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DECEMBER 2012 NEWSLETTER

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This newsletter is available as an MP3 audio download at <[AudioSeaStories.net](#)>. It is read by Michael and Patty Facius. We recommend a broadband Internet connection to download, since it is a large file.

You can also download a printer-friendly version <[in MS Word](#)> or as a <[PDF file](#)>.

Want to look up a previous newsletter? We've added an <[on-line index](#)> of all the *Good Old Boat* newsletters.

DID SANDY DAMAGE YOUR BOAT?

It seems that Hurricane Sandy spared no one in a wide swath from New Jersey to Lake Erie. If your boat or home was damaged by the hurricane, we figure you've run into unanticipated repair expenses and unexpected demands on your time. We're not an arm of FEMA, but there is something we can do to express our concern. If you're a subscriber, we'll add a free year to your subscription. Just let us know you experienced damage that set you back a peg and we'll give you an extra year for free while you fight the good fight.

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SOME OF OUR CLASSICS ARE STILL AVAILABLE

If you collected the earliest copies of *Good Old Boat* but are missing a few, we may have them. Sometimes someone donates a pile of issues or a printer clears out a few boxes in a back room and we become the recipient of additional copies of the "classic issues" we thought were all gone long ago. So if you have a collection with a few missing copies, contact Karen: karen@goodoldboat.com.

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DON'T FORGET OUR AMAZON PORTAL

It's the season for buying stuff for family, friends, crew, and even for yourself. If you buy things from Amazon, please do us a favor and go to Amazon through the magic portal at the bottom of the left column on our homepage. You don't pay extra. But we get a tiny percentage as a "finders' fee." (So please buy a Mercedes or a fur coat while you're there! Oh, and happy holidays!)



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BOAT SHOW CHECKLIST

Are you going to the Chicago boat show? Many of the Good Old Boat crewmembers will be there in the same booth as last year. Here's what you'll find useful at our booth and others.

- If you're collecting back-issue CDs (we give one of these away free for each year that you subscribe or renew), it's good to have a list of which CDs you already have stacked away at home.
- If you bring your GOB label you'll have your customer ID number along. That's handy for many reasons when dealing with our computers.
- Some people bring along mailing labels and use them all over the boat show to sign up for drawings and to stick on order forms. A good idea that is getting some traction at shows.
- Mom always said to wear good sturdy shoes. We think her exact words were, "Wear your SENSIBLE shoes, dear."
- We might also add that it would be a good thing if you wear your Good Old Boat logo clothing and a big smile.

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FACEBOOK FANS

We currently count over 2100 Facebook friends. Are you among them? Thanks to those who are. We realize this "fan thing" is sort of a popularity contest, but it's a fairly harmless one. If you're a Facebook user at all and have clicked that you "like" *Good Old Boat*, you'll receive occasional short blurbs from us telling you when the newsletter and magazine should be delivered, where we're traveling to shows, and other news tidbits as they

occur to us to post them.

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THE ANCHORING DILEMMA

In the October newsletter, John Butte, who sails in the Pacific Northwest, noted that smallish boats with rope rode and largish boats with all-chain rode swing differently at anchor, often resulting in heated words or midnight meetings in anchorages. We asked for more opinions. Here's what others had to say.

TONY FORD, ALSO IN THE PACIFIC NORTHWEST, SAYS:

Thirty years ago, we thought a 40-foot boat was big. We just finished a two-month cruise on our 35-foot sailboat -- all in British Columbia -- and found bigger and bigger boats. An effective approach is to stern tie. This cuts your swing to nothing.

BEN STAVIS, ON THE NEW ENGLAND COAST, ADDS:

This phenomenon has been clear to me for many years: boats on rope-anchor rodes move differently from boats on chain and the differences are especially marked in light air and a current. I don't think boaters with all-chain are deliberately relying on the chain pile to hold them in place -- it's just that they want enough scope to be safe if there is a big blow and the chain does what it does.

My 41-foot Rhodes Reliant has 150 feet of chain, backed by about 180 feet of 5/8-inch nylon. Generally I anchor in about 30 to 35 feet of water, so I am mostly riding on chain, but I can anchor in deeper water and let out more chain or line. When I anchor, I do notice the anchor rodes of the boats already anchored. I try to anchor near other boats with chain, as we will lie in a similar way (more or less). Once in a while, when the current shifts and the wind is very light, I'll use the engine to pull out the chain to leeward to be more aligned with the rope-rode boats. Also, note that motorboats can behave differently from sailboats where there is current. Deep-draft keel sailboats will lie with the current, whereas high-sided motorboats will lie with the wind.

My guess is that this problem may self-resolve. Some marina company will put moorings in these beautiful places. It will be very hard to find clear space to anchor, and you'll be paying \$60 a night.

KEITH DAVIE IN MAINE REPLIES:

The problem described by a reader in the Pacific Northwest strikes a chord here in Maine too. Larger boats than mine (a Tanzer 7.5, so just 25-feet long) do seem to take up a lot of room and don't always respect -- or perhaps recognize -- the difference my 1/2-inch nylon rode will make in swinging arc.

Generally, though, I've found folks to be pretty good about seeing the developing conflict as we each settle into the evening. A couple have pulled up anchor and reset it in a better position when they saw my swing.

Another thought, though. Why not set two anchors in a Bahamian Moor in that situation? I've done it when things got crowded and it works very well for limiting your swing to a very small arc -- similar to what you'd have on chain at worst, and much smaller than even an all-chain rode would give you at best. I highly recommend it, both for "bump avoidance" and for "good-neighborly-ness" in the anchorage. The larger boats might be so

grateful that you get an invite to cocktails too! And there's nothing that makes my sleep sounder than knowing I've got TWO hooks holding my bottom to the bottom!

JIM SHELL ON THE TEXAS COAST, NOTES

A solution to anchoring rode length issues for us has been a kellet. It is extremely desirable to have the same swinging radius as your neighbors. If everyone else is on rope rode, then we are on rope rode. If there are all-chain rodes being used near us, we could use a single or double kellet to make our rope rode mimic a chain rode. The kellet really reduces the need for enormous scope.

I use 25-pound home-cast lead that I usually let slip down the rode on a bridle to a foot or so above the bottom. I can also secure the weight to the end of the chain at the chain/rode splice. The latter is more difficult to manage and neither is quick to deploy or retrieve. A little experimentation by the skipper will get a combination that should have the same scope as an all-chain rode.

I hope this helps. Our typical anchoring problem here is inexperience and carelessness, not difference in rode design.

My 25-pound kellet was made in a 13- to 16-ounce metal coffee can from scrap lead and a hefty eyebolt. The bridle and other attachments were scrounged from leftover parts. The 38-pound kellet has a 7 x 7 stainless-steel wire bridle with a hose protective cover. The 25-pounder has a simple braided line bridle.



25 lb kellet



35 lb kellet

GREAT LAKES SAILOR, STEVE CHRISTENSEN, AGREES:

The way we dealt with crowded anchorages was with what we called "precision anchoring." We began with a riding sail to be sure our boat did not move around at anchor and added a buoy to mark the anchor's location and a rangefinder to allow us to accurately measure distance between boats. With a little geometry we could then figure precisely whether our boat would intercept the swing of a later arrival. When that happened I would row over, hold up the rangefinder, and politely mention that -- since he was anchored only 17 yards away -- when the wind shifted in the middle of the night it was likely our rudder would trip his anchor rode and send him adrift . . . "Just thought you'd like to know."

I added the suggestion that he might move while it was still daylight. When the anchorage got too crowded I would remove the anchor buoy float to keep it from being run over. Then after dark I would add a kellet to the

rode to pull the boat closer to the anchor. I would never do that earlier in the evening, since it made it look as if the boat were on really short scope, which would encourage others to anchor even closer.

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WHAT'S COMING IN JANUARY?

FOR THE LOVE OF SAILBOATS

- O'Day 37 review
- Capri 25 review
- Irwin 32 refit

SPEAKING SERIOUSLY

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- Rebedding chainplates
- Dorade box covers
- Go cheap and go in comfort
- Dolphins' demise
- Galvanic isolator
- Compass errors

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- Hurricane on the Hudson
- A passion for the Cal 25
- Reflections: Live in the moments?
- Simple solutions: Water by gravity and Multitasking companionway step
- Quick and Easys: Hose wrench and Green stain be gone
- The view from here: A question of upholstery

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IN THE NEWS

FINALISTS FOR THE MARITIME HEROES AWARD

Old Pulteney Single Malt Scotch Whisky and US Sailing announced six finalists for the inaugural Old Pulteney Maritime Heroes Award. The award sought out unsung heroes in sailing communities across the country who are making a significant contribution to the sport. The winner will be determined by public vote and recognized for their humanitarian efforts at an award ceremony in January during US Sailing's 2013 National Sailing Programs Symposium in Clearwater Beach, Florida.

Each finalist was nominated by another member of their sailing community based on their charitable and selfless efforts. The finalists, who are from different backgrounds as well as experiences, are as follows:

- **Bruce Bertucci** – Perth Amboy, N.J.

Bruce created the Perth Amboy High School Sailing Team and implemented the summer program, which is open to all aspiring sailors regardless of their ability to pay.

- **Chris German** – Ashford, Conn.

Chris founded Connecticut Community Boating in 2007, which gives inner-city and underprivileged children a chance to experience the sea.

- **Donald Backe** – Annapolis, Md.

Donald created the Chesapeake Region Accessible Boating organization and inspires the disabled to sail.

- **Marcus Asante** – Baltimore, Md.

Marcus brings the sport of sailing to the African-American community and founded the Universal Sailing Club, bringing history and sailing education to African Americans.

- **John O'Flaherty** – Portsmouth, R.I.

John brings the sport of sailing to children of all socio-economic backgrounds who would otherwise not have an opportunity to experience the sport.

- **Rachael Miller** – Granville, Vt.

Friends and families are encouraged to vote for the finalists to give them the recognition they so greatly deserve. Public voting for the Old Pulteney Maritime Heroes Award will be open through December 16, 2012. For official rules please visit <<http://www.maritimeheroes.com>>.

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HURRICANE SANDY

AFTER A STORM

Let's hope it doesn't happen again, but BoatUS provided the following tips about taking care of your boat after a storm:

1. If your boat has washed ashore, remove as much equipment as possible to a safe place to protect it from looters or vandals. It's a good idea to put your contact information somewhere conspicuously on the boat along with a "No Trespassing" sign. However, never climb in or on boats that have piled up together or are dangling precariously from dock pilings or other obstructions.
2. Protect the boat from further water damage resulting from exposure to the weather. This could include covering with a tarp or boarding-up broken windows or hatches. As soon as possible, start drying out the boat, either by taking advantage of sunny weather or using electric air handlers. All wet materials such as cushions must be removed and saved for a potential insurance claim. The storm may be gone, but the clock could be ticking on mold growth.
3. Any engines and other machinery that has been submerged or has gotten wet should be "pickled" by flushing with fresh water and then filling with diesel fuel or kerosene. To learn how to pickle a boat motor, go to: www.BoatUS.com/hurricanes/pickle.asp.
4. If your boat is sunk or must be moved by a salvage company, it is not recommended that you sign any

salvage or wreck removal contract without first getting approval from your insurance company.

TIPS ON GETTING SALVAGE AND REPAIRS DONE RIGHT

"This isn't the time to hire someone cruising the beach in a tow truck."

For many recreational boaters, getting the right salvage and repair help for a damaged boat after a hurricane is difficult. Some insurance programs, like BoatUS, will arrange and pay to have their insured's boats salvaged, and other insurers will at least provide some assistance, but those without insurance don't have anyone to lean on. For those going it alone, Boat Owners Association of The United States (BoatUS) has some tips to find the right salvor and to help get the repairs done right.

Stay away from the inexperienced: "The decision to hire a salvage contractor or repairer should be based on skill and experience and not on a lowball price," said BoatUS Director of Damage Avoidance Bob Adriance. "Too often after a hurricane, fly-by-night operators come in and do more harm than good — this isn't the time to hire someone cruising the beach in a tow truck. Ask them how long they have been doing business and for references — and call them."

Check out the BoatUS complaint database: The free online BoatUS Consumer Protection Database at <http://www.BoatUS.com/consumerdatabase> is the only source of consumer complaints and safety information reported by boat owners, the US Coast Guard, manufacturers, marine surveyors and marine technicians. Before you hire someone, check to see if they made list.

It's the "association": There are some telltale indicators that show a business is in it for the long haul, which could ultimately be good for the consumer. One indicator is a company having professional membership in a trade association, acknowledging codes of ethics and embracing standards. Boat owners setting out for salvage and repairs can check out these websites to help find service providers in their area:

- American Boat & Yacht Council <http://www.abycinc.org>: ABYC develops safety standards for the repair and maintenance of boats. Boat owners seeking hurricane repairs are strongly encouraged to take their business to shops that follow ABYC standards.
- C-PORT, The Conference of Professional Operators for Response Towing <http://www.cport.us>: C-PORT, whose members include salvage and on-the-water towing companies, establishes standards for professionalism, training, and good business practices.
- American Boat Builders & Repairers Association <http://www.abbra.org>: ABBRA is the association for small boat building and repair shops dedicated to professional development, training and education.
- Local marine trade organizations: Many regions have marine trade associations that have members — local businesses — offering a range of services.

COAST GUARD FOUNDATION ASKING FOR HELP FOR GUARD MEMBERS AFFECTED BY SANDY

The Coast Guard Foundation, a non-profit organization committed to the education, welfare, and morale of all

Coast Guard members and their families, announced it is launching a fundraising campaign to support Coast Guard members and their families who were affected by Hurricane Sandy. Working closely with the Coast Guard, the Coast Guard Foundation will distribute funds to Coast Guard members who are stationed in the affected areas of Maryland, New York, New Jersey, Connecticut, Pennsylvania, and Delaware.

"Just as we did after Hurricane Katrina, the Coast Guard Foundation is supporting Coast Guard members during their time of need," said Anne B. Brengle, president of the Coast Guard Foundation. There are many great groups offering assistance to those who have been affected by this storm, and we support their work. As an organization, we see the need to help those who are serving in the United States Coast Guard. They should know that we are here for them and we will do everything we can to support them."

Contributions can be made via the organization's website at <<http://www.coastguardfoundation.org>>, or by calling its office at 860-535-0786. Donations may also be mailed to:

Coast Guard Foundation
394 Taugwonk Road
Stonington, Connecticut 06378.

AN AMAZING STORY FROM THE HURRICANE

Seeing videos of the damage Hurricane Sandy inflicted on so many boats, it was wonderful to receive the following from **John Keeler**, who lives in Ocean City, New Jersey.

"This is our good old boat *Emery C*, a 1984 Catalina 25 swing keel. She normally winters on her cradle facing the creek (the cradle is in the foreground in the first picture). We had pulled her for the season a week before anyone had ever heard of Hurricane Sandy. She was high, dry, and secure (or so we thought). Hurricane Sandy lifted her off her cradle, floated her up the creek about 30', turned her 180 degrees, and gently set her down on the only four level pilings in the area. There doesn't appear to be any serious damage. By way of location, the one picture has the casinos of Atlantic City in the background. It's a small miracle for a tough, good old boat."

We asked how he got *Emery C* off of the pilings and John replied, "My insurance carrier, Boat US, brought in a crane and lifted her off. Because I work for the local electric utility, I haven't had the time to do a complete inspection but from an initial look there doesn't appear to be any damage. Just another reason to love these early over-built fiberglass boats. I think the pilings would have punched a hole in anything built today."



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CALENDAR

SEVEN SEAS CRUISING ASSOCIATION GAM

Dec. 7-9, 2012

Eau Gallie Civic Center

Melbourne, Florida

Jimmy Cornell is the keynote speaker for the 37th annual Seven Seas Cruising Association Gam. For more information or to register, go to <<http://www.ssca.org>> and click on SSCA Events, or call (954) 771-5660.

Seven Seas Cruising Association, Inc., is the largest non-profit organization of voyaging cruisers in the world. The goals of the original founders are still the goals of SSCA today: sharing cruising information, camaraderie, and leaving a clean wake. Founded in 1952, SSCA is celebrating 60 years of making cruising dreams come true.

FLICKA RENDEZVOUS

December 10–12, 2012

Gulfport, Florida

Hosted by the Boca Ciega Yacht Club and Bruce Bingham (Flicka designer, writer, and illustrator), the Rendezvous will feature Flicka to Flicka tours, presentations, slideshows, stories, and a Flicka Fun Race on Boca Ciega Bay. For more information, contact Bruce Bingham (brucebingham1@hotmail.com) or Tom Davison (tom@blueskies.com).

PROVIDENCE BOAT SHOW

January 18-20, 2013

Rhode Island Convention Center

Providence, Rhode Island

This year's new features include three days of sport fishing seminars, safety presentations, and a bargain-basement full of great deals on everything boating. For tickets and more information, go to <http://www.providenceboatshow.com>.

2013 ANNUAL CONFERENCE THE INTERNATIONAL BOATYARD BUSINESS CONFERENCE

January 19–20, 2013

Fort Lauderdale, Florida

The American Boat Builders & Repairers Association will host this boatyard and related services industry event, which caters to boatyard owners, operators, and managers, boat builders, and boat repair businesses. The conference will focus on the most current topics of interest with presentations by some of the marine industry's most influential business leaders, both nationally and internationally. For more information, contact Gordon Connell, Executive Director of ABBRA at 954-654-7821 (office) or (954) 494-7793 (cell).

STRICTLY SAIL CHICAGO

January 24–27, 2013

Navy Pier

Chicago, Illinois

World adventure cruisers, authors, experts in navigation software, weather, and sailing equipment specialists will share their stories and knowledge through the show's extensive hourly seminar programs. Unless noted on the schedule all seminars are free with the price of admission. For more information, go to <http://www.strictlysailchicago.com>.

Stop by the *Good Old Boat* booth to say hello!

4TH ANNUAL GOOD OLD BOAT REGATTA

January 26, 2013

St. Petersburg Yacht Club

St. Peterburg, Florida

Sponsored by the St. Petersburg Sailing Association and co-hosted by the St Petersburg Yacht Club, The Good Old Boat Regatta is for boats 20 years old and older. For more information, go to <http://www.spsa.us>.

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LOOKING FOR

FARYMANN TRANSMISSION

I have a 1978 Cal 2-27 with the original single cylinder Farymann diesel. I'm sure that the engine has never been rebuilt as I can trace its history from 1984. The engine runs fine but I have lost reverse (occasionally it will work but it is not reliable enough to use when docking}.

My engine model does not show the configuration that I have. It appears that the transmission is part of the bell housing rather than being a separate part. It is impossible to work on in the confines of the engine compartment so I am going to remove the engine to get to the transmission. Does anyone have any info on rebuilding the transmission? As long as I have the engine out I might as well rebuild it or have it rebuilt.

Any help will be appreciated.

Ray Leonard

scramtwo@aol.com

WOULD YOU KNOW WHAT THIS DINGHY IS?



John Morrison

[<sail-ability@sympatico.ca>](mailto:sail-ability@sympatico.ca)

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MORE APPS FOR YOUR IPAD

by **Michael Facius**

I have always had an interest in what the weather is doing. As a sailor it has become a compulsion. When I got an iPad I started collecting weather apps. Currently I have 12 weather apps but I really only use a few. I will separate these apps into two groups. The first group is for the person who wants to know *why* the wind will be blowing from the NW for the next 4 hours and then change to the SE. This group of apps looks at the weather models and how the systems are moving at various altitudes. They make up the tools the weather forecasters use to make their forecasts. The second group is for the person who just wants a reliable forecast or more

information about what is happening in the weather world right now. All these apps can be found in the iTunes App Store.

Weather Geek Pro 2 (\$4.99) is a very extensive weather program. You can look at the same weather models the forecasters use, animated for the period of time each of them is designed to cover. You can also look at the forecasts at different altitudes to see how the three-dimensional weather systems are forecast to move.

Weather Track (\$7.99) is, at first glance, a GRIB viewer. GRIB is an acronym for GRIdded Binary or General Regularly-distributed Information in Binary form, a mathematically concise data format commonly used in [meteorology](#) to store historical and [forecast](#) weather data. (From Wikipedia)

But upon using it you discover it allows you to look at a range of weather elements from a variety of models in user-defined increments. You can view barometric pressure at sea level, air temperature, or relative humidity, for instance, and download an animated GRIB, which covers the next one to six days in 3-, 6-, 12-, or 24-hour increments. The different layers you can view are: pressure at sea level, wind (speed and direction), precipitation totals, cloud cover, air temperature, dew point, height at 500mb, relative humidity and CAPE (Convective available potential energy).

The next group of apps are more about what is happening now and, in the case of the Radar apps, the location of the front and how fast is it moving in what direction.

My Radar: the free version has ads, the Pro version has no ads but costs \$1.99.

This simple live look at the radar picture, either very close to your current location or on a national scale, is great. The app is being improved regularly and now includes air temperatures from hundreds of reporting stations.

WunderMap is a free app from the Weather Underground and is very feature-rich with current weather conditions, 4-day forecasts, radar, live webcams, and data from the 16,000 Weather Underground reporting stations worldwide.

NOAA Weather Radar (\$1.99) brings all of the NOAA weather radars to your iPad along with national graphical forecasts.

GPS NAUTICAL CHARTS FOR ANDROID

by Chuck Koucky

Finally, a navigation app for the Android. The GPS Nautical Charts (\$14.99 from Google Apps) has just arrived on the market. It's a chart plotting navigation program that interfaces with your own built-in GPS and uses NOAA ENC's along with POI layers created from NOAA ENC's. It also offers voice route assistance similar to the voice assistance on your smart device for driving directions.



I am using the app on a waterproof Pantech tablet. The screen can be hard to see in the bright sunlight but the program talks to you to warn you about approaching waypoints and course changes. You can save tracks, plot courses, and create waypoints just like a normal chart plotter. It is not as user-friendly and

intuitive as some chart plotters and comes with very little documentation. After messing around with it for a while, I figured out most of the functions. Even if you have an on-board chart plotter, this is a good backup or cruise-planning tool.

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BOOK AND CD REVIEWS

CLASSIC BOOK RECOMMENDATIONS

What books have gained the status of "true classic" in your boat book library? Please write a paragraph or so about any book you particularly value. Why does this one stay on your shelf while others come and go? Our thanks to Kurt Lorenz for this suggestion. He and other enquiring readers want to know. What sailing books are true keepers? Send your recommendations to Pat Morris: Pat@bookarchitects.net.

The following book reviews have been [posted online](#).

- ***Across the Water***, CD by Larry Carpenter
- ***Team Spirit: Life and Leadership on One of the World's Toughest Yacht Races***, by Brendan Hall
- ***World Voyage Planning***, by Jimmy Cornell
- ***Turtles in Our Wake***, by Sandra Clayton
- ***The Boat Galley Cookbook***, by Carolyn Shearlock and Jan Irons

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MAIL BUOY

WESTERBEKE PARTS

The article on Westerbeke parts in the November 2012 edition was so timely for me -- I cannot put it into words. Like the author of the article, John Churchill, I have a good old boat, a 1975 Heritage 35, and the original engine a Westerbeke 4-91 is still running well although there are some fuel system problems at the moment. As he stated, trying to get parts from Westerbeke is expensive and very much a hit and miss proposition. Thus, when he laid out the history of the engine and the possibility of getting parts from suppliers of automobile parts I was ecstatic. Finally, that short article proves once again what a valuable resource Good Old Boat is to a DIY person like myself. Thanks for publishing such a great magazine and yes I will be renewing my subscription for another year.

-Bert Ritcey

HEY, THAT'S OUR BOAT!

The Westsail 39, a.k.a., Fair Weather Mariner 39 (FWM39), pictured in your article on Westsail history (November 2012) is our boat, *Raven*. In 2009, I took the photo in Ensenada Grande on Isla Partida, a day's sail from La Paz, Baja, during the first of three years of Baja winters. My own research into the FWM39 is that all of them were imported into the States and I know of more than 10 by name now scattered about the West Coast, Mexico, and out in the Pacific. Unfortunately I have not been able to determine how many were built in Taiwan. I would love to have that detail. I'm fairly sure that it was over 30, and the web is rife with speculation, but neither Bob Perry

nor Bud Taplin were able to give that figure. I have not been able to find the info from now defunct P & M Worldwide. The same guy took the molds to Taiwan and shipped the boats back to Los Angeles. If you can shake loose any of that info from your connections, that would be great. In 2010, there were three of them together in Marina Palmira in La Paz, all by accident, and then a fourth arrived. That group included hull number 1, *Westerly*. *Westerly* was a factory finished boat, upgraded over the years by owner Steve Wilson. The other was *White Cap*, a kit boat finished in a driveway in Southern California. *Raven* is a factory finished FWM39. All of the FMW39s I have seen photos of are identical with very minor exceptions.

Raven is in Campbell River, BC right now, cooling off after a summer wandering BC waters. In this photo, she's docked at Port Neville, just off the Johnstone Strait in British Columbia.

-Kurt Lorenz



HYDRONIC HEAT

I am planning on installing a hydronic heater system on my 1978 Morgan 382. The article by Graham Collins in the September 2012 issue is perfectly timed. I do have a couple of questions for Graham. One: if during warm weather, we need hot water for showers but not cabin heat, does not turning on the radiator fans prevent the heat from coming up? Two: how many amps does the system draw with the heater and both radiator fans going?

-Jim Cleary

GRAHAM REPLIES

Excellent questions.

One: With the fans turned off there is not an appreciable heat increase in the cabin, but obviously there must be some. I have been considering modifying the system simply because it would be more efficient to only heat the water tank if that is desired. To do so one could add a Y valve and a T such that the fluid can be directed only through the water heater.

Two: Per the specification sheets, the Espar unit draws 4 amps on high, 1.9 on low. The fans in the radiators draw .9 (large) and .35 (small) each. The Espar runs on high until the recirculating fluid reaches the set point (160F), at which time it throttles back to low. In practice, my system takes about 20 minutes with the Espar running on high to heat the 6-gallon water tank, a bit more if the radiators are also on. Thus for my usual use, the energy consumption is about 3 amp hrs. and about .07 gallons of fuel. Hope that helps!

-Graham Collins

BOARDING LADDER

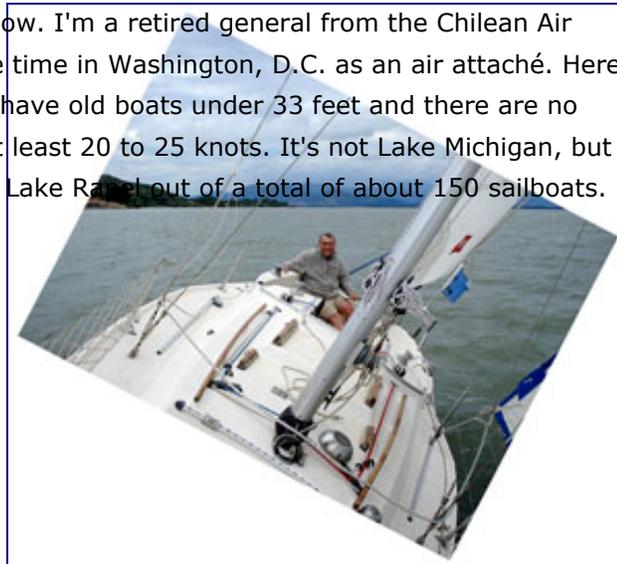
Something missing from "A proper boarding ladder" by Tony Allport (July 2010) is that you have to attach a line with a snap shackle and eye hooks at the top of each end of the ladder that will go around the shroud rigging. Otherwise, your wooden ladder (the lower half is in the water and buoyant) will easily come off the rubrail and fall into the water. Also, the varnished steps are slippery when wet, so I put an adhesive non-skid tape strip across mine.

-David Conroy

MORE ABOUT HALLBERG-RASSY SAILBOATS

I recently subscribed to *Good Old Boat* at the Annapolis boat show. I'm a retired general from the Chilean Air Force, who spent one year in Arizona as an instructor and some time in Washington, D.C. as an air attaché. Here in Chile I have a lovely 1978 Hallberg-Rassy 26. Lots of people have old boats under 33 feet and there are no articles about those. At Lake Rapel, we usually have winds of at least 20 to 25 knots. It's not Lake Michigan, but it is 50 kilometers long. There are about 10 Hallberg-Rassys on Lake Rapel out of a total of about 150 sailboats. We would love to hear more about our boats.

-Hernan Gabrielli



CNG

Please consider doing an article on CNG vs. propane for galley stoves and engine. With CNG now crashing the market it may be time for a revival. In Turkey, almost all the gas service stations have CNG available and many vehicles are dual fuel. Why not a dual-fuel stove: propane/CNG? The price is about \$2.85 per liter vs. \$4.90 per liter in Lira. So it's a lot less expensive.

-Kurt Hamann

NANTUCKET CLIPPER

My current project and future home, the Nantucket Clipper is a 32-foot yawl with a hull that looks a lot like a Bayfield 29. She has a sweet clipper bow led by a great bow plank flanked by scrollwork above a three-quarter full keel. Her designer, Alan Buchanan, gave her a fair displacement, 8,500 pounds with 4,000-pound ballast. She is solid, Lloyds-certified for the North Atlantic. Some 400 were built, mostly in Europe. Some have circumnavigated and a few are in the U.S. Google the Nantucket Clipper to see her sisters. Mine is a hull on her cradle almost ready for paint and waiting for new toerails.

I sailed on a sister ship this year in Italy and was convinced that I made a good decision to save her. One sailor in San Francisco offered to buy her sight unseen because he had one once and has regretted selling her since. He said she was the best boat he has ever sailed through the slot out the bay.

With full sails up, he hit the wind and – after dumping the main – she was perfectly balanced to shoot into the Pacific under jib and jigger.



I was most impressed with the solid thick hull. In typical 1971 style, the hull is overbuilt and cuts through waves without seemingly being in a drum in the cabin. I was also impressed with the stable feeling on a beam reach with all sails flying. They say a small yawl doesn't get much from the mizzen sails but when we were cruising and the mizzen staysail or carbonara went up, she was locked down and meant business. I remember not being able to control my smile and need to shout for joy.

Now to get her launched, maybe next summer.

–Walter Graupner

ANNAPOLIS GOBR 2012



The 2012 version of the Annapolis Good Old Boat Regatta (fondly known as the GOBR) took place October 5 on the Chesapeake Bay between Annapolis and the Bay Bridge. For the first time in several years, the winds were just right for the event, coming from the east at 10 to 12 knots during the starts. The wind changed during the day, swinging south and getting light and then quickly going northwest at 15+ knots near the finish, creating a challenge for the participants. The course was set by the Shearwater Sailing Club race committee using government navigation marks.

The first hull of any boat type participating in the GOBR had to be built no later than 1980. Boat types with three or more entries are given a one-design start and there are additional starts for fin-keel and full-keel classes. Formal handicap ratings are not required, nor is racing experience. A skippers' meeting, with emphasis on the needs of newbies, is held the evening before the event. The handicap classes are raced with no spinnakers. The event is run annually during the Annapolis Sailboat Show weekend, offering a chance to participate in a full weekend of sailing events. Boats are permitted to drop a hook overnight at the regatta headquarters and party site on a quiet creek near Annapolis.



A total of six classes started, comprised of 40 boats in the one-design and handicap groups. Winners were:

- Cal 25 *Chicken Little*, skippered by Charlie Husar
- Offshore 40 *Astarte*, a Rhodes Reliant skippered by Ben Stavis (class includes Cheoy Lee 40s)
- Pearson Triton *Sandpiper*, skippered by Dan Lawrence
- Fin Keel I *Delphinus*, an Allied XL-42 skippered by Bob deYoung
- Fin Keel II *Graciella*, a Sabre 28-1 skippered by Vern Penner
- Full Keel *Fandango*, an Alberg 35 skippered by Tim Silvio

The free post-race party served up barbecued chicken and pork and other goodies with beer and wine and the occasional Dark and Stormy. Thanks from the GOBR staff to Bob and Cindi Gibson for providing Sailors Wharf Marina at their home on idyllic Mill Creek off Whitehall Bay as the headquarters and party site.

Good Old Boat editors Karen Larson and Jerry Powlas attended the party to present sailing awards and participate in the evening's music fest led by Tom Wells, a troubadour noted for writing and singing sailing ditties including at least one song about the GOBR.

The Great Old Boat award for GOBR 2012 went to *Lacerta*, a 1956 Concordia 39 owned and skippered by Mark Walter of Annapolis.

–**Charlie Husar**





MAGAZINE

Speaking of high-tech products, maybe *Good Old Boat* can introduce the **M**ulti-**A**uthor **G**eometrically **A**daptable **Z**ero **I**mpact **N**on-**E**mitting device. (MAGAZINE.) Like an electronic edition, it can present the works of many different writers in one compact location. It can be conformed to any surface, hence the geometrically adaptable description. Unlike an e-reader, the MAGAZINE does not rely on a glowing screen that could be bothersome in some situations, so it has no impact on the activities of others. Finally, an e-reader must be recharged occasionally, meaning somewhere a power plant is operating and emitting pollutants to do so. The **M**ulti-**A**uthor **G**eometrically **A**daptable **Z**ero **I**mpact **N**on-**E**mitting device needs no such boost and therefore does not cause emissions.

-Tom Wells

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