

The Log of Seawind II Owners



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Nirvana, #84 (K) a Special Seawind II

Paula and Tim Colwell wrote us last year from Horta, Faial in the Azores and described in length modifications and repairs they made to their Seawind II #84K Nirvana. There is so much good and valuable information in the Colwell's letter for all offshore cruisers that we happily include it all here as they presented it.

We are Paula and Timothy Colwell, the original owners of *Nirvana*, hull #84. We were able to have *Nirvana* modified when she was built, e.g. double anchor locker with individual deck pipes, heavy foredeck for anchor windlass, oversized winches, etc., etc. The acquisition of additional equipment and subsequent modifications by us were implemented over a period of 17 years. We have also replaced some electronic equipment several times, e.g. Loran to Magellan 1000 to Furuno GPS 50.

We have tried, due to the nature of our cruising, to be self-contained and simple (KISS). Thus we have no refrigeration or pressure water.

Equipment

Main Anchors - are carried on anchor rollers forward on the bowsprit. Are secured with tie down when not in use. 55# Delta - 100' 5/16 BBB chain and 150' 5/8 line. 45# CQR - 8' 3/8 chain and 250' 5/8 line. **Spare Anchors** - 25# CQR, 22# Danforth. **Anchor buoys** for each anchor. **Sails** - All working sails are tanbark. Headsails - 120% Genoa, 90% jib, storm jib, cruising spinnaker. Mainsail - fully-battened main with 3 reefs, storm trysail. Mizzen - 2 reefs. Other bits for above: Simpson-Lawrence 955

2-speed 1200 lb anchor windlass-handle stored in pouch on bowsprit; washdown pump. **Sail handling** - traditional lazy-jacks with running halyards on both main and mizzen; reefing winch on main boom; hauldown for hanked-on headsails (line is attached to uppermost sail hank to a turning block on bowsprit and then aft to a block and cleat mounted on the port genoa track abeam of the mainmast); genoa tracks were extended 6 feet; genoa cars adjustable from the cockpit; mizzen sheet leads forward to mizzen mast; mizzen boom has been raised to 6'5" height to accommodate windvane; spare halyards are carried on external-mounted blocks for the main. **Electronics** - VHF mounted - Standard Horizon Infinity; spare - Standard Horizon; VHF handheld - Motorola Triton; spare - Icom M-7; SSB - Ham - Icom 7000; Depth Sounder - Signet, Second Knot Log - Depth; Knot Log - Signet Sounder - Apelco is mounted; Radar - Raytheon RL-9; GPS - Furuno GPS 50; Weatherfax - Furuno DFAX - self-contained; EPIRB - Litton 406. **Compasses** - KVH Fluxgate Compasses 1 bulkhead mounted in cockpit, 1 handheld; Ritchie 5", 2 Hockey puck compasses. **Safety gear** - Medical Sea Pack - coastal version; boom gallows - main boom, provides

headroom of 6'3" plus a handhold; bilge pump on a *loud* alarm; wooden plugs tied to all thru-hull fittings; Avon 4-person liferaft offshore model; watermaker - manual - fitted; Panic bag - flotation bag with items to supplement offshore kit in liferaft; EPIRB; Radar; Radar reflector - Firdell Blipper; MOM; Fire extinguishers - Main cabin - 3, forward cabin - 1, head - 1, helm seat underneath - 1, engine room fireboy 1301; Jacklines - 1 each sidedeck, 1 on either side of center line from boom gallows top center to bowsprit and 1 portside cockpit just above cockpit sole; eyebolts - either side of mainmast; either side of companionway; mast steps - main mast, enclosed; life sling mounted on starboard quarter rail; Edson bilge pump mounted starboard quarter seat. **Creature comforts** - watermaker - Power Survivor 35 - electric, permanently mounted under galley sink, hole cut in engine room bulkhead; inverter - 600W Heart; Windvane - Monitor with offshore rebuilt kit; Autopilot - Autohelm 3000 (8-10 yrs old) used *only* in light winds or seas; In-cabin heater - Balmar 20,000 BTU, is fueled from Diesel tank via a commercial marine fuel pump which is also a backup for engine mechanical fuel pump. This pump *must* be installed on a lateral line from main fuel line with appropriate valving. Heater is installed forward end of port settee in a tile enclosure with a stainless steel cage for safety; Dinghy - Avon inflatable sport boat, carried deflated and stored for 99% of all overnights; outboard 15HP commercial

model Johnson. Stored on special bracket on port stern; fenders - 4 18" round fenders, 2 fender boards; Galley stove - Force 10 propane retrofitted 1993, remote control and sniffer; 2 10# aluminum tanks fitted on transom on either side of windvane. (Needed: 8' ladder to be carried in mizzen shroud for high seawalls as gang plank, etc.) **Navigation** - GPS; Astra IIIB Sextant; Celesticomp Celestial computer; Nautical Almanac; HO 229 tables; compasses; Fujinon binoculars - 2; Library of cruising guides, pilots, charts, etc. **Electrical generation** 2 - 72 Watt (6 Amp) solar panels; 1 - 120 Amp alternator; expect to add Ampair wind generator on mizzen mast **Spares** - Never enough: alternators, starter, hoses 3/8 to 1/1/2, belts, pieces of wood, manual pumps, rebuild kits, electrical wire, terminals, manuals, switches, light bulbs, nuts, bolts, screws, tap & die set, tools including electrical meter, soldering irons, mechanics, woodworking, sanding, drills and bits, blocks, rope and needles, palms, two sewing machines, sail cloth, fittings for sail repair. (The above would be overkill in the USA. Outside the USA the above is barely sufficient in many areas. For instance, we spent some time in Cuba in 1994 where you can't buy anything, very difficult to import items.) **Modifications, etc. since 1978.** 1990 - Hull painted dark red, cream waterline and gold cove stripes, name on both quarters and hailing port on transom in gold. **Engine.** Original engine was a Westerbeke 30, manufactured in Leyland (England) and

discontinued early 1980s which we understand Westerbeke was aware of. We felt that the Leyland was a good engine. However, Westerbeke we disliked because of the indifferent, arrogant attitude. We also felt that they would be unreliable for parts outside of the US. Although we feel that Bob Hanson, the Westerbeke dealer in Massachusetts, is both honest and reliable from the reports to which we have been privy. Engine replaced in 1991 with a Yanmar 30 (25HP). We did all of the work, *very easy*. Procedure: Remove engine room bulkhead from galley sink cabinet to chart table. Use Sabre saw judiciously. Disconnect engine. Install block and tackle via a line to engine. Use pry bar, appropriate words, to slide engine forward and then lift through the companion way. Use towels, rugs etc. to protect sole and wood trim. Remove dipstick and oil first - *only* removal necessary. The Yanmar is a smaller engine. Place both engines side by side and measure for difference in motor mount heights. The Yanmar requires welded brackets to adjust the motor mount height for the engine logs (cost US \$30). Also cut forward face of engine logs. **Avon Life Raft** - Carried on a fabricated mount center companion in turtle back. Mounts on cabin top. **Anti-siphon loop** - in engine cooling exhaust line. The loop is mounted inside the starboard sail locker well forward. I removed the valve from the loop--threaded a hose onto the external fitting for the hose (clear) through a hole in the fore-and-aft bulkhead immediately above the starboard

cockpit drain into which the hose drains. The clear hose also provides constant visual confirmation that cooling water is circulating properly. **Additional cockpit drains** mounted 6" above cockpit sole on aft cockpit bulkhead to thru-hull valves on transom. **Triatic** led thru turning block at mizzen head to turnbuckle on mizzen mast at shoulder height. **Gauges** - Hour meter, etc. fitted to Yanmar which only has idiot lights.

Other comments - Have used a two-part polyurethane varnish for all exterior teak - is very tough - will last a year between coats. Use industrial grade stainless steel pipe for fabricated mounts. It's strong and inexpensive and dull.

Interior modifications -Main cabin gutted in 1990 and rebuilt. Aqua Signal Fluorescent lights used extensively. Bookcase on bulkhead behind table. Galley - salon bulkhead extended 12"; post to overhead. Crash bar with strip in front of stove. Jackline goes from post to salon bulkhead forward. Starboard settee back pulled forward 9" creating large storage areas. All storage areas are compartmentalized and ceiling with 1 1/2" cedar strips 1 - 2" away from hull which permits air circulation. Hanging locker forward cabin modified to contain 3 large Rubbermaid bins on sliding wooden tracks.

Other bits: Manual foot pumps for salt and fresh water in galley and head sink. Galley sink drain has a shut-off valve for starboard tack. Paula has fabricated an extensive selection of cloth storage bags on head doors inside

and on ceiling of forward cabin. Chart storage in two boxes mounted on overhead in forward cabin.

Modifications still to come: We still have a small leak in port rub rail for which we are considering several options unless someone else has a better idea. (Options: Dick Weaver (#075) has replaced rub rail with wood and was cleverly done and is quite attractive. Fill interior of the rails with a closed-cell, non-expanding foam, which we suspect will retain salt water). Double forestays so that we can store two headsails up forward without the bother of changing headsails at 0300 while bashing to windward. Dick Weaver first introduced us to the idea which is also

somewhat popular in Europe.

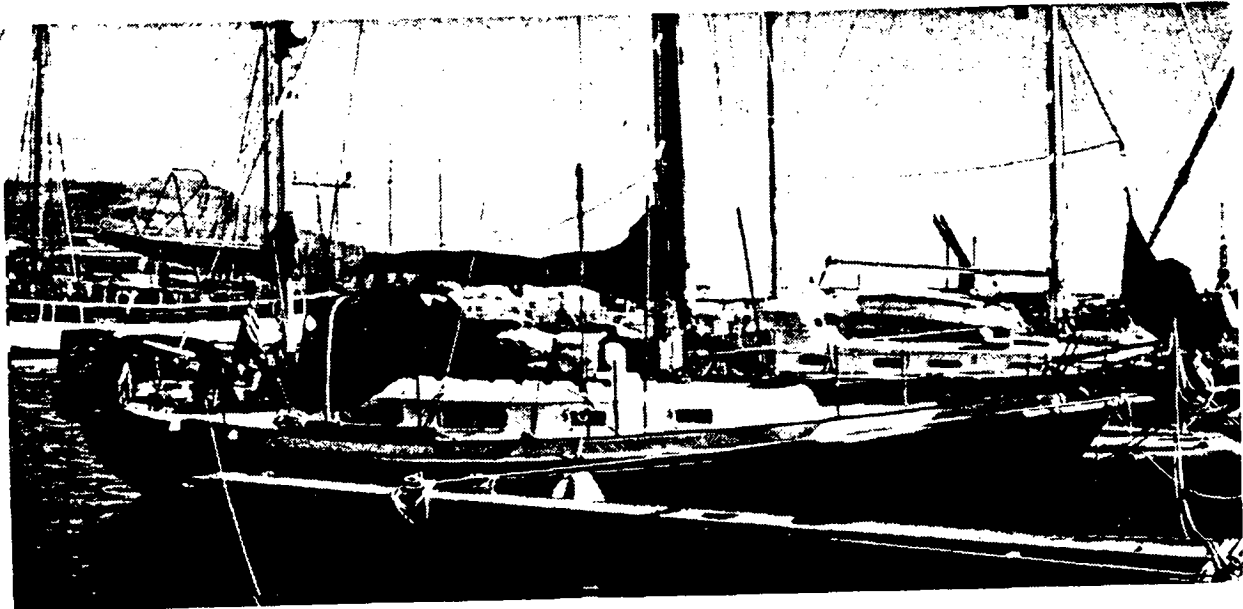
Things to be done - other bits:

Paula has also fabricated, designed extensive exterior canvas works, covers, etc.

Other comments: Lee Brooks and his wife Jo (#079) are *extremely skilled artisans and designers* in metal work. Perhaps they would be able to help you with your metal fabrication program.

We are writing this letter in Horta, Faial, the Azores. We have purchased property here. Therefore, this will be our new home. If any Seawind ventures into Horta, and our boat is here, check with *Mid- Atlantic Yachts* near the marina and they will give you our phone number or check the phone book.

Enjoy your days and sailing --
Paula and Tim Colwell



Adieu, Nirvana

Editors' Note: On March 10, 1996 we received the following note from Paula regarding the loss of their beloved Nirvana. We wish Paula and Tim fair winds for their future.

It is with great sorrow that we tell you about the death of our sailing partner -- Nirvana #84(K). Cause of

death was injuries sustained on a reef in the harbor of Mayaguez, Puerto Rico. We sailed together for 18 years and of

the three of us, she was the better sailor. She will be sorely missed.

One of the positive things during this experience was how long it took for the actions of water and reef to cause irreparable damage to the hull -- the Seawind II is as strong as we all think she is. Our problem was a combination of lee shore, heavy surge and a broken transmission cable. The surge continued to push *Nirvana* further onto the reef, and eventually, she was wedged tight. The transducer fairing cracked and she filled with water. This made her too heavy for the commercial fishing boats that tried to pull her off for three days. A barge with crane might have been successful. It was the fourth day when she heeled and a rock caused the fatal injuries. Everyone participating in the salvage effort was impressed with the heavy-duty construction of the Seawind.

We apologize to our boating friends. At the time "important papers" did not seem to include our address book nor the Christmas mail to which we had

not yet responded. We have not forgotten you, we just had not memorized everyone's address.

Tim and I have recently purchased property in the Azores, which will become our new home. Please feel free to call us if you are in Horta. Mid Atlantic Yacht Service will know our telephone number. Our mailing address will remain 60 Canterbury Court, Orange Park, FL 32065.

In the most recent issue of *Seawords*, now lost, someone asked about a "red Seawind going east near the St. Lucie Lock in April, 1995." That was us. We attempted to make radio contact without success.

Finally, please remove our name from the mailing list. At present, the subject of boats is very painful. Perhaps sometime in the future we will contact you again. We hope the information we sent concerning *Nirvana's* equipment will be helpful to other owners.

Sincerely,
Paula Colwell

New Dreams, New Owners-- refitting *Flicka*, formerly *Vagabond*

Bob and Georgi Samuelson, *Flicka*, #38 (K) We purchased our 1976 Seawind II in January, 1995 and have named her *Flicka*. Her former name was *Vagabond*. From documents found on the

boat, we discovered her original owner was John A. Wolfeich of Southold, NY. David Shatan of Longboard Key, FL owned her in 1984. Tom Lee bought her in Tampa, FL and eventually had her

shipped via truck to Alameda, CA where we purchased her this year from Mr. Lee. We sold our home on five acres in Grass Valley and moved onto little *Flicka*. The poor thing had not been well maintained nor cruised for long distances, and since that is our intent, we have spent the last eight months refitting her. We paid \$35,000 and little did we know we would be putting another \$45,000 into her to get her "cruise ready!"

Westerbeke: Replaced hour meter. Who knows how many hours are on the engine! Replaced stainless muffler (full of pinhead-size holes) with riser with Yanmar Wet-El to Vetus muffler--at transom made loop in wet exhaust hose. Installed new raw water pump (from Jabsco at 1/2 the price of Westerbeke's), installed new heat exchanger, rebuilt fresh water pump, installed dual Racor fuel filters, the fuel line is currently in progress. We rebuilt the rudder by having a new bronze pintle fabricated and we added a zinc!

Electrical system: Cleaned and lubed original bronze Wilcox-Crittenden seacocks. Still beautiful after all these years. Only one needed to be replaced! Removed pressure water system and water heater. Replaced with fresh and salt water foot pumps. (We use a three-gallon compressed air garden sprayer mounted in the head compartment and water heated with a tea kettle for showers.) Replaced all hoses and clamps. (Some hoses crumbled as they were removed!) New Raritan PHII pump assembly. There was a Nauta flexible holding tank installed

under the starboard v-berth--no odor problems so far. We installed a Power Survivor 35 watermaker--the motor part is mounted under the galley sink and the white tubular pump section extends out under the companionway steps.

Interior: Enlarged access to storage under both settees. (We have six months stores on board.) Changed hanging locker to all shelf storage for clothes and shoes. Mounted boards with pegs in upper forward section of chain locker for line storage. Cut access to forward bilge in two places: a 9" x 5" opening located 2" forward of compression post and centered, in the head compartment sole and covered with lexan screwed down over silicone sealant gasket with drain to shower sump. We found 1" of water around the compression post but no rot. We installed a dam and bilge pump in the forward section of the 9x5 opening which drains both shower water and any water from anchor locker. We wrapped 20 bottles of wine in bubblewrap and made duct tape pulls for each and pushed them down into our new wine cellar.

Exterior: Rebedded all deck fitting. So far we have not noticed any leaks anywhere--we sailed to weather often in San Francisco Bay, but have had only a 12-hour period of rough weather on our recent trip down the coast from San Francisco to San Diego, so maybe we haven't tested the hull to deck joint enough. Replaced opening ports with Beckson rain drains, reinforced the main upper chainplate attachments to the bulkhead, new lifelines, added

safety netting, added two stanchions to stern rail as we have mounted the Johnson 15, the Lifesling, the BBQ, fishing pole and stern anchor there. Contrary to Mr. Gillmer, we changed the deck drains from the long saggy hoses to thru-hull openings cut about 12" aft of deck scuppers and above the water line. Our primary anchor is a 35# CQR with 200 feet of 5/16 chain. We have not used this setup much, so we will see.

Rigging & sails: We pulled the masts, polished them and applied Boeshield, ran new masthead wires through PVC pipe, added a tricolor with strobe, ran halyards internally and added Pace-Edward mast steps (they are also radar reflective). We replaced all standing rigging with 316 SS, new turnbuckles, new halyard swivel assembly for the old Hood Seafurl (works great and is of sturdy construction) added an inner forestay attached about 1 1/2 feet from top of main mast and connected at deck level at the forward bulkhead in V-berth for storm jib, which we have yet to use. Attached a Mobri S2 radar reflector to upper shroud--it has been reported that we show up well on radar--that's comforting. New cruising main (8.5 oz) and mizzen (9.5 oz) from Sutter Sails in Sausalito, new cruising spinnaker (1.5oz) and storm jib (9.3 oz) from Hogin Sails in Alameda. (The two existing jibs were in decent shape.) We lead the main halyard and reefing lines to the cockpit and replaced running rigging with Sta-set and Sta-set X.

Safety and amenities: Avon offshore, valise pack liferaft stored in starboard cockpit locker, 15' Para-anchor, ACR

406 EPIRB, Monitor self-steering vane (wonderful piece of gear), (boat came equipped with an Autohelm 3000). We get weather fax on the laptop via the SSB. The ham is mounted on the shelf above the 3 drawers to starboard of companionway with an insulated backstay for the antenna, the automatic antenna tuner is mounted in the starboard lazarette close to the inverter. We have 2 GPS units--a Garmin 75 and a 45--wonderful! When you add in a Radar, a 9.9' Apex inflatable, a Sony 12v TV and VCR, a pasta maker, snorkel gear, a Singer 107 sewing machine, (tied down below the table) about 200 books, etc., etc. you can understand that our galley sink drain now is way below the waterline. Consequently, we had to install a macerator pump to drain it.

While working on the boat in the San Francisco Bay area, we arranged a gam with the Gephards, owners of *Windspiel* (107C), a rare West Coast happening. What is a gam anyway? Some sort of East Coast thing, I guess!

We are currently in San Diego preparing to leave for Mexico any day now. In the marina here in San Diego is a Seawind II named *Seawind II*. Must be hull #82K. Our cruise is open-ended, hopefully after Mexico to Costa Rica, the Canal and then to the Caribbean. Perhaps we will come across some fellow Seawinders there. We are on quite a budget now that we have spent a bundle on our "little girl" i.e., *Flicka*, but we are very happy with her. It's a pleasure to look back at her beautiful lines as

we row away in the dinghy. She outperformed us in the only rough weather we have had so far. We love our Seawind!

Update from the Samuelsons, 2/12/96 on *Flicka's* journey south. We did an 8 1/2 day passage from San Diego to Cabo San Lucas 70 miles offshore. This was our first long passage and probably, from what we know of *Flicka's* history, hers also. She and our Monitor, *Owen*, gracefully and effortlessly sailed us to Cabo in time for the holiday season. The weather was cooperative: NW winds at our backs, 10-12K and 6 to 8 foot-seas on our quarter. We continued to have trouble with our engine--or more exactly--the fuel system. The tank under the cockpit sole is too shallow and too old and too full of gunk. The least bit of agitation, and the engine either sucks air or the filters clog up with crud. We jury-rigged a day tank from a Diesel jerry jug and are presently in the process of installing a stainless day tank we had made here in

LaPaz.

When we pulled into our slip in the Marina de la Paz, imagine our surprise when we saw *Gentle Promise*, a Seawind II owned by Peter and Christie Knowles out of Bend, Oregon. What are the chances of that? There are only a total of five Seawind IIs on the West Coast as far as we know. In any case, in true East-coast style, we held an impromptu GAM and checked out each others' boat. Apparently *Gentle Promise* has been cruising Mexican waters for a couple of years. We both plan on leaving our boats in San Carlos on the hard during hurricane season and returning to the States for a couple of months. We then plan to spend another season in Mexico and slowly work our way south to Costa Rica.

P.S. We just spent 7 days making a cockpit awning. The ketch rig is a challenge, and our solar panel is mounted on the dodger, thus multiplying our difficulties. The finished product, however, looks quite good.

On Rigging, Spars & Sails

Charles F. McFadden, *Odorilla*, #45 (K) A personal experience that may be of interest. My First Mate, her cat and I decided to sail *Odorilla* south for the winter via the ICW. We sailed from Fort Washington on the Potomac on 1 November 1995. The cruise progressed very well until the night of 6 November. We had anchored off Fort Monroe near Phoebus Channel. Shortly after 2100, an in-bound commercial

fishing vessel caught *Odorilla's* rode, swinging the yacht into her steel hull to the tune of about \$5,500 in damage. In brief, *Odorilla* was able to proceed to the Atlantic Yacht Basin in Chesapeake, Va for three weeks of repairs. This episode aborted our cruise plans. We left *Odorilla* at AYB for the winter, moored across the pier from *Aurora* #124(S).

Replaced port upper and forward

lower main shrouds as a consequence of collision. I am experimenting with a jib downhaul (see *Simplify Your Sail Handling* by Dave Gerr, NA in *Cruising World*, February 1987.) I also use a Walder Boom Brake and am happy with its performance.

Replaced the bowsprit shattered in the collision. I have signal halyards reeved to the main and mizzen mastheads and to the main spreaders, port and starboard. At the main masthead I have a hawk, riding light and VHF antenna. At the mizzen, a windvane for the Autohelm 3000 and a loran antenna. In this connection, I have run the loran cable, windvane cable and the binnacle light cable inside the mizzenmast; they exit through the step into the engine compartment via a foot-long CPVC pipe which provides watertight egress. I replaced a badly corroded aluminum mizzenmast step a few years ago.

Edward Dimock, *Camelot*, #1 (K)

Rigging was replaced a few years before I bought the boat due to a boat yard fire in the shed where the rig was stored. Metal-Mast spars with internal halyards and 1/4 inch wire on the main. Is this big enough?

I'm planning to purchase a jib furling system this spring. Choices are between Pro-Furl, Furl-Ex and Schaefer. All are good and cost between \$1400 and \$1500. I can't decide. I need new sails, but will have to settle for having a couple of my jibs modified for the furling system this year.

Temple Bayliss, *Plainsong*, #32(K)

I had a total of four cracked swages when I bought the boat, plus a cracked fitting at the bottom of the original rod bobstay. I replaced the bobstay with wire and used Staylock fittings to replace the cracked swages. I would be interested to know if someone feels I should have replaced the stays instead of going to Staylocks. The cracks in the swages were hard to see. Can I get a chemical that makes them show up better--something I can use without removing the mast?

Don & Brenda Bundy, *Talisman*, #129

(K) We have two sets of sails, a local set which we use on weekends and an offshore set which is used when we go on extended trips. The offshore set was built to our own specifications. They are 10 oz weight without roach or battens. Even our 155 jib is 10 oz weight. While this may seem over-built, it meets with the British specifications for sails on our boat. Seems there is a big difference of opinion about what weight sails should be used across the Atlantic. We are always happy we have the extra strength when the going gets rough and the wind is on the way up. How often one sees a vessel going into port with torn sails. Two possibilities exist, either they are too light a weight, or sun worn or both. With our approach, we think we take care of both situations.

Our rigging was fine until we were sailing in over 35 knots of wind. Then the triatic would become loose and spin around in a frightening manner. We tried adjusting the rigging to no avail.

Being desperate for answers, we contacted Thomas C. Gillmer, and he inquired about the size of the mizzen stays. After a short discussion, it was apparent that the manufacturer (Allied) had not followed the architect's specifications. We removed the original smaller wire, tangs and attachments belowdeck and installed the new, larger size 1/4" wire, tangs, etc. This took care of the problem. The entire cost was about \$600. We have since sailed in 35 knot wind and the triatic is stiff and not flopping around.

Darryl Forrester, *Seawind II*, #4 (K)
Mast corrosion at the base of the mast shoe was combined with the athwart beam (adjacent to the head) sagging and came together as an expensive project, since I was not present to do the work myself (and now I wonder if I *could* have done it myself!)

This is what was done: The mast was pulled and about one inch cut off (about 1/2 to 3/4" was actually corroded). A stainless plate to fit under the shoe was fabricated and installed to make the mast the same height as before. This seemed a better alternative to recutting the stays, sails, etc. The interior oak beam was removed and a stainless rod inserted to add support and stop the sagging, which had resulted in head and forward closet doors being shaved, etc.

At the same time, we pulled the mizzen, but there was no corrosion. We did, however, add a brace underneath the cockpit to reduce the small amount of sag I had noticed. (The excellent work was done in Fort Lauderdale by Tim MacNeil, 305/522-8489.)

Bertrand de Frondeville, *Pianissimo*, #80(K)

Editors' Note: When Bertrand bought Pianissimo from John Geils, she was equipped with Hood's Sto-boom. There was a survey of Sto-boom owners in Practical Sailor, (15 Oct '94), a synopsis of which he provided in his letter. However, here is his own experience with the Hood Sto-boom.

I can only rely on my first active summer campaign in which I had some lively "frustrations" for the first month until I called Hood and learned from a spirited Frenchman with a noble name like mine, that the *boom angle must be optimized around 8-15° up from horizontal (creep forward or aft provide the limits of the range) and a couple of wraps should be kept on the halyard while furling.*

Without further mishap, I was able to solo most of the time, furling or raising sail in winds gusting to 50 knots. My winch is small (3" drum) and one speed, and I ratchet only in the last few feet. I wouldn't mind a self-tailing winch, so that I could use two hands. Yet it is much less difficult than jib furling (without winch) or trimming on 4" winches in heavy weather. If you find it too hard to raise at the winch, pulling the halyard at the mast is a breeze.

I still don't know if I'd trust the Sto-boom offshore. I have tape-marked the topping lift and will tape the mizzen mast for the right boom angle range to allow for stretch. I have no rigid boom vang, but will build a boom stand as soon as I know the best boom angle (furl and reef) in case the topping lift breaks.

I keep a 4x1/2" wood board to fit between the track's tip and boom if the luff rolls on itself close to a batten without bringing down the whole track. To raise sail quickly, pulling the halyard at the mast takes seconds. Reefing other than at anchor still needs some thinking. Until I fully master heaving to and then reefing at any height or fully furling, I would be tempted early into going directly to jib/mizzen only in a rising wind.

I shall be glad to entertain any

questions. I like Sto-boom's easy roll-in and out, although I have not mastered reefing in a seaway to satisfaction. Meanwhile, ponder much cheaper lazy jacks (Dutch or not) and my preference to reef standard sails solo while hove-to offshore.

So, until I learn how to safely and reliably reef and furl while hove-to in any weather which can suffer a mainsail, and am convinced by others that the track will withstand that kind of weather without losing the luff, I may go offshore with the old sail and boom, or at least have them lashed aboard.

Engine Removal & Replacement

Don and Brenda Bundy, *Talisman*, 129 (K) Our engine is a 55 HP Pathfinder, 4-cylinder Diesel. We removed accessories and the heat exchanger first. We left the Hurth transmission attached. We removed the engine through the main companionway using the mainsail boom and a 4:1 purchase. We did not need to cut or saw anything for removal or replacement. We slid the engine out into the main cabin onto some 2X6's to protect both the engine and the cabin sole. We added a halyard to the end of the boom for additional strength, then raised the engine up through the companionway using the 4:1 purchase and lowered it onto the dock. While the engine was out and being overhauled, we added a real sea-going crankcase and an extended neck oil pump which allows us to run our engine with 30° of heel or 30° of

pitch without running out of oil. This larger capacity increased the oil quantity by two quarts. We chose to stay with this engine as overhaul costs were \$900, a new or rebuilt engine was far more.

It's our view that many sailing vessels are underpowered and while this may be fine during a day that the winds are 15 knots, it's not so fine when the winds get to 35 to 45 knots. Even with our 55 horses, we can lose one-third of our speed motoring into 35 knots of wind. We use a 8x13 three-blade propeller. When a vessel is equipped with a low horsepower engine, it's reasonable, we think, to consider that it may well have a wind velocity above which it cannot safely maneuver. Add the waves pounding against the vessel, and you have a dangerous condition. Eric Hiscock

believed that a vessel should have 3 horsepower for each thousand pounds of displacement. From what we've seen, it looks like he was right. For the Seawind, that's $15 \times 3 = 45$ HP.

Edward Dimock, *Camelot, #1* (K) My engine was replaced just before I bought the boat with a Volvo 2003 (28 HP). I like the new engine. It is easily maintained. Fuel and oil filters, impeller, dipstick are all at the front of the engine where they are readily accessible. *Editors' query: Is one a true Seawind II owner if dipstick, impeller, fuel and oil filters are readily accessible?*

John A. Kremski, Jr., *Solution, #88* (K) I did replace the engine and fuel tank last winter. After talking to those who have done this, I decided to remove the engine room bulkhead. This was really easy to do--simply remove the trim along the top and starboard side (no need to remove bottom trim), and run a saber saw at a 45° angle along the corner by the sink. This gives really great access. I had a mechanic do the removal and installation of a new Yanmar 20HP. This engine is about 130 lbs lighter, which has affected the trim. I plan to enlarge the batteries from 4D to 8D to compensate for the weight in a useful way.

Temple Bayliss, *Plainsong, #32* (K) I bought the boat in September of 1994 and had the engine rebuilt and the rigging inspected and repaired over last winter. Here are some thoughts about what happened to me:

I think the yard which removed the Westerbeke 30, contracted with a shop to have it rebuilt and put the motor

back in the boat underestimated the difficulty of removing and remounting the engine and the complexity of the wiring harness. As a result, when there were things wrong with the wiring when the engine was back in the boat, the yard was not anxious to spend large amounts of additional time at their own expense putting things right. To avoid this problem, anyone contemplating removing and reinstalling the engine on these boats should go over the wiring and plumbing of the engine with the yard's representative and discuss the limited access and the complexity of the installation. That way the yard will be conscious of the difficulties involved and will take the required care to label the wiring and make sure that the work is done correctly.

In the end, I will achieve a good installation, but I have had some problems. Coming into a channel at night under sail just after recommissioning, I pressed the switch on the hand-held spotlight that plugs in near the instrument panel--and the instrument panel lights lit up instead of the spotlight. We made it anyway. There were two or three problems like that, each one a pain in the neck to diagnose and correct.

In my case, and probably in other cases, the shop that actually rebuilt the engine (not the boatyard) had no sense at all of the high cost of removing and re-installing it. As a result they were careless about some things that they would have worried about if they had known how difficult the engine was to get at when re-

installed. Make sure this problem is communicated to the rebuilder and also have the engine bench tested--with a special check for fluid leaks--prior to

reinstallation. Don't be lulled into complacency by a bright, new paint job. *The cylinder head must be removed prior to taking the engine out of the boat.*

Engine Maintenance

Charles F. McFadden, Odorilla, #45 (K) Lube and oil filter - change every 100 hours; Primary fuel filter - check for water daily underway; change each season; Secondary fuel filter - change each season; Heat exchanger zinc - change every 200 hours; Sea strainer - check daily underway; Starting battery - check condition and electrolyte monthly; maintain at/near full charge.

Don and Brenda Bundy, Talisman, #129 (K) We do 100 hour inspections, monitored by using a Hobbs meter.

Every 100 hours of engine running time, we change oil and oil filter, inspect belts for condition and tension, check the transmission oil level, linkage and cables and change fuel filters. We give the entire engine compartment a good lookover at this time looking for anything suspicious. The 1200-hour frequency ensures that we will catch something that may be developing before it becomes a major problem on the open sea and has helped us keep running without frequent breakdowns.

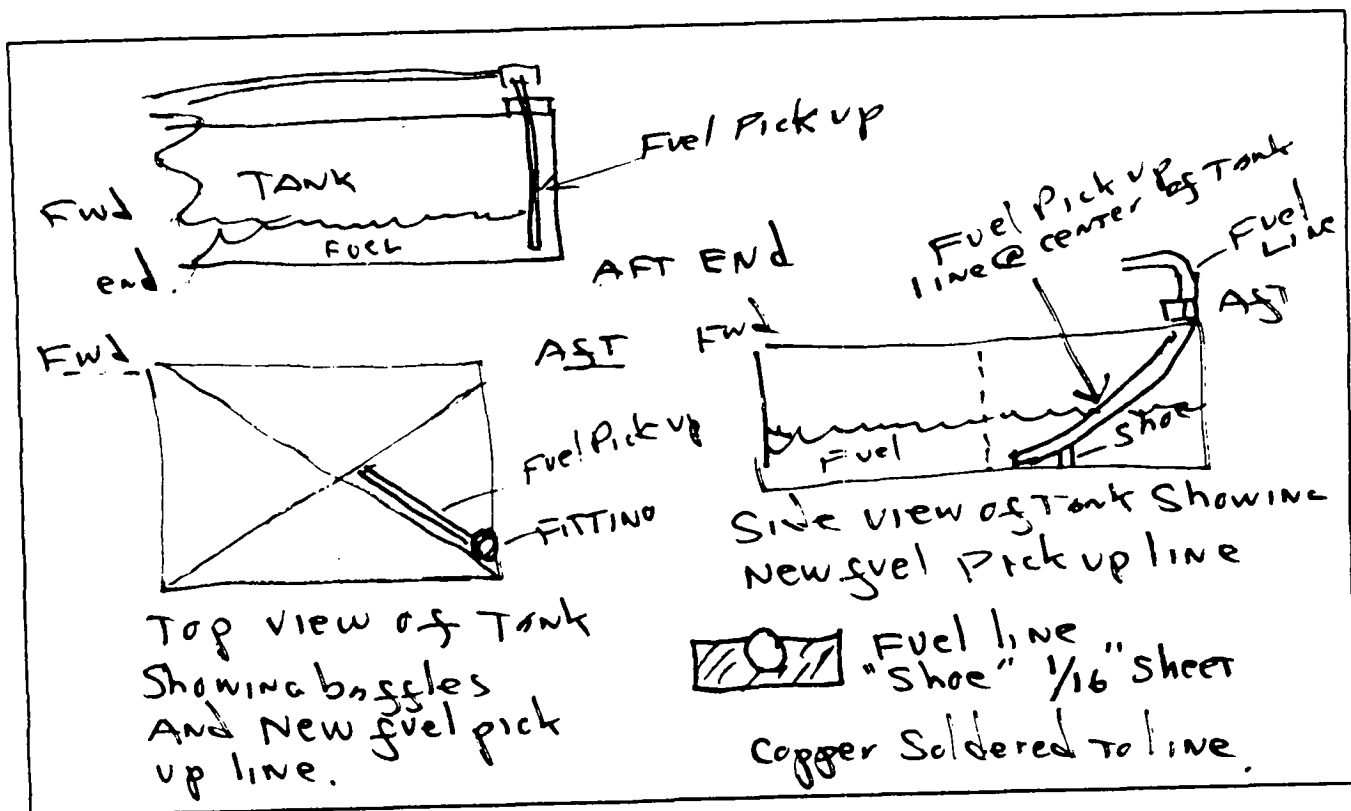
On Fuel: Changing the pickup, replacing the tank & dealing with fuel contamination

George & Lynne Lewis, Origo III, #93 (K) The last thing we really had to do a fix on was the fuel tank. For years if you ran the engine when the seas were 3+ feet and the tank was less than half full, we would have engine failure. When the boat pitched, the intake would suck dry, and the good old Westerbeke 30 would quit. This was both embarrassing and dangerous to say the least. I used some foam board and made a model of the tank and found that with a half tank or less, the pickup pipe would suck air at 20° roll or pitch!

What was the solution? I changed the pickup to a piece of copper tube long enough to reach the center or apex of the tank baffles. Then I soldered a shoe on the end of the pick-up pipe to raise it off the bottom of the tank about 3/8". I then inserted the new pick-up in the tank by undoing the fitting at the top, pushed the copper pipe toward the middle until I felt it stop at the baffle apex. Then I slipped the fitting from the top of the tank over the copper tube and screwed it

back into the tank. The Westerbeke has not stopped yet, and we have powered

in 4 to 5 foot seas with less than 1/4 tank.



Dee & Walt Neibel, Bernadine, #98
 (K) Our last contact was about contaminated fuel tanks and system. As a result of two to three engine shutdowns due to contaminated fuel, mainly rust and dirt particles, we elected to replace the original "Corten" fuel tank with a new aluminum tank. The removal of the old tank and installation of the new tank went well. So far this year (1995) we have enjoyed trouble-free engine operations. Racor filter has stayed at 2" Hg. Delta P.

John A. Kremski, Jr., Solution, #88
 (K) While the engine was out I decided to remove the fuel tank. The bottom supports (and the mizzen supports) were removed, and the tank lowered

and brought forward into the main cabin, where it was discovered it would not fit through the companionway (by about two inches). It did go through with no problem after sawing in half! The new tank was made a little smaller to fit through the companionway--38 gallon capacity. In spite of the alleged corten construction of the old tank, it was very rusty, with large amounts of scale, etc. accumulated. When replumbing everything, I installed a heavy-duty outboard engine fuel priming squeeze bulb in before the Racor, which makes bleeding very easy. I also put in a de-bug" unit. It passes the fuel between two strong magnets, which according to the manufacturer kills algae. (I'll let you know if it

seems to do anything after I have a little more experience with it. If anyone wants to know more, get in touch, I'll be happy to discuss this work.

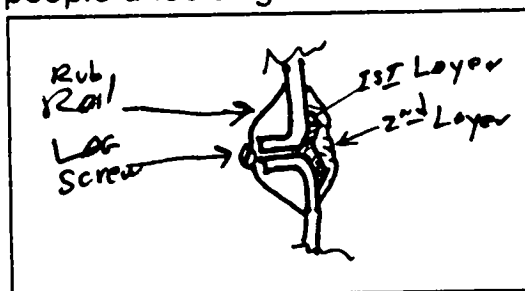
Darryl Forrester, *Seawind II*, #4(K) I have my fuel "cleaned" (filtered) by a service once every year. They put the nozzle into the tank through the sending unit, which churns up the stuff in the bottom of the tank and filter it

until their filters are clean. I asked at the Hansen Marine seminar a few years ago if they thought it was a good idea. They replied that they were about to offer the same service. The filtering is not cheap (\$80-\$90), but I have had no problems since I started it. They also recommend using an additive. I use BIOBOR, but bacteria *still* grows in the tank, dies and needs to be gotten out as evidenced by the stuff on their filters.

Ah, the Hull /Deck Joint

From George & Lynne Lewis, *Origo III*, #93 (K) Our *Seawind II* has been good to us. We have gone through some nasty weather, but she has never let us down. She leaked like a sieve at the hull/deck joint until we really looked at that and discovered that some kid employed at Aliied (then DFG Yachts) had drilled a bunch of holes for the rub rail that were crooked, so he left them and drilled some more. The holes not filled used to let the water in when the rail was down *and you couldn't see them!* The fix was easy. Two layers

--full hull length--of heavy mat epoxied into the area, put all the stuff inside the boat back together, and it has *never* leaked a drop since. I've always wondered how much they paid that kid per hour. He sure caused 149 people a lot of grief.



Holding Tanks

Edward Dimock, *Camelot*, #1(K)
Regarding holding tanks: I need to address this. Currently my boat has none. This is a high priority, but the problem is where to put it. I would like at least a 10-gallon tank, but preliminary measuring does not indicate that it is possible to install it anywhere behind the existing

cabinetry. I am now considering a flexible tank, but I realize this is probably not the best solution. Where is the best place to put the tank?
Don & Gael Steffens, *Aurora*, #124 (S)
Because we sailed on Lake Champlain for many years where state and federal laws were very strict in the extreme about holding tanks, we had a stainless

steel tank fabricated to fit under the aft end of the port forward v-berth bunk. Hosing runs from the head to the tank. The outgoing tank hose connects to a Y-valve. One side of the Y connects to a hose for pump-out at marinas. The other allows for direct discharge offshore. Although we lost some storage space, we gained peace of mind, knowing that if any marine patrol or Coast Guard wishes to check us at any time, we are completely legal in US waters.

Charles F. McFadden, *Odorilla*, #45 (K) I installed Raritan's Lectra/San in *Odorilla* in 1988. I didn't like the idea of carrying a cesspool around with me. I still don't, but pressure for "no discharge zones" seems to be increasing, so I may have to put in a tank yet, probably on the discharge side of the Lectra/San. I have used the Lectra/San almost continuously for eight years. In that time I have replaced the timer and electrode pack twice each. The control unit is located in the head in the upper forward corner of the outboard locker. The treatment tank is located under the starboard V-berth. It is a very tight fit. (I am not sure the later version of the unit would fit.) I am generally satisfied with the Lectra/San. A drawback is its current demand (approximately 1.75 amp-hours per cycle) but, to me, that is still preferable to a cesspool.

Don and Brenda Bundy, *Talisman*, #129 (K) *Talisman* came equipped with a 25-gallon holding tank installed within the forward cabin underneath the double bunk. After purchasing *Talisman*, we filled the tank with

water and found it leaked. Fortunately, it was only water.

Contacting the manufacturer of the tank, we learned it was not repairable, that nothing would stick or attach to it. We carefully cut the wood which creates the v-bunk and removed the tank. We tried to repair the tank, but to no avail.

We contacted a company that builds molds for aircraft and had them construct a new fiberglass tank. Reinforcement strips were installed within the fiberglass for strength. Fittings were installed using epoxy. A large fitting was installed on top for access in case the local police or Coast Guard wanted to examine its contents. We now have had six years of problem-free service from this installation. This has been a successful approach for us. If we had to do it over, we'd do the same thing.

Dick Weaver, *Ixchel*, #75 (K)

I have installed a holding tank. From the factory the boat came with a Lectro/San which we used for a few years whenever we were in a confined body of water. It was installed beneath the starboard v-berth on a small shelf which was screwed to the inboard support for the berth. It had a Y valve located beneath the stateroom sink, which simultaneously switch both the intake and exit of the Lectro/San. After 4 or 5 years, both failed and were removed. Since then we had direct overboard discharge only.

The State of Florida has enacted a strict MSD law and seems to plan to enforce it. I am told that the rangers at Dry Tortugas come aboard and inspect

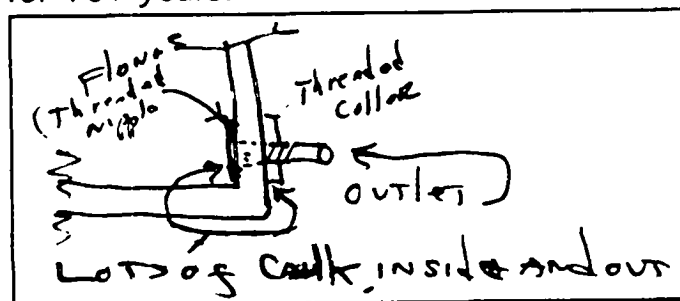
MSD's, so I bowed to authority and put in a holding tank.

It was not difficult, but it's cumbersome and expensive. I resent the space it takes up. I bought a 13-gallon Todd holding tank from West Marine and installed it beneath the starboard v-berth on a small shelf I built for it. This was the largest tank I could place in that position. I had to make a cutout in the bunk to get the tank in, which I replaced and secured with wood screws.

I want to be as certain as I can be that the system does not stink. I have had bad experiences with plastic sanitary hose in the past, so went with neoprene and cloth hose, which is much more expensive. The cheapest I could find was at Defender Industries. I used over 20 feet. I also bought what I judged to be the best Y valves, two plus one I already had. I also built a new bulkhead for the outboard side of the head of 3/4 inch plywood, which I covered with white Formica. There is a deck fitting for dockside pump-out, a hand pump under the sink for overboard discharge of the tank (at sea, of course), and provision for direct overboard discharge when away from US waters. I can use the head now in any configuration I desire. The main Y valve is mounted behind the outboard head bulkhead with its handle on the inboard surface of the bulkhead. I can

lock the head in either the "holding tank" or "overboard" position. The whole cost for the materials was over \$500. This might be considered a deluxe system, but it appears even a minimal system may not be cheap. If it were installed by a shipyard, the cost would be over \$1,000 no doubt, even though their craftsmen are more skilled and would take less time than I did.

George and Lynne Lewis, *Origo III*, #93 (K) The holding tank was bad. It leaked right from the start where the lower hose connected. We found a crack in the tank and the heat-welded fitting was not fitted properly. With two big thru-hull plastic fittings (one male threaded, the other female) and a great gob of Boatlife caulk and a grit your teeth, put your arm and hand into the tank as far as you could reach, it still was smelly and messy attitude, we put the new fitting in, screwed it tight with lots of caulk, and it hasn't leaked for 16+ years.



George & Lynne Lewis' caulking remedy for holding tank leakage

A Terrific Boarding Ladder

From Dick Manuel, *Mermaid*, #50 (K) to Douglas W. Smith, *Sunpower*, #59 (K) The STEPAWAY Midship Boarding

Ladder arrived while I was travelling and was installed by my boatyard. We used the ladder throughout the 1995

summer season and found it to be well designed and constructed and very, very convenient. We usually left it in the "installed mode" ready for deployment from the port side gateway but did switch it to the starboard side when marina docking on the port side was required. (Incidentally, in the folded mode, it stores well in the lazarette or below.)

Mounting and dismounting are easy. Simply lifting the stop-pin in the genoa track moveable mount allows the mount to be slid aft on the track, thereby permitting the ladder to be engaged or disengaged from both the fixed mount and the moveable mount. Of course, the position of the fixed mount to the top of the cap rail must be the proper distance from an appropriate stop-hole in the genoa track for the moveable mount to effect secure fore-and-aft positioning of the ladder in the gateway opening.

I'm still experimenting with various means of securing the folded ladder in the lifeline gateway when the ladder is not in use. My thought is to have some sort of pelican hook or other quick release device with trailing line hanging down to the waterline of the vessel in case a lone person falls overboard and seeks to reboard the vessel. STEPAWAY literature suggest a simple slipknot arrangement, but there must be a better way.

TOPS-IN-QUALITY also produces a very similar design at significantly lower cost. My personal decision to go with more expensive STEPAWAY was based on a personal endorsement from Bill Pardee (#43 K), who already had a

STEPAWAY ladder and spoke highly of it and the proximity of the vendor to my homewaters should any post sale adjustments become necessary.

Whether those factors equate to \$150 more or less is up to the prospective buyer. But the design of the STEPAWAY mounts seemed superior, and that was another factor in my choice of STEPAWAY.

For some of us Medicare sailors interested in extending our sailing years, boarding access from dinghy to deck on a Seawind II calls for a ladder of this sort. And when you think about boarding from the water itself, the need is imperative. Even with another person on board, in an emergency man-overboard situation a rigid ladder in proper, secure position could mean the difference between life and death. (Lifesling notwithstanding, in my opinion, especially when the weather is bad.)

Don & Gael Steffens, Aurora, #124 (S)

We love to swim from the boat. As a birthday present several years ago, Don gave me a STEPAWAY boarding ladder, and it's one of the very best presents I have ever received. We talked with the designer of STEPAWAY at the Annapolis Boat Show some years ago, and he said he originally designed the STEPAWAY for the Seawind hull. It's an exquisite, well-crafted design. Securing it to the lifelines is awkward, however. We lash it up, down and sideways whenever we set sail.

When anchored and using the ladder for swimming, we keep two lines attached, one to secure it to the boat and the other to haul up the hinged lower

section for stowing. And if you buy one and meet the designer and fabricator at a boat show, he'll give you free rubber end tips just as a courtesy for stopping

by his booth. For more information about STEPAWAY™, call 800-535-1355. Tops-in-Quality, 810/364-7925.

Dinghy Hoists

Dick Weaver, *Ixchel*, #75 (K)

I recently wrote a piece about bringing our dinghy aboard. Ken Snow (106K) suggested I send it to you, so here goes.

We tow our sailing dinghy in protected water but offshore we carry it on the cabin-top behind the mast. The dinghy is eight feet long, a Dyer clone. We carry it upside down to avoid catching rainwater or boarding seas. The bow rests against the mast, the forward gunwales rest on supports built up from each dorade box, and the after end is supported by a removable wooden cross member stretching between the dinghy's gunwales and resting on the seahood to the companionway hatch. This member has cleats on top and bottom which keep the dinghy from moving on the crosspiece and the crosspiece from moving on the seahood. The dinghy stern overlaps the companionway a few inches but not enough to obstruct the passage up and down. Our dodger has a forward center section that can be unzipped and folded back, so the dinghy stern fits in this vacated section of dodger. This worked well except that spray sometimes flew through the flaps around the dinghy. When the new dodger was built, we made this flap removable with an additional zipper, so that the flap

could be removed completely and a substitute flap inserted, which has a built-in cavity that fits around the dinghy and keeps spray out. The dinghy is held securely by straps lashed to the cabin top hand rails and weathered a gale with this rig.

My wife and I found it was difficult to get the dinghy aboard and capsized without abrading the cabin top, rail and dinghy, so we made a sling hoisted from the main halyard. It had a spreader bar between the forward line, which was clipped onto the towing eye and the after line which held a stainless "D" ring on a closed loop of two-inch webbing, which fit loosely around the after part of the dinghy. We would clip on the forward line, slip the loop around the after part of the dinghy, hoist the dinghy aboard, then capsize the dinghy, still held in the sling with the "D" ring sliding around to the opposite side of the loop. Then we lowered the dinghy into position. In time, this seemed difficult. The "D" ring was unsatisfactory, it would turn sideways, a round ring would have been better. There was considerable friction between the "D" ring and the loop and often as we rotated the dinghy, the "D" ring would come to the overlapping sewn-splice in the loop and hang up there. It was clearly a two-person job

that couldn't be done by a single hander. Additionally, if the operation were carried out while anchored in current, it was difficult to keep the loop in position for hoisting as the current would push it off the stern; so the following rig was devised for easier and single-handed dingy retrieval and launching.

The dinghy is hoisted on the main halyard with a three-rope sling that attaches to the dinghy's mid-stem towing eye and to two eye-straps secured on the dinghy's stern one on each quarter. Use the jib halyard if the dinghy is to be carried on the foredeck. The main halyard shackle attaches to the center eye of a bridle that leads downward to a spreader bar which is as long as the dinghy or a little longer. The forward end of the bridle is secured to the end of the spreader and continues downward about eight feet to a bronze snap that clips to the towing eye. The after portion of the bridle attaches to the after end of the spreader then is tied to the head of a single block, allowing the block to pivot. Another line (stern line) about 16 feet long passes through the block and terminates in bronze snaps at each end, which attach to the eye-straps on the dinghy's stern. The eye-straps should be placed part way down the transom, roughly even with the dinghy's center of gravity. This whole rig makes a three-cornered sling which holds the dinghy level fore and aft and allows it to capsize without releasing or fouling any of the lines, but this rig is not stable. The geometry of the rig is such that the most stable position

of the suspended dinghy is half-capsized with one rail down and one rail up. One could hoist the dinghy in this position but not launch it, so the rig must be modified.

First, tie a knot in the port stern line, located so the knot just bears on the port side of the block when the dinghy is level athwartships and the sling taut. This knot prevents the dinghy from capsizing to starboard as the knot cannot pass through the block. If the knot is too small, make it larger.

Now measure the distance between the eye straps and tie an additional line (diagonal line) to the starboard stern line that same distance from the block or slightly further; use a rolling hitch. There is to be another bronze snap in the lower end of the diagonal line. Snap this snap into the bail of the *port* snap and bend the diagonal line to it, so as to take up all the slack in the diagonal line when the dinghy is suspended level. The diagonal line runs from the starboard stern line, a few feet below the block to the port stern line's snap. Now the dinghy is level and stable. It cannot capsize to starboard because the knot in the stern line prevents it and it cannot capsize to port because the starboard stern line pulls on both port and starboard eyestraps. When the diagonal line's snap is released, the dinghy can be manually capsized to port without much difficulty. After it is capsized, reattach the diagonal line snap into the same snap as previously, it will now be on the opposite hand. The dinghy is now stable and capsized. It can be lowered into place with little difficulty. It is a little confusing to

attach the ring to a floating dinghy, but on deck, all lines may be left connected. The first few times, the spreader may foul the standing rigging, but this is easily corrected by pulling the dinghy further aft. Rather than securing the snaps and block with knots, splices would be more secure. I suggest the lines by 1/4" three-strand rope. I used the aluminum tubing spreader from the first rig, but it was too short, so I added a piece of PVC pipe of slightly larger diameter to extend the length. The tubing is held inside the pipe by a removable *fastpin* that fits through holes drilled into the tubing and pipe. This allows a collapsible spreader which is easier to stow. It is carried on deck beside the dinghy with the 2-part mast and boom.

This rig allows me to launch and retrieve my dinghy single-handedly with little difficulty.

From Don and Gael Steffens, *Aurora*, #124(S) We bring our dinghy on board when we sail. We don't want to subject it to unnecessary wear and tear, nor do we want to get into any avoidable trouble, for instance with a following sea. We carry it upside down lashed on the foredeck unless we are making a passage. Then we deflate the Avon and store it aft the mast. (The liferaft stows on the companionway cover.)

We attached two eyebolts in the stern of the dinghy and spliced two snap shackles each to a pair of lines in which we had created eyes in the middle. We attached one of these lines to each side of the dinghy, clipping onto the eyebolt on each side and to the foremost handle of the dinghy.

When we want to bring the dinghy onboard, we attach the spinnaker halyard to the eyes and winch it up. It's easier with two, but can be done alone.

Reinforcing Shelves

Dick Weaver, *Ixchel*, #75(K) On strengthening the shelves above the berth in the forward compartment in order to support the forward topsides better.

I removed the plywood ceiling covering the topsides, port and starboard. I inserted epoxy glue as best I could using a caulking gun into the crack in the starboard shelf. Then I used a disk sander to smooth the top surface of each shelf, which tapered the fiberglass roving which bonds the shelf to the topside. The outboard portion of the roving remains full

thickness and strength, but inboard edge tapers so the top of the shelf is a flatter surface. I sawed and chipped away the lowest inch of each of the battens fastened to the upper portion of topside to make room for another layer of plywood on top of the shelf. Then I took a piece of common exterior-grade 3/4-inch plywood and made a sister of each shelf, shaped on the outer surface to conform to the bevel and shape of the topside and wide enough so the inboard edge aligns with the existing shelf. I glued the original shelf and its sister together with

epoxy glue, then applied fiberglass roving set in epoxy resin to the joint of the sister shelf and the topside, overlapping about 4 inches on each. I now had a shelf twice the thickness of the original and bonded to the topside by two layers of roving with a layer of cloth on the bottom.

It is important to anchor the shelf fore and aft so it cannot rotate. This is probably more important than strengthening an intact shelf. The original construction fixed the shelf with one or two wood screws driven through the bulkhead into the edge of the shelf. In time, these came loose. I made wooden cleats for the forward and after end of the shelves, both above and below the shelf. These were epoxy glued and bolted to the bulkheads fore and aft. To get a good bond with the

epoxy, the Formica covering the glue area must be removed, which is not difficult with a chisel. Outline the area with chisel cuts, and the Formica comes off easily. The cleats were then through-bolted through the shelves.

The shelf lip is an important strengthening member. Now that the shelf is twice as thick, there is twice as much area to screw fastenings into to secure the lip. The lip must be removable so the plywood ceiling can be removed. Both port and starboard lips came completely adrift during the bash to Rowaytan. I used much longer screws than original and drove a row into both the original shelf and the sister addition. The shelf is now very secure and should support the topside better.

Questions & Answers

John A. Kremski, *Solution*, #88 (K)
I'm considering adding some davits on the transom and would like to get in touch with anyone who has done this.

Temple Bayliss, *Plainsong*, #32 (K)
What would cause the sea water side of the cooling system to stop up upstream of the sea-strainer? I can blow out the obstruction, but it comes back after I have been sailing around for a bit. I have removed the slotted outboard fitting and probed up to the strainer without finding anything.

What is the best penetrating lubricant to free frozen seacocks. Should these be regreased every season?

Calvin A. Landau, Jr., *Spring Tide*, #118 (C) I truly enjoy reading *Seawords* and have felt fortunate that most of the problems encountered by others have not troubled my boat.

However, I do have two serious (?) problems, which I have not read anything about.

A multitude of small (nickel sized) blisters covering the entire hull. These were there when I bought the boat in 1989 and have not changed since. The former owner said they were there when he bought the boat four years earlier. I do not haul and paint, but I have a diver clean the hull every month. He has noticed no difference. There is

no sign of delamination. The condition seems to have stabilized. Any similar reports or advice?

The other problem is dry rot at the aft end of the bowsprit. As you know, the bowsprit is assembled of boards laid on edge. All of the boards are not affected. Of course, the proper remedy is to replace the entire assembly. However a simple solution would be to remove the bad wood and fill with an epoxy mixture. There is a ring of bolts near the stem, which apparently hold the bowsprit in place and may or may not transfer compressive load from the rigging to the deck. This solution would probably pick up compressive load as required. Unfortunately, this detail is an invitation to rot. Any similar reports?

Don Steffens, *Aurora*, #124 (S) We had similar concerns when we bought *Aurora* back in 1985. There were many small blisters scattered over the hull on both sides, but they appeared too small to be of concern. Over the years we have watched carefully to see if their size was changing or if they were becoming softer. So far, the news is good. They remain small and very hard. We do not believe it's a problem at present but continue to monitor the

situation whenever the boat is hauled. We would suggest checking first to determine hardness of blisters and if any liquid is oozing from them. If all is firm and stable - let them go. The big repair job can be put off for another time. There are several temporary and cosmetic repair jobs you can do yourself to reduce further deterioration, but you will have to meticulously prepare a smooth hull bottom before you start. All the good bottom paint companies have instructions for jobs like that.

Personally, I think your bowsprit problem is more serious and I'd start looking at the possibility of a full replacement.

Darryl Forrester, *Seawind II*, Hull #4(K) For other Westerbeke 30 owners: Where do you get new air filters? The old FRAM 12 is no longer being made; my last three were from Westerbeke, but because of the elliptical configuration and low demand, I wonder how long they will continue them? Also has anyone experimented with adding a Diesel fuel pump to make priming after fuel filter changes less painful?

The Ditty Bag

New Seawind II Owners

Welcome Aboard

Robert J. Furlong, *Inspiration*, #95

(K) I am enjoying my boat very much and I have received compliments from my mooring mates on her condition and beauty. She has proved to be a very dependable and sturdily built craft. My wife and I are thankful that we did not experience any difficulties with her in our first full season of ownership. This summer we sailed mostly on the weekends, but I did engage in some midweek racing in Little Neck Bay. With a few knots of wind she will do about six knots of speed, but last fall she pegged eight on the knot meter while running in a 20-knot wind. With two small children, Kathy and I were not up for making any cruises this year, but we may give it a go next summer. I'll let you know how things turn out.

Tim Buckley, *Spirit*, #119 (C) I'm delighted to report that my wife, Jorunn Jacobsen Buckley, and I have now purchased Doug and Betty Royals' SWII 119C, *Syrinx*..

The boat has been kept in immaculate condition, and it will be a real challenge to live up to the Royals' high standards of maintenance--a challenge that we'll very happily do our best to meet. As the Royals reserved the name *Syrinx*, Jorunn and I have renamed 119C

Spirit. Our hailing port will be Eastham, MA.

Spirit is a move up for us from our 28' Albin Cumulus sloop, *Trysnes*--a wonderful, handy boat that treated us well. But we found ourselves pushing beyond her safe limits increasingly as we gained more confidence, got more ambitious and ventured farther afield in heavier weather. Adding three feet of LWL and doubling displacement with *Spirit*, confident in Tom Gillmer's offshore design, we think that the limits will be ours alone, not ourboat's. Now, there's a challenge!

I met the Royals in Annapolis at the closing and look forward to staying in touch with them as we go about refitting *Spirit* for ocean voyaging. We'll begin by rebedding deck hardware and refinishing the bottom before relaunching in June and sailing *Spirit* from the Chesapeake to our mooring in Chatham's Stage Harbor on Cape Cod. We're planning a five-week cruise from the Cape to Penobscot Bay and points east in July and August, hoping that about two year's work and "freedom chip" saving will do to prep *Spirit* and us to farther-flung adventures.

The back issues of the newsletter that you sent in the fall have already proven invaluable, and I'm sure that we'll appreciate the wealth of how-to

information that they contain more and more as we get into the work we plan, which includes many items well-covered in past newsletters: rebedding the rub rail, cutting an access hatch to the forward bilge, doing something about the Lectrasan (a holding tank really seems a must for coastal cruising today with the increasing

number of no-discharge areas) and so on.

So our thanks to you, the Royals, and newsletter contributors: all have made it possible for us to enter this new phase of our cruising live with confidence and a feeling of real support.

The Gillmers Come to Call

Don & Gael Steffens, *Aurora*, #124 (S)

We were delighted and truly honored last October to meet and visit Tom Gillmer at his home in Annapolis, Maryland. Over the years we had exchanged a few letters on the subjects of repairs and modifications to our *Seawind II, Aurora*, and Tom always closed his notes with a gracious invitation, "Stop by our dock in Annapolis."

Last year, just after the Annapolis Sailboat Show, we did just that, visiting Tom and his gracious, charming wife, Annie. Seated comfortably in the living room, overlooking the water, we talked of *Seawinds* and *Southern Crosses* and of coasters and dinghies. We explored designs and new plans, including a special one of his own, a new, small cruising sailboat with classic, yet familiar, lines. It is to be Tom Gillmer's own little boat. We exchanged opinions on a variety of subjects and were pleasantly surprised to discover we had spent over an hour in good conversation.

As we got up to leave, we asked if Tom and Annie would like to visit *Aurora*, which was anchored just off their dock. The invitation was quickly accepted, and within minutes we four were on board with the two of us showing off our boat to two pairs of the most critical eyes ever to view her lines.

Tom poked about respectfully, quietly examining a multitude of little things we hoped would meet with his approval. It was thrilling for us and fun, we hoped, for him. We continued our shoreside discussion of sails and settings, leads and fittings. As they prepared to leave, we asked Tom to sign our guest log. He agreed and wrote a few words down, and we dinghied back to shore.

It was several hours later before we returned to our boat for the evening. As soon as we went below, we opened the log to see what Tom had written.

"Nice boat!" he wrote. And signed it, "Tom Gillmer."

We both grinned--we had passed inspection.

Gams & Sailing Plans

From American Heritage Dictionary: Gam: 1. A school or herd of whales. 2. A social visit or friendly conversation, especially between whalers at sea. To come together socially; to visit, especially while at sea. To visit with. To spend (time) in visiting. [Perhaps short for GAMMON deceptive talk].]

From Charles F. McFadden, *Odorilla*, #45 (K) I am interested in gams this summer, but I don't know yet where I will be, maybe down here in Florida or maybe in the Chesapeake. Please keep me posted about plans.

From Don and Gael Steffens, *Aurora*, #124 (S) In early May we expect to leave Atlantic Yacht Basin in Chesapeake, Virginia and head for Annapolis where we will install Radar and a heater in anticipation of sailing the coast of Maine during July, August and part of September. Weather permitting, we may sail from Cape May directly for Block Island and visit

family on the eastern end of Long Island. Then we hope to sail through the Cape Cod Canal to visit a friend in South Wellfleet before heading into new waters for us. We expect to leave *Aurora* in Maine next winter. If anyone has any suggestions or is heading our way, we would enjoy hearing from you. **Jorunn & Tim Buckley, *Spirit*, #119** Expect to sail from the Chesapeake to our mooring in Chatham's Stage Harbor on Cape Cod. We're planning a five-week cruise from the Cape to Penobscot Bay and points east in July and August.

On Cruising & Fond Memories

Allen Pierson, P. O. Box 1944, Fort Collins, CO, 80522 In Miami this January after a Caribbean cruise on a 70,000 tonner, was able to contact Ray Rodriguez, who had boat *Rollin' Home* #97 (C), now *Chubasco*, Oct. 93. I did visit the old boat with Ray's son and daughter at the Coral Gables Sailing Club and the boat looked great as I remembered.

Interestingly enough, I also visited with one of the owners of "Bluewater Books" in Fort Lauderdale, who had cruised their *Seawind II* in the past but now have a powerboat. It is a wonderful store and they remarked about seeing *Chubasco* in the marina in Miami and how they still admire her lines.

Helen & Fred H. Myers, new address 25270 Roland Lane, Punta Gorda, FL 33955, 941/575-7860. Former owners, #5(K) Just a note to give you some information changes. First, Fred and I made our move to Florida. An almost equally big change is that we have just sold our *Seawind II Summerwind* and last

report is that she safely arrived in her new home port of Miami. The new owners are Lillian G. and Carlos Zalacain, 4140 SW 60th Court, Miami, Fl 33155.

We have almost no other info other than that new owner elected *not* to keep the documentation. If anyone you know is keeping a record of the list and sale price, we would not mind giving them this information along with other particulars.

In the meantime, we still have a little 19' Starcraft and am waiting for the heat to abate somewhat before venturing out on the water and learning how to fish Florida style.

George & Lynne Lewis, *Origo III*, #93 (K) Lynne and I have loved our 20,000 miles on old *Origo III*, and it's been wonderful. We spent the *entire* summer to September 15th in the North Channel of Georgian Bay in 1993. Installed refrigeration, a Groco deckwash pump (for the chain -- muddy bottom up there) and truly had the cruise of our lives.

Needless to say it has been an interesting time since 1979 when we picked *Origo III* up from the boatworks in Catskill. Right now the dear old girl is up for sale, listed with Interyacht brokers, so we shall see....

John A. Kremski, Jr., *Solution*, #88 (K) In the past year that I have owned *Solution*, I've spent a number of weekends cruising Pine Island Sound, as well as a Fort Myers-Dry Tortugas-Key West-Marathon trip and another trip north to Longboat Key. This working for a living always gets in the way of having fun.

John McVey, #35 (K) We still have our boat berthed at Monterey, California and sad to say the boat has become our residence in that city since we very seldom move the boat.

We did live on the boat for four years and during that time we were on a mooring. It was an interesting time. Some of the locals thought we were certifiable and others knew we were. I wish to thank you for the many years of service that you have rendered to all the Seawind II owners and associates.

From the Members about Membership

Dick Manuel, *Mermaid*, #50 (K) recently inquired about dropping non-dues contributing members from the mailing list of *Seawords*. This is a group decision, so let's hear from you.

Dick Weaver, *Ixchel*, #75(K) Regarding the question of whether we should prune the *Seawords* mailing list to eliminate those who do not donate financially, I would vote to keep all known boat owners on the list. Whether

they support it or not, I believe *Seawords* is read and of some use to most and continuing reading may promote class interest and unity. I think some owners appreciate it, but believe the suggested donation is more than it is worth to them. All our boats are getting older and as a group, we owners comprise a less affluent group of yachtsmen, who may be sensitive to the expense of donations. Of course the

more contributions, the less expense for all. Any means to effect economy may reduce the size of the requested donations and thereby increase the percentage of donors. Enclosed is a check for \$15. *Editors' note: The majority of letters received included donations or membership renewals. We trimmed some of the letters to the relevant information, but include here some of the comments we thought you'd enjoy.*

Bob & Georgi Samuelson - We certainly wish to support the Association and the newsletter, as we have found them extremely useful in learning about our new boat!; **Robert J. Furlong** - Thank you for sending me the very informative newsletters on

the Seawind. It helped me achieve a perspective on the boat that I had not developed. I enjoyed reading the accounts of other people's experiences and the various steps that they took to upgrade their boats; **John H. McVey** - To me the *Seawords* is worth my investment. Just reading about the experiences of the group and their ideas about how they improve their vessels is invaluable information. *Editors' note: This last was addressed to Dick Manuel as were all the letters. We wholeheartedly second John McVey's gratitude to Dick Manuel for giving all Seawind II owners what amounts to a continually updated Owners Manual.*

Contributors to this issue of Seawords, The Log of Seawinds II Owners

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Our new logo

Our new masthead logo is the clever creation of J. Michael Skinner, #37(K). Isn't it terrific? Many thanks, Michael. It's an honor to be the first to use it. Don & Gael Steffens, *Aurora*, #124 (S), Edition Editors

Special Topics for the Next Issue ***of Seawords, The Log of Seawind II Owners***

Any and all matters electrical, including solar panels, battery banks, wind generators, alternators and grounding; Lightning protection and experiences; Insurance for older boats; Survey findings; Radar

These are just suggestions. If you want to write about something else, that's fine. If you want to hear from others about a topic, let us know, and we will sound the call!

In the meantime, spring is here--let's go sailing!

About *Your* Next Issue

Seawords, The Log of Seawind II Owners, is your publication. You make it what it is through your contributions. If you have questions about your boat or solutions you have found that work to your satisfaction, *send them in*. After all, we're all in the same boat!

Send all submissions and correspondence to Dick Manuel
#50(K), P. O. Box 422, Shelter Island Heights, NY 11965-0422
Telephone: 516/749-8964.

If you are sending material that you've put into a computer, send a disk along with the hard copy. Let us know on the hard copy what program and what computer you're using, and *maybe* we won't have to keyboard it again.

That's All Folks!!

It was great fun putting this issue together. We sincerely hope you enjoy it. As Dick Weaver, as editor of the last issue, said, "What is written here represents the best opinion of the author, but it is only an opinion. Read critically." Don & Gael Steffens, Aurora, #124 (S)

The Ship's Chandlery

Wants to Buy

Temple Bayliss, *Plainsong*, #32 (K) 1114 Dover Road, Manakin-Sabot, VA 23103, 804/784-5213: Second-hand working jib.

For Sale

Jerry Leibell, *Tosco*, #123 (K) 25 Berkeley Terrace, Livingston, NJ, 07039-3921, 201/487-0369: 4 1/4 oz 160 Hood furling Genoa, plenty of life left in it with built-in sun cover. Cost \$2200--asking \$450. Hood conventional main, good shape. Asking \$350. Bronze 3-blade, 16" fixed propeller. 40# Danforth storm anchor. Custom-made canvas boatcover, zipped in 3 sections with zippered entrance door and sewn-in sleeves for docking lines, excellent condition, Cost \$2,000--asking \$475. Metal frame with full set of Kalvar Klamps. \$150. Autohelm 3000 auto pilot \$360. Larry & Judi Fransen, *Voyager*, #105 (K) 410/573-1970: Galerider--never used. Tom Hails, *Princess, Allied Princess #115. Lock Masters*, P.O. Box 2532, Panama City, FL, 32402-2532, 904/230-9930 Fax 904/235-7658. Tom sent in a check for \$25 with a note that he and Patricia Stovall are building up their cruising kitty by selling all kinds of locks as wells as leadlines.

Seawind Mk II Boats for Sale

(as of 15 March 1996)

<u>Sail#/Rig*</u>	<u>Owner's Name</u>	<u>Phone Number</u>
012K	Karen Thompson	614/863-8965
016K	Keith London	718/762-4372
027K	Victor Jesenitsching	516/666-5151
031K	Norma & Jim Steenson	813/445-9416
058K	Marlene & Dick Schaefer	508/420-0421
067K	Howard Hering	301/942-9113
070C	Gerry & Rosemary Light	919/636-3784
081C	Verne & Mary Iuppa	716/244-6340
085K	Stephen Busch	203/847-4747
086S	Dave Neth	216/572-0226
087K	Robert Halpern	516/754-0540
091K	Sharon (Langton) Raecle	713/334-6650
092C	C. Roger Bell**	410/268-6549
093K	George & Lynne Lewis***	810/329-6833
105K	Larry & Judi Fransen	410/573-1970

* Rig: K/ketch, C/cutter, S/sloop

** Boat is in Hartge Boat Yard, Galesville, MD.

*** New address: 3602 St. Clair Hwy., China Township., MI 48054

