

WHAT'S IN A NAME? DON STEFFANS  
OFFERS AN IDEA FOR OUR MASTHEAD

In his recent correspondence, Don Steffans (124S) stated: "On another matter, I have this thought regarding the newsletter. How about calling it, 'SeaWords - - The Newsletter of Seawind II Owners'?"

I like the ring of that; but how about you other owners? Take a minute and send me a note on the subject. (And include a bit of news, too!)

Volume 92, No. 2 August 1992

Editorial Contact: Dick Manuel (050K)  
P.O. Box 422  
Phone: (516) Shelter I. Hts.  
749-8964 NY 11965

And how about a Seawind II Class Emblem, suitable for the newsletter masthead and perhaps as a sail emblem? MERMAID's mainsail carries the emblem W/A and my boat number, 50. Can you top that? Should be easy. Write!!

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SUCCESSFUL SPRING "GAMS" IN CONNECTICUT (NE FLEET) AND FLORIDA (SE FLEET) REFLECT GROWING INTEREST IN PERSONAL GATHERINGS OF SEAWIND II OWNERS.

EFFORTS CONTINUE TO CONVENE OWNERS IN CHESAPEAKE (MA FLEET) AND GREAT LAKES (GL FLEET), BUT LOGISTICS REMAIN FORMIDABLE FOR WC FLEET OWNERS' GET-TOGETHER.

SOUTHEAST FLEET GAM REPORT

Brenda Bundy (129K) kindly sent us a copy of Alan Landsman's (088K) Minutes of the SE Fleet Gam, held at New Port Richey, FL, on 25 April. Don Bundy organized the affair and ran a great program to the delight of all.

Those present were Ken & Bev Snow (106K), Roger Bell (092C), Jo Brooks (079), Alan & Fayenola Landsman(088K) and Don & Brenda Bundy (129K). The Minutes are attached as ANNEX B, but a summary of owners' best improvements as recorded at the Gam deserves mention here:

Bundy--Non-skid sheets on companionway steps and V-berth sole.

Landsman--Lazy jacks on mainsail.

Brooks--Expanded metal shelves (removable) for refrigerator.

--External strainer for salt-water thru-hull fitting (by Sendur). Never needs cleaning if coated with anti-fouling paint. Source: Seafarer Yachts at (305)525-0571.

Snow--Rewiring engine compartment to provide more room to service engine.

....continued overleaf

NORTHEAST FLEET GAM REPORT

26 April marked the first meeting of the NE Fleet, held at the Greenwich Harbor Inn. The affair was organized by the joint efforts of Stan Burdick, Charlie Jacobs and Dick Schaeffer, with Dick handling the MC duties. John & Ginny Geils made the luncheon arrangements that were, in a word, superior!

Nine SW II owners were present, as listed below. Regrets were phoned in from several others, all of which testified to the attractiveness of the "gam" concept within the fleets.

128S Bob Jacoby  
122K DAYBREAK Nelson & Sherry Loucks  
095K Bill & Georgia Fike  
085K PSYCHE Steve Busch  
080K PIANISSIMO John & Ginny Geils  
066K Hafa Dai Charlie & Claire Jacobs  
061K TRIBURD Stan Burdick  
058K SHANGRI LA Dick & Marlene Schaefer  
050K MERMAID Dick & Marge Manuel

Detailed notes\* on the meeting are attached as ANNEX A. Future gams will be developed based on the response to a cruising itinerary questionnaire to be distributed to NE Fleet members early this summer.

(\*-Latest Hild sail prices included)

FROM HERWART WILLI GEBHARDT (107C),  
THE ULTIMATE SOLUTION TO DECK-  
HULL JOINTS - - A "MUST READ"!

ANNEX D is a summary of a comprehensive repair job and upgrading of the often-troublesome deck-hull joint leak problem. Herwart gives all of the details of the job he did on his cutter, WINDSPIEL. His letter ends with the observation that he now has a truly dry boat.

The report also contains references to ground tackle and sailing conditions with respect to his home waters of San Francisco Bay. Don't miss it.

#### SEAWIND 30 RENDEVOUS AT KEY LARGO, FL

Dan Smith, correspondent for the Seawind 30 Class, provided us with a copy of his report on the 11-12 April gathering of Seawind 30s in south Florida. The similarities of Seawind 30s to our own Seawind IIs often invite possible applications of SW 30 changes & innovations to our SW IIs. Dan's report is no exception, and merits your careful reading. The "sail-in" gam also captures our imagination - - let's try one, soon!

Dan's report is attached as ANNEX C.

#### ROSTER REVISIONS (LATEST IS ATTACHED)

##### Additions:

016K Keith London, Flushing, NY  
087K Robert Halpern, Northport, NY  
091K Sharon C. Langton, Houston, TX  
111K Dave Smith, Hilton Head, SC  
112K Harry Silverstone, Charlotte Hall, MD

##### Changes:

Dick & Maridell Weaver (075K) have relocated to 1332 Pasadena Ave. S, in South Pasadena, FL 33707. Phone is now (813)343-6264

The Bowlings (047K) reported that their correct phone number is (904) 759-3955, and zip code is 32102.

Peter Knowles (010K) in the Pacific Northwest has a new phone number: (503)382-0117.

Paula & Timothy Colwell (084K) have a new mailing address (they are in the Chesapeake area this summer): P.O. Box 1418, Sarasota, FL 33577.

.....from page 1, "SE FLEET GAM", etc.

Snow--Engine oil drain tee fitting with hose barb and petcock.

--Relocation of pre-heat and starter buttons to inside of lockable starboard sail locker, away from weather and burglars.

--Shortening gear shift lever to avoid accidental downshifting while under power.

#### THE CULPEPPERS (002K) SUMMERING IN THE CAROLINAS

Martin & Georgea recently reported the following:

"(Our) planned trip down the Inland Waterway was aborted early last October when the Westerbeke began to act up. The large rubber hose serving as the water jacket around the exhaust began to leak. Exhaust smoke increased greatly, and the oil leak got bigger.

"I rejected the advice offered by several learned mechanics (jackleg types) who recommended pulling the engine for an overhaul. I found a good mechanic who runs the Hampton Roads Marine Engine Service (804)727-0114. He replaced the water jacket (curing the water leak), adjusted the injection pump timing (curing the smoke problem), and replaced a defective seal (curing the oil leak).

"The engine has 1600 hours, and the compression test results were good. I think the engine will last quite a while longer.

"I plan to resume my trip in mid-June and spend a leisurely summer exploring the coastal waters of North and South Carolina. My wife Georgea still feels like holding down a steady job, but she'll join me from time to time."

#### THE COLWELLS (084K) ARE BACK AND ARE IN THE CHESAPEAKE FOR THE SUMMER

After a year or more of cruising east and south, the Colwells are back in Crisfield, MD. They are in touch with Judy Fransen (105K) of the MA Fleet.

They brought our attention to the Somers Cove Marina in Crisfield, a potential summer gam location.

WORTHWEST ACCOMPLISHMENTS: THE KNOWLES ( 010K) ARE UNDERWAY

In the last issue of SEAWIND II WORDS (ANNEX XII), we wrote about Peter & Christy Knowles' work (and I mean WORK!) in rehabilitating SW II 010K in Seattle. All that while living in Bend, OR, and commuting to the boatyard. Here's what they say:

"Things are good with Christy and me, as our life now is turning towards the day we can move to the salt water and live aboard GENTLE PROMISE. The second week of March we sailed the old girl up the Puget Sound to her new home at Port Ludlow.

"All of the hull work is done; the engine, transmission, propeller shaft, steering, rewiring for 12v., plumbing, chainplate leaks (many), and many more labor hours of love too numerous to mention are now all behind us.

"Memories and photographs remind us of the huge task we chose to tackle. The neat part about all of this is that we did almost every stitch of it ourselves; Do we ever know this boat - - from bow to stern!

"We have not one complaint regarding our decision to buy her and fix her up. So far she is everything and more than we expected. If you put a sailboat in proper condition, and if she's a seaworthy vessel to begin with, you'll have a lifetime of stories just from sailing her in waters near or far.

"We travel 351 miles from our home in Bend, OR to Port Ludlow, WA to sail GENTLE PROMISE, and we've done this quite often already. Usually, 3 or 4 days at a time is all we can get away for sailing at this point. Working for a living sure seems to dictate one's lifestyle...or is it the other way around?

"For 3 years we have had a small but interesting little business, specializing in sales of quality marine equipment. Just recently, however, we have devoted much more time to it,

.....continued overleaf

CHARLES McFADDEN (045K) OFFERS A COLLECTION OF PRACTICAL INNOVATIONS

There's something for everyone in Charlie's commentary on such items as Lectra/san, refrigeration, Halder boom brake, on-deck dinghy stowage, etc.

In the same letter, he asks for advice on mainsail reefing points, winter moisture condensation problems, etc.

The whole story is given in ANNEX E, which deserves your review. Please contact Charlie directly on any of these matters. A copy to your note to your friendly editor will provide reading for the rest of the Seawind II owners in the next edition. Please!

THE SEAWIND II'S COLORED DECK SURFACE; WHAT IS IT? REPAIRABLE? PAINTABLE?

Don Bundy (129K) asks about repair and/or recoating of the raised-pattern, colored, deck areas. Does anyone know how the effect was originally achieved by Allied (and by other boat makers such as Pearson, etc., for that matter)?

Does anyone know how to re-coat and/or re-patch the dings in the surface of these colored traction areas?

Please contact Don directly (see the roster for address/phone). A copy of your message to Don will get plenty of attention in the next edition of "Seawind II Words"! (I know that I have some spots that need attention.)

AL PIERSON (097C) SUMMERING ON THE CHESAPEAKE. HE WINTERED AT DEALE.

ROLLIN HOME was hauled at Deale, MD, for the winter of 91-92, and was prepared for the summer of '92 on the Bay. Al reported that future plans were indefinite, though he was giving thought to a Bermuda voyage...if not in '92, well there's always '93!

Hope that you MidAtlantic Fleet people are able to make contact with Al, and include him in your summer gam/sail-in plans.

.....from page 3, NORTHWEST

"and behold....a thriving business! If you or any other salts need quality marine equipment, ship us a note of what you need, and I'll get right back with a price. We sell all types of marine equipment, from fire extinguishers to PFDs to Sat Navs to sail slugs to cleats to ....etc.

"We even have our own custom sail loft now, and is this guy ever good. He repairs and constructs custom or standard sails to any specifications. He also makes covers for tillers, wheels, instruments, companionways, and truly functional awnings for the main boom and mizzen boom. We had him make us a mizzen boom awning for our boat and is it ever great! No rain, no sun, and lots of smiles with the miles!"

If any of the members need information or ideas on the refurbishing of GENTLE PROMISE that were described in this or the prior edition of SW II WORDS, just send a note directly to Peter. He'd be more than happy to help out. Address/phone on the Roster.

NEWCOMER SHERRY LANGTON (091K)  
REPORTS IN FROM HOUSTON, TEXAS

Sherry's introductory letter, to which I replied by phone, deserves a full quote, here. In addition to information in this edition of SW II WORDS and in previous issues (to be sent to Sherry), other response from owners with the answers to her many questions & concerns should be sent directly to her. Address/phone number are in the attached Roster.

"I was delighted to find that the owners association still existed. I recently purchased a Seawind II, (built in) 1979. I found on board an old newsletter from 1979, but since this was the only one, I assumed that the association no longer existed.

"I am relatively new to sailing and this is my first boat. So I have many questions, concerns, and just plain puzzlements about this wonderful boat.

.....(top of next column)

.....from preceding column

"I purchased her in March from a person who only had her for 6 months. He bought her from her original owner. She apparently had been sitting uncared for for quite a while because there is lots of cosmetic work to do. The person from whom I bought it said that he had replaced some rotting supports under the cabin sole, glassed in the water tanks, glassed in the shower drain in the head. I now notice that I have a small leak somewhere around the water tanks or from the head.

"I have a Bukh engine, 20 HP. They claim that this is the original engine, but I wonder if anyone else has a Bukh? It looks newer than 12 years old.

"The deck-to-hull joint is leaking on the port side over the galley. I am in the process of recaulking, but in the old newsletter I read that an owner said his leaked even after recaulking. Any suggestions? (Ed. Note: See ANNEX D in this newsletter for Herwart Gebhardt's definitive solution to the deck-hull joint leak.)

"I am also missing a mainsail. So far I have sailed fine in Galveston Bay with just the mizzen and jib. But I am interested if anyone knows where good used mainsails for the Seawind II can be found. (Readers; what do you have - - what do you know of this?)

"I am ~~thrilled to be the owner/slave~~ (who owns who) of such a beautiful sailboat. I want to care for her as best I can."

Ed. Note: Now you readers know why I promptly phoned Sherry. Many of you have the knowledge, experience, the Bukh engines, the used mainsails, and other information that would be helpful to this newcomer. Take a minute and write her a note on your specialty. We're sending her the back issues as soon as additional reprints become available.

Sherry is now on the roster, but for your convenience:

3659 Villa Glen Dr. (713)  
Houston, TX 77088 447-7351

CRUISING SHANGRI-LA IN THE NORTH-  
EAST: LAKE CHAMPLAIN, NY/VT

Don & Gael Steffens (124S) call Lake Champlain, "home waters". They are both contributing editors of COASTAL CRUISING, a bi-monthly magazine of Nautilus Publishing, Inc., of Beaufort, NC 28516. Don wrote to us, in part saying:

"In previous issues we have written about our own coastal cruises on board AURORA (SW2 124S), and most recently I completed a major article for the magazine providing a cruising guide to Lake Champlain. I've enclosed a copy of that issue for your interest. You may reproduce the article for SEAWIND II WORDS if you choose, but we would ask for proper credit for the magazine as the source of the material. It seems more and more people are getting interested in Lake Champlain as a destination, so we'd like to help with this little introductory guide."

Your editor (of SEAWIND II WORDS) contacted Ted Jones, the very cordial editor of COASTAL CRUISING, and received his permission, also, to reproduce Don & Gael's article herein as ANNEX F.

Read it and dream - - or set sail and see for yourself!

In a later letter, Don described a further northern cruising prospect; sort of a Lake Champlain post-graduate course, you might say. Read his description of eastern Canadian waters:

"We have not made the route further north out of Lake Champlain to the Richelieu River into Canada. However, it does require that the mast again be lowered onto the deck. This can be handled at various marinas in the northern part of the lake. Restepping is done in Canada after the last lock north.

"Cruising the St. Lawrence River is not something to be undertaken lightly. The current is very strong and the river flows naturally north - - which can be a problem with a north wind, a common occurrence. Also, the river is

.....(top of next column)

.....from preceeding column

"tidal.

"But there are wonderful sights along the river and ample marina facilities. Highlights of cruising these waters include visits to Montreal and Quebec City, with their rich historical and cultural backgrounds.

"Don't forget to bring your ship's papers, proof of U.S. citizenship, and a French-English phrase book. The Canadian Province of Quebec is predominantly French-speaking. Most of the people are bilingual, but they appreciate any attempt to speak their first language - which is French.

The Steffens deserve our gratitude for bringing their lovely cruising area to our attention.

CLASS NAMESAKE, SEAWIND II (004K)  
TO BE FITTED WITH NEW MAIN CABIN  
FIXED PORTS/WINDOWS

Darryl Forrester (oo4K) writes from Weekapaug, RI, that he plans to replace the large, fixed ports/windows in his main cabin. His boat, named SEAWIND II by the previous owner, may not be the first - - but at least it is probably among the first to have this job done.

Indeed, Darryl wonders if there is anyone out there who has done the job, and would they please contact him with advice, etc. For his part, Darryl will document the project for future publishing in SEAWIND II WORDS.

KEN SNOW (106K) CONTINUES HIS UPGRADE  
PROGRAM ON OSTINATO

"I have now installed all new wire and a 100 amp alternator with an APC 3-step regulator. I mean, I completely re-wired the whole boat, from the main electrical panel, aft. It took 4 major wiring harnesses; about 200 feet of Anchor Marine wire - - mostly 14 AWG. It works great!

"I'm now re-working the fuel system and the propane system. I'm taking out all the old copper lines and replacing them with rubber hose and a new electric fuel pump." (Ed: WOW!)

WHAT'S IN A NAME: PART II.  
KEN SNOW SUGGESTS A ROSTER OF BOAT  
NAMES TO AID IN VESSEL RECOGNITION

Ken Snow (106K), owner of OSTINATO, recently suggested that we add a roster of boat names to supplement the sail number and alphabetical rosters in SEAWIND II WORDS. That seems very logical, and probably should have been done a year ago.

So our Roster assembly, included in this issue, will give the boat names currently on record. Those owners whose boat names are not shown are asked to send the information to the editor, at the address shown in the masthead, page 1, top.

THE MARKET PLACE (See Roster for  
Addresses and Phone Numbers)

- Boats For Sale: -027K, Bill Laing, owner. Broker of record is Fairwind Yachts at (516)427-4769.
- 032K, Dick & Ann White, owners.
- 108K, Francis Collings, owner. Broker of record is Seafarer Yachts at (305)525-0511.
- '77 Allied Ketch is offered by Flaherty Yachts, Inc. in Sodus Point, NY at (315)483-9171
- '79 Allied Seawind Ketch is offered by Sterling Yacht Sales in Mystic, CT, at (203)572-8810
- '76 32' Allied Seawind II is offered by Lawson Yachts, Inc., in Hingham, MA at (617)749-1645
- Allied Seawind Ketch and Cutter, 32', offered by Martin Bird & Associates in Annapolis, MD at (301)268-1086

....(top of next column)

Boat Inquiries: -William Babcock, SRA  
Box 8605, Indian,  
Alaska 99540

-Len & Barbara Bristow,  
64 Eastwood Crescent,  
Markham, Ontario L3P  
5Z9, Canada

-J.T. "Vic" Vallas,  
720 Ocean Ave., Apt.6,  
Long Branch, NJ 07740  
(Looking for a cutter)

Sell/Buy-Other: -Used Mainsail for  
Ketch - Sharon C.  
Langton (091K)

-Used 35# CQR anchor -  
Dick Manuel (050K)

WESTERBEKE ENGINE SEMINARS SCHEDULED  
FOR OCTOBER AND LATE NOVEMBER/DECEMBER

Hansen Marine of 32 Tioga Way, Marblehead, MA 01945, the distributor of Westerbeke engines, has advised your editor that there are two seminars scheduled for Westerbeke engine owners and prospective buyers later this year. One will be in October, the other in late November or early December.

They are 1-day sessions, the morning being classroom work while the afternoon is spent in the Hansen warehouse, hands-on with engines. Class size runs about 25-35, and is by reservation.

Our contact at Hansen is Ms. Felicity Grant, reachable at (800)343-0480 from phones outside of Massachusetts, (800)678-8658 in New Jersey, and (617)631-3282 in Massachusetts.

The Seawind II Northeast Fleet will probably try to make a collective reservation for a session - - and may get an exclusive booking if the number of participants is significant.

Other fleets might try direct contact to see if a field seminar might be arranged in their area - - for SW II owners and owners of other boats with Westerbeke engines. Try it!

F I R S T   G A M   R E P O R T   -   N O R T H E A S T   F L E E T

April 26, 1992 marked the first meeting of the SEAWIND II Association, Northeast Fleet. It was held at the Greenwich Harbor Inn through the co-efforts of Stanley Burdick (061K) of Madison, CT, Dick Schaefer (058K) of Glastonbury, CT, and Charles Jacobs (066K) of Weston, CT. There nine Seawind II owners present.

The informal meeting was preceeded by introductions of all present (See listing in lead article on page 1 of SW II WORDS.) Regrets were phoned in to the organizers from several other owners, reinforcing the feeling that the "fleet" concept with occasional "gams" is attractive to most owners. The NE Fleet contacts for information on future events remain the organizers identified in the 1st paragraph, above. Addresses and phone numbers are given in the Roster.

Following the introductions and the delicious luncheon, the latter having been arranged by John and Ginny Geils, those present proceeded to critique common problems, concerns, and innovative upgrades to their respective vessels. Among the subjects addressed were the following:

- Restructure of mainmast compression post at keel end;
- Auto-steering systems
- Bottom paints & coatings
- Porthole/window gaskets
- Main (sliding) hatch leaks & repair thereof
- Overboard discharge regulations and related on-board equipment
- Of special note was a formal assembly of brochures from Hild Sails of City Island, NY. Dimensioned offerings of sails, covers, furling gear, dodgers, etc., specifically for SWIIs - - with prices - - were provided. John Geils (080K) arranged for this offering, and it proved to be a highlight of the meeting. THE PRICE LIST IS ATTACHED TO THIS REPORT. FURTHER DETAILS ON ANY ITEM CAN BE REQUESTED DIRECTLY FROM HILD SAILS.
- There was a unanimous desire expressed by those present to attend a Westerbeke Engine seminar as soon as possible. Dick Schaefer will coordinate the logistics of a possible "fleet" attendance, that might result in special Westerbeke attention to our concerns. (Ed. Note: Progress with this effort is reported on page 6 of this issue of SW II WORDS.)

Though no specific commitment for the next meeting was established, Dick Schaefer advised that a cruising itinerary questionnaire for this season would be sent to NE Fleet owners, shortly. Knowing approximate dates, duration, and destinations of owners' anticipated summer and autumn cruises will facilitate development of plans for a Fleet Gam with boats later this year.

Dick, Stan, and Charlie: We look forward to hearing more about the Westerbeke seminar and the next NE Fleet Gam.



HILD SAILS, CITY ISLAND, N.Y.

Apr 23, 1992

Performance Cruising Price List for a ALLIED SEAWIND II KETCH

I = 38.750 J = 13.7500 P = 33.830 E = 12.0000 PY = 18.5000 EY = 9.0800

	AREA	WEIGHT	LUFF	LP	PRICE
Mainsail	203 sq.ft.	6.5 oz.	34 ft.	12 ft.	1,190
Reef Points per row					110
Full Batten Main	203 sq.ft.	6.5 oz.	ft.	ft.	1,488
Storm trysail	57 sq.ft.	6.5 oz.	14 ft.	6.7 ft.	345

ROLLER HEADSAILS

150% 10-40 Reg.	400 sq.ft.	5/7	40 ft.	21 ft.	1,944
Includes; Foam luff, area reduction markers, multiple weights of cloth.					
Ultra Violet sun protection					97
Sewn on acrylic cover					310

153% Kappa roller 408 sq.ft. Bainbridge variable poly. laminate 2,346

HEADSAILS

150% cross cut	400 sq.ft.	5.0 oz.	40 ft.	21 ft.	1,620
135% "	360 sq.ft.	6.0 oz.	40 ft.	19 ft.	1,526
125% "	333 sq.ft.	6.0 oz.	40 ft.	17 ft.	1,412
110% "	293 sq.ft.	7.0 oz.	37 ft.	15 ft.	1,330
Working Jib	253 sq.ft.	7.0 oz.	37 ft.	14 ft.	1,212
Storm Jib	60 sq.ft.	6.5 oz.	6.7 ft.	22 ft.	363

Drifter 180% 480 sq.ft. 1.5 oz. 40 ft. 25 ft. 1,310

SPINNAKERS

Tri-Radial	959 sq.ft.	.75 oz.	ft.	ft.	1,860
Cruising Spinn.	815 sq.ft.	.75 oz.	39 ft.	23 ft.	1,377
Atn Sleeve.....					291

CANVAS

Dodger size A .....	795 Awning w/flaps.....	245
Sailcover.....	228	

Price of Sail includes; Insignia sail #'s, battens, bag, leechline. Options; Cunningham or flattner \$25, lens foot \$65, draftstripes \$35 telltail window \$25, battslides \$50. Special logos.

225 FORDHAM STREET, P.O. BOX 207, CITY ISLAND, N.Y. 10464 PHONE (212) 885-2255 FAX (212) 885-0813



FIRST ANNUAL SEAWIND II GAM - - SOUTHEAST FLEET - - 25 APRIL 1992

I. WELCOME: Don Bundy, our host for this first Gam, made a special point of thanking our editor Dick Manuel for the suggestion and organizational leadership that made this Gam possible.

II. FUTURE DIRECTION/PRIORITIES:

A.- Class Organization - - Do we need one?

The discussion that followed seemed to reveal a strong consensus that membership in a local sailing club does not come close to filling the very personal needs of a SEAWIND II owner. The intense pride felt by all SEAWIND II owners seems to power a need to educate ourselves in all ways to improve the care, the comfort, and the safety of our vessels. We never seem to tire of talking "shop".

The Bundys' bar-B-Q was like family!

B.- Geographic Sectors/Fleets - - Are they helpful?

Again, the members seemed to be unanimous in their opinion that the breakdown of the organization into smaller sectors or fleets accomplishes two major benefits:

- 1) Greater convenience, because meetings are closer and easier to get to; and
- 2) Smaller meetings improve sociability, facilitating the discussion of problems and solutions\* on a "one-on-one" basis

C.- Two suggestions for the National Organization:

- 1) A longer lead time - - would help more members make plans to attend.
- 2) A staggering of meetings - - by month and Sector/Fleet to make it possible for members to attend more than one Gam, and to select a month with optimum climate in that area

III. CONCLUSION:

No one can deny the value of a newsletter as an organizational tool and for exchanging ideas in a permanent form. But there is also a lot to be said for actually seeing the rigging and hoisting of a mizzen staysail while the wind tries to coax you away from the dock.

Or, how can we describe the convincing argument made by actually sailing your sistership, "jib and jigger"(150% Genoa and mizzen - no main) and see your vessel moving past 6.3 knots - - holding course with only an occasional hand on the wheel?!!

WE ARE LOOKING FORWARD TO OUR NEXT SOUTHEAST FLEET GAM, TO BE HELD AT THE HOME OF ALLAN AND FAYENOLA LANDSMAN (088K - "SOLUTION"), 1821 SE 37th STREET, CAPE CORAL, FL 33904. THE TENTATIVE DATE IS FEBRUARY 13 AND 14, 1993.

ALL INTERESTED PARTIES SHOULD CALL (813) 945-4285 FOR DOCKAGE, MOTELS, DRIVING INSTRUCTIONS, ETC.

Until then, sail with a Happy Heart 'til you find your own "Solution"!

Allan Landsman  
Recording Secretary  
SW II SE FLEET

\* Major items covered are listed in the SW II WORDS article on pages 1 & 2



SEAWIND 30 RENDEZVOUS  
April 11 & 12, 1992  
Key Largo, Florida

The sky promised fine weather for our gathering at the Upper Keys Sailing Club in Buttonwood Sound. Saturday morning temperatures in the 70's escalated later into the mid 80's. With winds fresh at 15 to 18 knots out of the east, those of us coming from the north enjoyed a port tack all the way.

KOHINOOR, while emerging from Jewfish Creek on Friday raised sails and headed southwest for the anchorage in Tarpon Basin. I glanced to the east and saw a Seawind anchored in Sexton Cove, a part of Black Water Sound. Jeanine & I changed course and headed their direction. As we neared, the transom revealed the name SEA WITCH (#113). This was owner Dave Rogers with his crew member T.C. Davis. They had travelled all the way from Melbourne, Florida combining a leisure cruise with plans to attend the Rendezvous.

Since I had not heard from them prior to this time, I knew another boat would be joining us.

SEA WITCH & KOHINOOR arrived at the Upper Keys Sailing Club the same time, 11:30 am April 11th, and dropped anchor 100 yards from shore.

At this moment a hearty greeting and hand wave came from Stuart Fox, #53 FOXTROT, standing on shore at the end of the dock. FOXTROT held a place of prominence in the last slip of the Sailing Club's dock. It was easy to reach and a ladder was handy to climb out of the dinghy.

Standing on the dock with Stuart were two couples who came in by land. Dean and Susan Mansfield, #45 SIRIUS, drove from Naples, while Bruce and Jo Ann Cronin, STRIDER, left their busy fishing charter business to attend from Key West.

By noon we had three boats and ten people setting the tempo. By two o'clock three more Seawind 30's sailed in and anchored, bringing the total to six. This last group included John Damstra, VIE DE PAIX (blue hull sloop), Dr. Marco Villegas in #54 DANIELLE (new owner) and David & Memmit Crane #89 SEAWIND (black hull).

Ashore several more had arrived by car. Walter & Marie Smith, #134 FAR FETCHER. Walter "Bubba" Busk, #110 FAREWELL. By 3 o'clock it was obvious our Rendezvous would be a success!

At 4 o'clock when it appeared all boats were anchored in place, another ketch came into view heading our

direction from the north. A short while later a light green hull rounded up and dropped anchor. Don & Olga Casey, #122 RICHARD CORY, from Dinner Key Marina in Miami brought the final number of Seawind 30's to seven.

In order for everyone to see as many boats as possible, Stuart Fox, David Crane, John Damstra and your secretary ferried the "shore" folks to as many boats as we could. But time has a way of slipping by when you are caught up in mutual dialogue and studying the innovations created by other owners. As I glanced during various moments of the day I saw John Damstra's cockpit swelling with people and conversation. He attributed this to his efficient refrigeration system which made his beer the coldest!

John Damstra's VIE DE PAIX has a Grunard Marine Air refrigeration system which requires him to run his engine twice a day one half hour each time while cruising. The unit is water cooled while the engine is running, but can be hooked up to shore power at which time it is air cooled. The compressor is located forward in his starboard sail locker. Inside the cabin the refrigeration box is mounted next to the hanging locker on the starboard side. There is still room for two people to sit on the seats between there and the galley area.

The cold plate is mounted on the right inside of the unit and down below the first shelf is enough room to store 80# of ice, just in case he didn't want to use the electrical system. The insulation factor is the important point here because John told me that much ice would hold him 3 weeks in the Bahamas!

VIE DE PAIX had many interesting features, but I was taken by the ratlines installed on the port shrouds. For Bahama cruising John uses this method of climbing to the spreaders for eyeballing shoal waters which can often be determined more easily with higher elevation. Wire clamps are installed on each of the of the two outside shrouds. These lend support to a teak step. This teak step has a slot cut into each end which allows the shroud to slip into that slot. Two quarter-inch bolts are secured in place through the teak step so they "lock" in the shroud, preventing the teak step from slipping out. This is done at each end of every teak step and also protects them from splitting apart. These steps are arranged at comfortable distances up the shrouds to the spreaders.

Many of the other boats had clever ideas and time and space will restrict my mentioning all of them. However, David Rogers, #113 SEA WITCH, provided several items I want to include here. SEA WITCH has done a lot of Bahama cruising over the years and Dave in order to develop the least amount of inconvenience produced a number of great ideas. First of

all his sails are all roller furling. Yes, that includes main and mizzen! It's easy to bring all of these sails in from the cockpit without having to go forward. In addition, with the mizzen being loose footed a custom awning is rigged up over his wheel station and can be left there while still under sail. A neat arrangement! Dave also has a Bimini awning rigged up under the main boom. This also is in place while under sail. For the violent heat incurred in the southern latitudes this set up is most comfortable! Speaking of "most comfortable", there are two portable deck chairs (with short legs or low to the ground style) placed on each side of his wheel box. I didn't think there was enough room or width at this point but Dave had a folding chair on each side where he can recline in comfort while sailing on either tack. Delightful!! K Mart specials \$5.99 each.

SEA WITCH came up short on water when a leak in the built in water tank appeared. To gain room for more water, Dave removed his hot water tank and replaced it with another water storage tank. It wasn't long after that he found out the leak in the main storage tank was a bad hose connection at the entrance to the tank - a difficult place to reach into. Also, an outlet for fresh water is plumbed into the cockpit bulkhead, low on the starboard side. You can screw a hose connection into this and shower in the cockpit after a swim in salt water.

SEA WITCH has propane mounted on the stern deck with a flat wooden cover over for protecting it. This is a handy seat while the crew member fires up the propane grill secured to the stern pulpit. A shut-off valve from the main propane tank feeds this grill while a "T" leads the other line to the stove in the cabin.

In unique fashion, vertical hammocks were hung from the hand rails below. In these were stored potatoes and onions in one and fruit, apples and bananas, etc. in the other.

Everyone remarked about the beautiful new bow sprit on Stuart Fox's #53 FOXTROT. This was made by Stuart (who is a clever craftsman) out of white oak alternating with teak. It is a magnificent achievement and at the moment has not been varnished or treated. He also had the courage to cut two holes into his cabin top and installed two 10" x 10" Lewmar sun hatch covers for light and air. One opens aft the other opens forward.

Stuart's talents extended even further when he completely disassembled the Monitor wind vane which was on the boat when he purchased it. He commented the further into the disassembling process the more problems he uncovered. The manufacturers could benefit from some of his ideas to improve

the performance of this important piece of offshore sailing equipment.

In addition to assisting with the location of the Rendezvous, Stuart brought up another good thought for the Seawind Owners Association to consider. Our organization has grown to over 90 owners. This seems large enough to form a buying group for marine parts! Stuart feels we could save 25 to 40% on each item. He has made contact with a canvas shop in Key Largo, where I have had some excellent work done, including a dodger, winch covers, cover for a wheel seat. This extended buying power might very well be submitted to a major wholesale marine supplier. We as owners could benefit. If you have some ideas along this line drop me a note. It seems worthy of research.

The gathering shifted to Snooks Restaurant by about 5:30 for refreshments at the bar and moved upstairs to a grand meeting room with a beautiful view of Buttonwood Sound.

A long table originally set for 20 people was expanded by one for our special guest, Marge Jeslema who is the grandmother of Dan Jelsema, #123 STELLA POLARIS. An extra table for four brought our group to 25 ardent Seawind 30 sailors.

Special compliments are in order for the personnel at Snooks Restaurant. Everyone there was courteous, cooperative and congenial. Never was there a ruffled feather while hiking to the upper floor while bringing drinks and food to our hearty group. Also, the French gourmet food proved delicious. Unless I missed something, I heard no negative comments.

Prior to dinner each owner introduced himself and his crew member or mate.

Marco Villegas, #54 DANIELLE, asked about soft spots on the deck, a condition where the balsa core has collapsed. Some one asked "does your foot go through it?" If not don't worry about it! Stuart Fox offered a more helpful suggestion. Drill several 1/4" holes into the affected area. Take a nail and grind off the point (or saw off so it is blunt). Bend the nail at a 45 degree angle and insert into the various holes, turning it back and forth so the nail is pulverizing the loose material (the loose material is probably balsa core). After you have done this, take a vacuum hose and suck up through the holes all the loose material. This will provide a cavity in which you can inject a hardening compound (West Epoxy System was mentioned or "Get Rot").

Dean Mansfield brought many pictures of #45 SIRIUS. The former owner extended the cabin length by sacrificing

space in the cockpit, thus creating a much larger cabin. The interior was completely reworked with the galley occupying the starboard side. I hope Dean will forward some pictures to show the layout..

Sunday morning brought more boat hopping but the pace had decreased from Saturday.

While Jeanine and I attended church in Key Largo (six miles by taxi) a very nasty squall came up, ripped through the anchorage and set three Seawinds dragging anchors. Fortunately, owners of those boats were aboard and proper resetting and second anchors were employed.

Even though we were absent during this storm, KOHINOOR held fast and required no attention. Several skippers attributed this to the fact we were in CHURCH! My response was "I seldom attend church and when the Lord was belayed by my presence in His House, he opened up the heavens with this mighty storm!!?!"

Ground tackle on KOHINOOR has always been a 35# Danforth attached to 30 feet of 5/16" chain with 1/2" nylon line. We have laid to some wild storms over the years and never dragged. So I am a devotee of the Danforth - plus the heavy chain. The depth of water at Key Largo was 7 to 8 feet and my general rule of thumb is "50 feet on the water" or the 7 times the depth formula, which seemed satisfactory this day.

A few more boat visits in the afternoon concluded the Rendezvous. One by one each of us weighed anchors and hoisted sails literally sailing off into the sunset of Buttonwood Sound.

Fair Winds to all,



Daniel E. Smith  
Corresponding Sec'y.





FROM HERWART WILLI GEBHARDT (107C)

"We are happy to hear about our sister boats around the country. We have owned our SW2 cutter, "Windspiel", for almost 12 years, and are still enjoying the boat and making improvements as we go along.

"One problem with the boat, brought up again and again, is the hull-to-deck joint. I thought my own experience might be of some help. Shortly after we bought our boat - - it was only 6 months old - - we experienced the same leaks many other owners seem to experience. According to Allied, the joint was to be through-bolted, then fiber-glassed, and the void between the aluminum rubrail and the joint filled with 3M 5200. Well, that may have been the plan for my boat at least; but the joint was not glassed, nor was the void filled with 5200. Initially, in order to fix the problem I removed some of the screws holding the rubrail and forced GE silicone into the void. It stopped the leak.....

"However, about two or three years later my rubrail started to show serious signs of corrosion. What had happened was that the salt and dirt which had accumulated between the joint and the rail had prevented good adhesion of the silicone to the aluminum, and the salt ate through the metal. I was unable to locate new rails, so I had the old rails welded-up and reanodized. Lesson learned: Don't do a half-way job!

"Now how we fixed our leaks: First thing needed is an impact driver with the proper Phillips adapter. The impact driver is a handheld tool which is hit with a hammer, thereby imparting a turning moment to the screws. It makes an easy job of the almost impossible task of removing the many screws holding the rubrail in place.

"After removing the rubrails, look at their condition. Any serious corrosion? Is the anodizing gone? Then perhaps it is time to find a plating shop and polish & anodize the aluminum to like-new condition. (Incidentally, it appears that new rails may be available through Taco Supply in Miami, at 1-800-223-3449.)

"While the rubrail work is being done, you can contemplate what to do about the hull-to-deck joint itself. If you have lots of energy, you can glass-over the joint. I tried, and did not like the result. The best way is just to clean the fiberglass and make sure that the 1/4" bolts are tight - - and perhaps even add a few for good measure. If you are satisfied with the condition of the rubrail, clean the inside wall to ensure good adhesion and add a protective coating. I used a bituminous black paint. I also replaced most of the stainless steel screws.

"The local paint store supplied me with Sika Flex 1-A. The 1-A was cheaper than the marine Sika Flex 231 or the 3M 5200 sealant.

"The rubrails were then remounted, initially using perhaps every third screw. Then with a good supply of sealant (start with 30-40 tubes of the stuff), and with a handheld gun, force the sealant into the void. When the sealant comes out of the next empty screw hole, put in the screw where you applied the sealant. This way you can be sure that there are no voids, and that your leaks will be a thing of the past. Believe me, you can be assured that you have a very substantial joint!

.....over

.....continued from overleaf

"A few tips regarding the rubrail job: (1) Try to have plenty of the appropriate thinner at hand, as things can get very messy; (2) I also tried to tape off the upper and lower edges to prevent too much of the sealant from running all over; (3) If I were to do a similar job I would rent a power gun. Squeezing that hand-gun trigger for about 40 tubes really tests the strength of your hands; (4) After filling the void, the best way to end-up with a smooth transition between rub-rail and gel coat is by wetting your fingers to smooth the sealant. (A good supply of surgical gloves really helps to do a good job.)

"Our boat was done about 5 years ago, and since then we have had a dry boat. I had to get this off my chest since I know only too well how miserable those leaks can be. And again, there are no east ways!

"Now about our boat: We bought "Windspiel" (107C) in 1980. The boat had never been sailed. Our first sail was a real eye-opener. San Francisco Bay showed its summer best at about 35 knots with a short, nasty sea running against the tide. Well as you all know, this is the stuff that suits the SW2! No oilcanning, no bouncing; just smooth sailing, flying the Yankee, the staysail, and the main.

"Over the years we have made some changes to make the boat as liveable as possible. Topside we have added a full dodger and full curtains around the cockpit. Forward of the mast sits the 5 gallon propane tank, housed in a molded fiberglass enclosure.

"We replaced the Yankee with a 110% or a 140% headsail, furled on a cruising-design reefer. We have found the headsail furler to be very simple and reliable, although a pain to change headsails. We are not using the staysail, but are keeping the boom for possible heavy weather work. In our generally heavy winds we find ourselves quite often under headsail only. The boat performs well on all points of sail under these conditions, and it sure cuts down on the workload.

"Our ground tackle consists of a 35 lb CQR on a heavy-duty roller to starboard, halfway down the bowsprit. Combined with 175 ft. of HT 5/16 chain, this gear has never let us down; and in the worst of blows has let us sleep through the night. We handle the chain on a Seahorse (manual) windlass. And while we're topside, our latest addition has been a folding transom platform ladder, which makes getting back on board a snap! Why should powerboaters have all the fun?

"Below decks we have installed a propane stove on remote control solenoid, as well as a German-made Trumatic propane forced air heater on its own solenoid control. We have also installed several fluorescent lights.

"Our engine is a Pilot 20 - - a Bukh diesel sold by Westerbeke. Although it is a very good engine, Westerbeke does not support the engine. We therefore get our parts from Germany - - not always the best way to get things done. On long trips we usually run the engine at 85% power which, according to the manufacturer, is absolutely acceptable.

"As our two Surette batteries gave up the ghost, we replaced them with two sets of golf cart batteries. These are 6 volt batteries and are built for heavy discharge duty. They give us about 400 ampere-hours, and to say that we are happy with this arrangement is an understatement.

.....over

.....continued from overleaf

"We replaced the small, French-built alternator with an alternator built-up for us by our local alternator shop. That sure saved us a lot of money! We use a Marintec charger which helps at anchorage to cut down on charge time.

"These are just a few things we have done to our "Windspiel", a truly honest boat. We usually sail the boat on San Francisco Bay and sometimes out on the ocean. We usually spend several weeks up on the Sacramento Delta.

"Unfortunately, we don't have the type of cruising area such as the San Juans, the Maine coast, or Chesapeake Bay. So therefore, we do not pay too much attention to our navigation equipment. Our hand-held Loran suffices for the occasional trips out of the Bay on the Pacific - - which at times can be rather nasty and very unforgiving. We do expect to ship the boat to the San Juans as soon as time permits (heard that before, haven't you?!).

"I hope that my experience with the rubrail will help others tackle the job, if & when it becomes necessary."

Yours sincerely,  
Herwart Willi Gebhardt  
(address & phone no.  
on the roster)

(Editor's Note: Here\* is another major chapter for inclusion in our future LOG OF SEAWIND II CHANGES & INNOVATIONS. We're still looking for an editor(s)/publisher to create that volume from the vast collection of data contained in SEAWIND II WORDS and as-yet-unpublished notes of our many owners.)

\* The write-up on the hull-to-deck joint repair.



FROM CHARLES McFADDEN (045K) OF THE MID-ATLANTIC FLEET, 8 MAY 1992

"The March 1992 newsletter was a gem. I got a lot of useful insights from the experiences of other owners. My own experience with the Seawind II is not as extensive as many others have reported, but maybe it will increase our data base a little.

"I bought ODORILLA (045K) in 1987, and have been living aboard by myself since December 1987 in a little creek of the Potomac just south of Washington, DC. There is not much sailing here, but I try to get over to the Bay in the summer. I really love this boat.

"I installed a Lectra/San mascerator-chlorinator rather than a holding tank sanitary system. The treatment unit is located under the starboard V-berth. It is a very tight fit. The system works well but it does use electricity (I estimate about 1.75 amp-hrs/cycle). I have had two problems with it, both out of warrantee: The pneumatic timer failed and the electrode pack opened up electrically. Raritan replaced the timer gratis and charged half price for replacement electrodes.

"I also built a shelf outboard and higher than the existing battery shelf to accomodate a third battery for starting. The house load is carried by the other two series-connected 6-volt batteries which provide 220 a-h. The battery charging system is typical but unsatisfactory (refer to George Rowcliffe's article in the 3/92 newsletter).

"As a live-aboard, refrigeration quickly rose in priority. I installed an Adler Barbour Cold Machine that has served very well, at least at the pier. It is an electrical hog, but a large portion of the blame can be attributed to the poor insulation of the access hatch and the upper 3 inches of the cold box. Improvements are on my "do list".

"Condensation is a constant problem in winter, a problem which is made worse by the drainage system - - or rather, lack of one. I see no evidence that any thought was given to the subject. Would appreciate any comments, suggestions, or fixes that others have found.

"I have installed an Autohelm 3000 autopilot. It works very well, especially under power. When I get some additional cable and connectors, I plan to install a windvane for the autopilot on the mizzen masthead.

"When purchased, the boat had a bimini and an awning (stretching from main to mizzen). I haven't found much use for the bimini, and none for the awning. The dodger has proved a valuable addition, however.

"The day I took possission of the boat, a fresh southerly wind forced me to beat down the Bay. However, the Schaefer-type roller furling jib would not permit me to point high enough to clear the Chesapeake Bay Bridge piers without tacking under the spans. The SANTA MARIA would be called weatherly by comparison. I have since replaced the roller furler with a new hanked-on 150% genoa which draws beautifully and restores the boat's ability to point.

"I also installed a Halder boom brake (similar or identical to the Dutchman). I chose a brake because it is both a vang and a preventer, and because there is hardly enough clearance between boom and deckhouse for a conventional vang. Haven't yet had enough experience with it to form an opinion.

"My mainsail has only one reef band. According to several newsletter contributors, most boats have two reef bands. Can someone tell me where the second reef band is located (i.e., how high off the boom) or what the area of the double-reefed main is?



# COASTAL CRUISING

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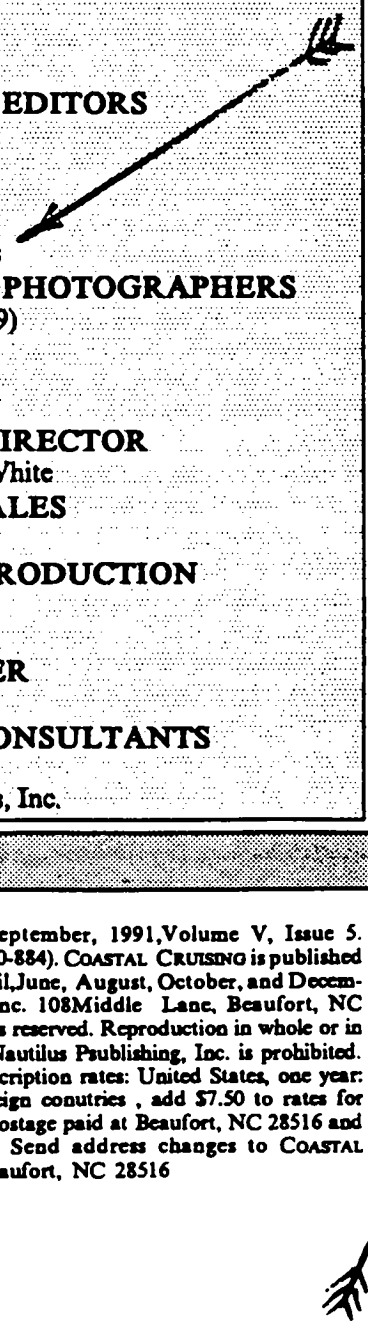
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**COVER PHOTOGRAPH:**  
 by Contributing Editor Don Steffens  
*Power cruisers wait for the opening of  
 Lock 11 at Whitehall, New York, at the  
 south end of Lake Champlain, as they  
 prepared to enter the Champlain Canal.*







LAKE CHAMPLAIN



43° 35' - 45° 05' North  
73° 20' West

NEW ENGLAND'S WEST COAST —IN  
CANADA, NEW YORK, & VERMONT

By Don and Gael  
Steffens

Aerial photos by  
Sanders Milens

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*When they are not off elsewhere, cruising aboard their Allied 32 sloop Aurora, Contributing Editors Don and Gael Steffens live in Burlington, Vermont, a couple of blocks away from the lake which is the subject of this issue's Coastal Cruising Guide. Although Aurora's voyages have ranged as far as the Dry Tortugas, the Bahamas, and Bermuda, she always seems to find her way home to Lake Champlain.*

**W**e were at anchor in Great Salt Pond at Block Island, one of the revered harbors along the Northeast Coast. The skipper of a nearby boat noticed our hailing port of Burlington, Vermont, and must have decided we were fair game for some smart talk.

"Hah!" he said. "You sailed that boat from Burlington, Vermont? That's like saying you're part of the Swiss navy!"

Well, yes, we did sail that boat from Vermont, and we've done it many times since. Now, somewhat reluctantly, we're going to let you in on a little secret. Our home port, Burlington, Vermont, sits on the shores of Lake Champlain, which is one of the finest cruising destinations anywhere in the U. S. with perhaps the most spectacular

scenery of any place on the East Coast. Locals call it "New England's West Coast."

The lake is a narrow, deep, elongated body of water securely set like a sapphire between a pair of mountain ranges. To the west stand the sharp peaks of New York's Adirondack Mountains. Eastward, Vermont's fabled ski trails trace the slopes of the Green Mountains.

It was the French explorer and world cruiser, Samuel de Champlain, who first discovered the lake in 1609 for European interests. It had been the Indians' lake long before that, of course.

The lake was very special to those aboriginal Americans, mystical and even sacred. A small, rocky outcropping just to the south of what is now Burlington is believed

## COASTAL CRUISING GUIDE

by Indians to be *Odziozo*, the Abnaki creator of water, land and life. The lake was the final creation of *Odziozo*. When he had finished, he was so pleased with his work, he turned himself into stone to stand forever overlooking his beautiful creation. On modern day charts, it is called *Rock Dunder*.

When Champlain piloted his small boats into the lake, he described seeing "...a great lake with many rivers falling into it...bordered by fine trees...and by high, snow-tipped mountains and lush valleys."

The natural perspective has changed little in the 400 years since the French explorer's eyes scanned this lake and its surroundings. With a more forgiving glance, disregarding the urban developments of Plattsburgh, New York to the west and Burlington, Vermont to the east, today's explorers may view Lake Champlain as that first explorer found it.

It is a big body of water, approximately 120 miles long and 12 miles wide at its widest, one of the largest fresh water lakes in the United States. It is glacial in origin, formed about 18,000 years ago when the great North American ice cap receded. If the glacier had cut just a little straighter, it might have totally cut all of New England free from the mainland. The lake encloses 587 miles of shoreline with a surface water area of 435 square miles.

From its beginnings in the south at Whitehall, New York, the lake actually flows northward, like a river, through 7 miles of marshlands. Squeezing through a narrows of near-vertical rock cliffs, the lake floods an area called "The Drowned Lands," then gradually widens to pass below the historic war ruins of Fort Ticonderoga and Crown Point. The great depths in

the lake begin to show up on the navigational charts between Charlotte, Vermont and Essex, New York. Here, Lake Champlain plunges to a depth of 400 feet.

At Burlington, the lake widens to 12 miles. This is what we call the "Broad Lake." From the Burlington perspective, the lake horizon ends with the high peaks of the Adirondack Mountains.

A look at U. S. National Ocean Survey chart #14782 reveals the principal islands of this middle section, starting first with Juniper Island just west of the Burlington breakwater. Juniper is a fair-sized island with formidable cliffs rising to a thick stand of woods which all but conceal an old, abandoned lighthouse. Juniper is one of Lake Champlain's most beautiful islands. It is uninhabited except on warm summer afternoons when many locals sail out to Juniper's

little beach on the eastern shore to enjoy a picnic or swim in the lake's clear, fresh waters. Further west of Juniper is a small clump of islands known as "The Four Brothers." In 1762, William Brassier surveyed the lake for Lord Amherst, commander of all British forces in North America. He called the islands "The Four Winds." These are just a few of the more than 70 islands on Lake Champlain. Some are private, occupied and fully developed. Others are wild and uninhabited. Some are protected as natural preserves. All are treasured. Rock Dunder is a small eruption of rock. Grand Isle, which has two parts, North Hero and South Hero, is so large, it has been confused with the Vermont mainland itself. Two interesting islands for cruising boaters located in the northern reaches of the lake are state parks. Valcour Island is a

*A warm south wind brings September spinnaker days to this crew heading north through "The Narrows" between Phelps Point on South Hero Island and Providence Island. (Photo by Don Steffens courtesy of Charlie Tetzlaff.)*





*The van Patten camp, an impressive Victorian structure was built in 1896 on Converse Bay near Charlotte, Vermont. In the distance, across Lake Champlain to the west, is Essex, New York.*

New York State park preserve with a half dozen little harbors, while Burton Island, in Vermont, offers camp grounds and a state-run marina.

Thirty miles to the north of Burlington on the 45th parallel lies the international boundary between the United States and Canada. Here, Lake Champlain narrows again and eventually loses its identity as it empties into Canada's Richelieu River, roughly 120 miles north of Whitehall, New York. The Richelieu flows into the mighty St. Lawrence River at Sorel, Quebec. From there, the waters sweep into the Atlantic Ocean, over 1,000 miles to the northeast.

## COMING NORTH - THE HUDSON RIVER ROUTE

Henry Hudson, who explored the river now named in his honor, was searching for a route to the riches of the Orient. He sailed his boat about 120 miles north up the river before being thwarted by the falls and rapids at what is now Troy, New York. Hudson died in 1611 without ever discovering the fabled

Northwest Passage nor of seeing Lake Champlain.

Today, the lake is accessible from the sea by a series of locks beginning with the federal lock at Troy and continuing with 11 more locks extending some 62 miles along the northern leg of the New York State Barge Canal — the Champlain Canal — to Whitehall, New York. The route is covered fully in *NOAA Chart Book #14786, The New York State Barge Canal*. The entire system is supported by tax revenues, and there are no additional fees.

Negotiating the locks along the Champlain Canal can be easy, accomplished without too much anxiety. We say that now, having been through the system a few times, but our first experiences back in 1982 were somewhat heart-stopping. Still, we made it, thanks to the caring attention of the New York State Canal employees, who really do look out for your best interest. Tell them you're a rookie at locking through, and they'll do their best to provide a smooth ride. Enter the lock and pull alongside

the wall as if it were a dock. Have plenty of fenders and a pair of extra-long dock lines available. The best technique is to rig a bow and a stern line, run both to a position amidship, and handle both as spring lines to the ladder or mooring pipes that run vertically on the walls of each lock. It is helpful to have a crew member stationed at the bow or stern to fend off from the walls of the lock.

The first nine locks in the system heading north from the Hudson River, including the federal lock at Troy, will lift you an average height of 15 feet. The largest is Lock 3 at Mechanicville, New York with a lift of 19 feet. Just to the south of the lock, Mechanicville merchants have provided a municipal docking area along the west bank. There is free water and overnight docking along the wall. Good shops and restaurants are just a block away, and the people of Mechanicville are very friendly, helpful and interested to learn about your travels. It's a good stop.

Immediately south of Lock 7 at Fort Edward, New York, the Hudson River branches off to the west. The Champlain Canal begins here at Lock 7. But take a detour for an overnight and motor upriver a half mile to the village of Fort Edward. This is a restful spot, again offering free overnight dockage with an opportunity to visit with some pleasant folks. Boat supplies, food and drink are readily available in the village, which is just back from a very attractive green.

Starting at Fort Edward, the remaining locks descend to Whitehall, the beginning of Lake Champlain. A final overnight may be taken at Whitehall. The entire system can be negotiated non-stop, but it's not advisable. Commercial barges often travel at night, and they take not only priority, but all

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the available room in the locks and in the canal. Take a day or two to enjoy this route to Lake Champlain safely.

The minimum clearance of some of the overhead bridges along the route is 15 feet (the refrain "Low bridge, everybody down" comes to mind), so you will have to unstep your mast and lower almost all antennae before Albany, New York. We have handled this chore at Hop-o-Nose Marina in Catskill, New York and at the Castleton Yacht Club, south of Albany.

The Castleton operation is a little funky and appealing. It's a "do-it-yourself" club with a hand-operated crane and lots of volunteer help. Big jobs can be handled at Castleton; stepping and unstepping the masts of 40-foot sailboats is a regular event during the spring and fall migrations. Membership dues are very reasonable and payable each time your mast is raised or lowered.

Proper supports can be bought, borrowed or constructed at both locations. Once you have entered Lake Champlain, there are a dozen or so marinas with mast-stepping capabilities. Leaving the lake reverses the procedure. In either situation, however, make sure your mast is well-supported and secure when it is down. There's lots of relatively open water to traverse before your mast can be stepped and you regain the stability of a properly rigged sailboat.

### HOLDING TANKS

Don't even think of coming to Lake Champlain if your boat does not have a holding tank. The lake is a "No Discharge Area," and there are patrol boats from the U. S. Coast Guard, Vermont and New York State Police as well as some local, community police, who can stop and ask to see your holding



*Gael Steffens chats with a friend at the anchorage and small boat ramp at the New York State Park at Willsboro Bay — a deep, wooded cut into the Adirondack Mountains. (Photo by Don Steffens.)*

tank. In addition to the tank, you must have your marine head thoroughly disconnected from any overboard discharge system and the seacock closed. It will not be enough to have a "Y" valve diverting the waste to a holding tank. It must be a direct connection with no other possible option. Failure to comply with these very strict rules may bring the first-time offender a fine of \$250.

It is almost a certainty that an out-of-state boat on Lake Champlain will be stopped and checked for a proper holding tank installation. This law has been in effect for quite a few years, and it's working. The lake, even with an increasing number of boats, is still clean and good for swimming. Some communities along the shore draw their drinking water from the lake, so please respect the law. There are adequate pump-out facilities available.

### WINDS AND WEATHER

It's been said that Vermont has 10 months of winter followed by 2 months of bad sledding. Don't

believe it. Some of our best sledding comes when everyone thinks winter is about over.

For boaters on Lake Champlain, the season runs approximately 5 months, from May 15 through October 15. The dates are arbitrary, but it is not unusual to have some freezing temperatures in early May and the spring run-off of melting snow from the mountains turns the lake waters roily. By mid-October, most of the resident boats on Lake Champlain are being hauled for winter storage. An early snow or frost alert can make even the hardiest boater wonder why he or she has not joined the snowbirds migrating south for warmer climes.

It is not contradictory, however, to say the finest sailing on Lake Champlain comes in late summer or early fall. In September, blue skies and steady winds combine to produce ideal sailing conditions with the added benefit that the summer vacation period has ended and school has resumed. On weekdays, the lake is practically empty of boating traffic.

More than once, we have been

# COASTAL CRUISING GUIDE

fooled by Lake Champlain weather. The prevailing winds, if there are such things, come from the north...or the south. Often you will find southwest to west winds, but it is rare that the wind will come from the east. When it does, be prepared for a blow and tie down everything that can come loose. Storms that roll in with an east wind are memorable. Every tale of a really nasty time on Lake Champlain starts off with the phrase, "Well, the wind picked up from the east...."

In summer, the pattern is usually a day or two of south to southwest winds bringing warm and humid weather to the Champlain valley. The periodic arrival of a cold front from Canada means a wind shift to the north, the good chance of a thunderstorm and some spirited weather, followed by calm and the

return to southerly winds until the next front. Winds will back to the southeast with the approach of a low pressure center or the arrival of a warm front. Be wary of the sudden cold front and the related thunderstorms, which can be dangerous but short lived. We are blessed by having very few long-lasting storms.

It is not unusual to have a quick, 180-degree wind shift. It will happen at night or during the day. Some years ago, we were sailing north on Lake Champlain with a gentle, following breeze. Our spinnaker was set and drawing beautifully. We were running comfortably downwind at about 6 knots. Abruptly, the wind died, and the lake became as still as glass. Before our forward momentum ceased, we noticed a ripple on the water ahead. We doused the spinnaker, raised

the genoa headsail, trimmed it flat and slipped off close-hauled to a northwest breeze filling in to about 10 to 12 knots. It was like automatic drive, and it was grand. Our caution: stay alert and listen to the forecasts. The same conditions can occur at night when you're at anchor, changing a protected anchorage to one that's hard on a lee shore.

Through it all, the lake is a modifying factor for our northern weather. The great expanse of Lake Champlain cools the area in summer and warms it in the fall. The result is, for the most part, very comfortable and pleasant conditions. Air temperatures range in the 70s and 80s. The lake water temperature can reach 70 to 75 degrees one day in mid-August. Average wind speed is about 10 to 12 knots.

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## COASTAL CRUISING GUIDE

### HAZARDS AND HIDE-OUTS

Navigation on Lake Champlain is straight forward and easy. Most of the work is eye-balling with the aid of a good compass and a set of charts. Four charts are necessary to cover all of Lake Champlain. They are U. S. National Ocean Survey Charts #14781, #14782, #14783 and #14784.

The hazards are few and far between. For the most part, the bottom is soft in the shallows and plenty deep elsewhere with the exception of some well-marked spots. The buoys are small in comparison with those one sees in salt water.

On the lake, the buoys are generally placed to the *north* of the hazards they mark. Since Lake Champlain technically flows north to the sea, the adage of "red, right, return" applies to a return from the sea from the north via the St. Lawrence River. Entering Lake Champlain from the south, you will be heading north, out to sea. The red buoys will be to your port, and the hazards will *precede* the buoys.

On the charts, mean low water is seasonal rather than tidal. Lower waters occur in late summer. If you run aground, there will be no forgiving tide to help you off. The weather forecast on VHF radio gives the lake level and water temperature.

South of Split Rock Point, just south of Diamond Island (approximate latitude 44° 14' N) stands a black can marking Fields Bay. South and west of this can, the depth changes abruptly from 100 feet to 1 foot. The bottom is extremely soft but as unforgiving as a giant octopus. Boaters who ground there have gotten off, but they say the ooze remains with them for a long time.

Farther north on the lake, the



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Four Brothers Islands are encircled by rocky shallows. Don't approach them too closely. The only mark is a small nun buoy to the north of the islands.

In the "broad lake" north of Burlington are two of the major hazards in Lake Champlain. The first is Ferris Rock (approximately 44° 31.5' N). The rock is actually a small mountain peak jutting up from the bottom. It cannot be seen, only felt. It lies just beneath the surface and is marked by the silliest lighted buoy you have ever seen—or not seen. We are *always* looking for the buoy whenever we sail in the broad lake. Sometimes we see it; sometimes we don't. We have brushed Ferris Rock a couple of times, but others, including the commercial ferry that traverses the lake many times a day between Burlington and Port Kent, have hit

it a lot harder.

Just a short distance northeast of Ferris Rock lies Colchester Shoal, Colchester Reef and Hogback Reef. The three reefs are adequately marked, and Colchester Reef boasts a prominent lighthouse with a flashing 4-second light. It's tricky sailing among the reefs, so we advise the newcomer to avoid this area. The reefs are just below the water's surface but break in a breeze.

Perhaps the best known but mostly unseen hazard on Lake Champlain is "Champ," the monster who lives in the depths. Like its cousin in Loch Ness, Scotland, "Champ" probably entered the lake during the time of the great flood as the polar ice cap receded. For centuries, people have reported seeing our Lake Champlain monster. Maybe you will too.

## ANCHORS AND ANCHORING

Anchoring in Lake Champlain is fairly conventional with just a few unknowns to make sure you stay alert. With rare exceptions, the bottom is mud, and the holding is very good. In some instances, your anchor may strike rock, but this is likely to be a ledge outcropping, and a second attempt a few yards distant should put you back over a better spot. In many of the smaller coves and secluded anchorages, however, aquatic weeds and grasses grow to within a few feet of the surface and holding conditions with that set of circumstances can be most difficult. When you find a weedy bottom, don't despair. Just add some weight to your anchoring gear, and make sure the anchor is securely dug in. A light-weight

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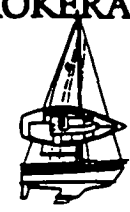
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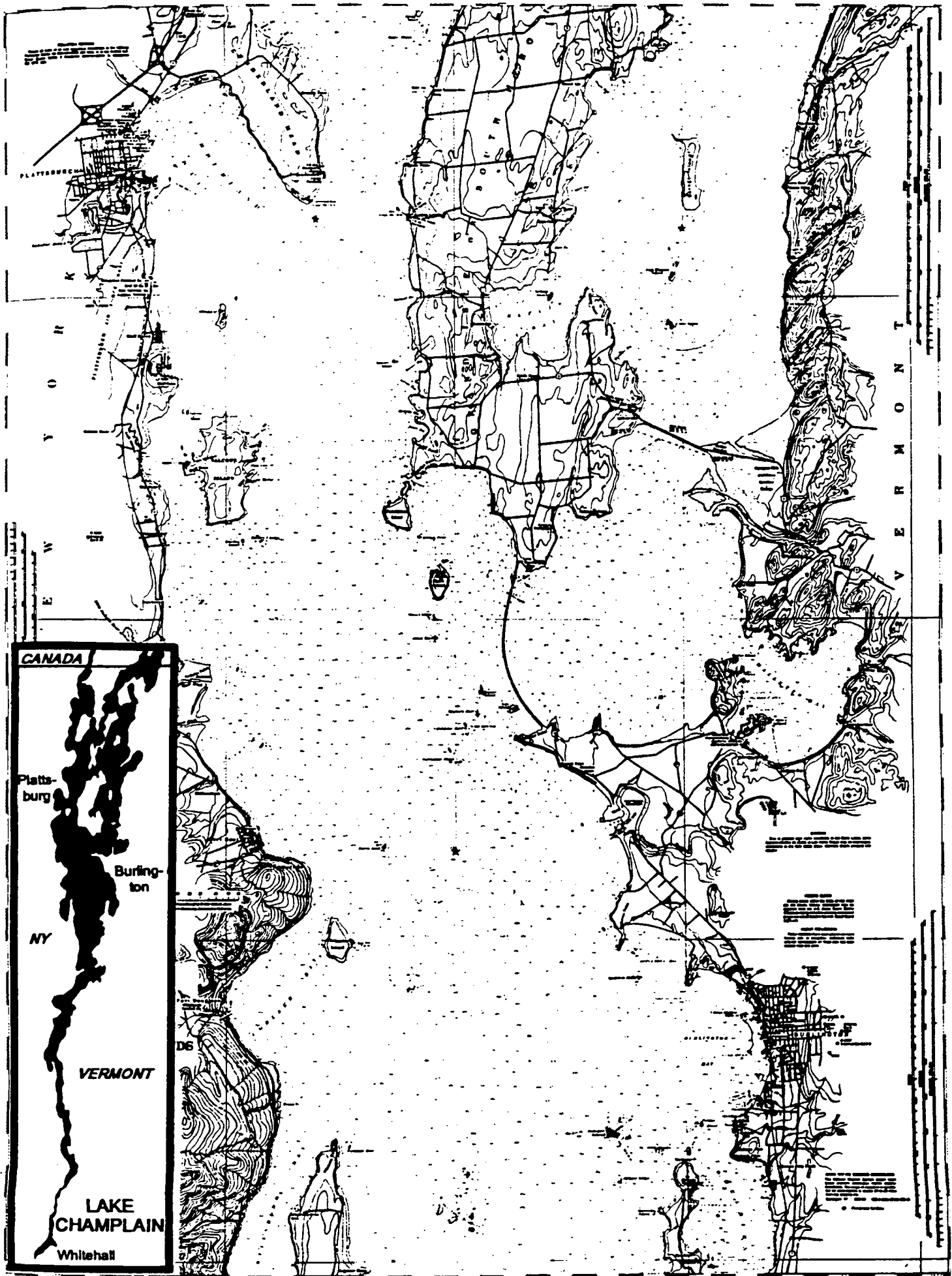
  

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## COASTAL CRUISING GUIDE

Danforth-type anchor just won't do the job unless you've added at least 15 feet of chain to the rode. Even then, set the anchor and give it a good test. Those weedy roots appear to hold really well at first, but can break loose under the steady strain of a boat riding to anchor.

### FAVORED ANCHORAGES

Our favorite anchorages in September are those which used to be our favorites in summer. Each year the lake gets more crowded, and the cozy little hideaways are more difficult to find.

**Partridge Harbor** is a tiny, totally protected anchorage halfway up on the New York side opposite the elegant Basin Harbor Club, which has full docking facilities and lots of amenities.

Just a few miles north on the Vermont side lies charming **Kingsland Bay**, which is adjacent to a Vermont State Park. Enjoy a walk on the park lands.

Continue north and round **Willsboro Point** to sail the length of **Willsboro Bay** south past the palisades that plunge from a mountain height of 1,300 feet to a depth of over 100 feet. You'll feel as if you're sailing in a Norwegian fiord. There is a great anchorage at the southern end and a New York State park.

**Valcour Island** is a favorite because of its five, protected natural harbors, each with its own special charm. The island itself is a New York State park.

Farther north, still on the New York side, near **Cumberland Head** is **Deep Bay**, where horses come down to the water's edge to drink and the tree-lined rocky cliffs close in at nightfall to wrap the visiting boater in protective folds.

Crossing over to the Vermont

side, several good anchorages lie within **Malletts Bay**. The approach via the old railroad bridge opening is shallow and weedy, especially in late summer. However, any boat drawing less than 8 feet can make it through. Approach the cut from the north and make a sharp turn into the cut. Once inside **Malletts Bay**, new cruising grounds open up. **Malletts Bay** is a cruising destination by itself, worthy of its reputation as the center of boating activity on Lake Champlain. On the road surrounding **Inner Malletts Bay** are grocery stores, restaurants, marine supply stores and other services.

The northern reaches of the lake are too varied to describe here. The best advice we can give on where to sail and where to stop on Lake Champlain is to buy *A Cruising Guide to Lake Champlain*, edited

by Alan and Susan McKibben, (Lake Champlain Publishing Company, 176 Battery Street, Burlington, Vermont 05401; \$19.95 plus shipping; telephone 800/845-0028). It is simply the best guide possible for Lake Champlain. We use it constantly and always learn something new. It is indispensable for the fullest enjoyment of cruising Lake Champlain. I only wish we had written it.

### CLUBS AND MARINAS

There are three nationally recognized yacht clubs operating on Lake Champlain, but only two have any real club facilities, and none is geared to accept much traffic from visitors. In fact, the traditional reciprocity with other yacht clubs is only sketchily observed. The clubs here are very informal organizations, managed and main-



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tained by the volunteer efforts of their members. Most of the active members just haven't traveled much off the lake with their boats to experience the hospitality of other clubs and to know the value of a good reciprocity program. The times are changing, however, so if you are a member of another club, it is possible you will be able to secure a guest mooring for an overnight at either the Lake Champlain Yacht Club on the eastern side of Shelburne Point, Vermont or at the Malletts Bay Boat Club in Malletts Bay, Vermont. Both clubs have launch service and can supply water and ice. They do not sell any fuel.

On the New York side of the lake, the Valcour Sailing Club operates without the luxury of a club house or the convenience of any docks. Members' boats can be found at

marinas or on private moorings near Plattsburgh, New York or in the little cove just to the west of Valcour Island. The commodore of the Valcour Sailing Club is Rob McDowell, who is also president of Haarstick Sailmakers in Plattsburgh. Rob is probably the most knowledgeable man about boating and boating facilities in the Plattsburgh area. He has a toll-free telephone (800/621-7245) which connects to his Plattsburgh sail loft. Rob has always been helpful to visiting yachtsmen in Plattsburgh.

Commercial marinas are scattered about Lake Champlain all the way from Lock 12 Marina at Whitehall, New York, north to the border between the U.S. and Canada near Rouses Point. There are approximately 50 marina or small boat facilities on the lake. Descriptions and locations of each

may be found in the McKibbens' cruising guide. Here's a mention of just a few of the largest and most popular marinas, which offer full services as well as mast-stepping or haul-out capabilities.

At the southern end of the lake, heading north, the first full-service marinas you will encounter are the **Chipman Point Marina** and **Buoy 39 Marina**. These two marinas, located adjacent to each other on the eastern shore, south of Fort Ticonderoga, can restep the mast of a sailboat or even haul out cruising boats. From Fort Ticonderoga north to Crown Point Fort, a distance of about 15 miles, there are no facilities, and unless the wind is from the south, there will be little sailing until the lake widens out above the Champlain Bridge. Almost immediately after the bridge just ahead is the new

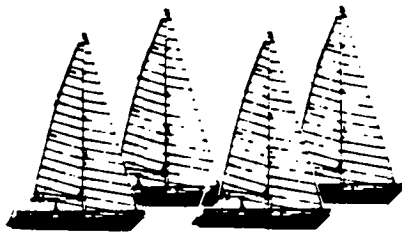
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**Van Slooten Harbour Marina** with new docks. They are just developing the marina and hope to have mast stepping and haul-out equipment installed by the fall of 1991.

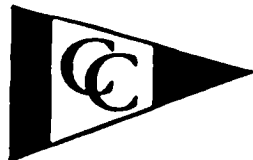
As the lake widens, the marinas become a little larger, but spaced over greater distances. At Westport, New York, the **Westport Marina** is a full-service operation with engine and boat repairs available. This is a convenient place to step your mast for lake sailing, as is **Point Bay Marina**, further north in Charlotte, (pronounced Shar-LOT) Vermont. Switching back to New York, you will find most of your boating needs handled at the **Essex Marina Base** in Essex, New York. A little ferry connects Essex with Charlotte.

You're now approaching the mid-

dle section of Lake Champlain, known as the "Broad Lake." Almost opposite each other, but concealed by natural points of land that jut into the lake, is a pair of major marinas. In Vermont, on the eastern side of Shelburne Point is the **Shelburne Shipyard**, the largest marine facility on Lake Champlain. They have the capability of doing almost any kind of boat work imaginable, but on weekends most of the staff is preoccupied in service to marina customers, transient and long-term dockers. Across the lake, a distance of about 10 miles, is **Willsboro Bay Marina**.

The **Indian Point Marina** is located midway along Willsboro Bay and they, too, can handle most boating needs, although their equipment is not as extensive as that of the Shipyard.

By this time in your journey north on Lake Champlain your initial boat problems, such as mast stepping, refueling or pump-out have been addressed, but there are a number of good and complete marinas in other parts of the lake, which you may want to visit. **Snug Harbor Marina**, immediately west of Valcour Island, New York, is a good place to meet up with some of the fleet from the Valcour Sailing Club. Plattsburgh harbor also has facilities available with good protection to allow for a shore party to visit the city. Crossing back to Vermont, at the eastern end of the inner Malletts Bay are three very good marinas: **The Champlain Club**, **The Moorings** and **Malletts Bay Marina**. All three can haul your boat for winter storage if you desire. In the immediate area is the **Malletts Bay Boat**



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# COASTAL CRUISING GUIDE

## Club.

Canadians, many of whom are from Quebec and whose French you'll hear on the VHF, travel south to Lake Champlain via the Richelieu River. They are more familiar with the remainder of the marinas north of Malletts Bay and the Champlain Islands. The two largest are the Tudhope Sailing Center at the southern end of North Hero Island and Marina Internationale to the north. A second Snug Harbor Marina is on the New York shore, close by the Mooney Bay Marina. Another recent addition to Lake Champlain marinas is at Lighthouse Point. From here, it's a short distance to the Canadian border and the Customs and Immigration dock.

## CITIES ON THE LAKE

Burlington, Vermont, is the

largest city on the lake, and it's a great cruiser's town. Burlington got its start as a timber shipping port, but the city turned "inland" to expand up the hill. Now, the University of Vermont is at the top of the hill, and it offers a museum and a fine library open to the public. Burlington is beginning to turn her face back toward the lake where lively developments are taking place. The city has a municipal boat house at the north end of the harbor and a small boat marina. A protected anchorage lies behind the breakwater, but watch out for the ferries that regularly cross to New York. The city is alive and vital, not yet having had its guts ripped out by mall-o-mania. There are lots of shops that aren't part of chains, great book stores, antique shops, almost the original Ben and Jerry's ice cream parlor, live music, res-

taurants, a movie house, boat supply stores—the works. There is a supermarket about six blocks up the hill from the anchorage behind the breakwater. There is an airport, car rental agencies and an inter-city bus depot. The local buses cover a large area, and there are also taxis. Burlington is a great walking town with interesting turn-of-the-century city architecture, some of which is quite grand. Good restaurants are abundant.

Plattsburgh, New York does not have the waterfront appeal or tourist amenities offered by Burlington, but there are some attractions worth mentioning. Plattsburgh harbor has a reasonably secure and protected anchorage behind a breakwater where many boats hang out. Access to the land, however, is questionable unless you can negotiate a deal with one of the



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# COASTAL CRUISING GUIDE

fits are located on the Vermont side. In Essex Junction U-Sail-It Charters has the largest selection of sailboat rentals on the lake. The McKibbens, who publish the Lake Champlain guide, also run McKibben Sailing Vacations in Burlington with bareboat and crewed yacht charters. They concentrate on sailboats but offer power boats when they become available for charter from private owners. Farther north, at Grand Isle, the Tudhope Sailing Center has small boat rentals and a chartering service for larger yachts, and the Snug Harbor and Lighthouse Point marinas, on the New York side, have sailboat rentals.

## FISHING

The Lake Champlain fishery is one of the finest and most diverse in all the country. Its clear, cold waters hold large and small-mouth bass, northern pike, atlantic salmon and lake trout. The bays and weedy coves abound with yellow perch, which easily reach a pound or more in weight. Minnows are the favorite bait for most fish, but trolling artificial lures, such as red and white spoons or flashing spinners, regularly attract the lunkers of Lake Champlain. The Lake is shared by Vermont and New York, so separate fishing licenses will be re-

quired if you plan to fish both shores. A Vermont resident's license is \$13 per season, non-resident's season license is \$35, and there are 5-day and 1-day licenses for \$20 and \$7 respectively. New York State resident's season license is \$9.50, non-resident season license is \$27.50, and a 5-day license is \$15.50. Licenses may be purchased in sporting goods stores, bait and tackle shops, many variety stores in both states, and some marinas. There are no combined New York/Vermont licenses. If you want to fish in the middle of the lake I guess you need both.

## A CLOSING NOTE

Lake Champlain is a microcosm of superb sailing grounds without significant tides or currents, with clear, fresh water and numerous small coves and forested shores, even fiord-like palisades. The nostalgia of New England—red barns, hay meadows, grazing cows—creates vistas not usually enjoyed from the water. The air can be Yankee crisp, and the skies blue clear. Wonder is here for the taking if you anchor near one of the islands in the middle of the lake and watch as the full moon rises over Mount Mansfield, Vermont's highest mountain. Or see the sun set in dazzling splendor behind the

jagged peaks of the Adirondacks. Even music from outdoor summer concerts ashore, like the Mozart Festival at Shelburne Farms, carries across the water to boats anchored nearby.

The days are long in the north and the nights short at midsummer, a grand time to be here. They shorten quickly when September comes, when the mountains change color to crimson and gold.

It's a passage worth making, to come to Lake Champlain, an adventure not like any other. Lake Champlain may be the best kept secret in coastal cruising, but it's big enough to share. Just don't tell anybody else.

*This Coastal Cruising Guide is published by COASTAL CRUISING Magazine, P.O. Box 444, Beaufort, North Carolina 28516. It is intended for use as a supplement to established navigational methods and should not be used as an aid to navigation. Neither COASTAL CRUISING nor the author accept any responsibility for errors or discrepancies in the content.*



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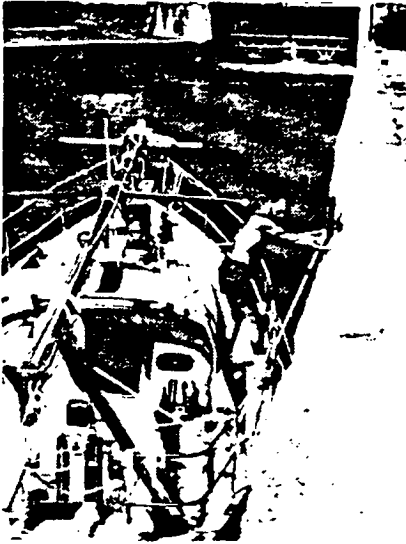
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# COASTAL CRUISING GUIDE



Author Don Steffens preparing Aurora to enter a lock on the Champlain Canal. (Gael Steffens)

two commercial operations in the harbor. The Plattsburgh Harbor Marina is a full-service facility with new docks for now and big

plans for the future. They offer fuel, water, ice and a ship's store. There's room for transients. Just to the north is **Juniper Boat Tours**, owned by the imaginative Frank Pabst, who offers a variety of things of interest to boaters. With luck, you may be able to land a dinghy here to explore downtown Plattsburgh.

A five-minute walk up the hill puts you in Plattsburgh proper, which has been critically described as "your typical old-time downtown business district, wrecked by suburban shopping malls." Plattsburgh has a couple of nice restaurants within walking distance, but the best, Anthony's, is a taxi ride away.

The Clinton County Historical Society Museum holds some fine records and artifacts from the War of 1812 and the American Revolution. There are displays on the Bat-

ties of Valcour and Plattsburgh as well as material on Benedict Arnold, the hero of Lake Champlain battles.

The Kent-DeLord House in Plattsburgh once housed British troops during the War of 1812. Tours are available. A mile from town is the Plattsburgh campus of the State University of New York, where they have a superb collection of Rockwell Kent paintings.

Plattsburgh is a friendly city, trying hard to survive. Townspeople are very accommodating to visiting boaters.

## CHARTERING

Getting there may be more than half the fun, but as the goal remains cruising on Lake Champlain, a word about chartering is in order. There are no more than a half-dozen real charter companies on the Lake, and the three major out-



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26' '87 Niagara	21,900	32' '84 Evelyn	39,500
27' '85 J/Boat, Tr	32,900	33' '84 Sovereil	39,500
27' '77 O'Day	13,850	33' '79 Tartan Ten	26,000
28' '85 Hunter	27,500	33' '74 Viking, Tr	39,500
29' '86 J/Boat	39,900	34' '88 Tartan	89,000
30' '82 Cal 9.2	41,900	35' '85 J/Boat	75,000
30' '87 Catalina	47,500	36' '86 Pearson	89,500
30' '79 J/Boat	33,900	36' '73 Pearson	47,500
30' '84 J/Boat	44,000	37' '82 Pearson	75,900
30' '84 Olson, Tr	22,900	39' '72 Cal Mark I	49,500
30' '76 Pearson	26,500	40' '81 C&C	89,500
30' '81 P-Flyer	23,500	41' '86 C&C	112,000
30' '72 Tartan	24,000	45' '88 Hunter	129,000

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