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JUNE 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.

RAISE THE SAILS!

For those of us with northerly sailing areas, happy times are here again! Raise your sails and enjoy your days on the water. If you're inclined to celebrate in spirit with fellow sailors globally and maybe even find a local sailing party or two in your area, check out the Summer Sailstice to be celebrated on June 23 this year:

<<http://summersailstice.com/users/signup/>>.

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NEWS FROM AUDIOSEASTORIES.COM

AudioSeaStories, the Good Old Boat downloads site, has been hogging all the news lately. Since it's a site specially developed to make downloads possible, we've decided that music downloads should be an obvious

addition. OK, but their primary focus should be on nautical music, we said. The first thing we noticed is that there are many, many nautical tunes and sea chanteys out there, so we're starting with a few musical friends and we'll see where that takes us.

The first of our singer, songwriter, sailor friends to be posted is **Scott Perkins**. A BMI recording artist, Scott has written, performed, and produced four albums of original songs, including his latest release, "Ships & Giggles." Released in 2010, the nautically themed CD draws inspiration from his travels aboard his 32-foot DownEast sailboat, *Chip Ahoy*. His first CD, "Tiller Dreams," also features songs from a mariner's perspective with particular focus on America's Great Circle Loop, which Scott, wife Cyndi, and *Chip Ahoy* have twice completed in 6,000-mile circuits from their home waters of Lake Superior off Michigan's Keweenaw Peninsula. Since then, *Chip Ahoy* has become a moveable winter home, sailing down Florida's west coast to the Keys, returning north up Alabama's rivers in early spring. All four of Scott's albums are available on AudioSeaStories.com for \$9.95 each:

<<http://www.audioseastories.com/catalog/index.php?cPath=33>>.

Good Old Boat's founders also realized (in their infinite wisdom) that all those back issues we've been putting on CDs travel nicely over the Ethernet as downloads. Ergo, you can download any of our good old issues starting with the premier issue in 1998 through the end of 2009 . . . and we'll soon add years 2010 and 2011 to that list. (Perhaps you can hear the mice toiling in the background, shouting, "We're working on it! We're working on it!").

Not only can you purchase and download any full year through the end of 2009 for \$19.95, you can also purchase and download all single issues for the same time period for \$8 each. The complete set will be available as soon as the mice can make it so.

But wait! Enough about music. Enough about back issues. Wasn't AudioSeaStories.com created to make audiobook downloads possible? The very name of the site says it all — Audio Sea Stories.

As a matter of fact, we have just introduced our newest audiobook. *A Matter of Honor* by William C. Hammond is an excellent first novel in the naval history series genre of Patrick O'Brian and C. S. Forester. As the first in Bill Hammond's Cutler Family Chronicles, this book presents the Revolutionary War from the uniquely American perspective of a young officer who ships out with John Paul Jones. *A Matter of Honor* presents plenty of sea battles, highlights the problem with divided loyalties as families find themselves on each side of the dispute, and is spiced with a complicated and beautiful love story. This book, like all AudioSeaStories productions, is unabridged. This downloadable 17-hour trip into our nation's history sells for \$35.

Not long ago we introduced another novel in the realm of naval historical fiction. *Voyages in Desperate Times* by Jule Miller transports the listener to a more modern era — World War II — with its focus on the U.S. Coast Guardsmen who patrolled the East Coast on submarine duty. It was a nasty business for the men who spent weeks at a time in the North Atlantic, no matter what the weather, picking up victims of U-boat attacks and occasionally taking on the U-boats themselves. *Voyages in Desperate Times* contrasts those days with today, makes the dangers of life at sea very real, and weaves in a wartime love story along with the realities of those at home not directly involved in the war. This unabridged tale is related in 8.5 hours and sells for \$25.

We told you that [AudioSeaStories.com](http://www.audioseastories.com) had been hogging all the news lately. Please stop by on your next journey about the 'net and let us know what you think of *Good Old Boat's* download site.

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OUR FACEBOOK FRIENDS INCREASE

The number of our Facebook friends rises daily. Right now, we're counting nearly 1,720 and growing. Are you among them? Founding editors Karen Larson and Jerry Powlas post little bits of news as they travel around the country to boat shows and any time they come within sight of a sailboat — their own or boats owned by others. These two surely get around! Give the Facebook page a thumbs-up and travel vicariously with us from coast to coast and from boat to boat.

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WHAT'S COMING IN JULY

FOR THE LOVE OF SAILBOATS

- Mercer 44 feature boat
- Hunter Legend 37 review
- Coronado 25 refit

SPEAKING SERIOUSLY

- Outhauls 101
- Origins of the keel/centerboard
- Think before you shoot
- Restore that faded gelcoat
- A boat explodes
- Fit a depth sounder without holes
- A rain-defeating hatch hood
- Installing a windlass

WHAT'S MORE

- Stubborn determination
- The beat of a different drum
- A matter of courage, author profile
- A sea less sailed
- Simple solution: Casual cockpit lights
- Quick and Easy: Easy stove-top fiddles; Bungees to order; Turnbuckle boots
- The view from here: Enticing the dreamers

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IN THE NEWS

Volume VI of *Mauch's Sailboat Guide* is now available on Mauch's website <<http://www.mauchs.com>>. It includes over 350 new and used monohulls and multihulls from more than 80 manufacturers. Check out the

website for limited-time special offers.

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LOOKING FOR

We would still like to hear about "Hidden Treasures," those not-so-well-known inland lakes that offer great sailing opportunities for those who are not near the coasts or the Great Lakes. If you sail on or know of a great sailing lake on this continent, write us, in 200 – 300 words, the what and where of it and send it to Michael@GoodOldBoat.com.

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CALENDAR

MINNEY'S MARINE SWAP MEET

June 3, daylight until noon
Minney's Yacht Surplus
Costa Mesa, California

Minney's Marine Parking Lot Sale will be held June 3. Buy direct from 100 fellow sailors — marine and boat gear only. For more information, call 949-548-4192 or go to: <<http://www.minneysyachtsurplus.com>>.

CHICAGO IN-WATER BOAT SHOW

June 7 – 10, 2012
31st Street Harbor
Chicago, Illinois

Chicago's only in-water boat show will drop anchor June 7-10 at the city's new state-of-the-art marina, 31st Street Harbor. Don't miss out on the Great Lakes' largest collection of boats! View and board powerboats and sailboats ranging from 30'-70', plus browse the latest marine gear and accessories to go with them. For more information, go to <<http://www.chicagoinwaterboatshow.com>>.

UNSALTED ISLANDS: THE STRAITS

June 16 – 21, 2012
Duncan Bay Boat Club
Cheboygan, Michigan

All sailing skill levels are welcome. Sail Mackinac Island and the Les Cheneaux Island Archipelago starting and ending from the Duncan Bay Boat Club in Cheboygan, Michigan. We'll explore the towns and island anchorages in the Straits of Mackinaw. ASA 104 course will be offered along the way. Much more information can be found at <<http://www.bbyc.com/unsalted-islands-the-straits/>> or call 231-941-0535 or email baybreeze@bbyc.com for pricing and more details.

UNSALTED ISLANDS: LAKE MICHIGAN

July 22 – 17

Traverse City, Michigan

Unsalted Islands: Lake Michigan will start in Northport and end in Traverse City, visiting (depending on the winds and weather) some or all of the Manitou Islands, Beaver Island, High and/or Garden Island, and Marion Island. This is a great opportunity to explore the scenic beauty of these places that are often passed by. ASA 104, 105, and 106 courses will be offered along the way. For more information, call 231-941-0535 or email baybreeze@bbyc.com for pricing and more details, or visit <http://www.bbyc.com/unsalted-islands-lake-michigan/>.

12TH ANNUAL SUMMER SAILSTICE

June 23, 2012

Everywhere

Celebrate sailing wherever you sail by signing up for Summer Sailstice. By signing up (for free), sailors become eligible to win fabulous prizes (see the list of prizes at <http://www.summersailstice.com/articles/prizes/>). For more information, contact John Arndt: john@summersailstice.com; 415-412-6961.

THE 21ST ANNUAL WOODENBOAT SHOW

June 29 – July 1, 2012

Mystic Seaport

Mystic, Connecticut

Plans are well underway for the 21st Annual WoodenBoat Show at Mystic Seaport, June 29 – July 1, 2012. A variety of vendors will be filling the tents and grounds with products and services that will entice wooden boat enthusiasts, and the always-popular [skills demonstrations](#) will be held in the Shipyard. It is anticipated that the results of the kits and plans purchased at last year's show will line up on the village green in completed form as part of the "I Built It Myself" exhibit. Excitement is building for the next [Family BoatBuilding event](#) and families are encouraged to check it out. On Saturday evening Gannon & Benjamin Marine Railway will be honored at a tribute dinner in the Boat Shed. For more information, go to <http://www.thewoodenboatshow.com>.

SOINTULA CANADA DAY REGATTA

June 30 – July 2

Malcolm Island, British Columbia

The first annual regatta will begin at 1pm for sailboats but there will be fun and festivities all weekend long with dragon boat rides, happy hour, prizes, and the Canada Day cake-cutting ceremony on Saturday with island tours, bird watching, and a museum tour on Monday. Register by June 16 by calling 250-974-7031 or emailing regattasointula@gmail.com.

CANADIAN ALL ISLANDER RENDEZVOUS

July 6 – 8, 2012

Telegraph Harbour

Thetis Island, British Columbia

Every Islander on Puget Sound and the Gulf Islands of Canada's fabled Inside Passage will want to attend the Thetis Island All Islander Rendezvous and have the opportunity to cruise in, meet new friends, and swap stories and knowledge about the great Islander boats — all sizes and shapes of Islanders. For more information, contact event coordinators, Bert and Carey Vermeer, at bvermeer@shaw.ca.

PACIFIC NORTHWEST ALBIN VEGA RENDEZVOUS

July 13 – 14, 2012

Telegraph Harbour Marina,
Thetis Island, British Columbia

The 2012 Pacific Northwest Albin Vega Rendezvous is being held at Telegraph Harbour Marina on Thetis Island in the Canadian Gulf Islands, located at 48°58.950'N, 123°40.217'W, on Friday July 13, and Saturday, July 14. This informal and relaxed event is not limited to Albin Vegas. Everyone can attend, with or without a boat. Please contact the Marina at 800-246-6011 for reservations and rate information. Contact Peter@SinTacha.com for additional information.

2012 NONSUCH RENDEZVOUS

July 15 -21, 2012

Mitchell Park
Greenport, New York

How far will cats stray? Well, since these cats like water we'll guess Greenport, New York, near the eastern end of the North Fork of Long Island.

Besides liking water, the Nonsuch is not your typical cat. This modern catboat features an unstayed mast, wishbone boom, fin keel and spade rudder. Designed by Mark Ellis, production started in 1978, with about 1,000 built in Canada under the uncompromising eye of the George Hinterhoeller.

Today, these much-loved yachts are quite actively raced and cruised and their rendezvous is an international affair with the site alternating between the United States and Canada every two years. Boats journey over a thousand miles to participate in the weeklong event that showcases the Nonsuch's unique strengths. The rendezvous has both a cruising and a racing program. For more information about the event, please visit: <http://ina.memberclicks.net/>.

4TH ANNUAL SIPPY CUP

August 3 – 4, 2012

North East, Maryland

Hosted by Walden Rigging & Sailboat Services, LLC, there will be three fleets: Regatta, Sippy Cup, and Big Gulp. The Regatta Fleet is open to all sailboats — entrants will not be scored and there is no trophy. Sippy Cup boats must have a PHRF rating of 220 or higher. Big Gulp boats must have a PHRF rating of 160-219. If you don't have a PHRF rating, contact us and we'll determine where you belong.

Entries are due by July 27. Entries received after that will require an additional \$15 late entry fee to participate.

Contact Walden Rigging at PO Box 132, North East, MD 21901 or call 410-920-1010 or email waldenrigging@earthlink.net.

PENOBSCOT BAY RENDEZVOUS

August 16 – 19, 2012

Rockland, Thomaston, and Camden, Maine

Register now for the Second Annual Penobscot Bay Rendezvous, Maine's newest sailing and power event presented by Wayfarer Marine and Lyman-Morse Boatbuilding. The Penobscot Bay Rendezvous is a celebration of boating and boatbuilding. Super-yachts to classics to performance racers, daysailers, and powerboats of all vintages are invited to enter. Featuring daily races for sailboats and a Poker Run and Photo Pursuit for powerboats, the participants will have access to both Wayfarer Marine and Lyman-Morse Boatbuilding and will be hosted each night at a different venue. Lobster bakes, barbecues, dancing, and fireworks are all a part of the ticket. More information: <<http://www.penobscotbayrendezvous.com>>.

UNSALTED SAILING FLOTILLA

August 18–24

Traverse City, Michigan

Boarding and reception cookout the afternoon of August 17th. All sailing skill levels are welcome. We'll harbor hop in Grand Traverse and Little Traverse Bays with expected visits to Suttons Bay, Northport, Charlevoix, Omena Bay, Elk Rapid, or Old Mission Harbor, Bower's Harbor and Marion Island. There will be presentations, wine tasting, nature hikes, and the "Twisted Sheet Regatta" along the way. We're offering the ASA 101/103 combo course and the 104 course too. This is the event that started it all and is sure to be a hit again in 2012. Call 231-941-0535 or email baybreeze@bbyc.com for pricing and more details, or visit <<http://www.bbyc.com/unsalted-sailing-flotilla-2012>>.

UNSALTED LAKE CROSSING: MICHIGAN TO WISCONSIN

September 9 – 14

Northport, Michigan

Boarding and chart briefing the afternoon of September 8th. Intermediate skill level required. Starting from Northport, Michigan, we'll hop over to Leland or South Manitou Island and get ready for the estimated 60-mile Lake Michigan crossing to Washington Island in Door County, Wisconsin. ASA 104, 105 and 106 courses will be offered. For more information call 231-941-0535 or email baybreeze@bbyc.com for pricing and more details, or go to <<http://www.bbyc.com/unsalted-lake-crossing-mi-to-wi/>>.

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BOOK REVIEWS

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

- ***Safer Offshore; Crisis Management and Emergency Repairs at Sea***, by Ed Mapes
- ***The Latest News from Purgatory Cove***, as told to Paul Esterle by Paul Esterle
- ***Caly's Island***, by Dick Herman
- ***The Shipkiller***, by Justin Scott
- ***Shrader Marks: Keelhouse***, by Rob Smith

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GETTING FRIENDLY WITH OTHER PEOPLE'S BOATS

by Jesse Corbeil

A funny little thought popped into my head one day last summer while I looked out at the 30 or so other boats jostling for position at the start of the 2011 McAuslan Cup just south of Montreal. As I admired a flirty C&C 30, it suddenly occurred to me: not everybody gets to do this.

There's no real reason I should get to do this, either; I don't yet have a boat of my own — good-old or otherwise. The cockpit from which I was surveying the competition belongs to my old friend, Jason Taylor, who is the proud skipper of a 1978 Beneteau First 30 named *Fugu*.

I won't say that I got Jason into boats, but I will sheepishly admit that we were awful influences on one another back in the 1990s when we were both disgruntled network security professionals — he in the trenches, me documenting the action. But for me, there's been a sailboat drifting through my mind for as long as I can remember. Growing up, I'd spend the summer months dragging my long-suffering dad onto pretty much every dock we passed. So trust me when I say that I've wanted a boat for a while now.

That being said, there's a concrete benefit to sailing other people's boats (OPBs) before you plunk down a pile of perfectly good folding cash on one of your own. Being a sailor rather than a skipper has given me an up-close look at how much money one needs for upkeep, without being on the hook for the costs. Rather, a few hours' work helping lay out new wiring gave me a pretty good concept of the labor, materials, and tools required. An afternoon of Simonizing *Fugu's* hull for some swish new lettering was a similar lesson, but also turned into a discussion about the virtues of ablative paint versus hard.

Underway, an afternoon spent losing a race can be more helpful to a beginning sailor than a victory could ever be. Being near the back of the pack pretty much blows the stress overboard; instead, it's time to enjoy the sun, to watch the passing shore, or the spectacle of a few dozen sailboats whipping across the water. It's also time for learning the difference between a jibsheet, a mainsheet, and a halyard, or the benefits of self-tailing winches . . . you know, all the things that get forgotten when you're joyfully whooping past a habitual nemesis on your way to a first-place finish.

And then there's the more sensational stuff. The gut-wrenching slam of a 4-ton boat transitioning from a 3-knot clip to a dead stop on a pile of rocks. Been there. If you haven't, then I can't really recommend it, but it is a good way to find out whether or not you're prone to panic (for the record, no one panicked).

Perhaps the most valuable lesson one learns while sailing OPBs is more nebulous, though: once you've had a season or two under your belt, you run a diminished chance of putting serious coin down for a boat that you won't like. On paper, I could easily fall for either a First 30 or a wicked old C&C Corvette. In reality, ask a bunch of sailors and some will like the C&C's shippy character while others will find the French boat's figure much more seductive. This isn't the kind of stuff you can reason out with facts and photos; it's a feel thing. Similarly, some prefer the cockpit room and control that a steering wheel offers. Maybe it's because I had neither car nor license until I was 37, but the simple wooden tiller suits me just fine. At this point, I still can't tell you what kind of keel I prefer, or whether I like CCA hulls or IOR shapes best, but I guarantee that I'll have a philosophy on both by the time I have a wad of cash in my hand and my eye on a boat. I suspect that a First 30 like *Fugu* will come very close to the top of the list, though. And as for the experience I've gotten on OPBs, I'll gladly pay it forward to the next boatless sailor.

Jesse Corbeil is a Montreal-based freelance writer and bass player whose entire sailing experience, up to a couple of years ago, consisted of about a half-dozen real trips and maybe a million imagined ones. He can be contacted at jesse.corbeil@gmail.com.

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MAIL BUOY

SABRES AND SCORPIONS ARTICLE

Thanks much for the Sabres and Scorpions article (March 2012). Please tell Durkee Richards that I very much enjoyed the article and pictures. It was a well written and all the history that was included is much appreciated. The bonus for me is that my home lake and I get to see those boats out sailing every week. I don't own one but they really make a difference in our small sailing scene.

– **Charlie Magee**

WHISKER POLE

I loved the article on making an inexpensive whisker pole in the May 2012 issue. I went to Home Depot the day I read the article to buy the extendable paint pole. After some careful research and consideration, though, I was able to eliminate all of the "transitional" fittings between the pole and the ends. I've attached a couple of pictures. The project required only some minor grinding and fitting to get the ends to mate perfectly with the pole. I believe this is a stronger union and certainly more attractive than the PVC pipe. The end kit is from Forespar — "End Fitting Kit #FP300027." It comes with two jaw ends and a spike end. I had to hone the inside of the fiberglass end of the pole using a file and coarse sandpaper. I chucked the spike end into my drill press and used the same file and sandpaper to get it to fit in the aluminium end of the pole. It all took less than 30 minutes.

– **Jeff Gascho**





ARTICLES AND REFLECTIONS

I just finished the May 2012 issue and realized that I had missed "Reflections" in the March issue. Or perhaps I just pretended I didn't see it. Brian Cleverly's death need not have happened, right? I relate. I am 64. So I accept that I am vulnerable, as well as all of that stuff about death and taxes. At 64, I have fallen many times and broken bones throughout my life, but not due to stupidity (despite being a male). As to mast climbing, I still go up, but never without a backup or safety line. I use Mast Mate with the safety belt and a safety line. Also, I use a second halyard (I have three of the four readily available, just hanging there) that is then used to bring up the bosun's chair. *Good Old Boat* needs to have a thorough, in-depth article on mast climbing. Mast Climbing 101? You could even have a safety section in every edition — overboard procedures and retrieval equipment, the medical chest, flares and related items, the ditch bag, PFDs, jacklines. Refer to earlier articles and articles you find helpful on other sites (USCG, etc). Plus, many women read *Good Old Boat* and pay attention to safety matters (that really is why they are in the majority) and many women control family finances (I'm a kept man)!

I frequently copy articles, encase them in plastic sleeves, and place them on my boat (I'd never dream of cutting up an issue). They are categorized. Safety has a big section. Hey, that would be a good issue article in itself — setting up and maintaining a safety book. When the young 'uns complain of boredom, toss them a section.

– **Jerry H. Adams**

Jerry,

Thanks for the suggestions. You may need to stock up on plastic sleeves. Go to

<http://www.goodoldboat.com/reader_services/articles_search.php> and type in a keyword, e.g., "medicine," to search for articles on many of the topics you mentioned. If you missed those articles the first time, you can go to

<<http://www.audioseastories.com/catalog/index.php?cPath=24>> to purchase downloads of a full year of issues or individual issues. "Up the Mast" was in one of our early issues, Vol. 2, #5, September 1999. You'll find many articles on safety. We want all of our readers to be safe.

Editors

EVERGLADES CHALLENGE 2012

Have you ever wanted to put your small-boat seamanship skills to the test? Consider the Everglades Challenge! The Everglades Challenge is an unsupported, expedition style adventure race for kayaks, canoes, and small boats, including sailboats. For some it's a race, for others it's a cruise with time restraints. It is approximately 300 nautical miles along the west coast of Florida and through the Everglades. There is a time limit of eight days or less.

Just getting to the starting line is a major accomplishment and only about 40% of starters are able to finish; this year that number was closer to 25%. WaterTribe warning: "You should be an expert kayaker and/or sailor before you consider this challenge. If you are not an expert paddler or sailor, do not enter this race. Even if you are a well-prepared expert you may DIE — yes, you may DIE." WaterTribe's "Chief," Steve Isaacs, continues to make this point clear on Friday afternoon in pre-race meetings, and again before the race. He reminds crews of the time that he sat on the beach for two days waiting for a break in the weather. It is said that no race was ever won on the first day.



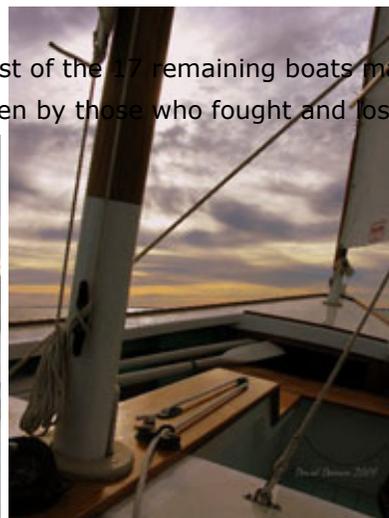
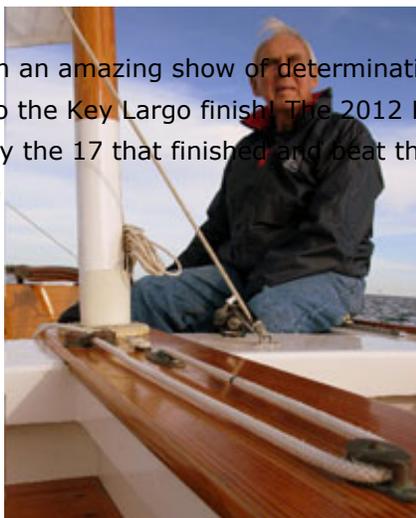
What no one could have known at the start of the 2012 EC was that by day three, 40 of the 60 boats would be declared either DNS (Did Not Start) or DNF (Did Not Finish). Kayakers battled headwinds, paddling 16 hours a day at times. Everyone fought the never-ending high seas and winds, the currents, and the tides. The conditions would be brutal. Boats were tossed around like kids' toys, broken and scattered along the coast. Attempted rescues in high seas by powerboats would destroy gear and boats. Capsized boats, torn sails, boats with holes, leaking boats, and boats with failed rigging and gear would prove this EC to be a testing ground for equipment and exhausted crews.



By day five, nine hours, only two of the 60 boats had battled their way 300 miles to the finish line as 17 others continued the battle down the Florida coast and through or around the Everglades to the Key Largo finish line.



In an amazing show of determination, on the seventh day of the race, the last of the 17 remaining boats made it to the Key Largo finish! The 2012 Everglades Challenge will never be forgotten by those who fought and lost, or by the 17 that finished and beat the odds.



David Damon

WHITE WATER MARINE

I just want to send you a heads-up on a closely guarded secret — White Water Marine in Port Huron, Michigan. You can check their website for the particulars, but let me give you my take. In a mostly residential area west of Port Huron sits a small, almost garage-type building, with a nondescript blue sign that says “White Water Marine, Custom Stainless Steel” in white letters. The only hint that something is going on is the half-dozen cars and trucks parked in the too-small parking lot. But it is what’s inside that counts. The two owners, Mike and Tom, with their five “more than employees,” are turning out better-than-original stainless-steel parts for the boating industry. Mike told me there are 200 years of experience in that little shop and Tom assured me that the scrap bin is very small.

Everyone I met was busy, but easy to talk with. Their main goal is to stay small and do exceptional work. They have it figured out. I enjoyed the article about the father-son team at Finger Lakes Sailing Service and thought you might be interested in these fellows. Please don’t take up too much of their time, though — I’m anxiously waiting a replacement stern rail for this season!

– **Jim Dafoe**

MEMORIES OF COLUMBIA YACHTS

I was a manufacturer’s representative in California in 1964-65 and called on the early pioneering sailboat builders back when the heads they were installing cost \$18. I left to go to Harvard Business School and returned to Seattle to run the family rep firm when my father died.

I went on to establish Sailboats Northwest and became a Columbia dealer in late 1966, displaying a Columbia 22 and 29 in the 1967 Seattle Boat Show. Before selling the dealership in 1987, I sold 3,500 sailboats, of which about 400 were Columbias. I sold 19 Columbia 26s sight unseen just from drawings, and one memorable Sunday afternoon/evening I sold six Columbia 36s at a base price of \$17,950.

I believe they have stood the test of time, having quickly evolved to fin keels with lighter displacement for their time. It was a few years before we realized how to best articulate the multiple advantages of moving the rudder aft over older and, especially, full-keel designs. It was even a few more years before we realized that, for most folks, a trailing aft rudder would have been better than a balanced spade.

When I think back, there are no inherent defects, serious design flaws, or bad boats in all the models that I can remember. For someone buying a used Columbia, I would suggest that they can be a remarkable value, and with the cost of new boats, there are not many things that one can buy that can provide so much pleasure.

The main thing I believe one would want to check carefully would be the condition of any gas engines. The only structural issues over the years were that a few models could have used some stiffening, the 26 Mark II in the bow to stop the noise of oil canning in substantial seas (this was done by fiberglassing-in half of a cardboard tube — now one would probably use a tube of synthetic material) and the early models of the 34 Mark II, 39 and 43, needed some aft stiffening under the dinette and galley where the bottom hull section was so flat. Only very early hulls of these models had this problem and most or all were probably retrofitted and, of course, Columbia took care of this in production as soon as they discovered the need.

I recently met a Columbia 22 owner who had to provide some enhanced support in the cabin under where the

mast is stepped on deck.

I am proud of the part of my life when I could provide all those great Columbias to so many families. Most of all, I made some great and lasting friends who went down and out to sea in their Columbias.

– **Dan Barr**, President, Sailboats Northwest, Inc., 1966-1987

ALBERG 35

I purchased a 1963 Alberg 35 in 1980 for \$30,000 and, after two years of a total refit, including a new diesel, new teak interior, all new sails, new oversized standing rigging, twin bow rollers to handle my five anchors and rodes, plus an anchor windlass, Aries windvane, etc. At that time it cost me \$35,000 and I did all my own work.

I took a trip from Cape Cod at Hyannis Marina through the Intracoastal Waterway (including the Delaware canal to North Carolina and a 10-day trip to St. Thomas. Three of those days were in 40-foot seas with 6-foot breakers over them).

The Alberg 35 is built very heavy but sliding down those waves and going thru 4-6 foot breakers buried the whole boat. Heel was a constant 30-60 degrees and often at 80 degrees and, yes, we got knocked down a few times. During this time we only had a storm jib as the small trysail was overpowering the boat. When we arrived in St. Thomas, after 10 days, we slept for three days.

Our trip lasted three years. We went through all the Leeward/Windward Islands down to Granada, where we got kicked off the island just before U.S. invasion, then went to Venezuela. I will always remember the places we've been to and the people we met.

I went on my three-year cruise in 1982. Back then, it was all celestial and dead-reckoning.

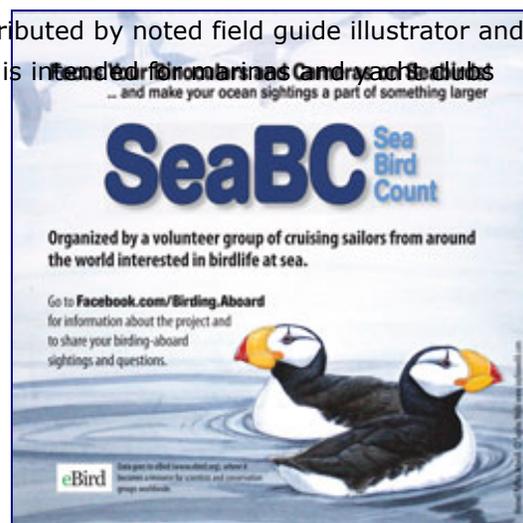
The Alberg 35 is a true bluewater sailing boat and can go through hurricane-force winds if equipped.

– **David M. Barnicoat**

NEW SEABC SEA BIRD COUNT POSTER

The SeaBC Sea Bird Count recently released a poster with artwork contributed by noted field guide illustrator and ornithologist Sophie Webb <<http://www.sophiewebb.com>>. The poster is intended for marinas and yacht clubs worldwide, to be disseminated among the boating community by the viral reach of email and social media. It is available for viewing and download at <<http://bit.ly/JKyDUs>>

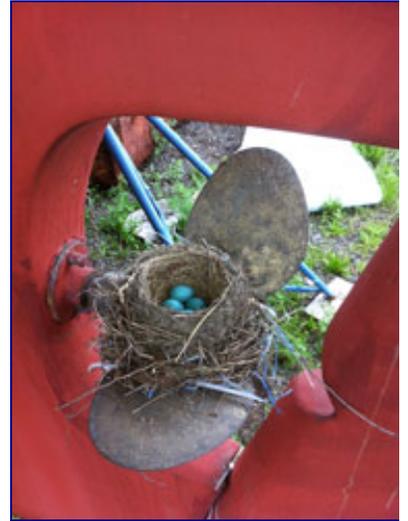
– **Diana Doyle**, SeaBC Founder



SOMETHING SPECIAL IS HATCHING

Something is hatching at Cherubini Yachts.

– **Ben Stavis**



GOLDEN

Enjoyed reading "Cruising in the Golden Years" (May 2012). Lots to look forward to and I'm thankful for my far-flung sailing adventures when I was in my 20s!

– **Ron Schaper**

WHAT INCREDIBLY POOR TIMING!

The subscription renewal form for *Good Old Boat* arrived on Tax Day. However, the message accompanying it was so forthright, so compelling, that I dug a little deeper to come up with the money to renew. Pity the next Girl Scout who darkens my door with a box of cookies!

– **Ed Wood**

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