

TEST RUN - NEW NAME & EMBLEM FOR OUR NEWSLETTER (and...?)

Comments regarding Don Stefan's (124S/AURORA) suggestion for an up-dated name for our newsletter were unanimously in favor of the proposal. Results (all 6 of them) were heavily skewed by the Editor, who believes that Don's idea and his initiative in proposing it are indicative of SEAWIND II ownership spirit.



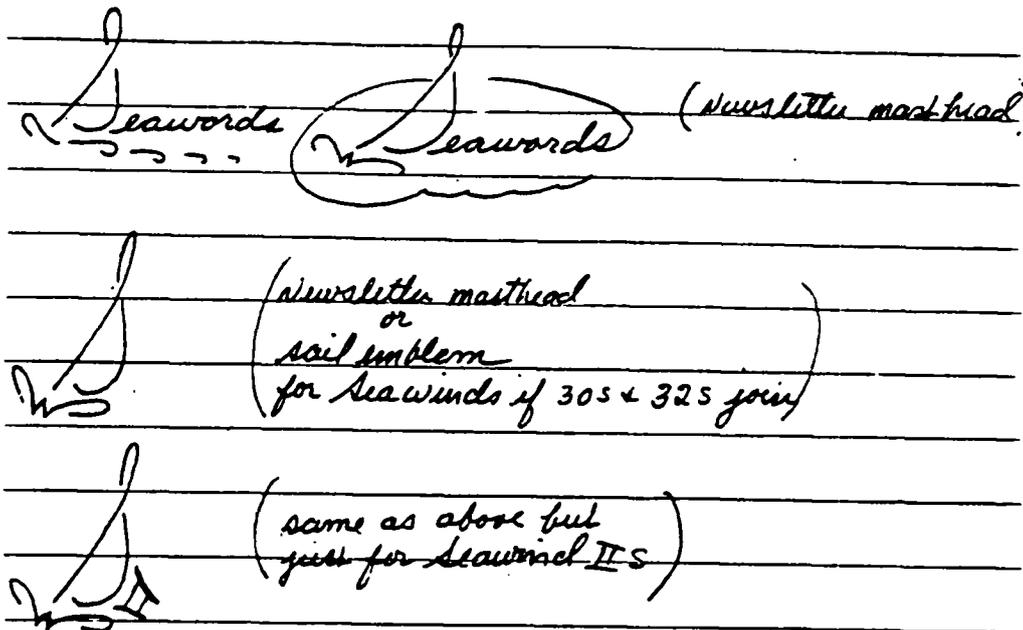
SEAWORDS

THE VOICE OF SEAWIND II OWNERS

Volume 93, No. 1 March 1993

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 Shelter Island Heights
 NY 11965
 Phone: (516) 749-8964

Some months ago, Helen Meyer (005K/SUMMERWIND) wrote to endorse Don's SEAWORDS proposal, and at the same time offered some ideas for a possible emblem and newsletter masthead treatment. The sketches she sent in are offered herewith: (Note that the 3rd offering has been used above in our current test - - although the emblem without the "II" seems to be more graceful and less "complicated".)



All of this should stir the artistic bones of our talented Owners and Associates. Pick up pen & paper and do your own thing; or simply write and offer encouragement! (But if you prefer things the way they are, don't hesitate to tell us that, too.) And that emblem - - how would it (or something of your own creation) look on our mainsails? Or, would you rather stay with the stylized W_A emblem? Your input is eagerly awaited!

H E L P ! H E L P ! H E L P ! WHERE ARE JERRY AND HIS BOAT?

We have lost contact with Jerry McElwee (036C). His last known address is..... 1516 Hickory Ave. #A
 Harahan, LA 70123-2171

A prior address and phone numbers are in the file, passed on to us by the Seawind 30 Correspondent, Dan Smith, when he sent us other SEAWIND II references in early 1991. However, there is no recognition of Jerry's name when the work phone is called:

2019 Flagstone Drive, Apt. 1411 (H) (205)464-0038
 Madison, AL 35758 (W) (205)464-4301

SE Fleet Owners, please check brokers, insurance people, documentation offices (listings are alphabetical by owner), yacht clubs, etc.

GAMS GALORE!! 26-27 MARCH FOR THE SOUTH EAST FLEET; MID ATLANTIC FLEET ORGANIZATION TEAM MEETS 8 MARCH; NORTH EAST FLEET ORGANIZERS AT WORK....

Don & Brenda Bundy sent a copy of the 2-page INVITATION TO THE GAM, including Schedule of Events, Travel Directions, Accomodation Options, and a cordial, personal greeting from hosts Fayenola & Allan Landsman (088K/SOLUTION). Invitation copy is attached as ANNEX C. South East Fleet (SE Fleet) Owners & Associates are encouraged to attend.

Up north, organizers Stan Burdick (061K/TRIBURD), John Geils (080K/PIANISSIMO), Charlie Jacobs (066K/HAFA DAI), and Dick Schaefer (058K/FEIERTAG), are working on a pre-season gam for the North East Fleet (NE Fleet) that may top the excellent gathering of last April in Greenwich. Here again, if you'd like to help in the preparations, phone one of the organizers. All NE Fleet Owners & Associates will be notified of date, etc.

The West Coast Fleet (WC Fleet) "mini-gam" is covered elsewhere in this issue. We are anxious to establish ongoing contact among owners in San Diego (082K/Tom Iwanski), Monterey Bay (035K/June & John McVey), San Francisco Bay (107C/Helmut Gebhardt), and Puget Sound (083C/John Winters) and (012K/Peter Knowles). Incidentally, we strongly suspect that there is another boat with unknown owner in the Anacortes, WA area. John & Peter are pursuing the matter.....but help from others would be appreciated.

Jim Steenson (031K/IRISH ROSE) advised by phone that he, Lamar Neville (028K/WINDSONG), and Judi & Larry Fransen (105K/VOYAGER) were getting together in Annapolis on 8 March to crank up a pre-season gam for the Mid Atlantic Fleet (MA Fleet). Sounds like a meaningful effort to intensify owner contact in the Chesapeake/Albemarle/Pamlico Sound area. Some travel involved to gather this fleet together, but the benefits should be well worth the time & cost involved. Want to help the organizers? Phone one of the Owners named above.

Turning to the SEAWIND II Owners & Associates who ply the Great Lakes (GL Fleet), we're still anxious to convene a small group of organizers to get the GL Fleet program underway. Our last contact was Karen Thompson (012K/WINDHAVEN), with backup from George Rowcliffe (041K/SERENITY II). Karen has been trying valiantly, but surely could benefit from more help! How about some "Lakers" calling Karen?

BOB HESS (103C/LIVELY) LOGS IN

Happily, we have another extended report of major maintenance and significant upgrades that a generour owner wants to share with others. What a pity that our modest publishing effort is somewhat limited in the reproduction of the excellent photography that accompanies many of these reports. (Does someone out there have some ideas?)

Bob's report is attached as ANNEX A. But in brief, he reports on correcting a gel-coat blister problem on the bottom, instrumentation & electrical circuitry upgrades, and the effect (on boat speed) of a 150 genoa....after cleverly arranging for a detachable inner forestay to facilitate tacking with the headsail. (I have the fotos)

IMPORTANT ADVICE FROM ED COSTELLO (076S/CYTHERA) THAT DESERVES ATTENTION

Ed's letter arrived in mid-February, and was recognized to be a prime report for this newsletter. Consider these subjects: Fuel contamination, Exhaust system deterioration, Bilge accumulation forward, Engine overheat due to salt buildup in cooling system, and Bob-stay clevis-end cracks.

That roster of concerns should cause a prompt referral to ANNEX B, wherein the full details of Ed's letter on these matters are given. It's MUST reading for everyone, believe me - - and for further information on any item, I'm sure that Ed would graciously respond to specific inquiries.

THE HANSON MARINE/WESTERBEKE ENGINE SEMINAR AT MARBLEHEAD, MA.

Stan Burdick (061K/TRIBURD) attended the 14th November presentation along with 2 or 3 other SEAWIND II Owners plus +25 other boat owners. Stan reported that Bob Hanson and Fred Knowles of Hanson Marine provided a vast amount of practical information, useful even to those who lack significant mechanical skills. Having some idea of what is going on down there in the engine compartment as well as knowing what to ask a qualified mechanic to attend to can go a long way towards keeping the conscientious, if not mechanically skilled, owner out of a lot of trouble.

Regular maintenance subjects were covered: Lube oil & filter changes (every +50 hours, depending on usage patterns; don't mix lube oil brands), injectors & glow plugs (inspect the latter annually - - carefully removing them to avoid breakage), belts/hoses/clamps inspections, fuel system cleanliness, etc.

Then there were the frequently overlooked items such as oil cooler and engine cooling heat exchanger, both of which may be subject to mechanical erosion/corrosion at tube welds and bends. When these items deteriorate, consequent leakage may be difficult to detect at first, but the ultimate consequences of failure are dire! They should be inspected from time-to-time, and replaced when necessary.

CORRECT NAME FOR BOOM BRAKE

Charles McFadden (045K/ODORILLA) wrote to correct the name given for the boom brake described in ANNEX E of the August 1992 SEAWIND II WORDS. It is a WALDER, not a Halder.

Charlie added, "...over the summer I have acquired a little experience with the brake: It performs as advertised. In 15 knots of wind, the brake easily and effectively flattens out the mainsail while running before the wind. When jibing, boom control is positive. I'm pleased with the thing."

"The only drawback is the tripping hazard that the gunwale-brake-gunwale line constitutes. I used a red dacron line to improve visibility."

Your editor attended the second session on 5 December at Marblehead. Was happy to see John Geils (080K/PIANISSIMO) and Bob Jacoby (128S/name??) there, too. (If I overlooked anyone, I apologize.) About 15 other non-SEAWIND II boat owners were also present.

The pattern of the morning lecture was similar to the 14 November session; i.e., how the diesel engine works, the importance of preventative maintenance, essential spare parts on board, etc.

Then Fred Knowles spoke about items such as the glow plug function: When starting a cold engine, the glow plugs are first heated - - not primarily to warm the cylinders/engine block, but to provide a hot spot upon which the injectors squirt the initial shot of fuel to start combustion. If the glow plugs are not functioning properly, considerable time & battery juice will be required to crank the engine. Annual inspection & testing of glow plugs was recommended - - take them out and look at them.

Fred talked about the importance of knowing how to stop an engine if the fuel cut-off control should fail. (They can rust out after years of exposure to the marine environment -- especially after a long winter storage. Removal of injectors is the way to stop the engine if the cut-off fails. But it's easier to test the cut-off before the first seasonal start of the engine!

In the afternoon we were taken to the shop floor where an engine was bench-mounted for demonstration purposes. The method of bleeding air from the fuel delivery system was demonstrated. It was suggested that the bleed points be marked with a dab of bright paint to avoid confusion when the need arises.

By the time 4 o'clock rolled around, we had all soaked up about as much as we could in one day. However, your editor for one would consider returning another time for a refresher - - and another chance to ask Fred or Bob about my latest observations & concern

REFRIGERATION FOR 093K/ORIGO III

George & Lynne Lewis wrote in November to report on plans for winter lay-up and subsequent installation of refrigeration. Much has been written about refrigeration in small cruising boats, but an update from other SEAWIND II Owners - - especially those in the GL Fleet or in other northern climes - - could be very helpful to the Lewises. Why not contact them?

George's letter went on to mention his plans to retire in 1993. We expect to hear much more from Lynne and him this year - - possibly as a major supporter of the GL Fleet organizational effort. The intellectual & social rewards of these Fleet programs can be quite significant!!

NEWS FROM NEW OWNER BILL PARDEE (043K/HOZRO)

Bill's 28 February letter from his home in Statesville, NC, discusses a recently-acquired swim ladder by Metal Design of Stonington, CT. (Your editor has a yen for one of those, but they are pricey!)

Bill also describes some hull repair work to HOZRO's rudder and around the hawse pipe on deck. His boat is currently at Oceanside Marina in Key West, FL (SE Fleet please note).

Some reader input is requested regarding "multi-weight" genoas. Please write directly to Bill, but copy your editor for input to the next edition of our newsletter.

Details from Bill's letter are given in ANNEX D.

GAM NEWS FROM THE WEST COAST FLEET - THE NORTHWEST SQUADRON'S FIRST MEETING

In an October letter, John Winters (083C/MANDALA) wrote about the first gathering of the SEAWIND II West Coast Fleet (WC Fleet) - - Northwest Squadron thereof, -we might call it!! John enclosed a professional quality photo of Peter Knowles' black-hulled GENTLE PROMISE II/010K rafted to John's white-hulled MANDALA/083C - - the two owners ceremoniously shaking hands to memorialize the occasion! Too bad our newsletter publishing capabilities can't do justice to that historic photograph. (See ANNEX E, anyhow)

THE STEFFENS (124S/AURORA) UNDERWAY ON A 1-YEAR-PLUS CRUISE SOUTHWARDS

A card from Gael Steffens advises that Don and she, and presumably Rowdie the ship's cat, have moved aboard AURORA for some extended cruising. (NOTE THEIR CHANGE IN ADDRESS) The card was posted from Annapolis following a couple of weeks of cruising the upper Chesapeake.

They reported meeting Tom & Eleanor Luichinger on DUTCH TREAT/115K in Reed Creek off the Chester River.

Hope to hear more from Don & Gael in the coming months. Meanwhile, those of you Southward may have the pleasure of meeting these nice folks, personally.

MORE NEWS FROM THE COLWELLS, CURRENTLY CRUISING ON 084K/NIRVANA

Paula & Tim's latest note was from the Chesapeake. They are a constant and valuable source of input to our newsletter & Owner Roster, for which we are very appreciative.

Some major renovation & modification work is underway in NIRVANA's cabin, to the extent that Paula describes it as being "all torn up". She adds that "when things are put right, I will send you a set (of pictures)".

The Colwells also drew our attention to an extremely cordial and attractive marina in Crisfield, MD (Somers Cove Marina, to be specific). The extensive range of summer activities built around the shell-fish industry in the area invites consideration of Crisfield as a port of call for MA Fleet gams or just personal cruising. 1-800-967-3474.

In his letter referenced herein John went on to say that on the day after the picture was taken, Peter and he sailed together for a couple of hours - mostly on a beam reach with winds of 15-25 mph. John reported that MANDALA had a bit of speed on GENTLE PROMISE II, not so much demonstrating any superiority of the cutter rig as revealing the advantage of MANDALA's new full-batten main and new 140 headsail. (Sounds logical to me, John - Ed.Note)

RECOLLECTIONS FROM GEORGE CURRAN (ASSOCIATE/FORMER OWNER)

Your editor was particularly pleased to hear from current Associate, George Curran, the original owner of the boat I now enjoy, 050K/MERMAID. Excerpts from his letter follow, in a bit. For the record, George is Executive Director of the Naval Academy Sailing Foundation, Inc., an assignment that is more than somewhat related to his knowledge of boating!

Everything George says in the excerpt about MERMAID and the SEAWIND II in general echoes my own findings. However, what George doesn't say in the excerpt is that the "special touches" he called for at the time of his taking delivery of MERMAID in 1977 have added much to the enjoyment of the boat: The "raised" mizzen boom with 6+ feet clearance beneath, the two top-quality #28 Barient self-tailing winches, the simple, functional instrumentation configuration, the convenient compass mounting on the mizzen mast, etc. "Fourth generation" ownership wishes to attest to those wise decisions!

But here are some of George's own words from his recent letter: "After my retirement from the Army, I worked for a couple of years for Atlantic Sailing Yachts. At the time, we sold more Allied boats than any other dealer out of our four offices on the East Coast. I fell in love with the SEAWIND II after many deliveries from the factory in the Catskills when the Wrights owned the company.

"In my over 50 years of sailing I have never sailed a boat that I liked better than MERMAID. I could handle her alone in any weather. My background was in racing many types of boats. MERMAID was the only cruising boat that gave me the same feel as a higher performing sailboat. It's a shame more boats are not constructed like Allied built them.

"Lamar Neville (028K/WINDSONG) is a neighbor and personal friend of mine. (Associates) Milt & Judy Baker purchased SOLUTION/088K from me. I know of no one who has logged so many miles or lived longer on a SEAWIND II than Milt and Judy. They are wonderful people who, as you know, operate a highly successful nautical book and chart business in Ft. Lauderdale, Florida. They have a wealth of knowledge."

(Ed. Note: Milt and Judy are very generous with their knowledge, too. ANNEX III of our SEAWIND II WORDS, Volume 92, no. 1, is a good example of the Bakers' input to our SEAWIND II information bank. We are very grateful for their continuing interest in our boats.,

2nd Ed. Note: Reading correspondence like that, and recognizing ongoing input from ex-owners like Milt & Judy makes one feel that what we have here is a SEAWIND II FAMILY, not just an Association!)

NOTE SOME CHANGES - - ADDRESSES, PHONE NUMBERS, ETC.

Dave Riddell (009K/PUFF) (Dave, we
1133 Olde Galleon Lane don't have
Vero Beach, FL 32963 your phone #)

Dick & Marlene Schaefer (058K/FEIERTAG)
501 Cotuit Bay Drive
Cotuit, MA 02635 (508)420-0421

Roger C. Bell (092C/CHAUTAUQUA)
2340-P State Road 580, #165
Clearwater, FL 34623 (301)509-3715

Allan D. Pierson (097C/ROLLIN HOME)
P.O. Box 1944
Ft. Collins, CO 80522 (812)829-4128

Don & Gael Steffens (124S/AURORA)
MCCA, Inc. #40892
1614 S.W. Seagull Way
Palm City, FL 34990 (No phone/cruising)

Patricia Wales, Editor (ASSOCIATE)
SAIL Publications/Cahners Publications
275 Washington Street
Newton, MA 02158-1611

WELCOME, NEW OWNERS.....

<u>SAIL NO.</u>	<u>BOAT NAME</u>	<u>OWNER</u>	<u>FLEET</u>	<u>PREVIOUS OWNER</u>
008K	SEA ISLE	Ken Kotkowski	CL*	
031K	IRISH ROSE	Nora & Jim Steenson	MA	
043K	HOZRO	William Pardee	SE	Arnold H. Osgood
056		James Sendez	SE	
070C	TOM-LIN-KATE	Gerald Light	MA	Manfred Rott
072K	TROIKA	John Burk	NE	Thomas Radick
082K		Thomas Iwanski	WC	
108K	MON BONAMY	John Welch	SE	Francis d'A. Collings
109K		Mel & Susan Chaney	SE	
123K	TOSCO	Jerry Leibell	NE	

.....have we forgotten someone? Blast the editor (with a postcard giving the details, please!)

.....and WELCOME, NEW ASSOCIATES

<u>SEAWIND II INTEREST</u>	<u>ASSOCIATE NAME</u>	<u>FLEET</u>
Allied Princess Owner	Tom Hails & Pat Stovall	SE
Former SEAWIND II Owner	Arnold H. Osgood	GL
Former SEAWIND II Owner	Thomas Radick	NE
Prospective Owner	Paul W. Weakley	MA
Allied Princess Owners	Jim & Joy Wassell	SE

THE MARKET PLACE (See Rosters For Addresses and Phone Numbers)

SALES/Boats: 027K; Bill Laing, owner, has MAKAV listed with Fairwinds Yachts, Greenport, NY. (516)427-4769 is Bill's phone #.

032K; Dick & Ann White, owners, Well equipped and cared for. Phone them at (804)384-5273.

087K; Bob Halpern, owner. This is a cutter-headed ketch (Vic Vallas take note) offering almost limitless sail combinations - - plus all the sails & quality equipment to make it go. Phone Bob at (516)754-0540.

012K; Karen Thompson, owner. WINDHAVEN has extensive instrumentation and new cushions & upholstery. 5 sails. Phone (614)863-8965.

WANTED/Boats: Associate J. T. "Vic" Vallas is seriously looking for a SWII cutter. He just missed Rott's sale of 070C to Gerry Light. (908)870-0529.

Associate Bill Babcock wrote of his interest in a SWII some months ago. We sent him literature. See the Roster for phone and mailing address.

Associate Len Bristow expressed interest in buying. He's on the Roster.

Paul Weakley is a new inquirer, and possible buyer. We're having trouble reaching him at (804)220-8231, so we wrote to his Roster address.

....continued overleaf

THE MARKETPLACE, continued.....

EQUIPMENT: Used mainsail for cutter
Sale/Want for sale. John Winters
(083C) is on the Roster.

Sharon Langton (091K)
was seeking a mainsail.
Phone or write to her
with details of your
offering. See Roster.

Other owners & associates,
write and tell us what
you want to sell/buy.
Our ad rates are low!

MARTIN CULPEPPER (002K) DOES A PROPER UPGRADE

Just in time to make this issue of our newsletter, Martin wrote to tell of his comprehensive investment in the future enjoyment of sailing GALATEA. Here is what he had to say:

"After some very pleasant cruising in North Carolina waters last summer and fall, the first mate and I decided it was time to upgrade our GALATEA. Here's the list of upgrades:

"Schaefer 2000 roller furling
Fully-battened main using Harken Battcars
Harken single line reefing (2 reefs)
Mainsail downhaul
Forespar vang
All halyards & control lines for the above, led to cockpit
Insulators in the backstay
Ham radio (Kenwood TS-140S and MFJ manual tuner)
Magellan GPS with antenna on mizzen
Firdell blipper
Prevailer 8G27 and 8G4D batteries
Balmar 100 amp alternator
Ample Power Smart regulator and Eliminator
Cruising Equipment amp hour +2 electrical monitor
Sea Frost refrigerator

"We also had the spars awlgripped and installed new spreader and steaming lights. There was a slightly depressed deck area under the main mast, so we had the damaged material ground out and built up again.

"We're also having the chain locker glassed in, an overboard drain drilled, and a deck washdown pump installed. And finally, we're replacing the fixed ports in the main cabin with half-inch Lexan, thru-bolted to the house.

"We'll give it a shakedown this summer on the Chesapeake before I take it south in the fall. We'll let you know how it all worked."

EDITOR'S NOTE: Martin, you have done what many of us dream of doing! Please contact Jim Steenson (031K) and the others who are organizing the Mid Atlantic Fleet gam this spring. We'd like to hear more about your massive project, and hope to meet you at the MA Fleet gathering.

BOB HESS & LIVELY/103C GET MOVING

"...I purchased LIVELY at Annapolis on 27 March 1990. The survey revealed pox on the hull. Penetration, in general, did not go beyond the gel coat and, although small, they were numerous.

"On getting back to Seaford where she is berthed, I replaced elements of the exhaust system, rebedded stanchion bases and replaced one lower shroud. The boat was then put ashore to dry out under cover.

"In September, I hired an autobody mechanic to grind off the gel coat. Using the "West System", we put on sealer coats and epoxy-aluminum coatings for a total of eight coats, with a thickness build-up of between 0.020 and 0.025 inches after fairing.

"A new cutless bearing was installed during this period.

"Inside - The cabin was in good condition with a new, unused Force 10 stove-oven and new upholstery; but the instrumentation was outdated and the number of available circuit breakers was inadequate. In addition, the wet locker made no sense at all to me. I removed the partial bulkhead that was part of the hanging locker and put in storage shelves. I added a new panel board with six circuit breakers, AM/FM radio, Datamarine panel, and patch panel for the Datamarine read-outs.

"The new depthsounder was mounted in a small, water-tight tank under the starboard bunk just aft of the bulkhead. As you might surmise from the photographs, two items are interim until I come up with a solution that is satisfactory. One temporary item is the Datamarine read-outs arrangement; the other is the board from my old Ranger which is secure when underway, and may be stored behind the steps/ladder when at anchor. (I don't want to restrict access to storage or to the engine.) The Datamarine read-outs will probably be mounted in a bridge over the hatchcover.

"1991: It was time to check out the new toys on a long cruise up the Bay. They worked out.....but LIVELY is cutter-rigged, and came with beautiful new Haarstick sails - - full-battened main, Yankee, stays'l, and Harken roller furling. As you probably know, and I feared, this is not the right rig for summer on Chesapeake Bay! Fine for early spring, late fall, and single-handed sailing. Except for the times we were in the neighborhood of one of our thunderstorms, we never approached hull speed.

The sail-area/displacement ratio for this rig & hull is approximately 12. To bring it up to 15 - - which appears necessary for the Chesapeake - - I would need a 150 Genoa. Since I don't like the idea of tacking the Genny across the stays'l and/or inner forestay, I had to rig a detachable inner forestay with means for storing same. The solution was a slotted horn attached to the dorade, as shown in the (enclosed) foto.

The remaining, addressable problem affecting speed, in my mind, was the 16 inch drag bucket; i.e., the 3-bladed prop. Rectified by a 3-bladed Max-Prop.

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"1992: The boat was faster, and on a broad reach with the wind approximately 20 - 25 knots, Mary and I were able to sail at sustained speeds in excess of 7 knots. This was new territory for us!

"Since the (enclosed) fotos were taken, the cabling has been cleaned up, and a new dodger and sail covers are in the works.

"Odds & Ends: You can use Freon to release frozen bolts and screws. Don't know where I read it, but it works!

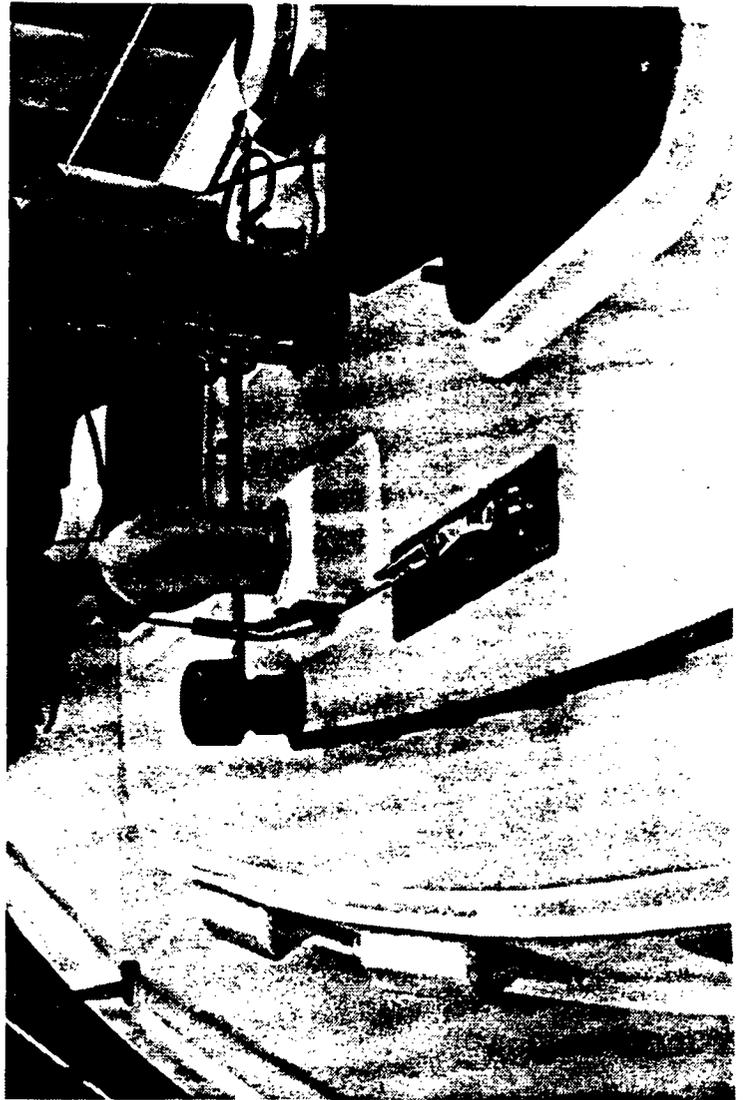
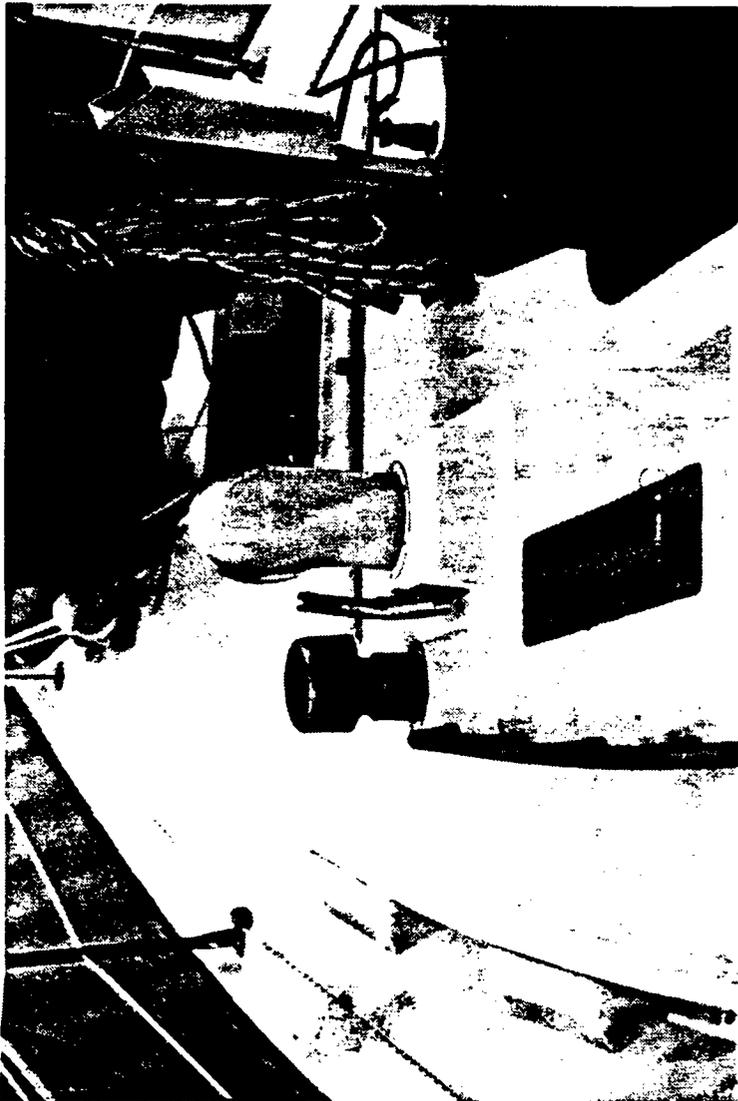
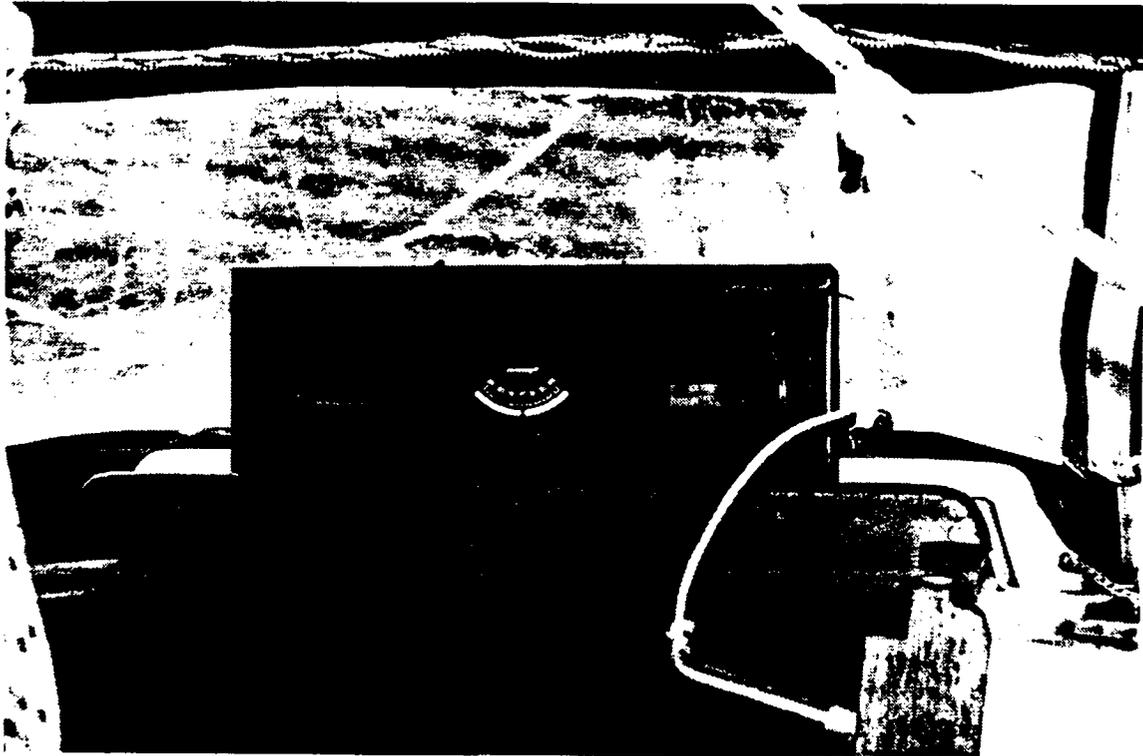
"The external electric connecting plug between the mast and the cabin top was MIL SPEC MS3106 R20-15P. Base was MS3106 R20-15S.

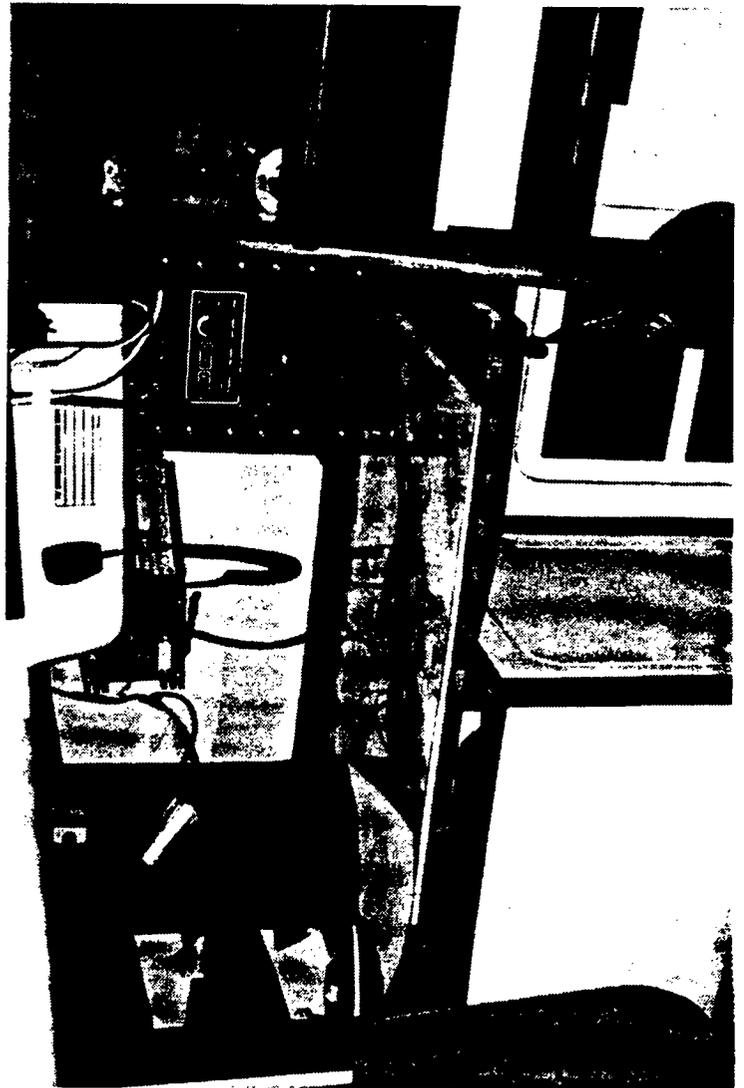
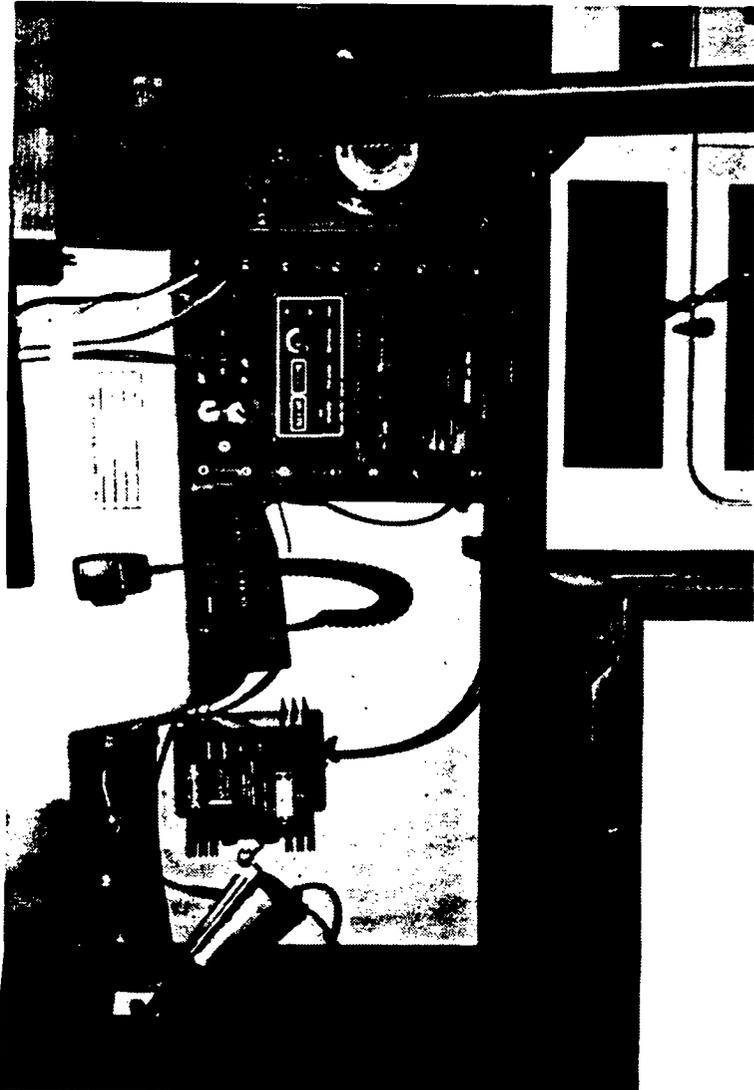
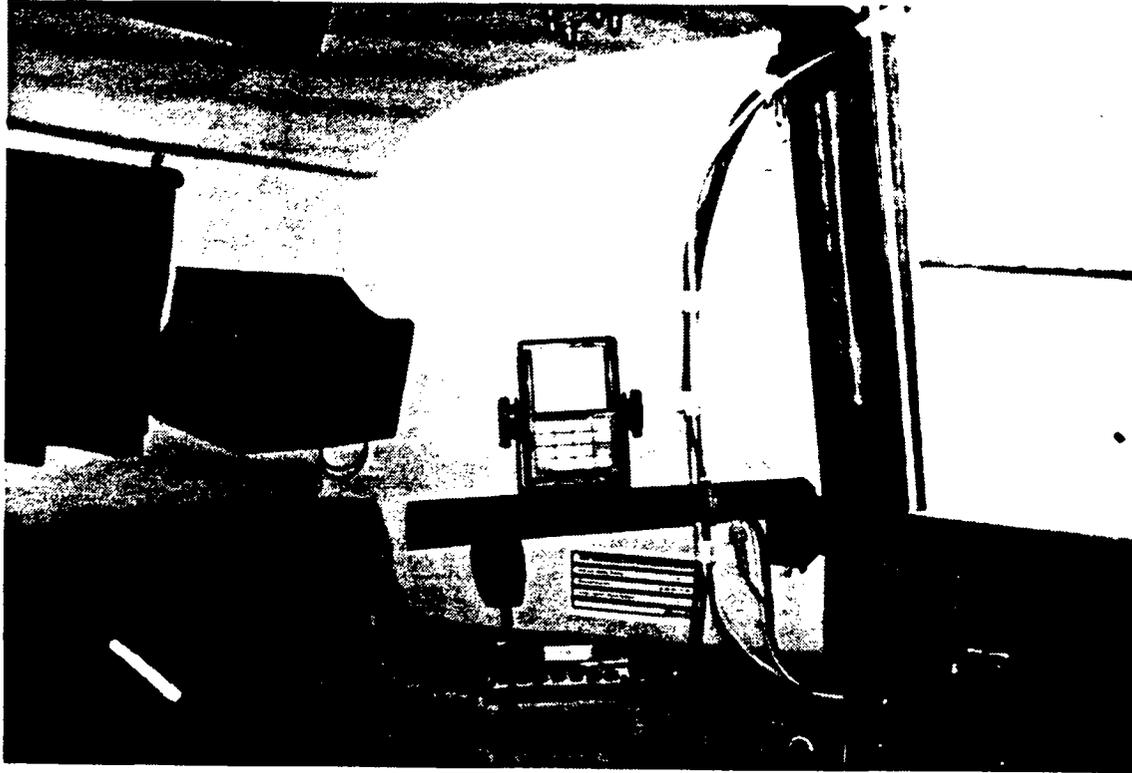
"Wishing you and your enterprise smooth sailing.

Bob Hess"

Editor's Note: Bob sent in some clear & informative color photos of the several items described above. We will try to reproduce the pictures, perhaps only in black & white, for inclusion in this newsletter.

If they don't come out, I have them for anyone who is considering installations similar to those described by Bob. Just drop me a line, or phone me some evening and I'll mail them off to you.





IMPORTANT ADVICE FROM ED COSTELLO, 076S/CYTHERA

"...I have had a few problems with our Seawind II, and I thought perhaps my solution to these problems might be of use to other owners. I will start with fuel contamination since you mentioned your difficulty with this.

1. "First, diesel fuel and aircraft jet fuel are very similar, thus handling procedure is, or should be, the same. The aircraft industry has known for years that jet fuel has an affinity for water. It is also recognized that there are three types of water found in fuel; namely, dissolved water, entrained water, and free water.

"Approximately one quart of water will be released by 1,000 gallons of clean, filtered fuel when taken to high altitude and cold soaked. This water, which is in solution with the fuel, is released in small, one or two micron droplets and is called entrained water. A general rule of thumb is that these droplets will settle at a rate of approximately one inch per hour. They will combine at the bottom of the tank to form free water.

"Obviously, diesel fuel is not subjected to wide temperature changes as jet fuel is. However, diesel fuel does undergo heat and cool cycles from ambient temperature and engine operation. Thus, heated fuel absorbs water from the outside air and releases water when cooled. Water is an inherent part of all diesel fuel in one or all of its forms, depending on its handling. Condensation in a partially full tank also compounds this problem.

"Secondly, exposure of fuel to the outside air causes contamination of the entrained or free water by bacteria. This bacteria multiplies in the water to form the black sludge found in fuel filter cases when filter elements are changed. This is an on-going problem, so it follows that we must regularly change filter elements, treat fuel with a bacteriacide, and keep fuel tanks as constantly full as is practical.

"Should conditions get out of control, I suggest locating a fuel tank specialist to clean, flush, and treat your tank(s). These specialists can usually be found at any large yachting center. Motor yachts with large fuel tanks frequently have this problem, usually from fueling at small, poorly run fuel docks where they pick up a batch of badly contaminated fuel.

"The fuel tank specialists will handle the problem by treating the tank with a potent bacteriacide, pumping out the tank and sending the fuel through a filter bank before returning it to the tank. The tank is also flushed during this operation.

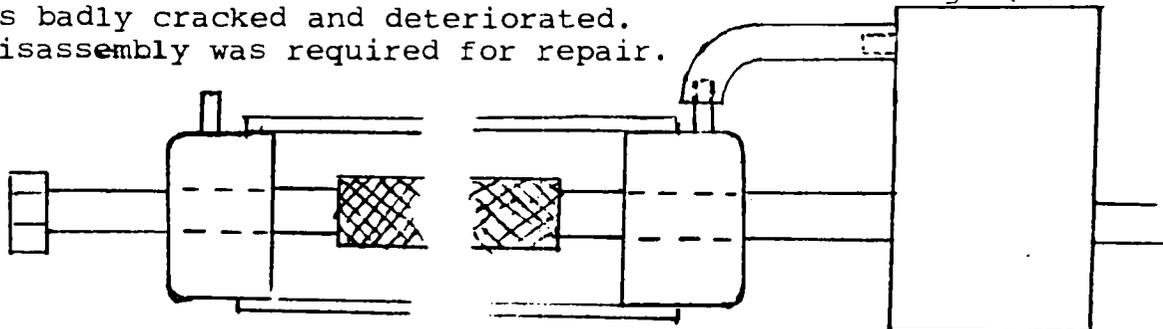
"Oh yes, I almost forgot an important step - - drain filter cases regularly between filter element changes. (I drain mine monthly)

2. "A deteriorated hose in the engine exhaust system led to my next problem. I discovered that in order to change this 3" hose, it was necessary to disconnect and remove the complete exhaust system, including the Hydro-Hush. The forward cooling water nipple must be cut off to allow the outer hose to be removed.

"Upon removal of the 3" hose, it was found that there was an inner teflon hose with stainless steel braided covering. The ends were

.....continued overleaf

"hydraulically banded and located approximately 6" inside the outer 3" hose. This would merely be interesting if the outer hose were the only concern. However, it was found that the aft cuff flange (see sketch) was badly cracked and deteriorated. Complete disassembly was required for repair.



"Luckily, I found an extremely knowledgeable welder who diagnosed the cracking and deterioration as electrolytic corrosion. He was able to normalize the flange with an acetylene torch and restore it to "as new" condition.

"In short, anyone considering the re-building of the exhaust system had better locate a top welder and facilities for hydraulic banding first. The electrolytic corrosion was eliminated with a bonding wire from the Hydro-Hush mount to the engine block (since it was noted that the Hydro-Hush and aft cuff were electrically isolated from the engine). Also, this is another reason for keeping up with pencil zinc changes.

3. "Next, it was found that water was accumulating in the forward bilge, and there was no access to this area. A 6" x 12" hatch was cut through the cabin sole immediately aft of the head bulkhead and flanged with 1" stainless hatch trim. A 0.5" hose was found to be glassed-in under the starboard side of the water tank, terminating in the aft (or main) bilge. This hose was plugged with polysulfide and wood chips.

"Milt Baker, (currently an Associate, but prior owner of 088K), whom I met at an SSCA bash at Lantana, FL, also installed a similar hatch - - although I don't remember his reason for it. Anyone contemplating cutting the cabin sole in this location should exercise caution since the forward end of the water tank is located here. (Editor's Note: I cut a similar hatch in the cabin sole, directly in front of the fore-and-aft head door - - to gain access to the same area. The purpose was to deal with the consequences of accumulated, trapped water there; i.e., re-foot the compression column that stands beneath the main mast. The trapped water had slowly softened the oak compression member, so we installed a teak shoe in a stainless "step" and glassed-in two limber tubes, one on each side. Incidentally, Milt told me that the newly accessed compartment beneath the cabin sole was a perfect wine cellar - - temperature, stability, etc.!)

4. "Engine overheat was the next culprit noted. After changing the thermostat, flushing the block, etc., it was finally found that the lower or inlet nipple to the heat exchanger was partially blocked with crystallized salt. Apparently, the elbow or nipple is too close to the engine block at this point, and engine heat is causing a salt build-up here. A quick flush with a 50/50 mix of muriatic acid and water cured that.
5. "I also had problems with cracks in the bobstay clevis end. I believe it was due to overly aggressive machining during manufacture, or excessive rigging tension. Mr. Gillmer's spec for the bobstay is 17,500 # tensile strength. 304 alloy meets this. I had a new clevis machined from this material and have had no further problem with it."

NEWS FROM NEW OWNER BILL PARDEE, 043K/HOZRO

"Your information regarding my boat is correct, with one exception: The hull number is 43 not 42. It was correctly listed in Volume III, No. 1 in 1981 when it was owned by the Osgoods, so at some time a typographical error was made. The hailing port is Norfolk, VA, as required by the Coast Guard, but the boat is kept at Oceanside Marina in Key West.

"I've only owned the boat for one year, but have already added a swim ladder by Metal Design of RD2, Box 142, in Stonington, CT 06378. It mounts on the genoa track and folds easily. I was afraid that it would foul the genoa sheet, but I've had no trouble so far. It is very well made and although expensive it offers good value.

"I've had no blistering of the hull, but at the time of purchase a hairline crack was developing along the trailing edge of the rudder, running from top to bottom. The surveyor suggested this was minor at this point and not uncommon as the two halves of the rudder are joined at this seam. I reinforced it using West System products and have had no further problems. The surveyor also found an area of deteriorated core around the starboard hawse hole. This was also easily repaired with West Epoxy. My #043K seems to be blessed with a good hull-to-deck joint, but I'll keep a more careful watch on this after reading the reprints.

"I plan to add a Profurl soon and would appreciate any advice on the choice of sail. I have found the 150% Hild genoa to be the sail of choice for most of my sailing, but as the roller furling gear makes changing sails difficult I have been considering one of the multi-weight genoas as offered by Hild and Gleason. These sails would seem to offer an increase in sail weight as they are reefed/rolled, thus offering a more durable sail for heavier winds.

"Has anyone had any experience with these multi-weight sails?"

EDITOR'S NOTE: This subject of multi-weight sails deserves further attention. Many owners have already purchased new headsails, and perhaps some of these sails are of the multi-weight variety. Others may have become aware of them and evaluated the advantages vs disadvantages, choosing not to purchase this new technology for some reason. These are the issues that make for good copy in our newsletter.

Please write directly to Bill Pardee (address in the roster), but don't forget to send a copy of your letter to the editor for inclusion in the next SEAWORDS. Many thanks.



THE WEST COAST FLEET (WC Fleet) HAS ITS FIRST GAM IN
PUGET SOUND

John Winters on MANDALA/083C, the white-hulled cutter, shakes hands with Peter Knowles on GENTLE PROMISE II/010K, the black-hulled ketch, on the historic occasion of the first gam of SEAWIND II Owners on the West Coast.

Hopefully, something on a grander scale can be worked out with other West Coast Fleet Owners during 1993. The roster for that fleet is growing; consider.....

Puget Sound	010K	Peter Knowles
	083C	John Winters
		(and possibly one more in the Anacortes area)
San Francisco Bay	107C	Helmet W. Gebhardt
Monterey Bay	035K	John McVey
San Diego Bay	082K	Thomas Iwanski

.....could there be others out there on the West Coast that we are unaware of? Have a look, friends: Documentation Offices, Insurance agencies, marinas & boatyards, brokers, etc. Let's not forget Canada, Mexico, Hawaii, and points south & west!

INVITATION TO THE GAM

FELLOW ALLIED SEAWIND II OWNERS:

You are invited to join us in Cape Coral, Florida for our annual SEAWIND GAM on March 26 and March 27, 1993.

We promise a week-end of fun, comraderie and education--and best of all, we can all boast shamelessly about our boats!!!

SCHEDULE OF EVENTS:

Saturday, March 27:

1230: Poolside buffet luncheon at the Landsman home:
1821 SE 37th Street
Cape Coral, FL 33904

Bring bathing suits, towel and a lunch dish to share.
Main course and drinks will be provided.

1800: Dinner at the Velvet Turtle, a lovely local restaurant which offers complete dinner selections at \$7.95 per person, plus tax and gratuity.

1930: "The Idea Exchange" - seminar at the Landsman home. Your input will decide the agenda. Bring topics to discuss, questions, photos, ideas to share on problems and improvements on the boat, etc., etc.. Coffee and cake will be served.

Sunday, March 28:

0900: Breakfast - at Flap Jacks restaurant. Breakfast buffet is featured at \$ 5.95 per person, but a varied menu is also available.

For those of you who wish to extend your stay in our area - it is a waterfront wonderland and we will be happy to help you plan your vacation.

.....continued overleaf

SAIL- - - DRIVE- - - FLY

SAIL: We have lots of dock space for you at our home. We would love to share the space with other Allied Seawinds along side our "Solution".

DRIVE: Call us at (813)945-4285 for complete directions from your home to our location.

FLY: Fort Myers Airport is a 30 minute drive from our door.

HOTEL ACCOMODATIONS:

Most convenient to our home is The Quality Inn
1538 Cape Coral Parkway
Cape Coral, FL 33904
(813) 542-2121

Unfortunatly, this is peak season, so bargain rates are not available. Rates are \$75.00 per double - 10% discounts are available for both AAA and AARP members.

The motel is a five minute drive from our home, and is located one block from a shopping center with a Publix and a variety of other stores for your convenience. If you plan to leave very early Sunday, the motel does offer a free continental breakfast poolside between 7am and 9am. Please call them directly to reserve your room.

If you plan to attend, call Allan and Fayenola Landsman at (813)945-4285. We can give you directions and any other information you may require. This will also let us know how many people and boats we can expect at the GAM.

Those of us who gathered in New Port Richey, FL. last year had a wonderful learning experience. We hope you will join us this year to share knowledge as proud owners of the ALLIED SEAWIND. We look forward to a terrific weekend and hope to meet you.

Fayenola & Allan

"SOLUTION" HULL #88