of this process, we came up with the following sizes. We would make the sides 7/16 inch thick and the top 9/16 inch. The boxes would be 10½ inches long, 6 inches wide, and 4 3/16 inches high. The ventilation pipe would stand 2⅝ inches above the deck.

The thickness of the lumber used for the sides and top was not based on any calculation or principle but simply on what was available, as we intended to use some reclaimed mahogany we had on board.

On the original steel boxes, the feet were welded in place. Ours would be made from stainless steel and screwed to wood. For the studs, we would use ¼-inch bolts fastened up through the deck. The nuts and washers that secured the bolts to the deck would become the spacers to create the drainage gap at the bottom of the box.

Construction

The first step was to prepare one of the 7/16-inch-thick mahogany boards so it was 3⅝ inches wide. We then cut four pieces 9⅝ inches long to make the sides, two for each box, and four 6 inches long to make the ends. We glued and screwed these together using 1¼-inch #6 brass screws and a single-part polyurethane adhesive. Next, we fitted a baffle halfway along each box with the top of the baffle level with the top of the box. These were 1¾ inch wide and made from the same mahogany. We cut the tops slightly oversize from the 9/16-inch-thick board, screwed and glued them in the same manner, allowed the glue to dry, and planed them to size. As we intended to varnish the boxes, we counterbored the screw holes to set the screw heads 3/16 inch below the surface.

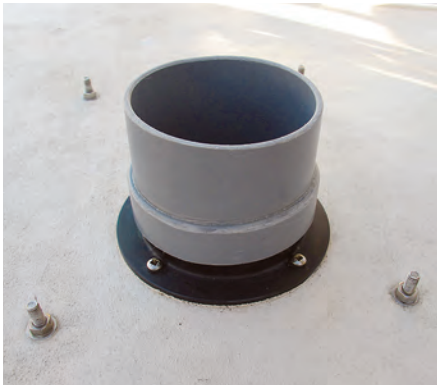
We cut the stainless-steel feet from a piece of 3/16-inch flat bar with a 4-inch angle grinder, then finished them off with a file. We "polished" them as well as we could, using successively finer grades of wet-and-dry sandpaper. The final stage in making the feet was to drill the holes: one of ¼ inch for the studs and three of 3/16 inch for the screws. Since we didn't have access to a drill press, this became the most time-consuming and difficult part of making the boxes. We used sharp cobalt bits in a hand-held electric drill, running the drill as slowly as possible to avoid overheating the bits.

Trimming the boxes

The boxes were now essentially complete, but they needed to be trimmed to fit the camber of the deck. This was to ensure that when they were finally fitted, the sides would be vertical and the tops level.

To do this, we placed and carefully adjusted them using small blocks and wedges. We determined their lateral position by measuring from a string stretched along the centerline of the boat, and adjusted the fore and aft position using a similar string between two shrouds. We eyeballed the levels with the help of a long straightedge laid from box to box.

An advantage to be gained from mounting the vent boxes on feet is that they can be easily removed from the deck when the time comes to refresh the varnish.



To make the vent pipes, Richard fashioned PVC pipe to fit over existing bases for mushroom vents.

Once we were happy with their positions, we marked the shape of the deck onto the boxes in pencil using a small scribing block. We then removed the boxes from the boat and planed the bottoms to the pencil lines.

Finishing the boxes

With the boxes shaped to fit the deck, we were ready to fit the feet. We laid them in position on the bottom of the box and scribed the shape with a sharp knife. Using a tenon saw and a chisel, we then trimmed down the corner of the box, between the scribed lines, to create a 3/16-inch-deep recess for the foot. As the feet had been made by hand, to ensure we got a good fit we marked and fitted them individually, screwing them in place as we went.

We then carefully marked out and cut a hole in the top of the aft end of each box and fitted the cowl vents. Finally, we plugged the screw holes and sanded and varnished the boxes.

The ventilation pipe

We assumed it would be fairly easy to find some sort of off-the-shelf fitting to make the ventilation pipes to carry air belowdecks. We were wrong. None of the people we approached could supply us with a 4-inch-diameter pipe with a flange at one end that would allow it to be fastened to the deck.

We already had two mushroom vents where we planned to put our Dorade boxes, and we decided we could use the bases that were already fastened to the deck as they had flanged 3½-inch-diameter pipes that stood 1 inch above the deck. We would just need to extend these short "upstands" to the needed height.

Ideally, this could have been achieved with a piece of plastic pipe with an inside diameter that matched the outside diameter of the upstands. The best we could find was a length of plastic drainpipe with an outside diameter equal to the outside diameter of our vent bases. We cut short lengths of the pipe and slit them lengthwise, opening them to fit as collars over the upstands and the extensions. We glued the parts together, using one of the plumbing glues that actually melts and welds the plastic, and filled the slits in the collars with small strips of the same plastic. The resulting joint was strong and watertight.

Installing the boxes

After removing the tongue-and-groove headliner inside the boat, we carefully put the boxes in place and, using the feet as a guide, drilled the holes for the ¼-inch bolts. As we made the holes, we dropped the bolts into them from above to ensure that the box remained in position. Once all four holes were drilled, we removed the box. We inserted the bolts from below, fastened them in place with a nut and washer, and cut off the ends about ½ inch above the tops of the nuts to create the studs.

We installed the boxes by slipping the holes in the feet over the studs and securing each foot with another nut. The feet, resting on the nuts already on the studs, elevated the boxes to provide drainage.

Conclusion

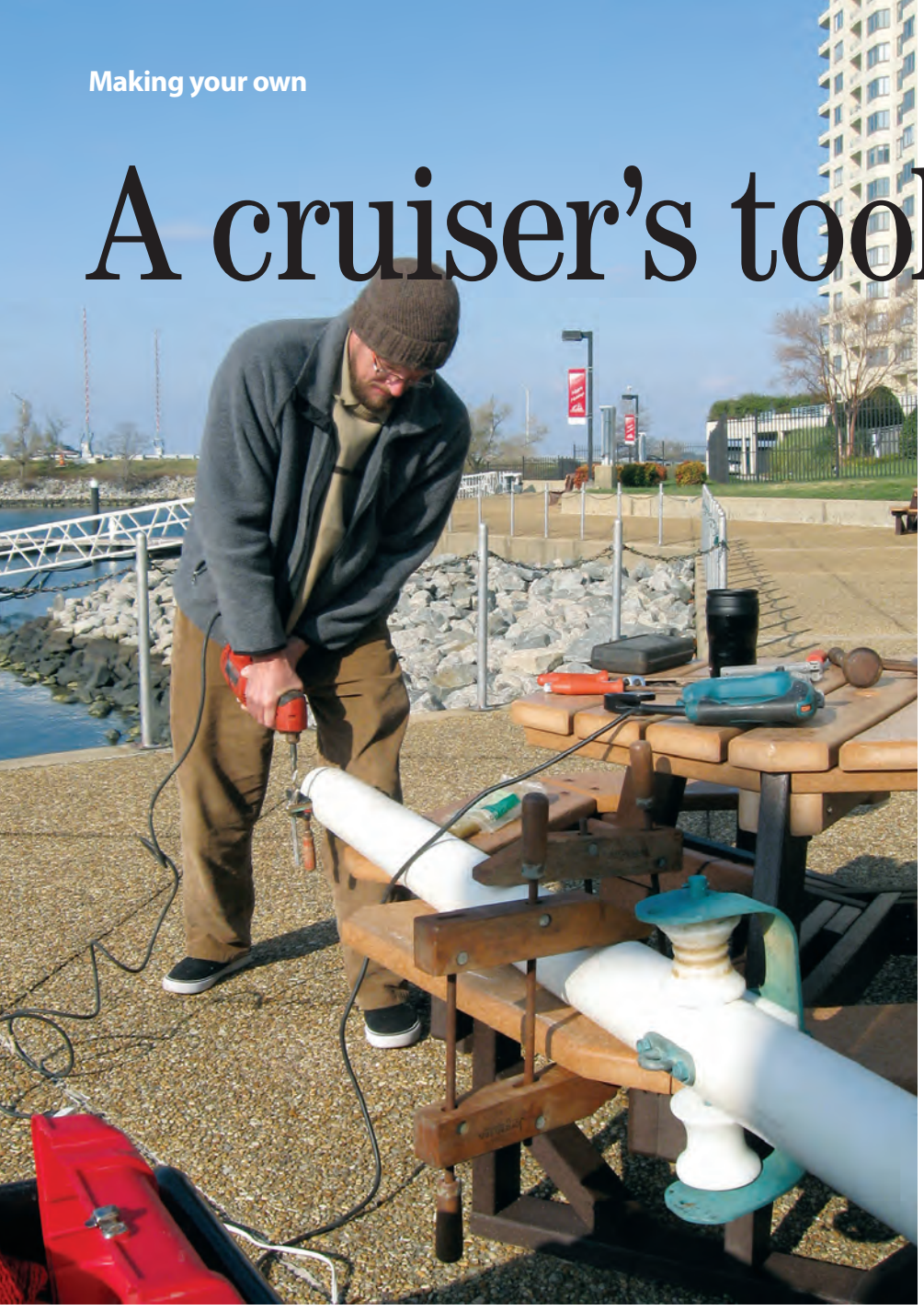
Sigfrid has been our home for 12 years, over which time we have steadily modified her to suit our tastes. One result of this has been that we are very cautious about making any more changes. At the end of a project we often find ourselves unhappy with the result, until we have had a couple of days to get used to it.

The Dorade boxes were different. Not only do they enhance the look of the vessel, they also supply a much needed boost to the airflow through the interior. As well as helping to reduce the condensation in the mornings, they keep our boat ventilated when we are ashore for the day or when the hatches are closed because of the weather.

Richard Toyne and his partner, Magali Bellenger, live aboard Sigfrid*, a 34-foot 6-inch steel ketch. When they are not exploring the Western Mediterranean, they work to finance future voyages. Richard writes for magazines and does carpentry work, ashore and on boats, and Magali makes and sells jewelry.*

For the sake of aesthetics, Richard trimmed the bottoms of the boxes so the tops would be level.

A cruiser's toolbox



With the big wooden clamp holding *Ganymede's* bowsprit firmly in place, at left, Ben modifies the cranse iron. Antigone helps her father drive a screw with his ratcheting hand-brace, below, one of the most useful items in the cruiser's box of tools that don't need electricity.

You can't take all of them with you …

BY BEN ZARTMAN

One of the things I knew I'd miss most, once we cast off the docklines and went cruising on the 31-foot Cape George cutter I'd built from a kit hull, was my power tools. For the three years it had taken to put *Ganymede* together, I had practically lived in my dirt-floored pipe-framed tarp shop, spending every minute I could spare from family or work among my table saw, drill press, planer, and router. When it came time to sell them — an essential part of padding the cruising kitty — it was a lot harder than I had expected. To store them against some future need was impossible. We wanted to sail away and return only for visits, so the only things to leave behind were those we couldn't dispose of with ease. Another hard decision to make was which tools to bring along on the boat. With three small children and all the clothes and toys and diapers they required, we had to maximize every inch of space, bringing only the barest essentials.

That, of course, ruled out the drill press, which I had briefly hoped might *somehow* be made to fit in the sail locker. And reason told me that my treasured mini-lathe, so handy for turning belaying pins and toggles, would only get ruined in the damp under the foredeck. What I did bring, in the end, was still too much, but after a 7,000-mile, seven-country cruise, I have a pretty good notion of what I really need.

Minimal electrics

Ganymede doesn't have an electrical system, so we carry only two corded power tools, a Milwaukee 45-degree drill and a Makita saber saw. These are not useful for repairs at sea or at anchor, but come in very handy for projects that can be unshipped and taken ashore and for times in the boatyard. They're stored in double heavy-duty Ziplocs at the back of the tool locker and are worth their weight in gold when an outlet on shore is handy.

Ben fitted a woodworking vise and a drill-press vise to his portable workbench, at left. The two wooden feet underneath fit securely into *Ganymede*'s foc's'le hatch coamings when Ben has a project he can work on when on board. Ben sharpens a long drill bit on his hand-powered grinder, at right. This one is made by the Prairie Tool company and costs about $15. It attaches to the table with a screw clamp. A big wooden clamp holds the boom jaws to the fiberglass boom, below, until they can be glassed firmly in place.

For those times when power is not available, I have a secret weapon: an old-fashioned ratcheting hand brace. It was one of the tools I used most in the construction of the boat. I drove hundreds of screws and lag bolts with it and I've come to prefer it over an electric drill for that purpose. After all, it never runs out of batteries, weighs a fraction of what an electric one does, and the slower speed is less likely to strip a screwhead. At anchor, I've used it to drill weep holes in *Ganymede*'s aluminum spars and through fiberglass, as well as for boring countless holes in wood.

A versatile workbench

Another vital element of my shipboard "shop" is a portable workbench. Since the brace takes two hands to operate, being able to hold things still is vital. For this, I screwed two strips of wood to the underside of a yard-long 2 x 6 Douglas fir plank. This allows it to sit on the forehatch coaming without slipping around. I mounted two low-profile but powerful vises to this plank — one a woodworker's bench vise and the other a drill-press vise. When not in use (that is, most of the time) the bench sits in the back of the sail locker out of the way, but is easy to pull out and take anywhere.

A couple of big wooden clamps are the next essential pieces of gear. Mine are about a foot long and open to 8 inches. Not only are they useful for holding workpieces still, they also can clamp the workbench to a marina picnic table without causing damage.

I have mixed feelings about my last unconventional tool — the debate about whether I use it enough to justify its storage continues within — but it's such a moneysaver in the long run I suspect I'll not be able to part with it. It's a small hand-cranked grindstone with a clamp that allows it to mount handily to the edge of my workbench. During *Ganymede*'s construction I used it to sharpen drill bits dulled by repeatedly chewing through the solid fiberglass hull, thus restoring them time and again to usefulness. The slow rpm means the bits don't heat up too much as they're ground and it's still far faster than a file and whetstone. It also serves well for de-burring sawed-off bits of rod stock, sharpening scratch awls, and grinding notches out of chisels and planer edges.

Eliminating the unused

As for the rest of my tool collection, swap meet by swap meet I am slowly, divesting it of surplus items. What cruiser needs three sets of box-end wrenches or four dozen 5-inch wood clamps? But whatever compromise between storage space and usefulness I'm forced to make in the end, these four bastions of my onboard shop have proved indispensable enough to secure their future. And someday, I fondly think, when the children have sailed from the nest, perhaps there will be room for a mini-lathe. I'm already eyeing one of their bunks for size.

Ben Zartman lives with his wife, Danielle, and three young daughters aboard Ganymede, *the 30-foot Cape George Cutter he built from a kit hull. They spent last winter in Newport, Rhode Island, contemplating an Atlantic crossing. Follow them on their blog at www.zartmancruising.com.*

Courtesy flags on the fly

Be prepared for visiting foreign ports

BY MARCIE CONNELLY-LYNN

When *Nine of Cups* arrives in Indonesia, Marcie will be ready with her homemade courtesy flag.

Flags have been flying for more than 5,000 years. One of their first uses was for identification at sea. It has long been customary for vessels visiting foreign ports to fly a miniature version of the host country's national maritime ensign as a courtesy flag. On a sailboat, the proper etiquette is to fly this flag at the starboard spreader.

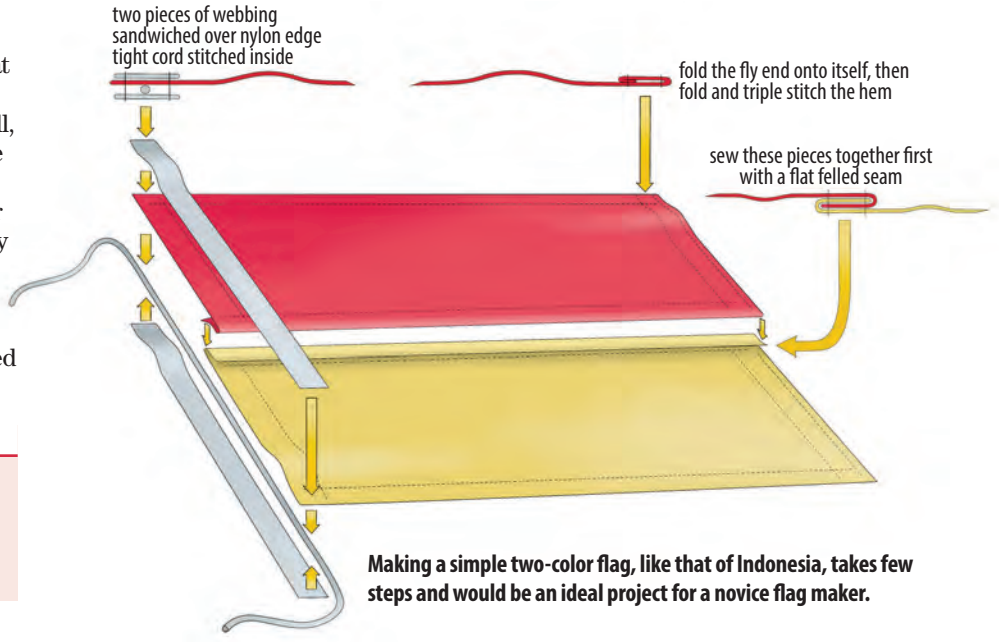
We have sometimes had difficulty finding courtesy flags prior to arriving in a country, and they tend to be expensive — $20 to $50 — when we do. For the most part, depending on the intricacy of the flag design, we've found that making our own is the easiest, least expensive, and most convenient way to go. The results aren't perfect, but our courtesy flags pass the 20-foot visual test when flying at the starboard spreader. While I'm all for saving money, saving time counts as well, so I cut corners when possible. A simple courtesy flag, not counting labor, costs less than $1. Adding an emblem or other detail increases the cost, but no courtesy flag has ever cost me more than $4.

Designs and colors

Shortly after moving aboard, I purchased a book showing country flags of the world so we could identify foreign-flagged vessels and also with a thought to making courtesy flags. Nowadays, it would be just as easy to download free clip art of country flags for places you intend to visit. Books about making your own courtesy and signal flags are available, and so are kits, but I found it pretty easy to figure out myself.

I purchased a yard each of nylon flag fabric in various colors along with all the other materials I needed from Sailrite when we started cruising in 2000. Though I've made lots of flags, I've never had to replenish my stock. I'm sure there are other sources, but Sailrite had everything I needed in one convenient online catalog and the prices were reasonable.

If you're heading for the Caribbean or Bermuda, a flag with a plain red field is easy to make. Just sew two pre-purchased 3- x 5-inch British ensigns to the canton and you have a courtesy flag for Bermuda and for the British Virgin Islands. An all-navy field flag with the same British ensign in the canton constitutes a courtesy flag for the Cayman Islands, Montserrat, and the Turks and Caicos. As I write this, we



Making a simple two-color flag, like that of Indonesia, takes few steps and would be an ideal project for a novice flag maker.

Resources

Marcie's little flag book
Collins Gem Flags, by Carol P. Shaw

Sailrite
www.sailrite.com



The field of the Indonesian flag is two horizontal color bars, so the first step in making the flag is to sew them together, at left. The webbing reinforcement at the hoist carries the tension in the halyard, center. Marcie marks her flags so she will always hoist them right side up, at right.

will soon be heading to Asia, so I chose to make the simple red and white flag of Indonesia for illustration purposes.

Simple assembly

First, decide what size flag you wish to make and the appropriate ratio of length to width, then measure and cut the fabric. Increase the width and length measurements to allow for seam allowances on all sides.

I like to keep things easy. Since the Indonesian flag is bi-colored with two horizontal color fields (red over white) and I wanted a finished flag of about 12 x 18 inches, I measured a 7- x 20-inch strip each of red and white nylon material. Note that the measured pieces include an extra ½-inch width on all four sides of each strip. This allows for finishing the outside rough edges as well as for adding a seam allowance needed to join the two colors lengthwise. Because the fly end requires a bit more fabric for reinforcement, I added 2 inches instead of just 1 inch to the longer dimension of both pieces.

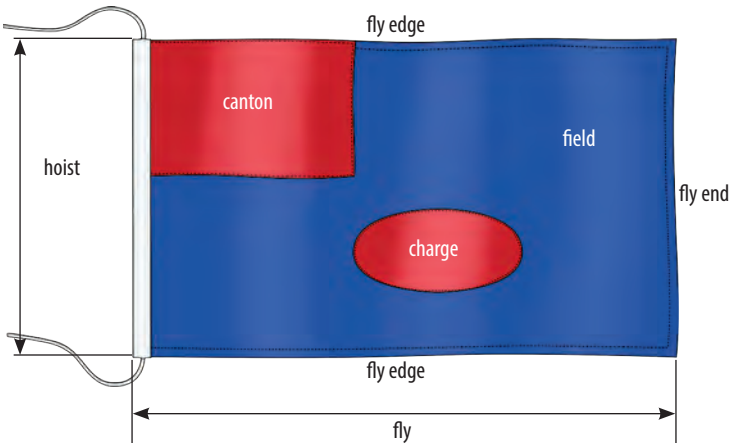
Sew the red and white strips together lengthwise. I use double-sided adhesive basting tape to keep the pieces in place while I sew them. The tape can be left in place after sewing. Sew the two pieces together, overlapping the edges so no raw edges are exposed and apply two rows of stitching. The field of the flag is now complete.

Next, finish the top and bottom fly edges using two rows of stitching to secure the edges firmly in place. The fly end of the flag takes the brunt of the wind action. It flaps and perhaps hits against the stays on occasion. With this in mind, it needs extra reinforcement. Using basting tape, fold the fabric over ¼ inch onto itself, and then fold over another inch. Stitch three rows across the width of the fly. Triple stitching will provide the reinforcement necessary to allow your flag to fly longer without fraying. Make sure you know which end is the fly and which is the hoist, by the way. Otherwise you might finish with an upside-down flag!

I make the hoist with 1-inch webbing (from retired jacklines). I cut two pieces of webbing the width of the nearly finished flag. I'm not picky at this point — if the flag's width is 12, 12½, or 11¾ inches, it's fine with me. Measure your flag and sandwich as much of the hoist end of the finished flag as you can, but at least ½ inch, between the two pieces of webbing. Stitch only the inside edge to the flag to secure it temporarily.

The plan diverges at this point to accommodate two methods for attaching the flag to the halyard. Grommets add a nice touch to the hoist of the flag and allow the flag to be attached to the flag halyard with line or flag clips. An easier and less costly solution is to use an odd piece of small stuff (a 24-inch length of ⅛-inch line will do) stitched into the hoist. The flag is just as easy to attach to the halyard using this method. We have loops in the halyard so we can attach our courtesy flags with tiny bowlines.

If you decide to use grommets, stitch around all four edges of the webbing. Then add grommets evenly spaced at each end of the hoist and you're done. If you choose not to use grommets, first lay a 24-inch length of ⅛-inch line between the



ILLUSTRATIONS BY FRITZ SEEGERS

Lexicon of vexillology

Canton – upper corner of the flag next to the hoist
Charge – any design or emblem on the field
Field – the background of the flag
Fly – the horizontal length of the flag while flying
Fly end – the end of the flag that flies in the breeze (and quickly becomes frayed)
Hoist – the vertical width of the flag while flying as well as the end attached to the halyard or staff
Vexillology – the study of flags and their history

Materials needed for making flags

- Nylon flag fabric 4-ounce (red, green, blue, white, yellow, black), 1 yard each
- A flag reference book or clip art with good color photos or renditions of national flags
- Sail tape (red, green, blue, white, yellow, black)
- Sturdy 1-inch webbing for the hoist
- Double-sided adhesive basting tape, ¼-inch width
- Grommets (and grommet tool) and flag clips *or*
- Small line (⅛-inch) for attaching the flag to the halyard
- Odd-colored felt squares (turquoise, light blue, plus the basic colors above) to match the flag colors of countries to be visited
- A sewing machine, if available, but flags can be made by hand stitching.

Red sail-repair tape is an ideal material for making details like the appliquéd stars on a courtesy flag for New Zealand.

two pieces of webbing, then stitch all four edges of the webbing, sewing the line into place at the same time.

Fun with flags

An easy first project is to make an all-yellow quarantine flag. The Q flag must be flown when entering a new country until you have been legally cleared into that country. Just cut out the yellow fabric and finish the edges. Add webbing to the hoist with grommets or line for attaching to the halyard and voilà . . . a new Q flag.

If you're not going to another country any time soon, you could make your own signal flags. These are easy, economical, and fun. Even if you don't race, you can use these flags to dress your boat for special occasions or to spell out the name of your boat.

What about the U.S. flag? I find it too difficult and complex to make with all those stars and stripes. I went shopping on eBay and found I could buy a quantity of U.S. flags made of nylon for about $5 each. Although less expensive than those at the local chandlery, they seem to hold up for about 3 to 6 months (depending on wind, weather, and sun), or about as long as I'd expect the more expensive varieties to last. Since they're cheaper, I'm still ahead financially if I replace them more often.

I didn't stop at courtesy flags. When we want to celebrate a holiday in port or at a deserted anchorage (and we do celebrate every holiday), we fly holiday flags. Rather than wasting my white nylon for these flags, I have used old canvas sail material for the field and cut out a simple but appropriate design, such as a green shamrock or a red heart, from felt and stitched it on. Sometimes, I just remove one design and stitch on another using the same white flag background. Having a white flag aboard also allows us to surrender in any naval games in which we might participate.

Marcie Connelly-Lynn and her husband, David, have lived aboard Nine of Cups, *their 1986 Liberty 458 cutter, since 2000 and have sailed more than 70,000 nautical miles. They're currently exploring the south coast of Australia. Visit their website: www.nineofcups.com.*

Tips I've learned along the way

For most flags, the charge is not all that important. The color construction and overall design of the flag itself is what really counts. There's no close inspection when it's flying at spreader height.

If the flag wears out while you're visiting, you can usually find inexpensive flags at local dollar stores. If you're in a boatyard or marina for an extended period of time, it's reasonable to roll up the flag to protect it from wind and sun.

Some countries have very similar flags. Those of Ecuador, Venezuela, and Colombia, for instance, look pretty much the same except for the charge. I used the same flag for all three countries … eliminating the charge (yup, that's a pun!).

On the hoist, I mark the direction for the top of the flag with arrows, so we're never embarrassed or show disrespect by flying a country's flag upside down.

Several Caribbean islands belong to either Britain, France, or the Netherlands. Having the courtesy flags from these three countries aboard goes a long way toward being prepared for visiting these islands.

Since many courtesy flags incorporate the Union Flag of Great Britain as part of their design, I bought several small (3- x 5-inch) flags for about $1 each on the Internet and incorporated them into the flags I made for the BVIs, Cayman Islands, Bermuda, and Turks and Caicos.

When nylon flag material is not available in the color I need, I have used felt squares — which hold up surprisingly well in wind and weather. You can stitch two together to make the appropriate length as needed.

I cut design motifs, such as stars, out of colored sail tape or felt and stick or stitch them in place on the flag. Once I make a cardboard pattern for a design, such as a star, I keep it for future use.

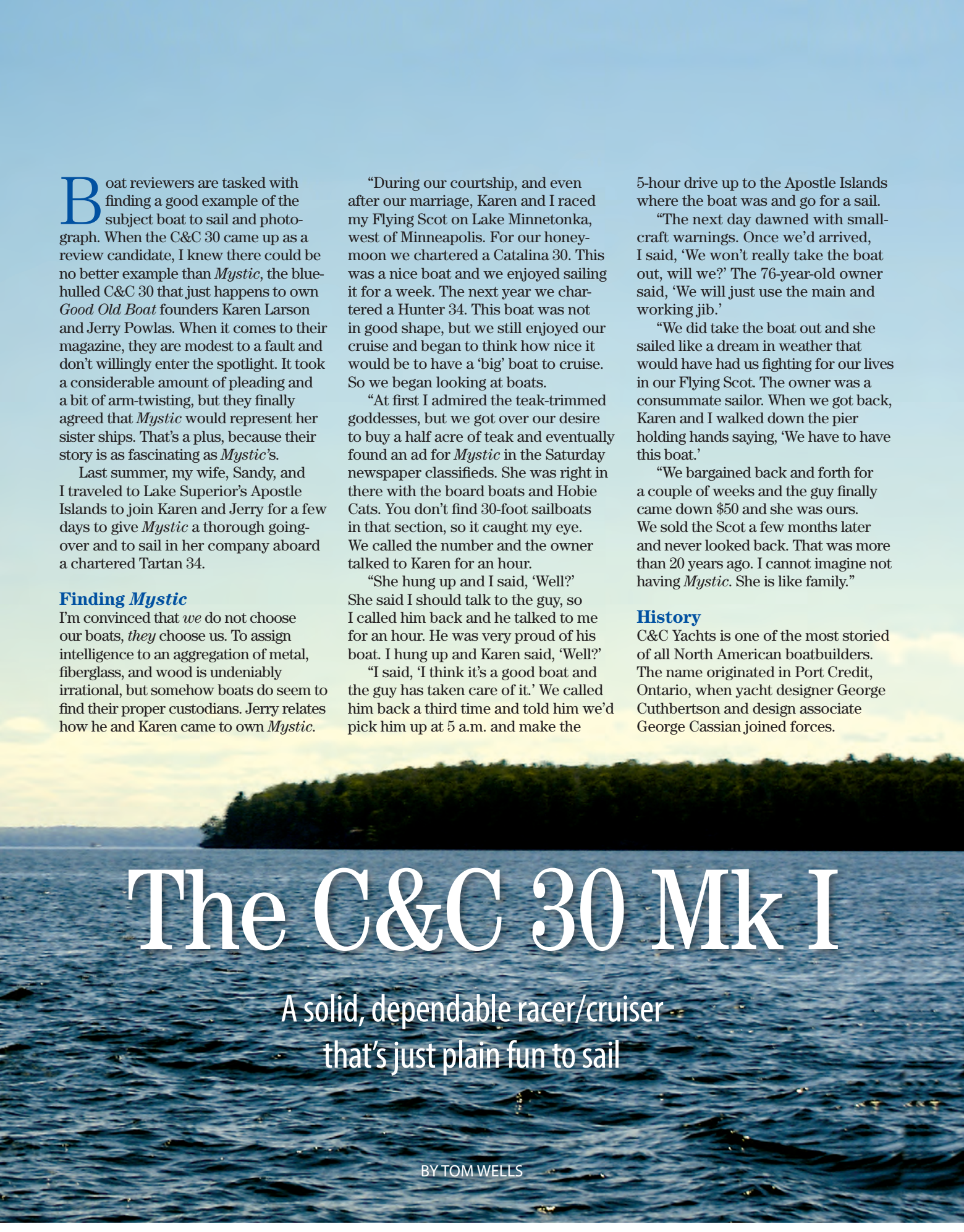
Most national flags are rectangular, but they do not all have the same ratio of width to length. If you're a purist and want to make your flags to scale, you'll need to know the ratio for each one of them. Our little flag book provides the width-to-length ratios for all the flags, but you can find the information on the Internet or ignore this detail and make them all 2 to 3.

> "The bigger the boat, the bigger the appropriate-sized courtesy flag."

The size of a courtesy flag depends on the size of the boat on which it's flown. The bigger the boat, the bigger the appropriate-sized courtesy flag. On our Liberty 458, *Nine of Cups*, we usually fly a 12- x 18-inch courtesy flag.

Only one courtesy flag is normally flown at a time. However, if more than one is flown, the host country's courtesy flag should be flown above any other flags on the same hoist. An example might be a national flag flown superior to a state or provincial flag.

***Mystic*, a C&C 30, shows off her pert sheer while sailing under the spinnaker her owners, *Good Old Boat*'s Karen Larson and Jerry Powlas, built from a Sailrite kit. The kayak they use for ship-to-shore excursions and exploring takes up some deck space but doesn't hamper the sailing activities.**



The C&C 30 Mk I

A solid, dependable racer/cruiser that's just plain fun to sail

BY TOM WELLS

Boat reviewers are tasked with finding a good example of the subject boat to sail and photograph. When the C&C 30 came up as a review candidate, I knew there could be no better example than *Mystic*, the blue-hulled C&C 30 that just happens to own *Good Old Boat* founders Karen Larson and Jerry Powlas. When it comes to their magazine, they are modest to a fault and don't willingly enter the spotlight. It took a considerable amount of pleading and a bit of arm-twisting, but they finally agreed that *Mystic* would represent her sister ships. That's a plus, because their story is as fascinating as *Mystic*'s.

Last summer, my wife, Sandy, and I traveled to Lake Superior's Apostle Islands to join Karen and Jerry for a few days to give *Mystic* a thorough going-over and to sail in her company aboard a chartered Tartan 34.

Finding *Mystic*

I'm convinced that *we* do not choose our boats, *they* choose us. To assign intelligence to an aggregation of metal, fiberglass, and wood is undeniably irrational, but somehow boats do seem to find their proper custodians. Jerry relates how he and Karen came to own *Mystic*.

"During our courtship, and even after our marriage, Karen and I raced my Flying Scot on Lake Minnetonka, west of Minneapolis. For our honeymoon we chartered a Catalina 30. This was a nice boat and we enjoyed sailing it for a week. The next year we chartered a Hunter 34. This boat was not in good shape, but we still enjoyed our cruise and began to think how nice it would be to have a 'big' boat to cruise. So we began looking at boats.

"At first I admired the teak-trimmed goddesses, but we got over our desire to buy a half acre of teak and eventually found an ad for *Mystic* in the Saturday newspaper classifieds. She was right in there with the board boats and Hobie Cats. You don't find 30-foot sailboats in that section, so it caught my eye. We called the number and the owner talked to Karen for an hour.

"She hung up and I said, 'Well?' She said I should talk to the guy, so I called him back and he talked to me for an hour. He was very proud of his boat. I hung up and Karen said, 'Well?'

"I said, 'I think it's a good boat and the guy has taken care of it.' We called him back a third time and told him we'd pick him up at 5 a.m. and make the 5-hour drive up to the Apostle Islands where the boat was and go for a sail.

"The next day dawned with small-craft warnings. Once we'd arrived, I said, 'We won't really take the boat out, will we?' The 76-year-old owner said, 'We will just use the main and working jib.'

"We did take the boat out and she sailed like a dream in weather that would have had us fighting for our lives in our Flying Scot. The owner was a consummate sailor. When we got back, Karen and I walked down the pier holding hands saying, 'We have to have this boat.'

"We bargained back and forth for a couple of weeks and the guy finally came down $50 and she was ours. We sold the Scot a few months later and never looked back. That was more than 20 years ago. I cannot imagine not having *Mystic*. She is like family."

History

C&C Yachts is one of the most storied of all North American boatbuilders. The name originated in Port Credit, Ontario, when yacht designer George Cuthbertson and design associate George Cassian joined forces.

Jerry changed the mainsheet on *Mystic* so it attaches to a fixed point in front of the steering pedestal, at left. These photographs were taken at *Mystic's* launching after her deck was Awlgripped. The characteristic C&C perforated toerail, at right, stiffens the hull-to-deck joint and provides convenient attachment points for sheets and lines. *Mystic* was originally fitted with an Atomic 4. Jerry installed the 20-horsepower Beta Marine diesel, below, her third engine.

The 40-foot *Red Jacket*, designed by Cuthbertson & Cassian and built at the Bruckmann yard in the mid-1960s, dominated the racing world on both the Great Lakes and ocean circuits. They began to work with small Ontario boatbuilders Hinterhoeller Yachts, Bruckmann Manufacturing, and Belleville Marine, eventually merging in 1969 as C&C Yachts. A pioneer in balsa-cored hulls and decks, C&C was renowned for building stiff, fast boats.

C&C introduced the C&C 30 in 1972. It drew largely on the lines of the highly successful C&C 27 and quickly became a very popular model. Over the next 12 years, more than 800 were built, all at the Hinterhoeller plant in Niagara-on-the Lake, Ontario.

Although the company produced a series of successful models, it went into receivership in the 1980s, then through several changes of ownership. Many of the molds were lost in a fire. In 1998, Fairport Marine, the parent company of Tartan Yachts, bought the surviving assets and the C&C name and began production of three new Tim Jackett-designed C&C models at its Ohio plant. (For more information, see "History of C&C Yachts," September 2002.)

Design and construction

Like nearly all C&Cs, the 30 is a moderately light racer/cruiser design. It has a raked bow, traditional counter transom, and a saucy sheerline; it has a handsome, somewhat aggressive look. With a displacement/length ratio of 231 and a sail area/displacement ratio of 18.4, the boat is relatively fast and well suited to club racing.

> "The C&C 30 stayed relatively unchanged throughout its production life."

The swept-back keel is attached with stainless-steel bolts, and often displays a slight "smile" at the hull-to-keel joint at haulout. Keel-bolt torque should be checked from time to time,

but cleaning, filling, and fairing the joint is all that's usually needed before applying new bottom paint. The rake of the rudder stock extends the trailing edge of the spade rudder well aft of the transom.

The hull is solid fiberglass; balsa coring was used only in the deck for stiffening and weight reduction. The deck joins the hull on an inward-turned flange with a layer of butyl sealant between them. They are secured by through-bolts through the slotted-aluminum toerail — a C&C signature. It may be necessary to tighten the toerail bolts if leaks develop. The slots in the toerail make great attachment points for snatch blocks.

Raised platforms on either side of the cabin trunk (intended for mounting halyard winches and also used as boxes for Dorade vents) impart added stiffness to the deck. There have been minor issues of water saturation in the deck's balsa core near chainplates and other deck penetrations.

Except for modifications to the interior and the design of the portlights, the C&C 30 stayed relatively unchanged throughout its production life.

Rig

The C&C 30 Mk I has a keel-stepped masthead rig with single spreaders and single upper and lower shrouds led to common chainplates located on the sidedecks. The keel step was fabricated

of oak, and many owners have reported that dampness in the bilge leads to deterioration and, occasionally, to mast-step failure. It is a fairly simple matter to repair, and failures usually result only in a drop of the mast into the bilge, not loss of the rig.

The original design called for a single backstay. Later production boats offered an optional split backstay. The end-boom mainsail sheet attached to a traveler mounted just forward of the helm avoids issues with midpoint loads on the boom and makes for easy singlehanding. The fairly low boom was raised on boats produced from 1978 on. Primary headsail-sheet winches mounted on the coamings are operable from the helm position.

A gimbaled two-burner stove/oven, a sink, and a small countertop make up the starboard side of the compact galley. An icebox and counter are to port. Jerry built a cutting board that slips over the top companionway step.

On deck

The pronounced sheer raises the freeboard at the bow, making the C&C 30 a relatively dry boat in a chop. The open foredeck provides good workspace for anchoring and line handling. The stem fitting has chocks for mooring lines. Cleats were fitted port and starboard and some boats had a single cleat on centerline. A stainless-steel bow pulpit provides security. *Mystic* has no anchor locker, although some of the boats do, and her rode stows in the forepeak via a hawsepipe. Jerry has added a windlass and dual bow rollers.

Fairly wide sidedecks allow passage forward for crew with little interference from the chainplates. Double lifelines extend from the bow pulpit to the stainless-steel stern pulpit with lifeline gates port and starboard. A large hatch forward in the coachroof admits light and air. Crew must be careful with their footing at the mast, but the winch platforms and teak grabrails provide some extra security. The companionway hatch retracts into a high sea hood aft of the mast.

The deep cockpit is protected by high coamings, and hatches in the full-length seats open to reveal roomy lockers. The boat was originally designed for tiller steering but most were delivered with pedestal wheel steering. Just aft of the pedestal, the squared top of the rudder stock, to which the emergency tiller can be attached, can be a hazard for feet. To get behind the wheel, the helmsman must step up onto a seat or squeeze between the wheel and the seat, but the traveler, located just forward of the wheel, makes some sort of evasive action necessary in any case. A seat-height bridge deck protects the companionway.

Belowdecks

The C&C 30's layout makes good use of available space. The V-berth is 6 feet 4 inches long and, while it narrows considerably toward the bow, two can comfortably sleep here if they are at least "good friends." Aft of the V-berth is a hanging locker to starboard and a small but functional head compartment to port for the marine toilet and vanity.

The saloon has 6 feet 2 inches standing headroom, but forward of the mast tall people need to watch the passage doorway that can be a head-knocker. The saloon has a long settee to starboard with shelf storage above. Karen and Jerry have added mesh hammocks aboard *Mystic* to provide

The convertible dinette seats four in a pinch, at left, but it's more comfortable for two. Note the cubbies outboard and, at lower right, the troublesome mast step. The chainplate is bolted to a plywood knee under the sidedeck, at right. Water leaking past old sealant around the deck fitting can weaken the knee and the chainplate. The starboard settee is fitted with a lee cloth and pulls out to make a good sea berth. Easy-to-rig net hammocks are ideal for stowing veggies.

more usable storage capacity. To port is a small dinette table with seats forward and aft. Four can be seated here but it's cramped. Sliding doors provide access to outboard storage compartments.

The cabin sole is textured gelcoat. Some owners cover it with outdoor carpeting. Fixed ports on both sides allow in ample light. The Dorade vents and hatches provide a little ventilation, and owners have fitted opening ports of various kinds to improve airflow.

The galley occupies most of the space between the saloon and companionway. Formica counters are fitted on both sides of the companionway ladder with a sink and two-burner stove to starboard in an L configuration and more counter space and an icebox to port. The electrical panel is along the aft bulkhead near the companionway.

The interior is attractively trimmed in teak, with teak-veneered plywood bulkheads forward and partial-height teak bulkheads between the saloon and galley.

Power

Atomic 4 gasoline engines originally powered the C&C 30s and many are still in operation today. A 1-cylinder Westerbeke diesel was also installed in some early models. Later models were equipped with diesel engines, primarily the Yanmar 2GM. *Mystic*'s A4 has been replaced by a Beta Marine diesel. Performance under power is good, as the sleek hull is easily driven. Moderate prop walk to port is noticeable in reverse but it can be overcome with judicious use of helm and throttle.

> "Winds were strong during most of our time in the islands but *Mystic* took them in stride."

Sailing in the Apostles

We sailed in company with *Mystic* for several days and that bolstered our appreciation for her fine performance and appearance. Winds were strong during most of our time in the islands but *Mystic* took them in stride with a reef in the mainsail and a partially furled jib. Sandy and I were sailing a good boat with a longer waterline, but keeping up with *Mystic* was not an easy task.

On our third day out, we sailed to a large bay and transferred to *Mystic* to begin our test sail. In the interest of full disclosure, I'll admit that I had spent many an enjoyable hour at the helm of a C&C 30 before taking *Mystic*'s wheel. Longtime friends brought a C&C 30 named *Dei Gratia* to our own marina in the early 1990s and later sold her to mutual friends. I've sailed *Dei Gratia* with both sets of owners, so *Mystic*'s performance was no surprise.

Winds abated somewhat, so our test sail was done under a full main and genoa. The boat is quick and responsive. We started on a broad reach out of the bay and turned down a bit onto a run. This is where I discovered the simplicity and beauty of Jerry's vang preventer system (see "Vang Preventer: A Fast, Effective Safety Device," November 1998) that eliminates the need to run forward on deck and keeps the mainsail under full control, even during an unplanned jibe. The line is double-ended and retained by cam cleats near the helm. When you bring the stern through the wind, you simply ease the line on one side and take up slack on the other. With this system in place, Jerry and Karen eliminated the traveler. *Mystic*'s mainsail now sheets to a sturdy eye centered forward of the helm on the former traveler track.

Comments from owners of the C&C 30 Mkl

"I've had many run-ins with the bottom of Lake Erie and objects of all sorts, yet the vessel keeps on going. The combination of tiller, spade rudder, and fin keel allows this boat to literally turn on a dime."

–Joe McFarland,
Cleveland, Ohio

"I have had the normal port-light leaks, toerail leaks, etc., for a boat its age, but all are easily repairable. All fasteners are accessible, which makes for easier maintenance. It had minor blisters about 12 years ago. I did an epoxy barrier coat and it has been blister-free ever since. The Atomic 4 is original and has been bulletproof. I had to replace about a square foot of balsa below the port-side chainplate but the rest of the balsa-cored deck is sound. I have repainted (sprayed) the entire boat with Interlux Perfection and many people tell me it's the best looking 40-year-old sailboat they've seen. There is no gelcoat crazing or cracking!"

–Gordy Anderson,
Lake City, Minnesota

"Would I travel across the ocean in our C&C? No. Would I want to live on it all year? No. But it's a wonderful old boat, well made, easy to sail, and lists as one of the best boats on the Great Lakes. I wish the windows opened though. There are kits to change them, but when done they look funny, so I won't do that. The windows do leak every so often so you have to keep up on the sealing. In case people are not aware: South Shore Yachts (1544 Four Mile Creek Road, Virgil, Ontario LOS 1T0) has original C&C parts if anyone would like them."

–Michael Ferris,
Erinsville, Ontario

"Our boom is the 'low' version. I am 5 feet 10 inches tall and when I stand in the cockpit my head is perfectly lined up with the boom, even if the mainsheet is relatively slack. I understand later Mk Is and all later generations came with a more forgiving boom. We have contemplated raising the boom, but the way the gate in the mast is cut, this does not appear that it would be as straightforward a task as one would expect. So we have decided to keep it as it is and just watch our heads!"

–Bryan Buttigieg,
Toronto, Ontario

"Having no core in the hull allowed oil canning in the forward section. It caused no damage except for gelcoat crazing. There was an oak bridge at cabin-sole level as a mast step. A good idea in that it kept the mast out of the bilge but the oak eventually rotted and had to be replaced by fiberglass or aluminum. That job was not a big deal."

–Terry Persily,
Geneva, Ohio

As we charged across the bay toward the open lake, I looked astern and saw a familiar sight. When a C&C 30 is at speed, the flow pattern from the hull produces an upwelling of water about 10 feet aft of the stern. I first saw this phenomenon aboard *Dei Gratia*, and I had seen it on another C&C 30 as well. I call it the "C&C Roll." It's a good sign that you're getting the most out of the boat.

We brought the boat up to a reach and then to a beat. *Mystic*'s deck is a bit busy, since Jerry and Karen use a two-person kayak in lieu of a dinghy, but even with a kayak stowed neatly to port, the running rigging was unfettered and tacks were easily accomplished. Using the deck for stowage like this means the jib should be cut fairly high.

Helm control on all points is crisp and precise. The rudder projects well aft of the transom and provides excellent turning leverage for control. (***Note:*** *That aft rudder projection can be hazardous. If you are anchored in a pleasant cove and want to take a dip, watch out for the rudder! This extension also makes Med mooring without damaging the rudder a challenge.* ***–Eds.***)

The C&C 30 is a fast, stiff boat that revels in higher wind speeds. When the breeze comes up, the boat simply puts her shoulder down a bit and surges ahead. I've personally outrun many a larger boat in heavy air aboard a C&C 30. The high bow, companionway sea hood, and secure and protected cockpit make this boat a capable coastal cruiser that can also handle work offshore. Several of these boats have indeed made long offshore passages, and *Mystic* herself has cruised the length and breadth of boisterous Lake Superior and into Lake Huron's North Channel.

C&C 30s are widely raced and quite competitive with newer craft. PHRF ratings vary from 174 on San Francisco Bay to 180 on Chesapeake Bay. This compares favorably with a much newer Tartan 28 at 174 and the late 1980s Hunter 30 at 180.

Resources

C&C Photo Album & Resource Center
This is a good source for information about all older C&C models, including the C&C 30 Mk I.
www.cncphotoalbum.com

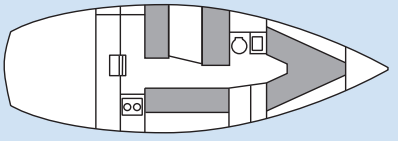
Price and availability

At least 18 C&C 30 Mk Is were available in early 2013. Asking prices ranged from a low of $17,000 to a high of just over $34,000, with the the average at $22,100. A surveyor should carefully examine the condition of the mast step and look for possible water saturation in the deck core.

Tom Wells is a contributing editor with Good Old Boat *(and his musical contributions at boat shows have also earned him the title of Troubadour). Tom has recently published a suspense novel,* Superior Run, *with a sailing theme. He and his wife, Sandy, have been sailing together since the 1970s and own and sail a 1979 Tartan 37,* Higher Porpoise.

C&C 30 Mk I

Designer:	Cuthbertson & Cassian
LOA:	30 feet 0 inches
LWL:	24 feet 11 inches
Beam:	10 feet 0 inches
Draft:	5 feet 0 inches
Displacement:	8,000 pounds
Ballast:	3,450 pounds
Sail area:	459 square feet
Sail area/disp. ratio:	18.4
Disp./LWL ratio:	231
Fuel:	15 gallons
Water:	30 gallons
Holding:	10 gallons



Audio Sea Stories

Across Islands and Oceans

BY JAMES BALDWIN

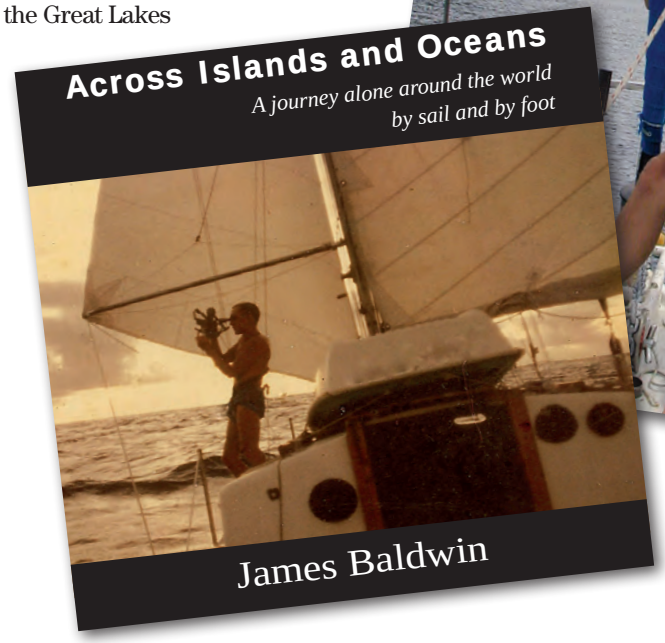
Good Old Boat is proud to announce our 15th audiobook, this one by James Baldwin about the wonderful and rather unusual two-year circumnavigation he made starting in 1984 in his Pearson Triton. James summarized that voyage in an article in our May 2001 issue. Since we couldn't offer a better summary, we reprint part of that article here to explain what's in his new book, Across Islands and Oceans, *and in the unabridged audiobook we produced from that book. The audio version is available from AudioSeaStories.com. If you're a reader, rather than a listener, this book is available through Amazon in paperback and as a Kindle book.*

As a child watching sailboats glide across the flat waters of Michigan's Lake St. Clair, I used to imagine they were all bound for distant adventures. Looking back, it seems I'd always dreamed of a sailing voyage that would take me beyond the confined waters of the Great Lakes to explore the open seas, particularly to the fabled islands of the South Pacific.

These thoughts recurred as I spent my teenage years finishing school and then moving into my own apartment and earning a living. I nearly married and settled down at one point. Then, at the age of 21, an impulsive decision brought my dormant dream within reach when I spent my entire savings buying a used 28-foot Pearson Triton from a Detroit yacht broker.

I knew little about boats when I bought this 13-year-old 1966 Triton. Fortunately, my broker gave me sound advice when he recommended this as the best boat available in my price range. Some 700 of these Carl Alberg-designed boats were built by the Pearson cousins in Rhode Island between 1959 and 1967, and many of them are still sailing.

Although my broker rightfully viewed this minimally equipped boat as a coastal cruiser, I admired her long keel, low profile, and handsome lines. Instinctively, I knew she was the boat to take me across oceans. Obviously, she would need more equipment and a few structural modifications, but exactly what would be required to make her into my ideal boat would remain a mystery until I gained more sailing experience.



James Baldwin, above, wrote *Across Islands and Oceans,* at left, about his 1984-86 circumnavigation in his 1966 Pearson Triton, *Atom*.

My sailor's apprenticeship began two years later when I quit my factory job in Detroit and convinced two friends that the best way to avoid the coming Michigan winter was to join me on a voyage to the Caribbean. That September, we set out for the Atlantic by sailing through Lakes Erie and Ontario and motoring down the barge canal to the Hudson River and New York City. We reached Florida by a series of short offshore passages and longer detours inland through the Intracoastal Waterway. In the waterway, we practiced running aground and (unknowingly) annoyed impatient bridge operators and road traffic by trying to pass through under sail. Offshore, I nervously plotted our course and

speed each hour and made wildly inaccurate first attempts at celestial navigation.

Despite some further misadventures, we enjoyed an idyllic winter cruising among the low sandy islands and shallow gin-clear waters of the Bahamas. After making a crew change, we sailed through the Caribbean as far as Trinidad before running low on funds and turning back to Florida.

Strengthened resolve

That first voyage introduced me to a cruising life that suited me perfectly and strengthened my resolve for the ultimate adventure — to sail alone around the world. I renamed my little big-hearted boat *Atom*, in honor of Jean Gau who, decades earlier, made two solo circumnavigations in his 29-foot Tahiti ketch named *Atom*. After working as yacht delivery crew and training as a marine service engineer for one year at a boatyard in Ft. Lauderdale, Fla., I prepared for my upcoming voyage by undertaking the first of several refits.

To free me from the drudgery of the tiller, I installed new Aries windvane self-steering gear. I beefed up the original ⅞ths mast rigging by adding a set of forward lower shrouds, upper shrouds, a masthead forestay, a second backstay, and a pair of running backstays. By leaving the original fractional rigging in place, I gained the security of redundancy at the expense of some windward efficiency. A weak point on the Triton is the light overhead beam supporting the deck-stepped mast. When I noticed a small crack in the beam and the cabintop beginning to deflect downward, I reinforced it from underneath by bolting a stainless-steel U-channel frame around the original wooden beam and supporting bulkheads.

When the boat was as ready as my youthful impatience and limited funds allowed, I found I had only $500 left. Yet I refused to consider delaying the voyage for another year or two. There is a certain wisdom to reckless youth. After all, if lack of money stopped me this year, then other insecurities could just as easily keep stopping me until my exploring instinct faded into a life of vague regrets. With an undiscovered world before me, I set out alone from Miami in June of 1984 and threaded my way nonstop for 15 days through the islands of the Caribbean to Panama.

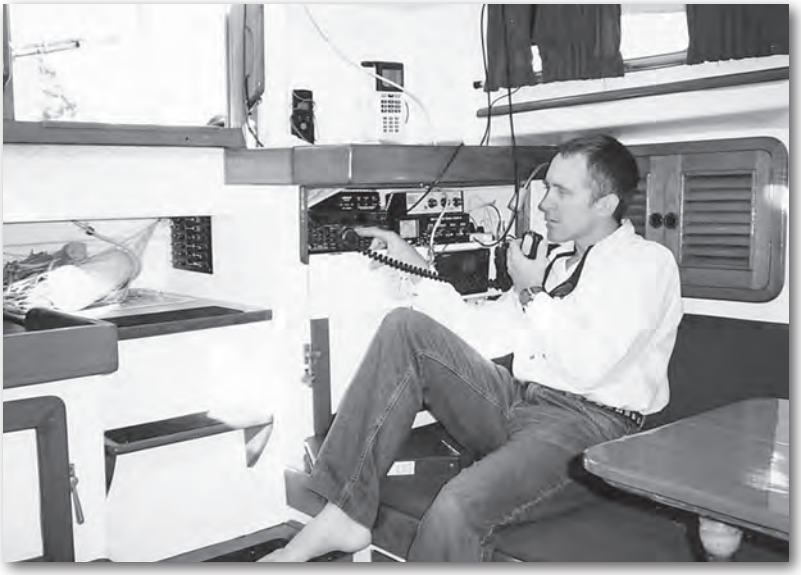
In all but the lightest of winds, the self-steering gear held *Atom* on her course, giving me the freedom to take short naps, prepare meals, and navigate by sextant. To find some kind of harmony with the creatures who would be my sole companions, I stopped fishing and became vegetarian. After locking through the Panama Canal, I entered the 10,000-mile-wide Pacific Ocean. For six months I explored among the stunningly beautiful islands of Polynesia, Tonga, and the Solomon Islands.

Anchor lines parted

During this two-year voyage, I visited 10 islands. At each, I left *Atom* moored securely to two or three anchors while I went out with a backpack for days or weeks to walk across the island and climb its highest peaks. Always I returned to find her unmolested, though sometimes one of the anchor lines had parted from chafing on coral. At that time, I used only a short length of chain next to the anchors because I lacked a windlass to handle an all-chain rode.

On the little island of Tikopia, I was delighted to find one of the last remaining outposts where native Pacific island culture

James didn't just sail around the world, he explored on foot the islands he stopped at along the way. In 1987, he sailed *Atom* from Florida to Hong Kong and spent some time in the South China Sea, at right.



Over the years, James adapted *Atom*'s cabin and equipment, above, to suit his needs for his voyages. For his second circumnavigation, he installed a single-sideband radio, below.

was bravely resisting the onslaught of Western technology. Several times I was tempted to settle down among the welcoming people of these happy isles, but the dream of completing the voyage and the adventures just ahead over the western horizon always lured me on.

Bribed with brides

While awaiting the end of the Indian Ocean's typhoon season in New Guinea, I spent three months walking alone through the island's forbidding rainforest. Staying in thatched huts in remote mountain villages, I learned how to live as a primitive man — narrowly escaping death from recurring malaria, getting caught between warring tribes, and once falling 50 feet down a hidden shaft in an abandoned gold mine. A village chief who befriended me in the Highlands — an ex-cannibal who had four wives himself — tried to convince me to stay by offering me two of his daughters in marriage. This was a bargain, since daughters as fine as his were usually commanding a "bride price" of 100 pigs each. New Guinea was pure Adventure Country. I loved it, but knew I had to leave before it killed me.

From the smothering rain forests of New Guinea, *Atom* and I sailed nonstop for 30 days through the wreck-littered Torres Strait and past the long, empty, northern coast of Australia to the open waters of the Indian Ocean. The trade winds blow at their strongest here, often at gale force for several days at a time. We made fast passages between the islands, running with deeply reefed sails at average speeds of 130 miles a day. Although the islands of the South Indian Ocean are less numerous than those of the Pacific, they are no less exotic. I was again lured away from the sea to walk across Mauritius and the French territory of Reunion Island. With its active volcano, knife-edged mountains rising 10,000 feet above the sea, and uncountable waterfalls pouring into lush hidden valleys where small communities live in complete indifference to the mad goings-on of the outside world, Reunion Island qualifies as the nearest thing to paradise on this earth.

Perhaps my view of the island is biased, as I remember the girl there who waved goodbye from the shore when *Atom* sailed reluctantly out of the bay. The only illness I suffered at sea on this voyage occurred after I departed Reunion for Durban, South Africa. Somewhere south of Madagascar, in a region known for frequent gales and unsteady winds, I became incapacitated from a relapse of malaria. As I lay in my bunk for three days in a lonely, helpless fever, *Atom* dutifully looked after herself, and somehow covered 200 miles through disturbed seas in the general direction of Durban.

Increasing deck leaks forced me to take drastic action during my two-month layover in Durban. Many Tritons suffer from waterlogged balsa-cored decks. I removed every deck fitting and cut off the deck's upper fiberglass layer. I removed bucketsful of stinking balsa mush, refilled and leveled the deck, and reinstalled the hardware. It was a miserable job I had been putting off for a long time.

First serious storm

Having an absolutely dry boat inside made it worthwhile. Off the aptly named Wild Coast of South Africa, I met the first serious storm of my sailing career. As the southwester blew up some impressive seas, I turned and ran directly downwind under a bar-tight storm jib sheeted amidships.

While dropping headlong down one of these slab-sided waves, the strain from the windvane steering lines snapped the wooden tiller. *Atom* instantly broached, roughly plunging her lee spreader into the sea. I remember a loud snap signaling a broken intermediate shroud. But thankfully, due to the extra rigging I had installed, the mast stayed in place. As *Atom* rolled wildly while being hammered by the beam seas, I bolted on the emergency tiller. Ironically, days later we were carried gently past the rocky buttress of the Cape of Good Hope by a favorable current in a flat calm on a brilliant sunny day.

From Cape Town back to Florida, I enjoyed the life alone at sea so much I visited land only twice, stopping briefly at St. Helena Island and

Martinique. For navigation, I usually fixed my position with three star sights during evening or morning twilight. The night sky of the Southern Hemisphere had become a familiar field of fiery beacons and signposts. At night in the South Atlantic, I could even maintain my course from my bunk by keeping the frosty streak of Halley's Comet lined up in view through the open hatch.

As exhausting and frightening as it was at times, I now remember the easy days far outnumbering the bad. The personal rewards of the voyage were incalculable, and I never for a moment regretted my decision to go. Those two years as a vagabond sailor created an unbreakable bond between *Atom* and me and ended any chance that I could remain satisfied with the normal life of a land dweller. Within a year I would set out again, this time on a voyage alone to China and what would become a 12-year-long second circumnavigation.

James went on in this article to tell about his second circumnavigation in Atom. *We hope he'll write that book someday. Meanwhile, he and his wife, Mei, live in Brunswick, Georgia, where they have a business helping cruising sailors prepare their boats and themselves for extended voyages. Visit them at www.atomvoyages.com.*

When this photograph was taken in Trinidad in 2000, James had already owned *Atom* for 21 years and had sailed her thousands of miles. He wasn't done then and he's not done now.

Listen in

Try two free audio excerpts from James' book at www.audioseastories.com. Click on audiobooks and choose *Across Islands and Oceans*.

- A 5-minute excerpt describes wild conditions encountered rounding the Cape of Good Hope.
- A 4-minute excerpt describes crossing from Cape Town to St. Helena accompanied by Halley's Comet.

Getting

Five stages from taking

1 The beginning

It might have been *Swallows and Amazons* . . . or the thought of small animals in a beautiful pea-green boat . . . or two sawcuts making a pointy end in a short board . . . or watching Bing Crosby capture Grace Kelly's heart as he sailed the *True Love* on an MGM backlot. But even as illusions fade and disappear, overrun by life's practical matters, some few lodge in our hearts and become dreams — some half-cocked, some full-fledged to be carried for the rest of our lives. Unless something triggers a lurch into reality. Something like . . .

2 A boat

Suddenly, there she is with a "For Sale" sign swinging below the boom. It's love at first sight, for better or for worse. A quick telephone call and the owner appears. You climb aboard and slide open the hatch to an unfamiliar bouquet of stale air, mildew, and damp cushions. A barrage of blarney from the seller goes largely unheard. You're wallowing now in the second stage of a growing addiction. You feel like Michelangelo staring at a stone, unable to chisel fast enough to get at the fine art inside.

She's a beauty. Shiny and white with a handsome blue stripe running just along that pretty sheer. You have a picnic in the cockpit and watch the kids exploring nooks and crannies. Sailing her will come sooner or later, but the important thing is that she's yours! Well, almost. Getting to *feel* that she's really yours will take a little longer.

3 Getting to know her

There's a steep learning curve in the third stage, so steep that most dreamers slide off somewhere along the way. Patience and resolve will be tested as knuckles are bloodied and credit cards swiped at much the same rate. You learn to call parts by their real names — nautical alternatives for "front end," "left" and "right," and "the hole in the bottom with all the water in it." There are ropes to learn, to be held in place by square knots, half hitches, stoppers, and maybe a bowline or two. There's a knack to keeping her in one place with bow lines, stern lines, and springs. You learn to back away from the dock, hoist the main, and get her to go where you want to go — more or less — when the wind's blowing from the wrong place, too much, or not at all.

There's water to be boiled and beer to be kept cold and you struggle to start an unfamiliar, mulish, and sometimes dangerous engine. You learn to step lightly — one hand for yourself and the other for what has to be done — and there's always something to be done. You live with a combination of anxiety, halting indecision, and regular frustration punctuated alternately by bliss and not a little fear until . . .

hooked on sailing

the bait to being truly boated

BY RICHARD SMITH

4 The Dream takes over

This is the point at which it's not what *you* want but what the *boat* wants that matters. Time and money are spent as needed. In the eyes of the unacquainted, you're acting unpredictably and recklessly. You subscribe to one or two sailing magazines (if you're reading this, you're well on the way to being hooked).

You get to know her dings and dents, stress cracks in gelcoat, and the disheartening sight of bubbled varnish or blisters just above the keel. But you take pleasure in setting it all to rights (more or less) while learning to be patient with yourself and internalizing the art of compromise.

You spend hours and days looking for just the right fabric for those cushions and finding just the right picture to hang in just the right spot. You peruse the secondhand boat-gear shops looking for just the right cabin stove, not only as to type and cost but also with an eye to how it will look in your increasingly comfortable — and personalized — saloon. You learn to drill holes in plastic and how to fill them . . . and how to live with your mistakes. There are occasions of believing a boat 2 feet longer will be a universal cure to all problems, real or imagined, afloat or ashore. These spells persist until you become . . .

5 Well and truly hooked

The mature addiction takes many and diverse forms. Some sailors see their boats as others do their gardens: asleep in the winter but blooming in the spring, not with apple blossoms and buttercups but rather with fresh coats of bottom paint, a more or less dry bilge, and a spanking new impeller blade. Work is never finished, but the reward is a satisfaction that cannot be bought or easily gotten. Some may feel compelled to build a dinghy in the spirit of the mother ship, to make something with their own hands to pay back the joy over many years.

The truly hooked think about boats almost as much as they think about anything . . . or ever have. They read cruising narratives, novels of the sea, and the history of yachting for the sheer pleasure of it. They work Joshua Slocum, Donald Crowhurst, and John Guzzwell into conversations with non-sailors. Many are as happy at anchor on a rainy day as they are under a full press of sail.

Boats help addicted skippers make sense of the summer and the great outdoors. They are reminders of a more natural world. They keep us from being preoccupied with the routine and necessary pleasures of life ashore and of the constant struggle to obtain them. Those of us who are well and truly hooked on boats are incomplete without them.

Richard Smith, a contributing editor with Good Old Boat, *is an architect. He specializes in designing and building very small houses and has built, restored, and maintained a wide variety of boats. He and his wife, Beth, sail their Ericson Cruising 31,* Kuma, *on the reaches of Puget Sound.*

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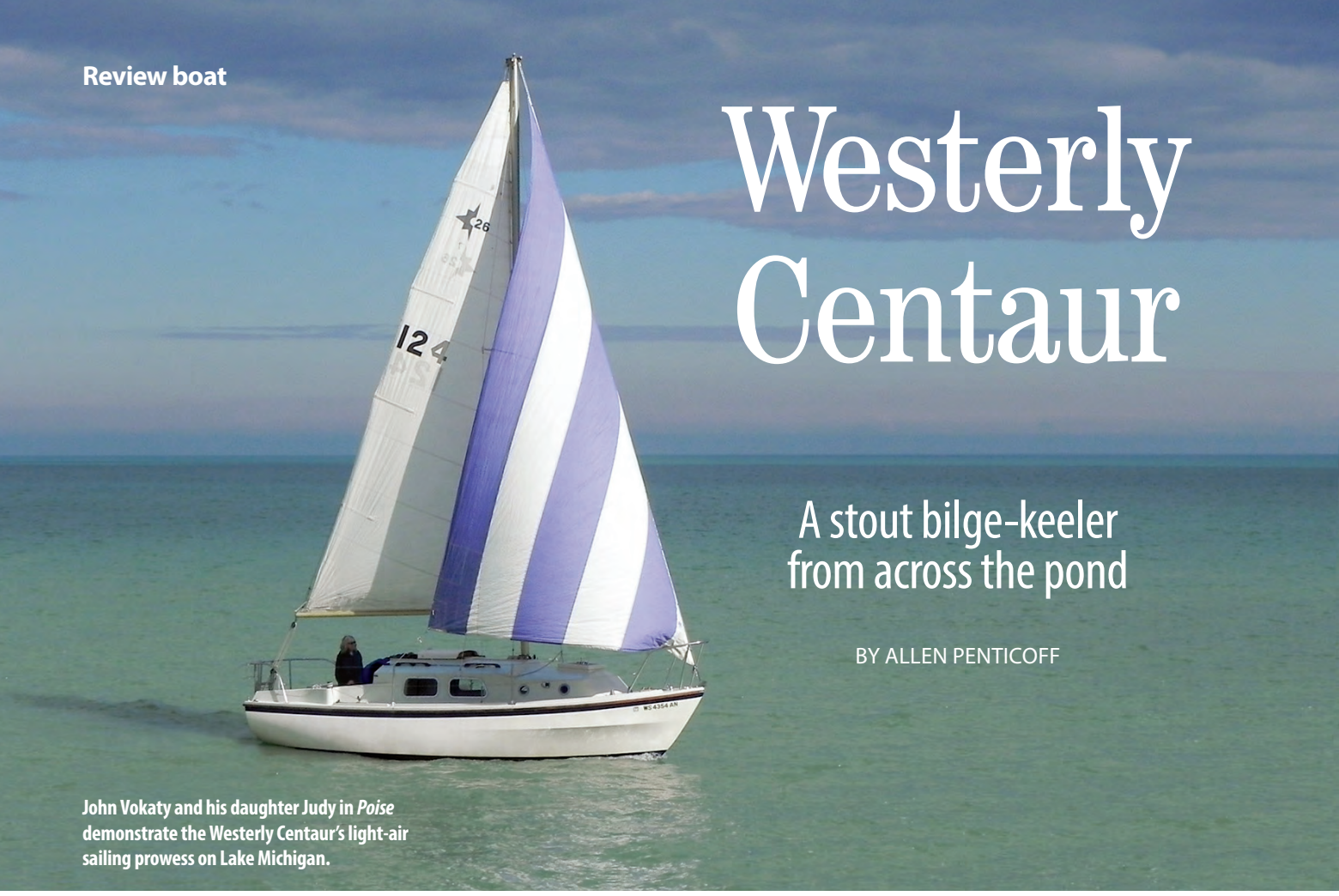
Westerly Centaur

A stout bilge-keeler from across the pond

BY ALLEN PENTICOFF



John Vokaty and his daughter Judy in *Poise* demonstrate the Westerly Centaur's light-air sailing prowess on Lake Michigan.

What were you doing in 1975? John Vokaty, then 48 years old, was working in corporate accounting when his wife, Helen, strongly suggested he was working too much and should take up sailing as "something to do." And so they did. At first they sailed with others on Lake Geneva and Green Lake in Wisconsin. Later that year they acquired their first sailboat, a Pearson 28. Two years after that, they bought and sailed a Catalina 22.

They were thinking of buying a 28- to 30-foot O'Day when John happened upon a 1969 Westerly Centaur 26 for sale in Chicago's Burnham Harbor. John says, "It wasn't an old boat then." It was soon theirs. John and Helen sailed out of Burnham Harbor for a time but, for most of the 31 years since acquiring *Poise* in 1981, they sailed from various marinas in Racine, Wisconsin, on Lake Michigan cruises. They were not tempted to cruise farther. John says, "Lake Michigan is big enough."

Helen and John kept a journal of their sailing outings. For some days, a simple entry included the date, who was aboard, and the weather. Other times, Helen's beautiful handwriting tells a more compelling story of adventures with *Poise*. Helen passed away in 2010, but John, now 85, is still sailing *Poise* from a slip on the Root River at Pugh Marina in Racine. I met John last October to sail aboard *Poise* with his daughter Judy as crew.

History

Westerly Marine Construction, Ltd., a British firm founded in 1963 by Denys Rayner, commissioned the firm of Laurent Giles & Partners to design an affordable family cruiser to fit into their already well-established line. Laurent "Jack" Giles (1901-1969) said of this endeavor, "To be commissioned to design for Westerly Marine was indeed a challenge. With the resources of their own research department allied to a highly developed production line and a keen buying office, there seemed to be a danger of too many outside pressures working on the designers." This turned out not to be a problem, and the designers and builders cooperated to create a "proper yacht" in a 26-foot cruiser with twin bilge keels.

The Centaur was well received at the 1969 London Boat Show and considered a hit, in part because of its generous interior dimensions. Centaurs sold well in the U.S., with many going to the Great Lakes. In all, it was so popular that 2,444 Westerly Centaurs were produced over a 12-year run that lasted until 1980.

Design

Denys Rayner was very fond of small-boat cruising, but in comfort, and that meant standing and sitting headroom. So, in common with its predecessors, the Westerly 22 and 25, the Centaur has a lot of beam and slab topsides to provide plenty of cabin space.

The Centaur has much nicer lines than the Westerly 22, with a spoon bow, slight aft rake to the transom, and no aft overhang. The cabin trunk is not pushed out to the rail and a step down forward of the mast reduces its visual effect. Spring in the sheerline and a chine high in the topsides forward provide an overall pleasing appearance. The aft sections are kept wide with a firm turn to the bilges. The canoe body has clean lines and the propeller turns in the clear. The rudder is a spade. Jack Giles had done research on other twin-keel yachts and vastly improved on their performance by designing the

> “Westerly offered a wide range of engine options; being overpowered appears to have been the norm.”

keels with high-lift foils and attaching them with 2 degrees of toe-in. This makes the Centaur very weatherly.

Construction

Westerly boats are known for sturdy fiberglass construction. John says the foredeck is a balsa sandwich with solid laminate in all other areas. While Westerly was among the first to use fiberglass interior liners, the builder did not skimp on the number of access holes needed to reach important parts of the hull. In addition, two very solid plywood bulkheads forward stiffen the hull where the most pounding takes place.

Three cabin layouts were available after 1972. In 1974, the saloon windows were modified so stress from the lower shrouds would not cause leaks. In 1976, the spade rudder was replaced with a skeg-mounted rudder to improve handling and reduce prop-wash turbulence. A transparent companionway hatchcover appeared in 1978.

Westerly offered a wide range of engine options; being overpowered appears to have been the norm. Early boats, including *Poise*, were given the Volvo 2-cylinder 16-horsepower MD11 diesel. Jack Giles said the 13-horsepower MD7A would push a Centaur along at about 6 knots. Due to a substantial quantity discount offered to Westerly by Volvo in 1972, the 25-horsepower Volvo MD11B appeared in many Centaurs. The smallest engine was the 10-horsepower Volvo MD1B; the largest was the Watermota 4-cylinder of up to 30-horsepower. Apparently, the cost for customers to upgrade to the larger engines was minimal, and for those who sailed in places where tidal or river currents are strong, the extra power was very welcome.

On deck

The sidedecks are fairly wide with molded toerails, double lifelines, and good handholds for going forward. The bow has reasonable space for a 26-foot boat. There is no anchor locker, just chocks for a Danforth-type anchor. The rode and chain pass down a covered hawsepipe to a bin in the forepeak.

One large translucent fiberglass hatch opens above the forward cabin and two small sturdy portholes open on either side — two in the cabin, one in the head, and one above the hanging locker. Two large fixed windows are fitted on each side of the cabin trunk. Later models had a translucent sliding companionway hatch as well, but *Poise* has one of solid fiberglass. A sea hood covers the sliding hatch and wooden dropboards complete the companionway closure.

Prominent features in the cockpit are a high bridge deck and a deep self-draining footwell. A lazarette provides access to equipment aft and some storage. On *Poise*, teak gratings cover the cockpit seats and footwell. The seats are long enough for a good nap and reasonably spaced for comfortably bracing your feet while heeled. The coamings might dig into your back, but any cushion will relieve that problem. All the hardware on the deck is of good quality.

Rig

Poise has a masthead sloop rig with a deck-stepped mast supported by a chromed-steel compression post in the cabin. It is a simple single-spreader arrangement with aft lower shrouds and a checkstay forward. Some

The tall cabin trunk may look a little boxy, but the crisp lines are rather elegant, above top. Like the Centaur, boats designed to be moored in estuaries that dry out at low tide often have bilge keels, above. They can also be stored on their own bottoms without stands. Crew stay dry in the deep cockpit with its high coamings, at right, but the helmsman must stand up to see over the cabintop.

The dinette is raised, putting the cabin windows at eye level for diners, at left. A counter extension expands the galley with its molded sink. A shippy detail is the oval cutout in the main bulkhead that allows easy passage while maintaining its strength. The vertiginous companionway ladder, at right, is well provided with handholds.

Centaurs were built with a ketch rig, but I believe these are rare. Halyard winches are mounted on the mast. The boom is equipped for mainsail roller reefing with a geared crank at the gooseneck. (***Note:*** *This process, which has become uncommon, is illustrated in Don Launer's 101 article in the May 2006 issue.* ***–Eds.***) There are sheet winches and horn cleats on each cockpit coaming. The mainsheet attaches to the end of the boom (to accommodate the roller reefing) and to a traveler across the top of the arched transom.

Accommodations

Although the companionway ladder is steep and a step to the side is needed upon reaching the cabin sole, an angled handhold provides support. Seeing the layout of the compact cabin is worth the descent, and the first impression is of a lot of light and space under 6-foot-plus headroom.

To port is a dinette that should be comfy for four adults. The table drops down to make it a double berth. No nook or cranny is overlooked for storage, which is everywhere. To starboard is a small galley counter with a molded-in sink. Fresh water is delivered by a foot pump. Forward of the galley is a rather large hanging locker. Opposite the locker, the painted-plywood head enclosure is roomy for a 26-footer. Even without a door, the forward cabin

Comments from owners of the Westerly Centaur

"It only draws 3 feet, which lets you poke around where others cannot go. When you run aground with bilge keels, and the boat rights itself as you take the wind out of the sails, you are no longer aground. Because the grounded keel is off-center it lifts off the bottom as the boat rights, like magic — just the opposite of a single keel, which only digs in harder."

–Frank Whaley,
Homer, Alaska

"I owned hull #804 from 1974 to 1976. I sometimes wish I still had it. It really accommodated the six of us with two quarter berths, the V-berth, and an easily converted dinette table. My mate and the kids felt safe in the large cockpit with its high thick coaming. The cabintop was great shelter so the cockpit was consistently dry going to windward in strong winds and chop. A hatch in the cockpit sole gave great access to the Volvo MD2B diesel. The boat was heavily constructed, really like a tank. The shoal-draft twin keels came in handy when the northwest winds of winter blew the water out of Spa Creek on Chesapeake Bay. I thought the Centaur sailed surprisingly well.

"A few negatives included a somewhat industrial look with the Formica-finished bulkheads and the vinyl-clad foam on the overhead that tended to pull away in later years. The mainsail roller reefing was easy to operate, with a built-in crank on a shaft running through the mast, but it made for lousy sail shape. There was no on-deck storage for the anchor and rode."

–Joe Tierney,
Annapolis, Maryland

"My wife, Elly, and I owned a Westerly Centaur for two years. We sail on the south coast of England and we have a tidal drying mooring, thus the need for bilge keels. I'm 6 feet 2 inches and I could almost stand up straight in the saloon. The V-berth was just about big enough for us both to sleep in; had I been 2 inches shorter, it would have been perfect. We had the original 'A' layout with the dinette table and two very generous quarter berths. We loved this layout as we were able to dine inside and still sit and enjoy the views from the large windows; the 'B' and 'C' layouts did not have the raised dining area.

"One of the common faults was the keels splaying from repeated drying out on moorings. This had been fixed on *Tonanti* and most will have had the same treatment of extra-strength glassing and fillets around the keel bolts."

–Stuart Troop,
United Kingdom

A settee aft of the galley is a good place to prepare for going on watch and also makes access to the quarter berth somewhat easier.

is reasonably private, and leaving the head door open makes it more so. The wide V-berth can be used comfortably as two 6-foot 6-inch single berths or, with an insert, as a cozier double of queen-sized proportions. The aft quarter berths are equally long. On *Poise*, as on many boats, these become places to store bulky gear. A short settee is located to starboard, aft of the galley and forward of the quarter berth.

The overhead and cabin-trunk sides are covered in a white vinyl fabric, lending to the airy feel and providing reasonably good access to fasteners for deck-mounted hardware. The compression post is a good handhold as is another chrome tube on the back of the aft dinette seat. In the absence of a centerline keel, the bilges are rather shallow. The engine is easily accessed by removing the companionway ladder and a panel behind it. *Poise* has no electrical panel per se; switches and fuses are mounted on the side of the engine compartment. The original lighting was minimal. *Poise* is rigged for shorepower as she has lived most of her life in big-city marinas.

The alternative cabin arrangements offered either an L-shaped settee around the dining table or a long settee to port and a short settee to starboard. In the latter case, the galley moves into the area where the starboard quarter berth is on the standard model.

Under sail

It was a late October day but still warm enough for a brief test sail. With light winds out of the northwest, the waters of Lake Michigan were flat. John had pre-heated the engine and charged the battery before he attempted to start the cold diesel.

Motoring out was straightforward. The tiller is a rather large chunk of laminated wood and it feels very solid. To see ahead adequately, it is necessary to stand. This did not feel at all uncomfortable, and the same standing position seemed equally comfortable when we were sailing.

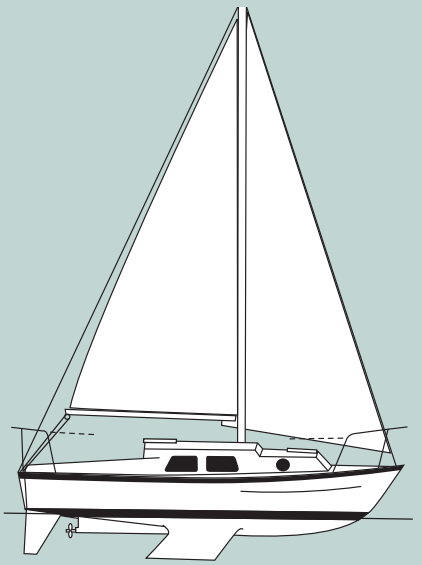
In the light air, *Poise* didn't heel much and there was little need to touch the tiller. I felt a slight vibration in the tiller coming from propeller turbulence. John flipped the transmission into neutral and the vibration ceased. Because of the lateral area of the twin keels, I expected the boat to come about in a leisurely way, perhaps even needing help from the backwinded jib. But no, she came about smartly. While I was admiring the quick tacking and arrow-straight tracking, John said that tracking is not so straight in 2- to 3-foot seas (later versions with the skeg-hung rudder may track better in these conditions). When stronger puffs of wind hit us, the Centaur accelerated reasonably well. John says she is still a very dry boat even in more boisterous conditions.

Jack Giles once said he liked to design boats for hands-off sailing, yet they should still be responsive. He is quoted as saying that small boats require "the utmost docility and sureness of maneuvering at sea, in good weather or bad." Lake Michigan can be a very rough place to sail at times, but I would feel very confident in the Westerly Centaur.

Twin keels do inhibit performance to a degree, owing to the added wetted surface. But John reports top speeds from 6.2 to 6.5 knots, typical of a heavy 26-foot boat. The keels allow the boat to sit level on the mud flats when the tide goes out, a not uncommon situation in the U.K. In fact, storage on land requires simply placing wooden blocks under the keels and rudder; no stands are necessary.

Twin keels could work to your detriment should you run hard aground at high tide or in an area with no changes in water level. With both keels buried, it would be very difficult to heel the boat to free it, even with a line

Westerly Centaur



Designer:	Laurent Giles
LOA:	26 feet 0 inches
LWL:	21 feet 4 inches
Beam:	8 feet 5 inches
Draft:	3 feet 0 inches
Displacement:	6,700 pounds
Ballast:	2,800 pounds
Sail area:	324 square feet
Disp./LWL ratio:	308
Sail area/disp. ratio:	14.6
Fuel:	12 gallons
Water:	17 gallons

from the masthead run off to the side. However, if you happen to run aground while heeled, the boat may well float free once the sheets are eased and it stands up.

The head is enclosed. It has an opening portlight for ventilation and a well-placed handhold.

Conclusion

Personally, I like a swing keel/centerboard or retractable keel/daggerboard for gunkholing, as these options have the least draft. Twin keels provide good stability and allow the boat to sit flat when the tide goes out, and there's something to be said for the absence of moving parts. Boats have strengths and weaknesses. Which features are which in your boat depend on how you expect to use it. *Poise* has provided John with decades of good cruising. A Centaur could be your lifelong boat too, as it does many things well.

A lot of Westerly Centaurs are out there. They are all old, but depending on how well they have been maintained, they are likely a good value as their construction is sturdy. There are many choices in engines and cabin arrangements.

You will definitely find a better deal in the U.S. than in the U.K. The lowest-listed Centaur I found was $2,900, with others ranging up to $11,000. I expect good value is to be had somewhere in between those extremes.

> "Twin keels provide good stability and allow the boat to sit flat when the tide goes out."

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

The cliff

Compound errors add up to a bump in the night

BY ALAN LUCAS

Thanks to her robust construction, *Tientos* survived her encounter with a Turkish cliff.

Accidents are supposed to be nasty moments that come out of nowhere. Yet in 1983, when I had more than 20 years' sea time under my keel, a serious accident happened despite every step leading up to it being glaringly obvious . . . in retrospect at least. It was the climax to a string of small incidents that led to the huge one of slamming into a Turkish cliff on a black moonless night.

The first step toward potential self-destruction was when a new 10-KVA alternator proved faulty, its manufacturer denying warranty obligations by declaring that I must have tampered with it. This false accusation left me with an expensive, useless, and heavy source of magnetic attraction sitting beneath the cockpit awaiting a decision about its future.

Somewhat embittered by the incident, I swung the compass of our 47-foot ferrocement cutter, *Tientos*, then cleared out of Australia to sail around the world with my wife, Patricia, and young son Ben. Insidious Step Number One was now in place: a deviation card showing the influence of the alternator where it was situated on departure, not where it might be in the future.

> "Ann called Patricia on deck to declare she could smell pine trees . . ."

Six months later, in Larnaca Marina, Cyprus, the alternator was repaired then re-stowed just a few inches from its first position where it would again wait for installation at a later date. In the meantime, my sister Ann, 80-year-old mother, and our teenage son William flew in for a two-week Turkish cruise. Rich with the pleasure of having family aboard, and on the assumption that swinging the compass a second time would be unnecessary, we cleared for Turkey.

The city of Alanya was our first taste of Turkey after a short passage north, on which course we detected no serious magnetic anomaly. Thrilled by the sights and sounds of that exotic place, we indulged in frenetic sightseeing before setting sail west across the Alanya Gulf, at the other side of which was a line of towering cliffs needing a very wide berth. I plotted a course minus 15 degrees for a safety margin to be sure of a good offing at the end of our 70-mile track.

The calm before the . . .

As soon as we set off, the wind died and the eastern Mediterranean fell as flat as a ship's biscuit, leaving us running on autopilot and engine power for the entire night. My two watches were late evening and again well before dawn, soon after which the gulf's western headland should be sighted in the far distance. In the interim, William, Patricia, and Ann took their turns as lookouts.

Regrettably, in setting the watches, I failed to consider the possibility of William bumping the throttle then innocently resetting it a bit faster than before, or of my sister being in an alien environment and uncertain of what to expect at the other side of the gulf, or of Patricia not urgently shutting the throttle before jumping below to call me out. These were the tiny steps toward what could well have been disaster.

The sea being flat, I slept so soundly that I sensed, but didn't believe, the engine revolutions had increased enough to add a full knot to our speed. Nor did I expect that my sister

ALAN LUCAS

The solid line is the route *Tientos* followed en route to the cliff in Turkey. The dotted line is the planned course that would have missed the cliff by miles.

would be on watch in the inky-black pre-dawn hour. But that is how things stood when Ann called Patricia on deck to declare she could smell pine trees and that there seemed to be a "huge black cloud dead ahead." Patricia sniffed the air, peered ahead, and woke me. I scrambled on deck just in time to close the throttle seconds before we rammed the huge black cloud.

The "cloud" was a sheer rock face and the smell of pine came from trees behind its edge somewhere above us. Stunned silence and disbelief hung over us like a dense fog as we automatically went into damage control, Patricia checking the bilges while a suddenly wide-awake William and I checked the foredeck and bow area. Incredibly, there was no hull damage, undoubtedly thanks to the massive steel-reinforced stem typical of ferrocement construction. The impact was softened a little by the platform-style bowsprit sliding up onto a small, sharp ledge that split it in two to hold our ship captive in scissor-like jaws.

Intimidated by the thought of a sea breeze and onshore waves developing with the encroaching dawn, we abandoned caution. William stood on the rock ledge using a large lever under the bowsprit while I drove *Tientos* full ahead, wagging her stern with rapid turns of the rudder followed by hard astern to break the bowsprit's tenacious grip, until she at

While *Tientos* was in Kekova undergoing repairs, her crew explored ancient sarcophagi on the nearby coast, at left, and bartered with residents for fresh food, at right.

last broke free to be moved offshore for further damage assessment. That was when my mother, quite unaware of the drama, emerged on deck to ask if we wanted a cup of tea. Soon after this we heard a plaintive voice calling from the cliff face. It was William, stranded and alone on the ledge, still clutching his lever. In the panic and confusion of the moment, followed by the relief of escape, we had all presumed he was on board.

In the growing light of dawn, we cautiously steamed back to the cliff face to retrieve him, all aghast at the scattering of off-lying rocks we'd passed earlier without foundering on any of them. This was more of a miracle than surviving the head-on collision with the cliff. With William safely on board, a thoroughly shaken family plodded south to round the headland and continue west.

Epilogue

As the skipper, the buck stops with me. I could easily blame the event on the distractive pleasure of having family members aboard, but that's side-stepping the truth. The simple fact is, I failed to recognize how small incidents were leading to disaster. It began with my stupid assumption that, if the compass deviation proved OK when sailing north from Cyprus, then it should be OK when sailing west. Such amateurish behavior was unforgivable for one who, many years earlier, had owned a steel yacht on which moving the compass a few inches could cause it to swing as much 80 degrees.

By not working up a new deviation card in Larnaca, I had established the perfect foundation for the ultimate accident. Looking back, I estimate the deviation on the westerly course was at least 40 degrees east, enough to pull my course to the north to hit a headland that we should have cleared by at least 5 miles.

As for the failed alternator, after I mounted it properly at the end of the Mediterranean summer it still didn't work . . . so it was unceremoniously dumped. It was a thousand-dollar dud that could have cost us our lives. Needless to add, I have not dealt with the same company since nor have I allowed small incidents to insidiously accumulate into a major one.

Alan Lucas, an Australian from New South Wales, has been cruising for more than 50 years, primarily south of the equator. He is the author of several Australian cruising guides.

***Tientos* was fitted with a new bowsprit (note the white primer on the bow) while the Lucas family wintered aboard her on the Tiber River in Italy.**

Dear fellow sailors,
It's not easy to share your "learning experiences" with the rest of us, but we hope you will. Once the adrenaline has receded somewhat, please write to us (karen@goodoldboat.com) about any emergency that caused you to panic or put your boat in harm's way. If we learn from your learning experience, we'll all be better for it. Getting it off your chest might even be therapeutic. What's more, we pay for these articles and will send you a Good Old Boat ball cap or T-shirt as well.
–Editors

Homemade bottom cleaner

Give slime and scum the brush-off on the cheap

BY FERMAN WARDELL

Doesn't every sailor yearn for another tenth of a knot? Especially when racing? I do. Lucky are those who trailer their boats and can clean them at any time or place. Residing in a slip, *Wind-Borne*, my Hunter 28.5, is subject to all those nasty little organisms that are attracted to the hull. One nice thing about my location in freshwater Lake Norman, just north of Charlotte, North Carolina, is that there are no barnacles, just fuzzy scum. Even fuzzy scum slows the boat. Plus, when the boat heels, I like it to show a nice blue, not brown, underside. The scum's got to go. My son gives me a cleaning by diver for Father's Day each year but, as I race several times a year, I like to have a slick hull *all* the time.

While researching available bottom cleaning devices, I thought, "Why not have some fun designing my own?" I started out by listing criteria I wanted such a device to meet. It had to be easy to use, effective, durable, readily storable, and inexpensive.

I knew PVC pipe would work well as it's easy to cut, configure, and join — and it's rustproof. I found a floor sweeper with a flat swivel-head and terrycloth cover. One special need was an angle in the long handle to permit reaching under the boat's bottom. This was accomplished with a 45-degree PVC fitting with screwed connections that disassemble for storage and transporting. (I pinned the connections so they wouldn't unscrew at the wrong time.)

I assembled the parts and attached flotation to the back of the head to force it upward against the hull. The flotation is closed-cell foam cut from a swim noodle that sells for $1.99.

A successful prototype

It was time for the first test. The device was unwieldy until I got it in the water, where its buoyancy held it up nicely. While scrubbing, I noticed that the head wanted to flop the wrong way (with the float side up). That wouldn't do. What's more, the cleaning-head connection swiveled the wrong way and the broom-head connection came off. Rearranging the flotation and screw-pinning some connections solved these problems.

The second test went much better. The tool slid back and forth nicely with the terry material wiping off the scuzz, which floated away in a satisfying way.

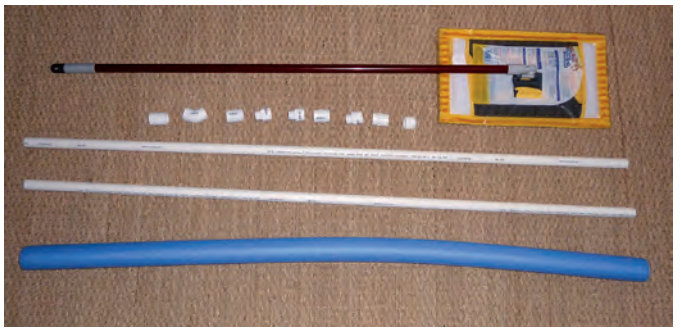
The underwater appendages were a different matter, as the buoyant cleaning head resisted being pushed down far enough to reach the bottom halves of the keel and rudder. To solve this, I fabricated another head with just one float located on one side to hold it vertically to match the vertical surfaces. Changing heads is a snap. I simply remove the locking pin and switch out the head and its shaft.

Further improvements included the addition of two screwed connections to make shorter pieces that can be stored easily and a steering stick to provide better leverage for guiding the device. The total cost: about $60. The most expensive parts are the two sweepers at $17 each. I could have reduced that significantly by fabricating them myself.

Recognizing that this hull-cleaning device is a prototype, I'm satisfied with how it works. I'll continue to use it as is and will also work on ways to improve it.

Now I'm more ready than ever for the racing season with my clean-bottomed good old boat!

Ferman Wardell began sailing an 11-foot Styrofoam Snark on a 30-acre lake in North Carolina. After sail-schooling at North Carolina coastal Camp Sea Gull, he owned a 12-foot Scorpion and a San Juan 21. He now cruises and races his 1985 Hunter 28.5, Wind-Borne, *on Lake Norman near Charlotte. Ferman has sailed extensively in the Caribbean. He enjoys boat maintenance, repair, and "improvements."*



Ferman demonstrates how he can clean his boat's bottom while she's in her slip, on facing page. The basic parts of the hull cleaner are a swivel-head floor sweeper, PVC pipe and sundry fittings, and a pool noodle, above.

Although the assembled hull cleaner looks a little ungainly, it works! The short stub fitted at a right angle to the handle gives leverage for guiding the pad.

To make his hull cleaner easier to transport and store, Ferman cut the PVC pipe handle into short lengths. He joins them together with screwed connections.

Don't sink by the head

A vented loop keeps the boat afloat

BY GLYN JUDSON

Having heard horror stories of boats sinking due to a marine toilet overflowing, I have resolved to never let that happen on our 1979 Ericson Independence 31.

A friend owned an identical boat and had an identical marine toilet, which I helped him install. I suggested at the time that he install a vented loop in the raw-water intake to prevent an accidental overflow. He chose not to go to the expense but, instead, to rely on remembering to close the seacock after each use. Despite our boats being identical, the top of his toilet bowl was ¼ inch below the static waterline while mine was ¼ inch above it. In my book, that's way too close, so I fitted a vented loop in my toilet's raw-water intake.

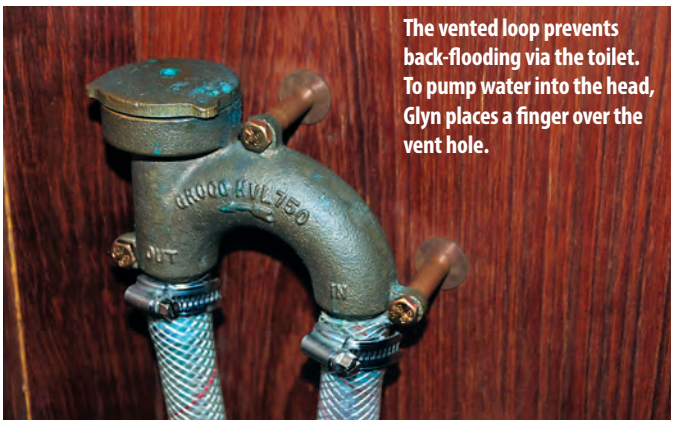
Over a two-week period, my friend twice left the boat for short periods of time immediately after using his new marine toilet and forgetting to close the seacock. On both occasions he returned to find the cabin sole awash and water merrily overflowing from his toilet. After the second occurrence, he asked me to help him install a loop in his boat too.

I'm about 99 percent certain that my boat can never sink from our marine toilet flowing over. I mounted a ¾-inch Groco vented loop on the bulkhead behind the toilet and as close to the centerline of the boat as possible. It's at about chest height between the raw-water seacock and the toilet.

Mounting a loop in this fashion is the opposite of its designed function, and therein lies considerable added protection against flooding. When I want to move water into the bowl, I have to place a finger over the vent hole on top of the loop. If my finger is not sealing it, that hole will suck air as I try to pull water past it with the pump. When I'm done in the head and take my finger away, the water in the loop returns to its static level. The loop is sufficiently high on the bulkhead to ensure that it always remains well above the boat's waterline even when the boat is on a severe and sustained heel on either tack.

I have a hook installed well above the loop. A big blue towel hangs from it to hide the loop from view when it's not in use.

Glyn Judson and his wife, Marilyn, have sailed Santa Monica Bay and the Channel Islands together since 1982, for the last 17 years on their 1979 Ericson Independence 31 that they keep in Marina del Rey, California. They always sail with Glyn's current guide dog in training.



The vented loop prevents back-flooding via the toilet. To pump water into the head, Glyn places a finger over the vent hole.

Lace locks for deck shoes

Tame slippery laces with push-button ease

BY STEPHEN THOMPSON

Loose shoelaces are a tripping hazard and a magnet to a playful puppy. Stephen ensured his stay tight and puppy-proof by fitting them with cord stops.

They say necessity is the mother of invention. If that's so, then Spinnaker, my cocker spaniel puppy, is the father. I'd been getting annoyed that the laces on my deck shoes were constantly coming loose. The laces just don't hold the knot and the distance to my feet seems somehow farther than it did when I was younger. Add to that the problem that Spinnaker saw these shoelaces as his toys . . .

Out of necessity, I had to find a way to keep the laces on my deck shoes tight. It came to me as I was rummaging through my sewing toolbox: "I should try using one of those little barrel lock cord closures used on sailbag cords."

I did and, boy, it works great! These little closures are available in a couple of sizes from Sailrite and other online sources as well as in many sewing stores. They are called such names as cord stops for drawstrings, cord locks, barrel locks, and toggles.

For cloth laces that still have their ends in good condition, I use a 3/16-inch size and pass the laces through in opposite directions. I then put the shoe on and pull the laces tight. I tie a half hitch about an inch from the barrel lock on both laces and cut the laces ¼ inch beyond the knots. For leather laces, I use the ¼-inch size and perform a similar installation without the knots. It produces a compact little fastening that holds better than a knot, is easily adjustable, and looks salty.

To tighten the laces, I pull on both laces at the same time while keeping the barrel lock in the center with the index finger of each hand. To loosen them, I push the button on the barrel lock and pull it upward.

I am very pleased with my system, though I can't say the same for Spinnaker.

Stephen Thompson is a professional mechanical engineer. He sailed on inland lakes as a boy and, at 50, successfully built a small sailing vessel from scratch and caught the bug once again. He recently completed the restoration of a 1970 Hallberg Mistral 33 in Houston, Texas, and now gets to sail her.

continued from page 9

Reader Ken Pfister, whose boat photo was on the cover of our November 2003 issue, has a habit of taking drop-dead beautiful photos. This one, like his cover shot, was taken in Vancouver Island's Tod Inlet in Gowlland Tod Provincial Park near Victoria, British Columbia. Perhaps it's difficult to take a bad photo there? Send your sailboat photos to jstearns@goodoldboat.com and we'll post them on our website. If we publish yours here, we'll send you a Good Old Boat T-shirt or cap.

John Lennon, sailor

After reading John Murray's article, "A Beatle to Windward," in the March 2013 issue, I thought your readers might be interested in another article in *Paste* magazine, "A Rare Glimpse of John Lennon, Sailor" (www.pastemagazine.com/articles/2010/10/a-rare-glimpse-of-john-lennon-sailor.html). Also, I'm a big fan of *Good Old Boat*. It's not the only sailing magazine I read, but it is the only one I buy.

–John Clarke, Portland, Ore.

Helping with the dream

It was terribly thick this morning, my mental fog. I awoke from light sleep, full of somewhat hazy dreams that seemed to cast subconscious doubt on my decision to abandon my comfy life on land. My left ear, not buried in the plush comfort of my feather pillow, caught the song of a mocking-bird and the motherly scolding of a cactus wren. How can one leave such perfect harmonious Tucson wake-up calls for a life on a tiny boat?

Still in the desert, hundreds of miles from my good old Pearson 30, I am full of worries. I did not have time or resources for a survey before purchase. I had to rely on a few hours aboard with the man who sold her to me. The last survey was in 2000 and I was satisfied that all those points had been addressed. The gentleman who sold *Tall Bunny* to me was retired Coast Guard, another good point to consider.

Now, for insurance coverage, I do need a survey. It will be done in the morning. Anxious for a good report, I take immense comfort in the fact that I have been reading *Good Old Boat* for several years. I sounded the deck, tested stanchions, and looked for frayed or corroded standing rigging and any sign of trouble to come. In May and June she will be hauled, painted, and have her topsides polished. A name change to *Grebe II* is in order. Then I will be off to sea, fulfilling a dream "only" half a century old. Thank you for helping me keep this part of me alive.

–Vern Pratt, Tucson, Ariz.

Caretakers, we

I sold my good old boat, a 1969 Irwin 31 Classic, and left my old copies of *Good Old Boat* on board for the new caretaker, as that is what we owners of good old boats are! We need to

keep them going in the great tradition they deserve. Thank you for creating a very good magazine for the rest of us! Keep up the good work showing folks that you don't have to buy new to have a great boat and you get so much more boat for the money. I plan to renew my subscription just to see all the great articles and the great old boats folks are giving lots of TLC to. I am fixing up a 21-foot 1987 SeaRay power cruiser — sailing is hard on the body. I still love sailing and will be going with a buddy who has a very good old sailboat.

–Terry Smitherman, Longview, Texas

Extracting through-hulls

Paul Esterle's article ("A Multi-tasking Seacock," May 2013) was informative. Since one cannot always find a through-hull extractor that fits a given through-hull, as some extractors are for specific makes of through-hull fitting, there is an alternative. If there is room, you can get around the problem by "double nutting" the fitting (an old stud-extraction trick) and then turning it out by slowly unscrewing the threads (most such fittings are threaded their entire length) as the bedding compound provides a means to do so. Since most through-hull fittings come with an inside nut to hold them in place, all you need is a second nut that fits the diameter and thread count of the fitting. Once you have most of the through-hull fitting clear of the hull, you can back off the two nuts (reverse the tightening process) and then finish removing the fitting. The "final" method, a last resort, is to thread a cap onto the fitting and hit the cap with a hammer.

–C. Henry Depew, Tallahassee, Fla.

Paul responds

Henry has some good points. However, I would disagree with the statement "Since most through-hull fittings come with an inside nut to hold them in place." *All* the through-hulls on all of my boats screw into the base of the seacock and do not use a flange nut to hold the through-hull in place. If there is a flange nut, this process is a good way to handle the situation.

As an aside, a friend of mine didn't have the removal tool at hand. He made his own by taking a socket that fit the inside diameter of the through-hull and grinding two notches into it that fit the through-hull lugs.

–Paul Esterle, Newark, Del.

Think small

I read with great interest the article in the May 2013 issue, "A Mast Boot for All Seasons." The author stated his one problem was finding roof coating in small quantities. Who has small roofs to coat? Go to your nearest RV dealer! They sell elastomeric roof coating, both black and white, in quart cans! They also sell lots of other products we can use, like 12-volt fans, pumps, light fixtures, etc., at prices that are often lower than at boat dealers.

–Don Morrison, Saint Peters, Mo.

May-issue magic!

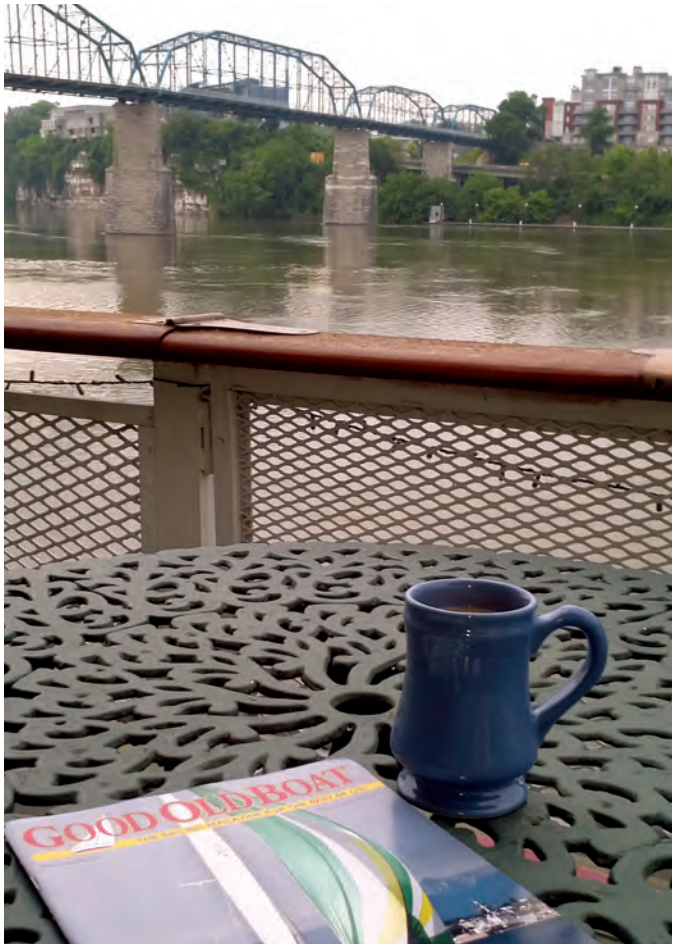
Thanks, *Good Old Boat*. I've just subscribed again. I've been waiting for a digital option ever since we moved aboard and started cruising full time. We would get a copy now and then, but it's great being a full subscriber again. I am especially happy you are using the PDF format. I find the "Issuu" format that many digital magazines use is slow to download and difficult to read. Good old PDF is the best way for those of us who rely on weak WiFi signals.

–Ken Kurlychek, Riva, Md.

Keeping it real

You know one thing I like about *Good Old Boat*? You print a reasonable amount of advertisements in the magazine. When I pick up other sailing magazines, I feel they contain one third content and two thirds advertisements. But with *Good Old Boat*, I feel like my subscription money is funding content, as opposed to the magazine being a delivery vehicle for advertisers. Thanks for trying to keep it real.

–Brian Scarborough, Norristown, Pa.



Any size boat will do!

I enjoyed the latest issue on the deck of the *Delta Queen*. This grand paddleboat logged more than 2 million miles and carried more than half a million passengers before being sidelined in Chattanooga, Tennessee, in 2009. I sail a 1973 Catalina 25 but made an exception for a historical night's stay: www.save-the-delta-queen.org.

–Brett Kerns, Atlanta, Ga.

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

Boats for Sale

Cal 36
1968. New Vetus diesel, 350 hrs. Well loved and professionally maintained by meticulous owner. H/C pressure water w/cockpit shower, propane stove/oven. Topsides and decks Awlgripped. WS, '11 mainsail and updated sail inventory, storm sails. Boat featured in *Cruising World* and *Good Old Boat*. Ready to sail cond. Survey available. Annapolis, MD. $30,000.
Jim Mumper
410-980-9049
jsmumper1@gmail.com

Bristol Channel Cutter 28
2001. A lovingly cared for new good old boat. Age and circumstances have brought us to the difficult decision to find her a new home. Complete information on website. Sister Bay, WI. $170,000.
Thomas Harrer
920-421-1344
bccwhitewings@gmail.com
http://bristolchannelcutter28forsale.weebly.com

Hunter 27
1979 sloop. Diesel IB. 30A shorepower, 2 12V batteries. D/S/log/compass. VHF, stereo & speakers. Icebox, galley sink. 12 gal fuel, 30 gal fresh water, 3 gal portable head, V-berth, 2 side berths, quarter berth. Mainsail, 110 genoa, Harken RF. 2 Danforth anchors & rodes. 2 #6 Lewmar mast winches, Lewmar main-halyard winch, 2 ST sheet winches, lazy-jacks. 9' Sea Eagle inflatable dinghy. Lake City, MN. $6,000.
Rolf Tollefson
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Cal 40
1964 Bill Lapworth design. This venerable girl is truly one of the "good old boats" and a joy to sail fast or slow when cruising. Port Huron area. $30,000.
Phillip Ireton
734-455-4626

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Dwight Swisher
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www.yachtworld.com/boats/1985/S2-9.2-Center-Cockpit-2402334/Mid-Coast-Are

Quickstep 21
Great trailersailer. Triad trailer. Main, roller jib, and drifter all in good cond. Maine. $8,700.
Alan Boyes
207-633-5341
alan@winterisland.com

Seasprite 30
1984. C.E. Ryder, hull #8, Overhauled 14-hp Universal diesel, Robertson AP, D/S/W. H/C pressure water, shorepower, bronze ports w/new screens, dodger, Bimini, cradle. New equipment includes RF, Raymarine chart plotter/radar, head, ST winches, Seaward propane stove/oven, Fairclough winter cover. Well outfitted, two-owner boat. Must see! Old Saybrook, CT. $39,900.
Gary Brink
860-227-7739
havehound@hotmail.com

Ranger 28
1977. *Gilded Lily*. Fully restored. GOB feature boat Sept. '06. Many upgrades. Beautiful, fast, comfortable sailer. Enhanced Atomic 4. New bottom paint. Dinghy, davits. On the hard, Atlanta. $10,500.
Walt Hodge
770-498-1678
walt@wingnwing.com
www.wingnwing.com

Blackwatch 24
Catboat. Restored cutter rig. Galvanized trailer. 4-hp 4-stroke Yamaha engine. Maine. $15,250.
Alan Boyes
207-633-5341
alan@winterisland.com

Newport 31
1988. LOA 31'2", beam 10'6", LWL 27', draft 5'6". V-berth cabin, head. Quarter berth in main cabin. Fridge, CNG 4-burner stove/oven, pressurized potable water. Cruising navigation electronics plus extras and rigged for red night lighting. Main, headsail, asymmetrical spinnaker. Exc cond. Racine, WI. $30,500.
Rex Miller
203-302-5797
newport314sale@gmail.com

Pearson Vanguard 32
1965. Beautiful classic ready to enjoy. '01 restoration included Moyer rebuild of Atomic 4, new cushions, Awlgripped deck, electronics, Quantum sails. Good Old Boat Regatta winner. Varnished '12. Photos available. Chestertown, MD. $15,500.
Jim Reilly
202-309-2220
PearsonVanguardforsale@gmail.com

Vindo 35
1976 Swedish sloop. Sound fiberglass hull. Beautiful teak decks and cabintop over fiberglass. Yanmar diesel 3GM30 about 11 yrs old w/210 hrs. Fuel system polished, new Racors ('13). RF jib, dinghy, OB, Bruce anchor. Engineer maintained. Needs some restoration. Annapolis, MD. $24,000.
William O'Neil
239-565-2345
thejobo@aol.com

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website:
www.goodoldboat.com/resources_for_sailors/sailing_classifieds/

Southern Cross 28
1978. Thomas Gillmer design. Sailaway cond. Sleeps up to 4 (2 in comfort). New sails, RF, standing and running rigging, and railings in '03. 2-cylinder 13-hp Volvo Penta diesel. All basic gear plus autohelm, VHF, chart plotter, radar, depth, stereo. Spruce Head, ME. $12,500.
Hooper Brooks
914-483-7765
hooper.brooks@gmail.com

Blackwatch 23
1981. Shoal-draft, cutter-rigged, trailerable pocket cruiser. *Moor Patience* draws 24". 22'7" LOA. Exhaustive restoration in '08/09 from masthead to keel. Original gelcoat is magnificent. New RF jib and stays'l, extensive canvas. Airy cabin sleeps 2. All-new teak woodwork. Extensive restoration list available. See YouTube "Moor Patience" for additional pictures. Colorado. $14,900.
Mark Nash-Ford
720-933-3222
Allaboutfun@comcast.net
www.youtube.com/watch?v=a8VbahlCtjs

Summer 8 sailing dinghy
1985. Excels as tender. Certified by CG to be unsinkable lifeboat. Sails well. Excellent starter boat. Leeboards instead of C/B provide roomy cockpit when sailing. Complete with sails, all accessories, and barely used 2-hp Seagull OB. Original owner. Recently refinished FG hull and varnished woodwork. Westport, CT. $750.
Robert Gillin
203-227-4844
nillig84@verizon.net

Southern Cross 28
1981. 4'8" draft, factory finished w/tiller. Engine and transmission rebuilt '05. Hood main, jib on roller and stay purchased '98, refurbished '09. Hull refinished '04. New steel cradle, dodger, and sail covers. S/D, GPS, and AP. H/C running water. Bluewater cruiser, excellent in all sailing cond. In fresh water since 1998. Mallettes Bay, VT. $24,500.
Robert Miille
802-748-5663
rmiille@yahoo.com

Cheoy Lee Bermuda 30
1966 ketch. Truly a "good old boat" project. Completely rebuilt in the last 6+ years w/attention to traditional details as well as contemporary upgrades. '12 upgrades: new Harken RF, new cabin cushions, and other cabin features. Yanmar 3GM diesel. So. Dartmouth, MA. $38,000.
Edward & Ellen Carlson
508-993-4515
barefoot-girl@comcast.net

Cape Dory 30
1982. Well-loved, fresh water, cutter rigged. North sails, spinnaker, Corian countertops, bronze through-hulls, screens, AP. A great pointing and sailing boat. Full equipment list and photos available by email. Bemidji, MN. $48,500.
Michael Kelsey
Mkelsey47@gmail.com
http://ablboats.com/93415

Halman Nordic 21
1986. True pocket cruiser. One owner. Double-ender, full keel, gudgeoned rudder, heavy-weather sailer. Lines to cockpit for easy singlehandling, stout standing rigging. Bronze hardware and teak, bronze opening ports w/screens. Main, working jib, and storm sails. Honda 7.5, deep-shaft 4-stroke OB. Inflatable dinghy, boat gear needed to cruise from Elizabeth City, NC. Custom launch-anywhere trailer. Eye opener every port she goes. Elizabeth City, NC. $12,500.
Peter Taggett
252-619-0240
tagalee2@yahoo.com

Cal 20
1967. 4-stroke 4-hp Yamaha. 3-yr-old Doyle main and jib; extra suit of sails, heavy- and light-air spinnakers, cradle and $150 deposit for indoor cold storage this winter. Currently sailing out of Neff Park in the city of Grosse Pointe, MI. $2,750.
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313-884-1580
mmmaryjean6@gmail.com

Mystic River Sloop 18
1978. Good cond. 18' LOA, 16' LOD, 7' beam. Classic daysailer by Peter Legnos w/registered trailer. Fiberglass hull, wooden mast, gaff, boom, and bowsprit. Draws so little with the C/B up she'll sail in wet grass. Very stable boat. Electric trolling motor w/new battery as auxiliary. Red Creek, NY. $4,900 OBO.
Will and Kathy MacArther
315-754-8885
rcmac4@localnet.com

Stonehorse 24
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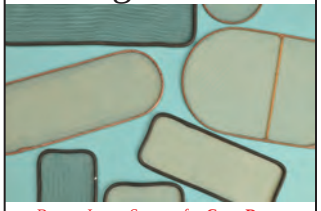

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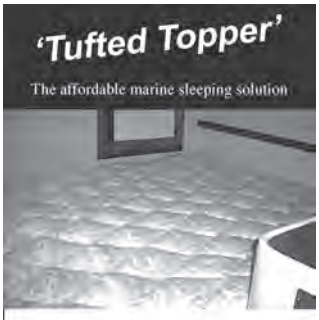

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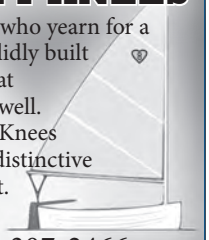

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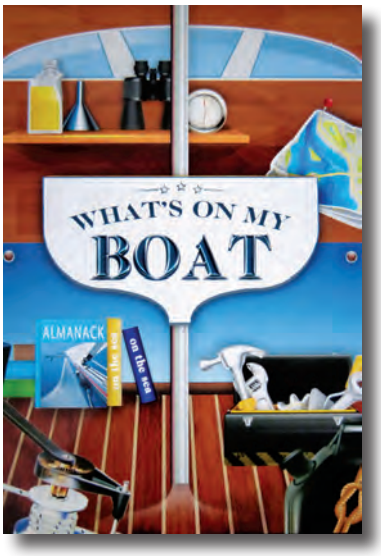

What's on my boat — App

Intelligent Maintenance has created a simple, easy to use app that will help boaters organize and track what they have on board and where it is stowed. What's on my boat is a database program that allows you to name storage areas, classify what type of item you are storing in each of them (such as food, engine parts, or rigging parts), specify the part and quantity, and even include a photo and notes — knowing the expiration dates of your emergency-flares could bring you peace of mind.

For instance, we keep spare engine parts in a location called Port/forward/saloon hold. The list includes oil filters 4, primary fuel filters 3, secondary fuel filters 2, and so on. With this kind of list stored on my iPad or iPod, I can easily find what is on my boat.

The app is designed for the iPhone, but works great on the iPod and iPad and is available from the Apple App store for $1.99 (search in Navigation).

Visit www.intelligentmaintenance.com to find other boat-management software from Intelligent Maintenance LLC.

–Michael Facius

Splice Line Fittings

Shortly after the March 2013 issue appeared with the article "Making New Lifelines," we learned that Johnson Marine Hardware had introduced a new line of hardware, Splice Line Fittings, especially designed for Dyneema, Spectra, or similar 12-strand single-braid line. The new splice end is the heart of the whole system. Made of 6061-T6 aluminum and hard-anodized, it is designed for ¼-inch or 5⁄16-inch-diameter line. The basic studs, which are available in four different threads, will fit most existing pelican hooks or turnbuckles and cost around $22 each. A full range of lifeline hardware for use with the Splice Line Fittings is also available.

For more information and prices, go to the company's website, www.csjohnson.com.

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

What is "good"?

It's easy to lose sight of what it means

BY DON CASEY

We all know what a boat is and we can probably arrive at some definition of "old" without too much difficulty, but what exactly puts the "good" in a good old boat? It is, I think, a question worth pondering.

Does good refer to the quality of the construction? One could certainly argue that boats built in the early days of fiberglass construction — those production sailboats built in the 1960s and '70s by Pearson and Cal and Allied — are superior to the ones built today. But if that is the claim, what do we do about some of the old Irwins, Coronados, or Lancers?

Perhaps the criterion is beauty. There can be little question that earlier boat designers gave more weight to sweet lines than their successors do today. Harbors that used to be filled with graceful boats are today crowded with floating apartments. If you want a pretty boat, modern offerings may indeed leave you dissatisfied.

I take no issue with either of these definitions. I certainly appreciate craftsmanship, particularly when land is miles away. I am also drawn to the art of a lovely sailboat. But I think what puts the generic "good" in a good old boat is that the boat does well the primary thing it was designed to do.

However, individually we are not particularly concerned with the generic. What we want is a boat that does well the thing *we* most want it to do. Maybe that is to provide maximum liveaboard comfort, in which case a double-wide on pontoons might earn a good rating. If it is to convey an impression of affluence, size becomes the gauge. Perhaps the impression you want to make is discriminating taste or your qualifications as a seaman. Maybe a good boat for you is one that regularly crosses the finish line first. Perhaps the thing you want is a palette to let you display your own craftsmanship. Or just practice it. Maybe what you seek is simply a private refuge or solely the magic of being harnessed to the wind.

For me, the thing I most want from my sailboat is an expanded horizon. When I first became interested in sailboats, it was because of the discovery of ordinary people living what seemed to me extraordinary lives, sailing at will to faraway locales. The concept of traveling and lodging for free seemed to put the whole globe in reach. I became enamored with the vision of myself sipping ouzo on a Greek quay or espresso at a sidewalk café in Tahiti. The only boats I had any real interest in had to be capable of taking me there.

I found such a boat, whose owner had a different dream. The boat I chose actually satisfied all three definitions of good. After 44 years of unfailing service, her construction quality has proven to be above reproach. More often than not, she can lay legitimate claim to being the prettiest boat in the harbor (sadly, against an ever-dwindling number of challengers). But by far the best thing about her is that I am composing these lines sitting at a French sidewalk café. It is in Martinique rather than Tahiti, but that's splitting hairs. It has been more than a decade since our good old boat has swung to her "home" mooring.

With this issue, *Good Old Boat* completes 15 years of publication: 15 years of good advice, illuminating particulars, and gee-whiz ingenuity applicable to your good old boat and mine. I know of no magazine that serves its readership better, and for that we owe the editors and contributors a hearty thank-you. But here there be dragons, so this is a cautionary tale.

So many opportunities for "improvement" make it easy to get so caught up in making your old boat better that you lose sight of what made it good. The clock is always ticking on plans and dreams. Particularly on the dream of sailing away, time can run out while you do just a bit more shopping, sanding, or slathering.

A sailboat is the closest thing to a magic carpet that I know. Where it can take you is limited only by lack of imagination and/or timidity. Don't sacrifice the magic to the mundane. They sell varnish in Tahiti.

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