

# The Log of Seawind II Owners

Edition Editor: Dick Manuel, Secretary  
 Production & Distribution: Don & Brenda Bundy

O V E R D U E . . . YES; BUT NOT LOST!

SEAWORDS IS BACK ON COURSE WITH A CARGO OF NEWS AND AN UPDATED ROSTER.

Don & Gael Steffens' editorial job on the May 1996 edition was an overwhelmingly professional sample of great journalism. As they say in show business, "what an act to follow!" We hope that they and prior Guest Editor Dick Weaver will give us further tastes of good editing in the near future.

Meanwhile, the search goes on for others among our ownership group who have a bit of journalistic aspiration and a lot of ambition to take on the Guest Editorship for the next, or future edition of SEAWORDS. Those having an interest in such a challenge should drop a note to the Secretary.

Before summarizing the attached cargo of correspondence, let's have a look at some of the roster changes that have taken place over the past 18 - 20 months. The regular, 3-part roster assembly is attached to this edition of SEAWORDS, and is recognizable by its distinctive colors. Major changes:

- |   |   |  |
|---|---|--|
| <u>NEW BOATS:</u><br>(on our roster)                          | 042K/SECOND WIND<br>048S/ODYSSEY<br>078K/PATIENCE<br>101K/SILVER SPRAY  | Tom & Marie Kindr , Brielle, NJ<br>Kevin & Deborah Larson, Reno, NV<br>Bob & Lynette Walther, E.Palatka, FL<br>Bob & Sharon Cuzner, Redmond, WA  |
| <u>OWNERSHIP CHANGES:</u><br>(boats previously on our roster) | 012K/GALADRIEL<br>016K/PRESENT MOMENT<br>027K/TUESDAY'S CHILD<br>039K/NEW STAR<br>058K/MAROS II<br>061K/TRIBURD<br>070C/CIRRUS<br>085K/PSYCHE<br>086S/(Please advise)<br>092C/CHAUTAUQUA<br>093K/ORIGO III<br><br>105K/VOYAGER<br>109K/VAGABOND | Jim & Karen Rendt, P ttsburgh, PA<br>Wayne Cagno, Bloomsbury, NJ<br>Bob Forsman, Oakwood, GA<br>Fred & Victoria Meade, Waitsville, VT<br>Vilmos Burgermeister, Parlin, NJ<br>Allan H. Nevols, Holland, MA<br>Tom & Jeanne Sprott, Winnsboro, NC<br>Jack Caron, Glastonbury, CT<br>Dan & Patty Prater, Elmore, OH<br>Michael & Amy Woolf, Cinniminson, NJ<br>Jim Pearson & Becky Morgan,<br>Owen Sound, Ontario, Can.<br>Duncan Pardue, N.Miami Beach, FL<br>Veijo Saarinen, Tarpon Springs, FL |
| <u>LOST BOATS/OWNERS:</u>                                     | 077K/HALF MOON<br><br>091K/ALEXANDRA  | Sold by Van Deusen; probably on the East Coast.<br>Sharon Langton Raecle moved from Houston. May have sold the boat.   |

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ROSTER CHANGES, continued from page 1

LOST/BOATS/OWNERS, continued: 087K/(Please advise) Bob Halpern has moved to somewhere in CT.  
108K/MAY BONAMY Joe Welch may be off on a cruise somewhere. Miami address not valid.

- MISCELLANEOUS:
1. Many former owners have asked to remain on the roster as Associates, and will be carried as long as there is a continuing indication of interest.
  2. Each owner and Associate can make a valuable contribution to our Association by advising the Secretary of new boats and new owners encountered during their voyages/travels. That goes for the ones lost, too.
  3. IF YOU AND/OR YOUR VESSEL, YOUR ADDRESS, PHONE NUMBER, ETC., ARE NOT PROPERLY IDENTIFIED IN THE LATEST ROSTER, PLEASE ADVISE THE SECRETARY AS SOON AS POSSIBLE.

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NOW WE TURN TO THE MAILBAG, WHICH IS FILLED TO OVERFLOWING WITH THE REPORTS AND STORIES SURE TO BE OF CONSIDERABLE INTEREST TO OWNERS & ASSOCIATES, ALL.

1. Don & Brenda Bundy (129K) have spent considerable time in the South Pacific during the past couple of years, serving aboard the 1600 ton ship, ISLAND MERCY. They were not passengers on this medical ship; but rather, were ship's company - - Brenda as 3rd Officer and Don as 2nd Officer. Attached as ANNEX A is their December 1996 letter describing the first voyage, the ship, and ports.
2. A year later, Don & Brenda were off again - - same ship, same South Pacific area, and more high-seas adventures. Their January 1998 letter is attached as ANNEX B. It continues the saga, with Don now rising to Chief Officer and then Co-Captain. There's a great description of the New Zealand countryside and the friendly people met along the way.
3. Just missing the May 1996 SEAWORDS was a letter from Georgea & Martin Culpepper (002K), giving us an up-date on work they had done on GALATEA. When you read ANNEX C, note their reference to the cracked fitting on the lower end of the bobstay. Several other owners, including your current Guest Editor, have also had reason to replace bobstays,

and at least one used ss wire instead of the originally provided rod. Check your bobstay fittings!

A few owners have replaced the clevis pin in the bobstay lower fitting with a suitably-sized shackle. The shackle pin presumably provides adequate fastening of the bobstay to the stem fitting, and the shackle body offers a favorably-angled point thru which to run/control an anchor line in adverse weather conditions. (See Joe Green's report on this subject in ANNEX I. Other opinions?)

4. Few owners have undertaken the number of modifications and upgrades on their boats as have Ken & Beverly Snow (106K), without some traumatic event having necessitated the work. Ken & Bev obviously like to sail well sail safely, and sail comfortably. ANNEX D describes quite well what has been done to OSTINATO.

5. Reaching even further down into the mailbag produced a letter that Dan & Patty Prater wrote in September 1996. They had just purchased Dave Neth's 086S, and found that what they got was essentially a new boat! "The boat had been preserved and maintained in its original condition...from its

.....continued overleaf

THE MAILBAG/The Praters wrote....

"cherry red Westerbeke with 409 original hours to its unscratched interior with never-used drawers under the berths..."

Dan turns a nice phrase in his writings. How about this, "PROBLEMS: Patty and I don't know how to sail. Luckily, the Seawind II does, and quite easily too." After mastering the acquisition of a pristine boat, one hardly worries about the Prater's ability to quickly learn how to manage 086S. Read their account/ANNEX E.

6. On October 3 of last year, Bob and Georgi Samuelson (038K) sent us an update on their adventures on the West Coast of Mexico, and their plans for further travel. Many good suggestions for those considering a visit to our neighbor to the south - - probably applicable to Mexican East Coast ports, in some respects, also. Georgi knows how to describe things as they are, and she writes well, too. Letter attached as ANNEX F.

7. Darryl Forrester (004K) wrote in December past, recounting his experience step-by-step in replacing his original Westerbeke 30 engine. Read his letter, attached as ANNEX G, and find out what he finally selected as the replacement.

8. Early in March of this year, Phil Brief (116K) wrote to report a serious mishap with his OHM SHANTI in Cold Spring Harbor, NY. The failure of his bow roller is described, which ultimately led to the beaching and holing of his boat in a violent storm. Phil wants other owners to know of this problem with the bow roller - - and perhaps thereby to avoid a similar consequence. ANNEX H has the details.

9. Good to hear from Joe Green (090K) again. He wrote in early March, too, to report seeing SW II 096 (rig not identified) in a travel lift at East Passage Yachting Center in Portsmouth, RI. Hailing port on the transom was Denver, CO - - a long way from Rhode

Island. Hope he is able to "bring in another one" for our growing roster.

Joe writes about anchoring techniques and the idea (mentioned elsewhere in this SEAWORDS edition) about utilizing the bobstay fitting on the stem of the boat. Read his letter, attached as ANNEX I, for further interesting details.

10. Fuel tanks & algae - - a deadly combination for many Seawind II owners over the years. Ed Dimock (001K) bit the bullet and replaced his with one of different size and material. Significant thought and effort went into the project, and Ed describes his undertaking, well.

Also, he joined the many owners who have installed holding tanks, and who have opened an access to the foot of the mainmast compression pole. It's all in ANNEX J.

11. If you think you've heard all the unusual Seawind II stories, you have one more to go. Bob Forsman (027K) tells a tale that continues to support the theory that a Seawind II may be down, but it's seldom out! Read Bob's full account in ANNEX K to get the flavor of a major recovery project.

12. Just in under the wire is Tim Buckley's March 1998 summary of his and wife Jorunn's first two years of down-east cruising on SPIRIT (119C). The up-side of their saga describes glorious sailing in Maine waters, and on to the Canadian Maritime Provinces. On the down-side is a sad tale of getting caught in a less-than-ideal roadstead in a severe nor'easter. ANNEX L has the well-written details.

13. The latest newsletter from the Allied Seawind 30 Association is attached as ANNEX M. Some of their concerns & ideas may be of interest.

14. ANNEX N is the February mailing from Secretary Gene Reardon to his fellow Allied SeaBreeze owners. He has been trying to engender a formal newsletter like ours, and may have succeeded.

YOUR BOAT FOR SALE? PEOPLE DO ASK..

From time to time we receive direct inquiries from people interested in the Seawind II. Some turn into ultimate transactions, as a few current owners can verify. But of course, many others never develop into anything meaningful.

The Secretary's standard response to written and phone inquiries is to send (1) a list of all SWII currently known to be for sale, along with the names, addresses and phone nos. of the owners; and (2) a covering letter that tells of our SEAWORDS newsletter and the useful information that it delivers to all SWII owners on our roster. When design detail is questioned, we also send a copy of either (a) pages 250-256 of THE COMPLETE BOOK OF SAILBOAT BUYING, Vol. 2, by the editors of THE PRACTICAL SAILOR (Belvoir Publications Inc., Riverside, CT 06878), or (b) pages 123-126 from Arthur Beiser's 2nd edition of THE PROPER YACHT (International Marine Publishing Co., Camden, ME 04843).

The list of boats for sale on page 31 of the May 1996 SEAWORDS requires updating. Many of those boats have been sold, and some may have been withdrawn from the market.

IF YOU WANT YOUR BOAT LISTED FOR SALE, PLEASE SEND A SHORT NOTE TO THE SECRETARY, WITH SAIL NO. & RIG AND THE OWNER'S NAME. Other details will be taken from the latest roster unless your message says otherwise. Prospective buyers can then discuss details of condition, equipment, and price directly & privately with the owner when subsequent direct contact is facilitated by the Secretary.

Further to the foregoing, we think it is not in the best interests of current owners to get into pricing competition in SEAWORDS by giving asking prices in our publication. Other SWII owners may not agree, and so we ask for input to be published in the next SEAWORDS issue.

THE SHIP CHANDLERY; FOR SALE / WANTED

Why not divest yourself of equipment and materials no longer wanted? In the past, items advertised in SEAWORDS have found new homes, to the mutual satisfaction of seller and buyer.

There's no reluctance to publish prices in this category of commerce. Please provide an asking or firm price - - or invite offers, if you prefer - - and give a brief description of the item. Inquiries will be directed to your latest roster address and phone number, unless you indicate otherwise.

Ads will run in all SEAWORDS editions in the calendar year they are first published. For repeat appearance in the subsequent calendar year, please send in a written request to the Secretary.

NOW, WHAT DO WE HAVE THIS YEAR?

98-1: Oil cooler for Westerbeke W-30 engine; never needed. It cost \$400; willing to sell for much less - - make an offer to former SWII owner Steve Busch, 25 Adams Lane, Norwalk, CT 06850. Phone: (203)847-4747.

98-2: Jerry Leibell (123K) had quite a collection of items in the May 1996 SEAWORDS, page 31. It's possible that he may still have a few of them left. Phone him or write - - see roster. (Jerry, please update us for the next SEAWORDS.)



SHIP RADIO STATIONS FACT SHEET

A year or so ago, we received a Fact Sheet from the FCC Wireless Telecommunications Bureau, entitled SHIP RADIO STATIONS and dated November '96. Things are changing rapidly in the government-controlled telecommunications and electronic navigation field. For that reason, it seemed appropriate to provide all owners with a copy of this comprehensive update of radio requirements & procedures. ANNEX O.

AFTER CLOSING FOR THIS EDITION....

15. Ed Peirson (126K) wrote that after 3 winters in Florida exploring Florida's west coast, the Keys & Dry Tortugas, and the Abacos in Bahama territory, INTEGRITY was taken back up the Intracoastal Waterway (ICW) to Cape Cod. The voyage was leisurely, consuming 9 weeks, 3 days, 1 hour and 15 minutes - - and did, indeed, include a few side trips along the way!

At the end of next summer, the Peirsons will relocate to Yarmouth, ME, with ultimate objective of heading farther down east to New Brunswick, Canada. When that cruise has been completed, Ed observes that they will have "done" the entire east coast, and logged who knows how many miles of enjoyable Seawind II cruising. (SEAWORDS looks forward, hopefully, to progress reports and/or a final saga of INTEGRITY's travels.)

16. Ken Snow (106K) sent us a clipping from his local newspaper (see below) describing his significant victory in a regatta near New Port Richey, FL.

**Snowbird Regatta winners announced**

NEW PORT RICHEY — Winners in the recent Snowbird Regatta sponsored by the Gulf Harbors Yacht Club have been announced.

Ken Snow and his crew aboard the *Ostinato* placed first with a corrected time and a new record of 1 hour. *Bliss*, whose captain was Steve Kell, placed a close second in 1:05.42. Carl Mazzucia on *Duchess* was third in 1:06.6. Fifteen sailboats were entered in the race.

Trophies were presented at the clubhouse following the competition.

In his note, Ken asks, "who said the Seawind II is slow? We were 3rd across the line." Ken, we hope to see that trophy sometime!

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BY TELEPHONE THIS PAST WEEK - - A NEW BOAT FOR OUR ROSTER:

Barry Vecchioni (020K)/DULCIBELLA logged in by phone from Boston. He had heard about our newsletter/Seawind II Association on the internet. For the record, Barry's address is 773 E. Fifth Street #3, South Boston, MA 02127; phone number (617)268-1885.

Barry has a problem with his mainmast compression pole. Information about cutting thru the cabin sole and/or shower pan was promptly sent to him. Also, he anticipates a residence relocation and was wondering if we had information about overland hauling of Seawind IIs. I told him about the new owners, the Cuzners in Redmond, WA, who hauled their boat from Marblehead to Puget Sound not so long ago. Also, Ray Rodriguez (097C) moved his boat down the east coast, if I remember correctly. As the alternative, Barry said that he is considering selling his boat, and would be interested in talking to prospective buyers.

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LATE NEWS: A PROPOSAL FOR A SEAWORDS WEBSITE...AND PROGRESS TO-DATE:

In November, Doug Smith (059K) wrote to propose the establishment of a website for SEAWORDS and the Seawind II Association. In his letter, copy of which is attached as ANNEX P, he pointed out that several other boat owners' associations had already set up websites, with notable success. (Incidentally, we'll survey our membership soon for e-mail addresses, to be included in the next SEAWORDS roster, later this year.)

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A WEBSITE PROPOSAL FOR SEAWORDS, continued....

Following a phone conversation with Doug on the concept, it was decided to get some up-front input from the SEAWORDS Editorial/Publishing Board - - a small group of previous Seawind II newsletter editors, guest editors, and publishers. Milt Baker (Former Owner) and Dick Weaver (075K) reviewed Doug Smith's original proposal and sent thoughtful, constructive evaluations and suggestions for further consideration and investigation. (These are attached as ANNEXES Q and R.)

Based on the Editorial Board input, we then decided to test a sample of Seawind II Owners & Associates by showing them the original Smith proposal plus the two evaluation replies from editors Baker and Weaver. The "sample" was the North East District, and 28 questionnaire packets were sent to them. In addition to the copies of the 3 referenced letters, a covering letter explaining the project and a "bounce-back" postcard were included. We asked 5 specific questions, as follows: (edited for brevity)

1. Would you attend a gam (to discuss this matter) in March or April? \_\_\_\_\_
2. Best day of the week for the gam? \_\_\_\_\_
3. Do you currently use the internet? \_\_\_\_\_
4. What is your e-mail address? \_\_\_\_\_
5. If you can't attend the gam, would you write to us on the idea (of a website)? \_\_\_\_\_

To-date, about 3 weeks after sending out the questionnaires, we have received 11 postcards and a couple of verbal replies by phone. More replies are expected when the mail catches up with travellers and cruisers, and with new owners who may have to wait for forwarded mail. But 11+ out of 28 in that short time frame is not bad. The response was supportive of scheduling a gam to explore the website concept, and one is in the works to be held at the American Yacht Club in early April

WHY IS ALL THIS BEING SENT TO YOU? Frankly, we're encouraged by the interest expressed within our "test area", and feel that we can now roll out the study to "all hands". How about a volunteer or two or three from each district (see the Alphabetic Roster of Phone Numbers, included with this SEAWORDS) coming forward to set up a gam - - or perhaps to conduct a direct, district survey as we did - - on this subject of website. PLEASE LET THE SECRETARY KNOW WHO YOU ARE BEFORE YOU START SO THAT WE CAN AVOID DUPLICATED EFFORT.

No doubt, before we hear from the volunteers in other districts, the North East gam will have been concluded and results recorded. As a matter of fact, Howard Hering (067K) from the Mid Atlantic District plans to attend the April North East gam and will carry that experience to a probable gathering in the Annapolis area.

So there you have it! We are looking forward to receiving volunteer messages from the Mid Atlantic, South East, West Coast, and Great Lakes districts - - hopefully within a month of your receiving this SEAWORDS. And of course, your Secretary and others involved in the North East gam re internet website would be more than pleased to assist in other district gamms. Let us know if you need/want help.

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# ANNEX 98-A 1/3

December 1996

Dear Family and Friends,

We are finally back home!

Thanks for your Christmas Cards, it was fun going through the stack on the 27th of December after arriving home. Seems that while we were in Australia, Papua New Guinea, and New Ireland, for the last 2 1/2 months, the postman did us a favor and kept all the mail to himself, his idea, and then waited until we returned home. So, we have one BIG stack of mail with which to deal with over the next few weeks. Speaking of Postal Service, it was impossible to mail something, like a simple letter, in many areas that we visited. The things we take for granted.

We returned the M/V Island Mercy back to her wharf in New Castle, Australia after sailing her through the Tasman Sea, Great Barrier Reef, Coral Sea, Louisiade Archipelago, Huon Gulf, Vitiaz Strait, Isumrud Strait, Bismarck Sea, Bismarck Archipelago, Pacific Ocean, and Solomon Sea and back which covers a few thousand nautical miles to put it mildly. Brenda was Third Officer and Don Second Officer, each with responsibilities of full command on the Bridge, Navigation (2nd), Fire and Safety (3rd), two watches 0000 to 0400, and 1200 and 1600 hours (both). We had a staff of four people on each watch to which we had to teach the skills of seamanship, steering, navigation, and bridge management while underway.

We helped the island people of Papua New Guinea, and New Ireland (near the Solomans) by providing eye and dental care which is not available in remote areas in that part of the world. From our ports of call in PNG, outreach teams went into the interior for weeks at a time. Many on the outreach teams came down with malaria and one person almost died. We were able to avoid malaria this time. During her free time Brenda assisted the eye surgeon with cataract operations in the primitive hospitals as well as assisting the team giving eye tests and fitting natives with eye glasses. Additionally, she installed an entire computer system in one hospital and would be called upon when the computers aboard the Island Mercy had a problem.

## ANNEX 98-A 2/3

After a few days of shore side ship board duties and exploring New Castle we went on a research trip to the Blue Mountains for 6 days of Bush walking, (that's Australian talk for mountain climbing/hiking) within the tropical rain forests and mountains. Imagine if you can Brenda negotiating solid rock walls, mostly vertical, with more than 3,000' straight down drops. I kept telling her not to worry, if she fell she'd do it only once! For many days we climbed around these ridges and down into the valleys below. The mountains descend into moist tropical jungles with numerous waterfalls dropping straight down vertical cliffs. Ferns, looking more like trees, grow higher than ten feet and have leaves longer than four feet. Parrots of every color chattered and flew above, below and around us continually. It was like a scene out of an old movie, about people landing on a planet which still had dinosaurs roaming about, only for real!

To savor the city of Sydney we commuted daily for six more days on the modern electric trains visiting the opera house, museums, aquariums, zoos, botanical parks, and historical sites which abound throughout the city.

On Christmas day (Australian time) we jumped aboard a 747 to fly 13 hours across the Pacific to Los Angeles, Calif. On Christmas night (U.S. time - one day later) 10 hours after arrival in LA, we boarded a 767 to fly across the country. We arrived in Tampa at 5 am on the morning of 26th December and were beat!!! hard to sleep in an airline seat.

We've been cleaning up the house, which was left ready for a hurricane (furniture elevated, etc.) Can't seem to find different things which we put somewhere, but can't recall where. Guess old age does something to the memory.

As a side note to our trip, we were given recognition by the Organization Director and ships Captain at two farewell meetings and have been asked to return and take the ship up the entire east coast of Australia in early May (97), stopping at various ports on a fund raising mission and also asked to assist the Seamanship and Navigation School, being developed in New Zealand, as teachers of the accredited 3 year college training program. The Seamanship and Navigation School trains new Officers for the shipping industry worldwide. As you may recall Brenda and I prepared and instructed classes aboard ship when not on bridge duty. Much to soon to determine what we will actually do, but sure sounds interesting. Seems that's what we said last time.....

While in the Australia we stayed with new friends in Katoomba and in Sydney. Had many wonderful times, but work is about to begin and Don's aviation training business season is peaking. So, it's back to the grind again for a while and then maybe, next spring we'll be off again.

ANNEX 98-A 3/3

Thanks for your cards and words of encouragement about our adventure. We have many pictures, videos and hand carvings which we brought back to remind us of the voyage for years to come. I assure you there were times when we really thought it was just more than we could handle but we just kept working to our best ability and things seemed to work out.

Our granddaughter Heather is now 9 and in fourth grade. She keeps busy with school, piano, and vocal lessons, and enjoys snorkeling and sailing. George and Lorrie continue to work and are involved with their church. George is First Reader at his church and Lorrie is School Secretary for Independent Day School. This is especially nice since Heather attends the same school. Lorrie is considering going back to school to obtain a BA degree (she has an AS degree).

Hope you had a very Merry Christmas and wishing you a Happy New Year.

God Bless,

Don and Brenda Bundy  
4913 Forestay Court  
New Port Richey, Fl.

813-848-4188  
EMAIL SF4EP@SCFN.THPL.LIB.FL.US

Spec's on the Island Mercy:  
173' long, 38' wide, 20' draft, displacement 1,142 Tons  
Engines Crosley 1100 Hp each, twin screws 9' diameter  
Three diesel generators for electricity  
Built as an Ice Breaker for Canada in 1961

# ANNEX 98-B 1/3

January 17, 1998

Dear Family and Friends,

Many thanks for all your Christmas mail and the letters and e-mail since September 97. We have a very large box awaiting us that contains all that mail which we are slowly going through. Yesterday, we returned to the United States after flying for 30 continuous hours across the globe.

Leaving in September our travels took us from the United States to Sydney and Newcastle, Australia where we reported to serve aboard the 1600 ton Ship, Island Mercy. Our first challenge was to prepare the ship for a 5 year Lloyd's inspection which required two long weeks of very hard work for all aboard, while simultaneously preparing the ship for a 3 month voyage.

Our next challenge was as Officers running the ship, Brenda as 3rd Officer and Don first as 3rd Officer, then, when the need occurred as 2nd Officer, Chief Officer and Co-Captain, taking doctors, dentists, optometrists, assistants, nurses, and missionaries, (who with the ships crew totaled 85) to Lenakel, Tanna, Port Villa and Epi Island, all within the Vanuatu chain. Here we stayed for 2 months providing much needed cargo, medical and spiritual help to the lovely Vanuatu people. The ships crew, working under Don, set a record of 497 lifeboat launchings carrying 52 people to shore each day, and another 50 or so rescue boat launchings, all without mishap or injuries. Eyes were examined and free eye glasses distributed, teeth were filled and sometimes pulled, and cataract operations performed. One young man had cataracts removed from both eyes enabling him to see his children for the first time.

To keep things lively, a typhoon headed directly our way and narrowly missed us as we departed for Noumea, New Caledonia. At Noumea, we spent a week provisioning the Island Mercy and touring the city when off duty. French is the national language, very few of the people living in New Caledonia speak English. It was very strange not being able to communicate with anyone. We suddenly understood what it was like to be illiterate as all signs, menus, newspapers and books were written in French.

Next we steamed on South to the roaring 40's Latitudes to Tauranga, New Zealand. We spent a week cleaning up the Ship, passed another inspection, this time by the maritime authority of New Zealand, said good-bye to all our friends and left the ship to begin a five week tour of the country.

## ANNEX 98-B 2/3

We toured New Zealand by car, having enough BOAT by now, renting a new manual 5 speed Honda, definitely required with all the ups and downs -- they have real hills in New Zealand. We even took the car with us across the rough Cook Straits (via ferry) in order to tour the South Island. It was quite a challenge driving on the left side of the road, while steering from the right side of the car and shifting with the left hand. We drove 3 or 4 hours each day, stopping along the way to explore the country. After reaching our destination 6 or so hours were left to enjoy the local sights. We drove throughout the North and South Islands totaling over 5,600 miles. Missing the sea, we took a few boat trips as well, one on a 45 foot trawler, one on a 70 knot tri-hull ferry, and one on a 10 knot displacement ferry. All of course were fun and we were delighted to be invited onto the bridges to speak with the Officers who were interested in our voyage to Vanuatu.

Christmas and New Years were shared with friends on a New Zealand Sheep/Deer/Dairy farm. Don milked 359 cows in one sitting and loved it. Maybe a farm is in the future?

From New Zealand we flew aboard a Boeing 737 to Nandi, Fiji. Don of course had to be up in the cockpit for the entire flight chatting with the crew.

In Nandi we spent a day exploring before boarding the Yasawa Princess in Letoka (as passengers) steaming for the Yasawa's Island group. Unfortunately many of the passengers were seasick, as the ship rolled fiercely and continuously on the way to the first nights anchorage sending dishes and glasses crashing to the decks. To us and to a few others this was a mild sea compared to what we had experienced in the Southern Pacific, and we enjoyed the trip.

Once we reached the protection of the Yasawa Islands the seas were calm. Each morning we snorkeled the reefs, pulled anchor and steamed to another lovely anchorage to again snorkel among more reefs. We visited native villages, spent time with the locals, attended Kava ceremonies, watched traditional singers and dancers, and enjoyed bush walks. On our last day, a shore side feast was held in the traditional way. A fire was built heating stones until they were red. The prepared meats and vegetables were placed in palm baskets, covered securely with leaves and then covered completely with sand and left to cook for 3 or 4 hours.

ANNEX 98-B 3/3

There were 7 countries represented among the 65 passengers on board. That evening our Fijian hosts asked each nationality to sing songs from their country. The Americans (7) sang "Home On The Range" and "This Land Is Our Land" with the accompaniment of a Fijian guitar player whose Lap Lap (skirt) fell off during the performance (nothing underneath). This of course was a distraction, but as it was dark with only the lanterns burning not much of a distraction. We did well tieing with the Canadians for first place, but then the judges fined us a half point for using a guitar player who couldn't keep his skirt on! Our second place awards were hand crafted fighting tools and beautiful tapa cloths.

Returning to Nandi for a much needed rest we prepared for the flight back to the U.S. The next day we boarded a Boeing 747, Don in the cockpit again, and flew to Los Angeles. Then on to Houston aboard a Boeing 737, were we changed to a McDonald Douglas MD-80 for Tampa, Florida, a short 30 hours flight.

So, as you can see we are home again for a while, at least until the spring when we plan to take Heather with us for a sail to the Dry Tortugas.

We hope you have all had a good year and enjoyed the Holidays. Let's hear from you.

*Don & Bunde*

4913 Forestay Court  
New Port Richey, FL 34652

EMail sf4ep@scfn.thpl.lib.fl.us

HUNEX 98-0 1/1

April 7, 1996

Dick Manuel (050K)  
P.O. Box 422  
Shelter Island Heights,  
NY 11965-0422

Dear Dick,

Sorry for the late response but we were away on a trip to Texas..

Sanitary Devices - we recently bit the bullet and installed a Raritan Lectra/San. We plumbed it without a Y - valve in order to avoid potential problems with the head inspectors. We don't plan to cruise in no - discharge areas so we removed the holding tank. We haven't used the device yet since we haven't launched the boat this spring but we were influenced by the owners of a Columbia 50 in a slip near us who reported reliable operation if maintained regularly. Their boat has two Lectra/Sans.

Engine - our Westerbeke 4-91 is still chugging away with no problems. It has about 2300 hours on it. No problems with the Paragon transmission either. We experimented with a new propeller last year and during the exchange, the end of the bronze shaft was wrung off by the gorilla who did the work. We replaced the bronze shaft with a monel version.

Rigging - we found that a fitting on the lower end of the bob stay was cracked. The solid rod bob stay is being replaced by a cable with a turnbuckle. We were lucky to have noticed the crack. In a breeze, a bob stay failure could be interesting.

Spars - we had some compression under the main mast a couple of years ago and had the area under the mast step ground out and built up with fiberglass. It looks great. After tightening the rig, we now notice compression under the mizzen and are looking for suggestions.

Other - we've bought a lot in Fairfield Harbor just outside of New Bern, NC and plan to start building a house on it in October of this year. We plan to occupy the house in the spring of 1997. Fairfield Harbor is on the Neuse River and is a 24 mile reach from Oriental and the ICW if the wind is out of the SW or NE quadrants. As soon as we move in, we'll install a welcome mat for any Seawind owners traveling the ICW.

George + Martin Culpo

002K

ANNEX 98-D 1/3

5/19/97

Dear Mr. Manuel,

We have been very busy up-grading *Ostinato* as well as moving to a home on the water. Although *Ostinato* only moved to the other side of the canal, we moved from thirty miles away so please note our new address and phone.

Back to electrical improvements. After rewiring and new so called 12 volt "marine" batteries which never seemed to last even with a 100 amp alternator, I did a careful study about batteries. I found out the so called marine batteries that are around 110 amp hours are not true deep cycle batteries. I discovered a true commercial deep cycle battery by Trojan called the L-16. It is designed for floor sweeping machines and lasts 8 - 10 years. It is 6 volts and two of them fit side by side in the battery compartment along with a 12 volt starting battery. The L-16 has recently been upgraded with a new stronger box and larger capacity to 395 amp hours. This gives me a large capacity for the house with a separate battery used only for starting. The two systems are connected only when charging via the battery combiner. The combiner senses a voltage of about 13.1 volts, closes a relay connecting the two so both systems get charged. The voltage drops after charging and opens the relay so both systems are separated automatically. No fooling around with battery selector switches which accidentally get left in the wrong position.

For enhancement the Tri-Metric<sup>®</sup> amp hour-voltage meter, and a new 40 amp Stat Power<sup>®</sup> battery charger were inserted into the system. The new smart chargers are truly amazing. This one weighs only about five pounds and is smaller than a bread loaf, yet puts out a continuous, true 40 amps without dropping off voltage or amps.

Along with the amp hour meter, so you know when to recharge, this is absolutely the smoothest, trouble free system. We have used it since 1994 and all has worked perfectly. We can swing on the hook for 3 days using refrigerator, lights, radios, and water pump before recharging. If we hook up the wind generator even longer. And with the 100 amp alternator it only takes two hours to recharge.

After finally getting an excellent electrical system we installed the Monitor<sup>®</sup> wind vane, SSB radio, Power Survivor 35<sup>®</sup> water maker, Garmin 75<sup>®</sup> GPS, Anchorman 1000<sup>®</sup> electric windlass, stainless steel hawse pipes port and starboard for dock lines, and new Wilcox 10 inch bow and stern cleats. Before our trip to Cuba, in June '95, I made a new suit of sails (genoa, main, and mizzen), installed a new bronze exhaust elbow, and had the sheet winches re-chrome plated.

Everything so far has worked excellent except the SG 2000<sup>®</sup> SSB radio. It took a couple of trips back to the factory and was finally up graded by them at no cost to me before it worked without problems. They were very nice and friendly and a good company to do business with. We used their automatic antenna tuner and made the antenna out of the starboard aft mizzen shroud with jumper to the tri-actic as per Dick Weaver's instructions. I guess it works well because we have communicated to all the Americas as well as Spain.

The wind vane was installed as per factory instructions and works from bad to great depending on wind, water, and point of sail. This is consistent with everything I have read about wind vanes. I replaced the original lines with the lowest stretch, 6 mm rope that West Marine had which made considerable improvement. It steered us back across the Florida Straits from Cuba in a blow where we were using only the double reefed main and averaged over 7 knots, sometimes as fast as 8. I can't imagine going cruising without a wind vane.

## ANNEX 98-D 2/3

The water maker is mounted aft of the sink in the engine compartment. I wanted to put it under the sink but instructions didn't permit the angle and now I'm glad. It is totally out of the way lying port of the engine, along the hull lines bolted to the exterior of the refrigerator. If and when it dribbles, which is supposed to be normal, it goes into the bilge. The sea water supply is from the engine strainer and the discharge is teed into the bilge pump discharge at the transom. We haven't used it much but it performs as advertised and makes very good tasting water.

For GPS I chose the 75 mainly because it was the only one I could find that would mount flat like a picture on the wall, with wiring coming out of the side or bottom. I situated it high on starboard, aft of the last port, in the corner above the navigation table. It works well there and is easily accessed from the cockpit although the screen is on the small side. If I find one with a bigger screen that will mount flat I will replace it and use the 75 as portable. I used a short lead and suction cup to mount the antenna on the port hole glass next to the GPS on the inside which works fine.

Wiring and mounting the electric windlass with new cleats and hawse pipes was a big job. After taking off the old manual windlass and cleats, I marked and produced all the new holes (ugh!) in the deck. This included 12 holes for the two 10 inch cleats, 9 holes for the windlass and chain pipe, and 3 holes for the Wichard® 14,000 lb. folding padeye. That's 24 total, lots of holes!

Having read about a yacht's foredeck being torn out from a vertical windlass installation I wanted to make this installation as strong as possible. I cleared away all the balsa core between the holes and filled in with thickened epoxy. I glassed the anchor locker bulkhead to the under side of the deck. I made a large backing plate out of 3/8 inch tempered aluminum which covers 90% of the underside of the anchor locker foredeck. The plate as well as everything on deck was covered with 5200 and through bolted together. The folding padeye is mounted just forward of the windlass with a chainplate from the underside to the hull at the bow so I can use it for an intermediate forestay. I also use the padeye to tie the anchor and chain.

The original Merriman bow cleats while beautifully shaped and proportioned were cast hollow. I was surprised to see the inside corroded and oxidized, now I know why portions of them were dull and discolored. I cleaned the inside with mild acid and was going to fill them with epoxy but found one of them corroded through in several places so decided to replace them. Of course they are no longer available and the closest I could find were from Wilcox which are solid Marinium®. I drilled and taped the solid vertical sections between the mounting ears, then J-B glued 3/8" stainless steel studs in them so each cleat has six 3/8" fasteners bolted to the backing plate.

Having had to repair the bowsprit once from one of the skene chocks breaking apart when rafted with a friend, I wanted something better. To work with the cleats and windlass, stainless steel hawse pipes were put into the bulwarks on the bow. These were positioned just aft of the bow pulpit stantions with the proper 10°-15° lead to the cleats. They are long oval shaped and work beautiful with the cleats and windlass. It is very easy to cast a dock line through one, take a few turns on the capstan, push the switch and warp the bow over to the dock even in high winds.

I feel this bow setup is one of the best improvements I have done to *Ostinato* for safety and ease of working lines and anchor rode. This is about as bullet proof as I could make it and if this foredeck gets ripped out I don't want to be around!

The exhaust elbow corroded through so I called Waterway Marine 1-800-286-8758. The parts man told me the only ones available were either cast iron or aluminum, neither of which last very long, so they had some made out of bronze because they were tired of replacing them also.

ANNEX 98-D 3/3

They cost about \$130.00 but should last indefinitely especially if not insulated. Since there is nothing really close to it to get harmed I left it uncovered and have more than two years use on it with no problems.

Cetol® for the teak is the best I've found so far. It is easy to apply, re-coat, and doesn't seem as slick as varnish when wet. It has lasted well over a year and still looks good.

It would be nice to have another gam down here.

Sincerely yours,



Ken Snow  
4930 Anchor Way  
New Port Richey, FL 34652  
813-848-3107

ANNEX 98-E 1/2

Danny and Patty Prater  
#86 Sloop (Not renamed as of yet.)  
P.O. Box 477  
Elmore, OH 43416  
(419) 862-2704 (FAX 419-666-3442)

Mr. Dick Manuel;

My wife and I recently (July 1996) purchased the last new Seawind II available. The boat had been preserved and maintained in it's original condition by Mr. David Neth until we were lucky enough to find and purchase it. From it's cherry red Westerbeke with 409 original hours to it's unscratched interior with never used drawers under the berths it is truly a new boat. Patty and I had never sailed or even been on a sailboat other than in storage while shopping for our boat. As we were on a budget you can imagine some of the boats we saw and why we consider ourselves very lucky to have found Mr. Neth and #86S.

I am enclosing a remittance for future Seawind Words and a list of those I was given by Mr. Neth, if you have copies of any I don't have I will pay copy costs or trade copies of some of the older ones Mr. Neth gave me. I also have the original owners manual that came with #86, sales brochures and various line drawings of the hull and optional interior plans. I don't know how rare or hard to find any of these items are but I would be glad to have them copied also.

Our boat has always been in fresh water on the Great Lakes so I am very anxious to get to the forward bilge to look for dry rot. All of the references I find in the back issues of Seawords give the size of the opening in the head sole but none give the opening's relationship to the walls of the head. I would like to know where to start my opening before cutting so I am enclosing a drawing of the head and forward area sole with blank dimension lines, if someone could fill in the blanks maybe this question would be laid to rest once and for all. The boat was purchased to cruise as we both plan to retire in about 2 years. At this time with the exception of excellent instrumentation, Loran and an autopilot our boat is a clean slate. It came from the factory with a propane stove and icebox with hot and cold pressure water, all of which are still working. I am looking for information on generators (pro/con), refrigeration, dingies, sails for offshore, rigid boom vang(?), swim platforms, swim ladders and anything to read about our boat and its sisters.

PROBLEMS: Patty and I don't know how to sail. Luckily the Seawind does and quite easily too. In a 10-15 knot breeze our boat seems very stable and easy to handle. Before anyone panics we are planning for instruction in sailing and a refresher course in navigation. At this time our boat shows no evidence of any of the serious leaking mentioned by others although I realize this could be dependent on how the boat is used and the angle of heel. We dock in rather tight quarters with a couple of 90 degree turns

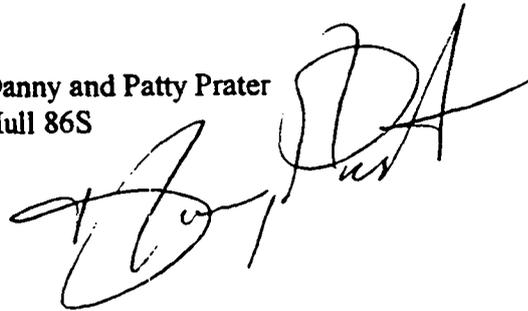
ANNEX 98-E 2/2

before the channel and I will say the boat is very manageable at slow speeds under power. It will also run 6-7 knots at 1800 rpm in 4-6 foot waves on Lake Erie into the wind while staying dry. Patty and I are looking forward in the future to gaining enough skill to really appreciate our boat's sailing ability in addition to it's great looks and friendly ways. We both appreciate Seawords and can't tell you how much it means to us already. To Mr. David Neth; Thank you for trusting us with your boat.

P.S.

While writing this letter I called Mr. Manuel about the forward bilge and he directed me to Mr. Bundy in Florida who was very helpful and patient with my inexperience. He gave me very clear instructions and advice which I used the next day to install a Beckson inspection port in the fiberglass pan of the shower. This forward bilge area was dry but full of bits and pieces of construction scraps to include snips of wiring, plywood chunks, formica and a carpenters pencil, all of which were 17 years old. Evidence of water about 2" deep in the past but no dry rot. My drain hose from this area is firmly plugged, I'm working on it.

Danny and Patty Prater  
Hull 86S

Handwritten signatures of Danny and Patty Prater. The signature on the left is 'Danny' and the one on the right is 'Patty'. Both are written in black ink.

SEAWIND Issues I already have:

Vol. 1, No. 1, May 1979  
Vol 1, No. 2, Sept. 1979  
Vol. 1, No. 3, Dec. 1979  
Vol. II, No. 1, April 1980  
Vol. II, No. II, Aug. 1980  
Vol. III, No. 1, Feb. 1981  
Vol. 91, No. 1, 21 Oct. 1991  
Vol. 92, No. 1, March 1992  
Vol. 92, No. 2, August 1992  
Vol. 93, No. 1, March 1993  
Vol. 94, No. 1, December 1994  
Vol. 95, No. 1, October 1995  
Volume 1996, No. 1, May 1996

\$15 ck deposited 20/12/96

ANNEX 98-F 1/3



Seawind II

Bob & Georgi Samuelson  
101-B W. McKnight Wy. #100  
Grass Valley, CA  
USA 95949

KF6CY2

October 3, 1997

Dear Seawords,

When last we wrote we were in the middle of our first season of cruising in Mexico. We are currently in the States and, after having spent the summer visiting family and friends, will be returning for our third season of cruising in Mexican waters.

We spent the Spring of '96 in the Sea of Cortez north of La Paz...many sparsely populated or uninhabited islands & anchorages with clear turquoise water & excellent fishing & diving. We provisioned for 3 months in La Paz before heading north. Our "pesos out" during our Spring in the Sea were minimal...some fresh fruits & vegetables, tortillas & cerveza.

The summer of '96 we left Flicka in Ed Grossman's dry storage in San Carlos on mainland Mexico...a very safe location during hurricane season & a well-run facility.

The past winter ('96-'97) we spent on mainland Mexico. We were in Mazatlan, a large, exciting & very Mexican city, during Carnaval. We also attended the opera & the flamenco dance school recital & shopped at the huge Central Mercado. San Blas-no-seeums are plentiful & theft off of boats is common-and La Cruz-a dingy landing through polluted water-are two places to which we will not return. Chacala-an anchorage with clear water off a sleepy village & Puerto Vallarta-a quaint cobblestoned artist colony-type town set amongst mountains which extend right down to the shores of huge Bandaras Bay are definitely worth a visit.

There are 2 marinas in Mazatlan: Marina Mazatlan-less expensive, 95% cruisers, virtually no amenities except electricity, & out in the middle of nowhere, & El Cid-a little more expensive with many amenities, closer to town, & a mix of cruisers & the local sport fishing fleet (plenty of fresh fish is shared around!). We stayed at El Cid & recommend it!

This summer ('97) we left Flicka in Marina Vallarta-quite expensive but very safe-apparently P.V. has never been hit by a hurricane. (Rates for our Seawind II in dry storage last summer:

ANNEX 98-F 2/3

\$75/month versus \$350/month in the water in Marina Vallarta this summer.)

For those planning on cruising in Mexico we recommend applying for an FM-3 visa (good for 1 year) at a Mexican embassy in the States before leaving...it's 10x the hassle if you wait to apply until you are in Mexico as we did!!

We also recommend having everything on board you think you may possibly need as we have had two nightmarish experiences having parts shipped from the States: It took 3 1/2 months for a new Force 10 galley stove to arrive...so we spent more time in Mazatlan than we had planned! In addition, it has taken us ALL summer to arrange to have 4 gel-cell batteries and some paints and varnish not available in Mexico shipped to Puerto Vallarta. The total cost for the items was about \$900 but it will cost us an additional \$700 for shipping, customs, taxes, and agents fees! And, as of this date, they are still sitting in a San Diego warehouse! (We return to P.V. in 2 weeks-eeek!)

We read a wonderfully fascinating & enlightening book on Mexico & Mexican politics-"Bordering on Chaos" by Andres Oppenheimer. We highly recommend it to anyone planning on cruising in Mexico.

Flicka continues to serve us well and we try to do the same for her...we will be doing 2-3 weeks of mostly cosmetic work-varnishing, new settee covers etc-when we return to P.V. All systems we installed before leaving the States in September '95 are working without difficulties-knock on wood! We had occasion to sail on a cruising boat by a famous manufacturer this summer on SF Bay. We discovered our Flicka could sail "circles" around the other boat!

Many cruisers leave Puerto Vallarta for the Marquesas during March & April. I'm restless & envious...Flicka & I would go in a heartbeat...but Bob is reticent...he loves the Sea of Cortez...so this coming year we plan to go south as far as Zihuatenaio & then slowly work our way north into the Sea-then (unless I can convince Bob to take Flicka through the Panama Canal...I'm working on it!) we plan to again leave her in San Carlos for the '98 hurricane season & then truck her to the Texas Gulf Coast in the Fall of '98 and approach the Caribbean, Florida and the East Coast's ICW from that direction. So, hopefully, the Winter of '98-'99 we will meet some East Coast Seawind II owners!

I am enclosing a copy of the spec sheet on a Seawind II that was listed and sold by a San Francisco Bay Area broker this past Spring. I called the broker this summer but he did not know the hull # nor did he reveal the new owners. Maybe one of you can track it down. I am also enclosing \$30 for '97 & '98 dues.

Fair Winds and Following Seas...Bob & Georgi Samuelson

Saul

DONE, CAPS,  
transcribed by Keith & Deborah Lerner  
Jan 10, 1998

ANNEX 98-F 3/3

# BAY Wind

YACHT SALES

|            |  |        |                |
|------------|--|--------|----------------|
| TYPE:      | Seawind II                                 | LOD:   | 31' 7"         |
| NAME:      | "ODYSSEY"                                  | LWL:   | 25' 6"         |
| YEAR:      | 1977                                       | BEAM:  | 10' 5"         |
| BUILDER:   | Wright/Allied Yachts                       | DRAFT: | 4' 6"          |
| DESIGNER:  | Thomas Gilmer/NA                           | DISP:  | 14,900 (Dry)   |
| KEEL TYPE: | Full keel with attached rudder             | BAL:   | 5,800 Internal |
| TANKAGE:   | Water: 60 gal (s/s) Fuel: 40 gal (2-Steel) | HULL:  | Fiberglass     |
|            | Holding: 30 gal (GRP)                      |        |                |

**ENGINE:** Single Westerbeke L-30 4 cylinder diesel with fresh water cooling (renewed 1994). RACOR filter and single three blade 16 X 16 bronze propeller.

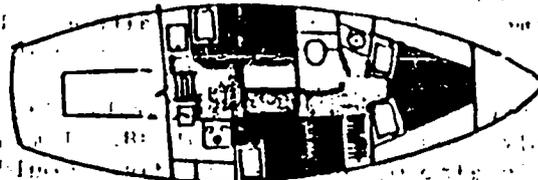
**ELECTRICAL:** 12 Volt DC system with two batteries and master battery switch. 110 Volt AC with shore power cable and distribution panel.

**ELECTRONICS & NAVIGATION:** 6" Binnacle Mount Compass ICOM VHF Radio  
Rathcon Depth Sounder

**SAILS & NAVIGATION:** Eclipse Mainsail w/two reef points Loose footed club jib  
S/S Standing Rigging (Survey 1995) All Aluminum Spars 135% Genoa  
Hobstay replaced 1995 Vang/Preventer + Harken Traveler Barient Winches

**EQUIPMENT:** Edson Pedestal Steering Ice Box w/pump - drain  
Gimbated Propane Stove & oven Kerosene Marine Heater B/W TV (AC/DC)  
4# Sounding Lead + 6 Fathom Line Portable folding swim ladder Boat Awning + Stiffeners  
Lands End Sling Ho'suns Chair Aluminum Telescoping Boat Pole Horseshoe Buoy  
Six USCG Approved Life Preservers CQR 25# +25' Chain + 300 Rode Staff & National Ensign  
Danforth 13# +21' Chain +300' Rode

**ACCOMMODATIONS:**



**REMARKS:** This vessel has been maintained in excellent condition and all corrections suggested by survey and yard have been made. Since 1978 there have been a number of small blisters noted by yard and surveyor. These have been monitored and have had no noticeable increase in size, no exception was taken to these during survey. No work is contemplated or will be performed for remedial correction.

**LOCATION:** Richmond Yacht Club

**PARTICULARS ARE BELIEVED TO BE CORRECT BUT ARE NOT GUARANTEED. VESSEL IS SUBJECT TO RELOCATION, WITHDRAWAL FROM MARKET OR PRIOR SALE WITHOUT NOTICE.**

ANNEX 98-G 1/2

Dec. 1, 1997

Dick Manuel  
PO Box 422  
Shelter Island Hts., NY 11965-0422

Dear Dick,

I promised that I would let you know about my Westerbeke 30 replacement, so here goes...

First, I must thank you, Milt Baker, Tim Colwell, and others for the good information and advice I received. It takes some real soul-searching to make the decision to replace an engine in a 21-year-old boat, but after surveying the market, I concluded that a comparable new boat was 400% above my price range; I didn't like the used boats that I saw, and, I would need to have **at least** a workable engine to sell my existing boat for anything other than scrap! Here is what I did:

- 1) Contacted you and was given the names of other Seawind II owners who provided great advice on replacing and rebuilding the old Westerbeke;
- 2) Visited the Newport, RI boat show and spoke with several dealers who handle both Westerbeke, Universal, & Yanmar engines. Though cautious about their responses, each dealer finally admitted that whenever possible, they would repower with Yanmar, based upon customer satisfaction & less warranty work.
- 3) Negotiated with my mechanic in Ft. Lauderdale to get the "boat show" price & set about removing & replacing the trusty old Westerbeke. As noted by other owners, it is easier to remove the old engine by taking off all peripherals down to the bare block. We used the main halyard to winch three pieces--the block, flywheel, and transmission. Because of the smaller size of the new Yanmar 3GM 30F, it was necessary to have new brackets made at a machine shop, but after a few oaths, the new engine was happily in place.

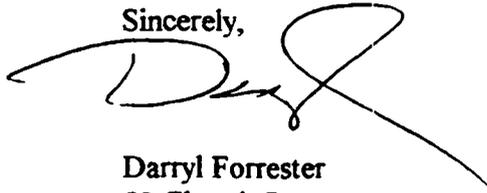
A few things to note: the new Yanmar's shaft rotates opposite of the Westerbeke 30: thus, a new prop was necessary, adding to the expense. On the positive side, the new engine seems to have slightly more power, allows for easier maintenance, and due to its smaller size, the stuffing box can be checked from inside the cabin. Negatives include a higher RPM motor which may not last as long as the old Westerbeke. One dealer told me to replace the exhaust mixing elbow every 5 years, but that should be about all...we'll see about that!

ANNEX 98-G 2/2

In summary, replacing the engine is like giving a patient a new heart—it's expensive, but it does provide some peace of mind, especially if you've had as many trips ruined as I have by engine problems!

I plan to spend some time in the Bahamas after the first of the year, so I will let you know how things go. Also, I invite other Seawind owners to contact me if I can be of any help in deciding what to do. Finally, I must defend the Westerbeke 30—it is a great engine, but I was plagued with transmission, alternator, starter, and heat exchanger problems which presented an expensive cure for an engine that is no longer being produced.

Sincerely,

A handwritten signature in black ink, appearing to read 'Darryl', with a large, sweeping flourish extending to the right.

Darryl Forrester  
59 Church St.  
Charleston, SC 29401  
(803) 723-5645 or (803) 559-0874

PS: Please list in items for sale: (2) Westerbeke saltwater pumps; new belts, air filters, etc.

PPS: *Dick, my Rhode Island address is no longer valid, as I have left that job.*

ANNEX 98-H 1/2

PHILIP BRIEFF  
617 WEST 230<sup>TH</sup> STREET  
BRONX, NY 10463

H 718-601-1293  
W 914-663-9200

05MAR98

MR. DICK MANUEL  
SEAWORDS  
62 BRANDER PARKWAY  
P.O. BOX 422  
SHELTER ISLAND HEIGHTS  
NY 11965

DEAR DICK,

I HAVE JUST SPENT A PLEASANT FEW HOURS REVIEWING THE NEWSLETTERS OF THE SEAWIND ASSOCIATION. MY SINCERE THANKS AND APPRECIATION TO THE EDITORS AND MEMBERS WHO HAVE MADE THIS POSSIBLE. I AM INCLOSING A CHECK FOR \$75.00 . IF I OWE ADDITIONAL FUNDS PLEASE ADVISE ME.

I AM WRITING TO REPORT A SERIOUS MISHAP WITH MY SEAWIND "OHM SHANTT". IN AUGUST I PICKED UP A GUEST MOORING AT THE COLD SPRING HARBOR BOAT CLUB. IT WAS A SATURDAY AND WE ARRIVED AT THE MOORING PROBABLY AT 1PM. KLARA AND I WALKED FROM THE CLUB TO THE TOWN OF COLD SPRING AND SPENT THE AFTERNOON IN TOWN. WE RETURNED TO THE BOAT AT 5PM AND HAD DINNER ABOARD.

I HAD TWO INDEPENDENT LINES (1/2" NYLON) GOING FROM MY MAIN CLEAT OVER THE BOW ROLLER AND THEN TIED TO THE MOORING PENNANT WHICH WAS 3/4" NYLON. A STORM HAD BEEN MOVING FROM CONNECTICUT TO LONG ISLAND DURING THE TIME WE WERE DINING. BY 6:30 4 AND 5 FOOT WAVES WERE LIFTING THE BOW HIGH AND SLAMMING IT DOWN. IT WAS NOT COMFORTABLE. THE WIND WAS SO STRONG THAT WHEN I WENT FORWARD TO CHECK LINES I HAD TO LEAN INTO THE WIND AND HOLD ON AS I PROCEEDED. KLARA BECAME UNCOMFORTABLE AND WANTED TO SPEND THE NIGHT ASHORE. I AGREED BUT SUGGESTED WE REMAIN ABOARD FOR ANOTHER HOUR TO MAKE CERTAIN OUR MOORING LINES WERE NOT CHAFING. WE DID THIS AND I REPEATEDLY CHECKED THE LINES. WHAT I SAW WAS THAT AS THE BOW LIFTED TO A WAVE THE ROLLER WOULD ROLL AND THE LINE STRETCH. NO CHAFE WAS OBSERVED. AROUND 8 PM I CALLED THE LAUNCH SERVICE AND ASKED IF THEY THOUGHT THEY COULD TAKE US TO SHORE. THE TENDER OPERATOR SAID HE WOULD TRY. WHEN HE CAME ALONGSIDE THE MOTION OF THE TWO BOATS WAS SO ERRATIC THAT THE ONLY WAY TO GET INTO THE LAUNCH WAS TO TIME YOUR

ANNEX 98-H 2/2

JUMP CORRECTLY. (IN RETROSPECT THIS WAS A MISTAKE BECAUSE IN DOING SO WE WERE RISKING OUR LIVES.) WE SPENT THE NIGHT ASHORE. IN THE MORNING WHEN I RETURNED TO THE CLUB OHM SHANTI WAS NOT AT HER MOORING. SHE WAS HIGH AND DRY ON THE WEST SIDE OF COLD SPRING HARBOR. WHEN I GOT ABOARD IT WAS APPARENT THAT SHE HAD BEEN HOLED AND AT HIGH TIDE HAD A LOT OF WATER ABOARD. ON INSPECTION OF THE BOW ROLLER I FOUND IT WAS NO LONGER A CYLINDER. HALF OF THE ROLLER WAS GONE. IT WAS AS IF SOME ONE HAD CUT IT AWAY ALONG THE AXIS OF THE PIN .

THE ROLLER WAS AN OPAQUE ORANGE BROWN AND ALMOST CERTAINLY MADE OF POLYURETHANE. AT SOME TIME DURING THAT NIGHT IT MAY HAVE STOPPED ROTATING AND THE NYLON ABRADED IT AND ITSELF. THAT IS ONE EXPLANATION. THE TWO NYLON LINES GOING FROM THE MOORING PENNANT TO THE CLEAT WERE NOT HOLDING THE BOAT. ONE LINE WAS TAUGHT AND THE OTHER SLACK. IF AT SOME TIME THE TWO LINES BECAME TAUGHT THEN THERE MAY OF BEEN A SHEARING ACTION BETWEEN THEIR DIFFERENT DEGREE OF STRETCH AND THE ROLLER.

WHEN I REPLACED THE ROLLER THE NEW ONE WAS A TRANSLUCENT ORANGE. I CANNOT SAY THAT A NEW ROLLER WOULD HAVE PREVENTED THIS DISASTER. I AM WRITING TO ALERT OTHERS TO NOT MAKE THE SAME ERROR I DID. I AM NOW TRYING TO BRING THE BOAT BACK TO THE CONDITION SHE WAS IN BEFORE THIS INCIDENT.

THE HOLE IN THE BOAT WAS AT THE KEEL. IT WAS A SLIT AT THE PORT EDGE OF THE KEEL FROM ONE FOOT FORWARD OF THE RUDDER POST TO WHERE THE CABIN BEGINS. THE FIBERGLASS THICKNESS ALONG THIS LENGTH IS APPROXIMATELY 3/8 OR 1/2 INCH. IF I CAN FIGURE OUT A GOOD WAY TO FILL THIS SECTION WITH THREE TO SIX INCHES OF FOAM OR AN EPOXY WITH FILLER I WILL DO IT.

PHIL BRIEFF

ANNEX 98-I 1/1

From Joseph E. Green (090K)/OFFSET, Portsmouth, RI, to Dick Manuel, Feb

Hi Dick,

Just thinking of you yesterday at East Passage Yachting Center in Portsmouth, RI. I saw a Seawind II, #096, in a travel lift. It was homeported in Denver, CO. It's not listed on our roster. I'll be there again today, so maybe I'll find out more.

I'm still "aboard" at Brewer's Marina for the winter. Summers I move outside onto a mooring. I have no phone, but my address remains the same.

A "gam" would be nice, but I'm not interested in computers or e-mail. Sorry.

I did want to pass on some information I'd learned about Seawind IIs and moorings. Hurricane "Edward" took my boat for a ride and caused some damage. I had two 3/4" mooring lines off the bowsprit. They both parted. Why mine only I don't know.

Walter Shultz, owner of Shannon Yachts, told me he worked on the proto-type of our boats for Allied. (He said) we are short scoping our lines off the very end of the bowsprit. I have added two new chocks inboard just off the bow for a better lead to the mooring.

Next, on his suggestion, I replaced the clevis pin at the lower end of the bob stay with a heavy shackle (ss). Then I spliced a 1" line, 2 shackles, from the bow to the mooring ball for a straight pull. Sounds good.

Damage was done to the rubrail in the storm. It was removed, buffed clean and re-anodized. Looks like new.

I'll be looking forward to the spring issue of SEAWORDS. Good to hear from you again.

Joe Green  
"OFFSET"/090K

199 Narragansett Blvd  
Portsmouth, RI 02871-5809

ANNEX 98-J 1/1

Edward Dimock (001K)  
42 Mountain View Ave.  
Avon, CT 06001  
H (860) 678-0470  
W(860) 545-3911  
edimock@juno.com

Dick,

Glad to see that we are still alive. I think the web site is a great idea, and I would definitely use it. I know it would be a lot of work. Unfortunately I can't offer much expertise on the matter.

My big project last year was the fuel tank, and I am proud to say that I did it with minimal destruction to the cockpit. After pumping it three times and changing about ten filters, which lasted an average of 20 minutes last year, I knew it had to go. It was definitely a rust problem and I didn't see any way to save the tank.

After removing the longitudinal bulkhead under the cockpit and all of the plumbing, I was able to work the tank out into the port locker and get it on it's side. Then the tank had to stand on end. The only thing standing in it's way was the aft rain gutter around the port lazarette. I removed a J shaped piece of fiberglass about 3" x 10", rotated the tank on end, and out it came.

The biggest dilemma then was what size tank to replace it with. Since I can't use 40 gallons in a season of coastal sailing, I opted for a 17 gallon off the shelf plastic tank from Todd. There is room for another tank of the same model when I need it.

I also installed a holding tank which I never had. Again trying to minimize major destruction, I was only able to fit a 9 gallon tank under the V-berth. But at least I am legal now. I cut the hole in the shower pan and did find some water in the forward bilge, but the compression post seems to be solid. There are two green garden hoses from under the cabin sole draining into the bilge. One is for the shower and I always asumed the other was to drain the forward bilge. I have snaked it several times over the years, but it still does not drain the bilge completely. I also notice that the forward bilge does not seem to be as deep as some people describe.

Thats about it. This year there are no major mechanical or structural problems to take care of. I am looking forward to some of the cosmetic jobs that I have been putting off for so long. The boat will be moored just off the channel on the New London side of the Thames River. Sounds like at least some of the tall ships will be there in July, so if anyone is in the area, drop by and say Hi.



ANNEX 98-K 1/3

Postmarked: 25 Feb 1998

TO: Dick Manuel (050K)  
FROM: Bob Forsman (027K)

Dick, I got my OLD computer up and running in some fashion, so now I will try to get something to you relative to myself and my Seawind II. Bear with me, as my computer will not store information; so I will have to type a while, then print what I have generated, etc., etc.

I am 58 years old, retired from Babcock & Wilcox Co., and have been sailing since 1969 - - mostly Snipes at the district and national level. I had a Morgan 25 during the early 1980s, but sold it when I went to Maine for 4 years. Retired after that and began looking for what type of boat I wanted. It was the old "look for 2 years and be ready to close in 2 hours!"

In my search, I had looked at other Seawind IIs, one of which was up for sale in Clearwater, FL (Irish Rose - o3lk). Then I stumbled onto 027K thru an ad in the Atlanta newspaper. My inquiry revealed that it was a mile and a half from my home on Lake Lanier outside of Atlanta.

As best I can determine, the boat had been owned by someone named Ziefferman. The "how and why" that led Mr. Ziefferman to take a Seawind II to Lake Lanier remains a tale to be told another time, perhaps. But back to the story: In February 1996 we had an unusually long cold spell, with temperatures below freezing for 7 days. Apparently, the raw water in the intake line for engine cooling froze, cracking the strainer sight glass. The intake sea cock was open, and when the weather warmed up.....well, you know the rest of the story! No automatic bilge pump with float switch, so down she went.

Parts of Lake Lanier's shoreline drop off steeply to significant depths. In talking to the recovery diver, he mentioned that the keel was sitting on the bottom, 110 feet down. The difficult part of the recovery was that the boat had slid down under a 3-foot diameter oak tree on the bottom of the lake. The tree had to be "cut down & moved" in order to safely float the boat to the surface! The boat was under water some 7 days, most of that time being spent in cutting the old oak tree in 100+ feet of water.

Well, the boat was recovered, cleaned-up, and the engine made operable after rebuilding the starter, alternator and injectors. Needless to say, it was sold far below market price: I understand that the asking price on the bottom was \$12,000, and recovery costs were just under \$10,000. The buyer, Jim O'Neil, replaced cushions & covers, sail covers, 30 amp battery charger and bimini. While the boat was out of the water, the hull was checked and the bottom repainted.

At this point, I showed up; It was August 1996. The boat obviously had not been cared for, mechanically, for some time. A lot of work was needed and O'Neil was not prepared to spend the time and money required to fix her up properly. But I being retired, saw a good project near my home - - and the boat was me! I made a low-down offer which was accepted, and she was mine.

My first order of business was to install a float switch for the bilge pump. Shortly after, the original owner stopped by and offered me the dodger, a full set of cockpit cushions, sun awnings fore & aft with all necessary tubing, and a bunch of other stuff. Of course, I accepted

.....continued

Bob Forsman (027K) to Dick Manuel (050K), continued.....

I completely removed everything possible from the inside, and stripped, sanded and refinished with an Interlux 60 rubbed finish. The cabin sole was so black that I didn't know it was striped/scored until I removed all the old varnish, oil and dirt. Everything had to be refinished or painted to remove the diesel smell. For the areas not readily visible, and in the engine compartment, etc., I used Sears Weather-beater paint which is mildew-resistant.

Just about everything I checked was bad, loose, or improper. For example, zinc taps on the cooling water heat exchanger and oil cooler were stripped - - being held in probably with permatek. Both of them fell out, the one on the oil cooler falling out while motoring on the ICW. The problem was noticed when the water rose to the cabin sole level.

The transmission was found to be full of water - - just a gray "goop" came out. The transmission fluid has been changed twice so far, and will likely be changed again next month. An then there was the windlass - - of course, full of water also.

Other tasks included disassembly of the Shipmate stove for cleaning and replacement of all packing, etc. Interestingly, the 1.5 gallon alcohol tank was totally crushed by water pressure when the boat sank. To deal with this, I filled it full of water, froze it, and it popped out a little. Six weeks of freezing/thawing, freezing/thawing finally rounded it out, and it now works fine for holding 1.5 gallons of alcohol (I'm considering going to propane, but will do some more cruising before I take on that project.) I use a small, 1-burner butane unit now for coffee and 1-pan meals.

I checked out all the electricals and found that most of the breakers were not operating. Finally got them to function after a fashion. The Datamarine wind, depth, and speed instruments survived. But I have come to the conclusion that I will have to replace the entire electrical panel, and would appreciate advice/suggestions from other Seawind II Owners/readers. I have replaced all other electronics, presently having an Apelco VHF model 5160, Garman GPS (45), and Apelco Loran which I shall probably dump in favor of another GPS for a spare.

All water lines and tanks were flushed or replaced. I installed a new hot water tank/heater. My 27 gallon polyethylene water tank under the V-berth continues to leak at the bottom outlet. Several applications of 2-part mixes haven't held. (Advice/suggestions from other Owners would be appreciated. Ed. Note: Could that forward tank have been the 1st step towards a holding tank for lake sailing?) I'd like to keep it, but may have to cut the top off and use it for dry storage.

Sails: Two years before I acquired the boat, a new Schaeffer roller furling headsail rig and new jib were installed. The original main-sail and mizzen-sail have been replaced by Mack sails of Stuart, FL. I went with 2 sets of reef points on the main, but no reef points on the mizzen. I'm still wondering if I should have had reefing capability for the mizzen, but I guess I won't know until I need it!

I have just purchased material to replace the main and mizzen halyards. The rest of the running rigging seems okay, as do the shrouds, etc.

In June of 1997 I moved the boat to Apollo Beach, FL, on Tampa Bay where she presently resides. I'm an 8-hour drive away, but do mostly 1, 2, or 3-month cruises. Cost of transportation to the new home port was \$1,200 plus \$250, each, for in and out to make a total of \$1,700.

.....continued

ANNEX 98-K 3/3

Bob Forsman (027K) to Dick Manuel (050K), continued....

I've since gotten an 8.5-foot Zodiac 260S with a Mariner 2 HP motor. For anchoring, two 200-foot rodes came with the boat along with a 22-foot length of chain and a 22S Danforth. I now have a 33# Bruce, 60 feet of 5/16 chain and 200 feet of line as my main anchor system, with a manual windlass to handle it. The back-up is the 22S Danforth, 22 feet of chain and the other 200 feet of line.

Right now I have about \$30,000 in the boat, with everything sitting in Florida. The boat still needs some....well, a lot of miscellaneous things to be done. I guess the major item will be to get a new electrical panel. Too many times I have had to click switches back and forth on the panel before they work. It's just a matter of time till it gets me into trouble!

For 4 weeks last October-November, I took the boat from Tampa to St. Pete and then thru Lake Okeechobee to Stewart, continuing south from there to Marathon and then back up the west coast to Tampa. It was kind of a "hop-one-day-at-a-time" type of voyage - - no overnights.

I am planning to leave Tampa in mid-March for Key West and up to Angel Fish Creek, a jump-off for the Bahamas. Then on to Bimini, Grand Bahama, and the Abacos. I expect to do a good bit of diving while there. I want to do the Northern Bahamas this year and the Southern part next year. I may try to catch Cuba, coming or going on this trip.

Do you have any detailed information on cutting an access/inspection port in the shower floor? I think it is something I need to do.\*

Bob F.

\*Editor's Note: I sent Bob a copy of Tim Buckley's 4/15/96 letter to me describing his project of cutting thru the showerpan and installing an access plate. Also, I sent him a rather detailed description of cutting thru the cabin sole in front of the head door for compression pole foot repair and access to shower pan hose connections. (Much of this has been mentioned in previous SEAWORDS newsletters, but I can send a set to others who might be concerned.)

ANNEX 98-L 1/2

FROM: Tim & Jorunn Buckley, SWII 119C/SPIRIT, 15 March 1998  
P.O. Box 1053, Eastham, MA 02642.....(508)255-8162  
tbuckley@umb.sky.cc.umb.edu

My wife Jorunn and I bought Doug and Betty Royal's SYRINX from them in 1996. Since they had reserved the name, we renamed her SPIRIT. We spent several weeks refitting her in Annapolis that spring, then delivered her to our home waters - - Nantucket Sound and Chatham's Stage Harbor, on Cape Cod. In July, 1996, we rented out our year-round home in Eastham, on the Cape, and cruised for 4 weeks to Cutler, Maine, near the Canadian border and back. Even the fog, of which there was lots, was beautiful. We made many discoveries. One of them was that we could cruise in great comfort for a month, repairing inevitable breakdowns and splurging now and then on pure luxuries, for what we got for one week's rental of our house. We decided to make it 5 weeks in '97.

Even with the cash-cow that our beloved Eastham home seemed to be, money was tight (we're both commuting academics). I thought I'd live on the boat in Boston Harbor weekday nights over the winter, saving the rent on our pied à terre in Cambridge. At the end of September, 1996, I took SPIRIT up to Provincetown, leaving her on a friend's mooring until, I thought, the following weekend when I could make the rest of the distance to Charlestown and the Constitution Marina, where I'd arranged a winter berth.

But then I got laid low by a cold, and then there was a family something-or-other, and by then nearly three weeks had passed and the weather was turning ugly. On October 20th a nor'easter ripped through P'town Harbor (not to mention Essex, CT, and the rest of the Northeast coast). I was sorry to hear that much of the IMS fleet had broken away in Essex and sailed itself across Long Island Sound; but I had my own problems.

Jorunn and I had storm-prepped SPIRIT on the afternoon of the 19th, rigging two 3/4" nylon mooring pennants protected by poly-reinforced hose chafing gear, and a third length of 3/4" line as a safety pennant, run over the bow roller and left more slack than the two primaries. We did all of the customary things with canvas and seacocks and bilge pumps, and managed to debark in our dingy, AUK, however awkwardly in seas that were already about 3' steep inside the harbor. At 0200 on the 20th, the harbormaster called to tell us that SPIRIT had torn off her mooring and was adrift in waters too shallow and rough for the Coast Guard to get a line on her and tow her to safety. We were there by 0300, in pouring rain and a 60 knot wind pushing 4' breaking seas and a 3' tidal surge on top of a spring tide.

Pitching in the seas, SPIRIT had chafed through chafing gear and pennant alike at the port and starboard bow chocks, and then broke the 1/2" galvanized snap hook on the safety pennant. In hindsight, it may have been better to run all three pennants over the two bow rollers, even with the added torque created by the bowsprit. The hook might better have been a steel carabiner: A third shackle would not fit on the ground tackle.

The next 72 hours were a blur of work, grief, and hypothermia. When they were over, the decks of two summer cottages, overhanging the harbor's edge, were just hanging, period. SPIRIT had done yeoman work of snapping off the telephone pole piles that once supported the cottage decks (which now crushed down on her deck) - - amazing the many bystanders (some incredibly helpful and kind). But stout as she was, she suffered grievous \$26,000 worth. Boat/US Marine Insurance agreed to pay to rebuild her, and SPIRIT-in-recovery spent the winter in Kent Richardson's yard in Chatham. (Kent is, along with much else, a Fibreglas wizard!)

ANNEX 98-L 2/2

Tim & Jorunn Buckley, SWII 119C/SPIRIT, continued.....

The winter-spring of '97 is a blur, too. Kent and I split up the work and I did the scurrying around for parts and the fussing - - machining small parts in my basement shop, refinishing removable teak, and re-working various systems once Kent was done. Whatever it was I did, it took every weekend as well as spring break and lots of free hours here and there from January through May, 1997. Kent, for his part, did a masterful job of reconstruction and refinishing. When SPIRIT was re-commissioned at Stage Harbor on May 17th (Norwegian Independence Day, for Jorunn), she looked prettier than she had since we bought her and was, I dare say, even more strongly built.

On the Fourth of July, 1997, we turned the house over to our renters and headed east again, this time across the Gulf of Maine and down east along the coast as before, but then across the Bay of Fundy to Yarmouth, NS, coastwise around Cape Sable and up to Halifax.

We'd had to decide between an autopilot and radar back in the spring, and had sprung for a Furuno 1600 (with antenna mounted on a stern post), prudence being, you might say, a sort of fetish for us now. Of course, in 1997 Nova Scotia enjoyed the most fog-free summer in about 100 years, and the Gulf of Maine was flat calm for most of both transits: We pondered such matters long and hard, hand-steering' under power beneath the crystal clear heavens.

But Nova Scotia! Nova Scotia is a pure, vast delight; challenging, great sailing and wonderful, friendly and open people. We'd only been there a week when we decided to rent the house for 6 weeks in '98 which we've now done. We'll be taking off again on the fourth of July, maybe offshore from the Cape directly to Halifax, then on up to Cape Breton and the Bras d'Or Lakes.

Since we bought SPIRIT two seasons ago we've sailed about 5,000 miles and lived aboard for about three months all told: Not bad for a land-based, working couple. But working on the boat through so much of 1996-97 left me burned out. For a while, sailboat ownership meant no more to me than money and labor, labor and money. Maybe that was the trade-off: I expunged my guilt for having wrecked SPIRIT (which was vast and excruciating despite everyone's assurances that it "wasn't your fault"; yeah, sure), but ended up being sick of the whole thing. (The Bay of Fundy, 40 miles out in a 25 knot SW wind against an outgoing tide over the Grand Manan Banks on a cold and - - the exception, last summer - - foggy night does nothing to reinstall one's love of boat ownership.)

But miraculously, this spring my heart leaps once again with joy and anticipation. I can't wait for the weather to settle down, get the tarp off SPIRIT, and get back to work - - and get her back into the water, Jorunn and I on board. It's a great feeling: I thought I'd lost it.

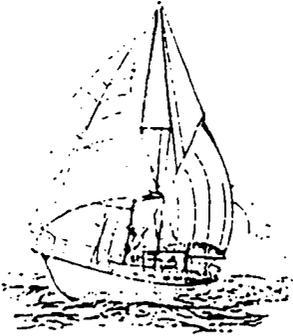
Maybe owning a sailboat is a bit like living in New York City: You have to get over your obsessive attraction to it and discover that in some way you hate it before you can settle in and really be a New Yorker - - or a sailor, as the case may be.

Needless to say, in refitting ex-SYRINK in Annapolis in 1996, and in rebuilding her as SPIRIT-renewed in 1997, we've gotten a pretty good understanding of the original structure and systems, made a lot of changes as well as a few mistakes, and maybe came up with a reasonable new idea or two - - and a lot of new questions. I'll write about these technical matters the next time around.

Fair winds,  
Tim Buckley

10/97

ANNEX 98-M 1/6



Greetings from the Seawind Association: \*

Thank you for the letters and calls I received since the June mailing concerning the Seawind Association. I have decided to do my best to keep the association going by publishing a Fall and Spring newsletter. The newsletter can only be as good as the information received from boatowners and interested parties alike, so please keep in touch by providing me with any information regarding the Seawind. Write, email or call me at:

Peter B. Edwards  
10 Cranberry Lane  
Dover, MA. 02030  
508 785-2968  
email: pedwa@world.std.com

I do not possess the graphic artist talents of the prior secretary of the Association, Carol Wade, who published two professional newsletters. Consequently, the format of the newsletter will be in the form of a letter and copies of information sent to me much like what Dan Smith did for so many years. Speaking of Carol, I did learn from Don Casey and Richard Manual that she took off in her Seawind for the Florida Keys which is why I was unable to reach her. One can hardly begrudge her for this form of anonymity considering the alternative she chose. I will continue to keep her NYC address on file in the hopes of reaching her. She must have some wonderful stories to relate, plus she has much of the paperwork of the Association. I am sure we will connect sometime.

I am enclosing several pieces of correspondence I received over the past 3 months. They all make interesting reading, and contain the information and stories we all want to hear about. Please keep them coming. I particularly like the letter from Mrs. David Fuchs, who succinctly writes what owning a cruising boat like the Seawind is all about: family, friendships, adventure, stories, projects, along with a fair dose of anxiety mixed in along the way.

I received a letter of encouragement from our naval architect, Tom Gillmer. He played an important role in the refurbishment of Old Ironsides, which many of you probably read about this summer. The flagship of the US Navy underwent a 3 year restoration and sailed under its own sail power this past July. It was a big event in the Boston area and a very inspiring moment. He has also written a

\* SEAWIND 30



## ANNEX 98-M 3/6

Dan Smith writes that he is researching the history of the Allied Boat Co. Dan was a long time owner of hull#137 (Kohinoor) and a diligent secretary of the Seawind Association for many years. Dan lost his boat in Hurricane Andrew in 1992 but his enthusiasm for our Seawind has obviously not diminished. Good luck Dan, and we look forward to any news from you.

I received a letter from Iona and Warren Kunz from Deltaville, VA., who, along Jules Siegels, founded the Seawind Assoc. Regrettably, the Kunz's have put their boat up for sale. I have no doubt that the boat is in meticulous condition given the love and care the Kunz's must have given it over their many years of ownership. All former Seawind owners, or anyone for that matter who joins the Association, will receive our newsletter.

Speaking of boats for sale, Sea Pearl (hull #127) is for sale. The boat is located in Wiscasset, Maine. I had the pleasure of visiting with the owner, Sean Rafter, this past August and can confirm the fine condition of the boat. Sean can be reached at 207 882-9450, or srafter@wiscasset.net.

Addison Worthington (former owner of Hornpipe, hull#55) extends an open invitation to Seawind owners to visit Murray's Wharf on the Rhode River (an hour or two below Annapolis) if anyone is taking a trip on the Waterway. He says it is a great place for a stopover and there is 10' of water right up to the pier. If Addison is not around, ask for the new owner of his Seawind.

The following letters from the June mailing were returned. I used the mailing list from Carol Wade's last newsletter. If anyone knows the whereabouts of these missing Seawinds, let me know. Our numbers are dwindling since no more Seawinds are being built, so I hate to see any "drop off the charts".

| <u>Owner</u>            | <u>Address</u>     | <u>Hull #</u> | <u>Boat Name</u> |
|-------------------------|--------------------|---------------|------------------|
| Bob and Nancy Breslin   | St. Petersburg, FL | 138           | Brehon           |
| William Bunting         | Dade City, FL      | 11            | Apogee           |
| Alex and Holly Grinnell | New York, NY       | 17            | Sooloo           |
| Frank Howell            | Annapolis, MD      | 34            | 3 Monkeys        |
| Juan and Maria Orosco   | Miami, FL          | 125           | Cinarron         |
| John Reedy              | Bethesda, MD       | 96            | Aldebaran        |
| Marvin Sill             | Tarpon Springs, FL | 91            | Pyxis            |

I had the pleasure of visiting with Rod Towner recently. When he told me he had completely rebuilt his Seawind over the course of 7 years, I thought it would make interesting reading for the newsletter, plus he had the added advantage of living only 10 miles from my home. When I say completely rebuilt the boat - that is exactly what I mean. He purchased hull #107 (Nightwind) in a boat salvage yard for \$1,500 in 1992. The boat had gone on the rocks in Woods Hole, MA in Hurricane Bob. This storm took an unusual track and smacked headlong into

## ANNEX 98-M 4/6

Buzzards Bay after coming through Long Island Sound. It caused an enormous amount of damage in Rhode Island and the Buzzards Bay area. Rod also lost his 23' sailboat in this same storm. The starboard side of the salvaged Nightwind sustained severe damage with a 8x10 foot hole in its side and there was extensive interior damage. Like all of us, Rod and his wife liked the looks of the boat and I guess they thought for \$1,500 - what the heck. Many dollars and many years later, they have a boat which is "the state of the art" for Seawinds.

Rod got his boat in the water for the first time in the summer of 1996. Two small children and a few more refinements prevented him from floating the boat this past summer, but may be next summer... The boat presently resides in his spacious garage, over which sits his house. Rod also designed and built his own home, and does car restoration, all of which gives you an idea of his talents as a craftsman. The boat fits his garage like a glove, and one wonders if the house was built to house the boat, or his family.

A seven year project has too many tales to cover in this publication. The restoration of the hull is a major story in and of itself. I thought in this newsletter, I would list just a few of the many features Rod has added, which I think are unique. Hopefully, the enclosed pictures will help to visualize what he has done. Perhaps, Rod can provide us with detailed information on specific projects in future issues of our newsletters. He can be reached at 508 435-4575.

1. Rod squeezed two 10 lb. upright propane tanks into the steering quadrant locker. He had to add one inch to the height of the opening and router out ½ inch sections of the top of the quadrant cover, and modify the valve guards of the propane tanks to make the tanks fit. A shelf was fitted and glassed in the bottom of the locker to support the tanks.
2. The starboard and port cockpit storage areas have side support pieces glassed to the hull. This allows for folding shelves with removable plywood supports. The shelves provide more flat surface storage space and improved isolation of the engine compartment.
3. A Yanmar 3GM 30 hp diesel has been installed. The engine instruments have all been placed inside the helmsman seat compartment with the instrument dials facing forward. (PS - Rod has a 2 cylinder Palmer diesel and parts available if anyone wants them)
4. Red night lights have been installed in the engine compartment for night time maintenance, as well as in the cabin floor, the galley and head.
5. Two fuel filters have been installed, one for regular engine service and the second filter is used to clean and circulate the fuel. It has its own supply and return lines and is run by a separate electric fuel pump. Besides cleaning the fuel of algae and water, it can be used as another supply to the engine.
6. There is a hot and cold pressure water system to the galley and head, and a pressurized salt water washdown located near the galley. The saltwater system is tied off the engine saltwater intake to reduce the number of thru

## ANNEX 98-M 5/6

- hulls. It has its own shutoff. The outlet is in the cockpit above the cockpit drain. This allows it to be used as a galley rinse to conserve fresh water. It can also be used to fill the cockpit and make a small tub to rinse sandy feet (mostly small ones!!).
7. To take care of gray water from the galley sink, ice box and shower, a sump was installed under the cabin sole in front of the water tank. All drain lines lead to it. It then pumps the gray water overboard keeping the bilge clean and dry.
  8. To meet the discharge regulation a 25 gallon holding tank was installed under the V berth. The head discharges directly into the tank through schedule 40 PVC pipe with cleanout ties to make cleaning a dog easier and eliminating head odor. The tank is then Y valved to a deck discharge or macerator pump and then overboard.
  9. Drinking water is available by using a 2 gallon Poland Spring water container. A bracket is attached to the engine cover under the galley sink to hold the container. It feeds to a manual pump at the galley. It can be routed through the ice box for cooling.
  10. The mizzen mast step was built up by 3" to increase head room under the boom.
  11. All teak interior and exterior was removed and stripped, washed, brightened, sanded, and sealed with a clear penetrating epoxy sealer (CPES) by Smith and Co. (510 237-6842). This was finished off with no less than 20 coats of varnish! All interior surfaces were covered with white formica before the teak trim was added.
  12. All electrical circuitry is tied into a Panel Troneis 100 amp, 18 circuit breaker panel box with digital volt and amp readouts. Along with this panel, a 5 circuit AC panel was added with CO and gas vapor detectors. The panels and the VHF radio were placed on an extended shelf on the port side of the aft bulkhead
  13. All metal parts and shrouds are bonded with #4AWG.
  14. Specially constructed drawers have been made that fit under the main cabin bunks using the existing teak doors as the drawer face.
  15. A foam back rest goes around each of the bunks and V berths. A high density 5" foam was used for the back rest and bunk cushions.
  16. There is a blower forward of the water tank beneath the cabin sole which provides forward bilge ventilation.
  17. The salt water intake for the engine has been installed beneath the port bunk. This allows easy access for cleaning and maintenance.
  18. Rope organizers have been added to the top deck and which will lead to rope clutches and winches on either side of the cabin thereby allowing all ropework to be accessed from the cockpit.
  19. A Raytheon Autohelm 3000 has been attached to the wheel. This is a belt driven unit that affixes to the mast step for the mizzen.

ANNEX 98-M 6/6

20. A twin anchor setup is used at the pulpit with a CQR35 and a West marine 25 Danforth. Each have permanent stowage beneath the bow pulpit with chains leading aft to deck pipes.
21. A Lewmar ocean hatch that neatly fits into the old teak frame replaces the original hatch.
22. Cedar boards were encompass the inside of the hanging locker providing a very pleasant and fresh scent.

Rod was able to find a mast to replace the broken spar. He paid \$250 for it through a local used equipment publication. He has sections of the old mast should anyone need a piece.

You have to catch your breath just to follow the projects listed above, not to mention the many other areas that I left out.

**I hope this publication has been of interest to everyone. Please keep in touch. I need reports, information, stories and ideas from all of you to make each issue enjoyable and enlightening. I also need your money, so please return the membership form along with a check for \$15.00 (please make checks payable to myself rather than the Seawind Assoc. to avoid complications when making deposits).**

**Have a great winter**

**Next newsletter - Spring 1998**

ANNEX 98-N 1/3

ALLIED SEABREEZE OWNERS ASSOCIATION

E.M. Reardon, 31 West Lane, Bay Shore, N.Y. 11706

18 February 1998

Dear Fellow Seabreeze Enthusiast:

The periodic distribution of these rosters and associated material always seems to require me to add a covering letter with some general comments or imagined profundities. This time I'll try to be brief.

The Atlantic City meeting drew 23 people representing 13 boats. We welcomed Tom and Vicki Thompson from Neptune, N.J., who have a deposit on #62 in Florida and hope to close in a few weeks. Mike Adler, the refrigeration maven from Guilford, was also present, actively looking for a Seabreeze. Two additional guests, who introduced themselves as recent Princess buyers but did not sign in, sat in the back for at least part of the meeting. The members present were:

|   |                   |      |
|---|-------------------|------|
| Ken & Karen Basile, Nanticoke, Md.          | ORION             | #117 |
| Gerry Clapp, Guilford, Conn.                | SOUTHERLY         | #28  |
| Linc Craighead, Fairfield, Conn.            | SUNDART           | #60  |
| Stuart Eichner, New York, N. Y.             | ALDORA            | #4   |
| Joe & Betty French, West Islip, N. Y.       | DESTINY           | #101 |
| Sam Klein, Hauppauge, N. Y.                 | ALDORA            | #4   |
| Joe Lazar, Landenberg, Pa.                  | MICHIEL de RUYTER | #93  |
| Ursula & Richard Michel, Lederach, Pa.      | DULCINEA          | #81  |
| Gene Reardon, Bay Shore, N.Y.               | MANATUCK          | #46  |
| Carole & Joe Sarnowski, White Stone, Va.    | PEDDLER           | #133 |
| Yda Schreuder, Landenberg, Pa.              | MICHIEL de RUYTER | #93  |
| Peter & Lee Scott, Brooklyn, N. Y.          | WINDPIPER         | #71  |
| Doug Walkington, Pointe Claire, Quebec      | SALLY FORTH       | #122 |
| David & Sally Westgate, Mattapoisett, Mass. | ESPRIT            | #45  |

The meeting was called to order at 4:45 and Linc Craighead was kind enough to take minutes. A typed copy is in hand but omitted here for brevity. The material included in this mailing (unless I can assume that you already have it) was distributed and discussed.

We talked at some length about the notion of a formal publication. An appealing possibility would be a periodical in the style of the Seawind II Association's semiannual Seawords, containing owner-written articles on maintenance or cruising, along with up-dates of the roster, financial reports, etc. An alternative that would provide a repository for basic Seabreeze information, and also permit up-dates as additional material or revisions became available, is a loose leaf bound manual. This would avoid the discipline of a regular production schedule implicit in a periodical.

There was sufficient enthusiasm for doing something along these lines that we appear to have gotten volunteers to perform most of the functions required. Lee Scott offered to undertake the editorial responsibilities, Stuart Eichner felt he could get the typing done, and Gerry Clapp was willing to undertake the printing and distribution. I explained that I couldn't increase my own commitment beyond my current duties but I will, I'm sure, be the one to produce the background material and the mailing labels. We're a long way from having anything to mail, but I feel something is definitely on the horizon.

At the meeting, we disposed of the last of the stock of Seabreeze pennants that Jerry Clapp had ordered. They cost \$26 a piece in modest quantities so Gerry will wait until he collects a few requests before ordering more. Get in touch with either of us if you are interested.

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Gerry also brought a beautifully refinished rudder cap / tiller strap assembly to the meeting. The work had been done by Springfield Custom Chrome of Massachusetts [(413) 739-5181]. I am adding them to our list of Seabreeze sources, along with the name of a firm that had a booth at the show, Traditional Marine Outfitters of Annapolis Royal, Nova Scotia [(800) 363-2628]. They seemed to be well stocked with both new and used bronze, including at least one top-action #2 winch crank. Along the same line, Eric Powers (#51) writes that he is going diesel and his fresh water Sea Scout will be available. John Gaythwaite (#14) adds that Schaefer Item 84-90 chainplates can be used to replace the original parts.

There seemed to be some feeling that the Sail Expo '98 show was smaller and less interesting than in prior years, although the meeting room, which we receive at no cost, seemed nicer. Alternative locations for next year's meeting are open to suggestion. Failing any new ideas, we'll probably be in Atlantic City again. Looking at where our members came from to attend, it might be impossible to find a more central location.

Possible sites for summer rendezvous were discussed. Hank Towers has offered to organize one in Maine again, as well as inviting us to a luncheon in Essex some time this spring. I can certainly arrange for Shelter Island again, but there seemed to be some enthusiasm for getting together in the Narragansett Bay - Buzzards Bay area. Our local reps are working the problem. The Sarnowskis are still game for a Chesapeake rendezvous, but suspect that something a bit north of White Stone might be more accessible. Volunteers are needed. Firm dates to follow.

The meeting was adjourned at 5:45, after which some time was spent in conversational groups in the meeting room. Then twenty of us, more wives, a few less owners, proceeded to Moma Mott's for dinner. I want to thank those who got away after dinner before I could speak to them to say thanks for the surprise of finding that my share of the tab had been picked up.

The current roster lists two members, Larry Lane and Ellis McKissick, who have moved without supplying new addresses. There are also about ten owners whom I cannot convince to return registration forms, leaving me unsure of the whereabouts of their boats or even the boat names. If any of you faithful ever come across these owners or their boats, will you please make an effort to gather as much information as you can for the roster and forward it to me. The problem boats are:

|                         |        |           |  |
|-------------------------|--------|-----------|--|
| <i>ABRAXAS</i>          | #40(?) | Wh Sl.    | <u>McKissick</u> , Fla.                  |
| <i>ALL MY TOMORROWS</i> | #61    | Red Sl.   | <u>Zabrodsky</u> , Clifton, N.J.         |
| <i>AMBERGRIS</i>        | #73    | Dk Bl Sl. | <u>Creighton</u> , Greenport, N.Y.       |
| <i>APRILO DAWN</i>      | #96    | Dk Bl Yl. | <u>Lane</u> , Fla.                       |
| <i>CERES</i>            | #55    | Wh Yl.    | <u>MacCauley</u> , Ft. Lauderdale, Fla.  |
| <i>HONEYBUN</i>         | #97    | Wh Yl.    | <u>Simpson</u> , Minnesott, N.C.         |
| <i>LADY JOAN II</i>     | #111   | Dk Bl Yl. | <u>Pace</u> , Threemile Harbor, N.Y.     |
| <i>MARQUISE</i>         | #78    | Yl.       | <u>Manning</u> , Melbourne, Fla.         |
| <i>MISTY</i>            | #29    | Wh Yl.    | <u>Collinson</u> , Wellesly Hills, Mass. |
| <i>PEREGRINE</i>        | #11    | Wh Sl.    | <u>Falcon</u> , Annapois, Md.            |
| <i>UNCLE WIGGILY</i>    | #116   | Wh Sl.    | <u>Alexander</u> , Titusville, Fla.      |
| <i>WINDY III</i>        | #103   | Dk Gr Sl. | <u>Lamon</u> , Port Charlotte, Fla.      |

Late word from Miami has it that Frank Purvis (#119) and friend, and Frank MacLear, of MacLear and Harris, took advantage of the Krarup invitation. Frank left GRACE in Marathon, however.

Have faith. The days are getting longer.

Regards,



Two late entries in the E-Mail derby (see roster page 8):

|                      |             |                            |     |                |
|----------------------|-------------|----------------------------|-----|----------------|
| Southern New England | Gerry Clapp | GBC143@AOL.Com             | 28  | (203) 453-4160 |
| Central Atlantic     | Roy Harvey  | SRHarvey@Always-online.Com | 127 | (919) 249-1763 |

## ANNEX 98-N 3/3

An appeal from Lee Scott, the volunteer editor of our fledgling Seabreeze publication. (All suggestions for a name gratefully received.) - EMR

### SEABREEZE - AN OWNER'S MANUAL

Wish you had an owner's manual?

Have you made a fabulous passage you'd like to share?

Do you know a guy who fabricates impossible-to-find parts?

Would you like to know how to replace your centerboard?

At the Atlantic City meeting in February, we decided to have a go at a Seabreeze publication - not quite a magazine, but more than a newsletter. Articles from members, how-to's, pictures. With your help, we can do it! Gene Reardon envisions a sort of "Owner's Manual" in installments...something you can keep, something the Seabreeze Owners Association can pass on to new owners, etc. The exact format has yet to be determined, but

#### NOTHING WILL HAPPEN WITHOUT YOUR HELP.

For the first edition, sure to be a collectors' item, here are some topics:

Replacing the centerboard. What to do, what not to do, horror stories, sources, etc.

Boarding ladders to adore or abhor. Those that work, those that don't.

Holding tanks, heads, and other watery tales. From porta-potties to shower drains, tales of pump-out stations, solutions.

Rainsulating your icebox. Or how to keep both the cook and the bartender happy.

Sources for good stuff. Include name, address, phone, fax, price approximation.

Help!! If you have a particular problem and you want other owners' input in finding a solution, here's your opportunity.

New members (you promised to send a picture with your new boat!)

If you don't like these topics, send your suggestions for others! This is your publication.

Send all contributions, typed, not more than 500 words (that's two pages double-spaced), to Lee Scott, 2 Montague Terrace, Brooklyn, NY 11201, FAX: 718-243-0223; email: 2170752@mcimail.com. If you can do them in Microsoft Word or WordPerfect 5.1 or higher, I'll return your diskette, honest!

(P.S. I reserve the right to edit all material.)



WIRELESS TELECOMMUNICATIONS BUREAU

FACT SHEET

ANNEX 98-0 1/8

FEDERAL COMMUNICATIONS COMMISSION  
1919 M STREET NW  
WASHINGTON DC 20554

PR5000

Number 14  
November 1996

## SHIP RADIO STATIONS

The Telecommunications Act of 1996, which became law on February 8, 1996, brought about fundamental changes in the licensing of ship radio stations. This Fact Sheet contains information on radios that may be used aboard a ship, which ship radio stations must be licensed by the FCC, and how to use your marine VHF radio.

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| V.      | How to operate your marine VHF radio .....                  | 5    |
| VI.     | FCC information (forms, fees, rules) .....                  | 8    |

### I. GENERAL INFORMATION

A shipboard radio station includes all the transmitting and receiving equipment installed aboard a ship for communications afloat. Depending on the size, purpose, or destination of a ship, its radio station must meet certain requirements established by law or treaty. For example, large passenger or cargo ships that travel on the open sea are required by the Communications Act and by international agreements to be equipped with a radio station for long distance radio communications. Passenger ships that travel along the coast must be able to communicate at shorter range with coast stations. These are examples of "compulsory ships" because they are required by treaty or statute to be equipped with specified telecommunications equipment.

Smaller ships used for recreation (e.g., sailing, diving, fishing, water skiing) are not required to have radio stations installed but they may be so equipped by choice. These ships are known as "voluntary ships" because they are not required by treaty or statute to carry a radio.

Ship stations may communicate with other ship stations or coast stations primarily for safety, and secondarily for navigation and operational efficiency. The FCC regulates marine communications in cooperation with the U.S. Coast Guard, which monitors marine distress frequencies continuously to protect life and property. All users of marine radio are responsible for observing both FCC and Coast Guard requirements.

The marine radio equipment listed below may be used aboard a ship. If your ship must be licensed, all equipment is authorized under a single ship radio station license.

*VHF Radiotelephone (156-162 MHz)* - Used for voice communications with other ships and coast stations over short distances.

*Radar* - Used for navigating, direction-finding, locating positions, and ship traffic control.

**EPIRB** - Emergency Position Indicating Radio Beacons, or EPIRBs, are used when a ship is in distress, to emit a radio signal marking the ship's location. Extreme care must be taken to prevent inadvertent activation and batteries should be replaced prior to expiration date.

**Single sideband Radiotelephone (2-27.5 MHz)** - Used to communicate over medium and long distances (hundreds, sometime thousands of nautical miles).

**Satellite Radio** - Used to communicate by means of voice, data or direct printing via satellites.

**Radiotelegraph** - Used to communicate by means of Morse code facsimile or narrow-band direct-printing.

**Survival Craft Radio** - Used for survival purposes only from lifeboats and rafts.

**On Board Radio** - These are low-powered radios used for internal voice communications on board a ship or for authorized short range communications directly associated with ship operations.

In addition, ships may use GPS or LORAN receivers, depth finders, citizens band (CB) radios, or amateur radios (an amateur license from the FCC is required).

## II. DO I NEED A SHIP RADIO STATION LICENSE?

On October 26, 1996, the FCC released a *Report and Order* in WT Docket No. 96-82, FCC 96-421, eliminating the individual licensing requirement for voluntary ships operating domestically which are not required by law to carry a radio. The paragraphs below describe how the new rules affect the maritime public.

### WHO NEEDS A SHIP STATION LICENSE?

You do not need a license to operate a marine VHF radio, radar, or EPIRBs aboard voluntary ships operating domestically. The terms "voluntary" and "domestic" are defined below. Although a license is no longer required for these ships, you may still obtain a license (and call sign) by following the procedures outlined in Section IV of this Fact Sheet and writing "VOLUNTARY SHIP" in large letters across the top of the application form.

### WHICH SHIPS ARE VOLUNTARY?

The term "voluntary ships" refers to ships that are not required by law to carry a radio. The following types of ships *ARE NOT* voluntary:

- Cargo ships over 300 gross tons navigating in the open sea;
- Ships certified by the U.S. Coast Guard to carry more than 6 passengers for hire in the open sea or tidewaters of the U.S.;
- Power driven ships over 20 meters in length on navigable waterways;
- Ships of more than 100 gross tons certified by the U.S. Coast Guard to carry at least one passenger on navigable waterways;
- Tow boats of more than 7.8 meters in length on navigable waterways; and,
- Uninspected commercial fishing industry vessels required to carry a VHF radio.

### WHAT IS DOMESTIC OPERATION?

Ships operating domestically do not travel to foreign ports or transmit radio communications to foreign stations. Sailing in international waters is permitted, so long as the previous conditions are met. If you travel to a foreign port (e.g., Canada, Mexico, Bahamas, British Virgin Islands) a license is required. Additionally, if you travel to a foreign port, you are required to have an operator permit as described in Section III of this Fact Sheet.

### WHAT RADIO EQUIPMENT MAY I USE?

You do not need a license to use marine VHF radios, any type of EPIRB, any type of radar, GPS or LORAN receivers, depth finders, CB radio, or amateur radio (an amateur license is required). Ships that use MF/HF single side-band radio, satellite communications, or telegraphy must continue to be licensed by the FCC.

### WHAT IF I HAVE A MARINE RADIO WITH DIGITAL SELECTIVE CALLING (DSC) CAPABILITY?

You must obtain a nine-digit maritime mobile service identity (MMSI) and have it programmed into the unit before you transmit. Prior to obtaining an MMSI, you will be asked to provide certain information about your ship. It is important that you obtain an MMSI because the U.S. Coast Guard uses this information to help speed search and rescue operations.

You may obtain an MMSI by filing FCC Form 506 with the FCC. The FCC is presently examining alternative ways to assign MMSI's (e.g., through private sector organizations). Before applying for an MMSI, you should contact the FCC at (800) 322-1117 to find out the current procedure.

**SHOULD I RENEW MY LICENSE?**

If you operate a marine VHF radio, radar, or EPIRBs aboard a voluntary ship operating domestically, you are not required to apply for a new license or renew your current license.

Although a license is no longer required for these ships, you may still renew your license and retain your call sign by following the procedures outlined in Section IV of this Fact Sheet and writing "VOLUNTARY SHIP RENEWAL" in large letters across the top of the application form.

**SHOULD I RETURN MY LICENSE TO THE FCC FOR A FEE REFUND?**

If your license was issued prior to July 18, 1994, you paid a non-refundable \$35 application fee and are not eligible for a refund. If you applied for a license after that date, however, you paid a regulatory fee in addition to the non-refundable application fee and may be eligible for a refund. Follow the instructions below to obtain your refund.

(1) You paid \$115 for a license between July 18, 1994, and February 7, 1995. You paid a \$45 application fee and a \$70 regulatory fee (\$7 per year, 10 year license) and are entitled to a \$56 refund (\$7 per year for 8 unexpired years of your license). Submit your station license with "REFUND" written across the top to Federal Communications Commission, SHIP REFUND, 1270 Fairfield Road, Gettysburg, PA 17325-7245. A \$56 refund check will be sent to you by mail.

(2) You paid \$115 for a license between February 8, 1995, and September 17, 1995. You paid a \$45 application fee and a \$70 regulatory fee (\$7 per year, 10 year license) and are entitled to a \$63 refund (\$7 per year for 9 unexpired years of your license). Submit your station license with "REFUND" written across the top to Federal Communications Commission, SHIP REFUND, 1270 Fairfield Road, Gettysburg, PA 17325-7245. A \$63 refund check will be sent to you by mail.

(3) You paid \$75 for a license after September 17, 1995, and received a license in the mail. You paid a \$45 application fee and a \$30 regulatory fee (\$3 per year, 10 year license) and are entitled to a \$27 refund (\$3 per year for 9 unexpired years of your license). Submit your station license with "REFUND" written across the top to Federal Communications Commission, SHIP REFUND, 1270 Fairfield Road, Gettysburg, PA 17325-7245. A \$27 refund check will be sent to you by mail.

(4) You paid \$75 for a license after September 17, 1995, and *did not* receive a license in the mail. You will receive a \$75 refund check in the mail. There is no need to call or write the FCC to get your refund -- it will be sent automatically. Keep in mind that the FCC must process nearly 16,000 refunds in this category alone. Nonetheless, you should receive your refund between January and March 1997.

**WHAT OPERATING PROCEDURES SHOULD I FOLLOW?**

Even though a station license may no longer be required, you must continue to follow the operating procedures for calling other stations, maintaining a safety watch, and relaying distress messages as specified in the FCC Rules. A summary of these rules for the use of marine VHF radios is included in Section V of this Fact Sheet. You may identify your ship station over the air using your FCC-issued call sign, the state registration number or official number of your ship, or the name of your ship.

**WHAT HAPPENS IF THE COAST GUARD BOARDS MY SHIP?**

On April 17, 1996, the U.S. Coast Guard suspended enforcement activities concerning FCC Radio Station Licenses carried aboard voluntary ships.

**III. DO I NEED A RESTRICTED RADIOTELEPHONE OPERATOR PERMIT?**

If you plan to dock in a foreign port (e.g., Canada or the Bahamas) or if you communicate with foreign coast or ship stations, you must have a RESTRICTED RADIOTELEPHONE OPERATOR PERMIT (sometimes referred to by boaters as an "individual license") in addition to your ship radio station license. Section IV of this Fact Sheet outlines the procedure for obtaining a permit. However, if (1) you merely plan to sail in domestic or international waters without docking in any foreign ports and without communicating with foreign coast stations, and (2) your radio operates only on VHF frequencies, you do not need an operator permit.

NOTE: A ship radio station license authorizes radio equipment aboard a ship, while the restricted radiotelephone operator permit authorizes a specific person to communicate with foreign stations or use certain radio equipment (e.g., MF/HF single sideband radio or satellite radio).

#### IV. HOW TO GET A LICENSE

##### HOW DO I OBTAIN A SHIP RADIO STATION LICENSE?

Obtain FCC Form 506 (see Section VI of this Fact Sheet) and file it with the FCC. The FCC will mail the license to you and it will be valid for ten years. Don't forget to sign and date your application and include any applicable fees, otherwise it may be returned.

##### HOW DO I OBTAIN A RESTRICTED RADIOTELEPHONE OPERATOR PERMIT?

Obtain FCC Form 753 (see Section VI of this Fact Sheet) and file it with the FCC. You do not need to take a test to obtain this permit. The FCC will mail the permit to you and it will be valid for your lifetime. Don't forget to sign and date your application and include any applicable fees, otherwise it may be returned.

##### MAY I OPERATE A MARINE RADIO WHILE MY APPLICATIONS ARE BEING PROCESSED?

You may operate your marine radio after you have mailed your application(s) to the FCC so long as you fill out, detach, and retain the temporary operating authority attached to the application form. The temporary operating authority is valid for 90 days after you mail your application to the FCC and should be kept with your station records until you receive your license/permit through the mail.

##### HOW DO I MAKE CHANGES DURING MY LICENSE TERM?

If you change your mailing address, legal name, ship name, ship official number, or state registration number you must notify the FCC in writing. There is no fee required. No action is required when you add or replace a transmitter that operates in the same frequency band.

Send your written notice of change to:  
Federal Communications Commission  
1270 Fairfield Road  
Gettysburg, PA 17325-7245.

##### HOW DO I RENEW MY LICENSE?

The FCC will send you a computer generated renewal application, FCC Form 405B, approximately 120 days prior to the expiration date of your license. If you do not receive this form within 30 days of the expiration date of your license, you should obtain FCC Form 506 and use it to renew your license.

If you send an application for renewal before your current license expires, you may continue to operate until the FCC acts on your application. You do not need a temporary permit but you should keep a copy of the renewal application you send the FCC.

You must stop transmitting as soon as your license expires, unless you have already sent your renewal application to the FCC.

##### WHAT DO I DO IF MY LICENSE HAS EXPIRED?

If your station license has expired, you must complete FCC Form 506 for a NEW station license. There is NO grace period. You may use the temporary operating authority (FCC Form 506A) to operate your marine radio while your application is being processed.

##### WHAT DO I DO IF I LOSE MY LICENSE OR PERMIT?

If you lose your license, you must request a duplicate in writing. For a duplicate SHIP STATION LICENSE, you must include your name, ship name, and station call sign and a completed Remittance Advice, FCC Form 159. There are no provisions for issuing duplicate restricted radiotelephone operator permits. If you need to replace a lost permit, you must apply for a new one using FCC Form 753. There are fees required for requesting a duplicate license or a new permit.

##### WHAT MUST I DO IF I SELL MY SHIP?

If you sell your ship, you must send your SHIP STATION LICENSE, marked "cancel" to:

Federal Communications Commission  
1270 Fairfield Road  
Gettysburg, PA 17325-7245.

You cannot transfer your SHIP STATION LICENSE to another person or ship. The new owner cannot modify your license, but must apply for a NEW license.

If you have a RESTRICTED RADIOTELEPHONE OPERATOR PERMIT, you should retain it for future use since it is authorized for your lifetime.

##### HOW DO I LICENSE A FLEET OF SHIPS?

Under certain conditions, two or more ships having a common owner or operator may be issued a fleet license for operation of all ship radio stations aboard the ships in the fleet. This allows an applicant to file a single FCC Form 506 for multiple ships. The total fee due for the fleet license, however, is the fee due for a single license multiplied by the total number of ships in the fleet. You must retain a copy of the fleet license with the station records on each ship.

##### MAY I USE MY RADIO ON MORE THAN ONE SHIP?

If you can provide justification for the use of a single transmitter from two or more ships, a portable ship station license may be issued. This could authorize various types of marine radio equipment to be carried from ship to ship.

## MAY I USE MY HAND-HELD MARINE VHF RADIO ON LAND?

You must have a special license, called a marine utility station license, to operate a hand-held marine radio from land -- a ship station license IS NOT sufficient. You may apply for this license by filing FCC Form 503 with the FCC. To be eligible for a marine utility station license, you must generally provide some sort of service to ships or have control over a bridge or waterway. Additionally, you must show a need to communicate using hand-held portable equipment from both a ship and from coast locations. Each unit must be capable of operation while being hand-carried by an individual. The station operates under the rules applicable to ship stations when the unit is aboard a ship, and under the rules applicable to private coast stations when the unit is on land.

## V. HOW TO OPERATE YOUR MARINE VHF RADIO WHAT TYPES OF RADIOS MARINE VHF RADIOS ARE ACCEPTABLE?

The power output of your radio must not be more than 25 watts. You must also be able to lower the power of your radio to one watt or less. Your radio must be able to transmit on 156.8 MHz (Channel 16), 156.3 MHz (Channel 6) and at least one other channel. Your radio must be type accepted by the FCC. You can tell a type accepted radio by the FCC ID label on the radio. You may look at a list of type accepted radios at any FCC field office or at FCC headquarters.

## MAY I INSTALL AND SERVICE MY MARINE VHF RADIO BY MYSELF?

You may install your radio in your ship by yourself. All internal repairs or adjustments to your radio must be made by or under the supervision of an FCC-licensed technician holding at least a General Radiotelephone Operator License. It is recommended that the radio be inspected by the service person when installed.

## WHAT MARINE VHF CHANNELS MAY I USE?

The marine VHF channels are divided into operational categories, based on the types of messages that are appropriate for each channel, and are available for the shared use of all boaters. You must choose a channel which is available for the type of message you want to send. Except where noted, channels are available for both ship-to-ship and ship-to-coast messages.

The channels listed in the table on the following page are the only channels you may use, even if your radio has more channels available.

## HOW DO I MAKE A CALL?

Maintain your watch. Whenever your radio is turned on (and

not being used for messages), keep it tuned to Channel 16.

*Power.* Try one watt first if the station being called is within a few miles. If there is no answer, you may switch to higher power.

*Calling coast stations.* Call a coast station on its assigned channel. You may use Channel 16 when you do not know the assigned channel.

*Calling other ships.* Call other ships on Channel 16. You may call on ship-to-ship channels when you know that the ship is listening on both a ship-to-ship channel and Channel 16.  
NOTE: To do this the ship has to have two separate receivers.

*Limits on calling.* You must not call the same station for more than 30 seconds at a time. If you do not get a reply, wait at least two minutes before calling again. After three calling periods, wait at least 15 minutes before calling again.

*Change channels.* After contacting another station on Channel 16, change immediately to a channel which is available for the type of message you want to send.

*Station identification.* Identify in English, your station by your FCC call sign or ship name at the beginning and end of each message.

## WHAT COMMUNICATIONS ARE PROHIBITED? YOU MUST NOT TRANSMIT --

- False distress or emergency messages.
- Messages containing obscene, indecent, or profane words or meaning.
- General calls, signals, or messages, except in an emergency or if you are testing your radio (these are messages not addressed to a particular station), or
- When your ship is on land (for example, while the ship is on a trailer).

## DO I HAVE TO KEEP A RADIO LOG?

You do not have to keep a radio log.

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| TYPE OF MESSAGE   | SUITABLE CHANNEL(S)   |
|---|---|
| DISTRESS SAFETY AND CALLING - Use this channel to get the attention of another station (calling) or in emergencies (distress and safety).   | 16  |
| INTERSHIP SAFETY - Use this channel for ship-to-ship safety messages and for search and rescue messages and ships and aircraft of the Coast Guard.  | 6   |
| COAST GUARD LIAISON - Use this channel to talk to the Coast Guard (but first make contact on Channel 16).   | 22  |
| NONCOMMERCIAL - Working channels for voluntary bouts. Messages must be about the needs of the ship. Typical uses include fishing reports, rendezvous, scheduling repairs and berthing information. Use Channels 67 and 72 only for ship-to-ship messages.   | 9 <sup>6</sup> , 68, 69, 71, 72, 78, 79 <sup>4</sup> , 80 <sup>4</sup>                                    |
| COMMERCIAL - Working channels for working ships only. Messages must be about business or the needs of the ship. Use channels 8, 67, 72 and 88 only for ship-to-ship messages.   | 1 <sup>5</sup> , 7, 8, 9, 10, 11, 18, 19, 63 <sup>5</sup> , 67, 72 <sup>1</sup> , 79, 80, 88 <sup>1</sup> |
| PUBLIC CORRESPONDENCE (MARINE OPERATOR) - Use these channels to call the marine operator at a public coast station. By contacting a public coast station, you can make and receive calls from telephones on shore. Except for distress calls, public coast stations usually charge for this service.  | 24, 25, 26, 27, 28, 84, 85, 86, 87, 88 <sup>2</sup>   |
| PORT OPERATIONS - These channels are used in directing the movement of ships in or near ports, locks or waterways. Messages must be about the operational handling movement and safety of ships. In certain major ports, Channels 11, 12 and are not available for general port operations messages. Use channel 20 only for ship-to-coast messages. Channel 77 is limited to intership communications to and from pilots   | 1 <sup>5</sup> , 5 <sup>3</sup> , 12, 14, 20, 63 <sup>5</sup> , 65, 66, 73, 74, 77                        |
| NAVIGATIONAL - (Also known as the bridge-to-bridge channel.) This channel is available to all ships. Messages must be about ship navigation, for example, passing or meeting other ships. You must keep your messages short. Your power output must not be more than one watt. This is also the main working channel at most locks and drawbridges.   | 13, 67  |
| MARITIME CONTROL - This channel may be used to talk to ships and coast stations operated by state or local governments. Messages must pertain to regulation and control, boating activities, or assistance to ships.  | 17  |
| DIGITAL SELECTIVE CALLING - Use this channel for distress and safety calling and for general purpose calling using only digital selective calling techniques.   | 70  |
| WEATHER - On these channels you may receive weather broadcasts of the National Oceanic and Atmospheric Administration. These channels are only for receiving. You cannot transmit on them.  | Wx - 1 (162.550 MHz)<br>Wx - 2 (162.400 MHz)<br>Wx - 3 (162.475 MHz)                                      |
| <ol style="list-style-type: none"> <li>1. Not available in the Great Lakes, St. Lawrence Seaway, or the Puget Sound and the Strait of Juan de Fuca and its approaches.</li> <li>2. Only for use in the Great Lakes, St. Lawrence Seaway, and Puget Sound and the Strait of Juan de Fuca and its approaches.</li> <li>3. Available only in the Houston and New Orleans areas.</li> <li>4. Available only in the Great Lakes.</li> <li>5. Available only in the New Orleans area.</li> <li>6. Available for Intership, ship, and coast general purpose calling by noncommercial ships.</li> <li>7. Available only in the Puget Sound and the Strait of Juan de Fuca.</li> </ol> |   |

**DO I NEED A COPY OF THE RULES?**

Voluntary boaters are not required to keep a copy of the FCC's rules. Regardless of whether or not you have a copy of the rules, however, you are responsible for compliance. This Fact Sheet is furnished for your information and guidance. If you would like a copy of the rules, refer to Section VI of this Fact Sheet.

**DO I HAVE TO MAKE MY SHIP STATION AVAILABLE FOR INSPECTION?**

Your station and your station records (station license and operator license or permit, if required) must be shown when requested by an authorized FCC representative.

**WHAT HAPPENS IF I VIOLATE THE RULES?**

If it appears to the FCC that you have violated the Communications Act or the rules, the FCC may send you a written notice of the apparent violation. If the violation notice covers a technical radio standard, you must stop using your radio. You must not use your radio until you have had all the technical problems fixed. You may have to report the results of those tests to the FCC. Test results must be signed by the commercial operator who conducted the test. If the FCC finds that you have willfully or repeatedly violated the Communications Act or the rules, your authorization to use the radio may be revoked and you may be fined or sent to prison.

**HOW DO I CALL ANOTHER SHIP?**

- Make sure your radio is on.
- Speak directly into the microphone in a normal tone of voice -- clearly -- distinctly.
- Select Channel 16 (156.8 MHz) and listen to make sure it is not being used.
- Press the microphone button and call the ship you wish to call. Say "[name of ship being called] THIS IS [your ship's name and call sign (if applicable)]."
- Once contact is made on Channel 16, you must switch to a ship-to-ship channel. The ship-to-ship channels are listed in the chart on page 6 of this Fact Sheet.
- After communications are completed, each ship must give its call sign or ship name and switch to Channel 16.

**HOW DO I PLACE A CALL THROUGH A PUBLIC COAST STATION?**

Boaters may make and receive telephone calls to and from any telephone with access to the nationwide telephone network by

utilizing the services of Public Coast Stations. Calls can be made to other ships or telephones on land, sea, and in the air. The public correspondence channels are listed in the chart on page 6 of this Fact Sheet.

☛ **IMPORTANT:** A ship owner who plans on using these services should register with the operator of the Public Coast Station through which he/she plans to operate. If a person is not registered with the Public Coast Station, then billing information must be given to the Coast Station operator each time a call is made, which results in additional time and effort.

☛ **MAKING SHIP TO SHORE CALLS**

- Select the public correspondence channel desired.
- LISTEN to see if the channel is busy (*i.e.*, speech, signalling tones, or busy signal).
- If not busy, say, for example, "Pleasure craft [name of ship] calling [name of Public Coast Station] on Channel XX."
- If busy, wait until the channel clears or switch to another channel.
- When a coast station operator answers, say, "This is [name of ship and ship's phone or billing number if assigned] placing a call to [city and phone number desired]." Give the operator billing information. If billing information for your ship has not been registered, the operator will ask for additional identification for billing purposes.
- At completion of call say, "[Name of ship] OUT."

☛ **RECEIVING SHORE TO SHIP CALLS**

To receive public Coast Station calls on VHF-FM frequencies, the receiver must be in operation on the proper channel. Coast stations will call on 156.8 MHz (channel 16) unless you have Ringer Service (which requires a second receiver).

☛ **SHIP TO SHIP CALLS**

Contacts between ships are normally made directly but you can go through your coast station using the same procedure as ship to shore calls.

☛ **PLACING SHORE TO SHIP CALLS**

Dial "0" for operator and ask for the "marine operator." It is necessary to know the name of the ship being called (not the owner's name) and its approximate location so the marine operator will know which coast station to place the call through. Other useful information is the channel generally monitored for receiving calls, the ringer number (if applicable) and the Coast Station through which calls can generally be received.

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**WHAT ARE THE MARINE EMERGENCY SIGNALS?**

The three spoken international emergency signals are:

- (1) MAYDAY -- The distress signal MAYDAY is used to indicate that a station is threatened by grave and imminent danger and requests immediate assistance
- (2) PAN PAN -- The urgency signal PAN PAN is used when the safety of the ship or person is in jeopardy.
- (3) SECURITY -- The safety signal SECURITY is used for messages about the safety of navigation or important weather warnings.

When using an international emergency signal, the appropriate signal is to be spoken three times prior to the message.

You must give any message beginning with one of these signals priority over routine messages.

**WHAT IS THE MARINE DISTRESS PROCEDURE?**

Speak slowly -- clearly -- calmly.

1. Make sure your radio is on.
2. Select VHF Channel 16 (156.8 MHz).
3. Press microphone button and say: "MAYDAY --MAYDAY-- MAYDAY."
4. Say "THIS IS [your ship name or call sign repeated 3 times]."
5. Say "MAYDAY [your ship name]."
6. Tell where you are: (what navigational aids or landmarks are near).
7. State the nature of your distress
8. Give number of persons aboard and conditions of any injured.
9. Estimate present seaworthiness of your ship.
10. Briefly describe your ship (meters, type, color, hull).
11. Say: I will be listening on Channel 16."
12. End message by saying "THIS IS [your ship name or call sign] OVER."
13. Release microphone button and listen. Someone should answer. If not, repeat call, beginning at Item 3 above.

**VI. FCC INFORMATION (FORMS, FEES, RULES)**

**FORMS**

- FCC Forms Distribution Center (800) 418-FORM (3676)
- FCC Consumer Assistance Branch (800) 322-1117
- FCC Fax-On-Demand system -- call (202) 418-0177 from the handset of your fax machine. Follow the recorded instructions to have FCC Form 506 (document retrieval number 000506) or FCC Form 753 (document retrieval number 000753) sent directly to your fax machine.

**FEES**

- FCC Consumer Assistance Branch (800) 322-1117

**RULES**

All details concerning radio service eligibility, application procedures, operating requirements, and equipment standards can be found in the FCC Rules. Voluntary ships are not required to carry a copy of the rules.

|                        |                   |
|------------------------|-------------------|
| Maritime Service Rules | 47 C.F.R. Part 80 |
| Operator License Rules | 47 C.F.R. Part 13 |

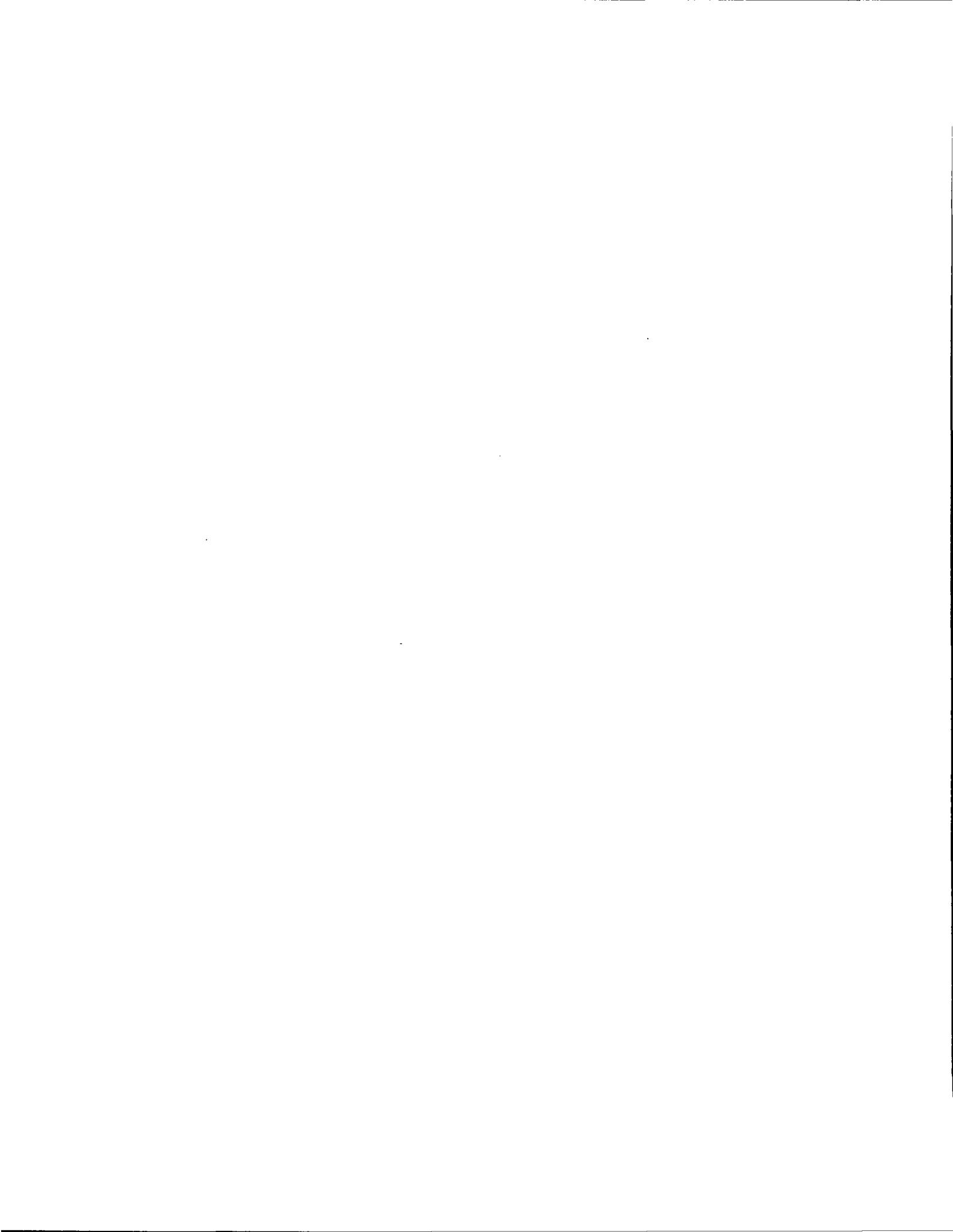
The rules are available *for a fee* from the Government Printing Office at (202) 512-1800.

- ★ Voluntary ship operators who would like an abbreviated version of the rules, including all requirements for voluntary ships, may want to obtain a copy of the Radio Technical Commission for Maritime Service's publication titled "Marine Radiotelephone Users Handbook". The latest edition may be ordered from RTCM, P.O. Box 19087, Washington DC 20036, or by calling (202) 639-4006.

**FCC INFORMATION ON THE INTERNET**

Browse the FCC's internet homepage at <http://www.fcc.gov/wtb/avmarsrv.html>

E-Mail questions/comments to "mayday@fcc.gov."



ANWEX 98-P 1/3

South Hero Island, Vermont  
November 9, 1997

Dear Dick:

I want to run an idea by you and then we'll talk by telephone soon. I have wrestled with the ideas of just how to make the vast storehouse of information that we all have on Seawind Yachts more "user-friendly", and all future additional information part of that set-up. I have for some time now thought that the use of computers should probably play a role. Having seen the spectacular growth in E-mail and Internet usage just in the past year, and as I developed my skills at tapping into this vast world-wide storehouse of information, my ideas have synthesized.

Then, just last week, I discovered that the Cape Dory Owner's Association has a Web Site on the internet, and I explored it. I was very impressed (and they've just begun, really), and think that we ought to strongly consider doing this. Later, I also discovered a web site for the Allied Boat Company products, which already has many of our members on their E-mail roster.

The technology is there. I have no idea what your personal "usership" or knowledge of this whole internet science is, but here are my suggestions, in a very early, rough form:

1. Open and Maintain a Web Site for the Seawind Owners Association and the SeaWords Newsletter. This can be done inexpensively, and once open, for example, the Cape Dory club pays \$35/month for its maintenance through a small internet provider.
2. Scan in the VAST storehouse of information, including photographs and diagrams into this data base. It would still require some "tweaking" and character changing, but the BULK of the info could be entered using a scanner. Some more recent info may be on someone's computer, in fact, so we are in need of the earlier portions only!
3. Organize this information and have it INDEXED by category (something we've all, including you, talked about and known that it must eventually be done) and cross-referenced by subject, category, and specific names, etc, etc. This would make the entire storehouse of information come alive almost instantaneously for users who, for example, wanted to read everything about how to install a hot water system (all 16 write-ups of information, suggestions, how-tos, diagrams, etc) could be clicked on. Then, within the "hot water installation" topic, a secondary menu of each item can be presented, until a researcher/reader/member finds exactly what they need or want. Any of this can of course be printed out quickly. And so it would go with all topics.
4. Acquire the E-mail addresses for as many members as exist so that each input/article in the database can be followed up with more specific questions or help by allowing each member to communicate via this quick manner. This makes it so the EDITOR doesn't receive all the questions about everything; it allows members to talk to members who are doing something specific that they know about. It's much more efficient.

5. Quarterly (or thereabouts) Newsletters: Continue a simpler, less time-consuming production by soliciting a form (by E-mail again) to each member for input, on ANYTHING that they've done to their yachts, or with their yachts (operational experiences). Some will send 3 sentences. Others will send volumes! The webmaster will collect all of these and organize them quickly, become the editor as necessary, and then send out a GROUP E-mail to all members, in essence, an electronic newsletter.

6. In addition, this information collected over the quarter/year will be added "permanently" to the web site data base and the topic(s) added to the useful index for future access by all.

7. What do we do about members who do not have internet access, do not have E-mail, or do not even have a computer? We must respect that, and the "Editor" would simply print out the same thing that goes electronically to the bulk of the members, and send it snail-mail to the non-computer owners. I suspect, based on what I've seen within the small flying club that I organized completely by using E-Mail, that once this is shown to be effective (as it was so well received by my fellow flying club members), that many if not all non-computer users will at least affiliate themselves with a computer (neighbor, in-law, son, daughter, whatever), or buy one themselves. We may even set a "limit" on how long this hard-copy newsletter stuff would go on, e.g. 5 years or whatever. One "discouraging" way to encourage people to come along into that 21st century, is to charge more dues for "paper" newsletter subscriptions than "internet" full web-site usage and electronic E-Mail of members and newsletter.

8. How do you make it so ONLY members who have paid their "dues" can access the inner depths of the Web Site? That's possible (but I need to research precisely how it's done) You have passwords, given when you are a paid-up member. Now, we would WANT the "surface" information of the Seawind Owner's Web-Site open to the "world". In this section we would provide some general info, photos, Allan Eddy's story, etc, etc, on how great this boat is, and probably include an E-mail list of owners by State (no personal US mail addresses!). This would allow a potential Vermonter to contact a Vermont E-mail address he found at the Web Site if he wanted to see a Seawind or talk to an owner. However, he couldn't get the storehouse of detailed information from the menus (which would also be available on the surface site, but JUST the menus to show what's inside), unless he had a password which would be a result of paid membership dues.

9. I also feel that the membership dues, once this is all established could be VERY, VERY low, compared to what we are faced with the mass copying and mailing bills of the past.

10. I have already obtained some information from a former newsletter Editor, Vern Iuppa, who attended a Westerbeke class with nearly 20 years ago! He said it was something that needed to be done, and would get back to me in a few weeks when he returned from vacation. I have also talked (by e-mail) to the webmaster of the Cape Dory Association. He's VERY willing to share all his ideas with us. Finally, the Allied Boat web-site offered to help, too.

I am NOT a computer expert. I'm a hacker. But I live near a town (Burlington) where small internet providers are apparently available. And there's plenty of "help". My guess is, however, that there is probably some EXPERT amongst our ranks, perhaps someone even in that very business who could really do this in simple order. If there's not, I am willing to tackle it, but I am a very busy guy (not retired yet), with 3 kids, so I'm not looking for extra jobs or to go crazy either. I'd need some assistance. But we all have to take our turn in the barrel. You and the previous editors have done a

ANNEX 98-P 3/3

TREMENDOUS job in assimilating this warehouse of great information on how to own and enjoy a Seawind yacht. But I feel that the time is right, and that it would force the organization to put its vast storehouse of information in a format available to the world and hone and improve the information constantly in the process. I do not intend to sell my boat. I intend to put the third child in college in 7 years and sail off into the sunset on her! So I have been very delighted to use the information we have collected over the past 2 decades or more. I do find it frustrating, however, to "know that I've seen something" on a specific topic of our boats, and then spend an ENTIRE evening looking through a cardboard box full of past newsletters to find the 2 paragraphs I needed for a project! I think we can make this information a premium site which is rich and user-friendly, and this kind of thing grows on itself. Folks will contribute when they see what they can access instantly, at least that's what I hear from other webmasters. (And that has been a problem forever, getting folks to bother to write-up their contributions and help you and previous editors provide for us all)

Please mull this over, and I'll give you a call in a few weeks. I am often in Queens now sitting on "reserve" for Delta Air Lines, since I now fly only international trips. If you are 2 hours or less from JFK airport, I could conceivably come out and we could talk about all this in person if you're interested.

Sincerely & Hastily,  
*Doug Smith*  
Doug Smith  
PO Box 75  
South Hero, VT 05486-0075

Vermont: (802) 372-4040 (home)  
East Elmhurst; Queens, NY (718) 446-6512 (part-time only!)



**Bluewater**  
**BOOKS & CHARTS**

ANNEX 98-G 1/1

Southport Center, 1481 SE 17th Street Causeway, Fort Lauderdale, FL 33316 USA  
Tel. 954-763-6533, Fax. 954-522-2278, Toll Free Orders 1-800-942-2583

December 1, 1997

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

Dear Dick:

Thanks for your letter of November 23 forwarding Doug Smith's letter about putting the Seawind newsletter on the internet. I have two main comments:

- It's a terrific idea.
- It'll take a lot more time and effort than anyone can imagine, but it'll certainly pay big dividends in the long term, making more information available to more Seawind II owners.

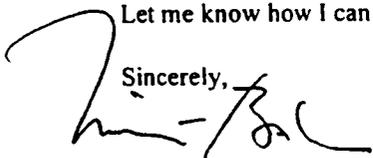
Over the past year Bluewater Books & Charts put up a moderately sophisticated website ([www.bluewaterweb.com](http://www.bluewaterweb.com)). We had most of the work done by a competent contractor and used off-the-shelf catalog software, but the whole shooting match (plus maintaining it for a year) has eaten up about \$30,000 plus about 30 man hours per week of Bluewater staff time. Part of the reason is that our site has about 2,000 items on line, each with a current price, catalog number, description and picture.

I don't suggest for a moment that a Seawind website needs to be that complex, but (1) registering and paying for a domain name, (2) designing and setting up a coherent site, (3) editing, organizing, indexing and scanning in all the data from past newsletters, (4) setting up search engines so that information can be quickly and easily retrieved, (5) getting the e-mail addresses of members who are online, (6) providing security (passwords?) so that only paid-up members can get to the mother-lode, and (7) adding and maintaining data on a continuing basis—that's all going to take a lot of time, effort and money.

Even so, it can be done. And it probably ought to be done. The key is finding someone with the necessary skills and time to take a project like this on. Or, alternately, raising enough money to have it done professionally. Step one, it would seem to me, would be coming up with a formal proposal and putting it to the membership—perhaps in the form of a survey to determine how many members are already on line, how many plan to be there within the next 12 months or 24 months, and how many consider this a worthwhile idea. It might also be useful to ask how much members would be willing to pay per year to have access to all this information in a quick and easy format.

Let me know how I can help.

Sincerely,

  
MILT BAKER  
President  
BLUEWATER BOOKS & CHARTS  
LANDFALL ENTERPRISES, INC.

Glad to see that the  
association is alive if,  
on somewhat shaky legs!

ANNEX 98-R 1/2

(075K)

Richard A. Weaver, M.D.  
1332 Pasadena Ave., #404  
South Pasadena, FL 33707  
(813) 343-6264

November 29, 1997

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

Dear Dick,

It is unfortunate that "Seawords" has not been able to appear lately, Lets hope that a satisfactory arrangement for its survival can be made.

Volunteers for permanent editor have been lacking, so anyone willing to take on the job, regardless of the form it takes may be the only alternative.

Having said the above, these are my comments on Doug Smith's suggestion.

Shifting the publication to the internet may exclude some owners who do not have computers, or internet access. it may exclude those actively cruising.

Some of the contributions have been in the form of clippings from newspapers, which would need to be transcribed into computer before they could be used. Illustrations have been an important part of the content. Not all of us have scanners, and those that do may not be able to transmit them by email. I don't even know if such transmission is possible.

Probably such copy would need to use the US Postal Service.

I suppose that a web site would require a website dedicated computer. Is that correct?

If a website is established, it might be wise to try to establish a common website for all Allied boats, or add ourselves to the already established Allied Boat Company Products website. I guess this could be done without difficulty. Although the boats are different, we have many interests in common. I would guess that a Seawind II-only website would average one to two hits per week.

Our newsletter always contains a current list of Seawind II owners, with locations and addresses. This is an important and useful list in our efforts to maintain communications. I would not want my name/address to be available to the

(OVER)

ANNEX 98-R 2/2

general electronic public, goodness knows we get too much junk mail and telemarketing already.

Although we have a computer, and internet access, I have rarely used it. In the last year my only use has been to the National Hurricane Center to keep track of hurricanes. I have an email address, but never check to see if I have mail, so any email gets dumped and permanently lost.

With the present printed Seawords, I know that its contents are new, and I read it all. I hope any website would allow review of material by date, rather than only by subject category.

I wish that no Seawind II owner be excluded whether he contributes cash or not. We need to be inclusive rather than exclusive.

We will be glad to support the project, no matter what form it takes. I hope the above concerns are addressed.

Best Wishes,

Deik