

Stephen H. Busch (085K)

Boats for Sale

The following boats are for sale, or have been, addresses and phone numbers are in the roster.

012K	WINDHAVEN	Karen Thompson	(OH)
016K		Keith London	(NY)
027K	MAKAV	Victor Jesenitsching	(NY)
077K	HALF MOON	Courtland Van Deusen	(CA)
081C	PIDGION	Vern Iuppa	(NY)
085K	PSYCHE	Stephen Busch	(CT)
086S		David Neth	(OH)
087K		Robert Halpern	(NY)
091K	ALEXANDRA	Sharon Raecle	(TX)
119C	SYRINX	Douglas D. Royal	(PA)

The September Long Island Edition of SOUNDINGS also gives the following for sale:

Ketch	\$37,500 (MA)	Ged Delaney at Kingman Yacht Brokerage (508) 563-7136
Cutter	\$49,000 (MD)	E.S.Y.B (410) 778-6699
'76 Ketch,	\$34,000, (OH)	(614) 231-2860
'76 Ketch	\$39,500 (FL)	(407) 773-0894
'77 Cutter	\$42,900 (NC)	Matthews Point Yacht Sales (919) 444-1805
'79 Ketch	\$42,900. (FL)	(407) 743-3739
'79 Cutter	\$45,000 (MD)	Clipper Bay Yachts (800) 717-5775, or Annapolis Yacht Sales (410) 267-8181

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Gear for Sale

3/4 oz. Tri-radial Spinnaker	\$300
1 1/2 Oz. Reaching Spinnaker	\$250
Spinnaker gear, pole, strut, sheets and guys	\$100
Mainsail '77 HILD	\$250
Mizzen Sail '77 HILD	\$150
Heavy Weather Jib (70% ?) '77 HILD	\$150
Mule (sail) with wishboom	\$125
or all for \$1000, or make offers.	
Dick Weaver (075K) (813) 343- 6264	

* * *

4 1/2 oz. 160% furling genoa, '88	
Mainsail, battened HOOD	
40 lb. Danforth storm anchor	
all for \$900 firm, or will divide.	
Jerry Leibell (123K) (201) 487-0369	

* * *

New steering pedestal EDSON	1/3 replacement cost
55 Amp Alternator MOTOROLA	\$25 + Freight
Mizzen Sail, '77 HILD	\$25
Dick Manuel (050K) (516) 749-8964	

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(Wanted)

Whisker Pole, 10-18' with 1-button control, FORESPAR	
Dick Manuel (050K) (516 749-8964	

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Masthead for SEAWORDS

Stephen Busch (085K) has submitted a sketch of a proposed masthead design for SEAWORDS, found on Page 2. I think it is an excellent idea and would like to see it adopted, it needs someone to put into final form. Any comments or volunteers?

* * *

New (and Old) Members

Bertrand de Frondeville purchased John & Ginny Geil's PIANISSIMO (080k). We're sorry to lose the Geils, but reassured from conversation with Bertrand that PIANISSIMO is in good hands.

Robert and Georgi Samuelson contacted us early this year, shortly after acquiring 038K. They have renamed the boat FLICKA which Georgi advises means "Little Girl" in Swedish. They sail out of Alameda, CA.

* * *

FROM: RICHARD ALAN WHITE (032K)
DATE: FEBRUARY 3, 1995

Dear Dick,

The past 9 months have been the "year of the knife" for me, total shoulder replacement in May and total knee replacement in November. Things are coming along fine now, just slower than anticipated.

We finally sold the ANN E to Temple Bayliss of Sabot, VA. We've sent him your last SEAWORDS and you may be hearing from him.

Sure sorry we didn't become active in your organization but the ol' body sort of unraveled all at once.

Wish you and all the rest of the Seawind owners the best of everything.

Sincerely,

(signed) Dick White

* * *

FROM: J. TEMPLE BAYLISS
DATE: MARCH 1995

Dear Dick,

I have recently purchased Dick White's ANN E (032K). She is now PLAINSONG. The original WESTERBEKE 30 has now been rebuilt and reinstalled. When my computer is working again I'll write you about it. PLAINSONG will berth at Deltaville, VA.

SEAWORDS has already been invaluable.

I look forward to exploring the mysteries of the forward bilge.

With appreciation for your work,
(signed) Temple Bayliss

* * *

Charles McFadden (045K) writes in February 1995 that he is having bottom blisters repaired (Interlux Interprotect system). He had many blisters, the largest the size of a quarter but only gelcoat deep. He hoped to do extensive cruising in the summer.

* * *

A Cruise to the Berry Islands

FROM: DON AND BRENDA BUNDY (129K)
DATE: AUGUST 12, 1995

This spring we traveled (motored mostly) to the Berry Islands by way of Gun Cay. Some of the interesting things that we learned from this trip follow:

The SEAWIND II can carry three months supplies for three adults without re-provisioning.

The water line seems to lower 1" for each 800 lbs. of gear until it has lowered 3", then it seems to cease, even if another 800 lbs. of gear is loaded.

A navigation seat on the starboard side makes plotting positions in adverse weather less difficult.

(See page 5)

Couple elect to pack up, sail through life

■ Cutting their ties with shore and their old life, a husband and wife take to the sea for five years.

BY WENDY WESLEY
Times Correspondent

ST. PETERSBURG — They have sold everything except the boat and the dogs. Gone are the Cadillac, wide-screen TV, furniture and waterfront home.

Now they won't be able to call dry land their own, either.

Saturday afternoon, Brax and Trudy Freeman and their two small dogs waved goodbye to family and friends and cast off for a five-year sailing voyage around the world.

The energetic couple have been preparing for the adventure for more than a year and a half. They have put about \$50,000 worth of repairs and improvements into their 32-foot sailboat, *Talisman*. Their home at sea has been reformed into a world-class cruising ves-



This photo — BRIAN BAER

Brax and Trudy Freeman hold dogs Joker, left, and Bogie in front of their sailboat, *Talisman*.

to life in their spacious waterfront home, will have to adjust to smaller quarters. But the couple know life without their companions would not be the same and expect the dogs to adjust well.

The Freemans said their most emotional times are behind them. What lies ahead is an exciting voyage filled with new places to discover, new people to meet and all the freedom they could ever dream of.

"We're past the tearful stage," Mrs. Freeman said.

With hurricane season quickly approaching, the couple will seek shelter in protected waters in the Caribbean to reacquire themselves with the cruising lifestyle.

In September they will head to Central America and South America, then west through the Panama Canal to the Galapagos Islands. After that, they are not sure where the water will take them.

When they found *Talisman*, an Allied Seawind II, in October 1993, it was battered and dilapidated. Its owner had left it to rot at the lines that bound it to the slip.

But Freeman could see beyond the boat's disrepair. He knew it was a strong, carefully crafted vessel because he built it 14 years ago when he was president of Allied Yachts in Catskill, N.Y.

Before previous owner Mike Mertz died, he had asked his daughter to find the Freemans and

offer the boat for sale to them, because they had always admired its design.

Before finding *Talisman*, the Freemans had no intention of disrupting their lives with a wild idea of an ocean adventure. The boat was a catalyst. It caused them to do some soul-searching over what they wanted out of life.

They took the boat's unexpected arrival as a symbol of good fortune. With the guts to alter their lives and a bit of luck, the Freemans decided to do it. They have worked non-stop ever since.

"Our original intent was just to go sailing and have an adventure," he said. "But since we've made the commitment to do it, the thing has

sel with the addition of such conveniences as a water desalinator, solar panels, satellite navigation, auto pilot, freezer and microwave oven.

Freeman, a 62-year-old veteran sailor with tanned, weathered skin, seems most proud of the underwater metal detector he installed for amateur treasure hunting. Mrs. Freeman, 45, beams when asked about the boat's highly organized storage system. Request anything and she can find it via the Rolodex, her tiny fingers speeding over the cross-referenced file cards.

The Freemans are pros at long-distance cruising, having sailed the Caribbean for 18 months with their son beginning in 1982. Still, they know adjusting to life at sea can be trying and emotional.

"We are more than willing to change in order to enjoy a leisurely and basic lifestyle," Freeman said. "We are very happy and excited about our new life."

Their dogs, Joker and Bogie, who are used a life of its own."

John Irvin is not worried about his mother and stepfather traveling through the vast ocean. They are prepared for everything and they have done this before, he says. He plans to visit them whenever they are this summer.

"I think this is just what they need," Irvin said. "After all, my dad's last name is Freeman."

When the five-year voyage is complete, the Freemans, who refuse to wear watches, will return to St. Petersburg.

"Only to pick up the few antiques we left behind," Mrs. Freeman said. "We'll take them to an island we discovered and live there."

(Continued from page 3)

The seat is installed on the starboard bunk at the rear inboard corner and is quickly removable. It rotates on a spindle 4" to 5" long.

A solar electrical panel provides 1 to 3 amps of electricity and covers 90% of our usage or more. We mounted the solar panel on top of the bimini to one side and plugged in a 3 prong plug to prevent any confusion in polarity. We do not use a regulator. Monitoring voltage indicates batteries remain below 15 volts at all times.

Previous problems with fuel contamination have ENDED. We motored across the Gulf Stream with the wind at 18-22 knots from the NE. 6 to 9 foot seas on the nose and the engine roaring for some 15 hours for the crossing at 65% power. We consistently use additives so, maybe all the dead bacteria have been pounded off the fuel tank's inside walls. As you might expect we had purchased over 60 fuel filters based on previous experience. As it turned out we didn't use any, except for a routine change at 100 hours. Life's like that isn't it.

We put over 200 hours of time on the engine and covered over 1,016 nautical miles, burning 1.2 gallon per hour at 5.5 to 6.0 knots. Our engine is a 55 HP. PATHFINDER 4 cylinder diesel turning a 3 bladed propeller and we are happy with this set up. You may not need the power often, but when it's needed it is wonderful to have. In one case we wanted to make harbor prior to bad weather and 30 plus knots of wind; the 55 HP. engine made it possible.

To monitor the engine room, we installed a remote temperature gauge and found the temperatures ran 105 degrees daily with the engine running. After anchoring, we open the hatch over the rudder quadrant and the temperature drops rapidly. This helps keep the freezer temperature from rising.

We store additional water under the shower stall in plastic 2 liter (soda) bottles. We installed an 8" diameter cover within the shower floor for access to this forward area. Access also allows inspection of the compression post area under the sole and airflow to this area when not using the boat, which is so important.

Our electric water-generator was not used at all. We motored into the wind most of the time.

We carried 3 five-gallon fuel cans and transfer the fuel using a plastic hose with a copper fitting. Rapid movement on the hose causes siphon action to occur and transfer takes only a few minutes. The jerry cans are tied and placed in the cockpit reducing the amount of water the cockpit can hold. In storm conditions they did begin to move some so I'm looking for a better way to secure them.

During a 32 knot squally day, we took one wave into the cockpit from the starboard quarter. Much of the wave was stopped by the lee cloth and Brenda's back as she was on the helm at the time. I observed it coming and we changed course before the next wave approached. Brenda indicated that the water went out of the cockpit slower than she would have liked. As our sails were down at the time, I believe that this contributed to the boat taking the wave in the first place because of the roll induced; the wave came aboard as the starboard rail rolled lower. Had some sail been up, then less or no roll would have occurred and a higher freeboard would have been presented to the waves.

The few times that we did sail, our 10 oz. offshore sails were outstanding. We did have one run from Russell Light north to the Berry Islands that was great, outperforming a 36' S2 with a new clean bottom. Our

bottom was 3 years old. We observed 7 plus knots consistently on this run.

Saw one bright red 32' SEAWIND eastbound around St. Lucie, however they did not reply to our radio hail. Who might this person be? The boat appeared to be in superb condition.

If anyone wants additional information on any of these items feel free to contact us.

(Signed) Don and Brenda Bundy

Editor's comments: Glad to hear the fuel system is clean! It sounds like you had hundreds of dollars of fuel filters aboard.

The engine room temperature report is interesting. It may be different with WESTERBEKE engines and in the really hot part of the summer.

The hatch in the shower floor seems more satisfactory than one in the main forward passageway. The passageway hatch must be cut through inches of hardened fiberglass mush and cannot be left open without inconveniencing passage forward.

The cockpit IS slow to drain. I tried to improve drainage by installing a drain from the after end of the cockpit but its flow was inward rather than outward, so now it is closed. Improving drainage is impossible without installing more or larger drains. Reducing the cockpit volume as with oil cans, is another approach. We have been pooped a few times but the final water level has always been lower than the seats. If all the volume below the lowest coaming is measured, it is immense, but the rolling and pitching of the boat seems to splash out some of the water. I have thought of extending the bridge deck aft of the mizzen mast, it would make a nice place for life-raft storage. I think I would do it if we planned a world cruise.

* * *

Brax Freeman Goes Cruising

Brax Freeman and wife Trudy are the subject of the article taken from the St. Petersburg Times, date unrecorded, found on page 4. Brax was the CEO of Allied Yachts during its final reincarnation and demise. He had owned a SEAWIND II prior to taking over the Allied job, which most assuredly led to the changes to the boat made during his tenure. Most noticeable was creating an opening in the bulwarks so deck water drains overboard rather than through scuppers and sagging hoses to the transom. He tried to cure the problem of hull-to-deck joint leaks by adding a wood strip between the deck and hull flanges. I believe he also eliminated the break in the cabin sole at the main bulkhead.

But Brax was a controversial figure. Before moving to Catskill, Brax ran a boat sales operation in St. Petersburg for a couple years, selling Allied boats among others. The SEAWIND II that he sailed at that time called WIZARD was extremely well equipped and well polished. It was offered for sale at the St. Petersburg Boat Show for \$72,000, as I recall. It seemed like a very high price for a SEAWIND at the time. But when Brax left town some in the marine trades were no longer friendly toward him as they claimed he had left with unpaid debts.

I'm not aware of any circumnavigation in a SEAWIND II. If Brax and Trudy make it, they may be the first. We wish them well.

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NEWS FROM THE SEAWIND OWNERS ASSOCIATION

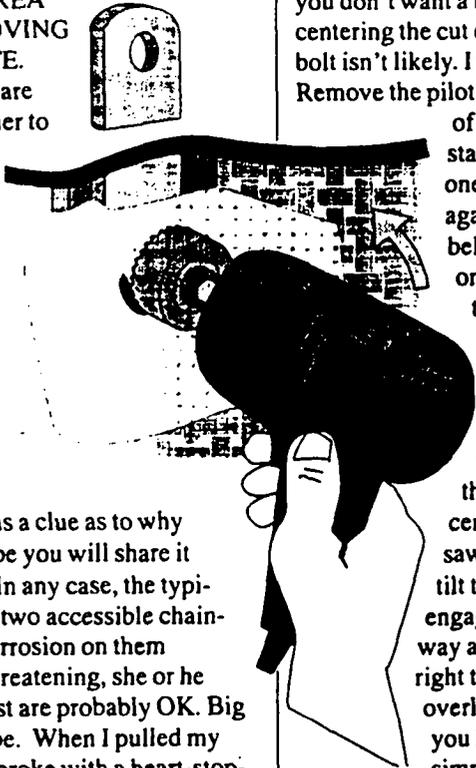
Spreader

Don Casey on chainplate replacement

WARNING: If you haven't pulled your chainplates and inspected them in more than a couple of years, your mast is probably standing on borrowed time; if they've never been pulled, the mast is standing out of habit.

As far back as the days of Stuart Hopkins, Seawind owners have known that chainplate failures are a real risk. Typically the chainplates corrode in the area hidden by the deck. The sealant loses its grip on the stainless, then spray and rain seep into the split, keeping the metal in this area wet for years on end. **YOU CAN NOT SEE THIS AREA WITHOUT REMOVING THE CHAINPLATE.**

The chainplates are bolted in place, either to bulkheads or to glassed-in knees. Those attached to bulkheads are easy to unbolt, but for some obscure reason Allied put an additional layer of glass over the knees after the chainplates were bolted in place. If anyone out there has a clue as to why this was done, I hope you will share it with the rest of us. In any case, the typical owner pulls the two accessible chainplates, and if the corrosion on them doesn't seem rig-threatening, she or he assumes that the rest are probably OK. Big mistake, Kemo Sabe. When I pulled my own (not until one broke with a heart-stopping bang in a squall), one was perfect while I snapped the one right next to it in half like a bread stick. *Pull them all!*



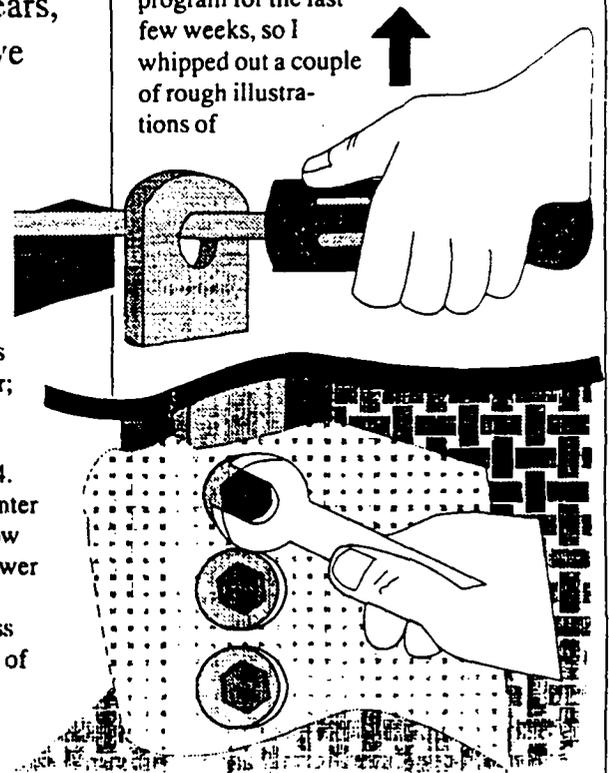
TIP: There is a really easy way to gain access to the bolts, and it doesn't involve grinding. Get your hands on a hole saw larger than the outside diameter of the socket that fits the retaining bolts. Bigger is better; you don't want a tight fit because centering the cut exactly over the bolt isn't likely. I think I used 1 3/4. Remove the pilot drill from the center of the hole saw. Now start the drill and lower one edge of the saw against the fiberglass below or to the side of one of the humps that show where the bolts are.

You will have to grip the drill tightly and run it slowly at first to get it to let itself into the fiberglass with a crescent-shaped cut. Once the saw is cutting into the glass, tilt the drill up or over to engage the hole saw all the way around. The saw will cut right through the fiberglass overlay. Remove the plug and you have access to the bolt—simple as that.

You have to cut out six plugs on each knee—three on each side. It doesn't matter if the cuts overlap. An angle drill head

makes getting to the aft side of the backstay knees easier, but you can manage without this if your drill is small. You also have to dismantle a little of the interior to get at the forward lowers.

I have been playing with a graphics program for the last few weeks, so I whipped out a couple of rough illustrations of



the process. The arrow on this drawing means that if the chainplate doesn't come out easily, run a big screwdriver through the hole, support the business end on a wooden block, and pull up on the handle.

Remember to release only one shroud at a time, and to support the mast with a halyard when you release the backstay. That's it, fellow owners. With a hole saw, this is an easy one-day job, and it may well save your rig. You was warned.

The SEAWIND (30) "SPREADER"

Opposite page is a copy of the front page of the SPREADER, the newsletter of the Seawind (30) Assn. The whole SPREADER is 7 sides and all of a very high quality. Carole Wade, the new secretary (and editor), is a professional graphics designer who produces newsletters for several other organizations. We are sorry she didn't settle on a SEAWIND II when acquiring a boat. It would be hard for me or Dick Manuel to come up to the standard she has set. Congratulations on a magnificent product, Carole!

The lead story in the SPREADER may well apply to the SEAWIND II except that to my knowledge none of our chainplate bolts are covered with fiberglass. I pulled all my main chainplates about 5 years ago and they were O.K., but last year I found the mizzen rigging slack due to a chainplate corroded through at deck level. Notice also the reports of chainplate failures from the SEABREEZE fleet.

* * *

A Leak at the Grabrail

FROM: LEE HIRSH (054k)
DATE: JANUARY 11, 1995

Dear "Captain" Dick,
(Begins with listing of boats on the market from the BUC network, see listing this issue.)

While cruising a few years ago on the Chesapeake, we passed a sister ship near Carter's Creek VA. Couldn't get hull number or name but I believe it was berthed in the Little Wicomico River off of the Potomac. The roster doesn't show such a boat but I'll do some searching one day this summer and see if I can find her.

Question for readers: We seem to have a persistent leak on ZEPHYRUS at the aft end of the port cabin top grab rail. I've tried caulking the outside grab rail (hard to do effectively without taking the hummer off) but still get a drip, drip in a rainstorm at the aft end of the inside rail. The outside and inside rails are mirror images and it appears that removing them would probably destroy the inside rail. Before I do this and spring for a new teak inside grab rail, does anyone have any good alternative ideas?

As for our ZEPHYRUS (the god, not the wind!), (054K), Barbara and I have been cruising (and occasionally racing, believe it or not) her on the lower Chesapeake for 14 years now. We can honestly say that we have never coveted a bigger or better boat. She is very comfortable, extremely seaworthy, and a snap for the two of us to handle in any weather that the Bay has handed us all these years. We have added very little to her because she fits our needs and desires so well. We dote on tradition so we still have hanked on foresails (three), kerosene stove in the galley, an old fashioned ice box, and a manual anchor windlass (either Barbara or me). Although she is designed to sleep five and party twelve, we find sleeping two is much preferred. On the hook (in a hurricane hole with 150 feet of rode out) while we rode out a hurricane blow a few years ago, we had four adults aboard for two in-the-cabin days and found ZEPHYRUS to be a tad confining...but exciting.

In our one concession to modernity, we have added Loran and find it a valuable assistant. We mounted the antenna on a life-line stanchion just abeam of the mizzen mast (to avoid fouling the mizzen boom and to avoid running cable down from the top of the mizzen

mast). It works fine there and the confirmation of my dead reckoning that it provides is both useful and reassuring. I suppose GPS would be better, but Loran was all that was available (save expensive SatNav) when we opted to add electronics and we have had no reason to regret the purchase. With the exception of getting a fix somewhere in Ohio one time when we were under the influence of the Navy antenna farm around Annapolis, it's been quite accurate and a navigational blessing.

Barbara and I plan to cruise the middle Chesapeake out of Deltaville, VA this summer and we hope to run across some of our upper Bay Seawinders in the process. If anyone spots us, please give us a holler. Meanwhile, Whiskey Yankee Hotel 2-7-1-7-, over and out,
(signed) Lee

Editor's comment: We also have a leak at the port grab rail. It is very small, one drop per 10 minutes or so, but further forward, over the after end of the settee. I think it might be possible to remove the grab rails without destroying them. They are bolted together, I believe, so drill out the plugs top and bottom and unscrew the nut. The question for any overhead leak is not where does it drip from, but where does it enter. With the headliner to hold it, water may enter here and exit far away. If I had a serious leak, I would take the rails off and re-bed them top and bottom. Any suggestions from others?

We feel very much as Lee and Barbara about the Seawind II, hanked on sails and all. Nevertheless we can report one sit-down (at the table) Christmas dinner for NINE on IX CHEL.

There is no need to apologize about Loran. Under most coastal circumstances it gives more accurate fixes than GPS as long as the Department of Defence insists on fooling with the GPS signal. If differential GPS can be used, it is more accurate but if one is not near an interfering signal such as Annapolis, Norfolk or Cutler, Maine and has the proper correction factors, Loran wins for accuracy. Most of us have those correction factors for our own area and can find them anywhere Loran goes if we can get one correct position.

* * *

From Milton Baker

Milton Baker, original owner of SOLUTION (088K) and first Editor of SEAWORDS writes that he enjoys reading SEAWORDS, "about these fine yachts". When he retired he left St. Pete. and founded BLUEWATER BOOKS AND CHARTS in Fort Lauderdale. It has prospered. I dropped in to see Milt this fall and he showed me around the shop. They have every nautical book, software, cruising guide and chart that one could want and sell quite usable photocopies of most charts for a very reasonable price. A large part of the business is now phone orders from everywhere. I can vouch that the service is fast and trouble free. A free flyer on 80 nautical books and software programs of interest to cruisers can be obtained by phone 1-800-942-2583.

He states that Allan Landsman took SOLUTION (088K) to Cuba in the Sarasota-Havana race, summer of 1994. Tim Colwell (084K) also visited there and wrote a piece for the Seven Seas Cruising Assn. bulletin. Milt enclosed a poop-sheet on cruising Cuba, pages 8 and 9.

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Cuba

Principal Port of Entry: Marina Hemingway

GPS: 23°05.30' North and 82°30.60' West

FI RW Light (7 sec.), Range 17 NM (unreliable)

Call Port Authorities or Coast Guard on VHF Channel 16 when 12 miles or more out and entering Cuban waters.

Marina Hemingway at Barlovento is the principal port of entry for yachts arriving in Cuba. There are several other ports of entry on both the North Coast and the South Coast of Cuba.

The Marina Hemingway is located approximately eight nautical miles west of Havana Harbor Entrance at Barlovento, approximately (GPS reading) 23°05.40' N and 82°30.60' W, and Cuban chart T-114 "Marina Hemingway, Edicion I-IV-1991" (scale 1:5,000) shows entry and details of the marina. If you are crossing to the Hemingway Marina from Florida, you can use DMA 27080 (1:300,000) or Cuban chart 1124 (1:150,000) for the approach. Generally, Cuban charts provide the most detailed coverage of Cuban waters. Detailed American charts of Cuban waters, long unavailable, are now available and also do an excellent job.

Cruising Guide to Cuba by Simon Charles (\$24.95) was published in late 1994 and contains most everything the Cuba-bound cruiser needs to know. *World Cruising Handbook* by Jimmy Cornell (\$49.95) also contains a useful section on Cuba listing all ports of entry. *Travel Survival Kit for Cuba* (\$22.95) by Simon Calder and Emily Hatchwell is a highly-acclaimed travel guide covering Cuba.

For a good selection of books and charts covering Cuba, contact Bluewater Books & Charts, 1481 SE 17th Street, Fort Lauderdale, FL 33316, Tel. 305-763-6533, Fax. 305-522-2278, Toll Free Orders 1-800-942-2583.

Questions and answers:

Q. Can American yachtsmen go to Cuba?

A. *There is no law or regulation prohibiting American yachtsmen from visiting Cuba. Under applicable U.S. laws, U.S. citizens are not permitted to spend any money in Cuba. U.S. Customs, however, makes no secret of the fact that it discourages American yachtsmen from visiting Cuba. Many American yachts visit Cuba enroute to the Bahamas or the Western Caribbean, so when they return to the U.S. they do not have to declare that they have visited Cuba. The full text of the State Department's Consular Information Sheet on Cuba (with entry requirements and Travel Transaction Limitations) is printed in the Cruising Guide to Cuba (see above).*

Q. How do I enter Cuban waters?

A. *Call Guarda Frontera on channel 16 while you are in international waters (12 miles or more from the coast). If at first you receive no answer, keep calling every few minutes. After being asked the usual questions (position, bearing, port you are headed for, etc.), you will normally be given permission to proceed within a short time. If you are going to Marina Hemingway, their working channel is VHF-72 and you can call Marina Hemingway on this channel. Be sure to call the marina well before you reach the entrance channel.*

Q. What about entry formalities?

A. *Entering Marina Hemingway, proceed to the police dock (second dock on the port side). You will be boarded by several officials, including those from sanitation, immigration/internal police, customs, and agriculture. This may take a few hours. All officials (including the marina officials) are very courteous. If you do not wish to have your passport stamped, they will stamp a blank piece of paper which should remain in your passport as long as you are in Cuba.*

Q. What about cruising in Cuba?

A. *A six-month cruising permit is available for a reasonable fee. One recent visitor reported it cost \$50.00. Like many Spanish-speaking countries, however, Cuba requires that you check out with the Commandante as you leave each port and in with the Commandante in the next port. Provisions are very difficult to find, even for those paying in U.S. dollars. You are permitted to bring in a reasonable amount of food for personal consumption aboard your yacht.*

Q. Is it necessary to speak Spanish to visit Cuba?

A. *No, but it helps a lot! Cubans like Americans and are very curious about them, so expect to be asked many questions. A smile goes a long way with these friendly people.*

December 28, 1994

MEMORANDUM FOR THE RECORD

Subject: Travel to Cuba in private U.S.-registered yachts

This memorandum is to provide an abstract of the "official" U.S. policy on travel to Cuba by U.S. citizens aboard privately owned yachts.

The current Department of State Consular Information Sheet on Cuba, dated Sept. 8, 1994, does not address travel to Cuba aboard privately owned yachts. It states that additional information may be obtained from the Licensing Division, Office of Foreign Assets Control, Department of the Treasury (202-622-2480) and by contacting the Cuban Interest Section, an office of the Cuban government, in Washington, DC (202-797-8518).

When asked directly and specifically, Treasury Department personnel in the Office of Foreign Assets Control advised today (as they have in the past) that there is no prohibition of privately owned U.S. vessels visiting Cuba as long as U.S. citizens visiting Cuba aboard do not spend money in Cuba. The burden of proof is not upon a U.S. citizen returning from Cuba to prove that he did not spend money in Cuba.

When contacted today, the Cuban Interests Section in Washington, DC, indicated that visits to Cuba by U.S. citizens aboard privately owned yachts are encouraged by the Cuban Government. They indicate that clearance at the Marina Hemingway, seven miles west of Havana, is painless.

Any vessel returning to South Florida from a foreign country is required to clear U.S. Customs. Under current rules, returning vessels may go to any dock or pier and telephone any one of three toll free numbers (1-800-432-1216, 1-800-458-4239, 1-800-451-0393) to clear in. When asked today about returning from Cuba by private vessels, a Customs officer at the above numbers indicated that there are no problems for U.S. vessels returning so long as they are not bringing back anything purchased in Cuba and are bringing back only U.S. citizens. The Customs officer noted, however, that policies can change quickly and he recommended that the captain of any U.S. yacht going to Cuba call U.S. Customs immediately before departure for the latest information. During this call the captain should provide the name of the yacht and the names of the persons on board to U.S. Customs. The official implied that this was so that Customs would be aware that the yacht left under a policy which did not prohibit travel to Cuba by private yacht.

Bottom line. The U.S. policy on U.S. registered yachts visiting Cuba is actually a non-policy. That is, in the absence of a law or policy preventing visits by U.S. registered yachts and U.S. citizens aboard, the U.S. Government has given its tacit approval to such visits. Officials at the Department of State, the Department of Treasury's Office of Foreign Asset Control, and at U.S. Customs have not announced and are not enforcing any prohibition of visits to Cuba by private yachts and U.S. citizens aboard them.


MILT BAKER

DICK - NOT MY PROUDEST ACHIEVEMENT /
(058K)

Boat Accident Being Investigated

By Jennifer Longley

He should have been out on the water, basking in the Nantucket sun, or window shopping along the island's cobblestoned streets. Instead, Richard Schaeffer spent much of last week on the phone in his Cotuit home.

It took just seconds for a long-planned week on Nantucket with his wife and visiting daughter to be ruined.

Richard and Marlene Schaeffer's ketch, *Feiertag*, was jam-packed with food and ice and ready to sail to the island close to 30 miles south of the Cape. They were on their way.

As they approached the West Bay Bridge on the threshold to Nantucket Sound, Mr. Schaeffer signaled the bridge tender with a blast of his air horn, as he had often before, to open the drawbridge. Bridge Tender Mike Hadley acknowledged his signal with a toot of his own.

After a couple of minutes, the gates stopping traffic on Bridge Street lowered and the bridge began to open. Mr. Schaeffer moved forward at a speed he estimated to be about 5.5 knots. Just before he went under the bridge he looked up in shock. The drawbridge was not fully open and he realized the *Feiertag's* mast and stays were on a collision course with the underside of the bridge.

Almost simultaneously, the thick forestay stretching from the bow of the boat to the top of the mast hit the bridge. It acted like a bungee cord bouncing the boat up and back, Mr. Schaeffer said last week. The bow rose high in the air and nearly tossed Mrs. Schaeffer off into the water, he said.

Mr. Schaeffer quickly regained control of the boat, turned her around and headed back to Crosby Yacht Yard, realizing the 35-foot *Feiertag* (which means "holiday" in German) was too damaged to make the journey to Nantucket.

Covering the cost of repairing the boat's rigging is the least the town can do, Mr. Schaeffer said.

As soon as the Schaeffers returned to Crosby's, he called Mr. Hadley to find out what happened.

Mr. Hadley's first words, he said, were "I apol-

ogize." The bridge tender hadn't seen the *Feiertag*, he told Mr. Schaeffer. Instead, he thought the air horn blast had come from a charter fishing boat, the *Spray Cat*, that was waiting to go under the bridge in the opposite direction. Because the fishing boat didn't need the bridge opened all the way, Mr. Hadley only opened it part way, as is the town's policy.

But the *Spray Cat* never signaled to the bridge tender, Mr. Schaeffer said. Furthermore, he said he had a green light to proceed.

He explained he customarily travels under the opened bridge rather quickly both to reduce the time traffic on Bridge Street is stopped and because, he said, the bridge tenders have a habit of beginning to lower the bridge as boats are going under it.

The costly mishap was the first time Mr. Schaeffer, 64, who has been sailing since he was 21, hit the underside of a drawbridge. Thomas Mullen, superintendent of the town's public works department, said it has occurred before at the West Bay Bridge but not in the last six years, since he has been working for the town.

Putting the incident in perspective, Mr. Schaeffer said although the family's vacation was canceled, he is thankful his wife was not injured and that more damage was not done to the boat.

Mr. Mullen's account of the accident mirrored Mr. Schaeffer's. When asked about it at last week's town council meeting, he said the cause appeared to be "pilot error," referring to the bridge tender's apparent failure to realize which boat was signaling to him.

"He assumed the horn was from the motorboat," Mr. Mullen said, adding he was still investigating exactly what happened. "The guy just didn't have his eyes open."

The town would probably cover Mr. Schaeffer's repair bill, he added, though he questioned whether boaters also have a responsibility to be sure the bridge is adequately open before proceeding.

"I don't know whether the town is totally responsible," he said.

OOPS!

Richard Schaefer (058K) sent along the clipping found on the opposite page. It says nothing about the amount of damage to FEIERTAG, It will be interesting to hear whether the damage is compensated after the town attorney researches the problem. Here in Florida horn signals are largely replaced by VHF calls, which provide for better identity of the caller, "This is the sailing vessel Feiertag.....".

I hope we get a follow-up.

* * *

LECTRASAN Installation

FROM: STEPHEN H. BUSCH (085K)

DATE: JANUARY 12, 1995

SUBJECTS: MSD, LEAKS, FUEL CONTAMINATION, HEAT EXCHANGER, OIL COOLER. TEAK, RACING, INSURANCE

Dear Dick,

Vol.94, No. 1 of SEAWIND WORDS just arrived, and I'm happy to see you're "still in business". Several things to report about PSYCHE over the last couple of years which should be of interest to other owners.

Re MSD's and such (ugh) stuff, when I bought my boat it had only a straight overboard discharge, but it came with a brand new, un-installed LECTRASAN system and a sketch for installing it. It involved building a shelf under the starboard V-berth and a lot of hose. Because the manual said to use minimal hose runs, I decided in favor of a NAUTA flexible holding tank instead. Also, various people I spoke with said LECTRASANS had an unpleasant odor associated with them, and they used too much power (about 2.5 ampere/hours per 2 minute cycle, which must be run each time the head is used). I built a platform for the NAUTA tank under the V-berths, which involved even more hose than the LECTRASAN, plus three-way valves and an additional manual pump. Total cost, over \$200. BIG mistake! I never could get it completely pumped out when offshore; it was difficult to familiarize crew with the complications of adjusting the valve settings, and it had an unpleasant odor to it, even though all connections were double-clamped and tight.

At the end of the 1992 season, I ripped the whole installation out and spent the winter trying to figure an alternative way of installing the LECTRASAN. Although with extremely tight tolerances, I was able to install the unit on a shelf I built under the vanity sink right next to the head compartment. Voila! VERY short hose runs, and despite what people said, there is NO odor. This little unit runs like a dream, and with normal engine usage in and out of port, and shore power charging when home, I have yet to experience any problem with it running down the batteries. It's satisfying to know I can now use the head legally anywhere except in "no discharge" zones. Also, that only pulverized, harmless treated waste goes over the side. All that comes out is a quickly dissipating cloud of effluent. And, there are no chemicals used, so no harm whatsoever to the environment. When in no-discharge ports, I simply use shoreside facilities.

Winterizing the unit is not a problem, even though access to its top pump-out plug is. I simply disconnect the input line (low side) at the vented loop and drain the contents into a bucket to be flushed down the head ashore. It's simple, and not at all messy. I've

enclosed a sketch of my installation for the benefit of those who may be considering the LECTRASAN route (page 12). I recommend it. Next year, I'm contemplating cutting a hatch in the head bulkhead for easier servicing access to the LECTRASAN.

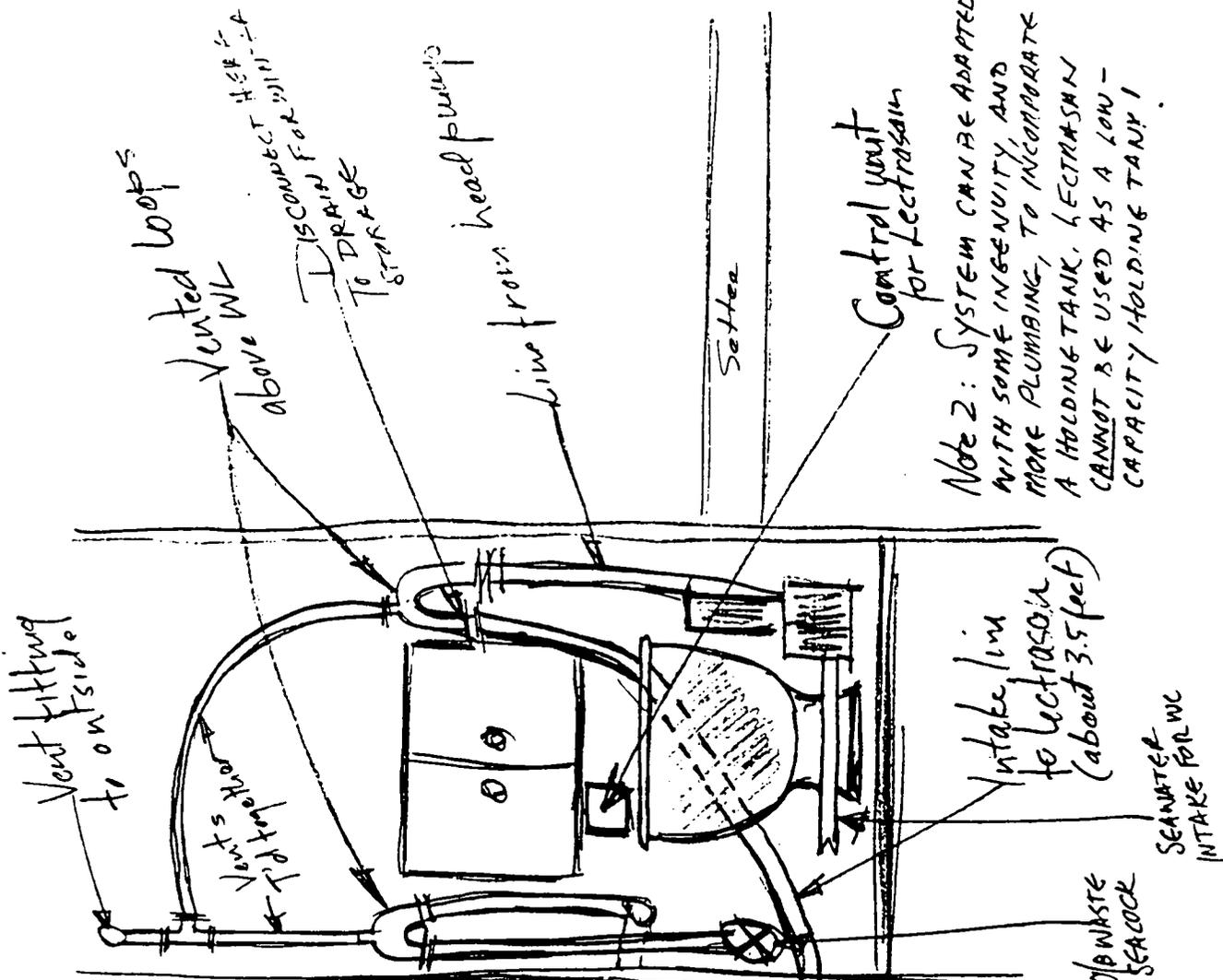
For any reader still contemplating the NAUTA tank route after all this, mine, including a PERKO chrome deck waste pump-out fitting is still in my barn (it's been thoroughly cleaned) and is available for a song.

Leaks. The only ones which are annoying come from the hull-deck seam. My boat has a custom-built, 4-inch (and very attractive) teakwood rub-strake, but the caulking has failed in several places, or cracked from normal working in a seaway. BOATLIFE LIFE CALK is NOT the answer, because under stress it, too will separate from the surfaces. However, BOATLIFE does have a new sandable, flexible joint compound which does work. I have only recaulked about one-half of the seam length so far, but the leakage (which only occurs when heeled with rail under, or in very heavy rainfall) has been greatly diminished, and the portion which has been redone has not separated after two years. It seems to be a good solution short of removing and re-bedding the entire strake.

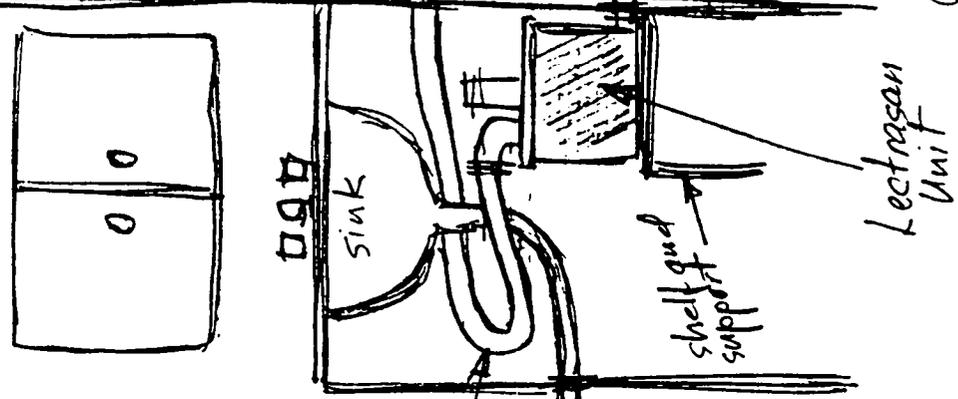
Puddling. I don't think I'm the only one with this problem. When the boat is sitting, and it rains, water tends to puddle on both sides just forward of the boarding gates due, ironically, to her pretty sheer. I've thought about putting in a flush deck drain on each side in those areas, but am reluctant to drill through the hull - above OR below the waterline - for egress. Any ideas from other owners on solving this annoying problem? (By the way, I liked Ken Snow's idea for capturing rainwater).

Re Dick Weaver's comments re fuel contamination. I don't know about others, but my boat has two fuel lines coming from the tank (port and starboard) which join in a "Y". The common line from the "Y" goes to a cylindrical settling tank mounted under the engine. The settler is mounted on an angle so any sediment goes to the bottom of it and can be drained into a cup via a short hose and a petcock. Midway on the top of this cylinder is the take-off to the primary (RACOR) filter, then through the main filter and on to the injector pump. This system seems to prevent any air from entering and shutting down the engine when rolling and pitching, especially when there is 1/4 tank or less of fuel. In addition to this, I religiously add a proportionate amount of injector cleanser/cetane enhancer whenever I fuel, and top off the tank and add a fungicide at the end of each season (BIOBOR). Also, I change the RACOR and engine filter elements every two years or 100 hours, and bleed off about 1/4 cup of fuel each from the RACOR and settler about three times a season. I have been through some very hairy weather, but have never suffered an engine shutdown due to air, algae or other matter in the fuel.

Re Ken Kotkowski's comments about the heat exchanger. I had a problem of no water discharge in the exhaust (only when starting up under sail, heeled, about to enter port). I determined that the problem was being caused by zinc junk which clogged the seawater exit line on the exchanger and corrected it by changing the pencil zinc not once, but twice a season. At less than \$2, and about 10 minutes, a cheap solution. Also it's important to clean the raw water filter screen regularly, especially in "dirty" water. A case in point is August in Maine, where the water is often covered with a brown "scum". It looks awful, but I was told it is actually pollen from pine trees. As a postscript, I had thought (see page 13)



Note: / DEBATED ABOUT ELIMINATING AFTER VENTED LOOP BUT DECIDED AGAINST. LECTRASAN CAPACITY ABOUT 2.5 GAL., PLUS CAPACITY INTAKE LINE ENOUGH TO OVERFLOW WC IN EVENT PUMP FLAPPER FAILS.



Discharge line s.t. from Lectrasan, s.t. (loop around sink drain + through hole drilled under head compartment)

Vanity sink drain to O/B SEACOCK

(continued from page 11)

about removing the exchanger and having it "pickled" and pressure tested. This would cost a reasonable fifty bucks or so, but on my engine it involves removing the ENTIRE EXHAUST MANIFOLD assembly to get the heat exchanger off! No doubt this will have to be done eventually, but I shudder to think about that job. If there's one principal drawback to these boats, it's engine accessibility. I would appreciate any comments from other owners about effective inspection and cleaning of the heat exchanger via the rubber cap on its aft end.

Also in the same vein, WESTERBEKE/HANSEN MARINE say that the life expectancy of the oil cooler is about 6-7 years. I believe mine is the original, which makes it 16 years old and living on borrowed time. So I decided to spring for a new one (about \$400 bucks) last year, and will install it in the spring. Not exactly cheap insurance, but it beats facing major engine problems if seawater gets in the oil system. If you have an older cooler, and a spare aboard, you should be ok; with the vast difference between the oil pressure and the cooling water pressure (70 p.s.i. versus less than 5 p.s.i.) the first evidence of a leak in the cooler tubes would normally be an oily slick in the exhaust discharge. And, I'm told, the oil cooler replacement is a relatively easy job.

Ken's comments re the raw water impeller are also well taken, and one is well advised to at least inspect the impeller once a season, and change it (and the gasket) every two years. It's cheap preventative maintenance. I've never had a problem, but will share a little story with you. Two years ago, on Labor Day weekend in Wellfleet, Mass., I befriended a family in a 22-foot catboat out of Duxbury. Their engine had failed due to a bad impeller and they were frantic about getting home. As you may know, the entrance to Wellfleet is tricky, narrow, long and shallow. It was impossible for them to find a new impeller - everything was closed. As it turned out, their little ATOMIC-FOUR used the same impeller as my pump, so I have them my spare. They treated me as some kind of God-Angel. I helped them install it, in the process noting their old one looked like it had been a winter meal for a chipmunk - there were only two solid vanes left! When I asked how long since it had been inspected or changed, they told me about 9 years! Nuff said.

During that same visit to Wellfleet I spent a nice evening with an elderly gent who had an old wooden ketch with a WESTERBEKE diesel. He told me he had over 1500 hours on it and it ran like a watch. All he did was change the filters, oil and pump impeller regularly, and religiously. The block used in these older WESTERBEKE's is the same one as in London taxicabs, I am told, and those things run forever. I'm convinced the simple solution to long life is sinless, preventative maintenance. Also, in that respect, a broken belt can be damaging. In addition to carrying a spare for each of the two on the engine, twice a season I spray them with a compound called "Belt Dressing" made by PERMATEX. This keeps them supple and I have never had a belt problem.

I agree 100% with Darryl Forrester's remarks about teak. After trying to keep mine looking nicely oiled for a couple of years I realized it was more work than varnishing! And, varnished brightwork looks SO much more distinctive! I don't have covers for the teak on my boat, but it's still worth the minimal extra seasonal touch-up work. Another tip: two years ago I bought a piece of chrome-plated solid bronze half-round trim for 5 bucks at a nautical tag sale. I cut it into three

lengths to fit the lay of the primary anchor chain run from the windlass, rounded the ends and mounted them on the bow platform. Now, when the chain rattles out of the hawse it doesn't ding up the varnish on the platform. And, it looks nice, too.

This is getting too long, but I must tell you that I single-handed PSYCHE to the Cape in 1992, and to Maine in 1993. Both were wonderful cruises. She is an absolute delight to single-hand, even with a lot of foggy weather in Maine and no radar (I do have a MACELLAN hand-held GPS, which is a life-saver). In addition, for those who may think the SEAWIND II is purely a cruising boat, uncompetitive for racing, in 1993 I took second in class in our marina's annual Zimbabwe Cup Race (some 35 entries). Also in 1994 I took second in class among 15 entries in our single-handed race around Fisher's Island. That was an exciting race on a gorgeous fall day in a 20-25 knot westerly, and no reefs. The boat which beat me in both races on corrected time only (and not by much) was a HANS CHRISTIAN 33.

I have one final tip for anyone who is currently, or like me, a former merchant mariner with an active USCG license. I insure PSYCHE with BOAT/U.S. and discovered this year that because of my license there is no charge for the reduced deductible option on my dinghy and motor (normally an extra premium of \$50). It also entitles me to a 15% "training" credit on my premium, and free coverage for up to \$500 of personal effects kept on the boat. This, combined with my no-loss discount makes insuring PSYCHE very reasonable indeed, and I would imagine other underwriters have similar programs.

Finally, and sadly, because I will probably be moving across the country this year or possibly next, I've decided with reluctance to put PSYCHE on the market. If you know of anyone who might be interested, please ask them to give me a call at (203) 847-4747 for more information.

With Best Regards.
(signed) Steve

Editor's comments: We used a LECTRASAN mounted beneath the starboard forward bunk for years with satisfaction. It was discarded and the head connected directly to the vented loop when repairs became excessive. Florida now has more vigorous MSD laws, we plan to install a holding tank this year. A holding tank system does not have to leak to stink. The odor may pass through plastic hose, and perhaps through plastic tanks

It is recommended that fuel tanks have all their connections on top to reduce the chance of leakage. For Steve's fuel system to be effective the intakes must lead from low on the side of the tank, then downward to the settler. If the lines led through the top of the tank, air would enter the higher, weather pickup when heeled.

We are on our third oil cooler (18 years). There is provision for a zinc in the oil cooler on the after end. It is a bitch to get at. Although oil in the exhaust may be the first sign of oil cooler failure, it may not be noticed. When enough oil has been lost via the exhaust, the pressure relationships may change and sea-water may get into the engine oil. This can be identified by checking the oil to see if it is milky. If so, the cooler should be changed and oil drained. Then add new oil, run the engine a few minutes, drain all oil and repeat. Our engine has run 2500 hours since it happened to us.

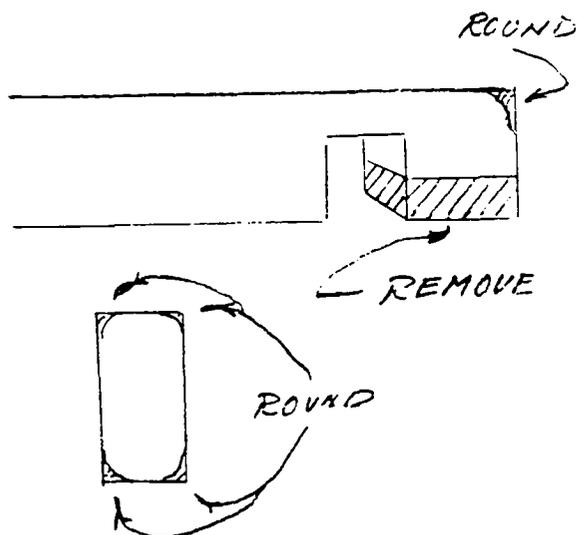
* * *

Fo'cs'le Stowage Idea

Before our cabin modifications, IX CHEL had a single full length cushion-back for each settee. The starboard back was used to convert the dinette to a double berth, but the port one had to be stowed if its berth was to be of adequate width. Such stowage space was hard to find. Dick Manuel (050K) has devised a fore-cabin stowage system that may well answer this need as shown on page 14, opposite. This appears to be a useful storage device that can be easily dismantled and stowed.

Instructions:

1. Lay two pieces of 3"x 1 1/4" fir or equivalent light, strong stock on edge, athwartship, resting on forecabin shelf fiddles in desired position.
2. Make lines on bottom edge where strut intersects fiddle.
3. Cut slots $\pm 1/16$ " wider than marked lines to ease mounting and dismantling the struts. Slots should only be cut 2" deep, leaving 1" of strut stock to support load on fiddle.
4. May trim 1" of strut depth at extreme ends (to facilitate positioning and removing strut).



* * *

"Storm of the Century"

FROM: JACK AND LINDA SILCOX
 DATE: FEBRUARY 15, 1995
 SUBJECT: "STORM OF THE CENTURY", FUEL ALGAE

Dear Dick:

I enjoy reading about all the modifications made to the boats and how much alike are many of the solutions. Dick Weaver's account of the "Storm of the Century" brings back memories we'd like to forget. DRIFTER was in the Berry Islands at the time. We had left Pantan Cove (Great Stirrup) Friday morning for Little Harbor Cay to get better protection, but couldn't make it due to heavy seas and increasing head winds. Returned to Pantan Cove and dug in. Only 40 to 50 knots was predicted and we were well set up for that. The 70 knot

burst at 0730 was a real shocker, coupled with a 60-70 foot steel landing craft (cruise ship ferry boat) dragging its mooring on us and fouling our primary anchor system, but that's another story!

We saw several Seawinds along the way. Colwell's NIRVANA in Nassau, and again in Staniel. The Weaver's IX CHEL was in Georgetown. We had run into them in the Abacos several years earlier, and I believe, in Roatan in 1988. We seldom fail to find sister ships in our travels. However, we just returned from a trip from Cumana, Venezuela, to Port of Spain, Trinidad, and although many SSCA brothers were in attendance, not one Seawind was to be found. Mine included, as we were on a friend's Heritage 46 cutter, WINDWARD STAR. Beautiful country by the way, and I just love the steel drum bands!

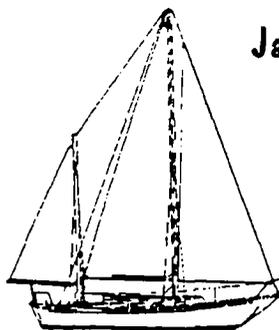
I have also enclosed one of our own boat cards, which we made up on my son-in-law's computer from the original line drawing in the Wright/Allied propaganda. The price was right!

I read with great interest Dick Weaver's algae problems and solution. I too had algae in my RACOR after periods of non-use. It became so severe on one occasion that I cut a hole in the side of my tank to clean what I expected to be a mess. I found very little in the tank! My conclusion was that most of my problems were in the lines and filter itself. The RACOR pulls out moisture, and algae grows in that medium. I now clean and replace the filter after non-use, and maybe once more in the next 20 hours, and no more problem! I have always used BIOBOR and other appropriate additives.

We are now readying DRIFTER for a short Bahamas cruise in May.

Keep the "Words" coming.

(signed) Jack and Linda Silcox



Jack & Linda Silcox

"Drifter"

8575 Mangrove St
 Hobe Sound, FL 33455
 (407)546-9243
 So. of Marker 25, ICW

Editor's comments: Jack, I think it was Mangrove Cay where we met.

The boat card is an excellent reproduction of the Seawind II. I have long hoped to get such a card drawing copied from the Allied literature. Jack, I'm sure you would find lots of takers if you wanted to market them here.

Regarding my algae problems: I've never had any although I thought I did, and put the access hole in the fuel tank. Finding little algae was great reassurance. Actually, my problem then was a poor seal on my FRAM filter, but I learned how to make the hole. Incidentally, the so called "algae" is actually masses of bacteria.

* * *

A Different Point of View

Daily papers generally believe controversy promotes circulation. Not being one to avoid controversy, I offer these thoughts on two subjects recently discussed in these pages, a different point of view.

FUEL FILTERS. The RACOR filter has built an excellent reputation among professional users because it works. The advertised centrifuge action to separate impurities no doubt requires an adequate flow of fuel. Although WESTERBEKE 30 consumption may be only 0.6 gallons per hour, the flow through the filter is many times that as most of the filtered fuel is returned to the tank unburned after cooling the injector pump and injectors. I have a FRAM filter, and am satisfied with it although it is more difficult to change elements. FRAM claims their filter has a 1 micron element, RACOR's is 2 micron; is that a significant difference?

* * *

RUDDER SHAFT CORROSION: Whether or not you believe that corrosion may occur from dissimilar bronzes in the rudder shaft and the heel casting, put a zinc on the heel casting anyway. Repairing a corroded rudder post is major! A plastic insert at the heelcasting-rudder shaft bearing has the same effect by isolating the heel casting from the rudder shaft. L. Francis Herreshoff knew about corrosion from different bronzes and wrote about it.

* * *

Gaff-rigged Mizzen

FROM: PHILIP BRIEFF (116K)
DATE: AUGUST 16, 1994
SUBJECT: FORWARD BILGE, BOBSTAY SHACKLE, GAFF-RIGGED MIZZEN

Dear Richard,

The OHM SHANTI was originally purchased by Paul Carrol who resides in the Mystic-Stonington CT area. Five years ago it was purchased by Anthony Cecala of Stonington.

I will write you another time with details of the equipment on my boat. In this letter I want to throw out some thoughts I have about modifications I am considering. First, I would like to have access to the place where the post that supports the mast rests on the keel. An opening cutout in the sole might afford use of any space between the keel and the sole and allow inspection of the post below the sole. I don't know exactly where such a port should be cut. Do you? I think you mentioned in one of the SEAWORD issues that you made such a cutout near the fore-aft head door. What size and dimensions?

Second, is it possible to replace the pin that holds the lower end of the bobstay wire fitting to the plate at the bow (above the waterline) with a pin that is part of a shackle. My purpose is to have a nylon line from this shackle take the strain of the anchor rode. Is this plate adequately backed-up to take the load?

Third, I too would like to raise the mizzen boom height. Has anyone considered making the mizzen sail gaff-rigged? That should allow maintaining the same area with a higher boom.

Yours truly,
(signed) Philip Brieff

Editor's comments: Don Bundy's letter (129K) this issue, page 3, describes his hatch in the shower floor. You might call him for exact location.

Milton Baker ex-SOLUTION (088K) placed a shackle on the pin through the lower end of the bobstay and the bobstay chainplate. He led his anchor from this location using a nylon snubber, I believe. This chainplate is extremely well anchored according to Ken Snow (106K) who investigated it. He said the bottom of the anchor locker is stainless-steel plate covered with fiberglass and integral with the exterior portion. I have not adopted this method of leading the anchor rode because I have doubted the chainplate is strong enough to take repeated side strains likely to occur when anchoring in a tide-way. If the wind and tidal current are not in line, the boat may lie to the wind with the rode streaming at right angles. This would put a bending strain on the chainplate which it is not designed for. I suggest you call John Kremiski, the present owner of SOLUTION to determine the state of his bobstay chainplate after all these years.

I know of no one that has gaff-rigged the mizzen. It would not be an inexpensive modification as it would require a gaff and a new mizzen sail. Also the gaff jaws might not ride well on the present slotted mizzenmast. Some years ago I obtained a short piece of the mizzen-mast section with internal splicing pieces from METALMAST MARINE which is located somewhere in Connecticut. The whole mizzen mast was raised one foot (the proper amount) on the new mizzen-mast section. This requires new mizzen shrouds or stay stretchers (short additional wire pieces) and a new or shortened springstay. I covered the mast splice with some fancy ropework which makes it look quite nautical. It has been entirely satisfactory. Even if the proper section is not available, some sort of extension could certainly be made by a good spar shop. Tom Gillmer designed such a longer mizzenmast as an option. The least expensive alteration would be to raise the boom a foot and cut a foot off the foot of the mizzen sail. You might not notice the difference.

* * *

Taking the Ground

We have grounded innumerable times (embarrassment)! Most but not all our groundings have been in sand or mud but the procedure is similar in rock or coral. This is what we learned.

Many years ago our first grounding was in a MORGAN 22. We learned:

1. Never enter a strange harbor on the top of a high tide.
2. Never enter a strange harbor at night.
3. Always enter sober!

The next morning found us high and dry on the beach, 200 feet from the nearest water! It was a week before we got off. I have obeyed all these rules ever since.

Due care will minimize the chance of grounding but grounding happens and the vessel's draft seems to have little to do with the frequency of grounding. The shallower the draft the greater the temptation to enter shallow water.

If we bump the bottom but have not lost all way the engine may well get us off but once the boat stops, using the engine alone is futile. Only once has a powerboat been able to tow us off and then we were not hard aground; our speed was only two knots before easing onto the sandbar. Most powerboats just do not have

(continued next page)

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enough power to help. We have found no profit in trying to heel the vessel to reduce draft. Perhaps this is due to the inherent stability of the SEAWIND II and the width of the bottom of the keel.

If hard aground the quickest way off may be to hail a passing power-boat to circle close aboard, creating as much wake as possible. Your engine may take effect on the top of the waves and pull you off. But there is rarely a powerboat available.

The deepest part of the boat is the after end of the keel. Put as much weight as possible on the bowsprit to raise the keel, a couple bodies helps a lot. Rocking the boat often helps too.

If grounded on rock or coral, check below to see the hull is intact. If the hull is punctured, don't get off until the leak is controlled.

Sound all around the boat with the boat-hook to find the deepest water. Get out the dinghy, inflate if necessary, and load the anchor in the stern, then follow with a nylon rode but leave the bitter end secure on deck led to the anchor windlass. Lead from the end of the bowsprit if possible. Row the dinghy as far off as possible, at least 150 feet in the direction of the deep water streaming the rode behind and drop the anchor. Come back aboard and start cranking the windlass. After the anchor catches, the rode will gradually become quite taut. This is the time when rocking and shifting weight forward will help. With enough tension the bow will gradually swing around and eventually the boat will ease off. This strategy has never failed us. We have never had to wait the high tide in our boat but when we tried to be help a wing-keel sloop aground in Pelican Bay, we found that no amount of tugging and rocking could get its keel loose. Be grateful we don't have a wing-keel!

I can imagine a situation where the boat must be hauled off stern first if the only deep water were astern. Then lash the wheel amidships to minimize the chance of rudder damage from dragging backward and lead the anchor line to a jib sheet winch in the cockpit, using a snatch block if necessary to keep the lead of the line near the midline.

* * *

Rebuilding a Hatch

FROM: EDWARD DIMOCK (001K)
DATE: APRIL 3, 1995

Dick,

Just wanted to drop you a line with this year's dues. I'm starting to work on the boat now that the weather is getting better. Nothing major to do, mainly routine maintenance and minor leaks to fix.

One tip I can pass along involves rebuilding the hatches. Mine leaked badly, around the lens and around the gasket. I got a new round gasket from BOMAR which I special ordered through BOAT/US. It fits the groove in the bottom of the hatch perfectly. The old plastic lens was acrylic. I tried to make new ones out of this and found it very hard to work with. Mine were screwed to the frame around the edge and I found it almost impossible to drill the holes close to the edge without breaking the plastic. I threw the acrylic out and cut new pieces out of polycarbonate. This is the stuff to use. You can drill and cut it anywhere and it is almost impossible to break. It is ten times stronger than the acrylic and should have been used in the first place. Hopefully I'm on my way to a dry boat.

I'm still not sure about my hull/deck joint. On one trip back from Block Island last summer I had the rail under quite often and there was water coming from somewhere. I ran into Paul Watson (029K) there, and I also met George Kennedy (110K) this past summer.

I certainly did enjoy my first year with the boat. Learned a lot and my sailing season was extended considerably. I didn't think twice about going out when the wind picked up in the fall, like I would have with a less stable, lighter built boat. I have no regrets at all about buying the SW-II and look forward to many more years with it.

(signed) Ed

(Certainly polycarbonate (LEXAN) is a much stronger and better hatch material than acrylic (PLEXIGLASS). This is money better spent than replacing the original. Ed.)

* * *

Ratlines

Dangerous coral heads lurk beneath the surface in many of the best cruising areas of the Bahamas. They are impossible to see at night, very difficult to spot on a cloudy day. They are best seen with the sun behind the spotter and always easier to see from on high. So for our first Bahamas cruise in 1979 we installed ratlines in the main rigging port and starboard to conn our way through coral areas. We used them regularly and appreciated how well they helped us avoid coral and rocks.

Our ratlines are made of 5/16" nylon rope secured to the shrouds with rolling hitches, the bitter ends secured with one inch lashings of waxed nylon twine. The ratlines are tied between the two lower shrouds, except the lowest three ratlines where the lowers are too far apart. These are tied between the upper shroud and the after lower. The lowest one is about two feet off the deck, the rest at foot-and-a-half intervals. There are about ten on each side. The uppermost ratline is a square teak bar about a foot and a half long, two inches on a side with deep grooves for the two lower shrouds on one face. It too is lashed to the shrouds with waxed nylon twine. Its ends are rounded to minimize chafe. It's about six feet beneath the spreader. Wear shoes with good soles to climb the ratlines as the rope cuts into bare feet. The wooden rung at the top makes an adequate seat although not truly comfortable. Grasp the upper shroud or the mast for added security. I have sat here for an hour and a half when crossing the Yellow Bank.

In addition to locating coral we find other uses for ratlines. They help find landfalls that are beyond the horizon at deck level. On one occasion, B.L. (before Loran), we were lost again on the Great Bahama Bank sailing from Northwest Channel Light to South Riding Rock. Our dead reckoning said we should have arrived but there was nothing to see on the horizon. The tidal currents on the bank are strong and rather unpredictable. We had been lost before. I climbed the ratlines and found a confusing sight on the western horizon. There was a small dark square object which eventually seemed to slowly move north. The other sights were ephemeral visions, similar to single white trees that appeared and instantaneously disappeared. They were so short-lived that it was some time before I could be positive they existed at all. We didn't understand immediately what we saw but after

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considerable conjecture we concluded we had seen the funnel of a ship in the Gulf-stream heading north and the spume from seas breaking on the bank's fringing reef. Then we knew we were just a few miles from the bank's edge and should find South Riding Rock soon. We did.

At South Riding Rock, we anchored to await evening for our departure for Fowey Rocks Light where we wanted to make landfall after dawn. We considered taking a swim but again while I was in the ratlines for a look around I spotted a giant Barracuda circling the boat that was not seen from deck. We didn't swim.

Ratlines are good for climbing off or onto a high dock. We often are unable to board a dock from our deck at low tide, even in St. Pete. In Nassau all the docks seem too high but a few steps up the ratlines makes exit easy.

They make the boat appear more salty.

Ratlines can help ascend the mast, but only part way. Nevertheless the hoister will appreciate that help.

Mast steps are no substitute for ratlines. One wouldn't want to hang onto mast steps for an hour at a time and they would be no help climbing onto a dock.

Be careful to keep the mainsail from chafing on the ratlines when running downwind. We rounded smooth the after end of the wooden upper rung. We vang down the boom when it is broad off to prevent the sail touching the shroud or ratlines. We also have long chafing patches applied to the mainsail in the way of the lower shrouds.

As we grew more experienced cruising in coral we learned to see it better from deck level and used the ratlines less and less. During the last few years we did all our conning from deck. The experienced natives don't even need good sunlight to find their way, but we aren't to that point yet.

This year we found that the chafing patch had worn through in the way of a ratline although the underlying sail was intact. Apparently it chafed on a rolling hitch. We patched the sail with sticky-back tape and re-evaluated our ratlines. We decided we no longer need such high ratlines and removed all but the lowest three on each side, the one's we use to climb onto docks.

Any novice sailing in coral for the first time should install ratlines. For the rest, they are salty and useful but not for everyone.

GIGI in Tortola

FROM: PAUL WATSON (029K)
DATE: SEPTEMBER 13, 1994
SUBJECT: REBUILDING "GIGI"

Dear Dick,

I have just returned from Sacramento, CA where I underwent a cervical fusion operation. I'm quite well now aside from some stiffness and difficulty in swallowing.

I'll be off to the Caribbean on September 20 again and thanks to you and the gang I'm better armed for the endless restoration project of GIGI (029K).

I'll be glad to host a CAM in the British Virgin Islands if we can assure nine other boats. SAILING WORLD seems to have quite an interest in one design regattas there and the last one was for Beneteau 38 cruiser/racers but when I spoke to Bob Weeks, their Marketing Director, he encouraged the idea

of a cruising skills regatta week. I have a proposal for such an activities week and it should prove to be quite unique.

I read with great interest the pages concerning the SWII (088K), SOLUTION. What a job! I rather suspect GIGI will never reach the level of perfection that was achieved there but I'll try to have a simple, well equipped world cruiser within the next couple of years.

Once again thanks and keep up the great work. I hope to one day lay a line on your guest mooring in the harbor without being chased to the other side by the local marine gendarmes. I have spent many a wonderful layover in Coecies Harbor with my SOUTHERN CROSS 31 and my TARTAN and my old wooden TRUE ROCKET in the sixties.

I've been the managing and active partner of GIGI (029K), a 1976 sky blue ketch, since January 1992. At forty eight (and single) I have never in my life been more than a stone's throw from salt water and have generally been within reach of a boat from about 1949. Checkered and active careers have kept me always near the marine trades in some way so ownership and deliveries have accumulated well over 70,000 miles of offshore and near coastal experience. You have obviously heard from Gerry Smith, my partner, as has been indicated by my perusal of the back issues circa 1979 & 1980.

As witnessed by Gerry's contributions, GIGI did sail the Caribbean waters in the early eighties but never did aspire to the Smith family's goal of stretching to further oceans. She was drydocked in the British Virgin Islands. During the one week interview process I noticed a beautifully pleasing hull, with weeds growing almost to deck height, snapped mast dangling from an incomplete tear at the spreaders, crushed pushpit and strewn with line. To make a long story short, the same thing happened to me that has happened to all of us when we saw our first SW II, love at first sight.

According to the people of Tortola Yacht Services she had reposed in the tropical sun for almost seven years to date. Smitten with the yacht I asked the broker to contact the owner to investigate his intentions. Gerry was not really interested in my first offer, it was pretty low I admit, but his counter-offer indicated that he was quite in love or really unaware of the real current condition of GIGI. You see as hurricane Hugo passed through the islands on its way west, on the night of September 17, 1989, it found The Virgins and paused a few hours to enjoy this tropical playground and display the power of sustained 200 knot winds. In one over-zealous gesture she swept GIGI off her shoring and into the neighboring boat. The neighbor toppled into its neighbor and so on and so forth until the domino effect had grounded about ten boats. A week after the wind, oddly enough, came the rains. GIGI was still grovelling on the ground for that period and waited for almost a month before anyone picked her up again. The oddest coincidence of this is that I was dealing with cleaning up from hurricane damage on St. Thomas, only twelve miles away. My SOUTHERN CROSS 31 (Gillmer design) had been the only total survivor in the mangrove lagoon area that I had chosen to ride out the storm. Within days of the almost total destruction of the charter fleet I had been Service Manager for, I was hired as a Consulting Surveyor and began the grisly job of estimating the damage to yachts throughout the US and British Virgins and Puerto Rico. The only yacht facility in the Virgins that I was NOT to visit was Tortola Yacht Services and GIGI and I missed our first date with fate.

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Although I have not completed my required reading of the SEAWORDS, I still have found only one reference to the job of engine removal and that seems to indicate cutting away the bulkhead behind the sink. Sounds a bit incomplete so if any one has the answer to that I'll consider pulling the WESTERBEKE. I suspect ring problems after so many years of waiting for Gerry. I also have a persistent clacking from the engine when first started that softens greatly as the oil heats and thins. I have adjusted the valves properly several times so to eliminate the upper valve train as a culprit. I have suspected the lift pump lever/cam lobe but have not yet investigated that fully. If it becomes the case I will certainly opt for electric fuel pump, it has some wonderful benefits when bleeding single handed is necessary.

My other question concerns accessing the bilge space opposite the head door. I'm one of the lucky ones who has the sixty gallon fresh water tank and it apparently goes pretty close to the main bulkhead. The possibility of spare diesel tankage, holding tank and access to the shower drain hose fitting under the drain pan all seem to be logical concerns. How big a hatch? From where to where? How much volume is under there? Can I get to the base of the compression post from there?

I am technically totally disabled from a very recent triple level lumbar fusion and an even more recent triple level cervical fusion so the new Service Manager job with OFFSHORE YACHTS in Nanny Cay, Tortola, will be about 12-18 months to finish GIGI into cruising shape and build a cruising fund. Gerry has recently asked for me to purchase his interest or find another partner as his time doesn't allow him time to sail any longer. (During an extended trip to California in 1992-93 I was finally able to have lunch with Gerry and Lil, our first eyeball meeting and I must add that I found them to be truly the salt of the sea.)

Future plans for GIGI are a departure from the Caribbean to the upper reaches of Maine, south to Cuba, on to Central America, Venezuela, Panama and on to Cabo San Lucas on the great Baja tip, a quick reach to Hawaii and then for one or two summers in Alaska. I have family in Bellingham WA and plan to winter there and then south again to Mexico and then off to the South Pacific. Anyone know of a great cruising woman with a small income that wants to cruise or partner up for the next six to ten years?

I ran into SW 11 (001K) in Block Island, Rhode Island, last July while cruising with friends on their HANS CHRISTIAN 43T ketch. I introduced myself to the new owner, (unfortunately I don't have his name handy) and spent a short time aboard this clean but very basic boat. She's a beauty! He mailed me Dick Manuel's address and a copy of some pages from SEAWORDS. My check went out post haste.

A touchy question arises here and since I must be able to substantiate the approximate value of GIGI in order to negotiate the cost of buying Gerry's share I look to some of you for guidance. Moderately equipped; storm tri-sail, storm jib, mainsail, 150% genoa on a new HOOD furling gear, working jib, twin #2's with a BRITAIN downwind double pole gear, mizzen staysail, three anchors, basic electronics, GPS, VHF, propane stove and plenty of spares. Hull and deck are excellent. Any ideas folks?

It seems that I was about to end this missive and I remembered a further interesting note regarding the broken mast. I had sent a FAX, with a tracing of the cross section of the mast, to METALMAST MARINE for the

splice and asked if they had a small piece of the original exterior extrusion as between the serious corrosion at the base (WITHIN THE STAINLESS STEEL STEP) and the damage at the tear I would lose about eight inches of height after the trimming away at the damaged spar. Fortune smiled on GIGI and an old display sample of the original cross section was found and shipped along with the splice and the rivets (\$125). Thank You, METALMAST MARINE. After the splice was completed we moored little GIGI between two MOORINGS fifty footers and hoisted the mast into place using the halyards of the two fifties.

(signed) Paul Watson

Editors comments: It seems Paul has accomplished a job to surpass the labors of Hercules. It is hard to criticize anyone with so much experience, so here goes:

I hope the location of the muffler does not prevent good access to the hose clamps on the packing gland and the stern tube. If a hose clamp breaks or loosens, the hose can slip off the packing gland or the stern tube and the gush of seawater can be truly amazing. It is essential to have quick access to this area. Our waterlift muffler is mounted just forward of the seacock to the port cockpit drain. We have had no problem with water backing into the engine even though we have been pooped more than once.

I have been told the engine can be removed without cutting the engine room bulkhead (Tim Colwell). I understand the following have removed motors:

J. Temple Bayliss (032K)

Tim Colwell (084K)

Ken Snow (106K)

John Kremiski (088K)

I am certain each would be happy to communicate.

There should be access to the forward bilge. This has been discussed in previous SEAWORDS, but see the letter from the Bundy's in this issue, page 3.

Hey! A CAM in the Virgins sounds like fun, can we get nine?

By the way, anyone know of a great cruising woman with a HUGE income that wants to cruise or partner up for the next six to ten years?

* * *

Lessons in Cruising

FROM: DICK WEAVER (075K)

DATE: JULY 1995

SUBJECTS: SHELF FRACTURE, HEAVING-TO, BURGLARY, STANCHION BASE CRACKS, WATERSPOUT.

This spring we cruised to the Bay Islands of Honduras and as usual, got some lessons about cruising and our Seawind.

We sailed for 3 days from the western tip of Cuba to Roatan on a close port reach against a southeast breeze beginning at 15 knots, gradually increasing to 25 knots with gusts to 35. The seas were large, with fetch across the whole Caribbean. Although Seawind 11's don't pound much, we pounded occasionally as we fell off a wave. We heard creaks and groans forward as the furniture in the stateroom worked back and forth. The head door would not latch unless the door was lifted vigorously as it was closed-to. It was on the second day that my son noticed the working of the starboard topside in the stateroom. With each crash the topside came inward an inch or so, oil-canning as it hit the sea. All the contents of the starboard stateroom shelf

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had been propelled to weather across the bunk. Inspection found no new leak, but we saw that the shelf bounced upward on each pounding sea, and the board that formed the lip for the shelf (screwed to its inboard edge) had come adrift. We were apprehensive, and shortened sail further to reduce the strain, but made port in Roatan safely.

In port inspection showed that the shelf itself, made from 3/4" plywood covered with fiberglass and glassed to the topside, was split lengthwise about half its length. In Roatan we made a temporary repair. We purchased a poor piece of 3/4" pine, the best available, cut it to fit the shelf and through-bolted it to the original shelf, then re-attached the lip board with longer screws into the original shelf and the new piece. We also bolted galvanized angle brackets to the shelf and the anchor locker bulkhead. Our passage home was on the opposite tack, with less strain on this shelf, and we had no further trouble. We now have to make a permanent repair.

The stateroom shelf is the support for a large area of topside between the bunk and deck. The strongest design would align the shelf perpendicular to the topside, but that might appear clumsy and might not work well as a storage space, so the shelf is made parallel to the bunk, where inward forces on the topside tend to flex it upward in the center. It is made of plywood, perhaps to reduce the tendency to split. It is strengthened by the lip which is stronger than needed to hold the contents, but converts the shelf into an L shaped beam. The topside force on the shelf tends to cause its inboard edge to rotate downward; a single wood screw through the bulkhead at each end is designed to counter this force.

Plans for the repair are not completed, but the existing shelf will be removed completely, and the joint with the topside ground flat. The repair will be made with epoxy rather than polyester resin to promote good adhesion to the topside. Substantial stainless or aluminum angle will secure the shelf to the bulkheads fore and aft. Angle will also be installed to the port shelf, and the lip secured better, any other strengthening on port depends on further inspection.

We also learned about heaving-to. Milton Baker told me he hove-to for two days in a gale south of Bermuda. That boat, "Solution" has a removable inner forestay. He used a small jib set on the inner stay, and either the reefed main or a trysail, I forget which. That is the usual manner to heave to in a sloop, with the jib sheeted to weather and helm hard over so that forward movement would force the bow to weather. Then the boat rides about 45 degrees from the wind, taking the seas on the weather bow and drifting slowly to leeward. The boat may tend to head up or lay off briefly but rides in relative comfort with moderate heel.

Seawind II's do not ride this way with a small jib on the headstay, the bow tends to fall off and the boat lies in the trough or heads downwind.

Ketches are said to heave-to under mizzen alone, but I have never previously tried it, and doubted it would work because of the small size of the mizzen.

As the wind increased on this passage South we reduced sail to working jib and reefed mizzen, then decided to shorten sail further. Bruce went forward to drop the jib preparatory to reefing it, so I resolved to find out about heaving-to while the jib was down. I eased the mizzen sheet so the boom was about 30 degrees off the midline, not quite to the corner of the transom, then turned the wheel far to weather and lashed it.

Soon the boat was riding comfortably about 45 degrees off the wind, with only a moderate heel and little pitching. Reefing the jib was easy although spray came aboard. We could have heated some soup if we had wished. Occasionally the boat headed up a bit and the mizzen luffed, but usually it stayed full. With a particularly big or breaking sea, the bow was thrown off so the wind came abeam, but then it fairly quickly resumed its previous attitude. We made little forward progress, but drifted slowly to leeward. When the jib was reefed, we raised it and continued on our way.

We arrived a mile or so off the western, leeward end of Roatan about 4:00 A.M. in a 25 knot breeze with stronger gusts. I refuse to enter an unfamiliar harbor in the dark, so we hove-to under mizzen alone and both took a nap. The nearest land was 25 miles to leeward. By 7:00 A.M. it was light and we had drifted 4 miles or so offshore. We entered Coxen Hole in the morning light.

We were well fatigued by this time and did not experiment further with heaving-to, but I think that adjustments in mizzen trim and/or helm position might have maintained a more stable attitude of the vessel. Any other information about heaving-to would be welcome.

In French Harbor, Roatan we had a night-time burglary while at anchor. It was a windy night and the boat rocked a bit with the gusts. The windscoop rustled in the wind and the fans in the stateroom hummed to keep us cool. The companionway was closed by a velcro-secured screen. The barefoot thief boarded from a canoe over the stern rail, detached the screen and entered the cabin. Among other things he stole my wallet from atop the hanging locker, directly adjacent my head. We heard nothing. Another adjacent boat was boarded the same night. Our loss amounted to about \$550.00. The locals said such boldness was unheard of. We had no trouble in two previous visits to the Bay Islands. The police were no help. Through an interpreter they told us they were poor, had no money and no car so could make no search. We thought they were asking for money. We decided we had enriched the Honduran economy enough so gave them none. The thief was not caught.

It is common to sleep with hatches open for ventilation, both at a dock and at anchor, at home or away. Such a burglary is possible anywhere, crime is so common anymore. We fixed our night-time arrangements to make access more difficult while maintaining cross-ventilation. Both the forward hatch and the center hatch have hinged and latched wooden-frame screens. Entering by way of them would likely be noisy and arouse us. We now secure the companionway using the upper two hatch boards, the space for the lowest board is left open for ventilation. I glued some shims in the hatch opening so the middle board does not slide down too far. The space below is too small for any but the smallest child. We already had a latch to close the companionway slide from inside the boat. I added an improvised lock using a spare snap-shackle in such a manner that it most likely could not be opened except under direct vision. The companionway screen is secured to the inside as usual, provides ventilation through the space of the missing hatchboard and keeps mosquitos out.

Security is an increasing concern, perhaps a form of burglar alarm is the best arrangement but heightened awareness now is a necessity.

We had some deck leaks from all the flying spray and boarding seas in the Caribbean, so on our return I decided to re-bed the stanchion bases. It had been seven or eight years since the last re-bedding. When removed, I found four of the bases were cracked. They

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were made 18 years ago by "Marine Fashion", a shop in Connecticut where I purchased some replacement stanchions in 1980 after I had collided with an Irwin 42. This time a call to their number reached a real estate agency. "Marine Fashion" had closed shop.

A couple of the cracks are adjacent to the mounting holes, but most are in the round stainless socket. My local stainless fabricator states they are a natural consequence of stainless steel, aging and salt water. He is welding up new ones, identical except the mounting holes will take pan-head screws rather than flat head, and the base is to be flat instead of raised in the center. Cost is \$40.00 apiece. Mail order stanchion bases may be had for about \$27.00 but the mounting holes do not match, so new holes would be needed in the deck. I don't know if the cracks weaken the bases seriously, but may well do so and they certainly promote rust. Stanchions might save a life and I want them strong.

On the way home, about 50 miles north of the west tip of Cuba we found the "Mother of all waterspouts." We have seen perhaps 20 waterspouts over the years, including one that came within fifty feet of our boat before it dissolved, but this one appeared the largest of all. We watched it slowly develop from a cone-shaped stalactite at the base of the dark cloud until its massive shaft reached the water and raised a whirling cloud of spray. Lightning flashed and thunder boomed from its cloud parent. It is difficult to estimate its distance or size but we agreed it was the largest and most frightening we had ever seen. It lay off our starboard bow so we bore off to a beam reach, perpendicular to the spout's bearing. The breeze was fresh and we made good speed but after a few minutes the whirlwind seemed to be closer and it seemed we might be caught in it. So we jibed onto the opposite reach, reversing direction. The spout's shaft gradually bent and assumed an "S" curve. Lightning continued. We were reaching rail-down but the waterspout seemed closer than ever. After ten more minutes, the spout weakened, gradually lifted from the surface and finally disappeared into its cloud.

We had avoided the waterspout again but until the end we feared it would get us. It was some days later when we realized that we should do with a waterspout just as we do with a ship encountered in the open sea. Take a bearing! Two, or a series of magnetic bearings inform about the risk of collision with a ship or with a waterspout.

You cannot outrun a waterspout, it moves too rapidly. Without radar it is impossible to identify whether the waterspout is approaching or receding but you can reduce your chances of it striking you. I recommend you assume a course so the waterspout bears abeam, then take a series of magnetic bearings with an accurate hand bearing compass, preferably a "hockey puck" type. If the bearings are moving aft, continue on your present course but if the bearings move forward or do not change, reverse course 180 degrees. You cannot assume the course of the twister will be straight, so continue taking bearings and follow the above rule. If it seems the waterspout is about to strike you, all is not lost. My friend Earl Fox, who has been in two waterspouts describes "It is very wet!". Once when his sails were down, the boat was turned end for end (not over) 180 degrees. The other time with the sails up, they were torn to shreds. So get all the sails down and secure them, then go below and close the hatches. You might lose the bimini or dodger but nothing more.

This rational plan of avoidance will reduce the chance of damage from a waterspout and also will reduce the crew's anxiety level.

* * *

More from Tortola

FROM: PAUL WATSON (029K)

DATE: FEBRUARY 25, 1995

To all my friends, relatives and correspondents,

It has come to my attention that I have once again become a recluse and my correspondence has suffered inexcusably, so for the reading audience (those that I have left who remember me and those who still care) I enter upon one of my infamous group missives to let you know what has been happening.

I will attempt to complete this thing today and send the mail sack out on Monday but in the unforeseen event that something important happens, ie; an opportunity to go sailing, a freak tropical occurrence of deeming it necessary to go ashore for a Heineken, a unique storm or a candid visit from the Dallas Cowboys cheerleaders sunbathing squad, I will continue.

Since my re-arrival in the islands this past September (boy, I really am late with this letter) my recovery from the recent cervical fusion seems to be steady. It is not without some discomfort or minor antagonisms but certainly much improved. My favorite activity, sailing, has only suffered lately due to a severe lack of quality time but for three months I was on charter an average of three and a half weeks a month.

Bareboat chartering lacks some of the assumed prestige of running a single luxury yacht and certainly the weekly money reflects the step down from the luxurious to the ridiculous but not without some benefits. The luxury crewed vessel crew turns-to for ambitious cleaning and re-provisioning (not to mention the maintenance) immediately after the guests depart, and if they are lucky turn around only one day later to do it all again. The bareboat skipper moors the boat at the charter company and turns in the keys for a crew of employees to prepare it for the next excursion. I, however seemed to be the chosen son and only had to do the laundry, sip a frosty beer or two and find a new smile before going out again, often with only an hour or two break.

The same ports, the same dumb stories and the same group of inept but enthusiastic bareboat guests expecting me to perform like a trained seal in a circus for 14 - 17 hours per day. Often I would cook one or two of my specialties in order to enhance my tips but with the French and Germans tipping is almost studiously avoided. All this for eighty five dollars a day. But I did a lot of sailing!

GICI has suffered from the lack of attention and loneliness but has managed to wait like a war bride for my returns. During an evening heart to heart discussion with my little ketch she reminded me that I have actually done very little sailing aboard her and being typically female she goaded me into a trip.

A week later my friend Benson Baker and I found ourselves gainfully between charters and decided to take GICI out for a ride, to St. Croix, some 41 miles south of her anchorage here in Road Town.

Monday morning dawned with the advent of the Christmas Winds, a phenomenon that occurs usually once or twice each winter when the trades kick into about 30

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knots for several days or weeks, the seas are lifted from their usual soft rolling into steep rollers from the north and a stiff square-edged cross chop from the east. GIGI smiled and assured me that this is just the weather that she had been designed for and she seemed anxious to get her now eighteen year old sails and rig stretched out. She has not done anything but infrequent local sails since March of 1992 and had not done an offshore since 1987.

We left the harbor in a stiff near-gale from the north-east, reached across Sir Francis Drake Channel and departed east of Peter Island southbound into the roiling Caribbean. We had tucked a single reef into the mainsail and rigged up the smaller jib. We watched the lightweight charter boats struggle up the channel under double reefs and severely reefed headsails. Their wide hulls with light displacement and low wetted surface designs seemed to launch out of each swell and come splashing down in a furious curtsy of foam. GIGI lifted gracefully her 17,000 pounds and charged at the waves, shouldering them aside and rode comfortably, hardly wetting the crew. Six hour fifty five minutes later we smoked into Gallows Bay in Christianstad, St. Croix and tied up at the marina. Even as well sheltered as Gallows Bay is, almost the entire frontage of the roadstead is protected by a shallow and jagged reef, the northerly swell worked its way into the harbor and tossed the yachts, large and small, against the dolphins, docks and spring lines uncomfortably. We were tired and sleeping under these conditions didn't deter us from a night's reward.

We rented a car the next day and proceeded to do some exploring. Most people are unaware that St. Croix has a rain forest so we explored the lush vegetation for several hours and met only two other people and one of them, I am convinced, was harvesting his illegal crop of marijuana. We stopped by the Cruzan Rum factory to see if they were giving out samples that day but were disappointed that they wouldn't even sell some of the famous brew to us. The island also boasts a very fine agricultural college and we were able to tour the grounds and many of the buildings freely. Some very tolerable restaurants that were in our price range served far better food than we are used to here in Tortola. Yes, we did tour some of the bars and no, MOM, I didn't drive after drinking (it is a U.S. protectorate and the laws pertaining are very stiff). On the third day we took a sail out to Buck Island to do a little snorkeling with some old friends of mine. It was their first time aboard a sailboat and the trip was 9 miles to weather, sailing hard on the wind, in thirty-five to forty knots. The inevitable trip to the lee rail was one fellow's response to some acidic rumblings in his stomach but a good time was had by all.

On the fourth day the wind swung to the south-east and we decided to take advantage of the favorable shift and pointed GIGI's nose north for the sleigh ride home. Incredibly some twenty miles later Benson alerted me to "something in the water, ahead". and we watched as a thirty-five foot sperm whale approached the port side from the west. It came within thirty feet of GIGI and sounded a shallow dive under us and emerged to starboard only 100 feet away. I am aware that whales travel in pods and that if there had been one then there certainly should be others. Astern we spotted about nine others; we had sailed straight through them and never had seen them. Benson's watch standing could use a little work!

Again we were screaming along at well above GIGI's theoretical maximum hull speed and arrived at her

mooring seven hours and five minutes later, almost seven knots as an average.

I dinghied into the Moorings to take a shower and locate a cold "greenie" (Heineken) and ran into another friend, James Buchanan. He reminded me that tonight was the registration for the West End Yacht Club's annual Gustav Wilmerdinger Regatta to be held the following day and was I intending to enter. Normally I have great respect for GIGI's age and the condition of her aging sails but hyped by the performance she had just given I agreed immediately. The weather promised to be heavy again and I knew that she was the right boat for the promised conditions. I jumped into my car and raced to West End to register. I was only able to recruit my friend Tom Dodamead as crew for the following day during the evening's festivities as most of the other good crews were committed to other racing boats but undaunted I raced back to Road Town to find anybody with a pulse who happened to be available. Maclean's girlfriend was working on a hangover (well advanced, I observed) but promised if I would rouse her and feed her coffee she would go for the ride even though she had only sailed once or twice before. A guest aboard a friend's boat also sleepily committed her dubious talent with a similar proviso that she be wakened to the smell of coffee. Still short about five-hundred pounds of mobile ballast I went to sleep and decided to "wing it" tomorrow.

The morrow brought the promised thirty-five knots of stiff wind and myself and the two uncomfortable ladies set off for West End to meet the redoubtable Tom with hopes that he had rounded up some more crew. He hadn't! We took a mooring and I checked in at the club. With less than an hour before race start I had begun to panic when I spied two men walking across the parking lot. From their lack of sun color and the strange garb of the sunbird I made them to be tourists. One was about six foot tall and six foot across his shoulders with arms that resembled tree limbs topped off by flaming red curly hair. The other, very Italian-looking but equally beefy. The important part was that I estimated the two to weigh in at about 420 pounds. "Hey, watter you two doing today", I bellowed above the wind. "Recovering from a hangover, mostly", one replied in a distinctly New York accent.

They were Tony and Mikey, one was a burly Irish New York Cop attached to the Marine Division and the Italian was a fire fighter. They had never been on a sailboat but were game to try.

I introduced the four suffering crew to Tom and myself, whisked them all off for a crash course in sailboat racing. Ten minutes later we were a crew.

The Gustav Wilmerdinger Classic is a pursuit race. Each vessel is rated to a system that handicaps all sailing yachts so that a predetermined amount of time is allowed per mile given to slower vessels with the interest of evening up the inadequacies of heavy cruising boats racing with the sleek racing boats. The course is eighteen miles long and the starts are staggered over about forty-five minutes, the slower boats starting first and the sleds last. You got it! GIGI started first. The theory being that all yachts, sailed well should finish at about the same time. They split us into divisions of rating from 180 or less and 181 and above (number of seconds per mile handicap allowed). We were in the second division.

Now, Gustav Wilmerdinger was a pirate back in the days of...pirates, I guess, and he made his base of operations in Frenchman's Cay, West End. His claim to fame was that unlike most of the other cut-throats when

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they had made their fortunes they slipped quietly back into England to live out their lives with comfort and often begrudged a title, he stayed on and lived out his days in active debauchery with little to fear from the retribution of the various European monarches who would like to have displayed his severed head in a square. The race committee takes a dim view of racers taking the event too seriously and encourages good sportsmanship, good sailing etiquette and a great party as a finale is mandatory as a tribute to the affable Gustave.

Tom and I opted to fly all available sail despite the wind. GIGI could take it and more if needed, this was her kind of stuff.

The yachts tacked and jibed in the area of the start, each trying to see how they should fare against each other. Shouts of "starboard", "coming about", "ease the sheet" and other such nautical things flew everywhere totally befuddling our rag-tag group of don't really wanna be here crewmen (crewpersons?). Lines flashed through the air, sails snapped furiously, winches clattered, wind howled, spray flew everywhere and occasional waves mounted the canting deck but they started to act like they could do it, at least in between bouts of pukeing over the side. And GIGI was off. She hit the starting line as the gun sounded and chewed her way up the short windward beat to the first mark. GIGI is a fine old girl but typical of all full-keeled ketches she hates to go to windward efficiently but God spare you if you are in her way off the wind. Thoughtfully the course had been laid out with a copious amount of off-winded legs and she showed her heels to all comers. Finishing first in division two, eleven minutes and four seconds ahead of the next and better rated boat and third overall. The division one boats finished a mere three minutes ahead of us. MERMAID, a \$250,000 racing machine with an almost professional crew and the perennial CORT (Caribbean Ocean Racing Triangle) series winner was first, INCISION, a Melges 24 that literally planes on the reaches, finished ahead of us and SYNERGY, a Frers 48 IOR (International Offshore Rule) sled, the local champion, dead heated us but was down-rated to finish fourth.

The old girl had split the boom vang block, broken two battens in the mainsail, torn the top of the main and the outhaul clew and shredded the big genoa headsail

sun protection screen in the process but would not give up. Overall a very expensive day. Thank goodness a good friend is the local sailmaker.

The two New Yorkers met their wives at the dock after the race and related the stories over and over in their gushing enthusiasm and the stories got better as they got drunker. The party wound down about midnight and we all slept aboard GIGI for a few hours before bringing her back to Road Town in the morning.

I have been recruited to be the mainsail trimmer and tactician aboard the smart sloop RUFFIAN for the CORT series this year, three races of three days each. First is in Puerto Rico, the second the BVI Spring Regatta and the third is the renowned Rolex Cup in St. Thomas. I'm very honored and excited. I'll let you all know how we do.

Racing GIGI and chartering came to an end the last week of January as I was appointed to the staff of Laverty H. Stout Community College as an instructor of Marine Technologies. I teach four nights a week and I love it except for the exhaustion. The same day I started managing a large local yacht repair, fabrication and machine works. Eight to five back in harness, stress and brain work and then I rush back to Road Town to teach from six to eight P.M.

Anyhow, last weekend I needed a break, even though I was way behind in MY home work and needless to say my correspondence, so we (two friends and I) headed out to sea again with GIGI, bound for Anegada and the winds favored us again, 30-40 knots on the nose. We had not yet beat out of the harbor when the mainsail blew a seam from luff to leech above the first reef point. Undaunted we put in another reef and continued on. Some thirty miles later the seam above the second reef parted like a cannon shot and the tattered main had to be retired. We sailed on with the mizzen and the small jib for a while when the battens in the jib tore their pockets free of the sail and escaped into the sea. Moments later the sun-screen on the little jib fluttered free. We spent the night at Anegada, dined on lobster and retired. Temporary sail repairs made in the morning and we returned safely "Jib and Jigger". A gallant craft and a good crew.

Time for me to close, so to all of you I wish calm seas and the wind always be at your back, love to you all. I love this boat!

(signed) Paul

* * * THE END * * *