

## SWII 001K NOW ON OUR ROSTER

Ed Dimock of Connecticut is the new owner of CAMELOT, having recently purchased the vessel from the original owner. Number 1 on the roster deserves #1 among the attached ANNEXES in this edition of SEAWORDS. Read Ed's story, just as he wrote it - - in ANNEX A.

## THE ROSTER WORKSHEET

Per the enlistment of Ed Dimock (001K), we now have the first and the last SEAWIND II - - Don & Brenda Bundy's 129K - - on the roster.

+John Brown's PEQUOD (017K) was spotted in Red Brook Harbor by your roving editor. Welcome aboard, John.

+J. Michael Skinner (037K) is now with us. He keeps ESTRELLITA in the British Virgin Is. +Paul Watson (029K) also keeps his boat in the BVI, temporarily at The Moorings, Roadtown, Tortola. GIGI is the boat's name.

+Victor Jesenitsching bought Bill Laing's MAKAV (027K), but a sudden change of plans forced Victor to put the boat back on the market.

+Werner & Grace Lohman are now settled in Marathon, FL with CHINOOK (069K).

+Sharon Langton was married recently to become Sharon Raecle. and part of a 2-boat family.

We're sorry to hear that ALEXANDRA (091K) is now on the market.

+Lee & Jo Brooks' 079K is named MISS POSSUM, not BRER RABBIT as was previously listed herein.

+Ray & Cynthia Rodriguez bought Al Pierson's 097C, and have renamed it CHUBASCO. Miami is home port.

+Cal Landau has joined our armada with 118C. Cal, our records fail to note a boat name.

+Ken Godfrey of Red Bank, NJ is on the roster, now, with 039K. (The boat's name is needed, Ken).

+Roger Bell, owner of CHAUTAUQUA, 092C, has moved from Clearwater FL to Palm Harbor, FL.



# SEAWORDS

THE VOICE OF SEAWIND II OWNERS

Volume 94, No. 1

December 1994

Editorial Contact:

Dick Manuel (050K)

P.O. Box 422

Phone:

(516)  
749-8964

Shelter Island Heights  
NY 11965

## HERE WE GO AGAIN....

After a long and hardly justifiable delay, publication of SEAWORDS has resumed. Several excuses for the editor's procrastination are available, but none justifies the failure to publish at least semi-annually. Hopefully it won't happen again.

Don & Brenda Bundy (129K) continue to handle the superior printing job - - and we may seek someone in the SouthEast (SE) District to work with the Bundys and handle the mail distribution of SEAWORD copies to the readership. This would cut costs and time required by our present system. (More than incidentally, it has been the economy of printing that Don found in Florida that has enabled us to continue with our modest operating budget.) So if you'd like to help with the distribution effort, drop a line to the editor - - or talk directly to Don Bundy - - and he and I will sort out a feasible plan, jointly.

Additionally, the editorial effort could use some reinforcement. It would be helpful to have several Associate Editors, each of them being qualified/experienced/willing to handle a section of SEAWORDS - - such sections perhaps entitled: (1) SAILS, SPARS & RIGGING, (2) ENGINE & ELECTRIC POWER, (3) HULL & PLUMBING, (4) ELECTRONICS & AUDIO VISUAL, (5) CABIN, COCKPIT & GALLEY ACCOMODATIONS, (6) VOYAGES & PERSONAL NEWS, (7) OTHER ??.. you name it! (And mates qualify for this, too)

The modus operandi would be for input letters to continue being sent to the SEAWORDS editor as before; whereupon said editor would forward all or pertinent parts of such communications to the appropriate Associate for editing and consolidation into the corresponding SEAWORDS section that he/she is handling. On the pre-established date, the Associate Editors would send their sections to SEAWORDS Editor for assembly into the consolidated issue of the newsletter.

+Paula Colwell reported that she, Tim, and NIRVANA (084K) have a new address in Orange Park, FL. +Doris Gebhardt, 107C WINDSPIEL, sorted us out on the spelling of husband Herwart's name. She adds that everyone calls him by his middle name Willi, however. +John & Ginny Geils, 080K PIANISSIMO, have a new phone no. (Did we see PIANISSIMO listed for sale in the Sept. issue of BOAT/US REPORTS - page 8?) +Dave & Rita Neth, 086S (name needed), have settled into a new home in Strongsville, OH. They have probably completed their place in Bonita Springs, FL, by now. Not clear if the boat will go south, too, from time to time. +Jim Sander's name has been corrected on the latest roster. Jim owns 056K KARELIA.

+Gerard & Rosemary Light purchased Fred Rott's 070C and have renamed the boat TOM-LIN-KATE II. The Lights live in New Bern, NC. +Joe Green, 090K OFFSET, where are you? Brewer's yard in RI couldn't provide a forwarding address. (Let's all look for Joe)

OUR BEST INFORMATION INDICATES 129 SWIIs BUILT. WITH 80 ON OUR ROSTER, AND ARCHIVES NOTING ONE LOST IN A BOATYARD FIRE, WE HAVE 49 TO BE ACCOUNTED FOR. CAN YOU HELP LOCATE THE MISSING BOATS? LET'S GO FOR 95 in 1995.

NEWS FROM DON & GAEL STEFFENS (124S) came from a Vero Beach, FL anchorage where he was one of four (1,2,3,4 - count 'em) SWIIs in that small harbor. Others were PUFF/009K, MAY BONY/108K, and CHAUTAUQUA/092C.

Don added that his latest literary effort started with an article titled "Boating Videos", but has been expanded into a book he calls, "Shooting Outdoor Videos". It rolled off the presses in mid-1993, and a description is attached as ANNEX C.

Now why go thru all this, you may rightly ask? Of course, the primary reason is to enlist the talents of owners with special expertise in each category of ownership concern. But additionally, the arrangement will enable us to identify potential successors to take over the SEAWORDS Editor's job in the near future. New ideas, new energy, new blood - - or, call it "term limitation" as in politics - - whatever; it should be a healthy arrangement to ensure the continuing future for SEAWORDS.

Likely names come to mind; so if you don't volunteer, there's no reluctance on my part to ask previous writers to take one of the jobs. Please let me hear from you on this - - even if it is to criticize and/or offer alternatives

J. (for James) T. "Vic" VALLAS (ASSOCIATE), who just missed purchasing Fred Rott's 070C, wrote a while ago as follows:

"Since then, another well-made cutter became available. I just couldn't pass it up. She's a Shannon 37 named PETREL, in case you see her up your way this summer. This fall (1993) we may head south and spend the winter in the Bahamas.

"Nevertheless, everytime I see a SEAWIND II I will look at it with affection and remember the voice of SWII owners in your SEAWORDS."

Wow!! Thanks, Vic, from all of us.

TOM HAILS AND PAT STOVALL ARE ASSOCIATES, and recently completed a 46,000 mile circumnavigation on their 36-foot ketch, PRINCESS. (It's not clear whether PRINCESS is only the vessel's name, or whether the boat is an Allied Princess ketch with perhaps another name. Tom, your advice, please)

Tom & Pat operate Deep Blue Ink., offering specialty products for the yacht owner. They reported that during their globe-circling voyage they kept two leadlines aboard. These were found to be indispensable, being used in many ways in some very strange places. Curious? Drop them a line.

THE SEARCH FOR A NEW EMBLEM/INSIGNIA GOES ON. Take a look at ANNEX L for further thoughts in the development project aimed at adopting a distinctive emblem - - perhaps to be part of the SEAWORDS masthead, perhaps even to become a new sail insignia. Any ideas?

DARRYL FORRESTER (004K) reported the following accomplishments in his August 1993 letter:

"1) Rebedding of large fixed portlights was deferred due to time, expense, and difficulty in getting them out. Instead, I temporarily stopped the leaks by scraping out old, dead caulk and replaced it with quarter-inch, round weatherstripping lightly contact-cemented into place.

"2) I replaced the 16-year old electrical panel when 3 switches failed as we were starting across the Gulf Stream headed for the Bahamas for a 3-week cruise. The important part is that our panel was made up of older toggle switches that were never designed for that purpose. In fact, our electrician was surprised that they had lasted so long. These older, toggle-type switches will often trip when the boat is falling off a wave, or sometimes for no reason at all - - as in our situation. (After searching 6 chandleries and all major catalogs, a custom panel became the only way to go, plus an updating of some wiring, etc.)

"3) Exterior teak: SWII 004K came with its teak in good shape, so I have continued the tradition, although somewhat begrudgingly. 004K also came with teak-covers (yellow to match the sail covers), which protect the teak from the harsh Florida sun. This makes varnishing a once-a-year chore of about 4 hours on 2 good days - - not bad, considering the results!"

Darryl added that summer '93 was so busy for him that he did not sail SEAWIND II (that's the name of his boat) up to Rhode Island. However, autumn sailing back in Charleston, SC, waters provides the R&R cure for the summer's hard work at Weekapaug Inn in RI.

///

THE MARKETPLACE (See Rosters For Addresses)

OFFERINGS - Boats (Please contact owners, directly, for details.)

012K	WINDHAVEN	Karen Thompson	OH
016K		Keith London	NY
027K	MAKAV	Victor Jesenitsching	NY
032K	ANN E	Richard A. White	VA
077K	HALF MOON	Courtland Van Deusen	GA
080K	PIANISSIMO	John Geils	CT
081C	PIDGEON	Vern Iuppa	NY
087K*		Robert Halpern	NY
091K	ALEXANDRA	Sharon Raecle	TX

\* This ketch has provision for a fore-staysail; i.e., it is cutter-headed.

OFFERINGS - Equipment

+ John Geils (080K) has a mainsail and boom from his ketch for sale. He installed a Sto-Boom for roller furling of the main, requiring replacement of the item.

+Jerry Leibell (123K) offers a 6-year-old, 4<sup>1</sup>/<sub>2</sub> oz., 160 Hood furling genoa with built-in cover; a Hood battened main; and a 40 lb. Danforth storm anchor, all in good condition. He'll take \$950, firm, for the lot - - or will divide the package.

+Dick Manuel (050K) has a brand new, unused, Edson pedestal (change in plans), and a Motorola 55 amp alternator from his W-30 diesel (replaced last year for additional capacity by a 75 amp dual output Balmar unit). Seller has small expectations - - make an offer!

---

For those owners with Bukh engines, the February 1994 edition of SOUNDINGS (Long Island Sound Edition) carried an ad for North Jersey Marine, offering "all current and many obsolete and hard-to-find .... Bukh engine parts". NJM's address is 215 Trimble Ave., Clifton, NJ 07011; phone (201)546-6377 or Fax (201)546-0510.

---

Some owners must have collections of unwanted or redundant equipment that could be of use to other SWII owners. Why not take a moment to list the items you have on a 19¢ postcard and send it to your friendly editor at the SEAWORDS masthead address? Better still, enclose it in the envelope with your newsy letter for our next edition!

///

KEN SNOW (106E) wrote in 1993 to summarize the 2nd Annual SE District SWII Gam. His report is attached as ANNEX E-1.

~~///~~  
ED PEIRSON (126K) figured prominently in a 6 March 1994 New York Sunday Times article on Harvard Business School alumni. Good to see a fellow SWII owner recognized for his abilities! And being a SWII owner must signify something positive, too, we'd all like to think - right?

~~///~~  
"THE BIRTH OF A SAILOR", PER ANNEX H, IS A SAGA based on Terrie and Peter Silcox's (104K) adventures in acquiring and cruising on their SWII, KELPIE. There's something for everyone in their story of fuel system problems at the outset, plus some thrilling sailing and electronic navigational experiences. Well worth reading in detail.

~~///~~  
MASK - DON'T MIX! A must-read treatise by George Rowcliffe (041K) on masking tape is given in ANNEX I.

George does his usual, masterful job of sorting out all there is to know about the subject. If you do your own maintenance work you should read this!

~~///~~  
JOHN & GINNY GEILS (080K) TRAVELLED TO ALASKA LAST MAY-JUNE, though not on PIANISSIMO.

John's brief letter mentioned that he had almost sold his used mainsail (the Geils have installed a Sto-Boom) to Sharon Raecle (091K), but Sharon's plans changed and now her boat is on the market.

BOB HESS (103C) WROTE LAST YEAR ABOUT PROBLEMS WITH ALGAE in the fuel system on LIVELY. Many owners seem satisfied with Biobor as an algicide, while others have successfully used Racor's RX 300 - - which, I've heard, may no longer be in production. (Check the Racor Division of Parker Hannifin at (800) 344-3286.)

This subject has been addressed previously in SEAWORDS - - page 4 and in ANNEX B of the April '93 issue. However, further input from others who have dealt successfully with the problem is always welcome.

NOTE: Also see ANNEXES F-3 and H in this issue for very useful advice on the matter.

~~///~~  
KEN KOTKOWSKI (008K) HAS LIVED ON HIS BOAT, SEA ISLE, FOR MORE THAN A DECADE OF EXTENSIVE CRUISING. He has kindly drafted a summary of extensive information and recommendations for maintenance and upgrades.

Ken spent some time on Lake Champlain, recently, where he and the Smiths (059K), Doug and Dee, did some sailing and "gamming" together. We're indebted to Ken for taking the time and making the effort to advise fellow SWII owners on matters of operational importance, crew comfort, and general readership interest. (Only part of Ken's offerings is included herein as ANNEX E. More will be forthcoming in future SEAWORDS issues.)

~~///~~  
NEW OWNER RAY RODRIGUEZ (097C) TELLS OF A CRUISE FROM ANNAPOLIS TO MIAMI - - OVERLAND! Ray and Cynthia purchased Al Pierson's ROLLIN' HOME in 1993, on the Chesapeake. To get the vessel to Miami waters while still attending to his business responsibilities in Florida, the voyage to (new name) CHUBASCO's new home port had to be speedy, safe & sure. That suggested land transport by competent carrier - - and that's what Ray did. Read about it in ANNEX K, with fotos!

TWO REPORTS FROM DICK WEAVER (075K) ABOUT  
A VERY ACTIVE 1993 SAILING YEAR....

In his spring '93 letter, Dick pointed out the importance of a sacrificial zinc on the keel casting that supports the rudder post. He then moved on to vividly describe his experience in anchoring at Useppu Island on the Intracoastal Waterway on Florida's west coast during the 13 March "Storm of the Century". Full copy is given in ANNEX F-1.

Later that summer, Dick reported on his and Maridell's cruise to the Bahamas. In addition to some tough weather, EXCHEL experienced engine starter problems that were resolved by installing a spare starter carried on-board! (Dick's engine has + 4,500 hours and is 16 years old. He suggests that others with mature equipment who are planning extensive cruising may want to include a spare starter on board.

A substantial part of Dick's July 1993 report covered meeting Tim & Paula Colwell (084K) on NIRVANA at an adjacent Bahama anchorage. The description of changing the starter is superb, and should be required reading for all owners - - or at least for those who venture to distant waters. ANNEX F-2 has the whole story.

---

DON & BRENDA BUNDY (129K) WROTE SOME TIME ago about getting ready for some off-shore dings cruising. Good advice, here:

Among the items covered in their report were (1) standing rigging upgrades for the mizzen; (2) heavier weight sails & fittings for off-shore sailing; (3) a Monitor wind vane installation; and, (4) a Red Wing wind generator. There were several other plans and arrangements of probable interest to other SWII owners. See ANNEX B for details.

---

MORE NEWS FROM KEN SNOW (106K). He wrote again in early 1994 to summarize the program of extensive maintenance and upgrading done on OSTINATO during 1993. And then he committed to further projects for 1994! What ambition! Read ANNEX E-2 for details - - something for everyone

---

Some time ago I received an inquiry from Gene Reardon of the Allied SEABREEZE Owners Association, apprising me of the 1995 Sail Expo show in Boston. He appended a personal note to the copy of a letter he had sent to the show organizers, asking about SEAWIND II owners' interest in joint gatherings at that time and place.

Gene's letter w/note is attached hereto as ANNEX M. Time is short for the show, but in the larger sense we have the opportunity for establishing closer relationships with other Allied Co. boat classes that might lead to benefits for all of us.

Please give the matter some thought, remembering that someone has to handle the details if we go forward on this. (Note: Allied produced the Mistress, Princess, Seabreeze, Luders 33, XL-41, Seawind 30, and others.)

---

DICK WEAVER (075K) SOLVED AN ALGAE/SLUDGE FUEL CONTAMINATION PROBLEM WITH CUSTOMARY SKILL. In his July 1994 letter, Dick gives comprehensive details of how he gained access to the fuel tank interior, and then describes how he designed and installed a cover to permit future clean-outs. ANNEX F-3 has the full story.

(Dick's aforementioned letter carries an offer of information about installing a ham radio & antenna on a SWII. Contact Don Bundy (129K) if you'd like a copy - - Dick sent the 3-page description to him.)

---

ALLAN PIERSON (ASSOCIATE/FORMER OWNER) RECOUNTS 1993 CRUISE TO BERMUDA;

and,

JUDI & LARRY FRANZEN (105K)  
SAIL VOYAGER TO BERMUDA;

together!

Two SWIIs, travelling together, report on a memorable adventure that happens rarely. Allan was skippering his former boat, then named ROLLIN' HOME (097C), while the Franzens sailed their own boat VOYAGER. Both boats departed together, and arrived about 4 hours apart - - cutter and ketch!

Letters from each owner are attached as ANNEXES J-1 & J-2. (Be careful, the siren song of a successful cruise lures SWII owners into off-soundings adventures....but, why not?)

---

RANDALL MANCHESTER (Associate/Alumnus-Wright Allied Boat Company) wrote to us about his summer cottage, w/dock access, at McFarland's Cove in John's Bay, Maine. It's in the general Damariscotta area, and Randall reports that (Allied) Seabreeze owner-friends often drop in.

To this he added, "anyone sailing down east will find John's Bay a great place for deep (+35'), fully-protected anchoring. No strong tides, but we do have more than enough lobster traps - - and they are becoming more plentiful."

Turning to his long history of boatbuilding and his former association with the Allied (and Wright-Allied) Boat Co., Randall mentioned, "Addison McFarland introduced me to boat building in 1917-1922. It is sort of in my blood. Harvey Gamage, Goudy & Stevens, and Hodgkin Bros., were like playgrounds to me.

"I worked with Northam Warren, Walter Rich, et al, and later with Robert O. Wright, trying to make yacht building top quality and profitable. We needed volume sales (to succeed). In the evenings, I assembled owners manuals for SWIIs, Mistresses, Princesses, and XL-42s for Bob Wright."

When not enjoying the summer months in Maine, Randall and Ruth sail on the Inland Waterway, just above the Jensen Beach Causeway. Ed and Jeanette Costello (076S) are close neighbors of Randall & Ruth, and share the same Florida sailing waters.

---

MARY IUPPA (081C) SENT SOME LITERATURE describing half-models produced by The Scale Model Company of Pasadena, MD. She and Vern had a half-model of their boat, PIDGEON, made by Scale Model and reported that the job was beautifully done.

The Iuppas paid \$158 in late 1986, but to determine current pricing you might write to  
The Scale Model Company  
1905 Poplar Ridge Drive  
Pasadena, MD 21122-3899

---

INTRODUCTORY LETTER FROM ED DIMOCK (001K)

THANKS FOR THE NEWSLETTERS. THE INFORMATION IS INVALUABLE, PARTICULARLY FOR A NEW OWNER EVALUATING THE BOAT FOR THE FIRST TIME. COMMON SW2 PROBLEMS ARE MOST INTERESTING. EVERYTHING THAT I CAN CHECK OUT WITH THE BOAT OUT OF THE WATER SEEMS TO BE OK. I SNAKED THE LOWER HOSE THAT DRAINS INTO THE BILGE ( THE DRAIN FOR THE INFAMOUS FORWARD BILGE ?) AND GOT A SMALL AMOUNT OF WATER OUT.

'CAMELOT' IS HULL #1, KETCH RIGGED, AND PRETTY MUCH IN ORIGINAL CONDITION. I PURCHASED IT FROM THE ORIGINAL OWNER, CHARLIE BENORE WHO BOUGHT IT AT A BOAT SHOW IN NEW YORK. THEY WOULDN'T LET HIM TAKE DELIVERY UNTIL HULL #2 HAD BEEN BUILT. AFTER DELIVERY, THE FACTORY GLASSED IN SEVERAL HUNDRED POUNDS OF LEAD IN THE BOW TO CORRECT A TRIM PROBLEM, AND ALSO REBUILT THE MAST SUPPORT FRAME. IT IS IN GOOD SHAPE NOW WITH NO COMPRESSION SEEN ON DECK UNDER THE MAST.

VERY FEW MODIFICATIONS SEEM TO HAVE BEEN MADE INSIDE OR OUT. IT HAS BEEN REPOWERED WITH A VOLVO 2003 (28 HP). THE ENGINE HAS 16 HOURS ON IT. THE ENTIRE STANDING RIGGING, INCLUDING SPARS WAS REPLACED IN 1985 AS THE RESULT OF A BOAT YARD FIRE (ONLY THE RIGGING WAS DAMAGED). THE ONLY PROBLEMS SEEM TO BE WHAT YOU WOULD EXPECT TO FIND ON A 19 YEAR OLD BOAT, MAINLY SMALL LEAKS ON DECK. I HAVE CAULKED ALL THE PORTS, BUT THEY REALY DO NEED REPLACING. ALL CHAIN PLATES AND DECK HARDWARE NEED REBEDDING.

THE MOST IMEDIATE PROBLEM AFTER PURCHASING THE BOAT, WAS TO REPLACE THE DECK SCUPPER DRAIN HOSES. THEY HAD FROZEN AND SPLIT, AND I FOUND A FOOT OF WATER OVER THE CABIN SOLE THE DAY I WENT DOWN TO BUY THE BOAT. NOW THAT I HAVE NEW PLUMBING, I WILL TRY TO KEEP ANY SAGS OUT OF THE HOSE AND HOPEFULLY ELIMINATE CHANCES FOR WATER TO COLLECT AND FREEZE.

THATS ABOUT IT FOR NOW. BY THE TIME YOU RECIEVE THIS, THE BOAT SHOULD BE LAUNCHED. I'M REALY LOOKING FORWARD TO MY FIRST SAIL ON THIS CLASSIC. I HAVE A MOORING AT THE THAMES YACHT CLUB IN NEW LONDON, CT AND EXPECT MOST OF MY SAILING THIS YEAR TO BE ON LONG ISLAND AND BLOCK ISLAND SOUND. EVENTUALLY I HOPE TO TAKE BETTER ADVANTAGE OF THIS WONDERFUL CRUISING BOAT AND TAKE HER A LOT FARTHER FROM HOME.

I HOPE THE NEWSLETTER CAN CONTINUE.

SINCERLY,





DON & BRENDA BUNDY (129K) ON GETTING READY FOR CRUISING

Dear Seawind Owners:

The following additions and modifications were made to our 32' Ketch, Talisman.

Installed ST-50 Series depth, speed, and wind indicators.

Installation of wooden module on top of companion way cover with instruments three in a row left to right very convenient.

Installed 25 gallon holding tank under vee-berth area.

This tank is bullet proof made of fiberglass with re-enforced straps and repairable if need be. Big improvement over factory installed 25 gallon tank which easily broke and was not repairable at sea.

Rigging for Mizzen mast brought up to spec's.

Spoke with T. Gillmer and found that factory did not use wire of size recommended on Mizzen. Installed 1/4" wire, larger turnbuckles, and larger chain plates attached to original knees. Also added mizzen running backstays to reduce the effect of a loose triatic stay when running with mizzen staysail in winds in excess of 25 knots. We use 6 oz. staysail in these conditions which equals great sailing!

#### New Offshore Sails

We designed offshore sails made from 10 oz. dacron with bronze slides, triple stitched. Have used in 30 knots and 15 foot seas with great satisfaction. Required new sail covers. We use the old 7.5 oz. sails locally and then when we cruise extensively we put on the 10 oz. sails and then know that we can take the higher winds offshore without worry that they may blow out. We used bronze slides because with the nylon slides we experienced them breaking like a zipper under higher winds offshore. The bronze will not break. Remember the bronze hank on jibs?

#### Monitor Wind Vane

Installed the Monitor wind vane and have used in up to 30 knot winds and 15 foot seas. It works great! We sailed 140 miles in 24 hours without touching the wheel. The all stainless unit is very well designed and comes with an excellent spares kit. During our cruise the waves would surge through the entire vane without any effect on course set. We took tons of water over the decks that night (green water). We now consider the Monitor to be the best purchase made yet!

### Red Wing Wind generator

Since we were always concerned about running out of DC electric power and having to run the engine to charge the batteries (480 amps) we purchased the Red Wing wind generator. We install it when needed between the masts using the two halyards, a tackle attached to base of main mast and sheet lines through snap shackle block to winches. This is fast to rig and can be used in 25 to 35 knots wind with no danger. We installed one ammeter between the negative and positive buses to give us consumption values and another ammeter with fuse and on/off switch to give us the wind generator input values. We find that we use 3 amps an hour generally and the wind generator more that keeps up with that consumption rate. In fact we have seen 8 amps input with the wind generator. We run our Grunnert Freezer (2 plates) with batteries only and re-charge the batteries with the wind generator. We shut down the wind generator when the batteries reach 15 Volts.

### Hamilton-Ferris Trolling generator

Installed starboard side quarter deck as close to centerline as possible. Have not used yet. After test data will follow up with details.

### Radar-Furuno

Plan on installation of radar but have not tackled the problem of a deck fitting so as to have mast removal capability. Any one of you that can help!!

### Dodger

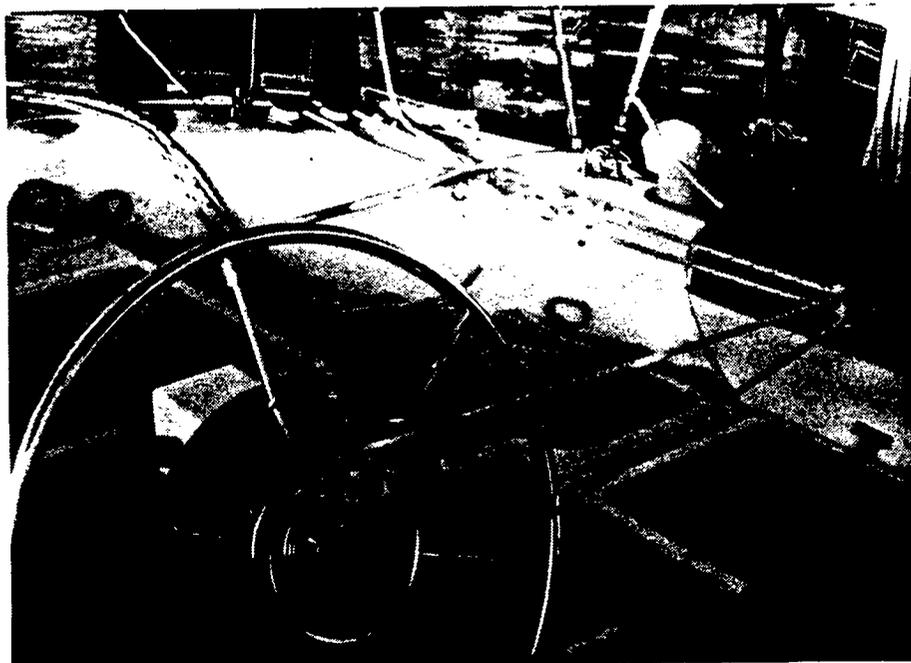
We like the Dodger to be capable of fold down for the Gales or worse at sea. We designed the unit to fold down and have a cover to zip over it on deck. This keeps the clear "windows" from turning brown with the Florida sun and ensures its use only when necessary.

If any of you desire information on any of these modifications feel free to contact us.

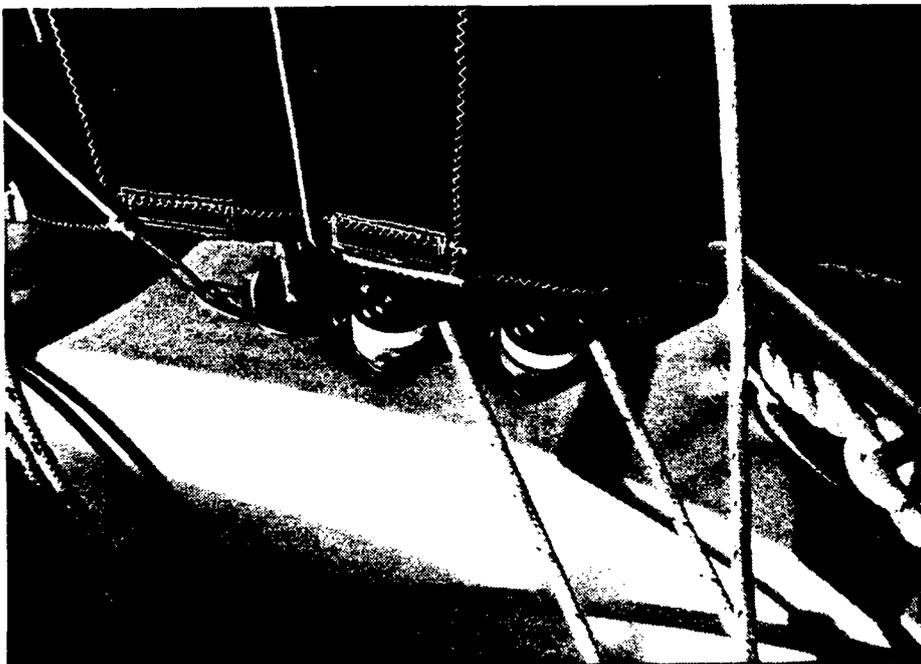
Don and Brenda Bundy



Monitor steering installation on  
SWII 129K TALISMAN; view from cockpit.



Monitor Wind Vane steering instal-  
lation on SWII 129K TALISMAN; view  
towards aft quarter.



Fairleads for steering vane as installed on SWII 129K TALISMAN; view of port stern quarter from cockpit.



Redwing Wind Generator with 5-foot blade and stainless steel housing on SWII 129K TALISMAN; view from cockpit looking forward.

# Shooting Outdoor Videos

DON STEFFENS

---

*How to make professional outdoor videos  
without expensive professional equipment*

---

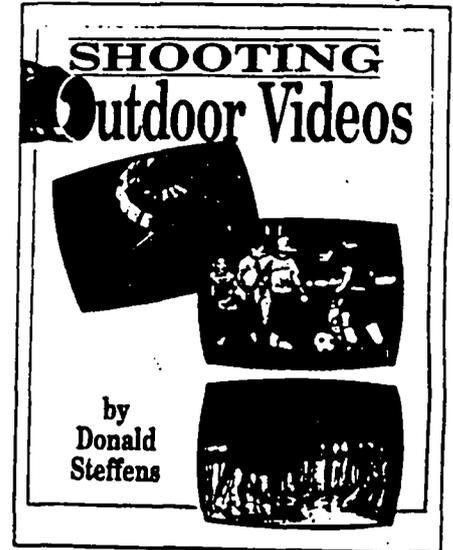
**W**ith the rapid development of video camera technology over the past decade has come an explosion in their use, and today they are everywhere. But while the compressed scale and neutral lighting of indoor venues may enable most of us to obtain recognizable if not exactly artistic pictures, the vastness, dazzle, and constantly changing aspect of the outdoors quickly expose the misguided weekend artist's attempts for what they are—a waste of good tape and a trap for the unwary attendee of a home-movie screening. Now there is an antidote. *Shooting Outdoor Videos* will help even the most inept among us produce videos worth sharing, whether the subject is hiking, birdwatching, or a child's first soccer game.

Features are available today that just a few years ago professionals could only dream about. Zoom lenses, variable speed shutters, built-in stereophonic microphones—all are thoroughly covered, but Steffens's greatest emphasis is on technique, much of it borrowed from photography and 16mm film. He ranges over every outdoor setting, from snow skiing to scuba diving to nature shots, explaining the challenges inherent in each.

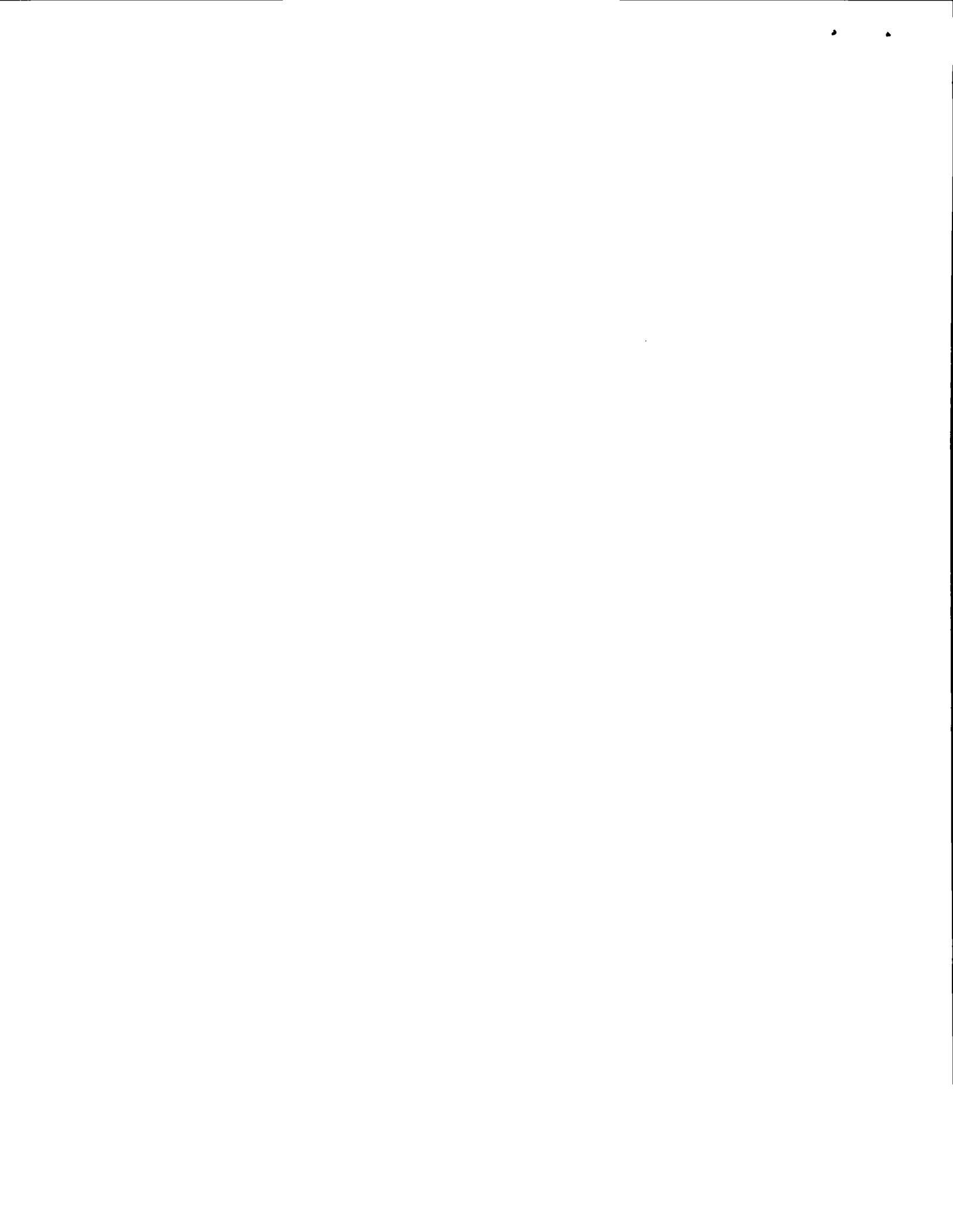
A former co-producer and writer for "Worldwide Sports" with Chris Schenkel, and a news anchor for WCAX-TV in Burlington, Vermont, Don Steffens has worked on both sides of the camera.

*For more books on this subject, see pp. 10-20 and 128-134*

Photography / Outdoors



Order No. 60312  
OCTOBER • RAGGED MOUNTAIN PRESS  
160 pp. 80 illus., 7 x 10, with 4 pp. full-color insert  
Paper \$18.95 (FPT) ISBN 0-87742-325-3  
~~ISBN 0-87742-325-3~~  
Author's hometown: Burlington, VT

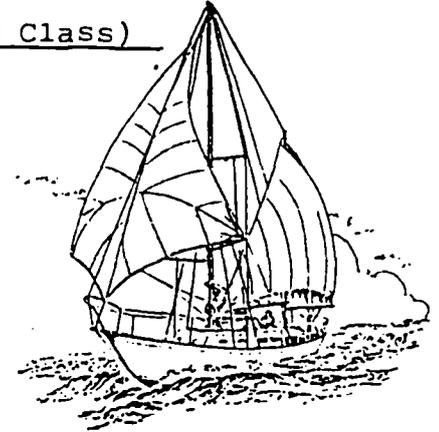


POSSIBLY THE LAST NEWSLETTER FROM DAN SMITH (SW30 Class)

*SEAWIND OWNERS ASSOC.*

2212 B Foxden Dr.  
Salcm, Ohio 44460

SEAWIND OWNERS ASSOCIATION  
NEWSLETTER SEPTEMBER, 1993



Well, the summer solstice has long slipped it's mooring and the next crossing is the equator which means fall has nearly arrived in this part of the country. As many of us reluctantly think of putting our boats into a winter mode, I am suddenly struck by what became of the summer?

Your secretary allowed too much time to pass without getting out a newsletter! Though mail from owners thins out during summer, many of you responded generously with funds to bolster the treasury. It's gratifying to have received 26 separate contributions ranging from \$15. to \$50.

In addition, many of you offered very kind remarks about my service to the Seawind Owners Association -- a very humble thank you! The pleasure really has been mine!

As noted in the March newsletter, I was searching for an 18' Marshall Catboat on which to lavish affection as I did with KOHINOOR.

Lo and behold in a barn (how is it we always find "treasures" in a barn?) way out in the boon docks of upper Michigan I located just the right boat! Fundamentally sound, it's an older vintage (1971), always sailed in fresh water, but in need of cosmetic attention - we all know the malady of this, don't we?

The summer has found me restoring teak from gray, to natural - sanding and varnishing. Many argue about this treatment of a wood that "breathes" and in its raw state is indestructible from vagaries of weather, but I have had it both ways and I prefer the new, pristine look of varnished trim on my boat!! 'nuff said!

SO, with my nautical status being tempered by something less than a serious cruising boat (as is the Seawind 30), I call upon the membership to offer up a new shepherd to keep the "wandering flock" together.

Among you, I am sure there are many who are very capable of continuing this and would enjoy the challenge of offering new ideas to advance the cause of Seawinds--in newsletter form.

Please write or call me if you have any interest at all. I look forward to hearing from you and to the membership, you have my promise to stay the course until a new secretary is on board.

MEANWHILE, here's the latest word from Seawind sailors:

#53 FOXTROT:

Stuart and Cathie Fox wrote just before their departure from Key Largo, Fl. I had inquired earlier during his preparation voyage what direction he intended to sail? Stuart informed me all domestic ties (including his house) were severed and he and Cathie were just plain goin' cruisin'!

First stop- somewhere into the Bahamas - maybe then south, north or wherever the mood or weather would favor them!

Having seen the work Stuart completed on FOXTROT, this Seawind was, indeed, ready to go. Long, painful hours spent, especially on working equipment, should result in minimal problems along the way. Good sailing to the Foxes.

#108 ZVIRBULIS III:

John Karklins forwarded his questionnaire with a "red flag" request for wind vane self steering. If you have information please contact John. In the last newsletter (March) he shared much of his rough weather voyage from Chicago to Muskegon along with a few notes of intended boat surgery before heading to Latvia in 1994.

#151 FELICITY:

Bill Lynch of Crystal, Minnesota writes that #111 VIKING has been sold to Kent Honnold, 9218 Cty. Rd. 8 S E, Brainard, Mn. 56401. Make a note of this in your membership roster.

Bill looked up the source for his masts. They were made by Kenyon Spars of Gulfport, Conn. Several inquiries came in about masts and where to obtain them. If the company is still open, they would have correct specs on dimensions, etc. for Allied Seawinds.

Bill also asks about wooden dinghy davits--what kind of wood was used? Dean Mansfield of Naples, Fl. would have the answer since they're on his boat.

#157 BLACKWATCH

Audrey and Bob Wilkinson had a late sailing season because of a trip to Scotland. Upon return the cabin (inside) received a white coat of paint and the teak trim was varnished.

Ports in the cabin are so badly crazed, clear replacements are needed. Contact Audrey and Bob with your successes on the correct procedure for a waterproof installation. In fact, someone who has changed these ports should send along a detailed, step by step method to make these changes. Many owners inquire about this problem.

#148 CONVERGENCE:

Ron Tourgee of New Hampshire sends greetings to all with brief news of his summer activities.

#65 GOBLIN:

Jim Mason writes from the Great Lakes area. His Seawind is a marvelous day sailor with Detroit Edison available for the comforts of home. Thanks, Jim, for your personal note, too.

#140 DAWN TREADER:

Robt. Hoar writes from Massachusetts that his boat is FOR SALE! She is located at Dayton Marine in Portland, Maine. His phone is (508) 692-2554 or (508) 692-2133 or write to his home in Westford.

Bob says she's in great condition, but he just doesn't get the time to sail her. The Seawind is a wonderful boat for the Maine coast! If you know anyone who might be interested get in touch with him.

#6 PHOTON:

Jeff and Barbara Moore write their Seawind (original owners) is still in good shape as they look forward to the Summer again (letter of May 28).

Jeanine and I sat with Jeff and Barbara at the rendezvous at South Dartmouth. Each of them had numerous clever ideas for maintaining a Seawind and they shared them with us that evening. PHOTON has to be 30 years in their possession, while they still enjoy active sailing each season.

#63 FAIRWINDS:

Robt. and Virginia Lockwood sent a card showing their beautiful "land home" with some laudable comments about the newsletter - thank you!

They request more advice on changes and repairs from experienced Seawind owners.

If you have some of the back issues of the newsletters, there are numerous subjects about innovative ideas advanced by present and former owners, particularly the March issue of 1991, where the longest live-aboard, Stuart Hopkins (15 years) details changes he made to #89 SEAWIND. This includes "Sam" his own invention of a wind vane

steering device cleverly mounted on the after deck - but clear of the mizzen boom.

#84 SLAINTE:

Joe and Theresa Baptiste reminisced about the rendezvous at South Dartmouth in 1989 (whew! 4 years ago). Joe had maintained two homes in the New England area and has settled back into the one at 106 Russells Mills Rd. in South Dartmouth, Mass. 02748. Please correct your roster to reflect this change for the Baptistes. Joe had done such a superb job painting his deck at that time, I declared it was done professionally in a yard - great craftsman!

CIMMARON:

It was good to receive word from Juan Orosco in Miami. Juan has the boat we identified as being shipwrecked in Venezuela by George Dahlin the very early 70's.

Juan's boat located on Card Sound Road just south and west of Homestead survived Hurricane Andrew with no damage! It was not to be with his home near Miami, however. Declared a total loss by the insurance adjuster, Juan was able to repair and move back in five months later.

We should all applaud Juan for the courage demonstrated through this trying ordeal.

Other personal challenges while on his homeland in Cuba during early Castro Days, his escape to Venezuela and the ultimate arrival in the United States via his Seawind 30 have certainly put him to the test of survival.

Juan, thanks for writing - I will be in touch with you when I am back in Florida.

#68 ITALIC:

Carole Wade a year ago purchased Gordon French's Seawind FINESSE and needs information for improving and upgrading.

Reference is made to Stuart Hopkins' wind vane and who has built one? Carole, you might contact David Crane in Homestead, Florida. He owns Hopkins' #89 now and may be able to offer some help.

By the way, your questionnaire has not been returned yet. I need this to keep the Seawind file current.

#123 STELLA POLARIS:

The last newsletter reported Dan Jelsema on his way across the South Atlantic following a course back to the United States. I allowed several months to pass before contacting the family. When I did call, expecting Dan to be home, his grandmother in Key Largo regrettably informed me he

is still in Cape Town, So. Africa. My call was made in latter July.

I could tell from her voice the disappointment the family is experiencing with the delay of his return.

More discouraging was the news that Dan has decided not to return home directly from Africa, but instead, he plans to cross the South Atlantic, round Cape Horn and come up the west coast of So. America!!

Now, how does this sound for a youthful solo adventure in a Seawind 30??

-----  
Your secretary has anomalies too numerous to mention, but one is an infatuation with knives! \*? Do any of you experience this?

Anyway, the latest Practical Sailor magazine did another exhaustive study of nautical products and this time it was on folding knives, sheath knives and tool kits.

I am reproducing the article, hoping some of you will benefit from the research from which I was a victim. Yes, I plunged for the Wichard #10011.

Be careful boarding Commercial airplanes with more than one knife in your ditty bag. I was flying out of Orange County Airport in California with six different "pet" knives and security had the immediate impression my mission was to hijack their 737. Nearly missed the plane trying to convince them otherwise. True story.

Maintain course and speed,

Daniel E. Smith  
Corresponding Sec'y.



Strokes to Sever 1/2" Dacron	One Pass on Tether	Grip & Handling	Comments
20	Half	Poor	Pins protrude. Very stiff blade.
18	Thru	Poor	Loose pins. Poor finish & quality.
22	Nearly Thru	Fair	Hard to open. Has soft brass lock.
21	Half	Poor	Crudely made. Spike too sharp.
12	Thru	Fair	Excellent quality, fine finish.
14	Thru	Good	Serviceable knife at bargain price.
13	Thru	Good	Quality knife. Heavy, expensive.
7	Thru	Fair	Sleek design. Good serrated blade.
12	Thru	Good	As above, but lighter and cheaper.
25	3/4ths	Poor	Too many sharp, unfinished edges.
19	Half	Poor	For the price, not bad.
20	Half	Poor	Better handle than above.
8	Thru	Good	Nice handle & blade. Unique lock.
8	Thru	Good	Best buy in a light knife.
<hr/>			
24	Half	Fair	Minimum knife, poorly finished.
14	Almost thru	Fair	Ibberson quality. Delicate blade.
8	Thru	Good	A refined brute. Very expensive.
8	3/4ths	Good	Premium knife, but no shackler.
7	Thru	Fair	Modern design, Wichard quality.
<hr/>			
10 (Serrated Blade)	Thru	Fair	Heavy. Good tools. Complicated.
16	2/3rds	Good	Compact, has one knife blade.
8 (Serrated Blade)	Thru	Fair	Easiest to operate. Good blades.

that never fails to do its job, we recommend the Lirakis, with the Myerchin not far behind. For lighter, far less expensive knives, the Ibberson and the Wichard (the latter a best buy) are a toss-up, depending on whether you like a straight or serrated blade. The outstanding Lirakis sheath, made of very heavy webbing, can be purchased separately for \$24 and accepts and secures either the Ibberson or Wichard.

### The Tool Kits

There are lots of multi-purpose folding knife tools on the market, but the three seen most often in marine discount catalogs are the Gerber, the Leatherman and the SOG. The three companies, all located in the Pacific Northwest, are fiercely competitive, but very respectful of each of the other's products.

The Leatherman and the Gerber, both U.S.-made of stainless plate care-

fully folded to form the case, are similar, with eight blades. Both of these tools must be unfolded to gain access to the various blades. The Gerber is much heavier and uses a push-button mechanism to slide out the pliers. In fact, the pliers must be pushed out before you can get at any of the blades, which can be annoying.

Unlike the Leatherman and Gerber, both of which take a bit of manipulation to open, the SOG, made in Japan, has the pliers exposed. That means that the four blades can be opened independently. (SOG is about to introduce still another tool kit knife called the Paratool. Expected to list for \$56, it is similar to the Leatherman and Gerber except that the pliers fold very cleverly back into the handle, making it more compact.)

Choosing between such well-made tools is difficult. As multi-purpose tools, all three, in our opinion, outrank Swiss Army knives.

The SOG is a big tool that you wouldn't want to carry in your pocket but, because it requires less manipulation to get at a given blade, we give it the edge over the other two. The SOG has a good belt clip. If easy-to-carry lightness was a priority, we'd take the Leatherman, despite the fact that it has but one knife blade. If rugged versatility were the priority, the fat, heavy Gerber, which has the best pliers, is a fine tool that won *Blade* magazine's 1992 "Overall Knife of the Year" award.

Leatherman also makes a "key chain" mini-tool (about \$35 in the marine discount catalogs), but for about \$10 more, the jewel of the pocket miniatures is the SOG Micro Tool-clip. Less than 4 inches long and weighing but 3 ounces, it has generated a bit of office tension concerning who gets to keep the little jim-dandy.

**Bottom Line.** Our preference is for the two tools from SOG, which are easy to use and nicely styled. ■

*Contacts- Currey, Imtra, 30 Samuel Barnet, New Bedford Industrial Park, New Bedford, MA 02745, 508/995-7000. Defender Industries, Inc., 255 Main, New Rochelle, NY 10801-0820, 914/632-3001. Gerber, Gerber Legendary Blades, 14200 S.W.72nd, Portland, OR 97223, 503/639-6161. Ibberson, Ilast/SL, Box 11210, Bradenton, FL 34282-1210, 813/746-7161. Leatherman Tool Group, Inc., 12106 N.E. Ainsworth Circle, Portland, OR 97220, 503/253-7426. Lirakis, Inc., 18 Sheffield, Newport, RI 02840, 401/846-5356. Myerchin, Box 911, Rialto, CA 92376, 909/875-3592. SOG Specialty Knives, Box 1024, Edmonds, WA 98020, 206/771-6230. Spyderco, Inc., Box 800, Golden, CO 80402-0800, 303/278-2229. Telo, Davis Instruments, 3465 Diablo, Hayward, CA 94545, 510/732-9229. Transmar Inc., Box 462, Highland Park, IL 60035, 708/432-7210. Wichard, Viscom International, 507 Hopmeadow, Simsbury, CT 06070, 203/658-2201.*



KEN SNOW (106K) REPORTS ON 2ND ANNUAL SE DIVISION GAM

Second Annual Seawind II SE GAM 3/27/93

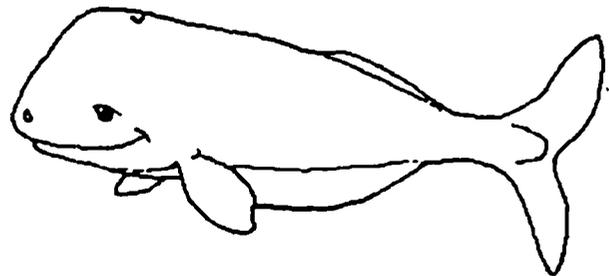
The Second Annual Seawind II GAM was a great success. It was very informative. We all gained more knowledge of our beloved Seawind II's. Improvements and up grades, tall sailing stories, and good food made up most of the itinerary. Allan and Faynola Landsman were magnificent hosts.

Seven boats were represented including two new members. Two boats were present. SOLUTION, and Dick Weaver arrived Saturday in IXCHEL. Tours of these Seawinds provided many interesting ideas and suggestions. Boats represented were (all Ketches):

OSTINATO #106-Ken & Bev Snow      KARELIA #56-Jim Sander  
TALISMAN #129-Don & Brenda Bundy    VAGABOND II #129-Mel & Susan Chaney  
IXCHEL #75-Dick & Maridell Weaver    MISS POSSUM #79-Lee & Jo Brooks  
SOLUTION #88-Allan & Faynola Landsman

By mid afternoon all were present for a fabulous pool side lunch and fellowship. The weather was very cooperative, near 80° and partly cloudy. In the evening we went to a nearby restaurant for dinner and excellent nautical organ music, then returned for our meeting.

Allan Landsman opened the meeting with the trivia question, what is a GAM? No one knew so he read the definition from the dictionary. Problems and solutions were discussed (see list) then we talked about where to have next years GAM. Jim Sander agreed to work on getting it to the east coast next year, perhaps including a Bahamas cruise of Seawinds after the GAM.



The next morning, in record time a terrific breakfast was made and provided by Faynola, and eaten even faster! Very good, thanks Faynola.

Happy Seawind Sailing!

Ken Snow

Problems and Solutions discussed at 2nd GAM by boat name.

TALISMAN: Installed new 1/4" shrouds for mizzen, used old shrouds for running back stays. Had rudder pintle cut off and new SS pintle screwed and glued into place, along with the gudgeon heel casting bored out to accept a Delrin bushing fitted for the new pintle. Had some minor boat damage from the NO NAME STORM.

IXCHEL: Anchored out in the famous NO NAME STORM (Blizzard of 93) with a 45# CQR and 100' chain at Cabbage Key and did not drag, although his 3/8" nylon snubber parted. He used an old mooring line with a rolling hitch which held. Has a neat hook on the mizzen that latches onto the main boom to hold it.

VAGABOND: New owners, they had a lot of the plastic thruhulls, (exhaust etc.) below the water line replaced.

KARELIA: Had to have a complete new SS rudder shaft made and installed throughout the entire rudder. KARELIA was berthed in a marina between two trawlers with a lot of electrolysis eating away at her under water bronze as well as the engine heat exchanger. Divided his forward birth cushions into three sections. Added an entire boat awning and screens for the companion way since he lives aboard.

OSTINATO: Had some serious damage from the NO NAME STORM. In the process of repairs. Complete peel and new fiberglass bottom, new chain plates, knees fiberglassed to the top, lowered the bottom of the propane locker for a 20# bottle, working on a new rub rail if it can be found. Had rudder pintle cut off and new SS pintle screwed and glued into place, along with gudgeon heel casting bored out to accept a Delrin bushing fitted for the new pintle.

SOLUTION: New large sea water strainer, new upholstery through out, LORAN on a swing out arm from cabin to cockpit, switch at helm to switch to and from stereo and VHF, added small drop table with removable cutting board on bulkhead just forward of the stove.

Questions looking for answers:

Ultimate stability of the Seawind II?  
Small lines drawing of the hull?  
Replacement rub rail?

KEN SNOW (106K) SUMMARIZES 1993 ACTIVITIES FOR OSTINATO

1993 was an interesting year for OSTINATO. The March storm not only brought some weather but large amount of work repairing, improving, and updating OSTINATO.

When a fiberglass sail boat goes up on a concrete sea wall with a few six inch pipes sticking out of it (part of what was the dock) and 40 to 50 knots of wind rocking her back and forth it creates a lot of damage. In dry dock as you start working on her you find all kinds of hidden damage under the gel coat, the rub rail and behind lockers etcetera. It is amazing the amount of damage the surveyor and repair estimator missed. Under a scuffed up spot of gel coat I would find a bruised and de-laminated spot to grind away and fill in. Under the damaged rub rail the hull and deck joint separated. After finding all the damaged areas I just did not want that many patches. I decided to completely rebuild her so the hull is one piece and not patch work. After I dropped the rudder, I had the hull peeled down to the woven roven. As she sat for a couple of months waiting for the repair crew to make time to re-laminate I did a lot of other work.

I started with the hull and deck joint. After removing the bent aluminum rub rail I found the outward turning hull and deck joint separated in places mostly forward where the bow beat up against a davit in the storm. Many of the bolts were broken and missing. I removed all of the 1/4 inch bolts around the whole boat. They were on 6 inch centers. With a flat pry bar I opened up the joint everywhere it would come apart. It was put together with a piece of resin wet fab mat in the joint before bolting together and in places it was not stuck together very well. The inside of the hull was gel coated all the way around the boat, so I had to grind it away before I could fix it the way I wanted. Needless to say this was a very hard job and the interior was completely covered with grinding dust. Next I cleaned between the joint and put epoxy in it before bolting it back together with 5/16 inch SS bolts on 3 inch centers. It took 236 bolts and nuts to go all the way around. Then I fiber glassed the inside of the joint with a 5 inch strip of glass. In the bow I put two 6 inch strips on port and starboard in the chain locker. It sure is a long way around a 32' sailboat with a 10 1/2' beam. Some of the position and crooked places I had to work were hard to believe! I also did a lot of glassing under the furniture and shelving where they were glassed on one side I did the other side. Of course all the gel coat had to be ground off first. I glassed in a new shelf behind the port settee and one under the port V-birth. I glassed in a new floor in the chain locker with a drain hose in it ruining under the cabin sole to the bilge. Now I can wash down the chain locker and it will drain to the bilge instead of under the V-births. I poured resin into the channels on both sides of the water tank. No water stands under the cabin sole so I have no problem with mildew or mold. While I was glassing inside the hull and deck joint I glassed the chain plate knees all the way up onto the underside of the deck. There is no flex or movement

in them now. I made and installed new SS chain plates and used the old ones for backing plates where the builder had used aluminum. I doubled the size of the mizzen chain plates.

The hole where the transducer was got glassed in so one less hole in the boat. I siliconed it to the inside of the hull under the step between the V-births. Of course the false bottom has to be removed first so it can be stuck to the actual hull. I moved the combination head intake and sink drain thru hull a couple of inches aft out of the way of the doors I cut so I could get to the V-birth storage without having to lift the cushions each time. I put a 6 inch section in the propane locker so a 20 lb. aluminum bottle fits in it. The battery box got a layer of glass while I was doing the knees. After all the interior glassing was finished I painted inside the lockers, it took two gallons of white enamel.

Before re-glassing the rudder I had the pentil cut off and a new SS one installed along with a plastic bushing in the gudgeon so they are a good fit. The toe rail was re-caulked with 5200. Both prop shaft and rudder shaft cutlass bearing were replaced. Re-laminating was done with 15-24 woven roven with Hydrex vinylester resin from the top of the boot strip down. Everything that is under water was coated. It was faired with vinylester putty then two coats of Interlex 2000 bearer coating was applied. The yard put on a couple of coats of red Sea Hawk paint, then I put on two coats of blue. Now when the red starts showing through I know it's time to paint without ever having to get close to the barrier coating.

When the March storm hit I was in the process of R & R my heat exchanger and the aft chain plates so the rigging was apart. So I couldn't sail or motor. Another lesson learned, always have one means of propulsion available. I did the heat exchanger by dinghy while OSTINATO was anchored in the middle of the canal. Then moved her to the yard. Before reinstalling the heat exchanger I put a new SS fuel line from the lift pump to the filter. I also moved the filter to the top of it's bracket so I could put a drain valve on the bottom. The valve has a hose on it so when it's time to change the filter I don't have to let fuel run all over the engine and into the bilge.

I changed brands of motor oil and now the engine does not use any between changes. I put a SS piano hinge on the bottom of the electric control panel and a couple of turn button latches at the top. I hated taking out those four screws every time I wanted behind the electric panel. Besides I figured if I ever had a fire in there it would be quick to open. I also added three new fire extinguishers.

All the new wiring I installed works great and I used many of the tips that Bob Loser has given me. While I had every thing apart I went through and replaced all the hose clamps with the ABA Swedish clamps, along with new hose barb fittings. Amazingly this took about 40 clamps. A ball valve was installed under the galley sink in the drain hose. Since it drains into the cockpit scupper drain hose, I didn't want the cockpit getting flooded and backing up and over flowing the galley sink. Now if in bad conditions I can close it off. I put in new hose for the hand

bilge pump along with a new bronze thru hull out the transom.

I added three inches of insulation on the exterior sides of the ice box and gutted out the old foam from the inside after cutting out the fiber glass liner. The old foam was water soaked just like a sponge. I put in new polyurathane foam and fiber glassed in a new liner. I put in 6 inches on the bottom and hull side and 4 inches on the other three sides plus 2 inches on the roof. This was a very hard job! But I now have a box that has a minimum of R-40 all around with R-60 on the bottom.

One of the nicest things I did was installed an exterior water fill on deck. I put it right in front of the deck scupper. In a good rain all I have to do is drop something in front of the scupper, open the filler, go below and open the ball valve that is in line and water runs very fast into the tank. I replace the old VHF with a new Ray-80, new sail covers, new hatch seals and a new Bimini.

With all the new glass and new hull and deck joint the boat is noticeably more ridged and stiffer. I could tell a lot of difference in her performance. I set up the rigging while on the hard and still have not had to adjust it. After all the money and four months of hard work I have a boat that is actually better than when she was commissioned new.

My list of future projects:

1. Install the Monitor wind vane that's in the garage.
2. Hook up the Red Wing wind and water generator.
3. Add a locker on the port side across from the head.
4. Add some more shelves and lockers.
5. Build a new full time set down table and bookshelf.
6. Add water maker under the galley sink.
7. Replace the plastic holding tank with a glass one.
8. Many small things to do.

I enjoy your SEAWORDS and look forward to the next issue.

Sincerely yours,



Ken Snow



DICK WEAVER (075K) DESCRIBES A STORMY 1993 ANCHORAGE

We recently attended the SE "Gam" at Allen & Fayenola Landsman's. It was a great success. Discussion there confirms my belief that every Seawind II should have a zinc on the heel casting to avoid galvanic corrosion of the rudder post.

On the way to the Gam I was anchored Useppa Island on the Intracoastal Waterway of the West coast of Florida during the March 13th "Storm of the Century". The anchorage is partly protected with a fetch of two miles to the southwest, a quarter or half mile to the west, and a mile or more to the northwest. The anchor was in ten feet over a mud bottom. I have no way of knowing the actual wind strength, however local weather reports described "hurricane force winds", and the widespread damage was consistent with that report. I was isolated on the boat, unable to leave for thirty-six hours, Friday night through Saturday night. The wind veered from Southwest through West into Northwest. The waves in the anchorage were steep and high with spray flying off them. During most of the storm there was a current through the anchorage so that the boat tended to lie with the bow about twenty degrees from the wind, and the boat heeled ten to twenty degrees. Because of the pitching it was impossible to sleep in the forward berth, I slept on the starboard settee, the heel making the port settee unusable. Wind noise was constant, varying between a howl and a shriek. Originally I anchored with a forty-five pound "CQR" and sixty feet of 3/8" chain with a ten foot snubber of 3/8" nylon. The snubber was purposely of small diameter to provide more elasticity. About 4:00 A.M. Saturday the snubber broke. I then paid out more chain to one hundred feet and used a twenty foot snubber of 3/4" nylon secured to the chain with a rolling hitch. The anchor held without dragging. When the storm was over and I retrieved the chain, I had to cut the snubber loose, the rolling hitch could not be untied. Raising the anchor from the bottom broke the windlass, it was dug in so deep.

I have used this anchoring combination, a forty-five pound CQR and 3/8" chain for hundreds of nights over a number of years and have never dragged, even in some of our summer squalls which often hold sixty knot winds. Some would say this combination is overly strong for the Seawind II, but our ketches have a lot of windage. Hal Roth recommends a forty-five pound CQR with a chain rode, his boat was only slightly larger and single masted.

When I put my anchor down it is stuck to the bottom! It is a very comfortable feeling. I'm glad I had it down during the "Storm of the Century."

Sincerely,



Dick Weaver

Seawind II #75



DICK & MARIDELL WEAVER (075K) MEET THE COLWELLS (084K) IN DISTANT  
 ROADSTEAD, AND SOLVE A PROBLEM

July 3, 1993

Dear Dick:

I am reporting on our recent Bahamas Cruise. In May Maridell and I sailed from St. Pete. to Little Bell Island in the Exumas Land and Sea Park in 5 days, mostly under power due to light or head winds. We checked in at Morgan's Bluff, Andros, then crossed the Tongue of the Ocean and the Great Bahama Bank, using the route ending at Pipe Cay as given in the SSCA Bulletin. We spent about 3 weeks in the Exuma Cays, a great cruising ground. Our batteries or starter seemed weak but functional. Then we headed for Georgetown and Maridell flew home. That was the last day the starter functioned.

While without a starter, I was embayed in Stocking Island as a tropical depression came by. There were gusts to 40 knots or more, and three boats dragged anchor, one with serious damage, but our 45 lb. CQR and 100 feet of 3/8" chain held in 12 feet over sand and grass, again.

I discovered Tim and Paula Colwell (084K) aboard "Nirvana" in an adjacent anchorage. They were a great help and comfort during my difficulties. Their boat is well kept up, including the varnish-work, which Tim claims he enjoys refinishing. They have a very sturdy and handy boom galleys, fabricated from aluminum. They have also installed a Windbugger on a pedestal abreast the mizzen mast. It interferes some with the mizzen when sailing free on the starboard tack, but Tim says he doesn't often use his mizzen.

He, himself has replaced the Westerbeke engine with a three cylinder Yanmar, which has been trouble free, weighs 100 lbs. less, and takes much less room in the engine room. I'm sure that's the way to go if it is necessary to repower. Talk to Tim about sizing the prop. The Yanmar runs up to 3500 RPM and needs a different prop than the Westerbeke.

I was able to identify my trouble as a burned-out starter, and found a spare starter I had stashed in the engine compartment 3 years ago. It is a Delco starter, rebuilt, that I bought at a local starter shop after giving them the numbers stamped on the original Westerbeke starter. It is a little bigger than the original, but fits perfectly. I had it tested in an auto parts shop in Georgetown, and it functioned well, in spite of 3 year's rust.

When I came to removing the old starter, I discovered the starboard aft engine mount is mounted on the starter! I was able to remove the old starter along with an engine mount bracket without changing the setting of the mount. I had to arrange a sling from the mizzen mast through the cockpit lockers to lift out the old starter, and to install the new one. Tim denies being a professional mechanic, but he works like one. I helped him with the installation, which required pulling the engine 1/4 to 1/2 inch to port with a block and tackle, to reinstall the engine mount bracket. With the new starter, the engine catches almost instantaneously.

My engine has 4500 hours and is 16 years old. I have heard of another Seawind starter problem this year. It may be wise to have a spare one available if you plan to cruise.

The next week my son flew in from Florida, and we sailed down to the Jumento Cays, and Ragged Island, an isolated area, rarely visited by cruisers. The few people there were very friendly and the deserted Cays were great to explore. We sailed back to Florida via the Old Bahama Channel.



ALGAE/SLUDGE CONTAMINATION IN FUEL SYSTEM CORRECTED BY DICK WEAVER (075K)

July 21, 1994

Dick Manuel  
P.O. Box 422  
Shelter Island Heights, NY 11965

Dear Dick:

Don Bundy asked me how I installed my Ham radio and antenna. I sent him a three page letter explaining it. If you are interested, please get a copy from him. I have one addition to make to that letter. My antenna is a single piece of 1x19 wire running from the mainmast head to the mizzen and down the shroud to the lead-in wire to the antenna tuner. I spliced on a section of wire to the rear insulator on the springstay using nico-press sleeves. There is little tension in this stay so such a splice should be strong enough. I ran the lower section along the mizzen shroud, holding it in place with nico-press sleeves. This antenna radiates a good signal, and should do better than using the main backstay.

I think the group might be interested in my experience with sludge in the fuel tank. I know you have had an interest in this, if you have already authored such an article, kill this.

This spring on the way to the Bahamas I was heading South under power from Marco Island toward the Cape Romano Buoy. There was a headwind and I needed to make speed to make the next night's anchorage. It is always rough in that neighborhood due to intersecting tidal currents, and the boat was pitching considerably when the engine died. I had been finding sludge in the fuel filter, so I considered this was probably an obstructed filter due to sludge in the fuel. It turns out I was wrong, the problem was actually an intermittent air leak around the fuel filter seal. Bouncing and pitching can precipitate potential leaks in the fuel system, apparently due to the tendency of the fuel in the line to surge back and forth as the boat rolls and pitches.

Under sail, I headed back to the nearest Marina, and after investigating the possibilities had an access hole made in the top of the fuel tank to clean it out. The mechanic who did a terrible job, so I had diesel fuel leaks into the bilge every time the tank was filled, but I learned some things about such projects. I am sure that making an access hole is the best way to clean out the tank, if necessary. I doubt that any system of flushing the tank and filtering the fuel can clean as well. If filter obstruction is a recurring problem, I would recommend such a hole.

The steering wheel should be removed before starting the job. A hole must be cut in the cockpit sole to fit a small access hatch. My hatch is a plastic one, 8" in diameter, 10" diameter including the flange. Such hatches are commonly available at chandleries. The sole has a balsa core, and may be cut with a sabre saw. My hatch is centered 8 1/2" from the after bulkhead of the cockpit.

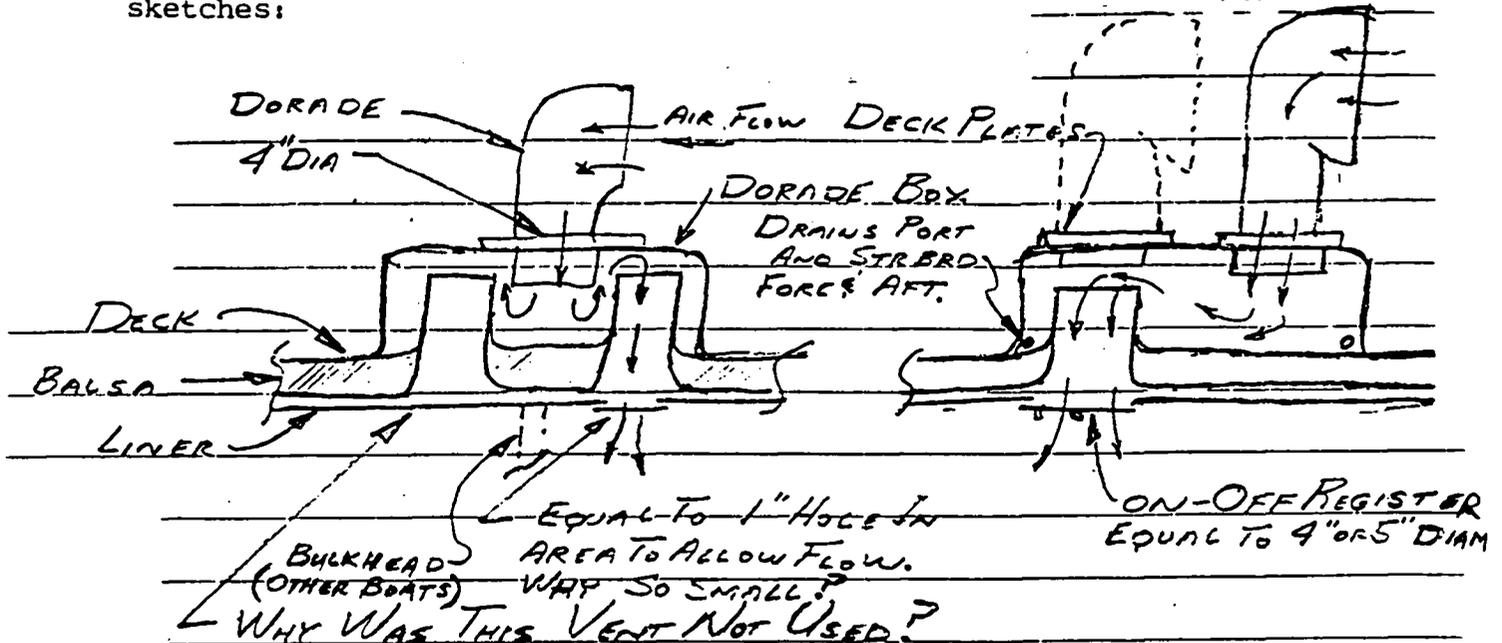
There is a metal strap holding the tank in position. It is secured to the forward edge of the wooden tank support with a wood screw. The strap can be pushed aside if the wood screw is removed. A hole is cut in the tank centered on the hole in the sole, using a 5" diameter hole saw. The hole saws painted red do not work, they are designed for wood and glass. The black hole saws are for steel. After the hole is made you will probably discover that the cutout cannot be removed easily, it is attached to baffles. With some effort it can be removed however, and I found baffles that seem to divide the tank into 4 interconnected sections. A vertical baffle leads from each corner of the tank, 45 degrees from the sides, so that the two after baffles meet on the center line, and the two forward ones also meet on the center line. There is another vertical baffle that joins these two intersections, making two triangular shaped compartments for and aft, and two quadrilateral compartments between. The hole in my tank is above this after intersection, but offset a little toward the stern, so that it is possible to reach into the after compartment with an arm, and wipe it all clean. The two intermediate compartments are accessible but only with a tube or stick. With a nibbling tool it would be possible to increase the apertures to the intermediate sections. but that is probably not necessary. The forward compartment is not accessed well in this fashion, but at least it should be possible to feed a tube through holes in the baffles to be able to squirt fuel into the forward compartment to stir it up and move any sludge out. Clean the tank.

The cover for the hole is made from steel plate, about 3/16" thick. It should be small enough so it can be fed through the frame of the hatch when it is open. Mine just barely fits. It is attached to the tank with machine screws. Holes were drilled in the cover to clear 10-32 inch S.S. pan head screws, in a circumferential pattern around the hole in the tank. 12 such holes in all. Then holes were consecutively drilled and tapped in the tank, using the holes in the cover as guide. Run each screw home as soon as it's hole is tapped, so that all the holes are properly aligned. Steel shavings fall into the tank, but don't seem to be a problem. Now remove the screws and cover, and make the gasket. This should be made from sheet NEOPRENE. The gasket the mechanic used was not neoprene, the cause of the leak. Neoprene is resistant to diesel. I obtained mine from a local rubber products supplier. My home mechanic uses 1/8" neoprene when he does such a job, but I bought 3/16", which should conform better to any bending of the tank top. It is not necessary to cut out the center of the gasket, there are fewer potential leaks if it is left intact. Drill holes in the neoprene to match the cover. These will probably be a tight fit on the screws. I covered the raw edge of the balsa core in the sole with epoxy to prevent any water intrusion. There shouldn't be any water here, but the hatch could possibly leak and damage the cockpit sole. Then I bedded the hatch frame in silicone and secured it in place with self tapping screws set in silicone.

The tank cover, the neoprene gasket and the tank top should all be clean before the cover is installed. Steel shavings or other crud could interfere with a tight seal. The screw holes present a possible leak if not sealed well. My mechanic recommends Permatex #1, (the gasket making goop) to seal these holes. I put Permatex on the threads of each screw and around the top of the hole in the cover before tightening the screw. I had trouble getting all the screws to fit properly, so screwed them all in loosely, then removed each one in order, gooped it, and drove it home. Secure the metal strap and re-attach the wheel. Now you should have a tight seal for the tank, and an access hole besides.

SOME OF KEN KOTKOWSKI'S OBSERVATIONS ON SWII DATA & EXPERIENCES  
REPORTED BY OTHER OWNERS IN PREVIOUS NEWSLETTERS AND IN  
OTHER PUBLICATIONS, ETC.

1. Dayco Top Clog design V-belts are best.
2. There is no glass mat inside the hull/deck joint on any SWII. Furthermore, all screws do not pass between the flanges. Some puncture the hull or the deck below and above the rail. Should use machine screws, fender washers and nuts, after glass mat is applied.
3. Prop generator/chargers wear out the Hurth reduction gear.
4. Surprising that inboard jib tracks were not provided. Effective for flattening sails and narrowing the slot for better pointing performance.
5. SEA ISLE has a 100% increase in Dorade ventilation, per the following sketches:

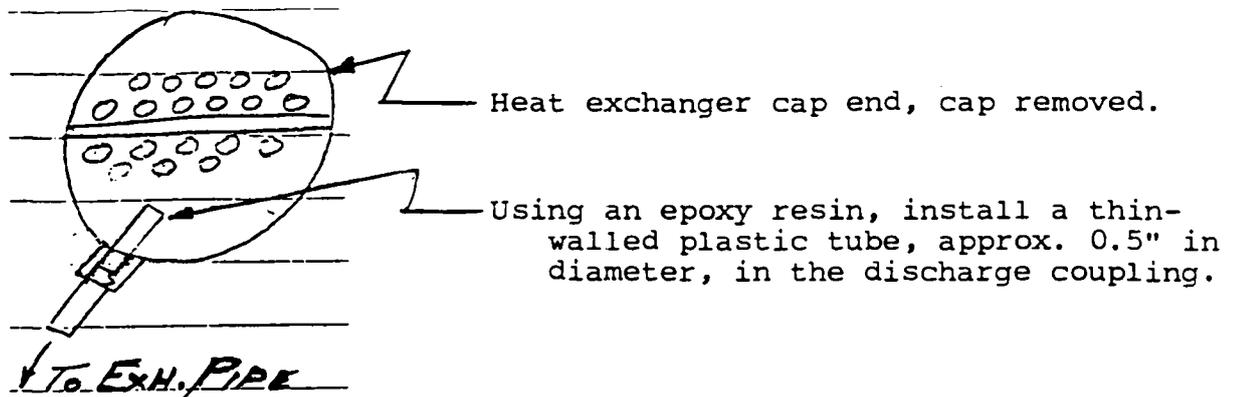


<u>ALLIED DESIGN</u>	<u>PROPER DESIGN</u>
ALLIED DESIGN WAS MEANT TO HAVE INLET ON BOTH SIDES OF A BULKHEAD IN OTHER BOATS THEY BUILT.	SOLID LINES IN SEAWAY; DASHED LINES IN PORT

6. Most broken sea water pump impeller blades end up in the oil cooler, thus blocking cooling water flow rate and increasing the pump's operating pressure with likely further destruction of the impeller.
7. SEA ISLE has two main boom vang and/or preventers, both of which lead back to the cockpit.
8. No mention made of boom gallows. SEA ISLE has two.
9. Correct prop for Westerbeke 30 (27HP) with 2:1 reduction is 16 x 14. For a 3-blade prop, it is 16 x 12.
10. Sailing hard with port rail under water will cause the galley sink to take in water, if not plugged. SEA ISLE has a 1.5 inch ball valve to block such back flow or the rise in waterline due to overloading the vessel, and has an electric pump to drain the sink in a seaway. The same pump has the capacity to cool the engine, and is valved to provide imme-

diate emergency cooling seawater to the engine if the engine-driven pump fails.

11. The metal corrosion in the sink drain is caused by dissimilar metals touching or in close proximity, all in the presence of salt water. Stainless steel alloys that are similar will correct this situation. Putting dissimilar metals into the salt water "bath" makes for electro-chemical reaction with color, odor, and parts-failure potential.
12. Some SWII rudders may hang below the rudder/keel casting, so that in coming off a grounding the rudder could take a last "bash". SEA ISLE's rudder is cut away 1 inch higher, and will not "bash" as the vessel slides off a hump.
13. Deck scuppers re-piped to the cockpit drains is not recommended as cockpit will not drain fast enough if vessel is pooped. SEA ISLE has a 3700 GPH electric pump to drain the cockpit immediately.
14. Bilge pump siphoning back into the vessel can be prevented by proper installation of hose, including discharge level above sea level while vessel is underway or at anchor.
15. All transmission reduction units should be removable without removing the engine. Competent yards should be able to do it.
16. When hauling & storing SWIIs ashore, blocking should be positioned at intersections of hull with bulkheads and stringers. SWIIs do "oil can" or dimple if jack stands are not properly placed, leading to cracked gel coat, broken lay-up in glass strands, and rapid migration of seawater thru cracks to accelerate blister formation. All boat weight should be on lead-ballast and keel.
17. SWII need stiffening of the (flat) topsides in the bow area. Going to weather in heavy seas and falling off waves causes "oil canning" and stress cracks aft of chain locker bulkhead. The bulkhead should be glassed to the underside of the deck, and the V-berth shelves need vertical support to keep their ends from pulling free from the bulkheads.
18. The knotmeter paddle-wheel unit should be located on the sides of the keel either fore or aft, but below the turn in the bilge. Better readings.
19. Monitor self-steering gear is the best design, with all stainless steel construction, lightest weight, flip-up rudder, easy to install, low wind vane that clears the mizzen boom, and the right price! A Sail-O-Mat is great if you have \$5,000.00.
20. The Raycor swirling design diesel fuel filter is just an advertising gimmick. Filters designed for 15 to 30 gph installed on SWIIs that use less than 1 gph - - more like 0.5 gph - - will not swirl the fuel. Also, the plastic bowl & housing will add to any fire in the engine room. The water cock at the bottom of the bowl is illegal on boats, according to USCG regulations. Fram dual bowl all-metal water & dirt filters are best.
21. An electric fuel pump installed in a by-pass line around the mechanical pump is the best insurance against mechanical pumping failure. It makes bleeding the fuel delivery system and filter changing much simpler operations. It will also aid in engine starting by delivering more primary fuel pressure to the injection pump and aid in the pump's cooling & lubrication by providing a greater volume pass-thru of fuel.
22. Because SWII hulls will not sag during winter storage if the keel takes the total boat load, there is no need to disconnect the prop shaft coupler provided that the shaft was aligned correctly when in use.
23. Engine heat exchanger problem of old zincs plugging exit orifice can be prevented as follows:



With this arrangement, old zinc ends can't roll into discharge hole and block water flow. Of course, each time the engine oil is changed, a new zinc can be installed, thereby perhaps avoiding the problem altogether by removing the old zinc before it has corroded off!

24. Sea water pump impeller life is shortened by operation at higher-than-recommended RPM, as installed. If engine runs faster than 2000 RPM, high operating pressure can be caused by oil cooler blockage, pinched hoses, blocked engine heat exchanger, and too much internal back pressure in Hydro-Lift exhaust muffler.
  - Solutions: a) Run engine no faster than 1800 RPM (for maximum torque and maximum economy).
  - b) Increase pump sheave diameter to slow the pump.
  - c) By-pass 60-75% of the water going to the muffler. The maximum, under-load, discharge exhaust temperature can be 130-150°F.
25. Mari Dyne flexible exhaust system is the best. Almost no back pressure, the impeller lasts 500-800 engine hours, and - - most important - - sea water cannot get back into the engine cylinders.
26. Most SWIIs have provision for chain locker to drain back to stern bilge. However, original construction debris and dirt accumulation from chain locker may gather beneath the cabin sole near the base of the compression member (inboard of the head enclosure) and cause the end of the mast compression member to rot. The load-bearing area for the compression member on SEA ISLE has been increased by 100% and encapsulated in epoxy.
27. SEA ISLE has lights installed in the engine compartment.
28. SEA ISLE has quarter-inch plexiglas storm lites to fit over the regular ports, and companionway storm boards. Important for dealing with heavy seas. The engine instruments also are covered by a quarter-inch plexiglas panel, and the engine starter & heater buttons have been moved aft and high to the wheel area.
28. Un-grounding SEA ISLE is facilitated by using a #28 2-speed, 44:1 maximum ratio capstan with an 18" winch handle. This produces 12,000 lbs. of pull from any angle, 1-270°. Using a big kedge anchor, 3/8" chain and 5/8" rode, she can be pulled sideways around to deep water. Anchor windlasses are useless; they are heavy and generate only about 1,000 lbs of force.
29. Anyone who accepts a V-belt drive from a flexible-mounted engine to a rigid, hull-mounted pump, compressor, etc., is looking for trouble! Yards may do it this way because it's easier for them; but it is not correct.
30. How many SWII owners put in larger alternators - 85-100 amps - and didn't increase the size of the wire carrying the amps to the battery switch? If your regulator calls for 100 amps on your 55 amp-rated wire, it's "toaster city here we come"! Your yard helped you? Try to collect from

your insurance company if wired wrong!

31. Pistons rusting in the block, or seawater running into the cylinder heads is prevented by not having a Hydro-lift muffler system - - or, by installing such muffler system low in the keel (top of the shaft log) on the hull center line, with a bronze gate valve in the exhaust pipe at the engine head. If the boat suffers a knock-down, no water can enter the engine if the valve is closed.

If a high exhaust loop (up to deck level) is used, the sea may not wash up the exhaust hose to the engine.

32. To keep a stainless steel Hydro-Lift muffler from corroding from day #1, the following procedure should be followed:

- a) Rinse the new muffler with 1 quart of acetone to remove oils & dirt.
- b) Pour in 2 cups of West Epoxy Fast Hardener, and then gyro-rotate the muffler for 8-10 minutes or until the epoxy stops dripping out of the orifices - - indicating that the interior is now uniformly coated.
- c) Repeat step b).

Now you have a lifetime muffler!

33. Water in engine oil pan could be from leaking cylinder head gasket. Most leaking oil coolers leak oil into the seawater cooling system because the engine oil pressure is 50 psi or more while the seawater pump pressure is considerably less; hence, the oil would most likely escape with the seawater, passing from high pressure to lower pressure containment.
34. (Westerbeke 30) Engine requires 4.5 quarts of oil with a new oil filter. Vessel must be on her lines when checking level. Dip stick level markings may be low, so top off to proper level after running the engine for a few minutes. Always fill the new oil filter prior to installation. This saves excessive wear on engine bearings while starting with no oil pressure. There is no oil seal on the crank shaft at the rear of the engine. Only an oil slinger is provided (perhaps a reverse screw trough also). Blowing oil may be caused by (a) too much oil in crankcase, (b) vessel's stern is down and bow is up yielding an engine angle greater than 12°, or (c) bad piston rings.
35. When your Westerbeke engine finally dies, there are no more slow running, quiet, smooth diesels available. Get ready for a fast-running (3-4,000 RPM) engine with more noise, fewer engine-hour lifetime, more vibration, and less economy. But the new engines are lighter and there is one less cylinder.
36. Benmar autopilots draw excessive amperage at 1.25. The AutoHelm 3000 uses 0.4 amps max., and the AutoHelm 4000 uses 0.8 Max.
37. Hull blisters above the water line indicate a resin-starved hull layup. Water is wicking up the fiberglass strands!
38. The corroded rudder shaft and heel casting mentioned by an owner/live-aboard in the St. Pete area was caused by a splitting rudder along the lower leading edge, allowing seawater to enter; and mostly by stray electrical currents in the marina. There are no dissimilar metals in the SWII steering system except the stainless steel wheel shaft.

SEA ISLE's rudder has been epoxy-taped all around the edges. Rudder splitting can occur by letting it swing so as to bang into the rigid quadrant stop-blocks. High density foam bumpers as facing for cut-back quadrant stop-blocks will absorb some of the rudder kinetic energy. An Edson wheel brake is the best answer.

XG-P.4

39. The SWII rudder is picturesque; not very efficient, but it certainly adds to her dry-docked beauty! The rudder could be replaced easily by a Constellation-design if it matters that much.

SEA ISLE has a leading Hydro-Stream lining aperture installed, letting water flow smoothly to the propeller. The prop shaft was extended to position the propeller in the center of the dead-eye. This aids the propeller efficiency in forward gear and lets the water thrust in reverse slow the vessel better. The flow of water alongside the keel while in reverse also aids backing. (Of course, you must have way on to back with control, using short bursts of power to prevent the propeller from "walking" the stern over.

I would call a "barn door rudder" something you see on a Morgan Out-Island, an Island Packet, or on a Fisher Motorsailer - - not the beauty mounted on a SWII! (Practical Sailor's "The Complete Book of Sailboat Buying", volume II, p.253 refers to the SWII rudder as being of the barn door variety.)

40. SEA ISLE's bow pulpit vertical stantions indeed are used to support and hold the anchor shanks of a 35 lb. CQR and a 22 lb. Danforth, with 3/8" chain leading back to the hauser pipes. The bow pulpit has an anti-skid mat installed.
41. The Practical Sailor publication referenced above overlooked some significant aspects of the SWII. Not mentioned were the actual glass lay-up schedule, the thickness of hull plugs, the large heavy horizontal stringers forward and aft in the hull, the solid all-bronze rudder shaft mounted in the large keel heel casting, nor the replaceable 5" long cutlas upper bearing and rudder shaft packing gland above the static water level. (Most boats don't even have a bearing, and only have a rudder shaft tube above the waterline.)

Also omitted was mention of the strength of the rig or how well the chain plates are glassed to the hull over large areas (no hard spots), as was mention of spar sizes and wall thicknesses, shroud sizes and staying angles. SWIIs are in the class of Hinckleys and some Swans by the absence of roving lay-up print showing thru.

IN CONCLUSION, THERE IS NO PERFECT BOAT, NO PERFECT BUILDER, NO PERFECT SAILMAKER, AND NO GUARANTEES IN LIFE. BUT NOTWITHSTANDING THAT, BEAUTY - - IF NOT PERFECTION - - LIES IN THE EYES OF THE BEMOLDER.....AND THIS MAY BE THE REASON YOU AND I BOUGHT A SEAWIND II !

Sincerely,

Kenneth Kotkowski  
Captain  
Yacht SEA ISLE (SWII 008K)

Editor's Note: Ken's report was considerably longer than the excerpts printed here. What was abundantly evident was that he has the knowledge & experience to speak with authority on the subjects of yacht design and equipment. Some of us may have dealt with matters covered by Ken's report in other ways and been satisfied with the results. But then, that's the purpose of this newsletter - - to share our experience, our ideas, and our problems, for the benefit & enjoyment of all of us.

We have a full inventory of equipment on SEA ISLE, and may include it in a future edition of SEAWORDS.



PETER & TERRIE SILCOX (104C) SUMMARIZE EARLY EXPERIENCES WITH KELPIE

The Birth of a Sailor.

My wife Terrie and I are the proud owners of Hull which we bought from Dave Harris. We have experienced a few problems that I thought we would share with you, especially as the major solution was so satisfactory.

We bought our boat in July 1991, I was still in the United Kingdom which spared me the hauling and major repairs of some concentrated blistering. I flew over and picked the boat up from the boat yard the day after she was finished. Terrie and I got married the next day and we set of on our shake down cruise to the Bahamas the day after. Terries' parents also have a Seawind so they came with us on our Honeymoon. The first thing that happened was the genoa sail came loose at the base just as we were leaving the Lake Worth Inlet in the dark. That was due to our inexperience but a half hour later the engine started to surge repeatedly and then died. To our embarrassment Jack and Linda came back, threw us a line and towed us to West End. I worked on the problem, changed filters which had had only five hours running, bled the system and started her up again. The filters were coated with a black slime. The engine ran for a short time and then died again. Putting this into context, Terrie is an experienced sailor but this was my first time at sea and there I was, in the dark with three to five foot swells, on my knees in the port sail locker, sucking diesel.

Once we were at West End we were able to work more easily but that only confirmed that the problem was in the fuel pump. Eventually we discovered a fine gauze filter in the fuel pump. After that, every six to eight hours we had to clean the filters or the engine would die. I would stress that we were using all the normal additives.

The rest of the vacation was excellent and we learned to live with the algae problem. I decided not to have the tank cleaned after I sucked out fuel from the bottom of the tank and it was fairly clean but I did put in another small clear sediment bowl in front of the fuel pump and removed the fine gauze filter. The problem irritated me over the months so six months ago I fitted a Racor 2000 and all of a sudden, all our other filters were clear, all the time!!

Jack and Linda set off for a four month cruise in March so when we set off for the Southern Abacoes at the end of April we were alone. We already had Sat Nav and two Lorans but we also bought a GPS. The GPS was fantastic taking us right to where we wanted to be every time. There were some occasions when GPS told us our destination was the Cay on our left and we disagreed, we were always wrong.

We crossed over to West End and slowly moved our way down to Green Turtle to top up our dwindling supplies of Bahamian rum and on to Man O' War to pick up a half hull from Mr. Allbury. We had a great time but I will only recount two stories to you.

Our first leg was supposed to be West End to Great Sale but with the wind on our nose we had to satisfy ourselves with Mangrove Cay. We have two dogs so we rowed ashore and as it was only 3.45pm we decided to walk clockwise around the island. Roughly three quarters of the way around we started to sink a little, moments later I was up to my knees. The next half mile was lung searing leg jerking effort. By the time we got back to the dinghy even my shorts were covered in mud. It was dusk with a chilly breeze and we had to bathe, YUK! Avoid the temptation to circumnavigate at all costs.

Our second adventure or warning story was as follows; imagine us trying to reach Man O` War heading south. We had Treasure Cay on our right, shallows in the main channel that had to be avoided, Whale Cay on our left and the Atlantic Ocean on the extreme left. The seas were ten foot and breaking so we looked at Wallinsky`s guide and decided to try the land side of Whale Cay. We ran into shallow water (5') sooner than we should have so we turned back to Green Turtle and decided to try the Treasure Cay route the next day. We were towing a sunfish so we wanted to avoid the ocean route. The next day we approached Treasure Cay at high tide and did exactly as the guide suggested, very foolish. As soon as we turned towards the southern side of Treasure Cay, the sunfish flipped, moments later we ran aground. Every other wave picked us up and put us down hard 2 foot nearer a rocky shore. I jumped into the surf and we moved the anchor out into slightly deeper water, (the whole area was shallow but fortunately sandy), Terrie then managed to pull us clear. Our point is, you can get round this way but we don`t suggest you try it. The local inhabitants obviously anticipated fiberglass pieces littering the beach for months so they kindly sent out a powerboat, fortunately we were free and clear by the time they arrived. I knew the situation wasn't life threatening but I thought we were going to lose the boat.

For those not familiar with GPS, consider this. On our return trip from West End to the St. Lucie Inlet, we allowed ourselves to be pushed slightly north, we were making 7 Knots!! We were concerned that we might flip the sunfish if we moved further south. By the time we sighted land we thought we were heading for Fort Pierce. The seas had moderated so we decided to head for St. Lucie, I hit the goto key and the GPS told me the course to steer, the course I was on, our speed and expected time of arrival. Fantastic!!

From the above you can imagine that we are never going to tow a sunfish again. Going back to fuel contamination, with our new Racor 2000, we must have run at least 80 hours now without a problem, I rest my case. Naturally this is now the first filter after the fuel tank and though the other filters are no longer required they are still there. The last thing we will do is move the fuel pump between the tank and the racor to allow power assisted bleeding

Suffice it to say that we are very pleased to own such a strong boat but already I yearn for better engine access and more space, an extra 5knots and ideally a three foot draft. We have the boat looking perfect presently and expect to be Seawind owners for some time.

XH - p. 2

GEORGE ROWCLIFFE (041K) UNMASKS THE SECRETS OF TAPE: A TREATISE  
 ABOUT MASKING TAPE

**MASK -- DON'T MIX**

OR, All you ever wanted to know about masking tape, but were afraid to ask.

George Rowcliffe.

I hope none of you know as little about masking tapes as I did when I started refinishing the boat. I thought that masking tape was just that sticky tan stuff that you put on. It then proceeded to either fall off or else glue itself permanently to whatever surface was unlucky enough to get it. When you used another color of paint it bled through along the edge, didn't it? And why use masking tape if you are going to use the same color? Perhaps there are some of you that don't know any more than I did, so I will share some of what I have learned.

The brand of tape that I use is 3M. There are probably other brands that are as good and those companies probably offer similar varieties of tape, but 3M seems to be the most widely distributed and available. 3M makes hundreds if not thousands of kinds of tape. I will cover the twelve types that they recommend for marine applications. There are special tapes for striping, stripping, strength, and storage.

I'll discuss each of the twelve types briefly, identify the ones I use for specific applications, and throw in a few tricks I've learned on applying the sticky stuff. Where I mention prices, it is only for comparison with other prices that I show here. The prices you pay may be more or less than I indicate, but the relative cost should be similar. Prices are based on 1" by 60 yard rolls, except in one case that will be identified. There are usually other widths available at varying prices if you need something wider or narrower.

Many, but not all, 3M tapes are identifiable by color. This makes it pretty easy to keep them straight and get the right tape on the right place. Each of them has its own name, but when I am buying I use the type number and confirm it with the color and the printing on the inside of the roll. My information comes from 3M literature, both technical and advertising, and from my own experience. 3M doesn't assume responsibility for the suitability of a specific tape for a specific application. Neither shall I in sharing my experience and their information.

The first three tapes are generally the least expensive, though some of the better tapes are only a few cents more a roll. All three are tan. They are not for outdoor use for longer than 24 hours and on a hot day I would get them off as quickly as

possible. Type 233 is the one that I use for non-critical indoor work.

Type 230, Drafting Tape. A thin crepe paper tape that is flexible and conforms to the surfaces. Low adhesion protects surfaces that are not fully cured. Generally for use in protecting adjacent surfaces, not for separation of colors. Price not available, but probably quite inexpensive.

Type 233, Paint Masking Tape. Designed for critical and non-critical paint application. Hugs curves and contours with good adhesion. Probably the least expensive tape with good separation characteristics, but may have slight bleed at edges. Costs about \$4.75 for a 1 inch by 60 yard roll.

Type 2040, Masking Tape. Another of the less expensive tapes. Recommended by 3M for bottom painting only. Costs \$4.15 a roll.

I prefer to use Type 2090 for separating the bottom paint from the boot stripe as it is more weather resistant. If your boot stripe or bottom paint (depending on which you are masking), is new and not fully cured you would want to consider Type 2070 at slightly more cost, so you don't strip off your paint.

Next is a special tape for delicate surfaces.

Type 2070, White, "Safe-Release" Masking Tape. Designed for finished surfaces where minimum adhesion is needed to avoid damage. Can be used on partially cured finishes that are dry to the touch and gives good separation characteristics, though not as good as the fine-line tapes with more aggressive adhesive backings. Ultra-thin for minimum edge build-up. Price is \$4.98 a roll.

The next three are the fine line tapes used where edge separations need to be sharp and clean. Minimum to no bleed at the edges. I use Type 256 for boot striping and similar work.

Type 218, pale green, Fine Line Tape. Polypropylene film tape that provides the ultimate in color line separation. Very thin, stretches for maximum surface conformation but tears easily by hand. Resists solvents and moisture. Pretty expensive - \$9.58 a roll 1 inch by 60 yards.

Type 256, Green Masking Tape. Bright green. Good color line separation that leaves a sharp edge, though thicker than Type 218. Holds its shape as it is applied to long horizontal surfaces such as boot striping the hull or a long trim stripe. Resists UV for up to five days making it suitable for multi-coat applications. Even more expensive. Costs about \$14.48 a roll.

Type 471, blue, Vinyl Tape. A vinyl plastic tape that is highly conformable to the surface. Recommended for masking highly detailed areas, boot stripes, and deck non-skid areas where its

flexibility allows it snuggle into the irregularities of the surface. Resists weather and UV for up to one month. \$13.00.

The remaining five tapes are generally more weather resistant and more expensive. Select one of them if you are going to leave the tape on for an extended period in the sun. Notice that the weather resistance of each type varies from one month to as long as two years and that some of them have other special characteristics that make them desirable in certain circumstances.

Type 225, Silver Weather-Resistant Tape. Silver coated crepe paper with good adhesion, good conformation, and good color line separation. Use for critical separation where long life is more important than ultra fine separation calling for the fine line tapes. Can remain in place outdoors for up to 30 days making it ideal for masking off many-coat varnish applications. That's where I use it. Costs about \$14.00 a roll and worth it!

Type 226, black, Solvent and Weather-Resistant Masking Tape. Crepe paper coated with black polyethylene. Resists paint strippers and weather. Most strippers will peel the gelcoat off your boat just about as fast as they strip paint. I use this tape to protect the gelcoat where I will be using a stripper. It will also protect adjoining varnish, paint, or other finishes, of course. Costs about \$20.00 a roll, so don't use it to tape your pants closed to keep out dust. Resists weather up to three months.

Type 481, Black Preservation Sealing Tape. Pigmented black plastic film for use in securing covers or covering areas that need to be protected for a long period. Resists heat and cold weathering for more than two years. Also chemical resistant. Probably expensive, but no price available.

Type 2090, blue, Long-Mask Masking Tape. Brighter blue than Type 471, not as long lasting, doesn't have as good color separation characteristics, but costs less than half as much. Uses a synthetic adhesive that provides high UV stability and resistance to adhesive transfer when it is removed. Crepe paper body provides good conformation. Costs about \$5.00 a roll. Lasts up to seven days outdoors. Don't remove it when it is in the sun and has been heated. Leave it until the next morning to minimize any adhesive transfer.

Type 4811, White Preservation Tape. Applications similar to Type 481, though not as weather resistant. Applies easily in cold weather, resists heat and cold for up to one year. Use for sealing covers, shrink wrap, and similar applications. Very expensive at \$31.45 for a roll 2 inches by 36 yards.

That's the story on masking tapes. Four types cover the great majority of my work. Type 233 for short term indoor (2 or 3 days) and very short term outdoor use (a 2 or 3 hours); Type 256 for boot striping and medium term outdoor use (up to five days) and where color separation is important but not critical; Type 225 for

longer term outdoor use of up to a month and 2090 where a general purpose inexpensive tape is called for that has moderate weather resistance. I also find occasional uses for Type 218 where color separation is critical and the finest separation line is desired; and Type 226 where I need protection from chemical strippers.

Now for a couple of tricks on tape application. I generally find that I can only apply about a foot at a time and conform to my lines, sometimes only a couple of inches. I use a putty knife to smooth the tape into the corners (carefully or you will snag the tape and tear it) and either the putty knife or fingers to seal it and smooth it. A razor blade scraper or putty knife works well to tear the tape very closely at the corner of a window or similar location; the razor blade holder is better.

Once in awhile you will find yourself trying to apply tape where only one hand is available. I have found that I can roll off a couple of inches, hold the roll exactly vertical and against the adjacent surface and roll it back on itself sticking the tape down. This can be done with some success even where you can't see the line, but you must have an adjacent surface that is perpendicular for positioning the roll.

Where you have applied many coats of varnish or paint, you can use a razor (utility) knife to cut the edge loose cleanly. There is some risk of pulling the finish due to the build-up on the tape if you don't cut it loose. For a super seal, remask each surface about a sixteenth of an inch from the cut and apply a thin sliver of clear sealant to the joint.

You can use a razor knife to trim the tape at a joint if it overlaps onto the area that you are finishing. On tightly curved areas such as where the handrails adjoin the cabin, I tear short strips (about an inch) and curve the tear. These short curved pieces can be overlapped and made to conform to the shape of about any item.

Chosen wisely and applied carefully the better quality tapes will do a job for you that is far superior to the cheap generic tan stuff. They will protect what you don't want painted or varnished, come off cleanly, and give you sharp separation lines where two finishes adjoin. They cost more, but the results are worth it. So DON'T MIX -- MASK!!

JUDI & LARRY FRANSEN (105K) DESCRIBE THEIR 1993 VOYAGE TO BERMUDA

On June 19 we cast off our dock lines and set sail on our sailboat 'Voyager' (a 32 foot ketch) for Bermuda. Besides Larry and me, our crew consisted of my brother Jay Jones, our dear friends Lloyd Jones (a chemistry professor at the Naval Academy), and Jim Segerstrom (our favorite dentist and by default our official medical officer). The other members of the family had not shown a keen interest in confining themselves for two weeks to a small boat on a big pond. So, Dori and Molly (the family canine) were flown to Jill's farm in Ohio. David had left a week after graduating from high school for Marine Corp Boot Camp at Parris Island, South Carolina. Our land lubbers Melissa, Mike, and Ben were busy with summer jobs.

For two years we had been working non-stop towards this moment. 'Voyager' had served us well during the past three years of sailing on the Chesapeake Bay, but there was much to do to ensure the safety and COMFORT of her crew on the ocean. Meals were planned and perfected. Computer keys were kept active typing lists of things to check, things to fix, things to buy,... more lists of things to buy,... things to install, etc., etc. There were appointments with riggers, sail makers, and engine mechanics, with upgrades done in each area. Each bunk was made a safe haven of rest with the installation of lee cloths (a secured cloth which keeps you from falling out of the rack). The galley was made safer by placing a steel bar in front of the stove and installing a cooking harness to allow the cook two free hands even in high seas. Everything on the boat was inventoried alphabetically with its location noted. Salty jobs were delegated to the crew: Jay was put in charge of catching fish for our fish fries, Lloyd was instructed to keep us off the reefs as our navigator, and Jim was directed to put together our medical supplies and prepare for any medical emergency (fortunately, there were none). Needless to say by June 19 we were both exhausted and exhilarated. As we waved good-bye to the 40 friends who had just given us a most wonderful bon voyage (SPECIAL thanks to Dick and Fina Shakeshaft who were the hosts extrodinar) ...we still found it hard to believe that this was really IT. This was no shakedown cruise. We were really going off to live the dream we had dreamed for so very very long.

The very first night out we experienced a strong thunderstorm. It was Jay's first experience sailing in a squall, and he must have done a great job because Larry and I slept right through it. He admitted later that the intense heat of the first day followed by the storm had him wondering if he had made a BIG mistake signing up for this cruise. We instituted a 4 hour rotating watch system with a new crew member coming on watch every two hours. This worked very well. Bucking head winds, it took us 30 hours to reach Norfolk where we topped off our fuel and water tanks. We departed Norfolk with another boat 'Rolling Home' which is identical to 'Voyager' except 'Rolling Home' is rigged as a cutter. We passed the Chesapeake Bay Bridge Tunnel with the sun setting and winds freshening to 15 knots. A distance of 300 miles was covered the first two days on the ocean (since we were anticipating averaging 100 miles per day, we were elated). We passed quickly thru the Gulf Stream with winds at 15 to 20 knots gusting to 30 knots. At one point our instruments indicated a speed of 10.2 knots while in a favorable eddy off the Gulf Stream (hooray!!!!!!) Twenty four hours out of Norfolk, we lost sight of 'Rolling Home' with our ketch rig demonstrating its superiority over the cutter rig (or was it the crew?). We would not see our friends again until after we docked in Bermuda (We beat 'Rolling Home' by 6 hours.) We saw no other boats or ships....but lots of beautiful golden seaweed, dolphins, whales, Portuguese Man of Wars, and flying fish. Each morning Larry used the short-wave radio to report our position on a Ham radio

Waterway Net. It was a great comfort to know that friends back home were plotting our progress. By the time we arrived in Bermuda, the entire crew had become well versed on the procedure for reporting into the Ham net and occasionally couldn't refrain from breaking into a chorus of 'NANCY THREE HOTEL OSCAR YANKEE' (the phonetic spelling of Larry's Ham call).

Gibbs Hill Lighthouse, located on the west end of the island, was sighted through the haze at 5:40 p.m. on June 24. The proper procedure after sighting Bermuda is to call Bermuda Harbor Radio on the marine radio to receive entry permission. A British sounding voice from our radio confirmed that we had reached our goal. The only access to the customs office in St George is through a narrow passage in the coral on the eastern side of the island. Approaching it at night required all hands on deck (as if anyone wanted to stay below) and our 'Fearless Navigator' Lloyd did an incredible job of directing us with Jim at the helm and Larry, Jay and me aiming every flashlight on board at every marker we could find. We arrived at the customs office at 3 a.m. As we tied up to a quay in St. George in the stillness of the night, there was this incredible feeling of accomplishment. All the sleepless nights....all the lists.... had paid off....everything had worked....we had forgotten nothing (Praise God!!!).

Bermuda was wonderful. We were joined by Jim's wife Barbara, our son Joey, and his friend Lisa who all flew over to join us for the week. We sailed 'Voyager' to a cove a few hundred yards from where we stayed at Salt Kettle Cottage which was right across the harbor from Hamilton. We did all the touristy things, enjoyed the beaches, climbed lighthouses, rode glass bottom boats, etc. Hamilton was celebrating its Bi-Centennial; so, it was a very special time to be there. We all rented mopeds and unanimously agreed that riding them was by far the most dangerous part of the trip.

We sailed out of Hamilton on Saturday, July 3 after refueling with diesel at \$3.80 per gallon. We had a wonderful sail back to St. George where we were required to clear customs. We were minus Jim for the return trip (dentists don't have paid vacations). We departed Bermuda with favorable winds of 10 to 15 knots. It was amazing how quickly Bermuda faded from sight. Forty eight hours after our departure the winds died, and we began 50 hours of motoring. It seemed so strange to be moving in this still body of water....almost a sea of glass....when on the sail over we had been riding tremendous rollers.....but the moon was full...the temperatures pleasant (at least so far) and the auto-pilot made up for Jim's absence.... (well, almost!). With no sails to tend, we spent the time reading, talking, etc. We collected rain water from our only rain shower, and we used it to do some laundry. There was a need to do laundry as I had sent almost all of Larry's underwear home by mistake on the plane with Joey.

As we approached the Gulf Stream, the winds freshened to 7-10 knots. Since there was a need to conserve fuel, the sails were quickly hoisted. Unfortunately the current of the Gulf Stream carried us 40 miles further north than we would have liked ...but ....that's the life of sailing.....need I say more. It was while we were in the Gulf Stream that we discovered we had a dead battery. We were glad that we had heeded the advice of a friend and carried a spare new battery. The installation of the battery required first emptying the contents of the starboard cockpit locker which was no small task. After a few more hours, it became apparent that our alternator was not charging; so, conserving power became the all important goal. Again, all the planning and sleepless nights were paying off...we had a plan B. Out came the battery powered portable running lights and flashlights for reading. We had planned

to make the return trip with only canned goods in case of refrigeration problems. So, not running the refrigerator to conserve power only meant not having cold drinks...and after all we were only a couple of days from Norfolk where we could stock up on ice for the hot trip up the bay which is basically how it went. The crew agreed the one advantage to power conservation (which meant not reporting our position on the radio) was not having to hear HOTEL, OSCAR, YANKEE, for 15 minutes every morning. We motored the last 12 hours into Norfolk, arriving in Little Creek at 4 a.m., Saturday, July 10. Again on the return trip we saw no other boats or ships until close to Norfolk. I think the crew would say the best part of the return trip was the dolphins running with the boat for extended periods of time.....and the long hot showers upon arrival in Little Creek. After refueling and stocking up on ice, we departed Norfolk at 7:30 a.m. We motored for the next 12 hours. Approximately 7 p.m. the winds kicked up and we had a terrific sail the rest of the way home. We arrived at our Epping Forest dock at 9:30 a.m. Sunday, July 11. Jill arrived a few hours later with Dori, Molly, Rebecca, and R.J.

We returned home to a broken dryer and 12 loads of dirty laundry (thanks Jill for all the help at the laundromat). Temperatures were near 100 which necessitated the purchase of an additional air conditioner. Before it was installed, the refrigerator began making dying noises; so, we were off to check out new refrigerators. It is just now as I reflect back on our adventure to record it before I forget it (fat chance!) that the true sense of accomplishment sinks in!

We would never want to undertake such a voyage without the right people along.....you can't do this with just anybody, or at least we couldn't, and we really did do it with the right ones. Both 'Voyager' and her crew performed admirably. We wish to thank all our family and friends who offered advice, lent us equipment, helped in numerous other ways and most importantly.....PRAYED.....and to all who missed getting birthday and anniversary cards etc. FORGIVE US!

Warmest Regards,  
Judi & Larry Ivanson

P.S. Rub rail leaked like a shive (in heavy seas) for the 1<sup>st</sup> time - otherwise the boat was great!



ALLAN PIERSON (ASSOCIATE/FORMER OWNER) CRUISES TO BERMUDA

Sept. 13, 1993

Dear Dick,

Thank you for your help referring Ray Rodriguez to my boat offering. I did call him and will send the spec sheet. I'm also enclosing one for your information. It needs a photo.

I have many photos of the boat at anchor or tied to slip but none under sail. I would like to have a good one with sails up before parting. The boat, Seawind II, has suited my purposes and dreams very well for this time period in my life. Living aboard has been very comfortable for one person and sailing the boat, it tracks well and is stable unless light winds and chop.

I have wanted to tell you more about our trip to Bermuda, thinking it might be helpful to other sailors in our organization. The Franzens, Judy and Larry, "Voyager", will have shared their version too, I hope. Through the Newsletter I had culled through last fall and realized we were both planning to go to Bermuda about the same time this year. What luck! Comparing plans and necessary equipment was reassuring. (They have a beautiful, neat vessel.)

We departed together from Little Creek, Virginia, on June 20th after separate long, hot, humid, motoring down Chesapeake Bay. The first night and day was peaceful. On 2nd or 3rd day a reef was required with SW winds gusting over 25 knots a few times. We then passed through Gulf Stream squall line without rain. Afterwards wind 10-15 knots or less from several directions alternately. We motored a total of 18 1/2 hours with 6 hours recharging and 4 hours to round Bermuda reef and enter harbor. A couple of days we made more than 125 miles in 24 hours.

Some where we lost radio contact with "Voyager" since they chose to go around south end of the island while we went around north end to ~~town~~ <sup>cut</sup>. They arrived at St. George at 4:30 AM and we at 8:30 AM, June 26th. Is that the ketch difference?

After customs, showers and rafting with "Voyager" at Ordinance Island the allotted 48 hours, we anchored in St. George Harbor the next 4 days while Judy and Larry moved around to a cabin near Hamilton. We met later for dinner and a military "retreat" by the locals. My crew used their sailboard in harbor and we went snorkeling at Tobacco Bay and few other beaches.

"Rollin' Home" departed July 1st two days ahead of "Voyager" and reached Little Creek in 6 1/2 days. Mostly southwest wind 10-15 knots. We motored 28 hour this time (4 for recharging) We had

XJ-2 - p.1

some beautiful dolphin sightings and a few whales. There was a parade of Navy ships going out to sea as we entered Chesapeake Bay and I wondered if we might have missed a new war someplace. We were able to fly the cruising spinnaker the last day.

We fooled around sight seeing in Hampton, then made the miserable trip back up the bay to Deale in 25 hr, 19 hr motoring. I congratulate myself on completing this open water trip and am pleased with the behavior of my boat and crew. The apogee of my nautical career. Most of all the boat got us safely there and safely back and I felt safe sailing her.

Thanks again for your help and "Sea words". Hope we can get some editorial assistance for you soon.

Cordially,

*Allen Pierson*

ANNAPOLIS TO MIAMI - - - OVERLAND! RAY RODRIGUEZ (097C) TELLS THE STORY

Let me begin by thanking each and everyone of all you Seawind II owners who, in one way or another, were so helpful to Cynthia and I during our quest for our dream boat.

It was approximately ten months ago when we seriously started considering purchasing our first sailboat. Due to our very limited sailing experience, we initially started looking at cruising sailboats in the 26-30 ft. range (i.e. Sabres, C&C's, Catalinas, etc.). However, after looking at countless number of boats in this range, none of them completely fit our notion of the ideal cruising boat. It was then that, while reading a local "Sailboat Trader" publication, we came across an ad for a Seawind II ketch in the Miami area. The minute we saw this boat, we knew we had finally found the type of boat we wanted.

Practical Sailor's review on the Allied Seawind II erased any remaining doubts we may still have had about this boat.

Although we did not purchase the above ketch, a call to Cruising World's "Another Opinion" service put us in contact with Ed Costello (076S) and, subsequently, with Vern Iuppa (081C), yourself, and others, all of whom were quite supportive, helpful, and informative about all subjects regarding the Seawind II (including available boats for sale).

After considering four (4) different Seawind II's (1 ketch, 2 cutters, and 1 sloop), we opted for Al Pierson's cutter "Rollin' Home" (097C). Before final negotiations were completed, we had her surveyed by Ms. Patricia Kearns (Marine Associates, Annapolis, MD.)

NOTE: We were very pleased with the thoroughness and professionalism demonstrated by Ms. Kearns and would not have any reservations in recommending her for any similar endeavor in the future. Not only did she perform a preliminary survey of the boat prior to our flight up to Maryland to witness the sea trial, but she also supervised all pre-loading activities prior to shipping the boat to Miami.

Selecting a reliable and experienced trucking firm to transport the boat to Miami took some additional homework. After considering various firms, we narrowed it down to two: Joule Yacht Transport, Inc. (Clearwater, FL) and Overland Marine Transport (Annapolis, MD.). Due primarily to their better available delivery, we selected Joule Yacht Transport, Inc. (Overland M.T. could not deliver until early 1994). The boat was picked-up at Shipwright Harbor Marina (Deale, MD) on November 18, 1993. Since it was not possible for us to be present at that time, Ms. Pat Kearns (Marine Associates) and Ms. Claudia Mcqueeney (Yard Manager) supervised all boarding activities. Throughout the duration of the trip, we were kept informed of all developments and ETA by Paul Craufurd (Joule Yacht Transport, Inc.). Even the Company's truck driver, Bill Rawlings, called me on his way down to let me know everything was as per schedule!!!

On November 22, 1993, the boat was delivered at Poland Yacht Basin, the receiving yard located in the Miami River. In spite of all my worries and reservations, she arrived in excellent shape. The total transportation charges, including insurance, taxes, permits, etc., amounted to \$2,257.00.

In retrospect, I believe the key to our boat's successful relocation trip was not only the thoroughness and attention to detail shown by Pat, Claudia, Paul, and Bill, but also the constant communication which existed among them. We made it a point to make sure everybody was "in sync" with what everybody else was doing. Definitely, this paid off.

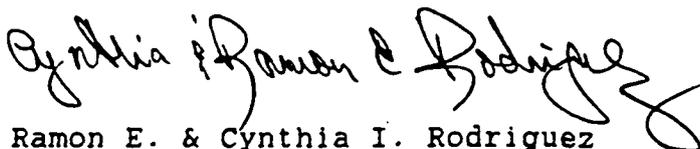
Before our boat was placed in the water, properly sized bolts were installed at mast step heel fitting and sealed against leaks with 5200 sealant; sides were waxed, two (2) coats of Woolsey Neptune were applied to the bottom, and the zinc anode in the propeller shaft was replaced. Also, her new name, CHUBASCO, was painted on her transom. After she was placed in the water, her mast was stepped and the 40 HP Pathfinder diesel was thoroughly checked, belts replaced, and oil/filter changed.

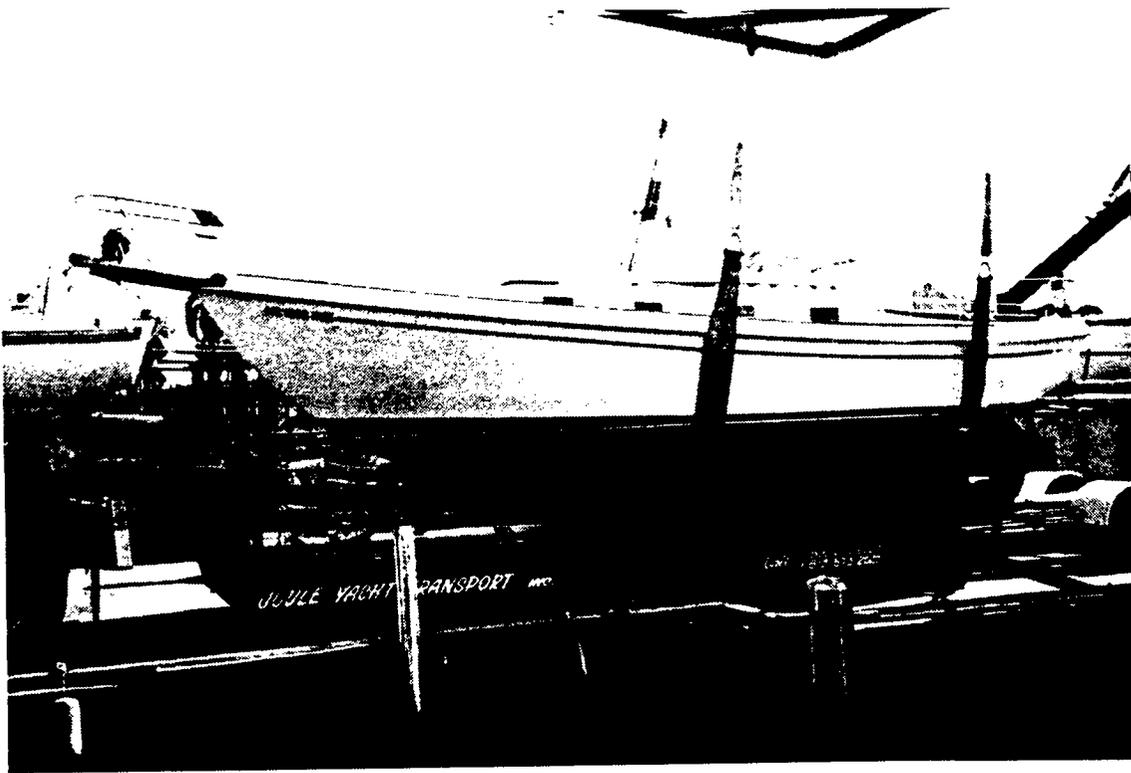
On Saturday, December 18, 1993, CHUBASCO was motored down the Miami River to her new permanent mooring at the Coconut Grove Sailing Club.

We are now in the process of familiarizing ourselves with CHUBASCO, learning her systems (electrical & mechanical), as well as to how best sail her. I am certain that, as our "learning curve" progresses, we will have all sorts of questions for all you experienced Seawind II owners. In the meantime, we are interested in obtaining a full set of drawings for this cutter, perhaps a copy of the original owner's manual, and any other literature that was normally given to original owners. If any of your readers have these available, please let us borrow them to have copies made for our records.

We intend, through the newsletter, to keep you informed of our future sailing experiences with CHUBASCO; and, by the same token, are looking forward to drawing from all of you Seawind II owner's experiences to answer the many questions I am sure we will have concerning our Seawind II.

Sincerely,

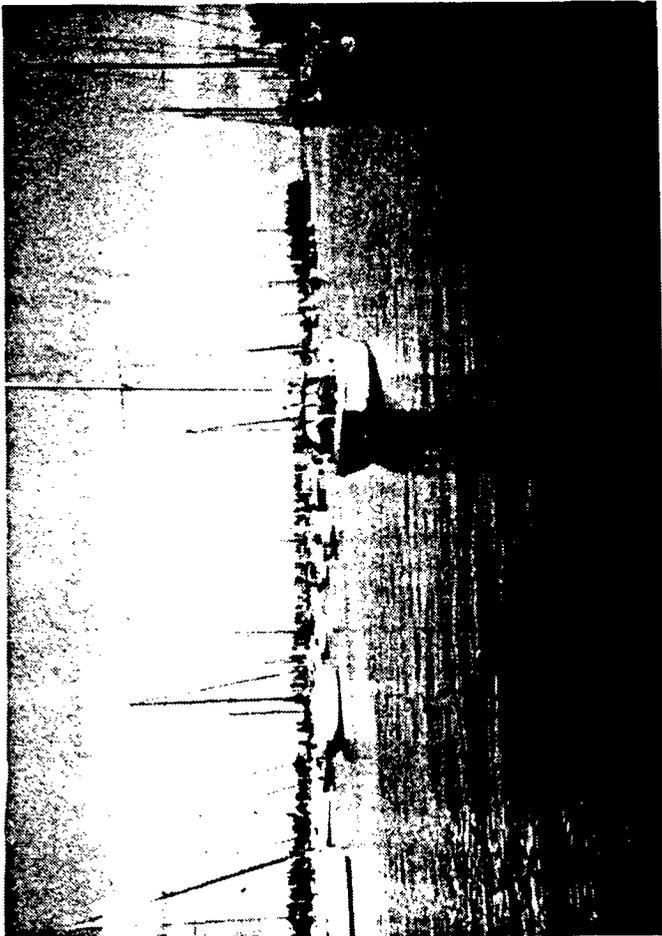
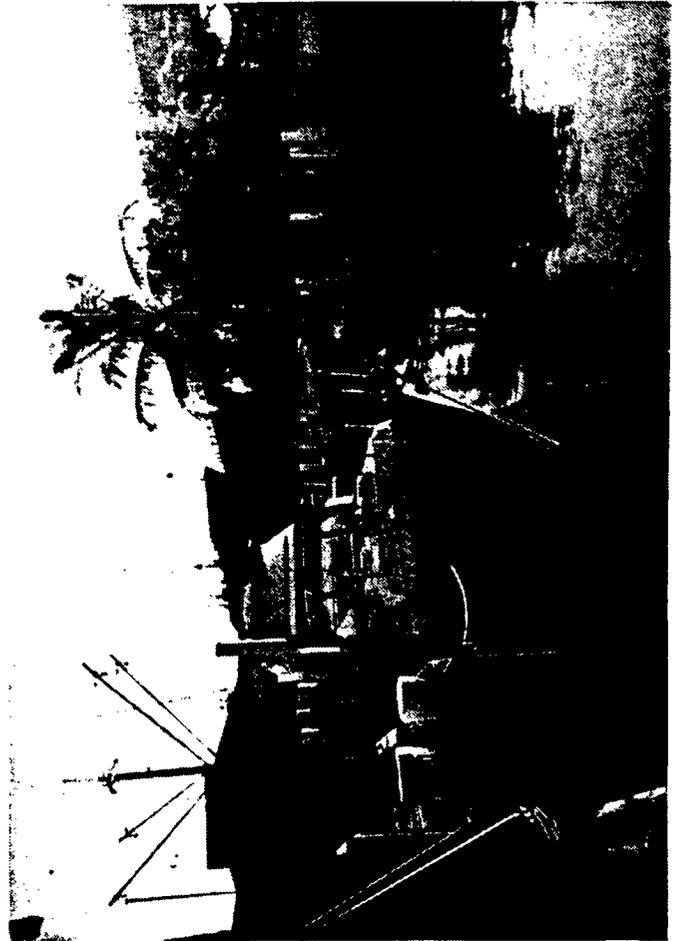
  
Ramon E. & Cynthia I. Rodriguez



Picture # 1 - Boat arriving  
at Poland yacht basin  
(Miami River).



Picture # 2 - Bottom  
was painted & new  
Name (CHUBASCO) painted.



Pictures # 3 & # 4 - Boat  
was placed in water  
(Miami River) after minor  
maintenance done. (Guthrie  
& daughter Jessica on boat)

Picture # 5 - "CHUBASCO"  
in her new mooring at  
Coconut Grove Sailing  
Club (Biscayne Bay).

THE SEARCH FOR A NEW SEAWIND II EMBLEM/INSIGNIA

*Seawords* *Seawords* (newsletter masthead)

*Seawords* (newsletter masthead or sail emblem for Seawinds of 305 + 325 join)

*Seawords* (same as above but just for Seawind IIS)

HOW IT ALL BEGAN.....  
\*\*\*\*\*

The newsletter name,  
SEAWORDS,  
from Don Steffens;  
the emblem shown at left  
from Helen Meyer,  
(005K).

*NEW IDEAS*



# SEAWORDS

THE VOICE OF SEAWIND SPIRIT

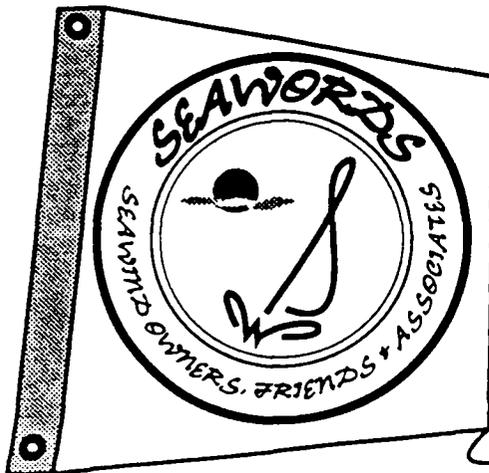
Editorial Contact:

Phone:

*NOT BEEN ON THIS!*

Volume 94, No. 1

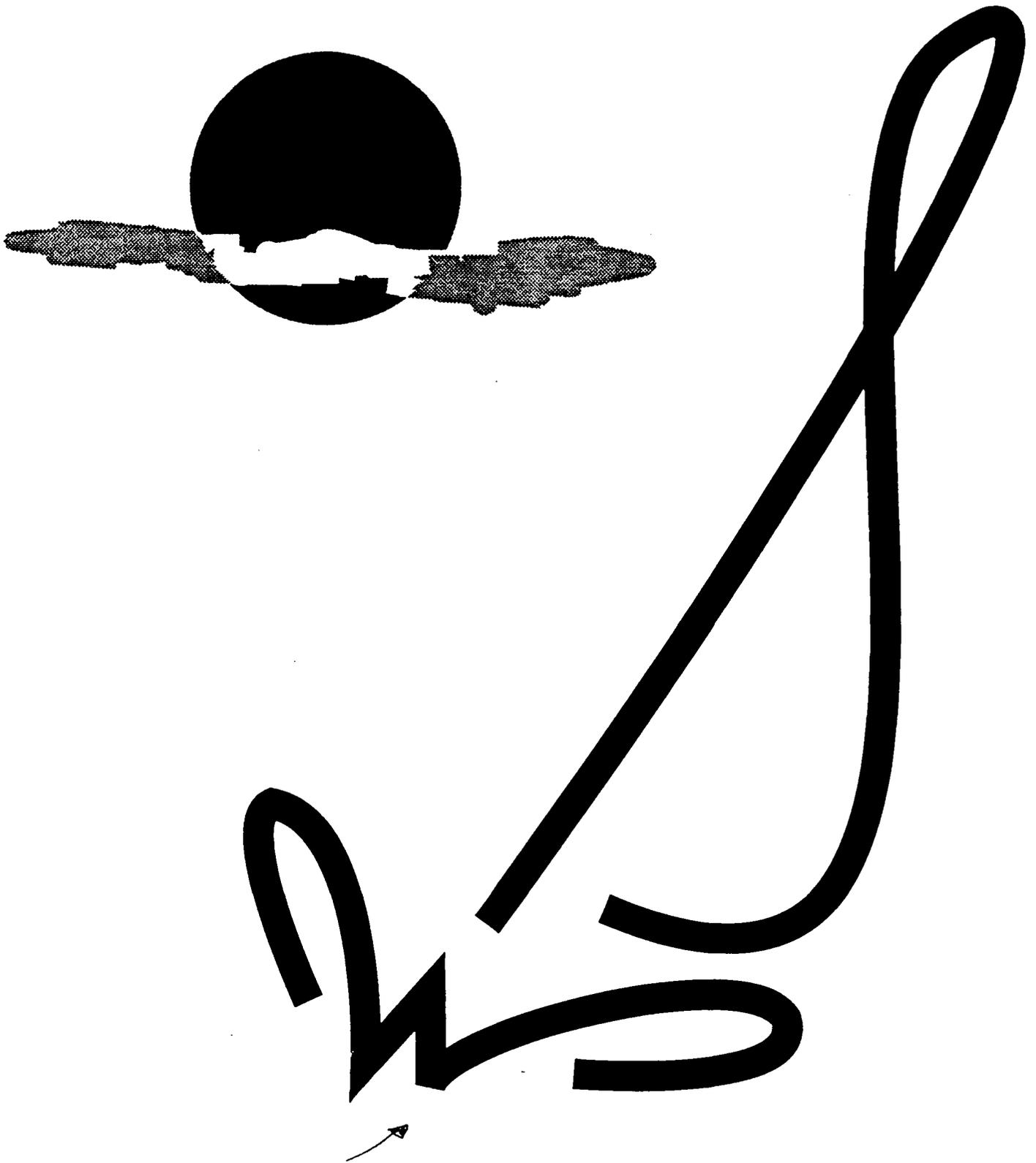
December 1994



THE VOICE OF SEAWIND SPIRIT

VOLUME 94, NO. 1  
DECEMBER 1994

*HERE IT IS AGAIN - THERE MUST BE AN ALTERNATIVE!*



COMPUTER GLITCH  
CAUSES CLIPPING.  
I'M WORKING ON  
SOLUTION. DOESN'T  
AFFECT SMALLER VERSIONS.

XL-p.2