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## **FEBRUARY 2015 NEWSLETTER**

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This newsletter is available as an MP3 audio download at <[AudioSeaStories.net](http://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.

### **HEAR THE TRUMPETS BLOW!**

Allow us to introduce our new AudioSeaStories.com downloads site. We rolled out the new site in January and are proud indeed. It's easy to use and now much faster for your downloads. As always, you can use PayPal or your credit card and download your purchase instantly.

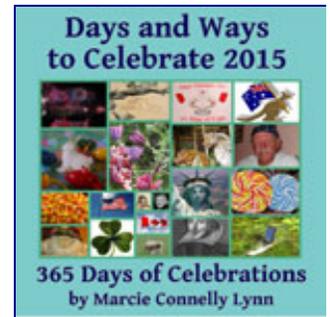
For security purposes, you will need to renew your AudioSeaStories.com password. Use the email address

associated with your account and click the "Forgot your password" link. If you have any questions, please contact Tim Bauernfeind: [timb@goodoldboat.com](mailto:timb@goodoldboat.com).

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## AND WHILE WE'RE AT AUDIOSEASTORIES.COM

Marcie Connelly Lynn has published her second ebook on our downloads site. It's called *365 Days of Celebrations* because Marcie knows every day is a reason to celebrate and she tells you how. Her new book, downloadable in PDF format, is available for \$2.99 along with two more ebooks she and husband David have written: *Nine of Cups Guide to Anchors and Anchoring* by David Lynn and *Nine of Cups Caribbean Stories* by Marcie.



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## FULL YEAR OF BACK ISSUES ICON

Every issue ever published by *Good Old Boat* is available for download in PDF format at [AudioSeaStories.com](http://AudioSeaStories.com), as you probably know. But did you know that you can also buy a full year at once for better savings? Our 2014 collection of all six issues is now posted and available at [AudioSeaStories.com](http://AudioSeaStories.com). If you are collecting back issues, and many do since our content is timeless, it will be easier on your pocketbook to download a year at a time. You'll note that we charge even less for each collection of back issues as it grows older. . . sort of what happens to good old boats.

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## YOU PROBABLY KNOW TOM PAYNE

You may not recognize the name, but you already know Tom Payne. He's the guy who does most of the funny illustrations in *Good Old Boat* and livened up our cheerful T-shirts with his unique perspective on the sailing life. You may remember those whimsical shirts. We called them the Tom Payne collection.

Tom has created a new website and Facebook page. Take a look at <http://www.gocomics.com/sandshark-beach> and follow his funny sharks on Facebook at <https://www.facebook.com/sandsharkbeach>.

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## **DO YOU HAVE A PRECISION 23 OR BAY HEN 21?**

Contributing editor and boat reviewer Allen Penticoff is looking for a well-kept Precision 23 or Bay Hen 21 (or both boats!) to review for *Good Old Boat*. He says: "Boats should be clean, ready to sail, and have owners willing to put up with a lot of questions and about a half day of hanging out on their boat while going through the review process. I prefer boats located in the Midwest or Florida, but will consider others." Contact Allen at [apenticoff@comcast.net](mailto:apenticoff@comcast.net).

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## **OUR REPORT ON THE NEW CHICAGO BOAT SHOW (AND WE'RE STICKING TO IT)**

Strictly Sail Chicago was quite different this year for three reasons. First, it was moved to Chicago's huge McCormick Place conference and show facility from its usual setting at Navy Pier, a smaller and somewhat funky location that has been under renovation for the past several years. Second, the show dates changed: the show was held a week earlier than usual and spanned five, rather than the usual four, days. In addition, the show hours were considerably longer, ending at 9 p.m. most days. Third, the Strictly Sail show was combined with the Chicago Boat and RV show, making the name "Strictly Sail" a bit of a joke among those in attendance and overwhelming the sailing section with glitzy powerboats and rows of RVs. The sorts of powerboats at the show were primarily of the pontoon and go-fast fishing variety. We were amazed at the cost of these boats, considering that they offered limited accommodations below. The exorbitant prices seemed to be in the new 4-stroke engines. (Consider this: two 300-hp engines on a pontoon boat and four 350-hp engines on a large fishing boat.) There was only one trawler and no houseboats. Nor were there any megayachts or cigarette boats.

The powerboats made the new sailboats look affordable even before you consider their thirst for fuel. And — may we point out — a good old boat (although not available at the boat show) is a steal!

At the *Good Old Boat* booth, we count the number of new and renewing subscribers to determine the success of a show. This number was about the same as previous years at Navy Pier. In addition, we had a great time seeing every reader who stopped by to say hello, renew a subscription, or buy one of our T-shirts or ball caps.

The entire show is said to have had a much larger combined advertising budget. It worked to draw an estimated 47,000 people to the show. We felt there were more people around on the weekend — Saturday in particular — although most were there for the powerboats and RVs, rather than sailboats. There were seldom lines to get on any of the sailboats on display, even though there may have been fewer sailboats on display this year. If you choose to attend in the future, Wednesday and Thursday are very good days to visit. Wednesday was particularly slow. We felt that the new show is too long in terms of days and hours the show was open. At Navy Pier we did just as much business in a 35-hour show as we did in this year's 50-hour show.

If you attended the show and would like to share your opinions about the changes to our good old Strictly Sail Chicago show, send them to [karen@goodoldboat.com](mailto:karen@goodoldboat.com) and we'll publish them in the next newsletter.

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## **AND THE WINNERS ARE . . .**

Just for fun, the *Good Old Boat* folks at the Chicago boat show introduced a daily drawing. Everyone had one chance in the drawing for each year he or she subscribed or re-subscribed. The chances were cleared at the end of each day so each drawing included only those subscribing on that day. This meant that the odds were much better than anyone will ever get in, say, a lottery!

The prizes were the winner's choice of a *Good Old Boat* denim shirt, zip-front hooded sweatshirt, or T-shirt and ball cap. The fourth choice was the addition of another year to the winner's subscription. And the winners are:

- Wednesday, January 15 — Nancy Bragg won a sweatshirt
- Thursday, January 16 — David Landess chose to extend his subscription by one year
- Friday, January 17 — Daniel Yaris selected a T-shirt and ball cap
- Saturday, January 18 — Greg Vig chose to extend his subscription
- Sunday, January 19 — Marc Holdwick won a denim shirt

Congratulations, all!

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## **FARE-THEE-WELL**

Sailors tend to sign off with a cheerful blessing such as "Fair winds and following seas" or "May it always be sailing season where you go." What is your favorite farewell blessing for fellow sailors? Send yours to [karen@goodoldboat.com](mailto:karen@goodoldboat.com). She'll report in a future issue.

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## IT'S A QUESTION OF TWO-FOOT-ITIS . . .

Longtime reader Chris Campbell, or Traverse City, Michigan, wrote: "I just read the email request for owners' comments on the Pearson 365. The request observed that sooner or later you'll be asking about a boat that we've owned before.

"That prompted a reflection about the idea of buying and selling boats. Or not. There's the old concept of "two-foot-itis," the itch to buy a slightly bigger boat and then another. We recently had a discussion on the Cal sailboats listserv about my theory that small boats get sailed more and about resisting the urge to move up in size.

"In my case, I've sailed old *Baker's Dozen*, a 1961 Seafarer Polaris, since 1968. My "new boat" is the Cal 20 I've had since 1999. One is on Lake Huron and the other on Lake Michigan.

"That can't be unique. There must be others who haven't felt an urge to dump one boat and buy another. Surely you could collect some interesting stories by posting an inquiry. If you really want to poke the hornet's nest, ask about my theory that small boats get sailed more."

Well, Chris issued the challenge and we're game. Tell us about the good old boats you've kept for decades and decades . . . or, alternatively, let us hear about how the urge to buy larger and larger boats has affected your sailing over the years.

And if you're so inclined, let us hear from you on both sides of Chris' theory that small boats get sailed more.

Send all comments to [karen@goodoldboat.com](mailto:karen@goodoldboat.com). She'll know what to do with them.

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## BOAT DOGS

Speaking of stirring up a hornet's nest, we asked what kinds of dogs make the best boat dogs in our December newsletter.

**Kate Davis** started it. She wrote:

I think some dogs are not a good choice for obvious reasons:

- Great Danes — how could you carry enough food for a small horse on an average sailboat?
- Sighthounds (greyhounds, wolfhounds, whippets, etc.) — likely to just run off.
- French and English bulldogs — short-nosed dogs get hot too easily and heavy-boned dogs sink like stones.
- Boxers are wonderful dogs but a little too bouncy for boats. I would not bring a pit bull or German shepherd either solely because of their possessive, sometimes anti-social natures. The dog has to be able to go ashore and deal with lots of new things, people, and other dogs with a happy attitude (not aggression).

Avoid anything large and hairy. I know people like goldens but all that hair! I have a Corgi mix and the fluff just

flies around. The smaller the dog, the easier it is to retrieve it if it falls in. Terriers have coats that dry quickly. I have also seen Schipperke, Shiba Inu, and Yorkies on boats.

I see lots of "designer" mixes (labradoodles, goldendoodles, doodle this, that, and the other thing). Supposedly, people get them because they are "hypo-allergenic." Ha! No such dog. Dander is dander. Perhaps they shed less, but they are usually really huge and goofy.

Believe it or not I actually saw a huge basset hound on an inflatable heading to its boat! That was a first. Yesterday I saw a Havanese. She was the second or third I've seen boating. They are small, like Maltese, Lhasa apso, bichon, and Shiz Tzu. Small dogs fit in a bunk as a furry water bottle, trot nimbly around the decks, and produce less poop than bigger dogs. That is an issue.

For some reason, I have a Jack Russell and a Jack-A-Poo right now. They are the second and third JRTs I've sailed with. All have been great sea dogs.

Of course, mutts or any "fur person" from the Humane Society or pound will be delighted to go anywhere with his or her new pet parent. Mine are all rescues.

**Joseph McCarthy** responded:

I have tried in vain to train my Jack Russell to be my boat buddy, but he has all but drowned. Finding a life vest that fits him was the first issue. We did several trial runs in the pool and the local lake. He has jumped out of the sailboat a few times chasing ducks and geese and gets quite anxious when in the kayak. He cannot swim well.

I hope you could give some advice in the next issue on how to manage a dog in the marine environment or is it better to just leave him home?

*(We connected Joe with Kate. We hope she had advice for him. -Eds.)*

**Mike Reed** sent photos:

Diaz, our Portuguese water dog, is quite comfortable under way on our Islander 36, chilling in the kayak, or supervising a boat project. His namesake, Bartholomew Diaz, was a 15th-century Portuguese explorer who sailed around the southernmost tip of Africa, the first European known to have done so. Our Diaz is quite the explorer too.

Portuguese water dogs, having been bred to assist fishermen before the advent of engines and radios, are strong swimmers, always alert, and loyal to their masters. They have hair, rather than fur, so they do not shed like many other dogs. These attributes make for a great boat dog. Diaz has a number of other PWD buddies here in Bellingham who spend much of their time exploring the local waters and shores with the rest of their crew.

We also heard from **Gregg Tranter**, who said:

This is the first time I have written to your magazine, but I feel we have the best breed of boat dog, a standard schnauzer. We have had two of them. Our current one, Sidney, is 6; our first standard, Keltie, died at 14 years of age. It's a very adaptable breed; they love the water and enjoy putting their heads under water. Keltie spent just under four years with us on our voyage to New Zealand and was a great companion.

The only problem we had was she would not go below if one of us was on deck. You can imagine how tired she was after 24 days sailing from Mexico to French Polynesia. We would stand up and look around every 20 minutes and she was then awake and also looking. After 34 days in quarantine in NZ, we took her to a park so she could run and play with other dogs, but she ran straight to the water and went for a swim.

We live in Calgary, Alberta, and both dogs have spent a lot of time hiking in the mountains; you cannot tire them out. Calgary in the winter is a bit cold, it can go to minus 35° Celsius and regularly we get minus 20s, but Keltie loved the winter and the snow as much as Sidney does now.

**Bill Jaine** wrote:

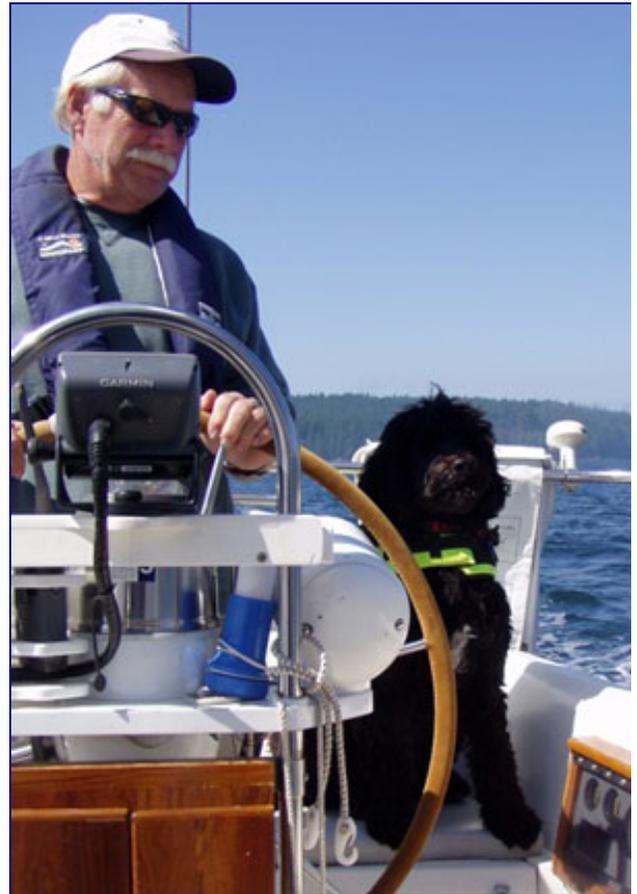
We have had both Labs and Jack Russells on our sailboat.

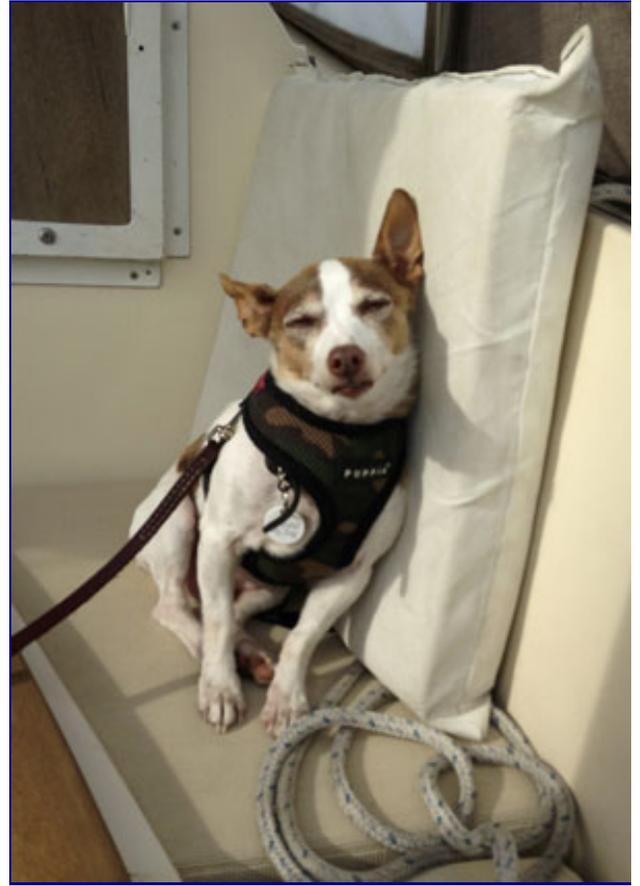
- Labs — take up a lot of room, like to jump overboard to chase birds or anything else on water, like to get wet, very hard to get back on board once they've jumped ship, gassy, big poops.
- Jack Russell — the total opposite, usually not too fond of water, like to find a comfortable place and watch the world, small eaters, etc.

NO comparison.

**Hooper Brooks** added another vote for small dogs:

I have a mini Rat Terrier called Elvis. He is a wonderful boat dog — has logged many nautical miles.





**Bert Vermeer** wrote:

Although Carey and I have seen many different breeds on many different types of boats, it's pretty obvious ours are always the best (ha!). We've seen an Old English sheepdog on a 26-foot trailerable sailboat with mom, dad, and two young children one rainy day on the west coast of Vancouver Island; Pekingese on luxury powerboats; and almost everything in between.

We sailed for 15 years with our beloved Trixi, a rescue dog that we believe was a border collie, Labrador, and Blue Heeler cross. Weighing in at 40 pounds, she was light enough to lift out of the dinghy once she got too old to make the jump herself. When Trixi passed away last year we obtained a midsize Australian Shepherd. Tasha (an abbreviation of Natasha, our granddaughter's name and the name on the stern of our Islander Bahama 30) weighs in at 25 pounds and is too smart to be a dog. With high energy and very devoted to us, she will go wherever we go, including to the boat.

Like Trixi, she has an aversion to getting wet, which is perfect for life on the water. There's nothing quite like the smell of a wet dog on a small boat! This past summer she accompanied us up to Desolation Sound after getting a taste of the sailing life in the Gulf Islands. Despite the morning ritual of sweeping dog fur out of every crevice on the boat, she is a joy to have aboard. The best boat dogs are those that are simply happy to be anywhere, as long as they are there with you!



**Rob Hoffman** wrote:

The more fortunate Portuguese water dogs are where they were bred to be . . . cruising with their human crew aboard a boat of any kind. Having a dog of any breed aboard is always a bit of a hassle, but the rewards can be well worth it if your canine crew contributes to your enjoyment and safety when cruising. We can attest that our PWDs, over the years and on several boats, do exactly that.

For us, the choice of breed for the "perfect" boat dog is a process of looking for the characteristics that we consider crucial for enjoyable life in a moving confined space shared with any 4-pawed crew. Boats are for travel on the water and, when not moving, they are at anchor or in a marina. Our PWDs embody those characteristics by long heritage and breeding by being comfortable (indeed, preferring) both confined spaces and the boat's (or any vehicle's) motion without any tendency to motion sickness. They also do not shed and have no "doggie odor" as they do not have a fur undercoat, just curly or wavy hair that dries quickly. They are also one of the few breeds that do not usually provoke an allergy response in other human crewmembers prone to that.



Size and temperament are also crucial to enjoyable on-board life with a dog. You will have to lift your canine crew on a regular basis, so any dog weighing over about 60 pounds is out for us. That said, our perfect dog needs to be enough of a size that he or she can withstand the weather and on-board environmental conditions, being agile, surefooted, and knowing how to swim well. For us and our sailboats, that leaves out the delicate little "teacup" breeds that by nature are very nervous and do not get around well on boats like ours. Conversely, a huge dog like a Newfoundland or a big Labrador would also not work for us, even though both are very competent around water . . . I just don't relish trying to hoist a wet pup weighing as much as a medium-sized outboard motor out of the water and back on board. And sharing the saloon with a wet Newfie is also not high on my list.

Basic personality traits and temperament is maybe at the top of the list for us, and while that can vary considerably within individual dogs of the same breed, most of our PWDs have embodied a basic natural personality that made them well suited to be good cruising companions. We want a good watchdog that will be alert and bark at anything he's not expecting at night when we are sleeping, whether at anchor or in a marina, but not a dog prone to bark at anything at any time and all the time. We require a very sociable "people" dog who likes (not just tolerates) children and other dogs and is generally "laid back" in personality but playful and curious at the same time. We have seen dock fights between extremely territorial dogs and it's not something anybody would enjoy . . . not to mention the possible legal consequences if your pup bites a marina neighbor. PWDs and any good "boat dog" need good training and a responsible captain who will keep them safe, on leash, and be willing to carry baggies around on shore!

So, for us, it's the Portuguese water dog at the top of the list for the best all-around "boat dog" and cruising companion.

**Stoddard Lane-Reticker** says:

As a professional dog trainer who has cruised extensively with one dog and daysailed a good bit with others, my vote is for a "game" dog, a dog of any breed that wants to go boating, come what may. In 2003, my wife and two daughters, who at that time were ages 9 and 7, sailed with our American Staffordshire terrier from Cape Canaveral, down the ICW to West Palm, and then to the Abacos on our Seafarer 34. Vicki was a great boat dog!

The only thing we could never teach her to do was to do her business on deck. She had to go ashore. Other than that, she was awesome.

At present, our 11-year-old West Highland terrier, Jazzi, sails with us on our Pearson Ensign. She's relatively new to us and to sailing but would rather go than be left behind so she's game. She's figured out that if she can't find a lap, the leeward side, under the seats, is a good plan "B."

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## WHAT'S COMING IN . . . MARCH 2015

### FOR THE LOVE OF SAILBOATS

- Quest, an Irwin 32 feature boat
- Irwin 32 comparison by Rob Mazza
- West Wight Potter 19 review
- Pearson 365 ketch review
- *Finisterre* looks back

### SPEAKING SERIOUSLY

- Wiring Terminals101
- An engine with a fever
- G-10 steps up
- A tiller-friendly cockpit table
- Anchoring when solo, part 1
- Dinghy power hoist
- Shower power
- An inlaid table
- Renewing the headliner

### JUST FOR FUN

- All overboard
- Our readers' boat photos
- Knotmeter conundrum

### WHAT'S MORE

- Reflections: Yearning for the ocean blue
- Simple solutions: Boat-bike saddlebags
- Quick and Easys: Securing solar deck lights and Silence those halyards

- The view from here: Blue and yellow
- And the usual great Mail Buoy letters

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## IN THE NEWS

### WIN \$10,000 IN LIFE JACKET DESIGN COMPETITION

Could this be what some life jackets look like in the future?

A search for the future life jacket is underway. The first-place prize is \$10,000 for the best new design submitted to the 2015 Innovations in Life Jacket Design Competition.

The BoatUS Foundation for Boating Safety and Clean Water, the Personal Floatation Device Manufacturers Association, and the National Marine Manufacturers Association are working together to find the best new life jacket ideas. The judging will be based on four criteria: wearability, reliability, cost, and innovation.



On October 22, 2014, the US Coast Guard eliminated the old Type I-V code labeling system, which clears the path for fresh design ideas, the first step in a multi-year process to get new designs to market

A short video about the competition is available at: <[http://youtu.be/wSfdANT\\_IGU](http://youtu.be/wSfdANT_IGU)>. Winners will be announced in September at the International Boat Builders Exhibition and Conference in Louisville, Kentucky. The deadline to submit designs to [BoatUS.org/design](http://BoatUS.org/design) is April 15.

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## CALENDAR

### 26TH ANNUAL WOMEN'S SAILING CONVENTION

**February 7**

Bahia Corinthian Yacht Club

Corona del Mar, California

Celebrating 26 years as the number one sailing education event for women on the West Coast, the Annual Women's Sailing Convention will include water- and land-based workshops featuring courses for beginner or experienced sailors. It is presented by the Southern California Yachting Association (SCYA), sponsored by Boat Owners Association of The United States (BoatUS), and always supported by *Good Old Boat* with prizes and copies of the magazine for attendees.

For reservations, write Gail Hine, SCYA Women's Sailing Convention, 23414 Mt. Ashland Ct., Murrieta, CA,

92562; 951-677-8121; email: [Gail@scya.org](mailto:Gail@scya.org) or on the web at [WomensSailingConvention.com](http://WomensSailingConvention.com). The convention fee of \$200 includes workshops, breakfast, lunch, dinner, souvenirs, and handouts. For more information on women's sailing events go to [BoatUS.com/women](http://BoatUS.com/women).

## **STRICTLY SAIL® MIAMI**

**February 12 – 16**

Miamarina at Bayside  
400 Biscayne Blvd  
Miami, Florida

The fun begins Thursday (Trade Day), February 12, and will not end until the final bell sounds on Monday, February 18th. This five-day spectacular sailing event features the best of the best that the sailing industry has to offer. You'll find the latest and the greatest from boatbuilders across the globe. Come out to see, shop, and test sail some of the newest sailboat designs, and visit nearly 150 booths and land displays featuring sailing gear, accessories, and hardware from the industry's top suppliers, along with the latest charter information and the boats you'll be chartering. For more information go to <<http://www.strictlysailmiami.com>>.

## **MAINE BOATBUILDERS SHOW**

**March 20 – 22**

58 Fore Street  
Portland, Maine

Join the gathering of the finest fiberglass and wooden custom boat builders on the East Coast. Builders of sailboats, powerboats, canoes, kayaks, and rowing boats will be there to discuss and sell their work. Also exhibiting will be numerous manufacturers of boating equipment. For more information go to: <<http://www.portlandcompany.com/boatShow>>.

## **SOUTH WEST INTERNATIONAL BOAT SHOW**

**March 26 – 29**

South Shore Harbour Marina  
2501 South Shore Blvd  
League City, Texas

This exciting event on Clear Lake, in Bay Area Houston, features boats ranging in size from 10 ft. to 100 ft, both freshwater and saltwater, ready for boarding and viewing — with pre-season specials and dealer incentive programs available on many models.

Onshore, over 200 vendors will offer a variety of services and products for the boating and outdoor lifestyle, including fishing gear, engines, apparel, and outdoor equipment, in addition to a full range of marine electronics, sailing gear, accessories, and hardware from top industry names.

For more information go to <<http://www.southwestinternationalboatshow.com>>.

## **STRICTLY SAIL PACIFIC**

**April 9 – 12**

Jack London Square  
Oakland California

In its 20th Year as the Original All-Sail In-Water Boat Show, Strictly Sail Pacific returns to Jack London Square

with more new sailboats, seminars, free sailboat rides, and more.

The West Coast's original all-sail boat show will sail into Jack London Square with all that is hot in the world of sailing. Whether you are a newbie or a seasoned sailor, this four-day sailing spectacular is the place to immerse yourself in the world of sailing, check out new sailboats, talk to experts, participate in hands-on seminars, get on the water, and have fun. For more information go to: <<http://strictlysailpacific.com>>.

## **MIDWEST WOMEN'S SAILING CONFERENCE**

**May 16, 2015**

Milwaukee Community Sailing Center

Milwaukee, Wisconsin

Save the date! The fifth annual Midwest Women's Sailing Conference will be held on May 16. Katie Pettibone will be the keynote speaker and guest instructor for the day. From her America's Cup experience to coaching the all-women team for the Sail Arabia Tour to the Rising Tide Leadership Institute, Katie's sailing career has pushed women to do and be more. Registration forms and class schedule will be on the <<http://www.womenssailing.org>> site soon.

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## **FAVORITE BOOKS**

We have no book reviews this month so we asked one of our favorite novelists, **Bill Hammond** (<http://www.bill-hammond.com/>), what five books he's read in the last few years, other than his own Cutler Family Chronicles series, that he would recommend to *Good Old Boat* readers. Here's his list:

### **SEA WITCH BY HELEN HOLLICK (SILVERWOOD BOOKS, 2011)**

London born and bred, Helen Hollick is one of the most prolific writers of the British perspective during the Age of Sail. In this novel, protagonist Jeremiah Acorne serves as a captain of a pirate ship and lives up to his billing as a swashbuckling man of the sea. In her descriptive and unique style, Ms. Hollick draws the reader irresistibly into the Golden Age of Piracy in a way that is oddly moving.

### **UNTIL THE SEA SHALL GIVE UP HER DEAD BY S. THOMAS RUSSELL (PENGUIN, 2014)**

This novel is the fourth volume in the Charles Hayden series. In the late 18th century, Hayden, a Royal Navy officer, is sent to the Caribbean where a hodgepodge of conflicting British, French, and Spanish interests interact with revolutionaries and pirates. As always, Russell's style is disciplined and engaging; one can almost smell the salt of the sea air blended with the acrid stench of spent gunpowder.

### **SURFMEN BY C.T. MARSHALL (FIRESHIP PRESS, 2013)**

As a young boy, the protagonist is rescued at sea off the Outer Banks of North Carolina. Thirty years later, a decade after the close of the Civil War, this same young man, grown to manhood, launches The Cape Hatteras Station of the U.S. Lifesaving Service, and battles the treachery of the infamous Diamond Shoals and that of his crew.

### **ACROSS A MOONLIT SEA BY MARSHA CANHAM (AMAZON, 2011)**

A rollicking good sea saga set in Elizabethan England, this novel, the first in a trilogy, features a pack of privateers, known as sea hawks, who band together to protect their island and their queen from the ravages of the Grand Armada being assembled in Spain by King Phillip II. Included in the riotous action is a raid on Cadiz led by the Pirate Wolf Simon Dante and Sir Francis Drake.

### **THE SEA WAS ALWAYS THERE BY JOSEPH CALLO (FIRESHIP PRESS, 2012)**

In this autobiographical work, retired Rear Admiral Joseph Callo writes about what the sea has meant to him and especially what it has taught him, from his earliest recollections on Cape Cod and Jones Beach, through two years of distinguished service in the U.S. Navy, to sailing adventures in exotic waters worldwide. Everyone who has ever had a love affair with the sea will see himself or herself in these pages.

What about you? Do you have some favorite books you think other *Good Old Boat* readers would enjoy? Send your suggestions to Karen, [Karen@goodoldboat.com](mailto:Karen@goodoldboat.com).

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### **ENTR'ACTE'S CREW**

We asked contributing editor Ed Zacko to explain the reason for his "teddy bear crew" that you'll see featured in the March 2015 issue as the lead photo together with Ed's article about an engine overheating problem he solved the hard way. There's Ed's wife, Ellen, waving cheerfully as *Entr'acte* powers down the Seine with the Eiffel Tower in the background. But wait! Behind Ellen are: one moose, one monkey, one bear, and the Gingerbread man? (You can't catch him, he's the Gingerbread man!) We had to ask.

Ed writes:

"It's funny that you should ask about our crew. Everyone does. *Entr'acte* has sailed countless miles over the past 35 years. Through her we have met some wonderful friends and have accumulated an astonishing array of going-away gifts. Some of these mementos are in the form of "mascots" typical to their country of origin. Sr. John, a bear from England; Captain Casey, a diver from the Caribbean; Cuna from San Blas; and Ushuaia from South America. Unfortunately, due to *Entr'acte's* small size (she's a Nor'Sea 27), there is just not enough room for everyone, thus many of our new "friends" reside at our home in Arizona. But there have also been a few rescues and stowaways encountered along the way. Their unique personalities and skills resulted in their retention as "permanent crew" on board our very small cruising home.



"Our permanent crew includes Mike the Moose, Charlie the Bear, Baby G the gorilla and, of course, Bori Borachin. We are not quite certain what he is but I maintain he looks like a cookie! Over the years, these guys have managed to earn their place on board our very small cruising home and to instantly work their way into the hearts of everyone we meet. These fellows arrived on board through various nefarious circumstances.

"Mike the Moose is, without doubt, first mate and the leader of the crew. Back in 2002, while passing through Northern Florida on our way to the Bahamas, we rescued Mike from a Christmas tree. He was suspended high up in the tree fastened by clothespins to his antlers. His pain was more than we could bear. Mike is the jack-of-all-trades. He can do anything and constantly urges us to do our best. When the going gets rough, we look to Mike swinging comfortable in his bosun's chair and he gives us the look that says, 'OK, just get on with it!'

"We found Charlie the Bear on the same Christmas tree that held Mike prisoner. Charlie was tied to the tree, looking forlornly up at Mike as if to say, 'Please, somebody help us!' Charlie is helmsman, navigator, and electronics expert. When we have trouble connecting the computer to the Internet or the radio, Charlie gets involved and our problems are solved. Charlie also serves as the ship's doctor on board and ashore. The kids just love him.

"Baby G the gorilla was discovered sitting on top of a pile of bananas, the lone survivor of a shipwrecked banana barge. He and Mike became instant friends. When agility, strength, and brains are required, Baby G is the man. He supervises all food procurement as well as all things aloft and in the engine room.

"Borachin means homeless drunk in Spanish. He came aboard in Costa Rica. He was a sad case indeed: beached, homeless, without friends, and losing his fight with drink. Thanks to Mike, Charlie, and Baby G, he has learned how to cook and forsaken the bottle. His name has been changed to Bori and he has rightfully earned his place as Executive Chef and is responsible for all meals prepared on board.

"It is typical to find the crew dressed in the local dress of whichever country we are in and as such become a great icebreaker with the locals. They were Soca Warriors in Trinidad for Carnival, matadors in Spain, Cuna Indians in Panama . . . the list goes on. These guys make a terrific team. They are as popular with children as they are with adults. After so many years, we would not be without them. Where *Enrtr'acte* goes, they go!"

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## **MAIL BUOY**

### **CROSSING BOUNDARIES**

Congratulations on issue 100! As a writer and former magazine editor, I know that's quite an accomplishment. But the main reason I decided to write you is to say thanks for the notes about crossing boundaries. I'm a minister and that quote will be a major part of my sermon on Epiphany. I'm also a sailor with an Alberg 35, *Pendragon*, that I bought last summer and sail out of Anchorage Marina, Baltimore, Maryland. I've been sailing 50 years, but the first time I undocked that boat and sailed it for the day singlehanded was as big a heart-in-the-mouth thrill as the first time I took my first Sunfish out. Thanks for *Good Old Boat*. Keep crossing boundaries!

**–Jim Eaton**

### **MILESTONES**

I agree wholeheartedly with your "Milestones" editorial (January 2015) and it made me think of all the milestones we have met and overcome since buying our boat four years ago this month. The first was actually buying it within our budget. Then there were all the others, many which I just shrugged off and deleted from the "to do"

list — then moved on to the next job. But thinking back, some were actually major milestones not taken on by many, like changing the rig from a ketch to a schooner, installing two air conditioners, a full-size bath/hot tub, a unique square sail, and many others. The next milestone will be taking it to sea and testing to see if it stays in one piece. Thanks for a superb boating magazine, and roll on the next 100 issues.

—**Roger Hughes**

## **NEW-BOAT SYMPATHY**

I can't resist a few words of sympathy after reading your newsletter note on adapting to a new boat. I hate changes, too.

I sailed my first "real" cruiser, a wooden 23-footer, for 17 years before I got married and started sailing with a partner on a 32-footer. I wept copious tears on my last voyage with the 23, but married life worked out pretty well, and I got used to the "new" (30-year-old) boat fairly quickly.

Then my husband got 15-foot-itis and we bought a little schooner. I didn't want to give up the 32-footer, so since 2004 we have sailed both of them. This worked reasonably well but now, like you, we want to try over-the-road style and/or maybe some canal cruising with low bridges. (We live near three major canal systems, one in New York and two in Ontario, Canada) He wants to trailersail and the idea of cutting costs appeals to me. Sort of.

We bought a 22-footer and are slowly fixing it up and I am contemplating letting faithful *Titania*, the 32-footer, go. Maybe next year? Or the year after? I keep procrastinating . . .

So give it time. Like maybe ten years? Or to speed things up, you could try buying another boat! The thought of getting three of them ready for the season is pushing me to seriously consider a change in the form of a modest fleet reduction. Soon.

Good Luck and please keep us posted.

—**Susan Gateley**

## **SEARCHTEMPEST.COM**

Jerry, I understand you were searching for a boat trailer. Perhaps you could alert *Good Old Boat* readers about this website, <<http://www.searchtempest.com>>. It lets you search all craigslist sites within a specified radius of your location, rather than searching location by location. This is also a great way to search for good old boats.

—**Dave Wilkin**

## **ANOTHER CLOTH ENTRYWAY SOLUTION**

Here is my version of Cliff Moore's cloth entryway (January 2015). Storage is easy and, when it is wanted, pushing on three snaps on the inside of the sliding hatch cover prepares it for use. Entering or leaving is done with a single upward flip. It is made about 6 inches wider than the opening. Two battens are sewn in horizontally at the middle and bottom and three snaps are located at the top. With a sloping hatchway, gravity keeps the device fully closed. When underway, it is

totally out of the way of normal operation of the vessel. On many occasions, this simple device has been proven to keep out the snow and even the rain.

One more idea: in cold weather (California style), cabin heat can be provided by placing an upside-down flowerpot over the alcohol stove or, if at the dock, with an electric heater.

–**Jim Hildinger**

### **CLOTH ENTRYWAY SOLUTIONS (JANUARY 2015)**

Uh-uh, not a good idea. This is an open invitation for light-fingered boat thieves to plunder your boat. Boat crooks are opportunistic. A quick knife thrust slits the cloth, allowing easy entry. Companionways should be wooden or some other type of rigid composition. While it won't stop a determined thief, most want to snatch stuff as quickly as possible. Any delay and they'll go on to another boat. I agree that varnished custom doors are pricey. But it doesn't take much skill or money to cut two plywood drop boards to fit. Anyone owning a good old boat can do that.

–**William C. Winslow**



Jim Hildinger's cloth entryway cover

### **INVADER**

I almost fell over backwards when I turned to page 19 in the 100th issue. There was a half-hull model of a boat I have grown up with and lived with every day, *Invader*. I just happen to have a half-hull of *Invader* hanging in my living room!

I was lucky enough to be born into the Gooderham family. My great-great grandfather was the Commodore of the RYC in



Toronto. When my parents were married my grandmother gave them a cottage. It was one of four along a bay on Muskoka Lake. Each cottage was named after one of the Gooderham boats that had won a Canada's Cup. My father, being the first to marry into the family, jokingly chose Invader.

Our cottage was only known as the Invader to family and friends. We never went to "the cottage," we always went to "the Invader." The half-hull hung proudly on the living room wall and managed to survive the teenage years, albeit a little weathered.

What a small world. Thank you for such a great magazine.

-**Ian Clark**

### **WAITING . . . JUST WAITING**

Thought you guys would get a kick out of an Alberg 30 in Montana on the hard . . . waiting . . . just waiting. Will this winter ever end? Hang in there!

-**Scott Reed**



Invader half-hull



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