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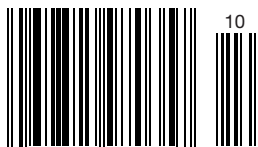
The sailing magazine for the rest of us!

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Issue 98 September/October 2014



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SEPTEMBER/OCTOBER 2014

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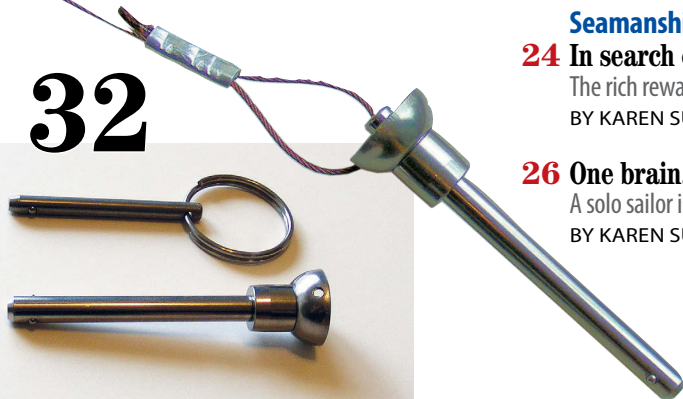
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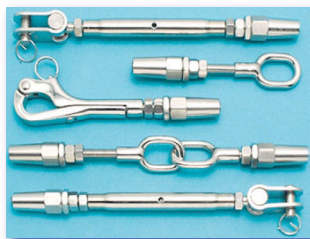
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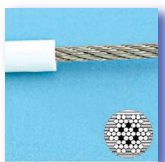
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On the cover ...

Del Viento with the Robertson crew aboard sure gets around. Here she sits in a sunny nook near



Riggs Glacier (in Alaska's Glacier Bay National Park) waiting for the fog in the outside channel to burn off. Michael took this photo in July 2013. He and Windy and their two daughters have since sailed south to Mexico and are exploring the northern Sea of Cortez.

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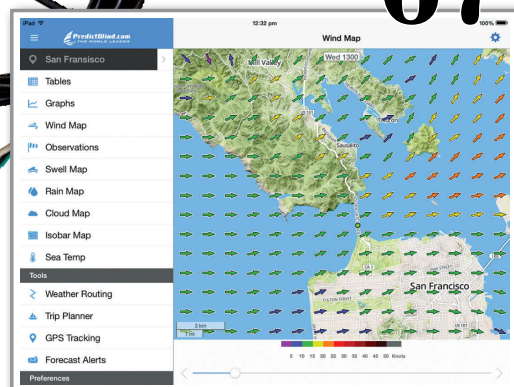
Every step is an accomplishment in itself

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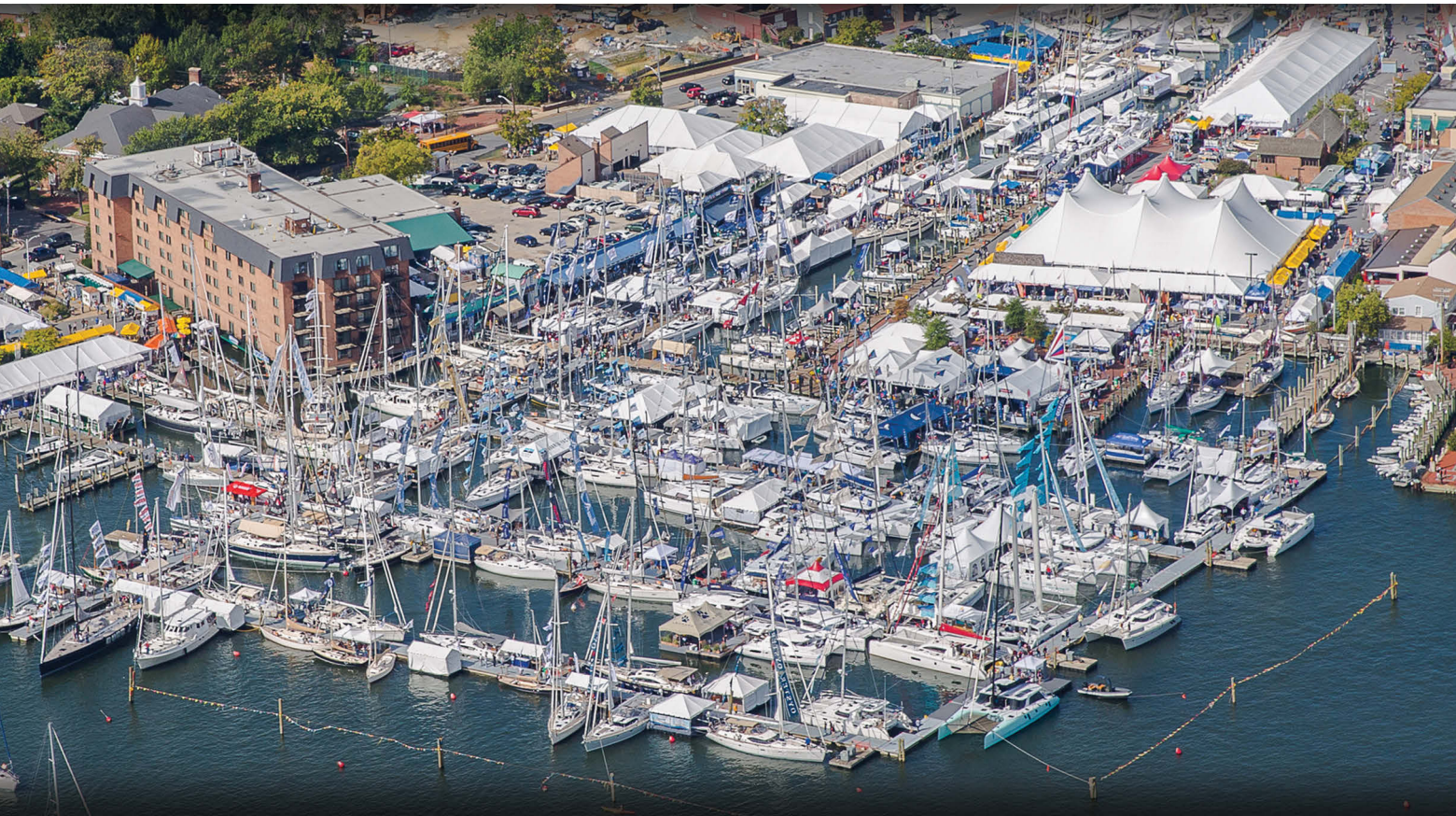




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Show time in Annapolis

It's boat show season once again and the Annapolis show remains the biggest and the best. We'll be in booth AB7A. It's near our usual spot but bigger! Come say hello if you'll be there. These videos from previous years offer a little insight into the fun we have each year in October . . .

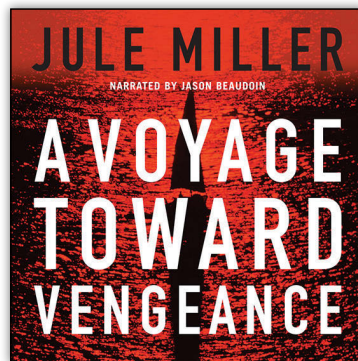
- www.goodoldboat.com/resources_for_sailors/videos/annapolis_2010.php
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Our classifieds sell boats

The Good Old Boat online classified ads page has consistently been our page with the highest traffic numbers. Subscribers have access to a free online ad once each year, if they wish. These ads sell boats! (Other stuff too.) All subscribers, it seems, have this page bookmarked on their browsers. You might as well too: www.goodoldboat.com/resources_for_sailors/sailing_classifieds/boats_for_sale.php



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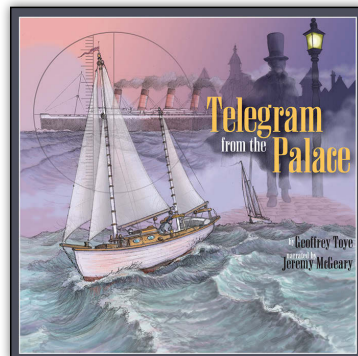


Audiobooks guaranteed to keep you awake

If your summer reading isn't stimulating enough, a couple of our audiobooks will keep you awake through any number of endless night watches. Jule Miller's *A Voyage Toward Vengeance* has plenty of sailing wrapped around a pair of despicable characters and one sailor's mission to stop their killing spree.

Telegram from the Palace will keep you on the edge of your seat, too, as Geoffrey Towe spins a thriller about Jack the Ripper, the sinking of the *Lusitania* in WWI, the British royal family, and modern day lovers enmeshed in a series of life-threatening events they cannot control.

Both books are downloadable for \$25 at www.audioseastories.com.



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Learning the ropes 2.0



PHOTOS BY TOM WELLS

Sehnsucht is a German word for yearning and intensely missing something or someone. Standing on the deck of *Mystic*, our C&C 30, not long ago I had a profound feeling of longing for the boat we know. This is the boat Jerry and I have sailed since 1992. This is the boat we understand. We know what she can do and what she can't do. We know where every line goes and what it does. We work together as a team of three: the two of us and *Mystic*. She has brought us home safely through some very challenging conditions.

But this is the boat we left on stands for the summer while we sailed *Sunflower*, the C&C Mega 30 that has been our project boat for 11 years and was launched for the first time in late June. Standing on *Mystic*'s flat deck where everything is familiar and comforting — particularly after a few week-ends with the novelty of sailing her lightweight younger sister — filled me with *Sehnsucht*. We have so many wonderful memories of our adventures with *Mystic*. We've been to destinations all over Lake Superior uncountable times. We've been to Lake Huron's North Channel and back. We've spent three months aboard doing a full circumnavigation of Lake Superior. The trouble is that the sailing, the scenery, and the challenges were all getting so very . . . predictable.

With the launch of *Sunflower* we have certainly fixed that! We pushed the reset button and started all over again. We may as well be brand-new sailors. While *Mystic* is a sturdy coastal cruiser and competent Lake Superior boat, *Sunflower* is going to help us discover smaller lakes in the U.S. and Canada. Her trailerability is her charm and she sails well on just a breath of wind — as we have already discovered to our great delight.

But there is a flip side to every coin and we are still coming to grips with the reality of sailing a much lighter boat. We need to relearn the weather signals that tell us when to reef and which sails to put up as we leave the marina. We need to be much more alert to changing conditions.

This is a much more complicated boat. We need to become more confident (or is it more competent?) with *Sunflower*'s lines and systems. All her lines are led to the cockpit, leaving us with a jumble of lines to choose from:

Sailing a new boat is a mega adjustment


BY KAREN LARSON



main halyard, self-tacking-jib halyard, genoa halyard, two sets of reef lines (fore and aft), boom vang, sheets for the genoa and another line for the self-tacking jib, mainsheet (a high-power/low-power tackle arrangement), a backstay tensioner (never had one of those before), and running backstays (ditto). Notice, please, that I didn't even mention a spinnaker. I don't want to hear about that. She has five winches on the cabintop and two more on the cockpit coaming. I stand uselessly with a blank expression looking at the rope clutch system while pondering which halyard is the one that will raise or lower this sail or that one. I'm dumbfounded by the reefing system. The knowledge of which line to pull does not come automatically. No habits are ingrained. It's all new. We have started all over again.

One day we sailed with full main and the 150 genoa moving us along at nearly 4.5 knots on wind so light that *Mystic* would have been dead in the water. It was magical and thrilling. We tacked up a narrow channel and there was so little load on the sail that I was able to run the sheets on very small cabintop winches.

The next day the wind picked up with gusts that intimidated a couple of brand-new sailors who can't remember what's where fast enough to release this or drop that. We managed to take it all down in a flurry of flapping canvas and head back to the marina under power to think about the lessons learned, to prepare better for the next sail, and to settle our nerves.

The word I used that day to describe a couple of not-so-cocky sailors was "re-humbled." I expect *Sunflower* will humble us frequently as we get to know her and learn to sail her, but our skills are bound to improve with time. 

Seakindliness, a mini dinghy, and

Kudos for “Seakindliness”

Rob Mazza’s article, “Seakindliness,” in the July 2014 issue was a breakthrough in taking this aspect of boat design seriously. The article highlighted the Rhodes Reliant as being very seakindly, with a very high Comfort Ratio. Having cruised a Rhodes Reliant for 50 years, I am sure that her seakindliness and comfort are primary reasons we have kept this boat.

Comfort should not be considered to be antagonistic to performance. Rather, it should be considered one dimension of performance. Several Reliants and Offshore 40s (the Cheoy Lee “knock-off”) have circumnavigated. Two owners underscored how seakindliness is part of performance.

Sig Baardsen, owner of an Offshore 40, made this discovery while sailing in the Pacific Ocean. He would leave an island in the company of several modern boats, all headed for the same island a week or two away. By nightfall, the other boats were over the horizon ahead. Strangely, when he arrived at the destination, many of the modern boats had not yet arrived. They straggled in after a few days and their owners reported a very difficult passage. Due to their boats’ violent motion, they could not cook, could not sleep in their bunks, and instead ended up on the cabin sole, sometimes on top of sail bags or other gear. They lacked the energy to sail their boats effectively.

In contrast, the sailors on the Offshore 40 were able to cook, eat good meals, and sleep nicely in their bunks. They arrived at the destination rested, in comfort, and with the boat shipshape!

Geoffrey Palmer talked about his experience running down the trade winds. His Reliant rolled a lot, from rail to rail. Geoffrey, who circumnavigated on *Windigo* in 1986-89,

emphasized that the key factor was not the extent of rolling but rather the rate of acceleration. The Reliant’s roll period was something like 3 seconds, while “modern” boats rolled faster, in 2 seconds. The quickness of the roll, not the extent, was the cause of discomfort.

In Richard Henderson’s book *Philip L. Rhodes and His Yacht Designs*, there is a discussion about the construction of a 123-foot steel sailboat. The original plan was to build the spars and superstructure of aluminum, but the plan changed, and steel was used instead to raise the center of gravity and increase her roll period to give her an easier motion. On my boat, I am sure that the heavy wooden mast is one of the reasons she is so comfortable, both at sea and at anchor.

—Ben Stavits, Bala Cynwyd, Pa.

I wish to second and expand on Ben’s comments. Anyone considering cruising more than “overnighters” should consider this: after 100 miles, styling doesn’t count for much.

To underscore how seakindliness is part of performance: around the buoys, the new boats (hares) eat our lunch; in the open ocean, the traditional boats (the tortoises) prevail. We have seen it time and time again.

I have never slept on the cabin sole.

We always have hot meals.

About that roll — it is a pity and totally unnecessary. We pole out the jib and run 2.5 to 5 degrees by the lee. She settles down, goes fast with no oscillation and the Hydrovane (*self steering* —Eds.) loves it. She balances so well that there is no risk of jibing.

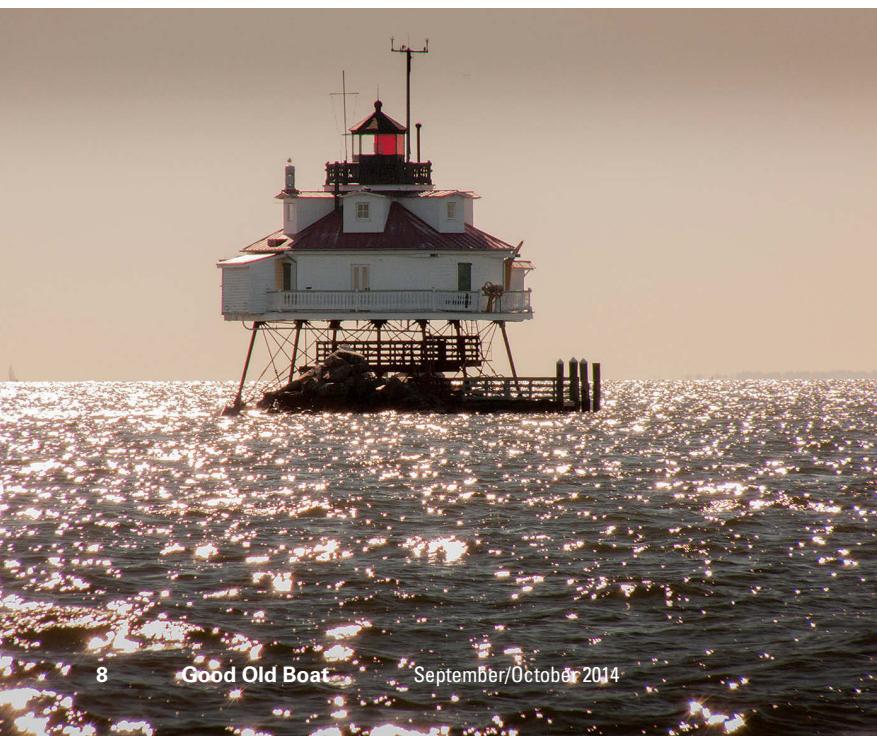
The heavy wooden spars helped us to survive the Queen’s Birthday storm (June 1994), when others were not so fortunate. While the waves hit us with tremendous impact, the motion was tolerable. Also, these good old boats heave-to beautifully and lie docile to anchor, forgotten virtues that yield comfort and safety.

—Sigmund Baardsen, San Diego, Calif.

Annie Hill’s mini dinghy

I just want to express how much I enjoyed Annie Hill’s article, “Strength Savers,” in the May 2014 issue. I am currently reading her wonderful book, *Voyaging On a Small Income*, (with the emphasis on “small income”) and have become very curious about her beloved junk rig.

Along with half of the sailors on Chesapeake Bay, Regis Becker chooses the Thomas Point Light as his local favorite aid to navigation. Regis took this photo from the deck of *Moving Target*, a 1981 Tartan 33. Send a high-res photo of your favorite buoy, mark, or light to karen@goodoldboat.com. If we publish it, we’ll send you a Good Old Boat cap or T-shirt.



marauding midges

I'd love to see more articles about junk sailing in future issues. Annie's simplified perspective on sailing, living aboard and, for that matter, life in general, are an absolute treat to a lost soul marooned temporarily in Los Angeles. Furthermore, her new dinghy is gorgeous.

Is it possible to get drawings from the designer/maker of this dinghy so that those of us who are still dreaming of owning our version of a good old boat can at least make some headway in that direction by building our first tender? I mean, what can my "better half" do but support her husband's quest for a GO(dream)B once the dinghy's built?

—David McDaniel, Los Angeles, Calif.



Scraps

My *Fan-tan* is very much a hobbit's dinghy and John Welsford agrees with this. She was put together from offcuts as a tender for his trailer-sailer. The size was dictated by the fact that he stowed it in the cockpit for trailing.

Since I took her over, she has created a vast amount of interest and, after some discussion, John has designed a more normal-sized version, Scraps, which is 6 feet, 3 inches long but can still be lifted with one hand. Scraps is a bit misleading, because she does need two sheets of plywood. Two are being built at the moment, one by John and one



by a boatbuilder up here in Whangarei, New Zealand, who is checking that the plans actually work and all the figures

are correct. She looks gorgeous. The plans for Scraps will be available from John very soon. As I don't know what they'll cost, probably your best bet would be to send him an email: jwboatdesigns@xtra.co.nz.

—Annie Hill, New Zealand

Toasting Sunflower

We were with you in spirit at the launch and christening of your project boat. Happy *Sunflower* Day!



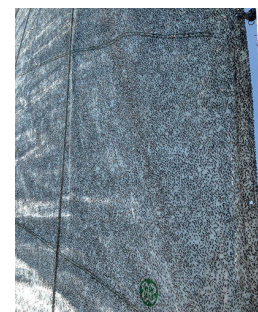
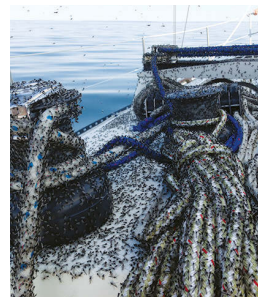
—David and Marcie Lynn, East Walpole, Mass.

Mobbed by midges

The day started beautifully with a nice run from Charlevoix, Michigan, north toward St Ignace. Somewhere between Little Traverse Bay and Gray's Reef, they hit. First, a few, then the masses. The wind dropped and went south at 6 knots while we motored north at 6-ish. They were literally leaping up from the now still water to infiltrate, invade, and antagonize everything ... the revenge of the midges.

It happens every year, but this was the *worst* we'd ever seen. Global warming? Who knows? After the winter we had in Michigan, it's hard to imagine, but man they were happy, doing the horizontal bop at a prodigious pace.

—Dave Lathrop, Ada, Mich.



The issues piled up

I have been a subscriber for more than five years and had saved every issue of *Good Old Boat* magazine that arrived in my mailbox. Thus, I thought it time to stop hoarding my favorite magazine to give my bookshelves a break. I stacked them all next to my reading chair and picked up an old copy, thinking I could easily tear out the articles I wished to save.

I tore out two articles from the first issue in the stack. I moved on to the second. This time, I discovered I was reading an article of interest. By the third issue I picked up, I was reading the whole magazine again. Then, the light bulb went off in my head. A great insight. These magazines are worth reading more than once. So, I am now enjoying every one of the issues, reading them again, dreaming of faraway places, and planning my next cruise. I still cut out articles of interest like "Countertop Extensions" and "The Cool Diesel." I know I will eventually get through the pile next to me, but it is going to take some time — enjoyable time. And soon, a new issue will arrive and I will have more *Good Old Boat* to read.

—Chuck McMellon, Block Island, R.I.

continued on page 68

Pearson 27

A sweet sailer with an innovative interior

BY TOM WELLS

Dave and Aileen Gruendel are one of those rare and fortunate couples that does everything together. They met in graduate school at the University of Nebraska and their 47 years together have included a partnership as clinical psychologists. They live in Grand Island, Nebraska, on a small lake where they first explored the wonder of sail. In 1983, they bought an old Key Kat catamaran. Before long

they had moved to a Clipper 23, sailing her in a larger reservoir nearby, and they also kept a Laser at home. When a Beneteau First 235 followed the Clipper, they knew they needed to expand their sailing horizons.

They chartered in the British Virgin Islands several times and began to sail their Beneteau on Lake Francis Case, a large impoundment on the Missouri River in southern South Dakota.

The lake provides well over 40 miles of great sailing above the Fort Randall Dam. A marina near the dam can handle larger sailboats. They began to seek a boat with roomier accommodations and in the fall of 2002 they found the answer, a beautifully kept Pearson 27, in Sturgeon Bay, Wisconsin. Before long, *Callisto* had become a common sight on Lake Francis Case.

In June 2013, my wife, Sandy, and I visited Dave and Aileen to do the test sail and photography for this review. They were gracious hosts and *Callisto* proved to be a more than worthy review subject.

History

Clint and Everett Pearson founded Pearson Yachts in 1956. In 1959, they introduced their first fiberglass cruising boat, the famed Carl Alberg-designed Triton. Pearson Yachts was acquired by the Grumman Allied Aircraft Corporation and in 1964 designer Bill Shaw came aboard just as Clint Pearson left to form Bristol Yachts. Everett Pearson left Grumman in 1966 and Bill Shaw took the helm. Through the 1970s and into the early 1980s, the company was a prolific builder of cruising sailboats, most of them designed by Bill Shaw. The general decline in the industry took its toll and by 1986 Bill and some investors bought Pearson Yachts from Grumman. They made a quick move to bolster the brand, buying 25- and 27-foot Doug Peterson designs from U.S. Yachts. The larger



The pleasing conservative lines and proportions of Dave and Aileen Gruendel's Pearson 27, *Callisto*, belie her age of 20-something, top of page. A positive locking bolt secures the cover of the anchor locker in the foredeck, above left. The teak toerails are both functional and attractive. The cabin top is busy with traveler, stoppers, and winches for halyards and sheets, above right. The companionway hatch has no sea hood.

boat was introduced as the Pearson Triton 27, in an effort to capitalize on the fame of the familiar Triton name.

In 1987, Pearson Yachts introduced a new 27-foot design by Bill Shaw that it named the Pearson 27. Some brokers began to call this new model the Pearson 27-2 to distinguish it from the earlier model designed by Peterson.

However, while use of this unofficial designation persists, no Pearson literature refers to Bill Shaw's design as the 27-2. The model name at the end of *Callisto's* cove stripe is simply "Pearson 27." Approximately 250 were built before production ended in 1990.

Bill Shaw designed three more boats under the Pearson name before the company closed in 1990.

Construction

The Pearson 27 hull was hand laid as a solid laminate of fiberglass fabrics and polyester resin. The deck has a balsa core with plywood sections in high-load areas. The hull-to-deck joint is made on an outward-turning flange and it is secured with adhesive and through-bolts. Attractive teak toerails are attached to the deck above the joint. A white plastic molding covers the joined flanges and is capped with a black vinyl rubrail. This typical Pearson hull-to-deck joint has proven to be very strong and relatively leak-free. The only caution is that the cap and protruding joint are more easily damaged in strikes against pilings or piers.

Pearson used a fiberglass pan to form the sole and the foundation for berths and furniture. Hull and deck rigidity is augmented by partial bulkheads tabbed to the hull at the forward ends of the galley and navigation station and by the compression post beneath the mast step. A fiberglass headliner was also installed, but it does not add much rigidity.

The cast-lead wing keel is bolted to the hull. The wing keel allows shoal draft while maintaining decent



High coamings and seats that are long enough to lie down on make for a comfortable cockpit. The engine controls are on the starboard side.

windward ability, especially when the boat begins to heel and the winglets increase lateral resistance.

The fiberglass rudder is transom-hung on stainless-steel pintles and gudgeons. Its upper section matches the rake of the reverse transom, but the immersed section is more vertical for better control. An outboard rudder eliminates a hull penetration for the rudder stock and is easy to service.

The rig

The Pearson 27 has a deck-stepped aluminum mast with single spreaders. The upper shrouds and the single lowers connect to a common chainplate that's located inboard on the sidedeck next to the cabin trunk and slightly aft of the mast to match the aft sweep of the spreaders. The backstay is split to accommodate the tiller, which was standard. The boom has mid-boom sheeting and internal jiffy reefing.

Lewmar 30 self-tailing primary winches are standard, mounted well forward on the cockpit coamings. Lewmar 8 utility winches are mounted

on the cabintop to port and starboard of the companionway, serving halyards and lines led aft through deck organizers.

Deck and cockpit

An anchor roller on the bow was standard and there is a generous anchor locker. The locker has a drain that should be checked regularly. If it becomes blocked, as it

has on some boats, water can rise in the locker until it flows down into the forepeak area.

Hefty cleats are fitted to port and starboard of the locker cover, aft of chocks mounted well forward. Double lifelines lead from the stainless-steel bow pulpit through three stanchions to the stainless-steel stern pulpit. Pelican hooks in the aft lifeline sections allow the lines to be lowered for boarding.

There is a large Lexan hatch on the sloping forward end of the cabin trunk. The top of the trunk is gently rounded. Teak handrails along both sides also provide some foot support for crew working at the mast, but they do not extend forward of the mast step. There are no vents on the cabintop.

The companionway hatch has a Lexan panel and slides well forward but has no sea hood. For a 27-foot boat, the sidedecks are relatively wide and, as the chainplates are inboard, the shrouds do not impede crew movement.

The cockpit is very well configured. The seats on both sides extend its full length, providing ample space for a

Comments from a Pearson 27 owner

"I owned Pearson 27-2, hull #175, from 2002 to 2009. Overall, it was a great boat and I should have kept it. Almost all 27s had problems with hard starting of the M-12 Universal engine. This was caused by a wire from the start switch to the starter not being heavy enough. I installed a 10-gauge wire to a new solenoid wired directly to the battery and starter — problem solved. The only other thing that was poor about the boat was that it did not go to windward very well. Off the wind it was very good. I crossed Lake Michigan twice and motored through a 50-mph squall with ease on a crossing from Beaver Island to Escanaba, Michigan.

"I had all lines led to the cockpit and an autopilot, which made for real easy sailing. It's a great boat for cruising."

—Jim Widen, Green Bay, Wisconsin



Although the Pearson 27 was not the first design in which the saloon was pushed forward, the configuration was somewhat unusual, above left. A previous owner of *Callisto* fitted expertly crafted teak ceilings and storage compartments. The compact galley module, above right, has a sink, stovetop, and icebox and a shelf for stowage outboard. The navigation station, at right, has room for basic electronics, the electrical panel, and charts.



replaced the upholstery panels along both sides of the saloon with teak ceilings. Above them, under the sidedecks, he installed very functional shelving, both open and with sliding panels. He also fitted a double-door storage cabinet forward. The work was done with a cabinetmaker's skill and matches the original joinery so well it's hard to believe it was an addition.

The galley lies to starboard, framed by the bulkhead

nap in the cockpit, even for a 6-footer. Although wheel steering was an option, the cockpit seats were unchanged on boats so equipped. A bridge deck joins the seats at the companionway, lessening the chances of a boarding sea flooding below.

A generous cockpit locker is accessible under the starboard seat and a small cooler is located under the aft end of the port seat. High coamings provide good back support.

and ventilation below. The fiberglass overhead liner completes the bright and airy feel of the saloon. The boats were delivered with upholstered liner panels on both sides of the saloon above the seats.

Aboard *Callisto*, I found an attractively modified saloon. Dave and Aileen explained that a prior owner had

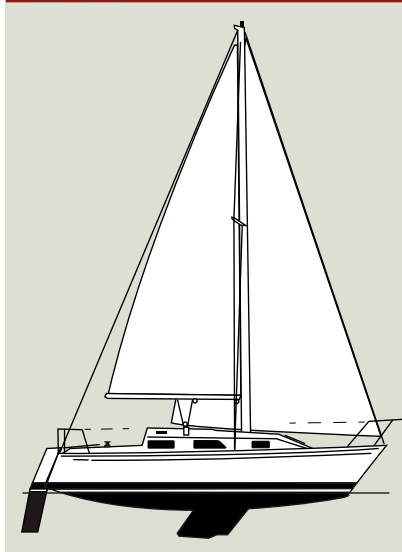
at the companionway and a partial bulkhead at the aft end of the settee. It features a two-burner Origo alcohol stove with a cutting board cover and a single stainless-steel sink plumbed with pressurized water. Dish storage pockets are fitted behind the stove and more storage is provided on shelves above the counter and in lockers beneath it.

Belowdecks

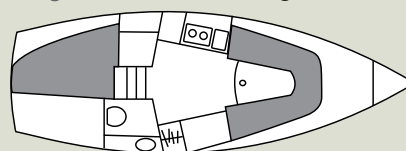
In a pleasing departure from the conventional layouts found on most competing models of the period, the Pearson 27 has an open cabin — with headroom of just over 6 feet — that creates the feel of a much larger boat. It has no private V-berth cabin. Instead, long settees to port and starboard sweep forward, where they wrap around a tapered table that can be lowered to create a large double berth. The compression post beneath the mast passes through the aft end of the table.

Opening ports along both sides, together with the forward hatch and companionway, create ample light

Pearson 27



Designer:	William Shaw
LOA:	26 feet 11 inches
LWL:	22 feet 6 inches
Beam:	9 feet 1½ inches
Draft:	3 feet 4 inches
Displacement:	5,800 pounds
Ballast (wing keel):	2,175 pounds
Sail area:	330 square feet
SA/disp. ratio:	16.4
Disp./LWL ratio:	227
Fuel:	10 gallons
Water:	25 gallons
Holding:	12 gallons



Dave and Aileen replaced the sea toilet with a portable toilet, at top right. A double berth is tucked under the cockpit and partially hidden behind the companionway, but it's not for the claustrophobic, center right. The diesel engine is behind the companionway steps, bottom.

The navigation station is along the starboard side, aft of the partial bulkhead at the end of the settee. It has a sizable chart table facing the hull, with a 3-cubic-foot icebox under it and the electrical panel and shelf storage above and outboard. Toward the stern there is a small hanging locker.

The head compartment is behind a full-height teak door to starboard, aft of the navigation station. Standard boats have a forward-facing marine toilet and a 12-gallon holding tank. Because of the lack of pump-out facilities at the lake, Dave and Aileen have fitted *Callisto* with a portable toilet. An oval sink in the vanity along the hull is also served by the pressure water system. Shelf storage is provided above and below the vanity. An opening port provides light and ventilation.

A surprisingly large aft cabin is to port and aft of the galley, separated from the main cabin by a tri-fold teak door. The double berth extends aft beneath the cockpit seat. A second opening port installed in the inner side of the cockpit well provides cross-ventilation for the aft cabin.

Under power

Callisto's Universal M-12 diesel lies below the cockpit sole and aft of the companionway ladder. Removing steps and risers on the ladder allows decent access to it. The boat moves smartly under power with the tiller and transom-hung rudder providing good control. Tracking is precise and there is no apparent tendency to wander from a straight course when the tiller is centered. Backing is also easy, with some prop walk.

Sailing

Our hosts Doug DeGooyer and Deb Lumendahl welcomed us aboard our chase boat, a beautifully restored O'Day 25 named *Dacotah*. We left the marina and watched as Dave and Aileen

raised sail and got *Callisto* under way. Doug and Deb kept us in good photography range as *Callisto* moved around us on all points of sail.

At last it was time for us to give her a try. Sandy and I stepped aboard to join Dave and Aileen. Winds were not strong, but there was ample breeze to test the helm and feel the response. The tiller was a refreshing change for me since it reminded me of smaller, more responsive boats, and the rudder, located well aft, provided quick and nimble steering. *Callisto* pivoted nimbly on her short keel and was easy to control. Going to windward in a gentle breeze, we noted some leeway being made since the shoal keel doesn't offer much lateral resistance. However, when the breeze picked up a bit and we began to heel, the winglets on the keel dug in and windward tracking improved. In the lighter breeze, we were optimized at a bit under 40 degrees apparent. Performance might improve a little as the wind picks up.

We cracked off onto a beam reach and she quickly picked up the pace while gaining a slight amount of desirable weather helm. Adjusting sail trim was easy and quick. The cabintop-mounted traveler makes it more difficult to singlehand the boat, but sailing with just one crew is a pleasure.

Once we bore off the wind, *Callisto* settled into an easy run, responding well even in the light conditions. There was not enough breeze to really judge whether she will exhibit any roll, but she felt solid and stable.

Resources

List of owners, brochure, and other resources

www.lengel.net/p27

Chesapeake Bay Pearson Sailing Association

www.cbpsa.org


Pearson owners' group redirect page

<http://sbo.sailboatowners.com/pearson-redirect.htm>

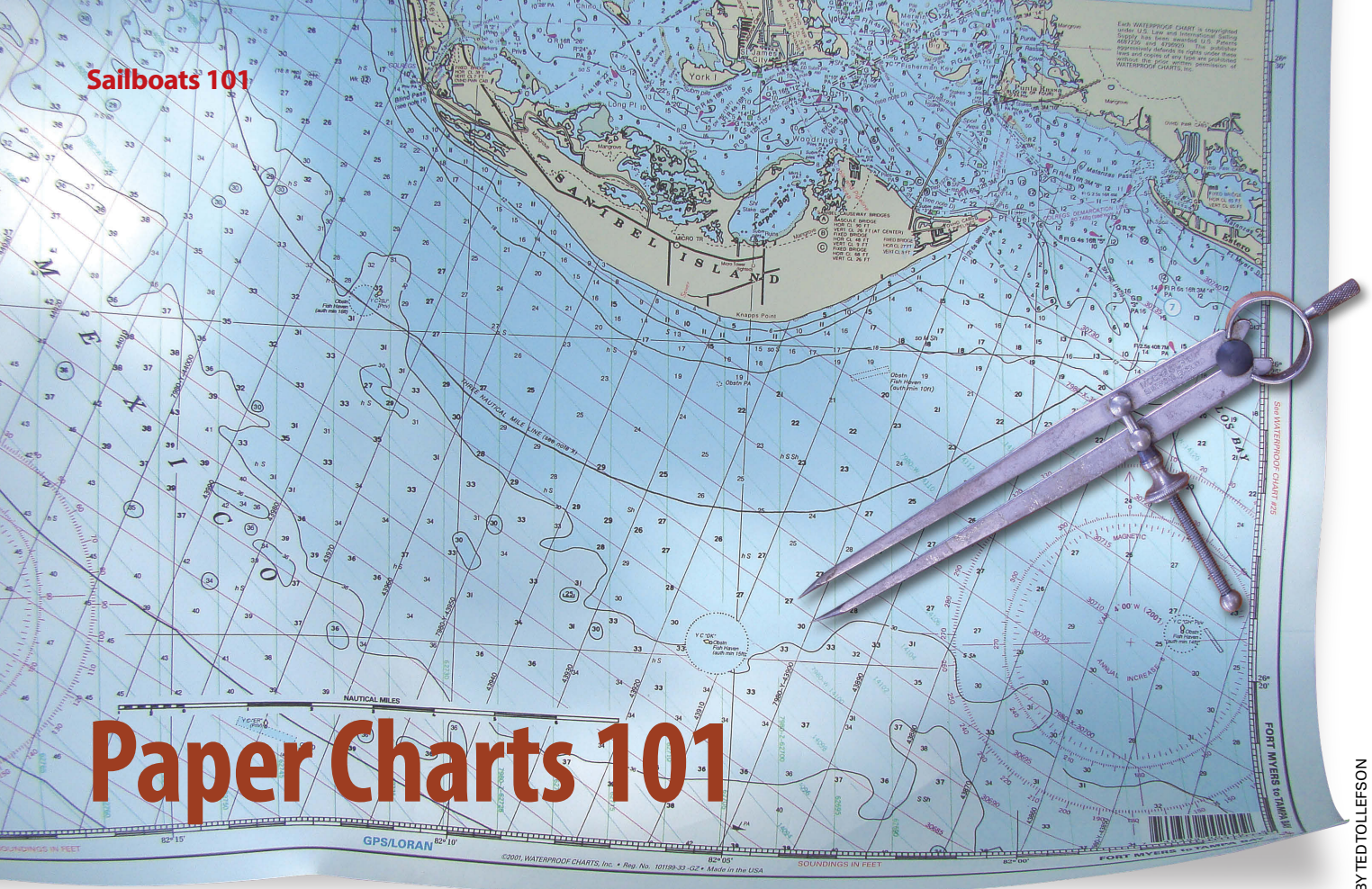


Sailing the Pearson 27 is much like sailing a larger boat, albeit a tiller-steered one. The solid feel and quick response make it a very able performer and one that will likely do well around the buoys in PHRF club racing. The base rating for these boats is 204 in New England, and that's a better rating than the O'Day 272 at 225 or the Hunter 27 at 219.

Price and availability

A recent check of available boats found four listed for sale at prices from \$15,000 to \$26,500 for an average just over \$20,700. There is no apparent reason for the wide range other than condition. Both tiller- and wheel-steered boats were among those available. 

Tom Wells is a contributing editor with Good Old Boat. He and his wife, Sandy, have been sailing together since the 1970s and own and sail a 1979 Tartan 37, Higher Porpoise.



Paper Charts 101

Some sailors still value the printed world

BY DON LAUNER

In 1807, President Thomas Jefferson recognized the necessity for accurate coastal navigation charts. Since 1862, the U.S. government has printed lithographed nautical charts that have been sold to the public through commercial vendors. After 153 years, all that changed on April 13, 2014, when the federal government decided to get out of the chart-printing business and discontinued its printing of lithographic paper charts. This decision was based on the declining use of paper charts, the increased use of electronic charts, and federal budget restrictions.

Nearly all of NOAA's more than 1,000 different charts have already been available on a print-on-demand basis from NOAA-certified agents, and they are still. These charts are up-to-date as of the time of printing. As an aside, although recreation vessels are not required to have paper charts on board, the USCG requires all commercial vessels operated by licensed officers to carry paper charts.

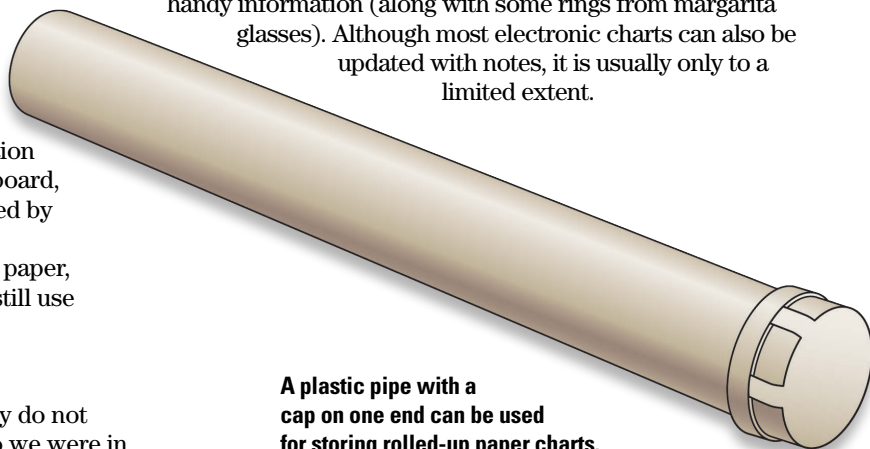
Even though it seems that pixels are replacing paper, many old-timers who grew up with paper charts still use them as our format of choice.

Advantages of paper charts

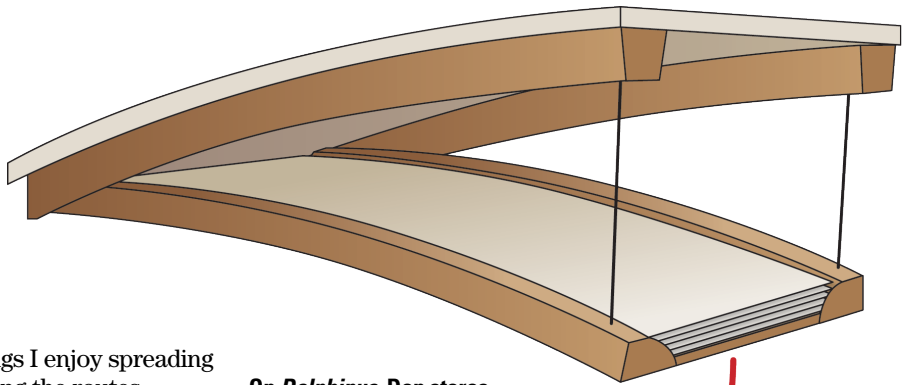
The obvious advantage of paper charts is that they do not depend on a source of electricity. A few years ago we were in the Atlantic off the eastern tip of Long Island. Unknown to us,

our alternator had failed the day before. This became clear when our battery voltage dropped to a point where it could no longer sustain our electronic navigation gear. But this was not a problem, since our paper chart book of the area helped us reach a marina on the North Fork where the alternator could be repaired.

If you looked at our paper charts, you'd see hand-written notes on them from past cruises, indicating good storm refuges, notes on inlets, waterfront restaurants, and similar handy information (along with some rings from margarita glasses). Although most electronic charts can also be updated with notes, it is usually only to a limited extent.



A plastic pipe with a cap on one end can be used for storing rolled-up paper charts.



On *Delphinus*, Don stores paper charts in a drop-down tray about 3 inches deep that is located above one of the bunks and matches the contour of the overhead.

On a cruise to a new area, in the evenings I enjoy spreading out the paper chart on the table and marking the routes, waypoints, and compass headings for the following day's proposed voyage. Even though we will probably be using our GPS for navigation, it only takes an electrical failure — such as a dead battery due to a failed alternator or one nearby lightning strike — to put us back to navigating by compass and paper charts as was done before the electronic age.

Disadvantages of paper charts

For paper charts to remain accurate, they have to be updated by hand from the changes published in the Coast Guard's Local Notice to Mariners. Because it's a laborious process, it's the rare sailor who tackles this chore. Electronic charts, on the other hand, have the advantage that changes can be downloaded with chart updates, although I suspect that these updates are infrequently downloaded by the average sailor.

Paper charts are more difficult to use in windy or rainy conditions, and sailors using paper charts in cockpits that are open to the weather should investigate the options of water-resistant or laminated print-on-demand charts.

Storing paper charts

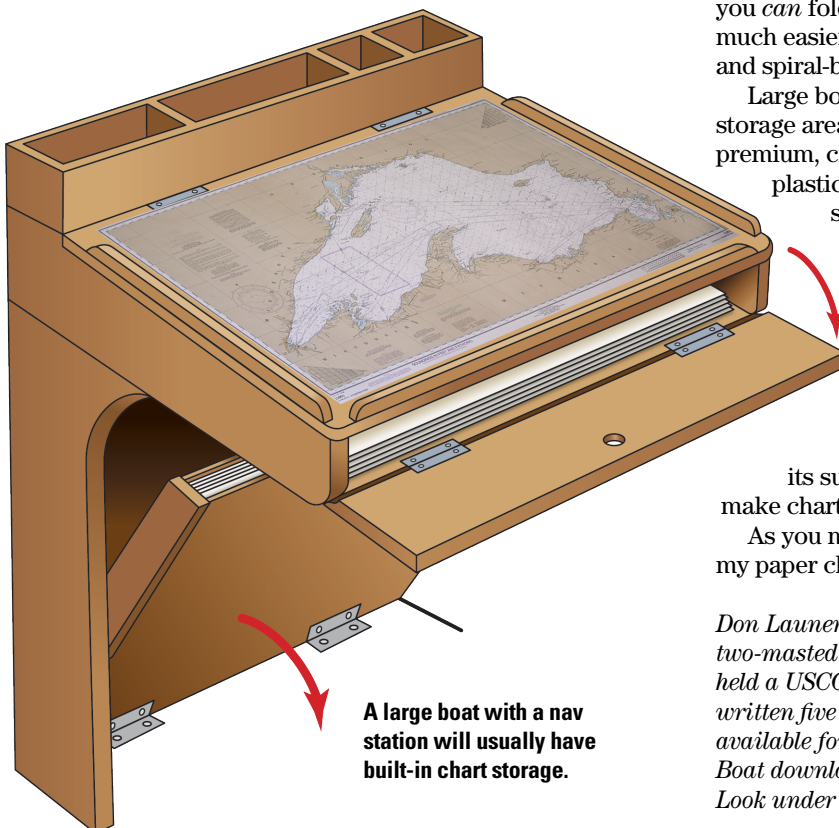
Although paper-chart purists condemn folding charts, storing them flat and unfolded on a small boat can be a challenge that usually requires a specialized construction job. Of course, you *can* fold your charts (when nobody's looking) and it's much easier to find or create storage space for folded charts and spiral-bound chart books.

Large boats with nav stations usually have a built-in chart storage area. But for the smaller boat where space is at a premium, charts can be rolled up and stored in a capped, plastic pipe that can usually be stored in an unused space somewhere on board. The problem with rolled-up charts is that, when laid out for use, they have to be weighted down to prevent them from curling.

On our schooner, paper charts are stored in a drop-down tray about 3 inches deep that matches the contour of the overhead and is located above one of the bunks. It's hinged on one side so it can be lowered to the length of its support chains (at an angle of about 45 degrees) to make chart selection easy.

As you may have guessed, I'm not yet ready to abandon my paper 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 more than 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.*



A large boat with a nav station will usually have built-in chart storage.

In our travels aboard *Nine of Cups*, we've seen some dandy thunder-and-lightning storms. In some places, like the mid-latitudes in the southern hemisphere, they seem to be pretty rare, while in Florida and Panama hardly a day in the summer goes by without at least one big thunder-boomer. While we know quite a few boats that have been struck, ours has been fortunate so far.

Actually, the odds of any one boat getting hit are low. According to BoatU.S. statistics, only 1.2 boats out of 1,000 are hit by lightning each year in the U.S. Even in Florida, where the most claims occur, only 4 sailboats in 1,000 are hit. If my calculations are accurate, that means *Nine of Cups* would have a 50-50 chance of getting hit if we spent the next 125 years in Florida. That's pretty good odds, but knowing the odds provides very little comfort when you are aboard a boat watching a big lightning storm approach, especially at sea.

Four questions come to mind about lightning protection.

- Can a lightning hit be prevented?
- If you are hit, can you protect the boat from major damage or sinking?
- How safe is the crew?
- Can you prevent damage to the electronics?

Unfortunately, there are no tried-and-true answers. Even experts disagree and change their minds. The American Boat and Yacht Council (ABYC) has revised its stance over the years and in 2006 downgraded its standard (E-4) to a technical report (TE-4), which now includes the following wording: "Complete protection from equipment damage or personal injury is not implied." Likewise, the National Fire Protection Association (NFPA) has changed its position in the last decade. Members completely rewrote its standard for lightning protection in 2011. After reading through the standards and literature, I offer the following thoughts.



Mitigating mayhem might be your best hope

BY DAVID LYNN

Can a lightning hit be prevented?

There are quite a few suggestions on how to do this. My own surefire method is to stand on one foot, then rub my stomach in a circular motion while patting the top of my head. It works every time — we've never been hit by lightning.

My method makes as much sense to me as most of the other methods I've read about. A BoatU.S. paper cites the following example: a boat "fitted with a popular 'fuzzy' static dissipater at the top of the mast was struck twice in one year; ironically, the second time the bolt hit the dissipater even though the VHF antenna right next to

it was higher (claim #0308082)." Until a statistically valid study is done, I will remain skeptical that lightning can be prevented from striking a boat.

Can a boat be protected?

Conventional wisdom seems to be that a boat can be protected from major damage and/or sinking in the event it is struck by lightning.

In a dated but still relevant paper published in 1992, Ewen Thomson, Ph.D., compiled information on 71 boats that had been hit by lightning. Some of these vessels had protective systems involving large conductors and grounding plates while others had no



LIGHTNING PROTECTION?

lightning protection at all. While this is hardly a statistically significant number of boats, his report is informative. His conclusion was that boats equipped with lightning protective systems were less heavily damaged than those without. (*In his study sample — see “Resources,” page 20 — Dr. Thomson noted that boats struck in fresh water suffer more damage than boats struck in salt water —Eds.*)

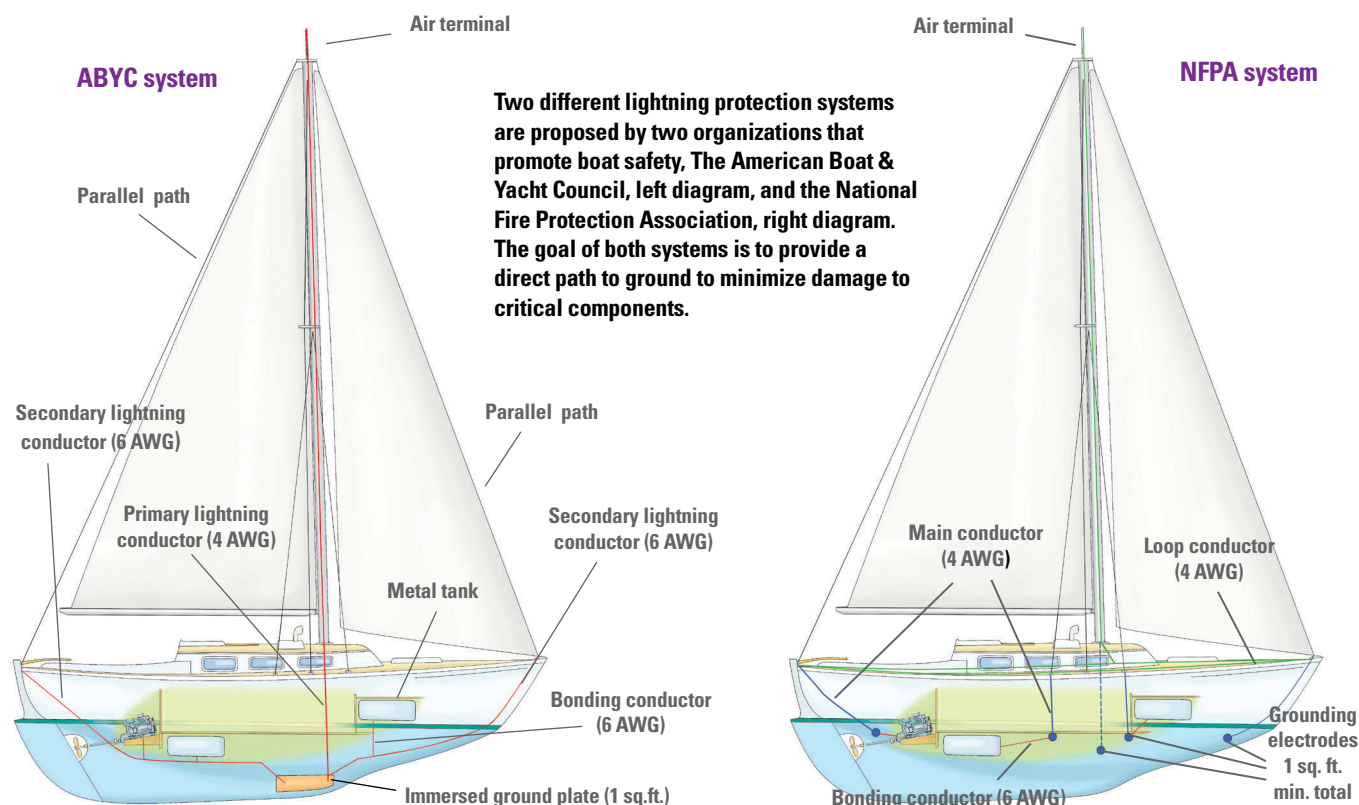
As an aside, he also concluded that boats equipped with lightning protective systems were no more likely to be hit by lightning than those without. It would be ironic if the system you installed to protect your boat actually

increased the risk that it would be hit by lightning.

How do you go about protecting a fiberglass sailboat? Until a few years ago, most experts agreed the best way was to provide a single direct path down the mast and from there to a grounding plate attached to the outside of the hull below the waterline. A lightning rod (or air terminal) should extend at least 10 inches above the mast and should be pointed. If the VHF antenna is metal, it can serve as a sacrificial air terminal. The grounding plate should be at least 1 square foot. Connecting the mast to the metal in the keel in an externally ballasted boat would also provide

an adequate ground connection for the lightning. It is, however, dangerous to connect the mast to an encapsulated metal keel. At the very least it would result in hundreds of pinholes through the fiberglass encapsulating the keel. All other large metal objects, like the stays and shrouds and metal tanks should be connected to the lightning protection system.

Let's assume you have a typical sailboat with an aluminum mast. You have installed the lightning protection system described above and your boat is hit by lightning. The lightning will probably strike the highest point, the VHF antenna at the top of the



ILLUSTRATIONS BY FRITZ SEEGER

mast. The voltage potential of lightning has been estimated to be 100 million volts. This voltage will generate a tremendous current that will find its way to the water however it can. Even if the bulk of the current travels down the mast and into the water via the grounding plate, huge voltage potentials still exist in the other metal objects in the boat such as stays and shrouds. Even though these are connected to the grounding plate, arcing may occur across materials usually thought of as insulators (such as air and fiberglass), due to the tremendous voltages. This arcing results in side-flashes as the lightning finds alternate, shorter, and more direct paths to the water. These side-flashes can create an electrocution hazard to the crew and/or damage the hull.

We know of a boat that was hit by lightning and a side-flash occurred from the forestay into the chain in the chain locker. From there it passed through the hull just above the waterline, leaving a sizable hole in the hull.

We have friends on a steel boat that was hit in the South Pacific. Since the mast and all the stays and shrouds are connected to the steel hull, you would

think the current would pass harmlessly through all these paths to the steel hull and into the water. The backstay also served as an antenna for the HF radio, however, and incorporated two commonly used backstay insulators. Even with all the other low-resistance

crewmember does not become part of the conductive path as the lightning makes its way from the masthead to the water, he or she should be safe. A person is a much better conductor than air or fiberglass, however, so it's important to avoid being part of a side-

flash. Go below if you can and stay away from any metal object that could be part of the lightning path,

such as the boom, mast, stays, shrouds, and lifelines.

“...the answer to the second question is a definite maybe.”

paths to the water, there was still sufficient voltage potential in the backstay to cause a side-flash that vaporized one of the insulators and the vessel was dismantled.

Friends on another boat experienced a side-flash that traveled from an embedded shroud chainplate to an internal fuel tank and then to a bronze through-hull. Fortunately, the through-hull was only slightly damaged and maintained its integrity.

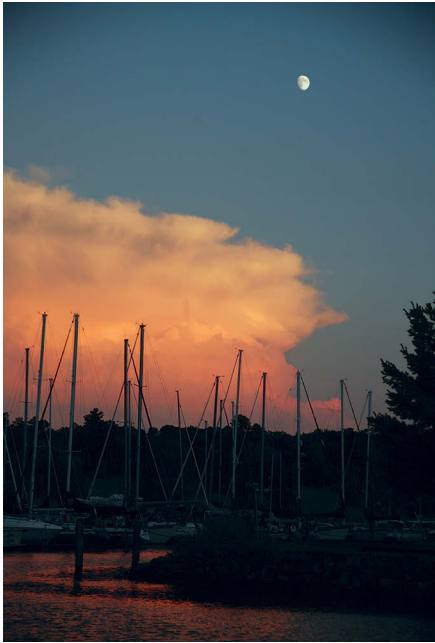
So the answer to the second question is a definite maybe.

How safe is the crew during a lightning storm?

In general, the mast of a sailboat generates a protective cone, making it unlikely that a person on deck will suffer a direct hit. As long as a

Can on-board electronics be protected?

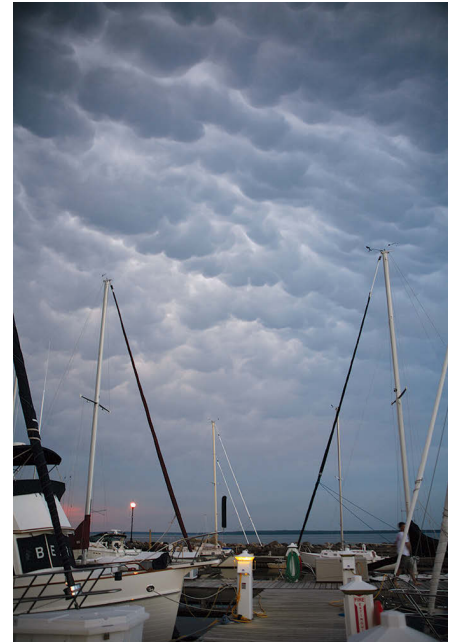
Most sailboats hit by lightning lose most, if not all, of their onboard electronics due to electromagnetic induction. A current passing through a conductor generates a magnetic field. Conversely, a current is created in a conductor that is exposed to a changing magnetic field. So if you apply a changing electrical current in one conductor, it will create a changing magnetic field, which in turn will induce a changing electrical current in a nearby conductor. This phenomenon, called electromagnetic induction, was first described by Michael Faraday in 1831 and is the basis for many



Thunderstorms occur when large cumulonimbus clouds form, at left. The underside of the cloud where rain isn't falling often looks very wild and woolly, at right, and can produce lightning.

electrical wiring, and even the conductors on circuit boards. These induced current surges create voltage surges. Unfortunately, most of our modern electronics, like laptops, chart plotters, GPSs, and autopilots are quite intolerant of voltage surges. Some protection for the electronics can be provided by adding transient voltage surge suppressors (TVSS) to antenna and data cables and a metal oxide varistor (MOV) across the power cables, but these are not always effective.

Michael Faraday also discovered that if you construct a conductive enclosure, nearby electromagnetic fields will only produce currents on the surface of the enclosure itself, isolating any conductors inside the enclosure. Such an enclosure is called a Faraday cage. A metal building is a type of Faraday cage, and while it may cause problems with cellphone reception, people and



electronics within are usually safe from lightning strikes. If you have an oven or microwave aboard, these may work as Faraday cages for your electronics. While it isn't practical to move all your electronics to the microwave oven whenever a thunderstorm approaches, we do store a backup GPS and

of today's electrical devices, like transformers, motors, generators, and induction ovens.

When a bolt of lightning hits your sailboat, a sudden and immense current flows through the mast and other conductors, inducing currents in any nearby conductors like antennas,

A word from the technical editor

by Jerry Powlas

We don't publish much about lightning and for good reason. In fact, I believe lightning is a subject about which much is said and much is believed to be "known," but little of this recycled "conventional wisdom" is accurate or valuable. David Lynn's skepticism is appropriate. This is why, among the zillions that have been submitted on this subject, we chose his article to publish.

Karen and I were not standing on one foot and rubbing our stomachs when our boat was hit by lightning in the summer of 2001. In fact, we were showering. Thus I can assert that David's prevention scheme may be correct. The damage to our boat was so severe that, had I not done much of the repair myself, the cost of professional repair would have exceeded the insured value of the boat.

From these repairs I formed some maverick opinions of my own. There are high voltages and low voltages. I will arbitrarily set the dividing line at somewhere around 460 volts. One reason for this dividing line is that most people's knowledge of electricity is confined to voltages below 460 volts. Another is that I was once shocked by 447 volts and lived to tell about it (although some people think I was a little *strange* after that). Don't try that at home.

With low voltages, we who think we know something about electricity have a sense of what is a conductor and what is an insulator. We run our electricity around in insulated copper wires and the electricity cooperates by staying inside those wires. Copper is a conductor; air and various forms of plastic and rubber are insulators.

At 100 million volts, however, our sense of "conductor" and "insulator" are of no value. The lightning strike has come thousands of feet through air to visit your boat. So do you really think you are going to make any difference in the outcome by how you arrange the copper and other metals to welcome it? Probably not.

Major conflicts develop in boat wiring when the boat is wired for 12 volts DC, 115 volts AC, radio-transmission voltages, radio ground planes, the prevention of galvanic corrosion, and the would-be management of a 100-million-volt lightning strike. Various groups publish opinions about this spaghetti of wire and myth, but you are best served by understanding that these opinions are not too tightly wrapped, and some of them are based on the rules for low voltage.

So what can you do? Make sure the metal mast is attached by very heavy wire to the keel. Unlike David, I'd say connect to any metal keel, encapsulated or not. Yes, the encapsulation will be damaged. If hit, be sure that you can still operate your boat after everything that depends on electricity for its function is a smoking ruin. If you read other treatises on lightning and you see the phrase "electricity (or lightning) follows the path of least resistance," you may safely stop reading the article. The phrase is correct, but it misinforms the reader. Electricity and lightning follow all paths and, in the case of lightning, some that are normally thought to be paths of very high resistance.

Finally, stand on one foot, rub your belly . . . and don't shower during a lightning storm.

Trees and sailboats get struck by lightning, but what makes one tree or sailboat more likely to be struck than another?

VHF there. (Be aware that the U.S. Coast Guard frowns on, and may issue a citation for, storing anything inside your standard gas or electric oven.)

Protection revisited

In its rewritten standard in 2011, the NFPA suggested another approach for lightning protection. While there isn't much empirical data on lightning strikes to boats, there are several centuries of information on how to protect buildings on land. Buildings are not protected by putting a large conductor down the center of the building to a grounding point in the basement. Instead, a number of heavy conductors are placed at intervals around the outside of the building. These conductors are connected to one or possibly several terminals on the roof and to grounding stakes buried in the earth at the bottom. In addition, all other metal conductors that a person might come in contact with, like gutters, downspouts, exterior railings, pipes, etc., are connected to the lightning protection system.

Applying this approach to boats, the new NFPA standard recommends using the stays and shrouds as well as the mast as conductors to the deck. All these conductors are to be connected together in a loop at deck level, then several large conductors are to be used to provide parallel paths to electrodes below the waterline. The total area of the electrodes must be at least 1 square foot. This, in theory, will greatly reduce the likelihood of side-flashes. All these conductors will form a rudimentary Faraday cage that might help protect on-board electronics as well, especially if TVSS and MOV devices are also incorporated in the lightning protection system.

How you implement this new approach is not defined. One method might be to connect one end of a conductor to each of the stays and shrouds and to toss the other end into

the water whenever there is a threat of lightning. As long as you remember to deploy the conductors whenever you leave the boat and don't mind the ends of the conductors thumping against the hull when you are under way, this might meet the standard.

Another method that is recommended by a few commercial firms is to pass the conductors through the deck, along the inside of the hull, then to electrodes that pass through the hull at or below the waterline. For a couple of reasons, I am more than a little wary of taking the plunge and incorporating an expensive new lightning protection system that involves drilling a number of holes in the deck and in the hull below the waterline. First, there is no one formula for every boat. Each boat design has to be carefully evaluated with respect to stays, shrouds, chainplates, internal metal tanks, through-hulls, metal lifelines, and other metal objects and how best to route the conductors from the deck to the electrodes below the waterline. There is no doubt in my mind that a poor or inadequate implementation would be worse than doing nothing at all.

In addition, since the NFPA standard is relatively new, not many boats have incorporated the new requirements. Not much data has yet been accumulated to show whether the system really works or whether the standard will need to be revised again in the future.

The *Nine of Cups* solution

So what have we done on *Nine of Cups*? It's a dilemma, since the two big standards committees, the ABYC and the NFPA, do not agree with each other.

To date, we have virtually no lightning protection system and we will take a "wait and see" position on the new standard. And of course, we will continue with our lightning prevention technique that has worked so well for us: standing on one foot while rubbing our stomachs and patting our heads and hope the odds stay in our favor. So far . . . so good. ⚓

David Lynn is a Good Old Boat contributing editor. He and his wife, Marcie, have lived aboard Nine of Cups, their 1986 Liberty 458 cutter, since purchasing her in Kemah, Texas, in 2000, and have sailed more than 80,000 nautical miles in their ever-so-slow world circumnavigation. Their first ebook about their travels, Nine of Cups Caribbean Stories, can be downloaded at www.audiosseastories.com. Visit their website at www.nineofcups.com.

Resources

ABYC TE-4 Lightning Protection, 2006:
www.marinesurveyorschool.org/seminar_files/Lightening%20Protection.pdf
(yes, include the typo: *Lightening* –Eds.)

NFPA 780: Standard for the Installation of Lightning Protection Systems, 2011:
www.nfpa.org/aboutthecodes/AboutTheCodes.asp?DocNum=780

BoatU.S. Newsletter, August, 2010:
www.boatus.com/seaworthy/swlightning.asp

Lightning and Sailboats, Ewen Thomson, 1992:
www.kp44.org/ftp/LightningAndSailboats_byFloridaSeaGrant.pdf



A leak-proof deck gland

It lets wires in and keeps water out

BY ROBERT NEEFUS

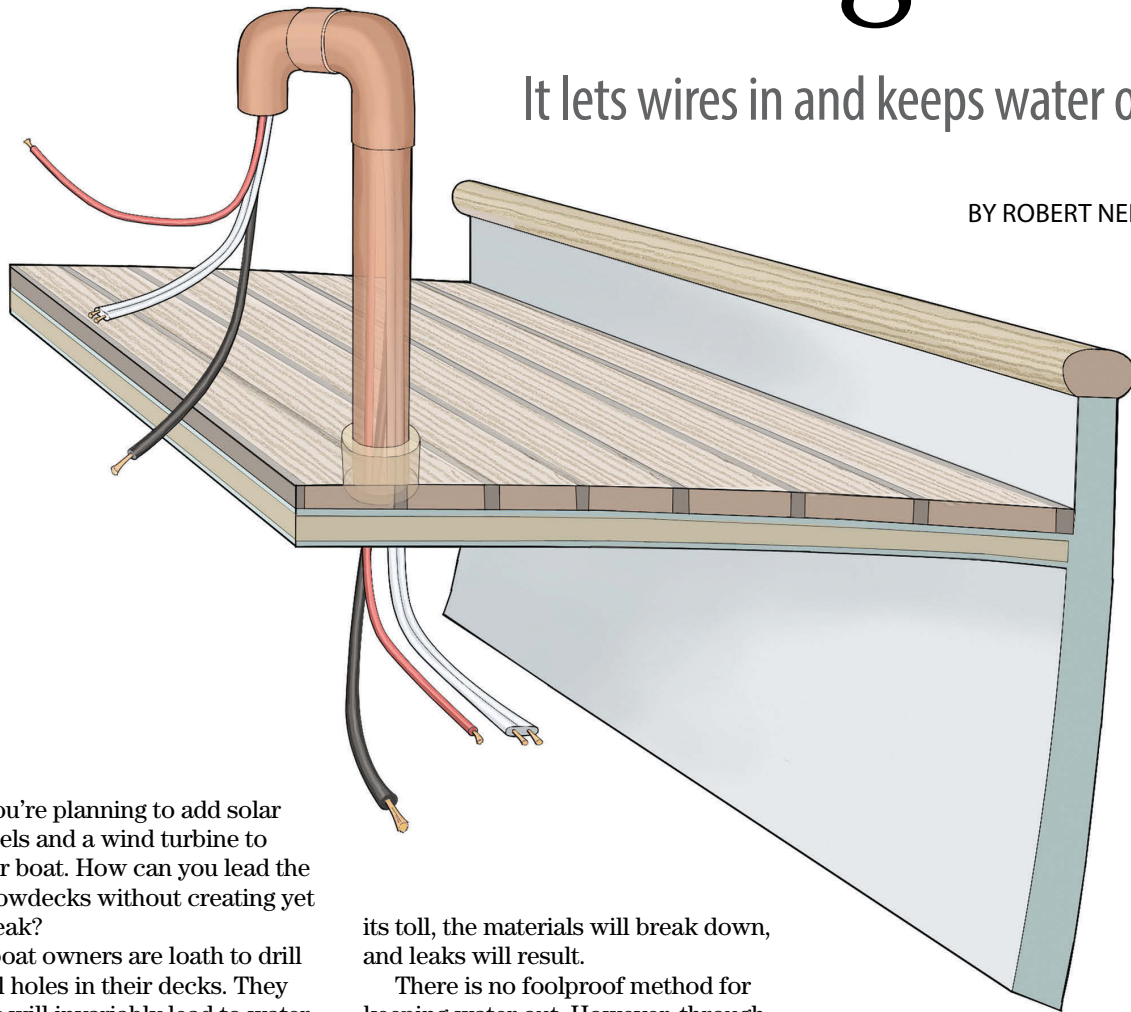


ILLUSTRATION BY FRITZ SEEGER

So you're planning to add solar panels and a wind turbine to your boat. How can you lead the wires belowdecks without creating yet another leak?

Most boat owners are loath to drill additional holes in their decks. They know this will invariably lead to water penetrating the deck core or dripping below. I have had my own long and annoying experience with the problem. Various ways of doing this have been developed for boats constructed of different materials. Most involve polysulfide compounds and their inevitable failure at some time in the future.

Relatively inexpensive products that attempt to accomplish this and are easy to understand and install are available in marine stores. They work in some applications and may last some years but, because they are made of plastic and rubber, eventually the sun will take

its toll, the materials will break down, and leaks will result.

There is no foolproof method for keeping water out. However, through years of experience and trial and error, commercial boatbuilders and the U.S. Coast Guard have found reliable long-lasting techniques that work pretty well. I work on commercial passenger vessels built to the federally mandated schedule of Title 46, Subchapter T, of the Code of Federal Regulations. This incredibly detailed federal directive mandates to very minute levels how to construct a boat that is harder to sink than your average pleasure boat. The procedures in the directive have been developed as a result of sad experience in extreme conditions.

So what does Subchapter T mandate for pass-through devices that penetrate decks and bulkheads? On the steel-hulled vessels common in the commercial world it requires welded steel pipes that stand straight up several inches above deck level. Wires are passed through the pipe and the open top of the pipe is then carefully sealed with plumber's putty. It seems too simple to work well and yet it is the most reliable method I have seen.

In a fiberglass boat, the pipe can be fiberglass, either molded in place or

glassed in later. In either case, it is still sealed the same way. (*You can use PVC pipe or plastic electrical conduit for this purpose.* —Eds.)

Wooden boats are rare in commercial service these days but present a more difficult problem. Because wood is more “alive” than steel or glass, it expands and contracts over time and will weaken any material attached to it. However, a pipe protruding from the deck and sealed with plumber’s putty will still work for a wooden boat.

On my own fiberglass boat, I first tried the type of product commonly found in marine stores. This is a gland-like device that, when firmly screwed down, will squeeze around the wires and (one hopes) make a watertight seal. The base piece is screwed to the deck or hull with a polysulfide sealer under it to make it watertight. When installed, it looks clean and neat. You can expect

a year or two of acceptable service from this type of device until the sun degrades it. These products are not the best solution if you have a teak deck, as I do.

A better way

I had three pass-through glands in my teak deck. My solution was to consolidate them and epoxy into the deck a length of copper water pipe, the type that can be found in any hardware or home-improvement store. I didn’t want to cramp the wires, and ¾ inch was sufficient diameter to allow three sets of 16-gauge duplex wire to feed through easily while leaving enough space for the final filler — plumber’s putty.

My boat has a type of compression board core with glass laminates top and bottom and a teak deck overlay. Teak decks will often present difficult leak problems because water may

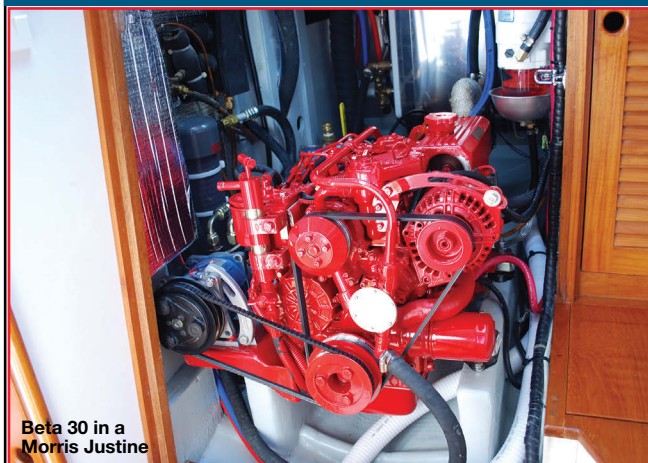
travel under the teak from somewhere else and go down the holes you have so thoughtfully provided. This method solves that problem too.

I removed the three glands from my deck and drilled out the three holes with a 1¼-inch drill bit, leaving one large clean hole. I sealed this hole from beneath with good quality duct tape, extending the tape well beyond the hole to help prevent epoxy leaks. With something below to catch “accidents,” I coated the raw edge of the hole with liquid epoxy (either penetrating or regular epoxy will work). This was a good time to check below to make sure the tape was holding up!

While the epoxy was setting, I prepared the copper pipe by carefully taping what would be its lower end with duct tape. I trimmed the tape as close to the outer edge of the pipe as I could. This was to keep any liquid epoxy or

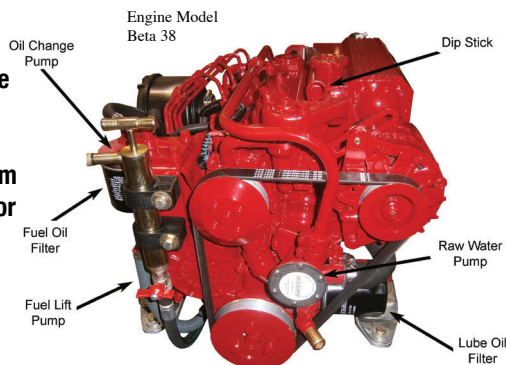
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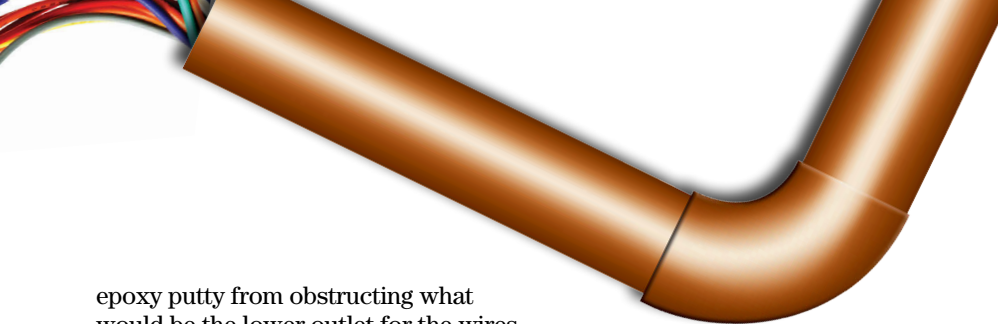
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Beta 20 (BD722)
Beta 25 (BD902)
Beta 28 (BD1005)

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Tartan 30
Contessa 32
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Pearson Vanguard
Alberg 35
Morgan OI 33
Alberg 37
Pearson 35

ENGINE MODEL
Beta 35 (BV1505)
Beta 38 (BV1505)
Beta 43 (BV2003)
Beta 50 (BV2203)
Beta 60 (BV2403)

VESSEL
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Westail 32
Valiant 40
Bristol 41.1
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Morgan 41 OI
Morgan 45
CSY 44



epoxy putty from obstructing what would be the lower outlet for the wires.

I set the pipe down into the hole so it rested on the tape at the bottom of the hole, measured up from the deck (4 to 5 inches will do it), and marked the pipe. I removed it for cutting with a hacksaw. A pipe cutter will work too.

Next, I mixed the epoxy putty. This project needs very little since only the gap between the pipe and the wall of the hole is to be filled with epoxy. The 3/4-inch pipe left a nice gap between it and the edge of the hole that was easy to fill. I scuffed the pipe with sandpaper to give it tooth to hold the putty.

I spread a generous amount of epoxy putty directly on the area of the pipe that would be in the hole and inserted the pipe into the hole with a slow twist to help ease the putty down along with the pipe. Then, with a small flat stick, I worked small amounts of putty into


the remaining gap until I was satisfied I had filled the space completely. All the while, I was careful to keep the pipe centered and upright.

Once the gap was filled, I cleaned the deck surface, first with a dry paper towel, then with an acetone-soaked paper towel. I learned long ago to be very careful with the soiled paper towel. Like polysulfide goo, epoxy paste loves to travel and gets off at every stop.

I gave the epoxy a full day to set. There was no point in rushing the job; I only wanted to do this once. The following day, when I returned to finish, I peeled the tape from the bottom of the big hole. I had done the job well, so I revealed the new pipe, with its tape in place, surrounded by cured epoxy

putty and now waterproof. I picked out the last bit of tape from the pipe and ran the wires.

I chose to install a gooseneck atop my pipe to add that little extra bit of water resistance. And when I finished running the wires, I pressed plumber's putty into the gaps around the wire. It's a good thing to be generous with the putty and work it in well. Plumber's putty works best if it has been kneaded well and is warm. Its usefulness is in its tendency to stay put and that it is water-resistant.

It was time for a self-congratulatory pat on the back. I had just cured a leak! 

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



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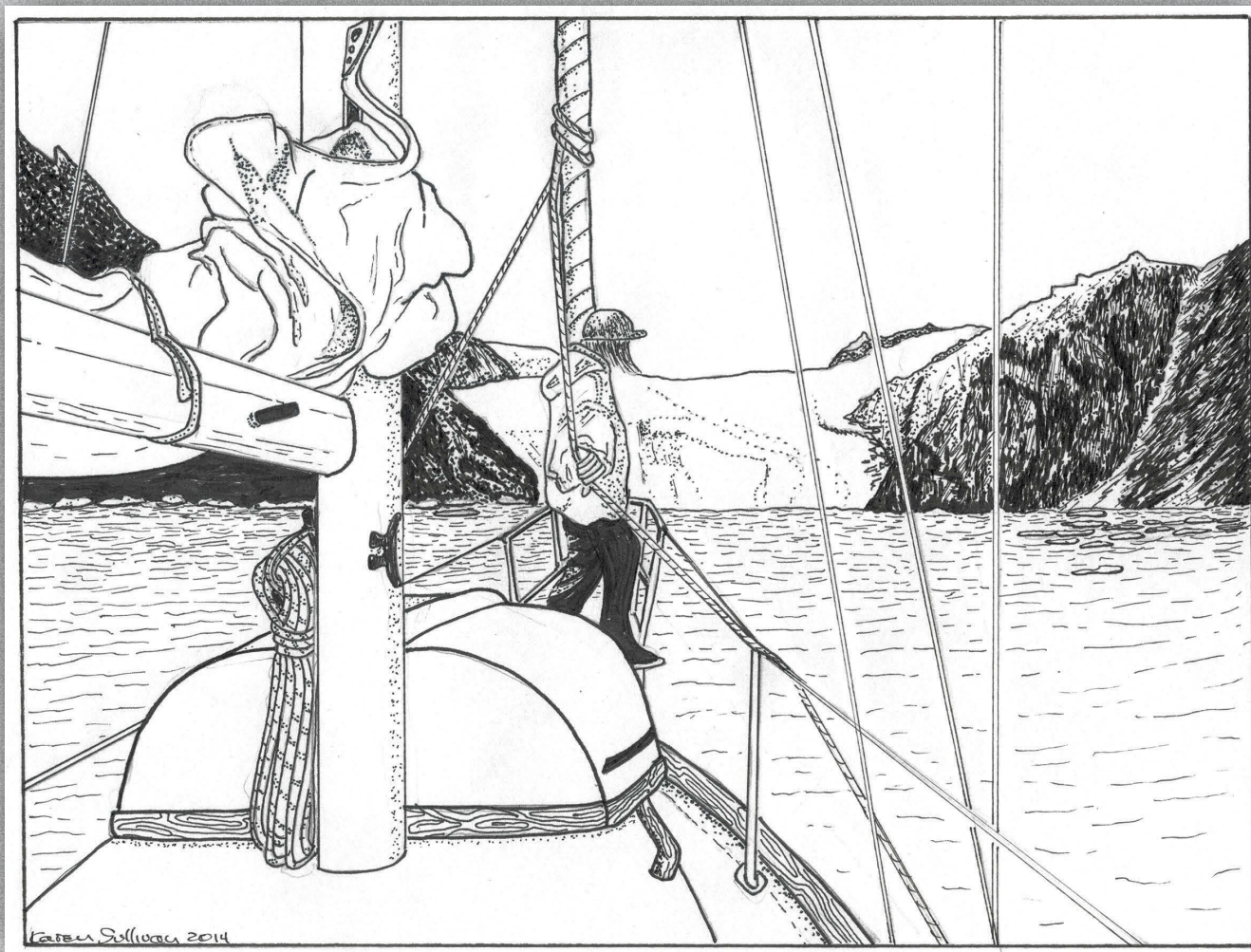
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In search of solitude

The rich rewards of sailing solo

BY KAREN SULLIVAN

Over the years I've learned that, without quiet contemplative time on the water, I suffer as if from lack of freedom. The mind of a sailor seems to require a lot more open habitat than other minds. Perhaps it's because we already have the means to escape, or maybe it's why we acquire and cherish our good old boats in the first place.

I sailed solo for a few years on *Minstrel*, a Pacific Seacraft Dana 24, in Alaska, Canada, and Puget Sound. My sailing companions at the time were more like guests than crew and, at sea, I found myself in a different frame of mind watching out for their safety and

well-being. For that reason, I generally preferred to sail alone. When solo, there was an almost animal alertness to my days and nights. I wanted to experience the physical and psychological challenges of getting "lost" in a watery maze of islands, channels, and tide rips. So in 2006, I sailed the Inside Passage in the company of my dog and several dozen humpback whales.

Those glacier-topped Alaskan peaks delighted and humbled me. Weather changes and drifting icebergs kept me watchful. Ironically, it was the brooding loneliness of the place, with big tides that sigh around dark rocks, that kept me in a constant state of

cheerful wonder. After a few weeks alone, I felt deliciously unhinged and stopped worrying about confined behavior in civilized towns, such as the need to refrain from bursting into song whenever a melody popped into my head. I would sing to clouds, shout into squalls, and hail passing birds as if they might answer back.

Emerging into a strong westerly from Zimovia Strait one day, I reefed the mainsail, then doused it because the wind died, then raised it again, reefing

After a long sail, the thunderous quiet of a glacier is a fine reward before anchoring for the night in a cove away from drifting ice.

it when the wind came back strong — all within two hours. The weather radio alerted me to a 40-knot gale approaching. Grey squalls came and went and I furled and unfurled the jib to suit the wind. When it wasn't raining hard, a fine mist blew. The wind boxed the compass, 360 degrees in a couple of hours. I considered sheltering in a cove on the north side of a large peninsula, but it had a rocky, kelp-filled entrance that would be a lee shore in a squall. Then the sky settled down and the wind became steady and fair, 25 knots out of the north. We were flying along so well, I decided to keep sailing a bit longer.

Imagination runs wild

The misty weather was perfect for hallucinating. About three miles to windward in between fog patches appeared a small round-sided island with leaning, wind-sculpted spruce trees and a row of dark rocks on its side. It was unremarkable except to my conversation-starved mind that hadn't spoken to another human being in a while. I saw not an island but the lateen sails, heavy wooden hull, and gun ports of a Spanish galleon. Ahoy! A ship! Friendly? No! It's headed this way! *Madre de Dios!* Have they seen me? Look at those guns! Can I outrun them? Yes! Cram on the stuns'ls, the royals, the t'gallants, and look lively, you scurvy swabbie!


For just a moment, I really was back in the 1500s and Juan de Fuca's ship was chasing me. I even felt a little vertigo. Maybe this was one of those "thin places" where strange things can happen. Grasping the helm, I leaned slightly forward. I'd like to fall into another time, just to see what happens. "Close your eyes," I told myself. "Try it. If you fall, you'll leave the present and land on the deck of that galleon in 1560." Could it happen? Could I come back? Slightly startled, I clung to the tiller, relieved to be hallucinating in my own century. But the "ship" was still there in the mist, so I tweaked the sails to squeeze out every inch of speed, finally outrunning the island.

I reached Port Townsend in September, thinking that *Minstrel* would be my boat forever, that no man could ever lure me onto his boat. I'd cruise in company with someone first before I'd give her up. There was no one with whom I felt comfortable sailing and I didn't want to sail on some boat that didn't measure up to *my* Dana. A steady stream of guys came down the dock to check out the chick with the boat. Apparently word had gotten around that I'd sailed down from Alaska, so slip B-18 was like nautical catnip. I enjoyed talking with them, but my conviction never wavered. Then I met Jim and encountered an improbable circumstance: he had an identical boat, similar plans, and a fearless willingness to try anything. Not to mention being witty, handsome, charming...

From single to double

While I was prepared to continue sailing solo, the idea of not being able to keep a proper watch offshore was a concern. Jim and I tried a few shakedown cruises and realized we wanted to sail together on the same boat. After much soul-searching, I sold *Minstrel* and we now sail *our* Dana 24, *Sockdolager*. I rather enjoy an oceanic sunrise where afterward I can go below, say to Jim, "Your watch," and get a good nap in before breakfast. A nap with both eyes closed and no worries about ships approaching unseen.

But I'm glad I had that solo time. Sailing alone in wilderness gave me unique privacy in which to recalibrate my pace in an information-flooded world, in a meaning-challenged time.

A series of articles that begins in this issue will discuss making a boat safer and more efficient for single-handed. It starts on the following pages with setting up the boat — and the sailor — for singlehanded sailing. Docking will follow in the November 2014 issue, sail changes in the January 2015 issue, and anchoring in the March and May 2015 issues. 



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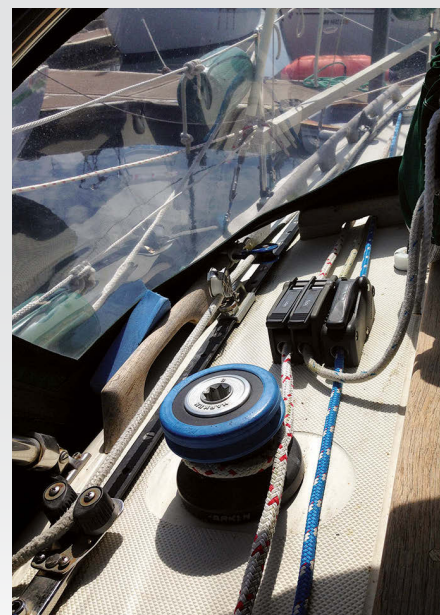
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One brain, six hands

A solo sailor is active in mind and body

BY KAREN SULLIVAN



In 1974, I owned a varnished wooden Folkboat in Branford, Connecticut. On my first try at sailing solo I was wracked with anxiety, not so much about the sailing (the day was calm) but about the docking afterward. As I motored out past neighbors that included a globe-girdling William Atkin ketch, a Dutch sloop that had just crossed the Atlantic, and an offshore yawl whose lines made me sigh, I wondered where this first tentative step might lead. I remember every detail of that day. By the time I returned, I felt I'd flown and landed a Boeing 727 all by myself. Sometimes the smallest steps are the biggest.

Plan every action

The fundamental rule for going solo is to plan ahead. Before you dock, anchor, or make a sail change, think through every move you'll need to make and

visualize how the boat might respond. Think about what could go wrong. Visualizing banishes most (but not all) of the unexpected and is initially the hardest part of solo sailing.

It's also important to take your time and never rush. There's no backup when you're by yourself. A trip and fall could be far more serious alone. Wear your PFD or safety harness on deck and have a system for moving about the boat securely. On small boats, chest-high lifelines can be easier to use and safer than jacklines on the deck.

It's a good idea to have a boarding ladder or other arrangement that can be deployed from the water and will enable you to climb back aboard. This can be as simple as a footrope in a bag with a release line.

Can you leave the helm for more than a few seconds? You need a way to either lash the helm or engage an

autopilot or windvane to allow the boat to stay on course when you need to work elsewhere.

Be organized, be prepared

Go over your boat's rig looking for chafe, bad leads, and other problems and make repairs and improvements. Do halyards, sheets, furling lines, or other items get thrown in tangled piles in the cockpit or on deck? Is a jibsheet likely to snag when you come about? Are all your rigging leads fair and do they run smoothly? Bad leads chafe line and will wear you out with unnecessary effort. Can you prevent accidental jibes?

Notice what is inconvenient or unsafe on your boat and upgrade it. For example, having certain lines within reach from a secure position is a safety issue. If reefing is inconvenient or difficult, you might be tempted to delay it.

Chest-high lifelines (actually waist-high at the cockpit) act like railings and can be clipped onto with a safety harness, top left. A D-ring seized to the shroud acts as a guide. The aft end of the chest-high lifeline has a pelican hook that clips into a ring attached to the stern pulpit with Spectra loops, top center. A piece of Rescue Tape rolled into a rubbery band is rolled over the opening part of the pelican hook for safety. The main halyard (red), topping lift (blue), and boom vang control (middle) are led back to the cockpit, top right. The staysail sheet is to the far left. Tails of lines that are not being used are stowed in a small canvas bag lashed to the dodger strut.

“I used the airplane pilot’s golden rule:
always scan for an alternate
landing place.”

Organize the cockpit so charts, binoculars, water bottles, or other items you need are within easy reach. Small custom-made (or homemade) canvas pockets will repay you handsomely.

Talk to other solo sailors; most are glad to share ideas.

Be methodical

Plot your courses on a paper chart as backup in case your electronic chart plotter fails. If you’re ever forced to wing it, it will be easy to grab the paper chart, and the discipline you’ve practiced will go a long way toward reducing anxiety when you have to make decisions in difficult conditions. In unfamiliar waters, use more than one source of information, such as charts, cruising guides, electronic aids, and local knowledge when you can get it. Read the guidebook in advance and

note any danger points. Don’t use your chart plotter as a reference map only. Plotting your course on it gives you the comfort of a line to follow and allows you to see how far you’ve gone and how far you have to go. It also pinpoints your position relative to your course.

As I sailed Alaska’s Inside Passage alone, it was a lot of work plotting each day’s course on paper charts as well as creating waypoints on my GPS. But doing this visually fixed the day’s run with its courses, distances, danger points, and potential bailout anchorages in my mind. I used the airplane pilot’s golden rule: always scan for an alternate landing place, in case some emergency forces you to seek shelter. Just to be sure, before I went into any new harbor I took a long look at the chart to memorize the main characteristics of its entrance.

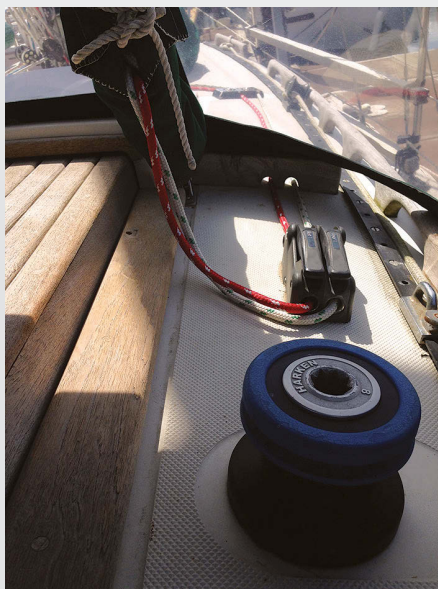
Be extra alert for changes in the weather. Anytime you’re faced with unfamiliar waters or challenging weather, the extra work you did will pay dividends in confidence and safety.

Being methodical can also mean preparing your lunch and a thermos of coffee before getting under way in the morning. You might not have the luxury of time away from the helm when you get hungry later.

Keep a good lookout

Solo or not, the need to keep a constant and good lookout never changes. Radar, radar alarms, and AIS (automatic identification system) are excellent aids, but are no substitute for a pair of eyes. In 15 minutes, a large ship that’s a distant hull-down shape on your horizon can materialize into a close-quarters encounter. Near the coast, a small wind shift could cause your boat to change course and sail into danger. A visual 360-degree sweep of the horizon every 10 minutes in clear weather (more often in fog) is more than some are willing to do, but that’s what I choose. In crowded coastal waters, being alert will keep you out of trouble. Let your ears and nose help too. Sometimes in poor visibility you can smell a ship before you see it and, if you’re not motoring, you can often hear engine and propeller noises a mile away through your hull.

Lines for the first mainsail reef are led aft to the cockpit, far left, with excess line stored in the canvas dodger bag. Second-reef lines are at the mast. A water bottle stashed in a homemade holder under the dodger, near left, makes it easy to stay hydrated on watch.





Companionway pockets store the most-needed items within easy reach, at far left. A thermos near the companionway provides hot coffee on a cool day. A marlinespike loop on the thermos stiffened with superglue hooks onto a homemade wooden corner horn. Karen's shipwright friend Leif Knutson came up with this idea.

Another strategy that works well in bad visibility, or in a situation where you can't identify a ship's lights or the direction it is traveling, is to make a Sécurité call in which you identify your boat and state your position, speed, and course. Big ships appreciate it when an unidentified blip on the radar screen proactively speaks up. If you're crossing or sailing near shipping lanes, give Traffic Control your position, course, and speed. They will often broadcast them to every ship in the area if the visibility is poor.


When sailing offshore and away from shipping lanes, have a plan for getting sleep on passage. You can take longer intervals between horizon sweeps.

A friend who sailed solo to the South Pacific from Puget Sound uses an alarm rigged for 20-minute intervals. If he sleeps through the first alarm, a loud klaxon goes off, a noise so unpleasant he'll avoid having to hear it by getting up, as he'd intended.


Don't assume the other boat sees you. On our recent Pacific crossing we met only two sailboats. One of them did not see us less than half a mile away ... until we called it on the radio.

Get familiar with your boat

Learn how your boat behaves under power and sail and don't default to relying on the engine to keep you out of trouble. Go out and practice all your

skills in good weather until you feel confident. Then go out in weather that's more challenging. The confidence you'll gain is immeasurable. 

Karen Sullivan sailed with her partner, Jim Heumann, from Port Townsend, Washington, to New Zealand in their Dana 24 from 2011 to 2013. Before that she cruised in Alaska's Prince William Sound and soloed down the Inside Passage in her previous Dana. A long time ago she sailed between Maine and the Caribbean in various boats. She is at work on a book about their Pacific crossing. Read more at: <http://karenandjimsexcellentadventure.blogspot.com>.



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GENERATION TO GENERATION

Grandchildren keep the wind
in the family's sails

BY BRIAN BUCK

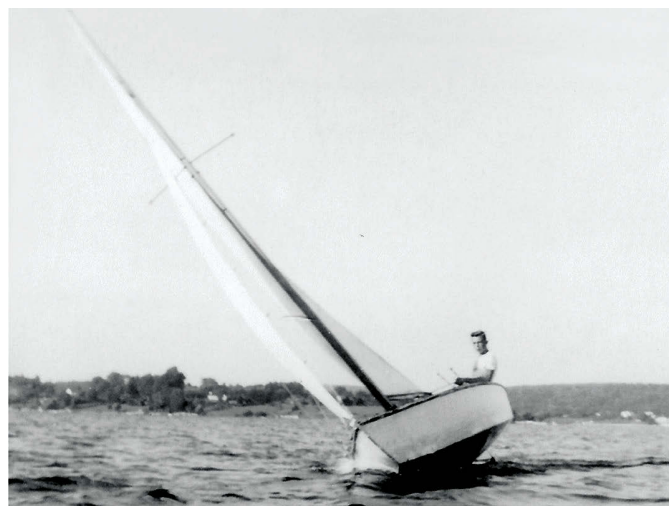


In these my retirement years, I spend many hours messing about on *Hornblower*, my 1976 Pearson 35. One day, the sea breeze was sweetly sweeping across the Indian River in front of our Florida condo. The sun was making stars on the water's surface and calling me to embrace it all with a sail down the river. I accepted the invitation and felt the wind cool my face as *Hornblower* leaned into a comfortable heel in response to the freshening breeze. Joy! Pure joy!

As *Hornblower* whispered south on a close reach, I thought about my family and our deep attraction to the sea. Our connection to water and boats is like a tree trunk that joins the upper branches to the lower branches. A passion for sailing spread from my generation to my children's generation, and is now growing in the lives of my grandchildren. My parents were not boaters so I claim it all started with *me*!

My fascination with sailing began in the summer of 1946. Sailboats dotted the distant horizon to the north of our rented summer cottage on Lake Candlewood in Connecticut. Included with the cottage was a bulky 12-foot rowboat that I spent many hours rowing and in which I could let my 9-year-old imagination take flight. How did those beautiful white sails make a sailboat work? Could they only sail *with* the wind? My mind could only conceive of the wind pushing the boat ... anything else didn't seem possible. I liked the idea that the wind could do the work of my arms pulling those heavy oars. When there was a breeze on the lake, I loaded our one-man rubber life raft into the rowboat and rowed upwind

until I was too tired to row anymore. Then I stowed the oars, lifted the life raft up in the air and sailed home. It was a lot of trouble for little reward, but it was all I had to work with, so I repeated the routine time and again while trying to steer with an oar tied to the transom.



Brian learned to sail properly on a Comet on Lake Candlewood in Connecticut, above, and now he and his wife, Carol, sail their Pearson 35, *Hornblower*, at top of page, on Florida's Indian River.



At Bellport Yacht Club, Brian's grandson Clayton, upper left, carries the mast and sail for an Optimist dinghy. His cousins, Ella, above, and Charlotte, bringing up the rear, lower left, were in the same sailing program. The new generation of sailors in Brian's family, at left on facing page: Claire, Clayton, Charlotte, and Ella. Brian fulfills Claire's wish and takes her out on the Sunfish, at right.

A spell is cast

One day, a sailboat headed straight toward our cottage. The boat leaned over on its right side and the sails billowed out into beautiful curves. Wires all around the boat that held up the mast outlined the scene like a triangular picture frame. Teenage boys and girls were in the boat. I could see their faces. They were talking and laughing. As the boat came closer to the cottage, I could hear the water rushing past the hull. The boat seemed to be moving fast, without oars, without a motor, and without wind behind the boat. It was amazing and wonderful to see.

Only a few yards from where I stood, the boy steering the boat pushed the rudder handle away from him and the sails shook and flapped. Kids pulled ropes and untied ropes while changing position in the boat. The boat turned about 90 degrees. All was quiet once more as the sails filled and the boat sailed away. I got a view of the varnished

transom gleaming in the sunlight and the curve of the sails delightfully strummed my senses. My eyes remained glued to the boat until it was just a toy on the horizon.

That day stands out in my mind as if it were yesterday. How fitting that, several years later, I learned to sail on that very same boat, a 16-foot Comet.

Passing the baton

Decades later, on a cool summer evening in 1969, I realized my oldest daughter Maria, age 12, had begun to show not only an interest in sailing but also a spirit of adventure and much aptitude. My good old boat at the time was a 1902 Buzzard Bay 30 designed and built by The Wizard of Bristol himself, Nathanael G. Herreshoff. The boat was aptly named *Escapade*. That evening was perfect for a relaxing family sail so we rowed out to our mooring in Mount Sinai Harbor on the north shore of Long Island. All eight of us were aboard and getting ready to leave the mooring when I realized I had forgotten to bring the engine key.

"No problem. We'll just sail around the harbor," I said. The wind was light, 10 to 12 knots. Not a cloud in the sky. It would be just fine. We raised the sails, fell off the mooring, and sailed around the other moorings and boats in the harbor. My son Paul perched on the bowsprit. Hart and Julia lounged on the sidedeck. My wife, Carol, sat in the cockpit with Maria, Ross, and 19-month-old Sarah. I stood at the helm. It was delightful, until out of nowhere came a

roaring wind, no longer on our beam, but close on the bow. We trimmed the sails in tight to avoid sailing south into the marsh. We raced through the mooring field, dodging boats and mooring balls, trying to find a place to come about.

I wanted to change our sailing position so I could reduce the angle of heel. I looked to the bowsprit and the hair on the back of my neck stood straight out as I saw 7-year-old Paul hanging onto the forestay. I yelled to him, "Stay put and hang on tight!" As we approached the west end of the harbor, I shouted, "Coming about!" Maria, the eldest, handled the jibsheet and I let out the main as we turned for a broad reach back through the mooring field to our mooring.

Flying to the east end of the harbor, I weighed my options. I needed Maria on the bow to pick up the mooring if I could time the glide to the ball slow enough for her to grab the pendant line. I told her my plan and she said, "I can do it."

She worked her way to the bow and got into position to grab the pendant stick. I eased *Escapade* toward the mooring on a close reach, luffing the main to control our speed. As I closed in on the ball, I turned into the wind and loosed the sheets. Maria grabbed the pendant stick and pulled the pendant line aboard and onto the cleat. She ran to the mast and dropped the jib without a word from me. I ran forward and dropped the main. As we bagged the jib and flaked the main, the wind moderated as quickly as it had blown up. When I looked at Maria I saw a triumphant grin on her face. My first sailor!

When *Escapade* sold, we bought a house on Long Island. A Sunfish became our new yacht. Maria learned to sail the Sunfish in no time at all. Julia, Sarah, and Kate followed her. My boys — Hart, Paul, and Ross — wanted speed and control on the water and turned to powerboats and clamming instead.


Generation three

Last summer, as every summer, we returned to Bellport to visit our four youngest grandchildren and their parents. Our two youngest daughters live where they grew up, in Bellport. That is where I taught them to sail almost 30 years ago and where their kids are learning to sail now. Ella was the eldest, then 10. Her sister, Charlotte, was 8. Their cousin, Clayton, was also 8 and Clayton's sister, Claire, was 6. Charlotte and Clayton sailed together in the morning session, Ella in the afternoon, and Claire eagerly awaited her turn the following summer.

This generation of sailors is enrolled in a sailing school sponsored by the Bellport Yacht Club. At about 8:30 each weekday morning, the village dock comes alive with little kids scrambling to set up their Optimis with mast, boom, sail, rudder, and daggerboard. Parents can watch but not help. The instructors, mostly college students, watch over their charges with a very personal touch, calling all their students by their first names.

When we arrived in town in August, our grandkids were in their fifth week of lessons and had a good feel for the sailing routine. The first morning, I was thrilled to see all these little ones showing off their skills and especially touched by *my* special ones setting up their boats. Charlotte and Clayton, close buddies from birth, helped each other with the two-person tasks and needed no words to accomplish them. Just the very simple acts of Clayton tying a square knot and Charlotte fitting her rudder onto her boat rekindled my simmering emotions.

Now an ancient mariner, I stood glassy-eyed by the spectacle, and felt a special closeness and connection to these little sailors. The instructors were by now on board a couple of Boston Whalers from which they were ready to give helpful reminders or a physical rescue to those in need. The sailors were given the signal to tack off the beach. Away they went, about a dozen of them in a gaggle, looking more like bumper cars than sailboats. Giddy with joy over this new batch of adventurers setting out upon the water, I became aware of Claire at my side. She looked up at me and said, "Grandpa, will you take me on the Sunfish?" I looked down into the bright eyes of this precious granddaughter and saw a bit of myself in her eagerness to climb aboard and face the sea. The tree trunk was sprouting another new branch.

As I think about it now, I wonder whether this generation will be as excited about sailing as I have been throughout my life. Will one of these little ones take me sailing when I can no longer handle the task myself? 

Brian Buck, a retired airline pilot, lives in Cocoa, Florida. He and his wife, Carol, sailed the ICW to Florida in a 23-foot Seafarer. He has sailed his co-owned Pearson 35, Hornblower, to Long Island and back to Florida via the ocean route and now sails on the Indian River and occasionally ventures to the Keys. He has refurbished several sailboats, including Hornblower.



Ten-minute tethers

Wire leashes tame hardware wanderlust

BY PAUL ESTERLE

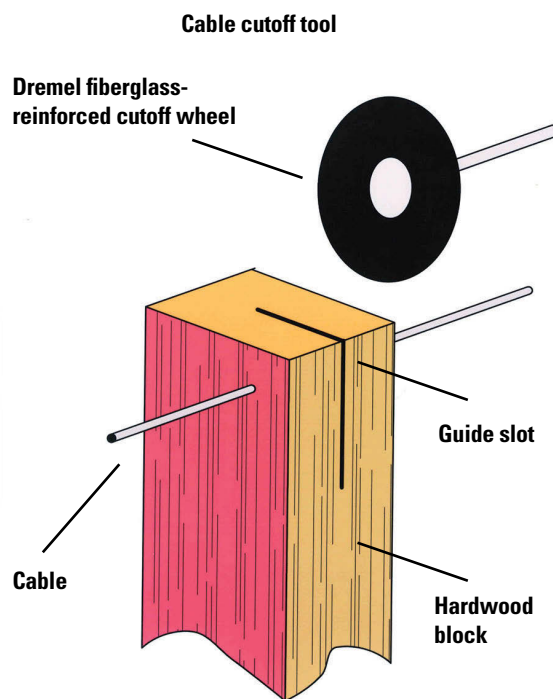
The tack of the mainsail on *Ternabout*, our 20-foot Matilda sloop, was clipped to the gooseneck with a big cotter pin. It did its job well, but every once in a while I would drop that cotter pin and — as is likely to happen — it would bounce overboard. Replacement cotter pins didn't cost very much and I'd learned to keep a couple of spares in the toolbox.

Still, it was a pain in the neck every time a pin made the “boink-boink” journey that ended with “splash!” I'd have to stop rigging the sail, go below, dig out the toolbox, and locate another one. If I'd forgotten to replace the last pin I'd dropped, this small splash resulted in a trip to the store to stock up on replacements.

When I go to the boat store I spend a little time finding the item I came for. The rest of the time I wander the aisles to see what catches my attention. On one of those visits something called a Ball-Lok pin caught my eye. This neat piece of hardware has a shaft with a ball detent in one end and a circular hub around a push button on the other. A push of the button retracts the ball detent and allows you to pull the Ball-Lok pin from whatever it is pinning.

I immediately thought of replacing that wandering cotter pin with one of these pins. They're available in a variety of shaft lengths and diameters. The next time I was at the boat, I spent some time measuring the tack grommet and the holes in the gooseneck. I found that, with minimal drilling, I could use a 1/4-inch Ball-Lok pin to replace the cotter pin.

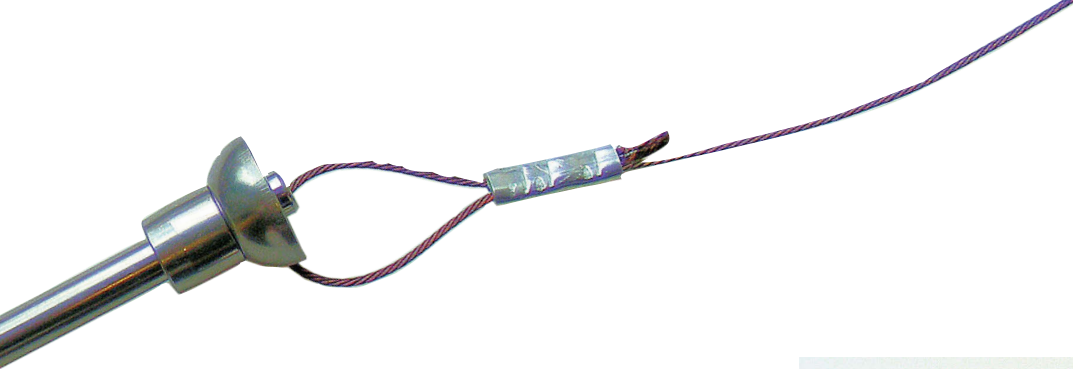
The quick-release functionality of the pin coupled with the smooth, rounded shape won me over. No more snagging clothing, sails, or parts of my anatomy on the sharp ends.



Paul's method for cutting braided steel cable (see page 33) will work on almost any size wire, including rigging wire.



Braided stainless-steel leader wire and leader sleeves are available at most fishing tackle stores, at left. The Fastpin (top) and Ball-Lok pin (bottom), above, could both use tethers. Notice the handy hole in the Ball-Lok pin.



To make a tether, start by passing the leader wire through a sleeve and then through the tether hole in the Ball-Lok pin (PHOTO 1). Pass the end of the wire back through the sleeve to form a loop (PHOTO 2). The length of this loop is adjusted in a later step. Bury the tail end of the leader wire back into (but not through) the sleeve (PHOTO 3). A sleeve one size larger than that recommended for the leader wire might be needed to accommodate the tail end. (Continued on next page.)

The downside was the cost: nearly \$12 to replace a 17-cent cotter pin. At that price, I couldn't see dropping many of those guys over the side. However, the design of the pin makes provision for a solution. The hub has a hole in it for attaching a tether.

This tether would need to be strong, thin, flexible, and corrosion-resistant. String wouldn't do; anything small enough to pass through the hole in the Ball-Lok hub would be too small to hold up to normal wear and tear.

An aeronautical inspiration

I remembered my days flying U-Control model airplanes. We flew these planes on dual braided steel cables 60 feet long. The two steel wires were attached to a handle at the pilot's end and a bell crank in the model plane. The bell crank moved the plane's elevator up or down, controlling altitude.

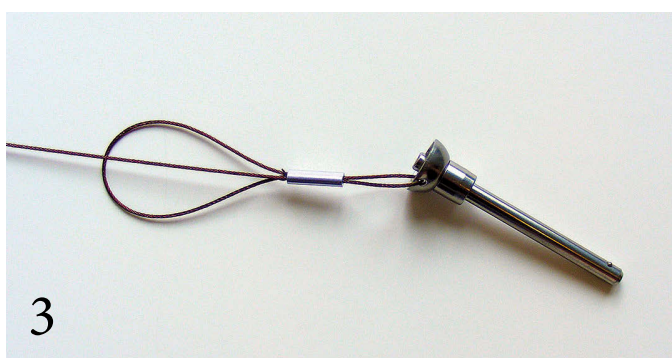
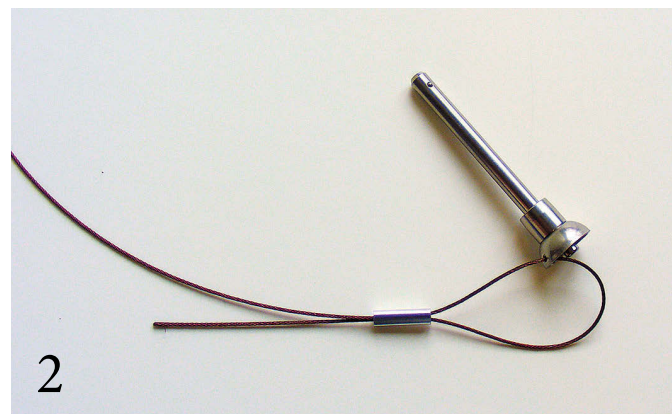
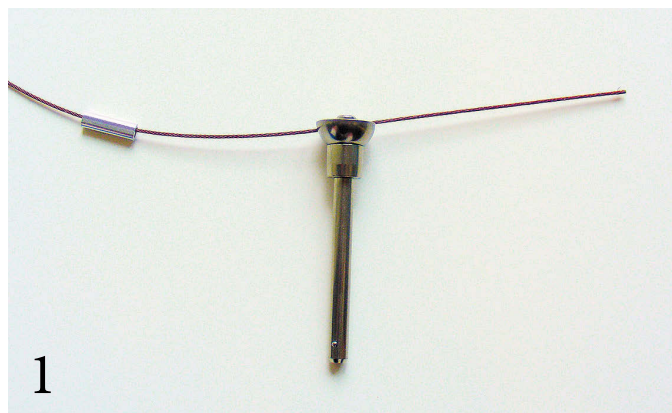
We made our own wires that extended from the bell crank out to just beyond the wing tip. Loops in the ends of the wires allowed us to switch wires from one plane to another using quick connectors. We made the loops by crimping small lengths of copper tubing around the wires. I decided to use a similar technique to make up a lanyard to keep that Ball-Lok pin from becoming errant.

It has been more years than I care to remember since I last flew U-Control. Radio-control model airplanes have come to dominate the market and I couldn't locate the braided steel wire at my local hobby shops. My boat store carried sailboat rigging wire, but the smallest diameter was $\frac{1}{16}$ inch, too thick and stiff for this application.

A fishing fix

On my way out of the store, however, I passed through the fishing section and noticed packages of stainless-steel wire in various sizes for making fishing leaders. Nearby were packages of leader sleeves that could be crimped around the wire ends. Leader wire is available in monofilament, stainless-steel wire, and braided stainless-steel cable. I chose the braided cable because of its flexibility, durability, and resistance to corrosion.

Leader sleeves are available in aluminum, steel, copper, or plastic. Use only the steel or copper with the braided stainless-steel cable. Aluminum sleeves will corrode in a remarkably short time when used with stainless-steel cable in salt water. I used aluminum sleeves in the photographs illustrating the process only because they're easier to see.



Sleeves are also available in a variety of cross-sections: round, oval, or double-barreled. Choose a larger size than recommended on your leader wire package as, using this method, you will end up with three wires, rather than two, going through the sleeve.

Cutting and crimping

With these materials at hand, it was time to make up a lanyard. Cutting braided stainless-steel cable of any size is problematic. A sharp pair of cutting pliers might do the trick, but this can leave a ragged end on the cable.

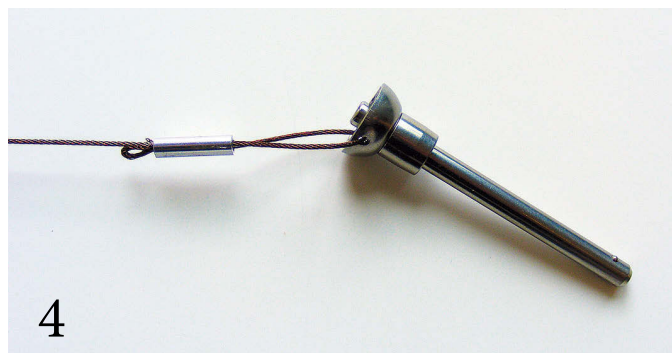
Push and pull the wire to adjust the loop lengths (PHOTO 4). The small loop to the left will help keep the wire from pulling through the sleeve. Crimp the sleeve around the leader wire (PHOTO 5). The crimping can be done with any kind of squeezing tool.


I have a trick for cutting cable. Starting with a piece of hardwood, I drill a hole the diameter of the cable near the corner. I cut the cable with a fiberglass-reinforced cutoff wheel in my Dremel tool. First, I use the wheel to cut a slot in the hardwood, crossing the previously drilled hole. To cut the cable, I pass the wire through the hole in the hardwood block and use the slot to guide the cutoff wheel while cutting through the cable. It cuts quickly and leaves a neat end.

To form the loop, I passed the tail of the leader wire through a leader sleeve. The wire then went through the hole in the Ball-Lok hub and back through the leader sleeve. After a bit of juggling with the wire length, I left enough of the tail end of the wire sticking out of the leader sleeve to bend back over and shove back into the end of the sleeve. It took a little work with the needle-nose pliers, but was worth the effort in that the tail of the braided wire was now protected from unbraiding or snagging anything or anybody.

Once the loop was properly formed and the end tucked out of sight, I crimped the leader sleeve in place. This can be done using Vise-Grips, pliers, wire crimpers, or by simply beating it with a hammer against a solid object. The small secondary loop prevents the larger loop of wire from pulling through the sleeve.

I formed the loop in the other end of the tether around a fitting on the boom. The pin always stays with the boom and can never go “boink, boink, splash!”



There you have it: a quick, easy method for making sturdy tethers of almost any length. This is worth the cost if it saves just one of those pricey Ball-Lok pins. 

Paul Esterle has been boating since the early 1960s. Starting out with a wooden Sunfish, he graduated to stripper canoes and sailing wooden Folkboats on Lake Erie. Paul is currently based at the head of Chesapeake Bay, where he works on and sails his small fleet of classic plastic sailboats.



A crane for tight spaces

Extracting an engine with grace and ease

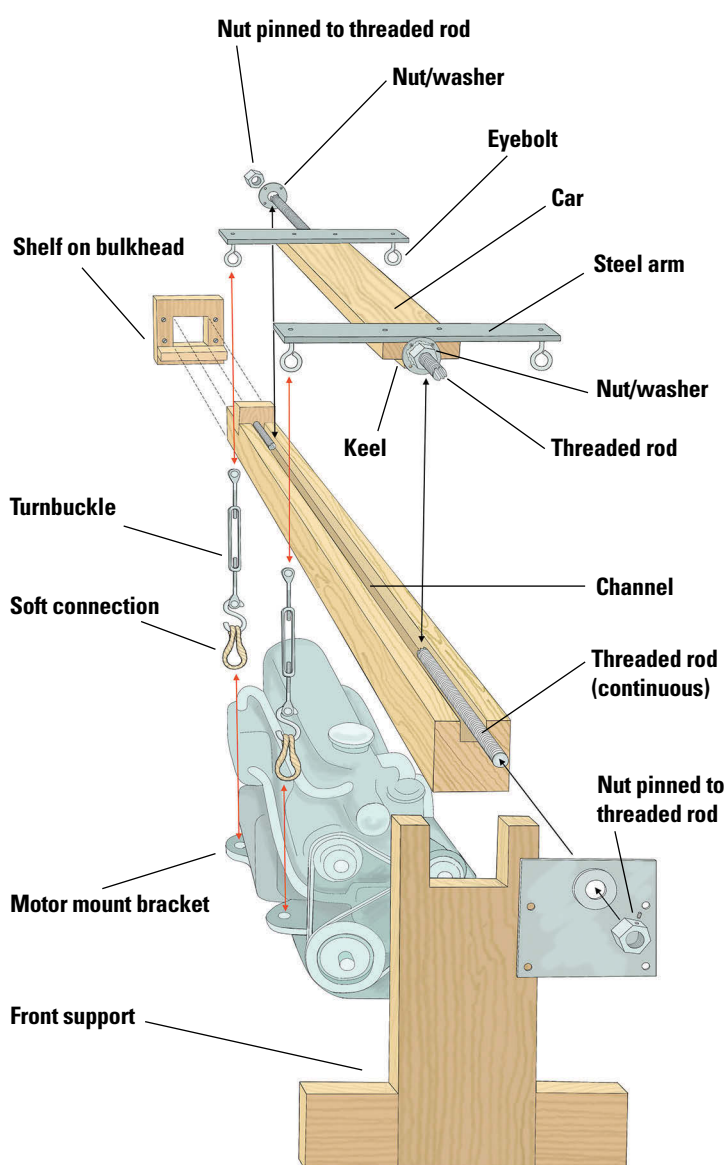
BY BRIAN BUCK

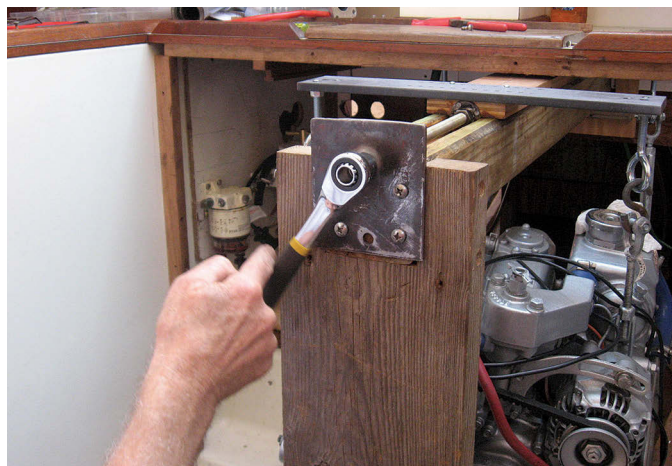
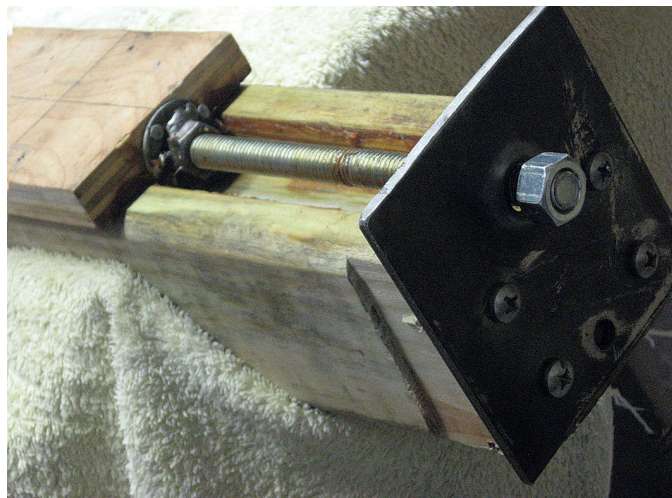
Under normal circumstances, I would not even think about removing the engine from *Hornblower*, my 1976 Pearson 35. However, during a summer visit to Long Island in New York, *Hornblower* received a new engine. The installation, unfortunately, was fraught with problems. The professional diesel mechanic who did the installation took a few shortcuts. Chief among them was that he didn't bother to change the drive shaft coupling to match up to the new transmission.

On the sail back to my home in Cocoa, Florida, the mismatched drive shaft coupling caused the drive shaft to shear and, not yet obvious, caused internal damage to the transmission. After I replaced the shaft, it sheared again. The trouble with the mismatched coupling was not discovered until the replacement shaft sheared. By the time the correct coupling was installed, it was too late to save the transmission. A few months after *Hornblower* returned home, the transmission would not shift into gear. As we were now in Florida and the work had been done in New York, it was not desirable, practical, or possible to return to the installer for a fix. My bank account was also very much in the red.

The only good news was that the transmission was still under warranty. The bad news was that I (rather than a professional) would be faced with the job of removing the engine from the cave under the cockpit sole, unbolting the transmission, and turning it in for a new one. I was faced with the need to magically lift the engine off the motor mounts, gracefully move it out of its cave, and gently lower it to the cabin sole where I could easily remove the "tranny."

I would have to design a crane to go above the engine and suspend from this crane





Set up in his workshop, above, Brian's crane reveals his ingenuity. The wings support the turnbuckles Brian used to raise the engine off its mounts. The mechanism for moving the engine horizontally, upper right, consists of a keeled car that slides in a channel in the main beam. Turning the nut fixed to the end of the captured threaded rod, lower right, causes the car to slide along the channel.

something — cables, rods, or straps — with which to lift the engine up and off the motor mounts. Once the engine was raised clear of the motor mounts and any other obstructions in the engine compartment, the crane then had to be able to move the engine out of the compartment and lower it to the cabin sole. The idea developed slowly, but in the end my crane did all I needed it to do. Since my name is Buck, I named it the Buckaroo engine extractor.

The magic crane

How do you support 300 pounds of engine? I used a 4 x 4 as a beam because I had one in my shop and it was more than adequate for the task. I made it long enough so that, when the engine was hanging from it, the engine could be moved completely out of the engine compartment and lowered to the cabin sole.

The beam is supported at the aft end by a shelf attached to the bulkhead located behind the engine. The forward end of the beam is supported by an inverted T that sits on the cabin sole. To keep the structure stable and positioned, I fastened a screw through the back shelf and into the aft end of the beam. I fastened four long screws through the top of the front support and into the beam to stabilize the forward end of the beam.

The engine is able to move along the beam by means of a car riding on top of the beam. A stabilizing keel on the underside of the car sits in a channel cut into the beam's top side.

I used a 5/8-inch threaded rod to drive the car along the beam. The rod is attached to the car by means of nut/washers (nuts welded to washers). I fastened a nut/washer to each end of the car. Each of the nut/washers has

four holes drilled in the washers so they can be nailed to the car.

Before nailing the nut/washers in place, I screwed the rod through the first nut/washer, passed it through the tunnel under the car, then screwed it through the second nut/washer. I tightened the nut/washers against the ends of the car before nailing them to the car. This sequence was important to ensure that the rod aligned with the threads of the second nut/washer.

The threaded rod must be held in place at both ends of the beam, so I made a fence at both the forward and aft ends of the beam. The threaded rod extends through and beyond the fences and is held there by a nut screwed to each end of the rod. The nuts on each end of the threaded rod must be fixed with a pin through the nut and rod so that, when the nut is turned, the rod also turns.

The next trick was to make the connection between the car and the engine. After some trial and error, the solution came to me. I fastened a set of arms or wings to the car that extended out over the motor mounts. These wings are made of steel $\frac{3}{8}$ -inch thick and 3 inches wide. At the points directly above each of the four motor mounts, I drilled and tapped the wings to accommodate eyebolts.

I suspended a turnbuckle from each of the eyebolts. The turnbuckles are the lifting mechanism for raising the engine. To ensure smooth operation, my last step in building the crane was to grease the top of the beam, the bottom of the car, and the threaded rod.

So there it is. I had a magic crane to gracefully lift and extract the engine! In building the crane, I used scrap wood I had on hand. I bought a piece of steel at a local sheet-metal shop for the steel arms and had that shop weld two nuts to two washers so the threaded rod could move the car. The threaded rod, turnbuckles, and eyebolts were available at my local hardware store. The total cost of materials was about \$95. I did the cutting, drilling, tapping, and assembling in my shop.

Preparation and operation

We all know that, before an engine can be removed, many hoses, wires, pipes, and the prop shaft must be disconnected and moved out of the way. The first step was to get a notebook and write down each piece as it was removed from the engine. I numbered each step as I performed it and made a special note of the wrench size I used in each step. (That saved time when I reattached all the accessories). I taped flags to the wires so I knew where they would go when I reassembled everything. I did not trust any item to my 73-year-old memory.

The moment finally arrived when I would put the magic crane to work. I installed the beam with all its accessories. When I removed the nuts from the tops of the motor mounts I was careful not to disturb the two nuts that were locked together on the undersides of the motor mount brackets. (This step


would make it easier to perform the prop shaft alignment after I reinstalled the engine and transmission.) I attached the turnbuckles to eyebolts I'd fitted to the motor mount brackets on the engine (I was able to drill holes in the motor mount brackets to receive them). I had some difficulty getting the turnbuckles to clear the engine accessories, such as the alternator, fuel lift pump, and throttle cable bracket, so I used short lengths of $\frac{3}{8}$ -inch line with eye splices in each end to make "soft" connections between the the motor mounts and the turnbuckles.

It took some time to tighten each turnbuckle and keep the engine in an even plane and balanced on the beam, but the task went without a hitch. I was able to lift the engine off the motor mounts and elevate it enough to clear the obstructions. The best part was using one finger to swing the wrench to turn the screw rod. The engine moved out of the compartment one thread width for each turn of the wrench. It was magical and graceful. It was so easy to move the engine hanging from the crane that I wanted to just keep turning the wrench!

Since I built my crane, I've thought of other designs that might work when there is no room above the engine for this design. One involves the use of two steel beams, mounted one on each side of the engine, with a screw rod and car on each beam and the turnbuckles suspended from the two cars.

Easy out and easy in

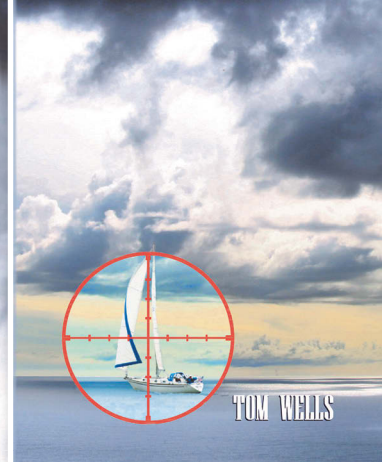
It only took about three and a half hours from the time I started disconnecting engine accessories and installing the crane to the time I finished lowering the engine to the cabin sole. I am no longer intimidated by the idea of pulling a sailboat engine.

When the time came, returning the engine to its motor mounts was as easy as the extraction. 

Brian Buck's biography can be found on page 31.

Introducing . . .

SUPERIOR RUN



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About the Author

Author Tom Wells is an engineer, a long-time sailor, and a Contributing Editor and boat reviewer for *Good Old Boat* magazine.

He has a sequel in the works, featuring Paul Findlay and his sailboat in another nautical setting.

What readers are saying

This book is addicting. It practically reads itself . . . [*Superior Run*] could be the offspring of Tom Clancy meeting Sandra Brown on a Great Lakes cruise . . . Tom Wells' knowledge and passion of sailing and the Great Lakes makes this a richer read, enough to whet your interest in one of the most beautiful spots on Earth. I will be awaiting the sequel(s).

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Superior Run is a true sailor's novel.

— Karen, OR

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The cruising-capable

BY JAN IRONS



Selecting a dinghy is a critical step in outfitting a cruising boat, but amid the onslaught of outfitting decisions about whether to add solar, wind, a generator, an electric windlass, or a watermaker, choosing a dinghy often gets lost. Making the choice harder, there are almost as many dinghies to choose from as there are cruising boats.

While cruising, we've too many times heard the refrain, "We can't go to a distant snorkeling spot or land on

that shell beach because our dinghy isn't up to it." The most common reasons are "The outboard's acting up," "Our 4-horsepower motor won't go that far," or "Our dinghy's leaking." Would anyone remodel the kitchen in a land-based house and then buy a beat-up car that only started half the time? For whatever reason, a family car gets much more consideration than a dinghy.

But, while cruising, a dinghy *is* the family car! Fifteen years ago, when we bought our 1985 Passport 37,

Winterlude, a dinghy was not included. After spending a great deal of our budget outfitting the boat, we gave little thought to a dinghy. Our principal consideration was that there was no good place to store it on board when we went offshore, so we limited ourselves to a roll-up inflatable dinghy.

A friend sold us his 8-foot Caribe roll-up inflatable. We had no idea if this was the dinghy we needed for our cruise to the Western Caribbean, the San Blas Islands, and Colombia, we just



With a world of exploring to do in places like Shroud Cay in the Exumas Land and Sea Park, top of page, selecting the right dinghy for your style of cruising is very important. In Belize's Queen Cayes, at left, this 9-footer shows that a RIB can get on a plane even when carrying two large men. In the remote San Blas Islands, at right, cruisers use their dinghies to transport them far enough upriver into fresh water to do their laundry.

dinghy

It's everything from taxi to truck

went with it because we didn't have much money left for a dinghy. We added an 8-horsepower Tohatsu 2-stroke outboard for \$1,350 from a dealer in Annapolis. For a total of \$1,750 we had a family car.

Although we successfully used this combination all the way from Annapolis to the Bay Islands, Honduras, it was not necessarily the best selection for us and we replaced it in Honduras. We had a 9-foot aluminum RIB (rigid-hull inflatable boat) shipped from the States to Roatan, which was supposedly a "free zone" for yachts in transit. Never forget that third-world countries don't always know their own "rules." There was no "free zone." It's best to buy your dinghy before leaving the U.S.!

Narrowing the field

A "cruising-capable dinghy" will have as many varied forms as there are types of cruiser. For a marina-to-marina coastal-only cruiser, a dinghy won't be a

major consideration. But for those who will live at anchor, it is important to consider all the options, especially now that more alternatives are available.

Step 1 – Carefully consider what you want your dinghy to do and, more important, ask yourself whether there will ever be a time when you might want it to do more. When we bought that first dinghy, we never imagined we'd be taking it miles to reach the best spearfishing reefs in the Western Caribbean; initially, we had no ambitions of spearfishing and no speargun.

Will you want to land on a shell beach to go shelling? If so, a soft-bottom dinghy might not be durable enough.

Will you need to carry a full load of provisions or gas, diesel, or water jerry jugs?

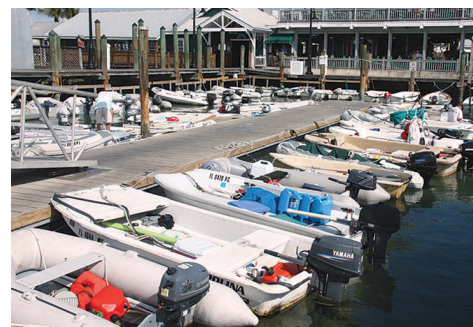
If you have dreams of sailing in the Pacific, you'll need to be able to land a dinghy safely through the surf and you might want to consider dinghy wheels.

Step 2 – Once you have a good idea of what you might want to do with your dinghy, make a list of the pros and cons of each type as it relates to your needs. You might want a roll-up, an air floor, a RIB, a folding type, a rigid rowing dinghy, or one that sails. Kayaks are also increasingly popular as dinghies.

Step 3 – Consider where and how you plan to store your dinghy. We chose our starter 8-footer because we had no deck space for a RIB, but we found it too much trouble to deflate it and roll it up for storage, so we never did. When it was not in use, the roll-up dinghy lived upside down on the foredeck, right in the way. When we decided to get a new dinghy, we opted for a 9-foot lightweight aluminum RIB because it was still light enough for us to hoist onto the foredeck but the bottom was sturdier for beach landings. It also allowed us to travel faster, even with our old 8-horsepower Tohatsu.



The size of the sailboat does put a practical limit on the attending dinghy, at left. This dinghy might be small enough to stow, perhaps partially deflated, on the foredeck if necessary. Sailing dinghies, such as this one Jan spotted in the San Blas Islands, at right, are not common outside the U.S., but they are quite numerous in large harbors like Boot Key Harbor in Marathon, Florida, where liveaboards congregate.



The clear shallow water off Josh Cay, Guanaja, Bay Islands, Honduras, at left, makes traveling to shore in the dinghy just like a glass-bottom boat ride. The lineup at the Key West dinghy dock, upper right, shows there's a dinghy to fit every cruising budget and every kind of cruising. A one- or two-person kayak is another way to explore an anchorage, lower right. Paddling is good exercise, and a kayak is quiet enough to approach birds and animals in the area for a closer view. However, it doesn't carry much cargo (photo by Tom Wells).

Step 4 – Balance how much power you need in an outboard versus how much it weighs. Keep in mind that, outside of the U.S., outboards are the most likely items to be stolen; you'll want to keep it safe. For us, this means hoisting it onto the boat's rail and securely locking it each evening. Thieves want the outboard but not the dinghy. Separating the outboard from the dinghy makes it harder for someone to steal the outboard. Ironically, an outboard can be replaced in almost any country; it's *much* harder to replace a stolen inflatable or, for that matter, any dinghy.

Our 8-horsepower 2-stroke outboard, at approximately 60 pounds, is light enough for us to manage hoisting it daily. A 15-horsepower outboard would be too heavy. If our 2-stroke ever dies, a 4-stroke Tohatsu 8-horsepower is more than 20 pounds heavier. That increase in weight would force us to add more purchase to our outboard motor hoist to help us lift it.

Step 5 – Decide on power. The choices are a 4-stroke outboard, a 2-stroke outboard that is lighter but not available in the U.S. (the nearest place to buy one is the Bahamas), a trolling motor,

oars or paddles, a sail, or — the newest option — a propane-fueled outboard.

Budget

How much should you budget for a dinghy and outboard? Their prices range widely. Replacing our current rig, an 8-horsepower Tohatsu outboard and a 9-foot AB Lammina aluminum RIB, would cost approximately \$5,600: \$2,000 for the outboard and another \$3,600 for the dinghy.

At the low end, prices for inflatables start near \$1,000 for a PVC or other dinghy. Adding a 5-horsepower outboard for \$1,300 or less brings the total to about \$2,300.

If you are looking for a dinghy bigger than 9 feet or an outboard larger than 15 horsepower, prices go up dramatically. For example, a 10-foot Achilles RIB at Defender is \$3,200 and a 15-horsepower Yamaha is around \$3,200, for a total of \$6,400.

You can save money by going with a hard dinghy or Porta-Bote.

A 10-foot Porta-Bote is approximately \$1,800 — significantly less than an inflatable. A 4- to 6-horsepower 4-stroke outboard would add \$1,300 to \$1,700 for a total of \$3,100 to \$3,500.

Hard dinghies, such as the 10-foot Walker Bay, start at around \$1,000. This boat is rated for a 3-horsepower outboard that can be added for less than \$1,000 to bring the combination price to around \$2,000.

Advantages and disadvantages

Each dinghy type comes with its advantages and trade-offs, from durability to weight and cost.

Inflatables – Inflatables are generally made of PVC or Hypalon. PVC is less expensive and less durable, especially when it comes to UV deterioration. Hypalon is more durable and resistant to UV but is also more expensive. We prefer Hypalon despite the extra cost. Once you leave the U.S., it's difficult to replace an inflatable, and Hypalon's durability becomes more important.

Bigger-diameter inflatable tubes mean a drier ride and allow an inflatable to carry more weight. Unfortunately, they make the boat more difficult to row. However, this is somewhat true of all inflatables and, besides, rowing may not be something you'll want to do . . . except as a last resort!

“Hard dinghies are less stable than inflatables but far more durable, and easily outperform all other types of dinghies when being rowed.”

If you plan to fish, another disadvantage is the need to keep fishhooks, speargun tips, and anything else sharp away from the inflatable tubes.

The RIB handles heavy laundry days and major re-provisioning with ease. One of the disadvantages can be weight. At 79 pounds, our aluminum hull is considerably lighter than a comparable fiberglass hull at 95 to 106 pounds. We learned recently that AB Inflatables now makes a 9-foot ultralight aluminum RIB that weighs only 68 pounds, so shop around!

Within the family of inflatables are the lighter weight roll-up and air-floor models, but you have to be careful when landing on rocky or shell beaches with these. A roll-up or air-floor dinghy will be a wetter and slower ride than a RIB and they generally don't plane as easily. Overall, though, transporting laundry or provisions in these boats is not a problem unless it's really windy.

Another member of the inflatable family has a rigid floor, usually made of fiberglass (or more recently, aluminum). These boats are considerably sturdier for landing and going ashore than

roll-ups or air floors but they are heavier and bulkier, and the floor makes storage more difficult unless you have davits. These dinghies are very stable and forgiving around docks, they plane easily, and they are generally drier and better for traveling longer distances.

Hard dinghies – Hard dinghies are less stable than inflatables but far more durable, and easily outperform all other types of dinghies when being rowed. Weight could be an issue for stowing a hard dinghy unless you have davits. A hard dinghy with a sail rig (*Like the Fatty Knees –Eds.*) is popular in harbor locations like Marathon, Florida. It's also great for laundry, provisioning, and all things dinghy-like, and speargun tips or fishhooks are not a problem! Climbing back aboard a hard dinghy after snorkeling or diving is a challenge but can be managed with a ladder.

Porta-Botes – Cruisers who use Porta-Botes swear by them. They're lightweight and stable. Within their weight capacity, they can be fully loaded with provisions or swimming gear and dive

equipment. Boarding from the water requires a different technique than is used to board an inflatable, but it can be done, as evidenced by our friends who snorkel frequently.

Porta-Botes row easily and will take an outboard, but online specs limit the outboard to 56 pounds, which would allow some 6-horsepower models. (According to the company, the outboard weight is limited by the total weight capacity of the boat.) The capacities of the 8-foot 9-inch and 10-foot 8-inch Porta-Botes are 445 pounds and 585 pounds. Keep in mind that this includes outboard, people, and cargo. Generally, these dinghies are folded on board when under way and must be reassembled for use, but this doesn't take long.

Kayaks – When used as the primary dinghy, a kayak can only handle a limited amount of cargo. Kayaks are not good for ferrying people or supplies out to your boat. Any fresh laundry you transport had better be in a dry bag! Our kayaks provide hours of fun and exercise, but they also function as a



This Porta-Bote, at left, provides admirable service between a boat at a mooring in the Florida Keys' Boot Key Harbor and the dinghy dock in Marathon. When you venture away from harbors and marinas, your dinghy becomes much more than transportation. It also allows you to explore jungle rivers and other otherwise inaccessible areas, such as this river in the San Blas Islands, at right.

backup in case anything ever happens to our dinghy. But the dinghy wins every time it's blowing like stink and we know the ride will be wet.

Motor choices

More power will get you to distant beaches more quickly but comes at a cost in dollars and weight.

4-stroke outboard – The only dinghy-sized outboards currently sold in the U.S. are 4-stroke. Advantages are easier starts, better gas economy, and no need to mix oil in the gas. For us, however, the increased weight makes a 4-stroke outboard more difficult to store on board, so we'll stick with our 2-stroke until it dies.



Not just a tender, a dinghy offers a way to supplement the ship's stores. Spearfishing in the Western Caribbean's San Blas Islands might provide a hogfish for dinner — but mind those sharp spines!

2-stroke outboard – While they use more gas than 4-strokes, 2-stroke outboards are lightweight and reliable. However, they require oil to be mixed in the gas, are harder to start with the pull cord, and are "less green." While

cruising, we stock extra pull cords as well as an extra gas hose and tank since these parts are proprietary to the manufacturer and difficult to get outside the USA.

Propane outboard –

Propane outboards are just starting to become a viable choice for cruisers. Since propane is available everywhere, they are worth consideration when you purchase a new outboard.

One satisfied owner living on a mooring in Boot Key Harbor in the Florida Keys told us he loves his and no longer carries combustible gasoline aboard his boat. Propane outboards seem to be priced similarly to 4-stroke gasoline outboards but are slightly

A large, detailed image of a Spyderco Salt Series folding knife with a yellow handle and a silver blade, floating in the ocean. In the background, the side of a white sailboat is visible, sailing on a blue sea under a bright, hazy sky.

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heavier. The new 9.9 propane model weighs about 5 pounds more than a comparable Mercury 9.9 gasoline model. These engines are also available in 2.5-horsepower and 5-horsepower models, both of which can use small propane canisters designed for camping or be converted to a regular 10-pound propane bottle.

Oars/paddles – Boats that you can row offer good exercise, but not if it's blowing 20 from the direction you need to go. Still, as a safety precaution, every motorized dinghy should carry oars aboard at *all* times. You never know when your outboard may sputter. If the tide is going out, this could result in serious trouble.

Sailing dinghies – Dinghies you can sail are also great fun. There is no

better way to while away an afternoon at anchor when the perfect breeze is blowing. But choosing a small sailing dinghy as the primary mode of transportation is not so practical on an everyday basis. There is a middle ground however. We have known several cruisers who had a sailing rig on a hard dinghy and made use of a small outboard when the wind didn't want to cooperate.

While there is no right or wrong answer to the question of which dinghy is "cruising-capable" for your needs, giving adequate consideration to dinghy selection before you set out may help you avoid a great deal of frustration later. 

Jan Irons and her husband, David, cruised the northwest and southwest Caribbean for six years aboard

their 1985 Passport 37, Winterlude, and now spend their winters cruising the crystal-clear waters of the Exumas and Florida Keys. Jan writes practical tips and information for part-time cruisers at <http://commutercruiser.com>. She and Carolyn Shearlock are co-authors of The Boat Galley Cookbook, published by International Marine and available from Amazon.

Resources

Boats and motors

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Pages from our "family album"

1. Greg Luecke's daughter Mirelle is at the helm of *Ocean's Poem*, the Cape Dory 30 ketch Greg sails off a mooring near Cundy's Harbor, Maine. "How can you have two sticks and no mizzen stays'1?" Greg asks. So he sewed the smaller sail to match her original asymmetrical.



2. Even with her good old sails, George Schumacher says *Finale*, his 1985 S2 6.9 Grand Slam, is competitive in the race activities on Ohio's Grand Lake St. Marys.



3. Alan Hallworth's 40-year-old Northern 29, *Coupon Clipper*, broad reaches toward Lake Ontario's Scotch Bonnet Light, 10 miles south of Brighton, Ontario. The lighthouse, built in 1856, was abandoned in 1912 but serves as a turning mark for many races.



4. *Petite Cherie*, the blue boat in the middle, is a 1974 Dufour 27. She was appreciating the last lovely fall day on Chesapeake Bay's Magothy River before haulout in 2013. Afterward, Dick and Donna Paden stopped off at The Point Crab House in Arnold, a new ritual that caps off the season nicely.

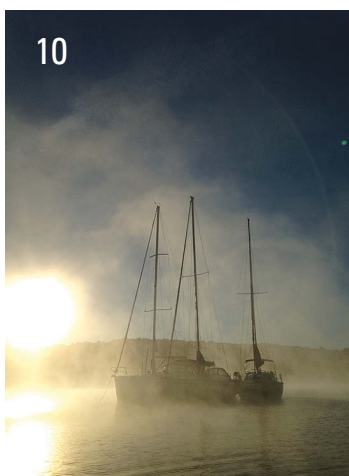
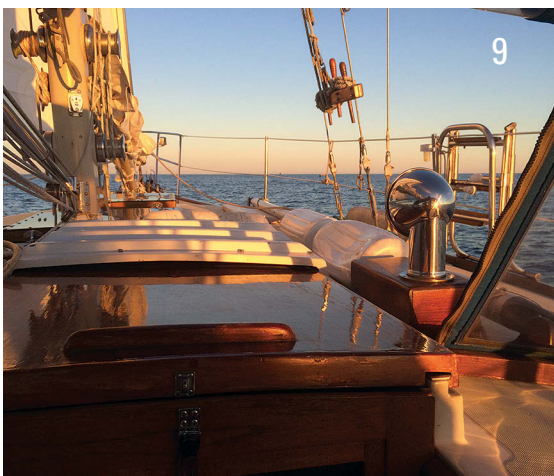
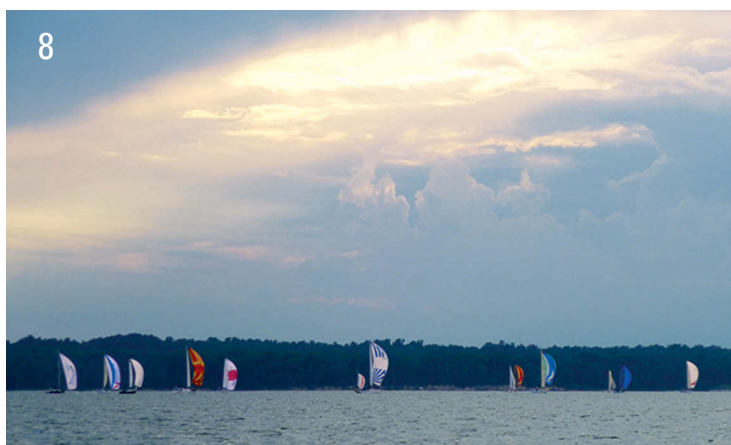


5. Don Launer's homebuilt schooner, *Delphinus*, races along with a bone in her teeth. A Ted Brewer-designed Lazy Jack 32, *Delphinus* sails the New Jersey coast these days but has traveled far and wide in the past with Don and family.



6. Kathryn Jensen and Bob Bloecher are the lovers and caretakers of *Manitou*, a 33-foot wooden Acadia ketch designed by Winthrop Warner and built in 1968. She sails out of Bayfield, Wisconsin, on Lake Superior. Bob Hume captured this shot.





7. Lake Huron's North Channel beckons and many Trailer/Sailor Association members cannot resist. TSA treasurer Howard Staley and his wife, Kathy, enjoy Cleary Cove in their 1981 Neptune 24. Kathy is paddling out in the kayak to set a second bow anchor.

8. Ann Egland writes of taking a lovely Chesapeake Bay family sail on their 1986 Pearson 28-2 in the fall of 2013 before their two sons left for college. There was a race in progress near Solomons Island, she notes, as they headed home from their jaunt.

9. The sunset paints *Sky Lark*, a 1976 Ericson 36c, in gold as evening steals over the horizon. Philip Hill, of Toronto, Canada, sails *Sky Lark* with all the pride that comes with being a new owner and caretaker.

10. Tom and Sandy Wells ended their 2013 sailing season with a Polar Bear Raftup on Missouri's Mark Twain Lake. "When I took the dog to shore the next morning, this is what I saw," Tom says. "No wonder we love sailing!"



11. An Islander 29, *Laura P* reflects upon her many charms in Hadley Harbor, Woods Hole, Massachusetts. Tom Doherty sails this head-turning beauty.

12. *Escape* is just what the name implies. Lisa and Kevin Frost sail their 1973 Tartan 30 on Green Bay and frequently escape to Door County on her. Joe Shepro, sailing alongside on his Cal 34, *Underdog*, captured this photo during a peaceful evening sail.

13. Rick Shepler and *Truly Fair* captured a friend's attention as they sailed out of Everett, Washington, over the Labor Day weekend last year. That's Mt. Baker in the background. *Truly Fair* is a 1980 Cal 25 Mk II, hull #308.

14. Dave Dickmeyer and his late wife, Dee, had many a sailing adventure on Lake Erie aboard their Pearson 33-2. These days, named *Air Fair*, she sails on Lake Superior. Dave is cherishing his sailing memories while building a lovely little dinghy.



A fresh bout

...and an International
Folkboat feels the love

BY KEN JACOBSEN

In the end, my insurance company and the marina management made up my mind for me by raising the cost of owning *Invincible Summer* beyond my tolerance level. It was time to sell. The decision, taken with sadness and reluctance, turned out to be a wise one. *Invincible Summer* went at a fair price to a knowledgeable, experienced sailor and, for the first time in almost two decades, I was boatless.

Switched on again

But not for long. Within a few months the old-boat gene, lured by the siren song of eBay, led me to a tired old 1967 Boston Whaler 13 that cried out for rescue. Then, as work on the Whaler progressed, I was tripped up again by another eBay offering: a sweet 1976 Marieholm International Folkboat, a design I had long admired. *Frihet* was one of the fiberglass models of the classic design by Tord Sunden, introduced in the 1970s and built until the mid-'80s. A lot of restoration work had been done, but it had apparently ended suddenly during the main cabin's renovation.

Cosmetic, I told myself. All minor stuff. And I placed my bid. It won and, just like that, I was back in the old-boat business. *Frihet* was shipped to Dolphin Cove Marina, one of the last DIY boatyards in the Charleston area, and within a few weeks I was waxing the hull and admiring the new dark green bottom paint. I'd had a fleeting urge to sand and paint the bottom myself, but old memories of paint dust in my hair, skin, meals, and bedding made me pause and surrender to the

Ken's "old-boat gene" first expressed itself when he was a teenager and he felt compelled to renovate a pre-1955 runabout.

It's my belief that an obscure gene compels some of us to complicate our lives with elderly boats. In my case, it first appeared when I was a teenager, drawing me to a pre-1955 outboard runabout my older brother Henry had found half-sunk in New York's Coney Island Creek.

The boat was one of the early experiments in fiberglass, finished without the benefit of gelcoat and painted bright blue on the outside and red on the inside. Unencumbered by any experience in boat restoration, I spent the next six months scrounging scrap plywood for seats and improving frames to reduce the old boat's alarming tendency to flex.

Although it never won any prizes, that little runabout gave me a summer of fun and taught me not to fear taking on projects that others thought foolish or hopeless. Even better, when I sold the boat the next spring, it helped pay for my first year in college.

The old-boat gene was dormant over the next three decades, subdued by the

demands of family and career. It was not until the early 1990s, a few years after I retired from the Navy, that it struck again — and with a vengeance. At a time in life when I was at loose ends, I came across a 1961 Alberg 35, a true handyman's special with decks so saturated they squished. "Make an offer," the broker suggested, "They're about to give it to the Sea Scouts."

My lowball offer was accepted. I renamed her *Invincible Summer*, from an Albert Camus quote I'd always loved. The project was a moveable feast. It began at a little yard in Yorktown, Virginia, continued after the boat was trucked over the mountains to a spot behind our barn in Kentucky, and was finally completed (if "complete" can ever describe an old boat) after we moved to our new home in Charleston, South Carolina. Before long, though, I began to realize that, while varnishing, cleaning, and upgrading stretched ahead endlessly, getting away from the dock for a sail was becoming more of a challenge each year.

of old-boatitis . . .

wisdom and privilege of age. I let the yard do the work.

Once the boat was back in the water, an inspection confirmed that my first impression had not been too far from the mark. The hull and rig were sound, the sails had been professionally cleaned, and the renovation work already done was careful and neat. The interior, though, was a bit shabby. The headliner was gone from the overhead and the material covering the cabin sides hung in forlorn strips over faded green bunk cushions. Tan plastic flooring curled up around the edges of the cabin sole and the oiled teak bulkheads showed the tracks of old leaks and long-gone fixtures. It was a depressing sight, suggesting to me each time I opened the companionway hatch that I owed *Frihet* more care than I had so far given her. “Restraint,” my sensible self said. This boat was *not* going to be a long, expensive project. “Cosmetic,” I kept telling myself. “Cosmetic, realistic, and modest.” But no cutting corners. And that’s how the work began.

Easy does it

The teak brightwork below had originally been finished with some unknown product that had aged to a dull, muddy brown. Stripping and varnishing it was beyond my “modest and cosmetic” boundaries. Instead, I scrubbed the brightwork with household cleaner, rinsed it, and wiped it down with paper towels saturated with mineral spirits. Still not sure of what the original finish was, I lightly sanded one small spot and applied a few test

coats of Minwax semigloss polyurethane, my favorite belowdecks varnish. After a few days, it was apparent that the varnish was adhering and drying normally and the teak would need no further prep work beyond a light sanding and a final wipedown with mineral spirits.

The forward bulkhead of the main cabin was another story. Both port and starboard sections were disfigured by screw holes, cutouts for long-gone equipment, and an assortment of water stains. Again seeking the simplest fix, I fastened new 1/8-inch teak veneer over the old bulkheads. I finished all the interior teak with four coats of satin finish Minwax.

The next challenge was the sorry state of the hull liner that had become separated from the hull at various places and drooped like a flag at half mast. My first instinct was to tear out all the old vinyl, clean the surface, and install new material. The thought of that task was not appealing. It would require chemical adhesive removers, scraping and cleanup of the resulting goo, and application of fresh adhesive before fitting new material. I could see myself in the hot little cabin in the middle of a South Carolina summer, wrestling with sheet vinyl and adding my remaining

wits with toxic chemical fumes. There had to be a plan B.

Upon closer inspection I noticed that, although the original adhesive had broken down in some areas, it was holding up well in others. I would need to repair only the bad areas and let the good adhesive stay in place. I cleaned the old liner and the hull sides where the old system had failed, then sprayed the cleaned areas with 3M Super 77 adhesive and reattached the old liner. For overhead areas over the quarter berths and places where gravity worked against me, I used improvised braces and props to hold the liner in place while the new adhesive set up.

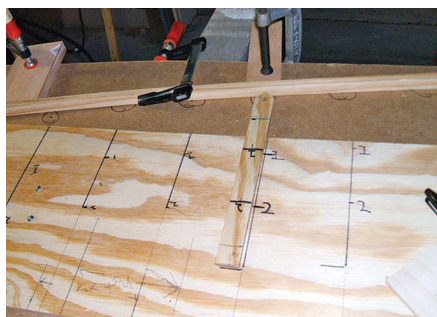
Tick stick and patterns

The overhead in the main cabin was a bigger problem. The original headliner material and rigid backing had been removed and discarded. Fortunately, the liner material was still adhering to the cabin trunk sides and was usable after re-gluing with Super 77. The uneven top edge would be hidden once new overhead material was in place.

I used the traditional boatbuilder’s tick stick system to transfer the overhead lines to a pattern, marking off a series of points from the centerline

A “before” view of the starboard side of the main cabin, near right, shows the liner missing from the overhead and the water-stained and patched-up teak bulkhead. The same view after the work was completed, far right, shows the new overhead, fresh varnish, Nu-Teak decking on the sole, new cushions, and Ken’s old brass clinometer.





Ken used scrap lumber to hold pieces of the old overhead liner in place while the adhesive set, at left. Using tick stick marks and a flexible batten, he drew the shapes of the new overhead liner on hardboard, center, then screwed the hardboard patterns in place and marked them for trimming, at right.



to the outboard edge to establish the curve of the overhead for the port and starboard halves. Then I laid the lines out on sheets of Formica countertop laminate from the local DIY store. This would be the rigid backing for the overhead material. Staff at a helpful paint and wallpaper store found vinyl wall covering that was close enough in texture. With their help, I matched the color with an industrial acrylic latex paint. I glued the new vinyl to the port and starboard Formica sheets with Super 77 and painted them with the acrylic paint.

The original overhead material had provided no heat insulation and on hot days *Frihet's* interior was a sweatbox. I decided to try reflective foil insulation. The brand I used, Reflectix, consists of a 5-mm layer of foam sandwiched and loosely fastened between two layers

of aluminum foil. I fastened it to the backside of the new Formica overhead panels with double-sided foam tape. While 5 mm of insulation is not a lot, the Reflectix seems to have lived up to its billing. It keeps the cabin interior at least bearable in summer. It was certainly worth the effort.

I installed the new overhead panels with trim washers and self-tapping stainless-steel screws driven into the longitudinal plywood stiffeners. The color and texture match between the old vinyl hull liner and the new overhead panels was close enough to fool all but the most critical eye.

Sole remaining task

I'd ordered new interior cushions and backrests in persimmon orange and, once they were installed, the renewal of *Frihet's* interior was one step closer

to completion. Unfortunately, the freshly varnished teak, new overhead, and bright upholstery made the dingy cabin sole stand out. A nubbly tan vinyl material, with a pattern reminiscent of a 1950s diner, covered the sole and extended up into the curve of the hull. I hadn't thought much about replacing it but, with a little creative rationalization, I convinced myself that the job would be, well, *sort of* cosmetic and, by many standards, *sort of* modest too.

So I set about it. The vinyl was already loose enough to rip out by hand. The adhesive was long dried, sparing me the job of using a smelly chemical to remove old goop. Now, though, I had to decide on something to replace it.

I don't much like carpet, but a teak-and-holly sole would require a prohibitive amount of money and effort



A view of the starboard side shows the former sad state of the overhead liner and the bulkhead, at left. A similar view after Ken completed the work, at right, shows the new teak veneer covering the blemishes on the bulkhead and fresh varnish elsewhere. The new overhead is in place, fastened to fore-and-aft stringers with screws and trim washers, and Ken's clock and barometer from a previous boat adorn the port bulkhead.



The Nu-Teak sole brightened up the interior and gave the job a final touch, far left. Ken finished the curved hull sides with Ultra Tuff non-skid. The new material on the overhead closely matched the old material on the coachroof sides, at left.

and still leave unsolved the problem of covering the curved hull sides.

I decided on a combination and a compromise. I recalled seeing synthetic teak decking in the March 2011 issue of *Good Old Boat*. The brand I chose, NuTeak, is a 4-mm-thick PVC-based material that looks convincingly like the real thing. It's sold in 3-foot lengths and is available in 2¼-inch-wide planks with separate ¼-inch-wide imitation holly strips, both with grooved edges for a good fit. It can be cut easily with a utility knife.

I made patterns from heavy contractor's paper, picked up the removable floorboards, and brought everything home for ease of assembly. I cut and dry fit the NuTeak planks to the paper patterns at home, then disassembled them for final installation on the boat. I used the special adhesive sold by NuTeak that has a working time of about 15 minutes, more than adequate to lay and align the planks and strips.

The curved hull sides above the sole presented a minor problem until I remembered I had some Ultra Tuff non-skid paint left over from the Boston Whaler job. It produces a finish that's rough but not painfully abrasive (see "Fresh Traction on an Old Deck," July 2009). After sanding, I applied a coat of Ultra Tuff primer then two coats of the non-skid itself, tinted pale beige.

Finishing touches

The job was now essentially done. A pair of bright throw cushions from IKEA and my brass clinometer and old

clock and barometer from *Invincible Summer* gave a final "decorator touch" to my modest restoration and reminded me of the continuity between the old boats that had claimed me. In the end, of course, the job turned out to be much less modest, more expensive, and more challenging than I had originally planned. But then, I suppose I knew all along that was going to happen.

The demands of the old-boat gene were placated . . . for now. ⚓

Ken Jacobsen rescued his first old boat and restored it to working order at the tender age of 16 and still hasn't learned his lesson. When he retired after 26 years as a seagoing naval officer, he began a new career as a freelance writer and defense analyst. He lives in James Island, South Carolina, and sails his 1976 International Folkboat, Frihet, out of the Cooper River Marina in Charleston, South Carolina.

Resources

Insulation

Ken used a radiant reflective foil sandwich sold under trade names like Space Age and Reflectix: reflectixinc.com; www.insulationsolutions.com. 3M double-sided foam tape to fasten the insulation in place is available at hardware and DIY stores.

Cabin sole

Interior teak-and-holly sole material is available in several combinations from NuTeak Decking Inc. Adhesive is also available. More information at: www.nuteak.com.

Wall covering

Ken used Sherwin Williams DTM Acrylic paint from their Industrial/Marine line and a textured fabric-backed vinyl (SW489370) from their decorating section. Although this is not a marine-grade fabric, he says the specs are more than adequate and the price reasonable: www.sherwin-williams.com.

Interior varnish

Minwax Fast-Drying Polyurethane is available in gloss, semigloss, and satin: www.minwax.com. Ken has used Minwax polyurethane for an interior finish on several boats and has found it to be tough, easy to apply, and durable. He likes varnishes that don't require exotic solvents for thinning and cleanup. Minwax uses mineral spirits as a solvent, is quick drying, and has a pleasant, warm tint.

Adhesive

3M Super 77 Multipurpose Adhesive: solutions.3m.com. Work in a well-ventilated space and wear a mask. It's a good idea to experiment with Super 77 on some scrap material to get familiar with how the stuff behaves.

Non-skid

Tuff Coat non-skid coating is sold by Ultra Tuff Marine: www.tuffcoat.net/wordpress. Ultra Tuff also sells a special primer for Tuff Coat and special high-nap rollers. For more detailed information on application see "Sole Revival," in the July 2009 *Good Old Boat*. Also available at marine stores.



Trailer

BY ROCCO DRYFKA

Three times we went to look at the Catalina 22. Under the grime and moss she seemed to be in overall good shape, if just a little neglected. Weeds were growing up through the trailer. She had apparently sat there for two years, just waiting for a new owner to show her some TLC. My wife and I were convinced we wanted this boat.

One of our concerns, however, was whether the 1984 Trail-Rite trailer that was part of the deal could successfully transport our boat 115 miles to where we planned to keep her docked.

We had good reason for concern. The trailer was missing a fender and had more rust than paint on its surface. The tires looked well past their prime, the trailer jack was broken, and the telescoping hitch extension was rusted solid within its tunnel and could no longer be extended.

So on this third visit, after making a more thorough inspection of the trailer's structural integrity, inflating the tires, and using a floor jack to hook the coupler to the hitch, we took the trailer and boat for a test drive. We returned to the owner's house with no issues, completed the transaction,

and promised to return the following weekend to pick her up.

Towing the boat home turned out to be uneventful and so was the launch. Months later, near the end of the sailing season, thoughts of what to do about the trailer weighed heavily on my mind. After inspecting it once more and compiling a list of replacement parts, I decided it would be cheaper to rebuild it than to buy another one.

“I armed myself with a 7-inch angle grinder and cutoff wheel from Harbor Freight Tools and sliced through the rusted metal.”

The challenges included cutting off every rusted nut and U-bolt with an angle grinder and beating out the telescoping hitch extension with a sledgehammer, an act that totally destroyed the surge brake. But after working off and on for approximately two months, I had a good old trailer for about \$800 invested in new paint, brakes, tires, bunks, surge brake, winch, and stainless-steel hardware. One year later, I still get compliments on how it looks.

When I towed my rusty trailer into the auto hobby shop at the military base where I planned to undertake the

restoration, the doubting looks were obvious on the faces of the weekend hobbyists there. The manager let out a guffaw when I told him I planned to complete the job in about eight weeks. One hobbyist later confided that, when I arrived with the trailer in tow, he thought I should have continued to the junkyard. But weeks later, when I towed the restored trailer out of the shop, the same hobbyists nodded in admiration and approval. Here's how I tackled the restoration.

Prep, prime, and paint

I divided the frame into sections and sanded each one to bare metal using an electric drill with a circular sanding disc attachment. I started with the easy sections: those that didn't have leaf springs, bunks, or a trailer jack attached. Eventually, though, I had to remove these items and face the associated challenges.

Wrenches were useless for removing the leaf springs, bunks, and other attachments because all the hardware was so utterly rusted. After a time-consuming attempt

to cut off a U-bolt with a hacksaw, I armed myself with a 7-inch angle grinder and cutoff wheel from Harbor Freight Tools and sliced through the rusted metal with little effort. Prior to this, though, I had been careful to inventory, measure, and take pictures of each nut, U-bolt, and screw. I thanked myself later when it came time to search for replacement hardware.

After sanding each section, I wiped the surface with acetone to remove the dust and any residual grime and applied the primer. When I had primed every section of the frame, I applied a second coat of primer to the entire

revival

New life for a good old boat's wheels

trailer. I prepped and primed the parts I had removed — leaf springs, axle, bunk supports, winch tower, and hitch extension — the same way I prepped the frame. I used brushes and a small roller to apply the paint to the frame and the attachments but used spray paint to get into the tight corners where a brush couldn't reach. For the base, I used Rust-Oleum Rusty Metal Primer and then applied three coats of Rust-Oleum Protective Enamel oil-based gloss white to the frame and gloss black to the attachments.

Hitch extension

A telescoping hitch extension comes in handy for launching and retrieving sailboats. Unfortunately, mine was firmly rusted within its tunnel. I had no luck during an earlier attempt to extract the extension by pulling against the trailer with my SUV while the trailer's wheels were chocked. It still refused to budge when I sledgehammered against the surge brake after spraying WD-40 and Liquid Wrench down the tunnel. But the extension slid out half an inch one early morning with a strike of the sledgehammer after I'd sprayed Sea Foam Deep Creep into the tunnel and tilted the trailer down to let the solvent seep overnight through the grime. Once the extension broke loose, it grudgingly came completely out after a few dozen

more sledgehammer blows. I used a circular wire brush normally used for cleaning out ductwork to remove the rust within the tunnel, then rammed rags coated in white lithium grease through it to clean out the residue.

Brakes, wires, and tires

Having destroyed the surge brake when extracting the hitch extension, I hired a local welder to cut off the old surge brake housing and weld a new one onto the extension. I purchased the new Atwood surge brake actuator, rated for 6,000 pounds, from etrailer.com. The old brake assemblies at the other end of the trailer were rusted and beyond repair, so I installed Titan 10- x 2¼-inch free-backing drum-brake assemblies and then routed new brake lines purchased from the online Trailer Parts Superstore.

I also installed a brake line quick-disconnect coupler so I could detach the surge brake from the brake system when I extended the hitch extension during boat launches and retrievals. After adjusting the brake shoes, I bled the brake lines by using the trailer ball and ball mount inserted into the coupler to pump the actuator until the brake fluid came out clear of air at the brake assembly bleeder fitting. I installed new submersible tail- and sidelights from etrailer.com and routed the wiring

Tools and supplies

Safety Gear

- Safety glasses and safety goggles
- Hearing protection
- Gloves
- Respirator
- Dust masks

Paint

- Rust-Oleum Rusty Metal Primer
- Rust-Oleum Protective Enamel oil-based gloss
- Rust-Oleum Painter's Touch, Ultra Cover, premium latex semigloss paint

Tools

- Power drill
- Circular sanding disc attachment
- Angle grinder
- Cutoff wheel
- Wire brush
- Wire wheel
- Jack stands

Solvents

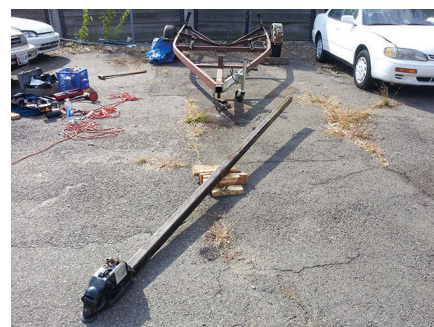
- WD-40
- Loctite Naval Jelly Rust Dissolver
- Liquid Wrench
- Sea Foam Deep Creep Aerosol

Lubricants

- White lithium grease
- Permatex anti-seize lubricant

Other

- Coveralls
- 40-, 80-, and 100-grit circular disc sandpaper
- Painter's tape
- Rags



When Rocco first brought the trailer home, it looked ready for the junkyard, at left. He wrecked the surge brake, center, while freeing the telescoping hitch extension, at right, with a sledgehammer. His labors were not in vain. The restored trailer meets expectations, facing page.



As the restoration progressed, the trailer began to sport new paint and sprout new parts, at left. The new Titan 10- by 2¼-inch free-backing drum-brake assemblies await the new rims and tires, center. Complete with bunk carpeting, the trailer is ready for hauling duty at the marina, at right.

to the front of the hitch with wiring harnesses epoxied to the trailer frame every 30 inches.

The tires that came with the trailer were worn, weathered, and actually meant for light trucks. When selecting new tires, it's important to know the weight of the boat and any gear likely to be carried inside it. When selecting the rims, I had to match the pattern, dimensions, and number of lugs on the brake drums. My drums have a five-lug pattern on a 4½-inch hub circle. I ultimately selected Loadstar ST225/75D-15 tires with a "C" load range mounted on white painted rims from Trailer Parts Superstore. According to the BoatU.S. website, the "C" load rating indicates each tire can carry up to 1,820 pounds, but the actual tires were rated at 2,050 pounds, or a combined capacity of 4,100 pounds for a single-axle trailer like mine. Trailer Parts Superstore delivered the tires to my home conveniently mounted on the rims and inflated.

Once I decided on the tire size, I ordered 15-inch white plastic fenders with pre-molded steps, also from Trailer


Parts Superstore. While these fenders are plastic, they are strong and durable and the steps are convenient for climbing into the boat. Using galvanized metal, I fabricated simple adapters to fasten the fenders to the original attachment points.

Other hardware

I replaced all the trailer's nuts, bolts, screws, and U-bolts with stainless-steel hardware, most of which I found locally at Ace Hardware and Home Depot. I found the square U-bolts that attach the leaf springs, axle, and winch tower online at Trailer Parts Superstore and Champion Trailers.

I coated the threads on all the hardware with Permatex anti-seize lubricant as an added protection against rust. For the trailer beds, I used two 11-foot-long 2 x 6 pressure-treated planks that I primed and painted with Rust-Oleum Painter's Touch, Ultra Cover, premium latex semigloss paint for extra protection from water damage. I drilled holes for the attachment points in the planks and then counter-bored the tops of the

holes so the bolt heads set below the planks and wouldn't damage the hull during launch and retrievals.

I loosely bolted the fore and aft ends of the planks to the trailer bunk supports and used a ratchet tie-down strap to bow the plank in the middle so I could bolt it to the middle bunk support. After tightening the bolts, I laid 12-inch by 12-foot marine-grade bunk carpeting from Trailer Parts Superstore over the bunks and stapled the overlap to the bottoms of the planks to secure it. Along the way, I purchased a new winch, trailer jack, and galvanized adjustable middle bunk supports, along with rubber bow and keel rollers and a bow stop, all from my local West Marine store. 

Rocco Dryfska and his wife, Carolyn, normally sail their 1984 Catalina 22, Carolyn's Eyes, on the Potomac River near Quantico, Virginia. They look forward to exploring Albemarle Sound, Lake Champlain, and other locations in the future since they can now confidently trailer Carolyn's Eyes anywhere.

Resources

Trailer Parts Superstore:

www.easternmarine.com

etrailer.com:

www.etrailer.com

West Marine:

www.westmarine.com

Championtrailers.com:

www.championtrailers.com

Trailerandtruckparts.com:

www.trailerandtruckparts.com

Trailer Parts Depot:

www.trailerpartsdepot.com

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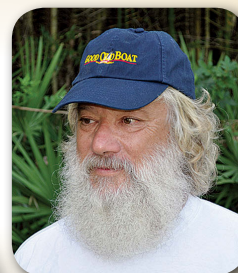


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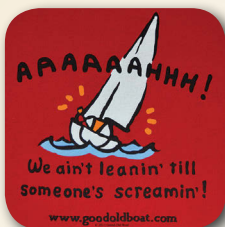
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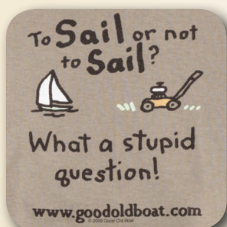
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New Age of Sail

A museum examines Canada's modern boatbuilding history

BY MARK PESNER

This past spring saw the opening at the Marine Museum of the Great Lakes in Kingston, Ontario, of a unique and ongoing exhibit for sailors called the New Age of Sail: The Story of Canada's Sailing Boom.

Recreational boatbuilding is a great source of pride for the Canadian boating community as many well-known designers and builders of good old boats were once located in Canada. Perhaps the best known was C&C Yachts, but there were many others, including Whitby Boat Works, Canadian Sailcraft, and Hinterhoeller Yachts. Noted Canadian designer George Cuthbertson, the first "C" in C&C Yachts, is an honorary curator of the exhibit as is Bruce Kirby, best known as the designer of the Laser. Both George and Bruce were inducted into the newly created Canadian Sailing Hall of Fame at a gala dinner at the Kingston Yacht Club celebrating the opening of the exhibit. Co-curated by Lena Beliveau and yacht designer and *Good Old Boat* contributing editor Rob Mazza, the exhibit continues through November 30.



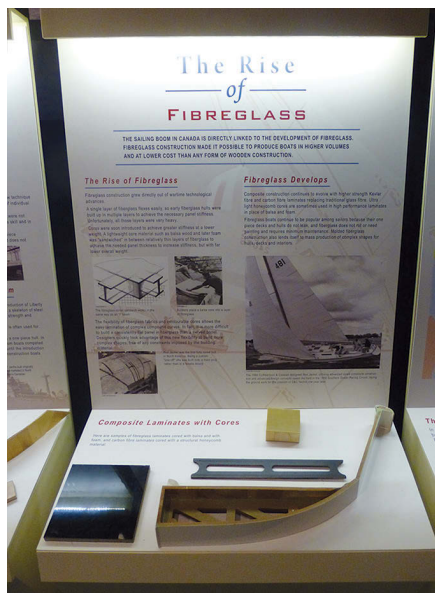
While much has been written about who was the first to build and mass-produce fiberglass and polyester recreational boats, the Kingston exhibit expands the discussion beyond materials to look at the social influences, growth of yacht clubs, interest in racing, and the development of new sailing classes. Advances in manufacturing processes, combined with the development of aluminum for masts and innovations in synthetic sail cloth, set the stage when the postwar middle class began looking for new ways to spend its leisure time without the high maintenance of wooden boats.

Two highlights of the exhibit are Bruce Kirby's original Laser hull #1 (on loan from Connecticut's Mystic Seaport Museum) and George Cuthbertson's own 8-foot Water Rat



Adventurous attendees at the New Age of Sail exhibit can try out the trapeze on the hiking and trapezing display, at left. Visitors are greeted with displays that trace the history of Canadian boatbuilding, center, and youngsters can get a close-up look at an Optimist dinghy, at right.

The *Alexander Henry*, a former Canadian Coastguard icebreaker and buoy tender, dominates the outside displays at the Marine Museum of the Great Lakes, far left on facing page. Indoors, the special New Age of Sail exhibit, near left, depicts the fiberglass boatbuilding boom, near right. Canadian designer Bruce Kirby's contribution to history is represented by Laser hull #1, far right.



dinghy, his first commercial design dating from 1952 and built by him in fiberglass, making it the oldest known production fiberglass sailboat in Canada. Other highlights are the 11-foot towing tank model of the 1978 Canada's Cup winner, *Evergreen*, repainted in her original colors; a full carbon-fiber wing sail from a high-performance foiling Moth dinghy; and a fully rigged Optimist dinghy to catch the attention of kids and their parents.

From history to hands-on

There's something for everyone, from interactive displays of the physics of sailing, to a hiking and trapezing display for budding young (and less young) sailors, and a display showing the drafting tools used by yacht designers before the advent of computers. Models and photos from this heyday of fiberglass boatbuilding highlight the people and firms who were at the center of the boom in Canadian leisure boatbuilding and sailing.

The exhibition explores the rapid rise of recreational boatbuilding during the '60s and '70s and the decline in manufacturers in the '80s. It presents an interesting discussion of the decline beyond the luxury tax typically attributed to the boatbuilding downturn. As good old fiberglass boats last longer, the exhibit suggests that their durability helped change the boatbuilding landscape. The exhibit also suggests social and familial changes that affected the decline in sales.

Another part of the exhibit was an outdoor exhibition over the weekend of July 26 and 27 showcasing a range of topics from repair and restoration techniques to boats that successfully made the transition from wood to fiberglass.

Good old boats were built all over the world and the New Age of Sail exhibit in Kingston highlights the Canadian experience in a new and entertaining way. It will continue through November 30 and is well worth a visit for its thoughtful presentation, as well as for Kingston's renowned hospitality and excellent local sailing. ⚓

Resources

Marine Museum of the Great Lakes
www.marmuseum.ca • 613-542-2261

Mark Pesner started sailing dinghies as a preteen on Montreal's Lac Saint-Louis. He has sailed the length of the Great Lakes on his CS 30 and has sailed in the Bahamas, the Caribbean, and recently offshore from Fort Lauderdale to the Chesapeake. Mark is rebuilding a 1979 Finnsailer 34 and calls Kingston, Ontario, his home port.

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NIMBLE ARCTIC 25

It's neither mediocre nor boring

BY ALLEN PENTICOFF

We go to Florida in January to get away from the cold north, but Florida weather conditions allowed the boat I tested near Jacksonville to live up to its model name: Nimble Arctic. It was 45° F and blowing 10 to 15 knots on the St. Johns River when owner Mark Nye and I took his 1992 Nimble Arctic 25 for a test sail. It turned out to be a great boat to sail in “arctic conditions.”

Mark and his wife, Suzanne, sail their Arctic 25, *Baby Grande*, from the marina at the Jacksonville Naval Air Station. Mark is a retired U.S. Navy pilot and now flies for a private jet time-share company. They keep *Baby Grande* fully rigged to sail on her trailer in a large fenced yard at the marina. It takes almost no time to get her to the

ramp and launch her at the excellent facilities there. Mark, Suzanne, and family bought the boat in 1999 and sailed Chesapeake Bay before relocating. They have made trailer-sailing trips to Pensacola and occasionally cruise Florida's east coast. But the St. Johns River has much to offer, particularly for boats with shallow draft.

Design

Jerry Koch founded Nimble Boats in 1985 in Clearwater, Florida, and relied exclusively on naval architect Ted Brewer for all his Nimble designs. From the first Nimble 20 of 1985 to the current 29-foot trawler, most Nimble boats have had double-ended sharpie-type hulls with relatively flat bottoms, hard chines, and flat topsides

that offer tremendous form stability and lend themselves well to shallow-water explorations.

No sharpie hulls were sharper or flatter than the 14-foot Peep Hens, designed by Reuben Trane. Jerry



The canoe stern limits cockpit space but it's part of the boat's character, at left. The mizzen sheets to the boomkin and furls around the mast. A retractable board inside the rudder can be raised for shallow-water cruising. The 9.9-horsepower outboard motor is in a well in the cockpit, above, and its cover creates a table of sorts. Owners report some issues with the motor stalling due to poor ventilation in the well.



Mark and Suzanne Nye sail their Nimble Arctic 25, *Baby Grande*, on Florida's St. Johns River, where it can sometimes get cold enough in winter for them to appreciate the shelter offered by the pilothouse.

acquired the molds for this unique design because it fit in with his Nimble line and his iconoclastic views. He built 13 of these boats in the Nimble plant from 1998 to 2003.

In 1988, Jerry had Ted redesign the Nimble 24 to include a pilothouse for Jerry's personal use. At first, it was called the Nimble Arctic, but later the number 25 was added to avoid confusion with the Nimble 24 built in the same hull mold. With a small bowsprit, the Arctic 25 has an overall length of 26 feet and a waterline length of 24 feet 2 inches. At the end of the Arctic's run in 1993, it evolved into the Kodiak, with a larger cabin trunk and pilot-house. Later, the Kodiak morphed into the 1997 Wanderer motorsailer. All three designs are easily identifiable by the plumb bow, green topsides, tan deck, and pilothouse. Upon Jerry's death in 2003, Nimble Boats was taken over by former

supplier Ken McCleave and other investors, who continue production in Tampa, Florida, as Nimble Boat Works. They still promote the boats with Jerry's old slogan: "A vote against boredom and mediocrity!"

The Nimble Arctic 25 could be purchased either with a 16-inch-deep stub keel and an unballasted centerboard that extends the draft to 4 feet 2 inches (as *Baby Grande* has) or with a long shallow fixed keel that

“Nimble builds a very high-quality boat and each boat is essentially a custom build.”

draws 2 feet 6 inches. Beam measures in at 8 feet 3 inches — trailer legal in most states. The displacement is open to debate. Mark says the figures he has seen indicate 2,600 to 3,600 pounds, but when he weighed *Baby Grande* on a

scale he found her empty weight to be nearer to 5,000 pounds.

The Arctic and the Nimble 24 have the same transom-hung “barn-door” rudder. A retractable extension is intended to provide more turning power at low speed and good balance when down in deeper water and normal conditions. An inside steering wheel is connected by hydraulics to a beefy tiller in the cockpit. The outboard motor resides in a cockpit well and is not retractable, though the propeller is well protected by the stub keel. Mark says the motor well has ventilation problems in some conditions. Some boats are powered by inboard diesels despite Jerry Koch's personal opposition to the additional noise, weight, and expense.

Construction

“Nimble builds a very high-quality boat and each boat is essentially a custom build,” Mark says. “The cored hulls are very strong but fairly light. All of the gear is adequately sized and mounted with appropriate backing. After 22-plus years, my boat has virtually none of the gelcoat cracking common on more lightly built boats.

Installation of the inside woodwork and electrical wiring are very well done.”

To that, I'll add that I saw nothing flimsy during my inspection of *Baby Grande*. The hull and deck are cored with Coremat and Divinycell foam.

They are joined at an inward-turning hull flange, bonded with 3M 5200, and fastened with ¼-inch stainless-steel bolts on 6-inch centers. A teak rubrail capped with a brass strip surrounds the hull at the sheerline. Winches and large items have full backing plates while small deck fittings have washers. The handrails are through-bolted. A fiberglass interior pan provides support for the furniture.

The rig

The Nimble Arctic 25 is rigged as a yawl or a sloop with painted aluminum spars. The yawl's mizzenmast is stepped free-standing in a hole in the deck inboard of the transom. The mizzen sail has a sprit



On the Nimble Arctic 25, the mast is stepped in a tabernacle, which allows it to be lowered fairly easily, even to duck under bridges.

boom, sheets to a boomkin, and furls around the mast when not in use.

The original mizzen sail was 30 square feet, but *Baby Grande's* previous owner had a 70-square-foot sail built with a standard boom. The mainmast is stepped in a tall sturdy tabernacle so it can be lowered for trailering or to pass under bridges. It would not be unusual

to see an Arctic 25 cruising in a river or canal system with the mast down. Some were even sold without masts as small trawlers called the Nimble Nomad.

Tanbark sails are not uncommon on Nimbles. They look right with the hull shape and colors. Early Arctics had ⅞ fractional rigs. Later boats had single-spreader

masthead rigs, with single upper and lower shrouds that connect to substantial bronze chainplates mounted on the cabin trunk.

A 135 percent genoa was standard for the Arctic 25, but interference with the spreader limited its effectiveness to windward. Upon the recommendation of a sailmaker, Mark acquired

Comments from owners of the Nimble Arctic 25

"I've owned two Kodiaks, one of which, *Be Nimble*, I still own and love. Good friends and I sail her in the waters around Washington Island, Wisconsin. Both the Arctic and the Kodiak are marvelous boats for their purpose. I'm told that Ted once said he was shooting for a 50:50 motorsailer, which I believe he achieved. *Be Nimble* sails well and motors well. I've seen some negative comments about her looks, but most folks who look her over find her fascinating to behold — a true character boat."

—Neil Shadle,
Washington Island, Wisconsin

"Pros:

- Small and light enough to tow to inland or distant waters.
- Engine power was satisfactory. Engine doesn't occupy inside space because the outboard motor is in a well.
- Construction is sound.
- Large enough to accommodate two people for weeks at a time.
- Small enough, with a shallow draft, to anchor in tight places.

- Eye-catching traditional lines.
- Designed by Ted Brewer whom we knew and respected.
- Two masts gave us a choice of sails. We could use jib and mizzen, without the mainsail, in tight areas or high winds.

"Drawbacks:

- It's not trailerable in the sense of putting it in for a day or a weekend; it's not designed to launch and retrieve easily, but it's great for extensive visits to faraway places.
- Flat bottom presented a problem going to weather in choppy waters."

—Dick and Ginny Walters,
Shelburne, Vermont

"I have owned my Arctic 25, *Monkey Kite*, hull #5, since 1997.

"The Arctic 25 is not a racer by any stretch of the imagination. But it will get you to where you are going and return you safely. I have had my boat out in rough water on Chesapeake Bay and she came through very well. One downside of the modified sharpie hull is its tendency

to pound when heading into oncoming waves. While the hull pounding can be annoying, rest assured the boat will stay in one piece. Its yawl rig allows for various combinations of sail and, at anchor, the mizzen sail makes a very nice windvane to keep you pointed into the wind. The pilothouse makes this the most comfortable all-season sailboat I have ever owned. The standing headroom in the pilothouse of more than 6 feet makes it a joy to be in. You can operate the boat from inside in any type of weather — cold, hot, or inclement — and be very comfortable.

"A somewhat downside to the boat's wonderful classic looks is that the pilothouse and the high freeboard act against the sailing characteristics of the boat and it does not point all that well.

"The outboard motor is located in a well in the aft end of the cockpit, which can present a problem when the boat is at idle as the exhaust fumes from the motor can be taken in by the motor and cause it to run rough or stall."

—Dickens Bishop,
Easton, Maryland

a 145 percent genoa for off-the-wind sailing and a heavier 125 percent jib that sheets in close without touching the spreaders. He reports much improved performance on all points with these sails. He also changed from roller furling to hanked-on sails that improved performance and made setup easier. *Baby Grande* also sports an asymmetrical spinnaker.

On deck

It's quite easy to get around the Arctic 25 on side decks that are fairly wide and free of obstructions. The molded-in non-skid is good and there are plenty of teak handholds on the cabin trunk and pilothouse, the latter at waist height. The Arctic 25s were delivered with only a bow pulpit. *Baby Grande's* previous owner added single lifelines and a stern pulpit. The stern is quite cluttered but without compromising cockpit use.

The anchor resides on the bowsprit secured to a sturdy chrome samson post and the anchor rode passes through a chain pipe to a locker below.

The cockpit is wide and comfortable with great napping potential — Mark says that Suzanne likes to stretch out on top of the pilothouse too. There is a large deep storage locker to starboard. The portable fuel tank is in a locker to port. *Baby Grande* has the optional engine-well cover that serves as a



cockpit table and dampens engine noise.

Entry to the cabin is through a sliding hatch and two tall removable teak doors that are not in the way while open and allow a view through the pilothouse. The pilothouse has fixed and opening windows. Mark

had so much trouble trying to replace oozing sealant around the pilothouse windows that he replaced all the windows with new ones from the original maker.



Accommodations

The cabin, which has more than 6 feet of standing headroom with a 360-degree view, is easily entered with one step onto the teak-covered cooler and another onto the teak-and-holly sole, but watch out for the centerboard pendant tube. The overhead liner panels are a fiberglass beadboard wainscoting and the hull sides are fiberglass. There is plenty of teak and bronze to catch your eye and several panels are ventilated with wicker. The centerboard trunk intrudes somewhat. It has a port in case the board needs to be pushed down and even has built-in storage space for tools. The fixed-keel version does not have this trunk.

Visibility from the inside steering location, located to starboard, is excellent. The pivoting pedestal helm chair can be removed to convert the starboard settee to a berth. A similar chair can be set up to port.

Forward there is a toilet compartment and a V-berth. Headroom is limited and the berth may be a bit tight



The inside helm station, galley, and saloon are all in the pilothouse where there is more than 6 feet of headroom, at top. The electric panel is in a cubby forward of the inside wheel, center. A nice touch is the wicker fronts on the locker doors for ventilation. The V-berth is a bit tight for some couples, at right, so one person might sleep on the settee in the pilothouse. The head compartment, tucked to port, offers a modicum of privacy.

Resources

Nimble Boat Works

www.nimbleboat.net

Nimble forum

<http://forum.trailersailor.com>

for two adults, but one person can sleep on the port saloon settee berth. Another option in warm weather would be to enclose the cockpit and create sleeping arrangements there. Ventilation forward is quite good. Mark says that despite the name Arctic, *Baby Grande* has proved to provide excellent hot-weather ventilation and cabin comfort.

A two-leaf dinette table is mounted on the centerboard trunk. A small sink with a bronze hand pump is fitted forward of the table on the port side and there is space for a stove. Plentiful stowage is available throughout the cabin.

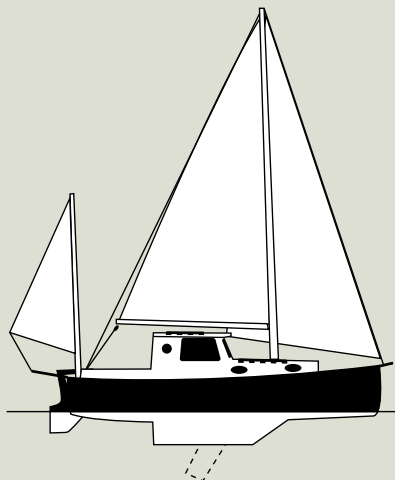
Under way

The boat won't rock as you step aboard. The hard chines resist your weight well. This resistance to heeling is a blessing to sailors who like their sailing on the level.

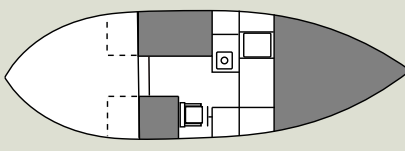
Baby Grande's auxiliary is a Yamaha 9.9 outboard that can push her along at 6 knots. At higher speeds, though, the swirling prop wash ("P-factor" in aeronautical terms) against the big rudder puts a lot of torque on the tiller that makes it hard work keeping a straight course. Steering under power or sail with the small inside wheel is easier due to the hydraulic advantage. A valve in the cockpit disengages the wheel steering so you don't have to push the hydraulics around when steering with the tiller. The rudder can be adjusted to trim out some of this fight, but I found even with the wheel there was a bit of helm under power due to the P-factor.

Because of gusty conditions, we hoisted only the main and genoa for our test sail. On a windy day, the weather helm on the tiller can be impressive. Mark says it's the limiting factor in sailing the Arctic 25 upwind; weather helm builds to the point you run out of rudder to counter it. He finds the upper limit for using the mizzen is about 15 knots, after which weather helm becomes unmanageable. The boat will not be heeling greatly, but it is hard to control. Reefing helps restore control and does not make it appreciably

Nimble Arctic 25



Designer	Ted Brewer
LOA:	26 feet 0 inches
LWL:	24 feet 2 inches
Beam:	8 feet 3 inches
Draft (board up):	1 foot 4 inches
Draft (board down):	4 feet 2 inches
Draft (fixed keel):	2 feet 6 inches
Displacement:	3,600 pounds
Ballast:	1,000 pounds
Sail area (sloop):	240 square feet
Sail area/disp. ratio:	16.3
Disp./LWL ratio:	114




slower. Boats with the standard mizzen, or sloops, would undoubtedly have somewhat less weather helm than *Baby Grande*, but the pilothouse and spars aft will always add to the tendency to round up.

While the Arctic 25 tracks straight, it is a bit slow to tack, so backwinding the jib will help her come about in very light air. Off the wind, the boat really shines with good stability. Because of its flat bottom you can expect pounding in choppy water, but the sturdiness of the Arctic 25 alleviates any concern about structural integrity. "I can pretty much count on averaging 4 knots regardless of weather," Mark says.

I found forward visibility good whether I was seated on a cockpit seat or coaming or standing. The view through the pilothouse is much better than you might expect. Better yet, the pilothouse will block that arctic breeze, especially if you duck inside to steer with the wheel. Sitting on the coaming and steering with a hiking stick was the most comfortable position for me. The cockpit seats are comfortable and a good distance apart for bracing the feet while heeled. The Arctic 25 seems to beg you to move about the boat while under sail, so feel free to wander!

Conclusion

There seem to be few issues with the Arctic 25 other than those noted. Owners recommend changing the centerboard pendant every three years, and a hot topic for posts on the forum seems to be shortening the barn-door rudder and placing some rudder area ahead of the pivot to improve the feel of the helm.

As an inland sailor who likes to explore, I've long been interested in the Arctic 25. In fact, I was aboard this very boat long ago at a Nimble dealer in Peoria, Illinois. Approximately 38 to 46 (depending on source) Arctic 25s plus 112 of its bigger sister, the Kodiak, have been built. Due to the high quality of the build and unique design, they are not going to depreciate to a rock-bottom price unless poorly maintained . . . and the kind of sailor who buys a Nimble is likely to take excellent care of it. Mark reported one for sale in Chattanooga, Tennessee, for \$18,000. I was tempted to stop and take a look on my drive home. 

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



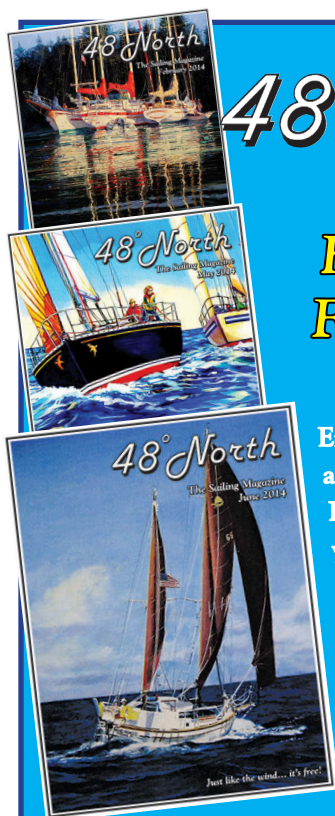
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Simple solutions

Windlass pendant switch

BY NORM JOHNSON

Plumbing parts ensure it's waterproof


When I unpacked my bright shiny new anchor windlass 30 years ago, I was impressed by the very capable-looking foot switch. Because I couldn't figure out exactly where to bore the hole in my foredeck to install it, I rigged a temporary switch-on-a-wire hoping the optimum location would eventually reveal itself. When we started using the windlass, it became obvious that the pendant switch was much better than the deck switch anyway because it allowed the operator to move freely about the foredeck while dealing with anchor-raising chores.

This worked well for some years until I came across a fine-looking commercially made pendant switch at a marine flea market and installed it on the boat. It lasted a few months before its innards corroded. The second one lasted just about as long.

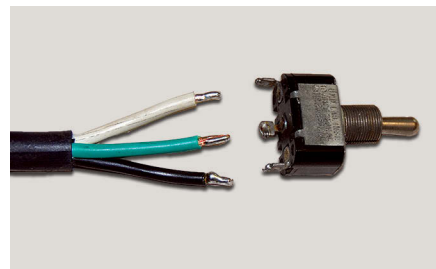
"If you want it done right, do it yourself!" With my mother's words echoing in my noggin, I visited the plumbing

department of my local hardware store (I wanted it waterproof, remember) and cobbled up my own switch that has worked perfectly for 15 years (so far).

I made a second pendant switch as a spare. I'm a true believer in spares! With 15 years on the first one, it was time to share my good fortune with others.

My plan is to install my new spare in parallel with the original one we use all the time (I use lanolin to protect the connectors where they mate up). I stow it in the forepeak ready for instant use when the old one fails. 

Norm Johnson and his mate, Jan Smith, live aboard Bandersnatch a 63-foot motorsailer without masts that Norm built in his "spare time." After Norm retired from the Merchant Marine in 1996, he and Jan began following the seasons up and down the East Coast from Key West to Halifax. They dock only to take on fuel and water. They make all their electricity aboard with 11 PV panels, two KISS wind generators, and an 8 KW genset to power all their computers, satellite TV, Sundanzer refrigerator and freezer, and their workshops — Jan is a master bench jeweler.



Norm's spare pendant switch for the windlass aboard *Bandersnatch* is ready if needed, at top. The component parts for the switch, above left, were all purchased from non-marine sources. Using plumbing parts to make waterproof devices seems logical, above center. With the SPDT center-off switch, above right, the windlass can be operated in forward or reverse.

The parts and where they came from

From a hardware store:

- 3 PVC fittings and PVC glue
- Teflon tape

From an electrical supply store:

- 10-foot length of 3/12 (3-conductor/12 gauge) SJ (sun- and water-resistant) utility cord
- "Strain relief" (aka packing gland to sailors)
- Copper-based anti-corrosion goop

Ordered online:

- Switch, an SPDT (single-pole double-throw) momentary both ways with center off
- Rubber boot for the switch
- Shrink tubing



Jan can move about the foredeck and watch the anchor rode while she operates the windlass with the pendant switch.

Delrin deck pads



Clean new bases for turning blocks

BY JIM CRAIGHEAD

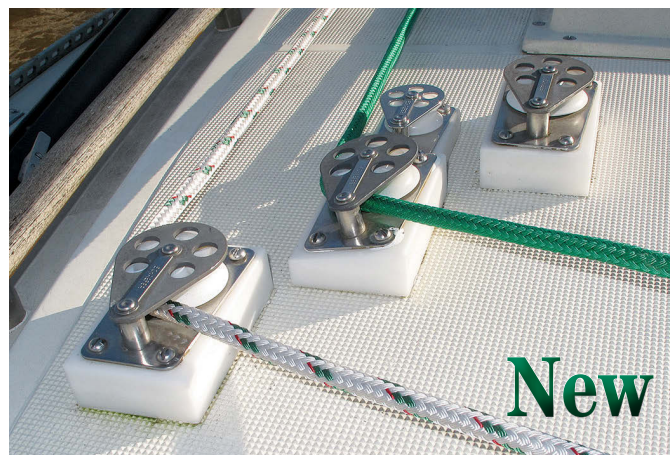
I'm slowly replacing the teak on my boat with materials that don't need refinishing. There wasn't a lot to begin with, so whether I choose to use teak or not doesn't affect the look or personality of my boat.

The turning blocks on my deck were mounted on teak bases to raise them or tilt them toward the exit points at the mast. The green fuzz they were growing made them look like chia pets. I had some 1-inch Delrin left over from another project and decided that would work for duplicating the wooden bases.

The flat-topped bases were easy to make just by cutting the Delrin to shape on a table saw, but the bases with angled tops were a little trickier. Delrin is a very tough material. Since I didn't want to risk having the table saw launch a piece toward my face, I first cut the angled top on my band saw, then adjusted my table saw to the same angle and cut off just enough to give a nice finish on top. A pass around the tops and corners with a 1/4-inch roundover bit in my router left them with a smooth, finished look.

If you do likewise, don't assume the existing holes in your deck match the hole patterns in your turning blocks. Whoever installed the wooden bases on my boat obviously drilled them by hand with the drill held at odd angles for each hole. I ended up filling the holes in the deck with thickened epoxy and re-drilling them.

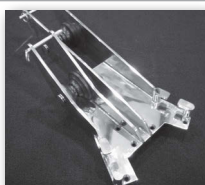
Delrin is a nice material to work with. It's easily shaped with wood-working tools, although it's a bit tough for hand tools. I wouldn't want to try carving it with a knife. If your drill bits are like-new sharp, they may "jump" when they exit the material. I have ground a few drill bits to a low-angle cutting edge at the tip and use them exclusively for plastic. It's not a necessity, but it helps avoid that sudden jerk. Likewise, your table saw



should have a sharp blade to prevent kickbacks. I bought an inexpensive carbide blade that I use only for cutting plastics.

If there is a machine shop in your area that works with plastics as well as metal, you might see if they have any Delrin "drops" (shop talk for scraps). If you can find an inexpensive source for the material, I'm sure it will find its way into some of your projects. *A*

Jim Craighead and his wife, Annie, are primarily weekend sailors. Midweek, while their good old S2 9.2A sits alone in Schooner Bay Marina, gateway to the Apostle Islands, Jim is soldering, sewing, gluing, or welding on projects to make her "better." While Jim and Annie know there is no better place to sail her, they are considering adding a trailer-sailer to their fleet.



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BY GREGG NESTOR

A turnbuckle cover that breathes

Defy both chafe and corrosion

differ with each boat, fabricating and installing these covers is straightforward. This same technique can be used on standing rigging turnbuckles.

Like many sailors, I spend much of my free time “dock walking.” I enjoy marine design in all its aesthetic variety and my “technical eye” is always on alert. On a recent walk, I noticed that many sailors wrap their turnbuckles with tape. While this technique does protect sails, clothes, and skin from being snagged by exposed cotter pins and turnbuckle parts, it also prevents oxygen from reaching the surface of the stainless steel and, as a result, inhibits corrosion protection. In order for stainless steel to be “stainless,” it must be exposed to oxygen. If it’s not, that one-molecule-thick protective layer of oxide cannot form and corrosion can occur.

Rigid or semi-rigid turnbuckle covers protect the sailor and the sails and allow the stainless steel to breathe. While turnbuckle covers are readily available in a variety of sizes and materials, I’ve yet to see any appropriately sized for lifeline turnbuckles . . . until now.

A friend of mine devised a simple solution in response to chafe on his headsail caused by the lifeline turnbuckle. He took ¾-inch-ID PVC water pipe and, using his Dremel tool, fabricated a custom turnbuckle cover. A band saw or coping saw will also work. While lifeline attachment points


Simple step by step

Since bow and stern pulpits have different angles, these boots have to be custom made for any boat. Hold the PVC pipe parallel and next to the turnbuckle, scribe onto the pipe the angle where it meets the pulpit, and cut the pipe to that angle.

Detach the turnbuckle from the pulpit, hold the PVC pipe against the pulpit, and scribe the top slot onto the pipe. Cut the top slot and a slot on the underside to match.

Check the alignment of the pipe against the pulpit, then cut it to the desired length.

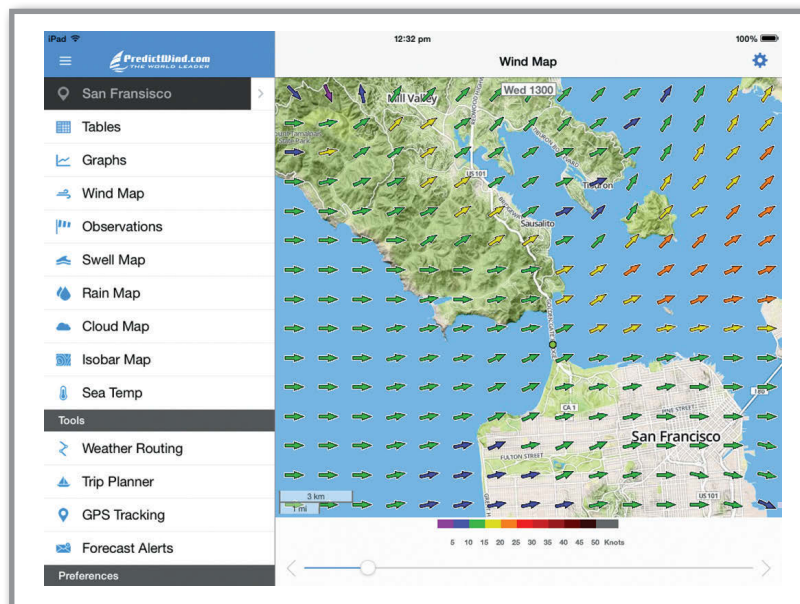
Drill a hole in the end cap to be a tight fit over the swage fitting on the lifeline, then glue the cap onto the pipe.

To install the finished turnbuckle boot, undo the turnbuckle from the lifeline, slide the boot onto the lifeline, and reattach the turnbuckle. A combination of friction and the snugness of the top slot hold the boot in place. 

Gregg Nestor is a contributing editor with Good Old Boat. He has authored three books on sailing, including Twenty Affordable Boats to Take You Anywhere and The Trailer Sailer Owner’s Manual. He’s currently contemplating his fourth, maybe an ebook.



A rigid cover over a lifeline turnbuckle, at top, protects sails against chafe and from being snagged by cotter pins or rings. This cover is made from ¾-inch PVC pipe, which fits snugly over typical lifeline turnbuckles, above, and is easy to work with using hand tools.



See the wind forecast in graphic detail

Predict Wind is an online app I have been using for years to see what the forecast models are predicting the wind will do over the course of several days in our sailing area. In the past, the data was very simple and non-graphic. That has now changed with the new version of Predict Wind introduced for iPhone, iPod, and iPad, and Android devices. Predict Wind now makes much more extensive information available and in graphical presentations that are much clearer. The available pages include forecast tables, forecast maps, isobar maps, forecast graphs, contour maps, and GRIB files. Four levels of pricing, from a free trial version to \$499 for a year's subscription to the Professional package, let you choose a range of features to suit your needs or budget. For more information go to www.predictwind.com.

—Michael Facius



My Boat keeps track of your boat and its stuff

Designed by the team of sailors and powerboat specialists at Intelligent Maintenance who created the popular What's on my Boat app for iPhone, My Boat is a more comprehensive app for the iPad or the iPad Mini that expands the tools and information available to the user. As well as letting you keep track of what's on your boat, the app lets you record details of the trips you make and share highlights with friends on Facebook. You can also track boat expenses (by date and type as well as overall), record work needed and work done on board, and back up and share all your data via Dropbox. For full details, visit www.intelligentmaintenance.com. My Boat costs \$19.99 and is available from the iTunes App Store at <https://itunes.apple.com/us/app/my-boat-track-boat-inventory/id581891994?mt=8>.

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Paradise Cay Publications is now authorized to produce print-on-demand (POD) NOAA charts and offers them in three formats. Traditional full-size charts, carrying the NOAA logo and certified to meet USCG carriage requirements, can be ordered on regular heavy-duty water-resistant paper or an extremely durable waterproof material. Charts are also available in a reduced-scale format useful for planning purposes.

I ordered waterproof chart #14973_1 for our sailing grounds in the Apostle Islands. The chart is almost indestructible and I can write on it with a pencil and erase my markings later.

All the NOAA charts are available and POD charts are fully up-to-date to the date of printing. For ordering information (and to see a demonstration of the waterproof chart), visit the Paradise Cay website:

www.paracay.com.



—Michael Facius

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



Jim Cozy sent in this photo of his good old boat, *Talaria*, Pearson 365 hull #284, sailing off of Ashtabula Light on Lake Erie, September 2013. Send your high-resolution 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.

continued from page 9

Celestial demystified

"Sextant Reflections" (July 2014) by Henry Cordova was a very well written article and was expertly illustrated too. Finally, an article about celestial navigation that explained in easy to understand language the underlying principles and the gist of the mechanics of celestial navigation — with a good sense of humor and excellent writing too. Thank you.

—Sabrina Summers, Jemison, Ala.

Hiking beats beating

I greatly enjoyed reading "Defensive Sailing" (July 2014) while circumnavigating Isle Royale National Park on Lake Superior in frigid 38-degree waters early this summer. We were on our home-built cutter, *Amicus II*, and had four participants aboard as well as our two daughters, 9 and 11. While visiting Candy and Rolf Peterson, 30-year researchers of the wolf/moose relationship on Isle Royale, I noticed a poster on their log cabin wall: "The mark of a superior sailor is one who uses his superior judgment to avoid situations in which he must use his superior skill." The next day, my husband (and captain), Mark, decided to avoid a predicted open-water 30-knot nor'easter. We hiked the island instead, and everyone aboard said they were glad.

—Katya Gordon, Two Harbors, Minn.



Oh, Canada!

Crossing the border just north of Rockport, Ontario . . . I did not stage this, just noticed it a few days later when I perused my photos. We are sitting on the downside wall of Lower Brewer Lock on the Rideau as I write.

—Dean Raffaelli, Chicago, Ill.

An easier way to winterize

In Norway, we have to winterize the engines in our boats. It's also important to empty our water tanks. As it is wise to change the engine oil and filter before storing the boat for the winter, before changing the oil I usually disconnect the hose from the water intake and run the engine until it is warm using fresh water from a bucket. Afterward, I fill the bucket with anti-freeze/water mix, start the engine, and let it suck the mixture through until comes out of the exhaust.

I guess that's how everyone does it, but it's tricky to manage the flow of fresh water into the bucket while the engine is warming up (as this is usually done when the boat is on shore). I find myself sitting in an awkward position squeezing the hose until the water flowing from it matches the demands of the engine while waiting for the temperature to rise, which seems to take about two years.

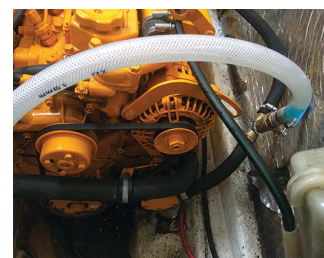
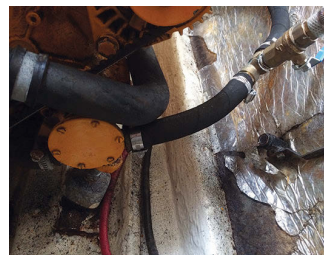
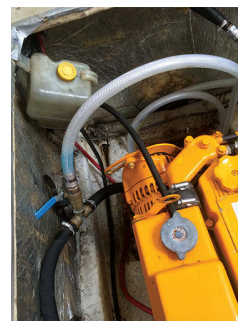
Afterward, I have to empty a 120-liter (32-gallon) fresh-water tank. This is normally done by opening the taps and letting the pump do the job. Like the engine job, this takes a while, even though I try to run the tank down as much as I can before hauling the boat out for the winter.

I had some time to contemplate these winter jobs as I sat with the hose while waiting for the engine to warm up and I found a solution that has worked perfectly for three seasons now.

I had a local plumber make a tee-coupling with a ball valve made of good quality brass. Then I cut the water intake hose just before the raw-water pump. I inserted the tee and connected an 8-foot hose to the vacant end. This hose reaches the water tank. I can then close the seacock and open the ball valve and let the engine empty the tank for me while it warms up.

If the water tank is full, the engine reaches temperature in just about the amount of time it takes to empty it. The weak point in this concept is the valve; it has to be of good quality. The moment it starts to leak, the engine will draw air, so this has to be monitored.

—Trond Schjolberg, Norway



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

Heritage 35 nostalgia

In the early 1970s, a gentleman by the name of Roy Hunter, professional engineer and recreational yachtsman, felt there was a need for a better quality cruising yacht not typical of the many average products available at that time.

To start the project off on the best possible footing, the firm of McCurdy and Rhodes was tasked with providing a design that would satisfy Roy's criteria. This they did in spades, and the Heritage 35 was born, at least on paper.

Roy's engineering background, critical eye, and perfectionism drove him to demand the very best from the start. This, of course, meant a perfect plug from which the molds would be taken, all time-consuming and requiring very large quantities of financial support and a sympathetic bank.

The project proceeded slowly and the bank grew impatient. However, a small number of orders began to trickle in. The pressure increased and everyone involved hoped for the best, particularly those few customers who had already put down a rather substantial deposit.

The end result of all this is that the project was not proceeding fast enough to satisfy the bank and any further financing was halted. So the firm of Heritage Yachts, that began with such high standards and aspirations, ceased to exist. Only 13 vessels were built in total. And sadly, despite his very best efforts, Roy had to walk away empty-handed.

I purchased the first Heritage 35, which was the yacht Jim McCurdy inspected and sailed. He claimed it was overbuilt, certainly good news from my point of view. Some time later the molds were picked up by someone from the Eastern U.S. and this is where I lost track. I have no idea how many were built under another name.

Back then, I was living in Toronto, which is where Heritage Yachts was based. I bring all of this to your attention because of the basic theme of your very fine magazine. This may provide some material for some investigation and possibly a future story.

A few Heritage 35s were based at Port Credit Yacht Club just outside Toronto on Lake Ontario, mine included. I only owned mine for a few years as a transfer to the West Coast forced me to sell her. But what a joy she was to view and to sail. My expectations were more than met.

I realize a production run of so small a number of boats may not be sufficient to warrant any effort on the part of *Good Old Boat*, but I just felt I should bring this to your attention because this was a real gem of a cruising yacht with such huge potential that had its life support cut by an unimaginative, unsympathetic bean counter.

I moved to the West Coast in 1977 and during a business trip back to Toronto in 1987 I took a few hours off to venture down to Port Credit. You can imagine my joy when I found my old Heritage 35 in the slips. Fortunately, her owner at that time seemed to be taking very good care of her. The new owner was not to be seen and my time was short. That was the last time I've had any contact in any way, shape, or form with Heritage Yachts.

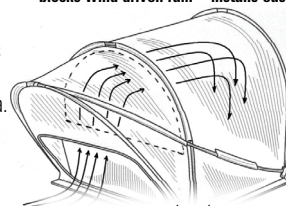
—Robert Green, West Vancouver, British Columbia

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Nonsuch 30 Ultra

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Carol Faber

faberrc@comcast.net

www.nonsuch.org/marketplace



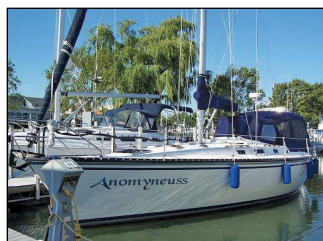
Alberg 37

1979 Mk II hull #207. Second owner with over \$30,000 spent in the last 3 years on improvements and upgrading including new Yanmar diesel w/255 hrs, full cockpit enclosure, compass, wheel cover, Icom AIS, starting and house batts, Raymarine C95 multi-function display, Nova Kool 12-volt refrigeration system, and a new RF genoa UV cover. Fully equipped for cruising and in sailaway cond. Full inventory list available. Sunshine Coast, BC, Canada. \$59,000.

Sieg Lehmann

604-885-9364

slehmann@dccnet.com



Hunter Legend 40

1989 w/cradle. Sailed on fresh water. Meticulous teak interior and sole. New 110 jib, UK 150 genoa, cruising chute, new Forespar LeisureFurl boom w/ North 6-batten main. Harken electric winch. Cockpit enclosure w/privacy screens. AC, sleeps 5-7, memory-foam mattress in aft cabin, 2 heads, new upholstery, Brig dinghy w/davits. Mercury 5-hp OB. AC/DC fridge, stove, microwave. Raymarine E-series electronics. Countless upgrades. Huron, OH. \$84,900.

Gus Neuss

513-600-2513

PickledHerring@Cinci.RR.com



Bill Boyd Catboat 23

1979. 23'x10'x27" draft (5' CB down), 6,000 lb. Wm. Garden design. Pretty, roomy, heavily built, stable, environmentally friendly with lots of character. Will go about anywhere. Folding mast, new sailcover, good sail. New cushions, Porta Potty, new canvas cockpit cover. Triple axle King trailer. Electric Yacht IB. She's a joy to sail! Williamson, IA. \$18,000.

Ford Brockman

641-203-0319

fsbrockman@hotmail.com

Gulf Pilothouse 32

1986. Reviewed in GOB May 2014. Great for year-round cruising, weekend getaways, or your San Francisco Bay condo. Hot shower, radar, microwave, fridge, and many extras. San Francisco Bay. \$35,000.

Robert Stovall

650-455-9922

530-333-4076

gulf32coyotepoint@live.com

http://sailboatdata.com/

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Bristol 29

1969 sloop. Herreshoff design coastal cruiser. Well maintained. LOA 29'2", beam 8'11", draft 4'6", 8,400 lb. Tiller. Dacron main and genoa. Standard cabin layout. Universal Atomic 4 gas engine, Monel 15-gal fuel tank. Manual head with 15-gal holding tank. Alcohol stove and icebox, 32-gal FW tank. Oxford, MD. \$19,500.

Edmund Cutts

410-226-5416

cuttsandcase@verizon.net

www.cuttsandcase.com



Tartan 34C

1976. Freshwater boat w/Yanmar 22-hp diesel, 3'11" draft w/CB. Lewmar ST primary and halyard winches, new '10. Canvas includes dodger, Bimini, and connector, new '10, mainsail cover, new '13. Hood FB main with Harken battcars, Harken RF w/150 genoa. Custom cockpit cushions. Wonderful teak interior w/Origo non-pressure alcohol/electric stove, fridge, H/C pressure water. Cheboygan, MI. \$27,500.

Paul Wenner

513-777-2158

wennerpa@gmail.com

http://76tartan.wordpress.com



Pearson Vanguard 32

1963, hull #7. 8-yr restoration. All systems including new Beta Marine engine w/125 hrs, electronics, breaker panel, cabin, topsides, below waterline, restored to concours condition (as commented by local surveyor). 9 bags of sails, vg to new cond. Winter storage paid. Beverly, MA. \$29,000.

Peter Rollins

978-922-5082

n2013q@comcast.net



Herreshoff H-28

1963. Classic ketch. 30-hp Atomic 4. Exc cond. GPS, Autohelm. 5 sails including cruising spinnaker. Wooden hull. East Lake, OH. \$9,900.

Warren Burrows

440-488-6294



Nor'Sea 26

1979. Raised salon w/tandem-axle trailer. Yanmar engine w/320 hrs. RF, bow pulpit w/2 anchors. Fridge/freezer, pressure water, 2-burner propane stove w/oven, vacuum head, watermaker. 1,800W inverter, wheel steering. All lines lead to cockpit. 4' draft, full keel. Stored indoors. Payson, IL. \$27,000.

Larry Waters

217-653-2384

waterse@adams.net

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website:

www.goodoldboat.com/resources_for_sailors/sailing_classifieds/



Vindo 35

1976 Swedish sloop. Sound fiberglass hull. Beautiful teak decks and cabintop over fiberglass. Newer Yanmar diesel 3GM30 (about 11 yrs) w/210 hrs. Fuel system polished, new Racors ('13). RF jib, Bruce anchor. Engineer maintained. Needs some restoration. Annapolis, MD. \$24,000.

William O'Neil
239-565-2345
thejobo@aol.com



Ranger 28

1977 (GOB feature boat Sept '06). A delight to sail. Fully restored. Carefully maintained. New bottom paint. Many upgrades. Enhanced Atomic 4. Dinghy and davits. All sails in exc cond. On the hard. Atlanta, GA. \$10,500.

Walt Hodge
770-498-1678

Westerly Windrush 25

1967. Triple keeler w/2.5' draft. Yanmar 3GM. RF jib. On good road trailer. Recent illness forces sale. Located W. Michigan. \$5,000.

Steve Lewis
269-358-8407
stevelewis517@gmail.com



Del Ray 24

1972. Full keel. 2 sails. Sleeps 4. Sink, icebox, head (in V-berth). Mercury 2-cycle OB '02. Vancouver, BC. \$850.

Wayne Ford
778-882-9286
w_ford@hotmail.com



Southern Cross 35

1983-1988. Airex cored. New '04 40-hp Yanmar, 5/16-inch wire, Sta-Lok terminals, Merriman 1/2" turnbuckles (like new), bronze Bomar ports, Bariat ST winches, Force 10 propane stove. Strong, great sailing, bluewater boat, daysailed on fresh water all its life. Lovely wooden interior needs a little finishing. North sails: main, staysail, and yankee, all original, in OK cond. 135 genoa (like new). Running rigging, original, in OK cond. Marlboro, NY. \$53,000.

John Milici
845-417-6044
845-255-8123
clairemilici@yahoo.com



Morgan Out Island 33

1977. Perkins 50 with less than 1,500 hrs. New heat exchanger and fuel pump. New head, lifelines, running rigging. AP, VHF w/ remote, VHF handheld, AM/FM/CD, chart plotter. 9.5' AB dinghy in exc cond. Absolutely Bahamas ready! Priced for quick sale. Key Largo, FL. \$11,500.

Greg Giles
615-297-6756
gregbgiles@gmail.com



Dyer Dhow

1971 7'11" Midget Sailing High-Sheer, teak option. Rarely used. New hull paint, new teak skeg/keel. Like new trailer, oars, cover, tie-downs, anchor, fenders, and sail. The original sail kit mast and boom are Sitka spruce. Teak seats have flotation built in. Rogers City, MI. \$950.

LeeAnn Buse
305-240-3866
iliraquest@gmail.com



Pearson 28-1

1979. Very well maintained. Foresail cover 1 yr old. Dodger and mainsail cover 2 yrs old. Sails in vg cond. Engine in great cond and runs strong. Harbor View Marina, Newport News, VA. \$9,200.

Bill Yoke
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Bristol 24

1978 masthead sloop. Exc cond. Well maintained, seaworthy, comfortable pocket cruiser. One of the roomiest 24-footers ever made. 5'11" standing headroom. Beautiful mahogany trim and interior. Johnson 9.9-hp electric start OB in a covered well. Full sail inventory and RF. Numerous upgrades and accessories. A dream to sail; sad to be selling her. Full info packet and pictures available upon request. Fairhaven, MA. \$10,000.

Chuck McHugh
508-930-0870
508-698-3920
ipirate3rd@gmail.com

Tayana 37 MkII

1983. Your winter home or your idyllic sailing life. Circumnavigate the world or the Caribbean. Daysail to the fabled San Blas Islands of Panama or just relax on your mooring and enjoy the warm water and sun. Motivated seller. Reduced price. \$74,000.

William Trindle
svcheval@yahoo.com
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Sabre 28

1982. Recently inducted into the Sailboat Hall of Fame. Combines classic lines with excellent performance and a seakindly motion. Upgraded extensively and maintained by a knowledgeable owner who wants to move up to a larger boat. Customized for easy singlehanded. Complete list of equipment and upgrades available on request. A very capable coastal cruiser. City Island, NY. \$19,000.

Carter Brey
917-916-1756
carter.brey@gmail.com



Atkin 40

1938. *Destiny* is a museum-quality example of a classic sailing yacht. Mahogany/teak hull on oak frames. Mahogany interior, teak with an oak sole. SS rigging, otherwise all original. Powered by vintage Gray Marine but Volvo diesel available. Completely re-caulked below the WL February '14. Dauphin Island race winner '14, Wooden boat festival winner '13. Mobile, AL. \$64,900.

Jim Cash
310-463-6902
ifc7601@yahoo.com

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Issue	Deadline
Nov/Dec	Sept 2
Jan/Feb 2015	Oct 31

Boats for Sale, cont



Allied Seawind 30.5

1962 ketch. Bluewater cruiser. Fully equipped for long-range cruising. Beta 16-hp w/350 hrs. Wind generator, 125W solar, 1500W inverter, new 20A batt charger. Mainsail track slides, whisker pole and track. Fridge, AC/DC, AC, refurbished interior. Fajardo, Puerto Rico. \$27,000.

Roberto Rodriguez
787-530-2843

rodri_sparks@hotmail.com
www.captainsolo.net



Sea Sprite 30

1984 sloop. Built in Bristol, RI, by CE Ryder. Hull #8. 14-hp Universal diesel, new electronics, new propane oven/stove. Two-owner boat. Endless upgrades, completely outfitted, meticulously maintained. Fairclough winter cover. Must see to appreciate! Old Saybrook, CT. \$36,900.

Gary Brink
860-227-7739
brinkgar@gmail.com



Hunter Legend 40

1986. Like new 4 cyl Yanmar diesel. Aft cabin (true center Queen), 2 heads, AC, freezer. Isomat spar, new Bimini, Bomar hatches. Clean interior. Serious seller (health reasons). Galveston Bay, TX. \$35,000

Bob Marsh
832-932-5070
713-818-7701
TXJimmie1@aol.com

Wanted

Nicholson 31

Looking for 1976 Nicholson 31, build number 16. This boat was my family's boat. I learned to sail on it. I am trying desperately to find it and buy it back. Any leads extremely welcome.

Mark Seeger
646-248-1914
seegem@me.com

Trailer for C&C 30

The editors of *Good Old Boat* (Karen and Jerry) are looking for a used over-the-road trailer for their C&C 30, *Mystic*. The trailer should be made of steel (so we can weld to it) and capable of carrying its own weight plus 10,000 lb.

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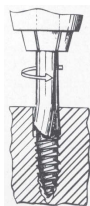
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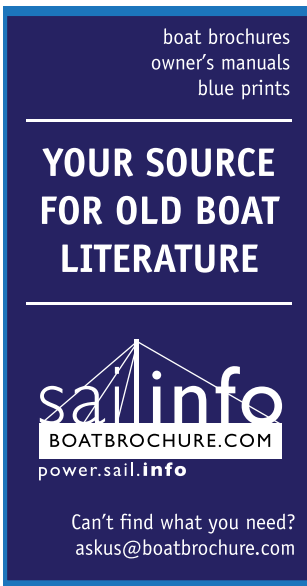


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Journeys with no end

Every step is an accomplishment in itself

BY CONRAD COOPER

I didn't know this when I was younger. I haven't been young for 20 years now, but some things, the best things, have no end, no finale, no point of termination.

My acoustic guitar was the first to illuminate this principle for me. I foolishly believed that once I was able to play a few Jimmy Buffett songs I would be satisfied and happy or even content with my musical skills. I was not. I wanted more.

Originally, I believed I was greedy and selfish for always wanting more and never being satisfied, but it dawned on me that learning to play the guitar is a skill that can never truly be mastered and this musical journey had no final destination. The joy and satisfaction derived from skills learned today will have no intoxicating effect in the future, and new skills must be learned.

This realization made me happy. I no longer needed to worry about artificial deadlines or to measure myself against some imaginary yardstick. All I had to do was to continue to play, to continue to learn.

This was a new concept for me. I began to see journeys with no end everywhere: my relationship with my wife and



“It is good to have an end to journey toward; but it is the journey that matters, in the end.” —Ernest Hemingway.”

daughter, my skills as an employee, and even the role I play as the caretaker of our old boat.

I used to charge head first, rather masochistically, into a boat refurbishing project, creating schedules and deadlines to keep the project on track. Items were checked off from a long list, and I dreamed of the day when everything would be completed . . . and then I would be happy and satisfied.

But boat lists rarely shrink and oftentimes grow, sometimes exponentially. Each project completed seemed to shine a light on a couple more tasks that should be added to the list. Daily work schedules were doubled and then tripled to keep the project on track. Working on the boat ceased to be fun. Burnout was inevitable. What might start as a short hiatus from the boat could turn into a long, sometimes permanent, sabbatical with all progress coming to a halt.

That was a long time ago. I now approach my boat work as a journey with no end. I have only one rule: do some sort of work on the boat every day. Make no lists. Keep no

schedules. Choose projects by mood, time constraints, or necessity. I complete my task and receive my reward of the joy and satisfaction that can come only from doing a job well. My focus has been permanently shifted from arbitrary future endpoints to a more pleasing, present-day view of daily tasks.

As the days and months passed, our boat went through a major transformation with seemingly little effort. It was easy to see why. With the additional help of my wife, employing the same philosophy, we were able to complete 60 tasks in one month. After three months, more than 180 items were completed. I have to chuckle at the thought of what our boat will look like a year from now. *✍*

Conrad Cooper is a published author (Own Less & Live More) who enjoys writing about boats and the cruising lifestyle. Currently, he and his wife, Roxanne, are refurbishing their third boat and plan to go cruising again in the spring of 2015. Visit their blog at www.LifeOfLatitude.com.

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