

# GOOD OLD BOAT

April 2008

Newsletter supplement for subscribers

## Birth announcement: www.GoodOldBoat.com (Version 3.0)

**Born:** February 14, 2008

**Release:** Version 3, Revision 0 (with more revisions likely)

**Length:** Well over 100 pages

This particular baby gestated for years but once all the parents ... yes, this *was* a committee project, so don't even *try* to create a mental image of this part of the metaphor ... once all the parents agreed on the conception, the entire site development took less than two months of intensive work.

Now, after the fact, all who were involved still like each other and we strongly agree that this new version of the site is a definite improvement. We hope you'll like it too. We hope it's easier to find all the cool (but hard-to-find) resources we've been maintaining and updating for you all these years:

- Index of all the **articles** we've published over the years
- List of all the **book reviews** we've run
- Index of all the **marine suppliers** we know about
- List of all the marine **consignment stores** we know about

*Continued on Page 2*



### Inside this issue

In the News.....	2
Calendar.....	2
Sailor's winds.....	3
How you got started sailing...4	
Book Reviews .....	5
Looking for.....	9
Mail buoy .....	9
Excerpt from <i>The Practical Encyclopedia of Boating</i> .....	12

## What's coming in May?

### For the love of sailboats

- Seafarer 34
- Island Packet 27
- Building *Miranda*
- Clarke Ryder profile

### Speaking seriously

- Making your own davits
- Davits and alternatives
- MOB Electronics 101
- Water Tender dinghy
- Boat electrical systems
- Producing DVDs aboard
- Rudder stoppers
- Chainplate restoration
- Shackles for high-test chain

### Just for fun

- Why I sail
- A long-distance boat purchase
- Ride the wind
- Onboard sketching

### What's more

- Simple solutions: Cedar liner
- Quick and easy: Improved snubber; Stopper knot; Fender hanger clips

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*Continued from Page 1*

- Great **classified ads** and links to other sailboat classified pages
- List of free or nearly free **fixer-upper boats**
- The world's greatest directory of **owners' associations and contacts** for specific boats
- Pages of **cove stripes** to help identify manufacturers of boats you see
- Hotlinks for all our **advertisers**
- Index of all our **previous newsletters** (includes **annual indexes** for the magazine)
- **Writers' guidelines** for those who'd like to send articles or photos
- **Books and gear** for sale
- List of other websites offering good old **boat reviews**
- **Marine links**
- And **more**

*What are you waiting for? Come take a look at our new baby!*

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## In the News

### Blogs for the rest of us

Sailing blogs are growing in popularity. Here are a few we've found recently. Write to tell us about your favorites and we'll publish those addresses also:

- Chuck and Susan Baier's site: <<http://sea-trek.blogspot.com>>
- Jim Combs' site: <<http://www.slocumsboat.blogspot.com>>
- Gerry Donohue's site: <<http://sailingkitty.com>>
- Jarrett Fifield's site: <<http://theredwing.blogspot.com>>
- Renee Kappel's site: <<http://www.sailing-starting-over.com/Sailing-blog.html>>
- Patrick Walters' site: <<http://shipsrecord.com/blogs/>>

### Last chance: Be part of 10th anniversary issue!

Time's a'wastin'. If you'd like a chance to contribute to our 10th anniversary issue in July, write to us before April 15 about either of these topics:

- What makes your old boat good?
- What have we done for you lately?

There's more about what we're looking for on these subjects in our February newsletter. Send a signal quickly! We're standing by on Channel 16: Karen@goodoldboat.com.

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## Calendar

### Strictly Sail Pacific

**April 16-20, 2008**

**Jack London Square  
Oakland, Calif.**

The 13th annual Strictly Sail Pacific is all sail, all the time. Whether you're looking to buy a boat or just want to learn about the latest developments in gear and equipment, you should be able to find it at the "largest sailing marketplace west of the Mississippi." For more information: <<http://www.strictlysail.com/shows/pacific.asp?show=pa>>.

### Sponsors' Lunch/Annual Regatta/Spaulding BBQ Master Mariners Benevolent Association May-June 2008

Sponsors' Lunch: Fri., May 16, St. Francis YC, San Francisco.  
Annual Regatta: Sat., May 24, Encinal YC, Alameda, Calif.  
Spaulding/MMBA BBQ: Sat., June 28, Spaulding Wooden Boat Center, Sausalito, Calif. For more information, go to <<http://www.mastermariners.org>>.

### Swiftsure International Yacht Race

**May 24-26, 2008**

**Victoria, British Columbia, Canada**

Three offshore courses and one inshore course will provide a challenging venue for every level of sailor and sailing yacht. For more information: <<http://www.swiftsure.org>>.

### 7th Annual Women's Sailing Assoc. Conference

**June 7, 2008**

**Corinthian Yacht Club  
Marblehead Mass.**

The 2008 Women's Sailing Conference furthers the National Women's Sailing Association's goal of enriching the lives of women and girls through education and access to sailing. For more information, go to <<http://www.WomenSailing.org>>, phone 401-682-2064, or email [wsf@womensailing.org](mailto:wsf@womensailing.org).

### 2008 Marblehead to Castine Race

**July 26-August 2, 2008**

**Castine, Maine**

Sponsored by the Castine Yacht Club and the Eastern Yacht Club, a week of classic race events will be held. For more information, go to: <<http://www.castineyachtclub.org>>.

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# Sailors' winds

by Karen Larson

THE CRUISING BOOKS TODAY AMAZE THE ARMCHAIR SAILOR WITH THE many names for and varied types of wind facing the seaborne world traveler: Levante, Mistral, Pampero, Meltemi, Santa Ana, Sirocco, Tehuano ...

Over the years, the geographic variety in names and types of wind (good, bad, and downright ugly) have filled me with wonder. I recently turned to Wikipedia.org for an overview. If you have been filled with the same wonder, a condensed version follows.

## Downhill winds

Katabatic winds, for example, are downhill winds blowing down an incline such as a hill, mountain, or glacier. Among these are the alpine Foehn winds, which bring *warmer air* down the mountain. Some of the regional names for these include Chinook in the Rocky Mountains, the Santa Ana in southern California, the Bergwind of South America, and the Diablo of San Francisco Bay.

*Cooler air* katabatic winds include the Mistral in the Mediterranean, the Bora or Bura in the Adriatic, and the Oroshi in Japan. Wikipedia reports that cold katabatic winds are frequently found in the early hours of the night when the solar heating has ceased and the ground cools by emitting infrared radiation.

The following passage will give any sailor proper respect for cold katabatic winds: "In the Fuegian Archipelago (or Tierra del Fuego) in South America, a wind known as a williwaw is a particular danger to harboring vessels. With weather being predominantly westerly, the cold air will build up on the western side of the mountainous islands until this large bubble of cold air is forced over the mountaintop. The subsequent rush of wind blows down into the otherwise sheltered eastern side of the islands. Williwaws *commonly* blow as high as 100 knots, and 200-knot williwaws have been reported." Williwaws occur in the Aleutian Islands as well as the Strait of Magellan. They are also known as squamishes.

Don't discount the warm katabatic winds. These are described as strong, gusty, warm, and dry winds. Wikipedia reports: "Winds of this type are called "snow-eaters" for their ability to make snow melt rapidly. This ability is based not only on high temperatures, but also the low relative humidity of the air mass. Foehn winds are also associated with the rapid spread of wildfires ... and are notorious among mountaineers

in the Alps ... for whom the winds add additional difficulty in ascending an already difficult peak." We are also told that myths associate these winds with health and personality changes from migraines to psychosis. The Santa Ana winds are called the "murder winds," and those in the Alps speak of a Foehn-sickness.

## Uphill winds and gap (sideways) winds

The opposite of the downhill katabatic winds are the anabatic winds, which rush uphill. These winds typically occur during the daytime in calm sunny weather. They are useful to glider pilots who can use them to increase their aircraft's altitude, although these winds may also produce cumulous clouds, rain, and thunderstorms as the heat rises through convection and moves beyond the mountaintop.

There are also the Levante winds of the Mediterranean, particularly in the Strait of Gibraltar. Speaking of this area, Wikipedia states that it "is frequently associated with strong gap winds that can produce dangerous seas, especially when they blow against tide and current ... the most pronounced gap wind through the straight is from the east and is known as the Levante ... winds can go from near calm in the eastern Mediterranean to gale-force strength on the western side of the straight ... Levanters are most frequent during the warm season from May through October."

## Local weather winds

Mesoscale winds are considered to be those which arise and fade over time periods too short and over geographic regions too narrow to predict with any long-range accuracy. They include such phenomena as the cold wind outflow from thunderstorms. More interesting or frightening are the microscale winds, also known as microbursts. If you've seen a dust devil, you've been looking at a microscale event. But some of these winds are powerful events, such as the one that caused the crash of an airplane at Dallas-Fort Worth International in 1985 resulting in the loss of 133 lives.

## A few websites of interest:

<<http://www.ggweather.com/winds.html>>

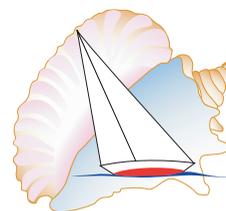
<<http://www.windatlas.dk>>

<<http://www.windows.ucar.edu>>

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**Listen to stories of the sea**  
**www.AudioSeaStories.com**



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# How you got started sailing

*We asked how you started sailing — and you've been telling us*

## **Wet behind the ears**

I began my sailing career at the tender age of 11, Jerry, the father of a juvenile delinquent friend of mine, had a 26-foot East Wind named for a Vietnamese sea goddess. Due to his son's growing predilection for mischief, he asked me to crew on his boat. Not knowing what I was getting myself into, I quickly agreed.

It turned out that Jerry was to be feared once he set foot on his little plastic kingdom. A couple of his buddies, his deified girlfriend, and I made up the crew. For the first few weeks of our relationship, I rode my single-speed bike down to the harbor to go out on practice sails.

It turned out he was training me for my first race. The race would be off Jackson Park Harbor on the south side of Chicago, some 20 miles from our home port, Montrose Harbor. These training sessions, as I was to find out, were tame. The whole gang would have a couple of beers, go out sailing for a few hours, and make his girlfriend blush for the rest of the evening.

Times were different then. My parents did not drive me anywhere; they were too busy working. If I wanted to go somewhere, I got there myself. Nobody was too concerned about my whereabouts. Cell phones and GPS would not be invented for decades, so my location was not monitored, nor was I expected to call in. I never pushed my limits, so I never got limited.

After a couple of weeks of training, race day arrived. We drove south down Lake Shore Drive, past the Museum of Science and Industry to Jackson Park. For a Northside kid, this was exotic territory.

Down south, everything seemed different to my pre-teen brain. At first, I was overwhelmed, but not for long. I had had enough training so that — like any waylaid sailor in a foreign port once his ship is in sight — I had the comfort of knowing that home awaited me.

Even though Jerry's boat was not a racehorse, he was very conscious of any extra weight. This meant that most of my possessions were relegated to the trunk of the car that had brought us. With the bare minimum on board (that is, except for the beer) and the skipper's meeting concluded, we threw off the lines and headed for the lake.

It was then that our captain's true nature was revealed. The farther we traveled from the dock, the edgier and louder he became. Once through the harbor mouth, I was informed of two aphorisms: one hand for the boat and one hand for myself and throwing up on his boat would result in promptly being thrown off.

These revelations, together with the fact that a nor'easter was blowing white caps down the 300 miles of Lake Michigan, made my semicircular canals immediately revolt. Mal-de-mar was new to me and — as we ran the starting line, jockeying for position — I felt more and more like I had the stomach flu until finally, remembering Jerry's edict, I flung my head over the lifeline and emptied the contents of my stomach into the lake.

Due to his propensity for prematurely reaching the starting

line, I did not have much time to ponder my fate. Being much more afraid of him than I was sick, when I was ordered to start tailing the leeward jibsheet, I jumped to the task and my illness was curtailed for the duration of the race. I remember sitting on the rail during the long windward tacks, feeling alone with the wind and the waves... until we approached the mark when suddenly we were surrounded by the entire fleet. The shouts of "Starboard!" during the tacking duels still ring in my ears.

I also remember the anguished cry of my fellow crewmate when a sudden lurch of the boat landed his derriere on the lifeline. Inquiring as to his well-being I learned a few new expletives and a valuable lesson about hemorrhoids.

Once the race was over, I reverted to my pre-race condition and turned green... and greener still when I learned we would be sailing, not driving, the 20 miles home. I knew not to complain and, maybe because of this, I was treated humanely. Pretzels and water were provided and Jerry took me below, threw me into a snug corner berth and instructed me to keep my eyes shut and get some sleep.

Time passed quickly with minimal discomfort and, now a fully vetted member of the team, I was summoned hours later as we entered our harbor. I sailed with Jerry for many seasons, until I grew up and he bought a larger wooden boat and high-tailed it to Florida, never to be heard from again.

When I am out on the water, turning green or not, I often think about my time on his little sea goddess and wonder what my life would have been like had I never accepted his invitation to go sailing... depressing thought that!

**Dean Raffaelli**

## **Bedsheet spinnaker**

I began sailing (actively crewing with my mom) on an old planked Snipe in the early '50s on San Francisco's Lake Merced. I was in middle school when I found my first (very own) boat — an El Toro (nearly identical to a Sabot) equipped with a bedsheet spinnaker made by the previous owner, a boy not much older than I. So I learned the art of flying a chute on a placid lagoon in Marin County with my crew of three — we must have had a freeboard of all of 2 inches! Our family spent many blissful weeklong trips up California's fabulous Delta on a family Triton, later a Vanguard, and still later a Grand Banks trawler, until my dad passed on.

Following a hiatus of nearly 20 years, I again became an owner/active sailor, in the mid-70s, with a brand-new, just-released Balboa 26 (trailerable), which I still regret selling. But after about five years of exploring the various waterways of California, I succumbed to the need for headroom and facilities (I was a cruiser, after all, and now with a family of my own), and moved up to a Cal 29. A couple of years later, I moved from San Francisco to Los Angeles, where the combination of L.A.'s light winds and my heavy-weather working sails made it easy to decide to sell what suddenly felt like a slow and unresponsive boat.

Fast-forward another 25 years. An impulsive cruise

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through eBay and Craig's List reintroduced me to the Islander 28. I still had a stash of various original Islander brochures from the early '70s, as my Balboa dealer was also a big Islander dealer.

*Vene, Vidi, Visa.* We rashly purchased it and not-so-rashly repowered it (it still had an Atomic 4). We have enjoyed exploring new/old haunts in the Bay and Delta I first knew nearly 50 years ago. But this time the former owner no longer had a spinnaker for us.

**Stephen Mathews**

### **The Little Prince**

In the summer of 1965, when I was 11, my two older brothers bought a sailboat. It was an 11-foot International Moth Class boat, registration number 1266, built in 1945 by two brothers in New York. They built two of them — mahogany plywood frames and hull, western red cedar floorboards, topsides and spars. One of those boats wound up in the possession of Charlie Carr of western Pennsylvania. At some point, Charlie fiberglassed the hull. After his family had grown, rather than see the boat sit unused, he sold it to the sons of a business associate, my father. Charlie Carr was the proud owner of *The One*, hull #1 of the popular O'Day Daysailer series.

With *The One* and *The Little Prince*, as we came to call the Moth, Charlie took us out on one of the large reservoirs of western Pennsylvania. There he gave us sailing lessons. I remember distinctly the moment he gave me command of the

tiller and proceeded to instruct me on the incongruities of pointing it in the opposite direction of the way you wanted to turn. Eventually, I took command of the sheet as well and ever after I've lived to sail.

How we loved that boat! Spring, summer, and fall weekends were family excursions to any one of the area lakes. Keystone State Park near Derry, Pennsylvania, was close to home and its small impoundment was the perfect size for three young boys with a fast sailboat. My brothers and I would sit on the broad deck, feet on the opposite rail, leaning out to watch the dagger board beneath us slice through the water... Ray at the tiller, Bill tending the sheet, and me at the mast. We would plane across the lake as close as possible to the edge of tipping. And whenever the summer sun got too hot, a tight pull on the sheet would send the boat over and its occupants into the refreshing drink. With its broad deck and wooden mast, the only water to board *The Little Prince* would be the glistening drops from our suntanned bodies as we climbed back aboard.

Sometime in his college years, Ray sold his half of the Moth to my father. Eventually, Dad wanted space in his garage and sold his half to me. My kids learned to love the boat on Lake Chatuge in western North Carolina. I still have it. It's been sitting in a storage unit for several years now, in need of much attention. But all of us will always own the memory of wind on canvas, wave on rudder, turnbuckles, cam cleats and Charlie Carr caring to teach three boys how to sail.

**Tom Schmidt**

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## **Book reviews**

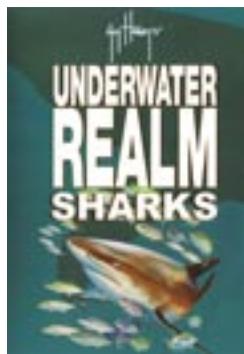
***Guy Harvey's Underwater Realm*** (Bennett Marine Videos; <[http://bennettmarine.com/fishing\\_guyharvey.html](http://bennettmarine.com/fishing_guyharvey.html)>)

**Review by Amy Murphy, with Nora (4), Audrey (6), Emma (8), and Mike (older than 8)**

Marine biologist and artist Guy Harvey travels the world's oceans to study and film pelagic species. These journeys are documented in the DVD series, *Guy Harvey's Underwater Realm*.

***Guy Harvey's Underwater Realm: Sharks*** (24 minutes; VHS, \$24.95; DVD, \$29.95)

Sharks have existed on Earth for 400 million years. In the past few decades, their numbers have been greatly reduced, and their continued existence as a species is desperately threatened. Graphic video footage illustrates the exploitation and mistreatment of sharks for use as food or in alternative medicines. This effectively drives home the gravity of the situation, but the more sensitive viewers in our family found it distressing.



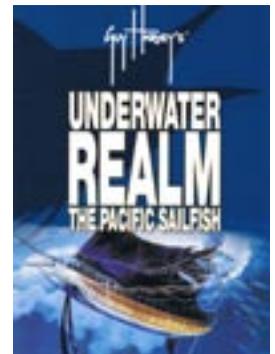
Far more enjoyable were the wonderful underwater sequences filmed at the "Shark Rodeo Dives" in Walkers Cay, Bahamas. Close encounters with reef and black tip sharks were exciting and informative. This title was packed with information, and most appreciated by the adults.

***Guy Harvey's Underwater Realm: Pacific Sailfish*** (17 minutes; VHS, \$24.95; DVD, \$29.95)

Some of the best waters for finding pacific sailfish are off the shores of Guatemala. Although this species is quite popular among sport fisherman, little is known about their feeding and group behaviors.

Dr. Harvey's team of researchers visits the waters of Guatemala to observe the fish from beneath the surface. Breathtaking underwater videography, combined with compelling narration, made this a favorite for the whole family.

The 6-year-old viewer particularly enjoyed seeing sea-turtles and

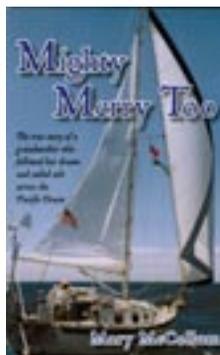
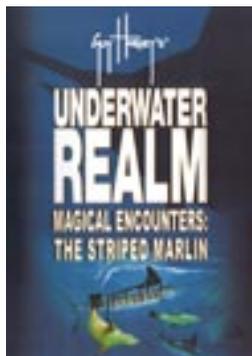


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other fish under a floating tree. The conservation message was refreshingly positive.

***Guy Harvey's Underwater Realm: Striped Marlin*** (23 minutes; VHS, \$24.95; DVD, \$29.95)

Dr. Harvey travels to the Baja peninsula with a group of scientists and artists to view the striped marlin up close. Video footage of striped marlin circling baitballs and interacting with other predators was as fascinating as we had come to expect. The adults found the informational content somewhat sparse, but the youngest viewers requested several encore viewings.



***Mighty Merry Too***, by Mary McCollum (Merry Publishing, La Crosse, Wisconsin, 2007; 199 pages; \$15.95)

**Review by Susan Lynn Kingsbury**  
Moreno Valley, Calif.

Author Mary McCollum lived the dream. She retired from her teaching career, sold her home and belongings and moved onboard her boat. *And she sailed*. Unlike many navigators who map out their route in great detail in advance, Mary took her time, letting

weather, seasons, and simple intuition dictate the course she took as she sailed solo aboard *Mighty Merry Too* across the Pacific Ocean.

Mary's conversational style of storytelling quickly draws the reader in — as if she is telling her story face to face, or allowing one to read her diary. One can certainly imagine sitting down for a beer or cup of coffee with this navigator/grandmother, while in animated conversation she shares her adventurous tale. When asked where she got her confidence to embark on such an endeavor solo, more than likely she'd quote her father: "Anybody can do anything once they set their mind to it." Mary believes these words to be true, as is evident in her steadfastness and ability to continue on, even when she meets with obstacles and unpleasant circumstances along the way.

Researching and finding her perfect boat for solo cruising, a 24-foot Dana, she orders one and waits. Finally taking delivery of the vessel in Seattle, Washington, she sails Canadian waters and explores the San Juan Islands. She decides to sail from San Francisco to Mexico, then to South America (Ecuador), the Cook Islands, New Zealand and numerous points in-between and beyond. Along the way, Mary treats readers to descriptions of the sights and the people of the regions, tells us about the fellow sailors she meets, and relates lessons she learns along the way.

Unlike other navigation books that begin with the embarking on a planned cruise, Mary starts off by revealing a lot of back story in order to explain why "a little gray-haired grandmother" would have the desire to sail solo across the Pacific in the first place. Readers are given a detailed account of her

parents' immigrant beginnings and lives; a history of her childhood; sailing beginnings; her own marriage, divorce, career and family life, and, ultimately, an explanation of how she made the decision to make sailing her life.

Some readers might find themselves wondering when the author is going to get to the sailing part of her story. Although family members and friends who know Mary may appreciate all that led up to her journey, the majority of those who regularly read sailing accounts could do with a much more condensed version.

Those who do read on will find a pleasantly surprising ending, which led me to wonder if a sequel to *Mighty Merry Too* might be in the works...

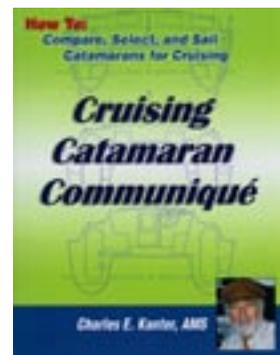
***Cruising Catamaran Communiqué***, by Charles E. Kanter, AMS (SAILco Press, 2007; 407 pages; \$29.95)

**Review by Wayne Gagnon**  
Antigo, Wisc.

According to the back cover of *Cruising Catamaran Communiqué*, Charles E. Kanter has been a marine surveyor for over 36 years, and has been a liveaboard-cruiser for 15 of those years. So to say that he is qualified to write a comprehensive book on multi-hulled sailboats would be an understatement. In addition to his hands-on experiences, he co-authored *Sailor's Multihull Guide* in the 1990s, wrote *Cruising On More Than One Hull* in 1992, and *Cruising In Catamarans* in 2002. As I was reading, there was no doubt in my mind that the man knows what he's talking about. However, the title may be a bit deceiving as the book contains useful information on trimarans as well as catamarans.

Very early in the book, Kanter gives a fairly good treatise on cruising and much of the information is pretty generic and can be applied to mono- as well as multi-hulled vessels. He then goes on to extol the virtues of multi-hulled boats over mono-hulls, citing such obvious things as their shoal draft and stable ride. He also gives a lot of useful information on docking, hauling out, anchoring, the advantages of two engines over one, trampolines, and many other details on the characteristics of these boats. The back of the book contains some tips on having a survey done, a glossary of terms that he uses throughout the text, and a bibliography of other informative sources. All three of these sections contain information that, again, could be applied to all boats, regardless of the power source or number of hulls. In addition to all of this information, he reviews over 60 different multi-hulls, most of which are accompanied with line drawings and/or photographs.

There are some mechanical problems (spelling, grammar, etc.) that could have been avoided with more careful editing, but unless you're an English teacher like me, these probably won't bother you much. The layout also seems a bit awkward to me. For example, the section on anchoring would fit better with the rest of the technical information. Instead, it's after the boat reviews, which makes it seem a bit out of place. Given



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these minor concerns, *Cruising Catamaran Communiqué* will be a valuable asset to anyone thinking about purchasing a boat for cruising, or anyone who would simply like more information on multi-hulled sailboats.

***On the Wind: The Marine Photographs of Norman Fortier***, with introductions by Calvin Siegal and Llewellyn Howland III, (David R. Godine; 2008; 160 pages; \$40)  
**Review by Michael Maxfield**  
Gatesville, Texas

Norman Fortier, born in 1922, was still a youngster when he became interested in photography. Drafted into the military during World War II, he became an aerial photographer and honed his photography skills during the war before returning to New Bedford, Massachusetts, where he took on normal photography jobs. He gradually migrated to marine photography, and in 1947 opened his own studio at the Concordia boatyard. The rest, as they say, is history.



*On the Wind: The Marine Photographs of Norman Fortier*, is a 9 x 10-inch coffee-table book with more than 140 black and white images depicting aspects of the Southern New England marine environment: mostly sailboats, but also motorboats, working trawlers, a couple of lighthouses, boatbuilders, and sailors, stunning ground level and aerial shots of bays and harbors, and even a few heartbreaking images of wrecked sailboats.

Anyone interested in marine photography, the Buzzards Bay area, or fine photography will find something to enjoy in these photos. This collection of images was culled from more than 100,000 negatives obtained by the New Bedford Whaling Museum. It is easy to see why Norman Fortier was in such demand as a marine photographer.

His work portrays a historical view of the New England coastal areas in which he lived and worked during the mid-20th century. He attended and photographed hundreds of races and regattas in the area, and very few yachts passed through Buzzards Bay without being captured by Norman's cameras.

The introductions by Calvin Siegal and Llewellyn Howland III discuss the history of marine photography in the Buzzards Bay area, give insight into Norman's equipment and style, and provide a brief glimpse of the man and his life. The 127 pages of photos are divided into nine chapters selected by topic or region, such as Concordias, New York Yacht Club Cruises, The Islands, Cuttyhunk, and New Bedford.

Some of the photos I found to be most memorable included the four-masted Russian bark, *Kruzenshtern*, aerial photos of Padanaram and other harbors, children swimming on horseback off Naushon (a shot reminiscent of my own childhood experiences), and a heartbreaking shot of the 38-foot yawl, *Seachief II*, hard on the rocks.

This book displays some of the best in New England marine photography and would make a cherished addition to any sailor's library.

***Sailing Grace*** by John Otterbacher (Samadhi Press, 2007, 254 pages, \$19.98)

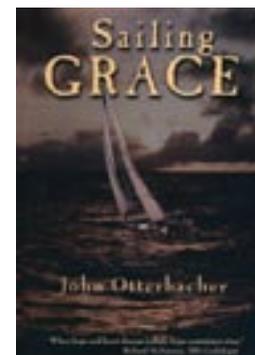
**Review by George Zimmerman**  
Olympia, Wash.

Extended worldwide ocean cruising is a dream of many sailors. Yet a very small percentage of sailors ever turn their dreams into reality. Lack of money, busy jobs, limited time, the inability to adequately prepare for such a venture, concerns over safety and other obstacles, real and/or self-imposed, get in the way. The dream just fades away.

Meet John Otterbacher, a Michigan clinical psychologist, state representative, later a senator, sailor, and owner of *Grace* — a 50-foot Bill Tripp-designed cutter-rigged ocean cruiser. John, his wife Barbara, and their three children return from a 16-month cruise on the Great Lakes with the burning desire to go “out-there” again, “... only for a longer time.” Two years into the planning and preparation phase of their cruise, John is working out on a Stairmaster when he experiences the pressure on an elephant stepping on the center of his chest. A rush trip to the hospital, angioplasty, and a diagnosis of severe coronary heart disease changes John's live forever.

*Sailing Grace* is the story of a courageous man, with either an unbelievably strong will or incredible stubborn streak, and a love of sailing. Eighteen months before they are scheduled to leave on their ocean cruise, John and his wife confront his life-altering illness head-on. The first half of his book is an open, brutally honest discussion of how a formerly healthy man faces a life-threatening illness, and what his illness means to him, his wife and children. The surprise in this book is when John and his wife, decide to continue with their plans and take the entire family cruising on the world's oceans.

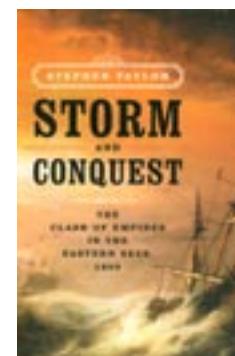
This is a well-written book and a pleasure to read. The author has an engaging style of writing that enables the reader to identify with the very real crisis occurring in his life. The actual sailing that is undertaken in the book only happens in the second half and is somewhat limited. This is not a book about sailing; it is about the dream of world cruising, and keeping that dream alive. After finishing the book, the reader can follow the sailing adventures of John and his family through their website at <<http://www.sailing-grace.com>>. Having recently encountered my own life-altering illness, this book was an inspiration to me.



***Storm and Conquest*** by Stephen Taylor (W.W. Norton & Company, Inc. 2008; 280 pages; \$26.95)

**Review by John Danicic**  
Minneapolis, Minn.

As a solid fan of the “Age of Fighting Sail” stories of Patrick O'Brian, CS Forester, Alexander Kent and Julian Stockwin, I have read the names Pellew, Corbet, the Nereide, Indiamen, and the (horrible) Leopard quite often.



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They are mentioned by these authors in their marvelous sea stories to give historical landmarks and outline to what are mainly fiction writings based on real events in the late 18<sup>th</sup> and early 19<sup>th</sup> centuries.

Author Stephen Taylor brings this historical account of a series of events in 1809 to life with a compelling, well-written book that describes what a succession of huge Indian Ocean storms did to the British East India Company's convoy of ships known as Indiamen, and recounts a sea battle against the French in the same ocean for the strategic Mauritius Islands, then known as the Ile de France. Thus, the "Storm and Conquest" of the title. Both the French and the British principals are explored in a carefully written and arranged tale. Using excerpts from actual letters, logs and diaries, Taylor weaves a footnoted account that provides an accessible and readable history in a style that puts the reader on the deck through the eyes of those who were there, as well as supplying the underlying explanations of who, what and where. There are sobering descriptions of life aboard on what could be a 6-month trip from India to England, for even the well off "cabin" travelers will make that

cramped airline coach ticket look like a feather bed.

There are also major insights to the names I listed above, including a fascinating description and explanation of Captain Robert Corbet, known as competent and zealous to his superiors but brutal to his crew. Using excerpts from the trials, journals and letters, Taylor brings out the official view but does not ignore the forecandle hands and, using their own words, lets the crew describe how they feel about Corbet. This quote, taken from one of the mutiny court-martial trials that Corbet survived: "If he would leave off beating them with the great sticks and take the knots out of the Cats they would go anywhere with him. If not they wished [for] another commander." Patrick O'Brian relates to us his fictionalized version of Captain Corbet and the battle of the Mauritius Islands in the fourth book of his Aubrey/Maturin series, "The Mauritius Command."

All in all, *Storm and Conquest* is a satisfying, entertaining read for both the dedicated non-fiction enthusiast and those fiction devotees interested in the historical background that underlie the stories of those great "fighting sail" writers.

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## Looking for

### *Torneremo*

My deceased uncle, David Balch, built a Raven-class sailboat named *Torneremo* (Italian for "we will return") in the 1950s and sailed it to Jones Beach on Fire Island, N.Y., when I was a little kid). The sail number on the boat was #152. He sailed out of Bellport near Patchogue, N.Y., as best as I can recall. He died in the 1960s, and since he was the sailor in the family, we lost sight of the boat. It reportedly went to his 1st mate, a Harvey Dolger, who lived in the area.

My uncle's boat turns up in lots of the old records. Sean O'Malley of Raven # 336 (Doodlebug II) writes: "I know the name David Balch rather well, though I don't think I ever met him, and believe there is a trophy floating around somewhere that is dedicated to him." We would love to know more about this!

"Additionally, there absolutely was a Raven sailor named Harvey Dolger. I believe that, in addition to sailing with your uncle, he also sailed with another Raven sailor named Byron Borst. Apparently, Harvey was a pretty good sailor and did rather well in class races until he ran into some personal trouble at the end of the '60s and the beginning of the '70s. The



last I saw of him (and your uncle's boat, I believe) was at the Labor Day Regatta in Bellport toward the end of the '70s. He slept on the boat at night during that regatta and didn't do too terribly well (and, as I recall, he had an outboard rudder which I had never seen on a Raven until then) but he was there."

My sister and I haven't found any more current information on *Torneremo*. We are now both sailors, and I build and restore boats.

We would love to hear about her or find her! Info can be emailed to [cbalch@sprise.com](mailto:cbalch@sprise.com) or [chris1234balch@yahoo.com](mailto:chris1234balch@yahoo.com).

**Chris Balch**  
[cbalch@sprise.com](mailto:cbalch@sprise.com)

### **Cal 24**

I read with interest Alan Brothers' discussion of Cal 24s in the February *Good Old Boat* Newsletter. I am wondering about my good old boat, a Cal T/4 (Quarter Ton). This Bill Lapworth-design was, I believe, a limited production model with an L.O.A. of 24 feet 1½ inches, displacement of 4,000 pounds, and ballast of 2,000 pounds. With a stern-mounted rudder, long tiller, and a skeg, it is featherlight on the helm and stable in strong winds.

I have owned the boat for 35 years while sailing the western end of Lake Superior. Checking the web has yielded little information about my Cal and I have seen only two others in my travels. Can your readers identify any more information or sources of information about the Cal T/4?

**J Clark Laundergan**  
[Jlaunde3@d.umn.edu](mailto:Jlaunde3@d.umn.edu)

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# Mail buoy

## Hull insulation questions

I just got my copy of the January 2008 issue of *Good Old Boat* and read with great interest the article on “Facing the winter aboard,” which outlined the application of Celotex insulation to insulate the hull of a boat. I am planning on doing this myself so I’m constantly on the lookout for the perfect insulation material. I was hoping that Celotex was it.

It turns out that Celotex makes several insulating boards, and the article does not specify which one was used. I have assumed it was their polyisocyanurate foam board, since this seems to be the most talked about. On further search, I found a troubling test report and product summary of Celotex by Glacier Bay, Inc., <<http://www.glacierbay.com/celotest.asp>>. Basically, their recommendation is that polyisocyanurate foams not be used for marine use unless fully encapsulated. Such a barrier is required for polyisocyanurate foams since they are among the most hygroscopic (moisture absorbing) insulating foams available. The aluminum foil covering is a satisfactory barrier for most land-based installations but can actually contribute to moisture saturation in the marine environment.

If author Connie McBride used a Celotex product other than a polyisocyanurate foam, it would be good to know that.

Thanks so much for publishing *Good Old Boat*. It’s fabulous.

**Bill Merrick**

## Jerry Powlas responds

In another life I was a chief design engineer for what is now Frigidaire Freezer. This company and many others used the foams in question to insulate domestic freezers, (while others used it for refrigerators). The foam was a structural element as well as being an insulator. I was aware of the Glacier Bay testing, as well as their claims.

In the 29 years I was in the refrigeration business, I’d guess that the companies I worked for made several millions of units using this foam. We did try to seal the units and we knew that the foam would absorb water. Even so, the sealing process was not all that extensive or thorough. For example, we sealed the area between the inner and outer (shell and liner) carefully, but no manufacturer that I know of was very careful with the sealing of openings for wires and tubes.

I worried about this, but the truth is that most of these millions of units did not seem to have problems. That said, however, I did see a couple of units that had problems, and I was aware of a few hundred units from a single production run made by a commercial (as opposed to domestic) case manufacturer that all seemed to have problems.

The bottom line is that this foam seems to work much better than I would have thought.

In the marine field, the matter is somewhat different. There have been many reports of refrigeration units, both refrigerators and freezers, that have had wet insulation. In this area, I think the cautions that Glacier Bay offers are good advice.

Will the Celotex product have problems used as hull insulation? Frankly, I don’t know. Home insulation is not typically used in situations where the container they are insulating is sealed against the permeation of moisture. In fact, the best way to build a home is to put the moisture barrier on the *in-*

*side* of the home and let the moisture that gets into the insulation simply permeate to the outdoors.

This will not work on a boat because the hull is watertight. Furthermore, the moisture ingress from human breathing, perspiration, and cooking make the inside of a boat very humid. Will this saturate open cell foam insulation? It just might.

You will certainly be safer using one of the pink or blue polystyrene foam boards found in builder stores. This foam has a higher percentage of closed cells and is fairly impervious to moisture.

Let’s see what Connie McBride has to say about the product they chose.

**Jerry Powlas**  
**Technical Editor**

## Connie McBride answers

To be completely honest with you, I’m not sure what kind of Celotex we used. We went to Home Depot and bought household insulation . . . whatever was on the shelf. As far as it not being rated for “marine use,” most things we use on our boat are not rated for “marine use” for various reasons. Anything labeled that way is generally more expensive, even when it is exactly the same product as a household item. Also, this Celotex was not being used structurally nor as a construction material. It would not be exposed to the elements and, other than some freak accidents (I did spill a glass of water on the bed), it does not get wet.

My husband, Dave, is pretty sure it would absorb water if it were to get wet, and we would certainly never use Celotex for any outdoor or structural purpose. Remember, this was mostly cosmetic, with the material used having a great R-value. This was sort of a “Hey, let’s try this” project, one with little research that happened to work well for us. We did it quickly and cheaply with the materials that were readily available. I understand the concern about it getting wet but, honestly, it never should be wet. One thing we have *never* tolerated is a wet boat. Hatches, stanchions, chainplates . . . anything that leaks is always fixed immediately. *Eurisko* is our home and, just like a homeowner would never tolerate a leaky roof, we will not tolerate a leaky boat.

**Connie McBride**

## Valve recall

I was interested in the note published by Brian Cleverly in the February 2008 newsletter titled “You call *that* a recall?” My thanks to Brian for bringing this to our attention, as I believe I have these valves in my boat. Fortunately for me and others who remain in fresh water, this recall does not affect us. Below is my note to Groco and their response.

**To Groco:** I may have these valves installed in my sailboat. The service bulletin references “saltwater use.” My boat is used in the Great Lakes and will never see salt water. Do I need to be concerned with this service bulletin?

**From Groco:** There is no need to replace them if the boat is used in fresh water. However, if the boat is ever sold and transferred to salt water, then the units would have to be replaced.

**Richard Charette**

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## The influence of the press

Since your magazine has come to my home, my views on sailboats have changed a lot as to what I need and want in size. This is my year to buy my liveaboard boat and sail south to warmer waters.

Keep up your fine work. One thing I enjoy as a buyer of sailing items and boats is that you add prices for how much projects cost. This information, after all, is the bottom line for most of us. Now back to ordering more, or as many as I can read, of your past issues...

**Michael Sipin**

## What about dog do and dog don'ts?

We have a 2-year-old small lab (60 pounds) who adopted us as his parents last summer. At that time, Michelle and I had our 22-foot Seafarer without enough room for Cu (Gaelic for "dog") to join us. We're hoping to get a 27-foot Hunter, so I am now thinking of taking on a "new deckhand." I've never seen anything addressing the "potty problems" for a canine sailor. Any suggestions where I might find info on rectifying the "head situation" for dogs on board for more than 4 to 6 hours or overnight passages?

**Ted Rensland**

*There are a couple of books out there about having dogs (and other pets) aboard. And there are some good products, like that inflatable ladder that helps dogs move between the dinghy and the sailboat.*

*The first book is Cruising With Your Four-footed Friends, by Diana Jessie. Here's our review of that book: <[http://www.goodoldboat.com/resources\\_for\\_sailors/book\\_reviews/reviews\\_from\\_2003.php#27](http://www.goodoldboat.com/resources_for_sailors/book_reviews/reviews_from_2003.php#27)>. The second is Wet Pets and Other Watery Tales, edited by Hazel Hitson Weidman and Jacquelin Korona Teare. Here's our review for that one: <[http://www.goodoldboat.com/resources\\_for\\_sailors/book\\_reviews/reviews\\_from\\_2004.php#29](http://www.goodoldboat.com/resources_for_sailors/book_reviews/reviews_from_2004.php#29)>.*

*Jill Knight wrote an article on the subject in our May 2005 issue of the magazine, and here's a good follow-up reference in our August 2005 newsletter: <<http://www.goodoldboat.com/newsletter/augnewslett43.html#mail>>.*

## Fellow sailors and their projects

I enjoy articles like "Converting the Quarter Berth," (March 2008). I love to see what projects fellow old boatowners come up with. Thanks again.

**Gordon Gates**

## Regretting the change

I, too, miss the contributors' page. Seeing the pictures of the people really was nice. The brief bio at the end of their articles is not nearly the same. That page was one of the features of *Good Old Boat* that set it apart from the "formula magazines."

I know it must be a lot of work/hassle to obtain and organize all those pictures, but they were a real part of the personality of *Good Old Boat* and well worth the effort (especially since I didn't have to do it.) But it's those small touches — like the unadorned cover — that make *Good Old Boat* special. Every issue is great, I love *Good Old Boat*.

By the way, we receive a steady stream of orders from *Good Old Boat* readers.

**Bill Rickman  
American Rope & Tar**

## While we're on the subject of the covers...

I love *Good Old Boat* covers. While other magazines are desperately searching for dramatic shots to bury under tons of "guff," yours remain uncluttered peaceful scenes. It's very gratifying to know that quality still works in a world of hyperbole.

**Alan Lucas**

## Speaking of restful scenes...

I thought you might like this picture. Taken from the cockpit of a Luders 33 in Pulpit Harbor, Penobscot Bay, Maine. I have it as a desktop background in my office computer. It keeps me warm and sane through the winter.

I love your magazine. Keep it up!

**Pablo Gazmuri**



## Fair play for Canadians

I was very pleased to see on my last issue of *Good Old Boat* that you have corrected the selling price — Canadian and USA (*They are now the same -Eds.*). The part you do not know is that a couple days before, I turned back another boat magazine that I wanted and that is of good quality but I was upset to see that the price was (and still is) "USA \$5.95 Canada \$7.95." Keep the good work. I must leave now; I want to have a look at your new website.

**Yvon Lemieux**

## About the new website

I think it's great! Whoever did the design is to be commended for easy menu navigation. In three or four minutes I was able to look up gear for sale, boats for sale, real estate, cooking and food suppliers (good list), and the want ads, and I never used the search box once!

**Hyrum Huskey**

## What more can I say than WOW!?

I was totally blown away by the newly redesigned website. I spent close to an hour the first time I visited, just looking to see all the new bits and pieces you've added.

The Amazon link to instruments and the chandlery are a fabulous idea. That — along with the bookshelf links and classified ads — make your new site a must for any owner of a good ol' boat. The site is a fantastic added value for those of us

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who are already subscribers, one that I will definitely bookmark and return to on a regular basis. Congratulations on a superb effort and a great result.

**Chuck Dickson**

### Even from Rome, Italy

It was a great surprise, the other day, to open up my home computer's homepage (that is, your site!) and find it so brightly updated, more "professional" and even more friendly than ever. This new baby doesn't giggle and drool, indeed, but smiles and talks like a salty sailor. A very good work!

**Marcello Grillini**

### What's a good old boat?

How do you define "good old boat"? I own a 10-year-old Beneteau 352, which certainly isn't a new boat, but I like to think it is a good boat. Is that old enough or good enough? I enjoy reading your magazine but sometimes wonder if I can benefit from the articles which seem to be directed at owners of 25-year-old (and older) boats. What's the cutoff point?

**Dave Wood**

*We used to say that our focus is on cruising sailboats (having a head, galley, and bunks) that are 10 years old or older. I'd think that puts your Beneteau right in our camp. We don't even focus on the 10-year-old bit as much these days because there are readers whose boats are much younger than 10 years old, and what we offer applies to them also.*

*And as for what makes a boat "good," I believe that any sailboat that is being maintained and loved is a good one in the eyes of the owner and, therefore, to us also.*

*We're primarily about fiberglass sailboats and try not to do too many wooden boat articles, although the past several issues have been a bit heavy with woodies lately (it's hard to get the balance just right).*

*Some more of those balance issues:*

- *We try not to run boats that are too large or too small (that's a judgment call also!).*
- *We won't touch powerboats although some powerboaters read the magazine (our systems are generally the same even if their engines ARE bigger!).*

**Karen Larson**  
Editor

### What size are good old boats?

I was puzzled as to why you'd run an article on something as big and pricey as the J/40 (March 2008). It's certainly out of bounds of my means and interests. Surely you can't be running out of good old boats?

**Geoff Becker**

*We're not running out of good old boats, Geoff. Not by a long shot. We get requests for smaller ones. We get requests for larger ones. We try to stay somewhere in the middle, but sometimes we play the edges. Maybe it's our way of refusing to be predictable.*

### Good old boats are affordable boats

I stumbled across your magazine and had an awakening. I did not realize that there are that many good old boats out there for a price I could afford. Your magazine got me looking; I found a pristine Islander 32 Mk II only 60 miles away at a bargain price. Not only did you cause me to have this epiphany, you helped me sell my Daysailer ... to a fellow in Wyoming.

**James Leonard**

### Sheana qualifies

Bruce Landwehr sent this photo (below) of *Sheana*, his Winthrop Warner-designed ketch, which was built in 1968. His note tells us: "**This** is a good old boat!" She's 33 feet on deck with a beam of 9 feet 10 inches. Bruce bought her in 1977 and sailed her for 27 years (primarily singlehanded) until he sold her with regret two years ago. "She was a great-handling boat," he says, "and very good in heavy weather."

**Editors**

### Count on it: scammers will hit our classifieds

I recently advertised my boat in your magazine and on the website. The very first day it was posted I received two separate email messages from questionable sources. In awkward and broken English, they said they would buy the boat sight unseen and without any discussion.

They demanded my name and address so they could send me a check for an amount well in excess of the asking price. The difference was to be used for shipping the boat to the West Coast. They said their "cashier" couldn't do two checks. Their phones were out of service so direct communication was out of the question. I may have been born at night but it wasn't *last* night. Responses to ads should be treated cautiously to save our fellow good old boaters from becoming victims of crimes.

You still have the best magazine in the sailing world.

**Bill Litke**

### Warning! Warning!

Warning! Warning! You might want to warn your advertisers and others about this guy (and those like him) and his obvious scam for bank information.

**Bill Grunow**

*Bill sent correspondence with a scammer who was barely literate in English, yet claimed he was from the United Kingdom and wanted to buy Bill's autopilot. To Bill and to all who wind up with an email address online on our site or other sites, please beware. We **know** they'll do this. We warn people on our site that they're out there. But we can't **make** them stop. They usually give themselves away because the games are often the same, they don't know anything about the item that is for sale, and they can barely speak English. Our condolences to those who've had to waste time with them. The British angle is a new twist. Perhaps being Nigerian or Russian doesn't play well anymore...*



# GOOD OLD BOAT

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*Note: This went to subscribers with email addresses in early April. If you've getting this by mail, either you've requested a printed version or we don't have a current email address for you. We'd much rather send this by email. If that works for you, please contact us with your email address: (mark@goodoldboat.com).*

## Excerpts from *The Practical Encyclopedia of Boating*

by John Vigor

### Right of Way

*Forgoing your rights is the safest way for small boats*

ONE OF THE MOST PUZZLING AND WORRISOME ASPECTS OF THE COLLISION regulations is that you are bound to hold your course if you have the right of way, so that the give-way vessel can maneuver clear of you if necessary. But the rules also burden you with the responsibility of giving way at the last moment if the other vessel fails to do so in time to prevent a collision.

Obviously, you can't know the maneuverability of every vessel you come up against. You can't possibly know how quickly she can get out of your way, or how late the other skipper is going to leave it, or even if she has spotted you at all. So if your nerve cracks and you start to give way, and the other boat starts to give way at that same moment, you can find yourselves heading for the same spot, causing a swift last-minute collision with no way out.

The rules make no concession to size. In open waters, a large freighter is obliged to give way to a tiny sailing dinghy. Fortunately, sailors themselves tend to apply the rules with common sense, which usually means that small maneuverable boats give way to clumsy leviathans, whether or not they have the right of way.

If you find yourself on a collision course with a larger vessel, your safest course is to forgo your rights under the collision regulations and get out of her way. However, you must make this decision early on; don't leave it until the last moment. Change your course early and change it substantially, so that the other vessel understands your intentions.

And if it irritates you to have to give way to the big bullies all the time, remember the old epitaph:

*Here lies the body of Michael  
O'Day  
Who died maintaining his  
right of way.  
He was right, dead right, as he  
sailed along,  
But he's just as dead as if he'd  
been wrong.*

John Vigor's book, *The Practical Encyclopedia of Boating*, is available from the *Good Old Boat Bookshelf*.

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