

The Log of Seawind II Owners



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

FIRST ORDER OF BUSINESS - - LET'S WELCOME THE NEWCOMERS.....

NEW BOATS: 020K* - Barry Vecchioni
096K**- Robb & Gwen Fuller
114C - Dave Plummer

NEW OWNERS: 104K James Fegley
031K Mel & Marilyn
Grunthal
021K Bill Zender

* Recognized in Vol. 98-1, but not listed in the rosters.

** Prior owner included in roster N98-1 as the last (and un-numbered) entry - - its a new boat to us!

NEW ADDRESSES NEEDED FOR THESE:
077K -(Vessel sold by Van Deusen)
087K - Robert Halperin
091K - Sharon Langton Raecle
108K - Joseph C. Welch
109K - Veijo O. Saarinen

Have a look at the rosters included in this edition of SEAWORDS to see if you live or sail close to any of these newcomers. And keep your eyes open for any sign of the listed owners whose addresses result in returned mail....they and/or their boats are out there somewhere. Let's find them.

S E A W E B - - - A WORLDWIDE WEBSITE FOR SEAWIND II OWNERS

Last April's SEAWORDS announced a proposal for a Seawind II Association website. Preliminary work and formative meetings were described. Volunteers were solicited to help with the actual establishment of the website and become part of the supporting organizational structure.

In the ensuing 9 months, remarkable achievements have been realized. Doug Smith (059K) has joined with Bert de Frondeville (080K) and with Howard Hering (067K) to form a webteam of unsurpassed skill, enthusiasm, and energy. A comprehensive prospectus, scoping the website operation has been prepared by the SEAWEB Development Team, and a copy is attached hereto as ANNEX A. PLEASE READ IT IN ITS ENTIRETY, and convey your reaction/response to the proposal in the manner requested in the penultimate paragraph of the document; i.e.,

- "1. Visit the website address shown at the top of the Prospectus (or let a friend show you if you have no computer).
- "2. Send us your e-mail address and 'permission' to list it (at a minimum) in the new Owners' Page. (Your mailing address/phone number/hull number, etc., are additional options, but there is little privacy intrusion 'risk' with just the e-mail address.)

....continued on page 2

SEAWEB, continued from page 1.....

"3. PLEASE send us your comments and suggestions via all THREE listed e-mail addresses, below, simultaneously. Those members for whom this is not practical are encouraged to return mail their comments to the SEAWORDS editor."

The referenced e-mail addresses are: (Mailing address: See Roster N99-1)

- Doug Smith (059K), Lake Champlain, VT.....Fly Floats@AOL.com
- Bert de Frondeville (080K), Rye, NY.....bertdefrond@earthlink.net
- Howard Hering(067K),Webmaster, Silver Spring,MD.....hhassoc@erols.com

Remember, the SEAWEB Development Team cannot operate according to your wishes without hearing from you!

Per agreement with the SEAWEB Development Team, the SEAWORDS editor will continue to publish at least one annual hardcopy newsletter for ALL owners & associates, as in the past. Much if not most of theSEAWORDS news will be sourced from the SEAWEB electronic publications, with the understanding that all mail received by the SEAWORDS editor will be promptly forwarded to the SEAWEB Development Team for publishing. Therefore, feel free to send your input to either the SEAWORDS editor or the SEAWEB Development Team; we'll consolidate at the receiving end.

Tentatively, annual donations from owners and associates who indicate/ have e-mail addresses will be allocated to the SEAWEB project. Donations from those without e-mail addresses will fall into the SEAWORDS account, all pending further review by the two "publishing" groups.

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LET'S HAVE A LOOK AT THE MAILBAG - -

1. In May of last year, Temple Bayliss (032K) wrote about re-rigging PLAIN-SONG for an extended cruise. Some valuable observations, here, on specs for standing rigging - - and related costs. Other comments on a technical reference, plus Temple's thoughts on a website all deserve reading. See ANNEX B.

2. Have you tried the Signature Honey Teak System? Charles McFadden (045K) completely refinished the top-side brightwork on ODORILLA using the Signature System. The long-lasting, varnish-like appearance looked so good that he undertook to do the interior, starting last summer. He also decided to paint the wood-grain cabin laminate panels to add interior brightness. Details in ANNEX C. (Note that the McFaddens have moved to Satellite Beach, FL - See our roster N99-1.)

3. George W. Curran (Associate) sent us a note asking to be dropped from the SEAWORDS mailing list. George was the original owner of 050K, MERMAID, a SWII near and dear to your

editor's heart for the past 12 years. In his note, George provided the ultimate accolade; "MERMAID was the best boat I ever owned". (George was the director of the Naval Academy boat donation program - - he knows boats!)

4. Georgea & Martin Culpepper (002K) wrote last year to advise that they and GALATEA can now be reached at a new address (see roster N99-1), and receive e-mail at lmculp@coastalnet.com. The Culpeppers indicated understandable interest in the website project, as covered elsewhere herein.

5. J. Michael Skinner (037K) advised us in September of an address change, also. We can reach him in the foreseeable future at the Toronto address shown in roster N99-1.

We hope to hear more from him about plans to deal with ESTRELLITA's hull/ deck joint, mast step, and other upgrade projects. (Lots of information in prior issues of SEAWORDS on the two specific projects mentioned.)

....more on page 4

ROSTER UPDATESPLEASE STAY IN TOUCH !!!

The effectiveness of our association of Seawind II owners is determined, to a large extent, by our ability to communicate with each other. Elsewhere in this SEAWORDS edition is the prospectus for a website, designed to expedite owners' access to new, as well as historic, information about our boats and matters related thereto. In the foreseeable future, we shall have both electronic and printed media to deliver our communications...admittedly a formidable undertaking for those doing the work.

The aforementioned program cannot succeed without support from each SWII owner, at least in the form of up-to-date address information. PLEASE CHECK THE ROSTER ENTRIES FOR YOU & YOURS IN THIS EDITION OF SEAWORDS, AND ADVISE THE EDITOR OF ERRORS & OMISSIONS. (A letter or postcard would be preferable, but a phone call/message is better, than nothing.)

What we would like to know to assure accurate & timely distribution of communications is as follows: (Only show changes from this SEAWORDS roster)

SAIL NO. & RIG _____ HULL IDENTIFICATION NO. (On transom) _____
VESSEL NAME _____ HAILING PORT _____
FEDERAL DOCUMENTATION NO. _____ STATE REGISTRATION NO. _____
OWNERSHIP NAME(S) _____
NAME(S) FOR ROSTER LISTING _____
MAILING ADDRESS _____
PHONE NO. () _____ FAX NO. () _____
e-MAIL ADDRESS _____ HAM RADIO CALL LETTERS _____
SPECIAL INSTRUCTIONS/LISTING DETAILS _____
DATE OF INFORMATION _____

while some of the foregoing information may not be applicable to your current ownership, what you can verify & provide will enable us to continue sending news and advice of likely benefit to you. (Incidentally, information about Federal Documentation is conveniently summarized in recent editions of Chapman's PILOTING, SEAMANSHIP & SMALL BOAT HANDLING - - - or your SEAWORDS editor can provide you with a synopsis of that reference.)

Advice about e-mail? You might try Howard Hering (067K), Bert de Froneville (080K), or Doug Smith (059K)...and others too numerous to mention. Information about ham radio brings to mind the name of Don Bundy (129K). Here again, there are probably others who have expertise, but I've already taken too many liberties in offering help from others!

LET'S HEAR FROM YOU, SOON, PLEASE
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BACK ISSUES OF OUR NEWSLETTERS ARE STILL AVAILABLE.....

Here's a listing for your reference. Supplies are limited. (We ask for a \$10 donation for the Old/First Series, but copies of the Current Series are sent without special donation request so far....)

Table with 2 columns: OLD/FIRST SERIES and CURRENT SERIES. Lists volumes and dates from May '79 to Apr '98.

("Vol." is also the abbreviation for "volunteer". Your SEAWORDS editor would certainly welcome a few to help with the current editing work!)

...and here's MORE FROM THE MAILBAG....

6. It was good to hear from Paula & Tim Colwell (Associates), last owners of 084K, NIRVANA. Their letter is attached as ANNEX D, and a separate copy of same with their latest financial contribution is being sent to Doug Smith (059K) for support of the SEAWEB project.

Reluctantly, but at their request, the Colwells will be dropped from the SEAWORDS active roster. However, the historic file for SWII 084K will retain their last known address (in the Azores, for you deep-water cruisers).

7. Brenda & Don Bundy (129K) notified us that Jim & Joy Wassell (Associates) have sold their Allied Princess and are now RVing around the countryside. The Wassells sailed in the same waters as the Bundys, the Snows (106K) and others in the New Port Richey/Clearwater area of Florida.

8. In going thru some of the older correspondence, we noted a late spring '97 letter from Bob & Lynett Walther (078K). In it, and along with a handsome financial donation, Bob stated his intention to give us an update on his work to prepare PATIENCE for a summer (1997) voyage to Maine. Bob, that update must be misplaced in our files - - could you send us a duplicate, please? Meanwhile, a copy of the 1997 letter is attached as ANNEX E.

9. Jack Caron (085K) wrote in May of last year to advise that his PSYCHE had been renamed HELEN ANN. Noank, CT is home port.

10. Fred & Vikki Meade (039K) purchased their boat, NEW STAR, in June of 1997. Fred's comprehensive report summarizing their 1998 adventures and misadventures is attached as ANNEX F.

Fred tells of dealing with the mainmast compression post, of correcting some gelcoat crazing and hull/deck joint problems. His description of the engine hydrolock problem and its ultimate correction deserve 100% readership by fellow owners.

The Meades are truly "hands on" owners who will surely benefit from the extensive improvements they have made to NEW STAR.

11. The Grunthals, Melvyn & Marilyn (031K) purchased Jim & Nora Steenson's IRISH ROSE in March of 1997. In our July 1998 phone conversation, Mel mentioned tht he had been with the US Coast & Geodetic Survey, causing me to think that he could hold the attention of a SWII "gam" for hours on that subject! Mel and Marilyn are on Summerland Key in Florida, with an e-mail address of MGrunthal@aol.com.

12. Tom & Eleanor Luichinger (115K) provided a thorough update in mid-1998, covering major upgrades and replacements that deserve the attention of every owner. Read their letter in ANNEX G, perhaps contacting them directly if you need further details for similar projects you anticipate doing. (Also, note that they have some Westerbeke 4-91/W-30 parts for sale, several of which might properly be aboard any SWII about to cruise offshore.)

13. Jack Silcox (formerly 021K) very kindly apprised us last year of the sale of his SWII DRIFTER to Bill Zender in Largo, FL (see the three rosters for new ownership details). In addition, Jack reported that his daughter & husband had also sold their KELPIE (104K) to Jim Fegley. Per very recent phone conversation, we learned that Jim is soon to take up residence in Englewood, FL; (here again, check the rosters for details, except for boat name - - change is in the works at this time).

But we can't let Jack's communique pass without expressing our appreciation for his notifying us of these ownership changes. Such input makes the SEAWORDS editorship more than just a little bit easier, believe me!

FROM OUR "COUSINS"....

Allied Seabreeze Owners Association
Secretary E. M. "Gene" Reardon sent along a copy of his 4 January 1999 newsletter (attached in part hereto as ANNEX J). Of possible interest to Seawind II owners is the concept of scheduling a "gam" in conjunction with a major annual boat show in the area. Could we do something like that? We'd need organizers in such areas as Newport, Annapolis, Atlantic City, New York, and "wherever" in Florida and the West Coast for starters. Volunteers, please identify yourselves and we'll give you the publicity & support to get such an event underway...and this coming autumn or next spring is not too far off to start the planning now!

Gene's references to the new publication, GOOD OLD BOAT, parallel our own copy points on that subject, elsewhere in SEAWORDS.

Peter Edwards of the Allied Seawind 30 Owners Association has very competently resurrected that Association's newsletter. A copy of the cover page of the October 1998 edition is attached hereto as ANNEX K. (The additional six, double-sided report pages consisting of letter copies and rosters, are available from SEAWORDS' files should anyone desire further details)

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SCARCITY OF SWIIs FOR SALE ?!?!..

Since publishing the list of boats for sale in the 1996 SEAWORDS, there has been a significant turnover of ownerships. Can't claim that our publication was responsible for the sales excitement, but whatever stimulated the market has left us with more inquiries about available SWIIs than boats we know of currently for sale!

There were only two SWIIs listed in the March 1999 SOUNDINGS/NE edition:

"GOOD OLD BOAT".....

.....A LIVELY NEW PUBLICATION

Your editor has enjoyed reading the initial editions of GOOD OLD BOAT - a new periodical edited and published by Karen Larson.

The very professional 73-page January/February edition contained a wide spectrum of articles, ranging from our good friend (and former Seawind 30 newsletter editor) Dan Smith's history of the Allied Boat Company, to Bill Sandifer's "Tank: Easy to Forget, Too Important to Dismiss" and Larry DeMers "Winter Aboard? In Canada?" In between were many other well-written and beautifully illustrated (in color) articles on such subjects as a mini-cruising cutter, Universal engine repair/upgrade/replacement, dinghy evaluation & selection, non-refrigerated provisioning, and more.

To provide you with more of the specifics associated with GOOD OLD BOAT, I've attached 3-page ANNEX L, consisting of:

1. Introductory letter from the editor/publisher.
2. Page 1 of a newsletter supplement to the December issue.
3. The order blank for back issues - - try the January/February 1999 edition.

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-Minnesott Yacht Sales in NC has a 1976 offering at \$39,000.

-Atlantic Coast Yacht Sales in Annapolis has a 1976 boat at \$42,000.

Please keep in mind that SEAWORDS continues to be a "matchmaker", not a commission broker. We list boats and put prospective buyers in touch with sellers...and then we step on

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and more from THE MAILBAG.....

14. A letter from Robb & Gwen Fuller (026K) last summer very nicely solved the previous uncertainty of Floyd Haskell's boat number. The Fullers bought Floyd's FRIDAY'S CHILD, and not only notified us of the hull number but also advised of the new name, WING.

Of special interest is Robb's mention of "overlanding" WING from Maryland to New England - - something that a few other owners have had to consider in the past, and may indeed be a future prospect for others. Robb would probably share details, if asked. See ANNEX H.

15. Barry Vecchioni (020K) got off a quick note to SEAWORDS in mid-summer past to advise that he was leaving for San Diego soon but didn't have a forwarding address at that time. He reported that his boat was for sale and that he had had a few nibbles, adding that if it were not sold by summer's end 1998 he would ship it to the west coast. He said that he had located a good company that would do it for \$3,500.

Since then (July 1998) we've heard nothing. Barry, where are you??

16. ANNEX I is the July letter from Jim & Karen Rendt (012K), who acquired GALADRIEL in December 1996. Let's hope that Jim is a candidate to become the next editor of SEAWORDS - - he has done a great job of describing several complicated, major projects that Karen and he have undertaken. (I worked up a sweat and a sore back just reading about their accomplishments!)

For those facing the problem, Jim has offered to provide more details regarding the correction of spot delamination of the deck - - in his case, near the stanchion braces and chainplates. He is also curious about storage alternatives for propane tanks on board, and is seeking advice about a boom gallows set-up.

Be sure to read this letter, and contact Jim if you can offer some help.

17. Ed Costello (076S) sent in a couple of sketches he had in his files, rightly feeling that they might be useful to someone considering a winter project. They are attached as ANNEXES N-1 and N-2.

The dish storage cabinet, DWG 99-1, is self-explanatory and looks very practical. The midship mast-support sketch, however, raises some uncertainty. The artist does not indicate the famous SWII hull/deck joint for openers. And on MERMAID, the compression pole is directly below the center of the mast-support horizontal member, and it is the piece that extends thru the cabin sole to rest on the keel. (I trimmed the soft end of the oak pole and set it in a custom ss step to stiffen that support system.)

Could sketch 99-1 refer to a SW300? Perhaps I'm misreading the sketch. How about some observations from readers on this important design feature.

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AND SPEAKING (OF) SEA WORDS.....

Back in May 1979, Tim and Paula Colwell (then owners of ill-fated 084K) submitted a glossary of updated nautical terms to newsletter editor Milt Baker. For those of you who have not yet read thru the early set of Seawind II newsletters, the Colwell Nautical Glossary is reprinted herein as ANNEX M. Smile!

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AND HOW ABOUT SURPLUS EQUIPMENT??

Adding to the article appearing elsewhere in this SEAWORDS edition about the dearth of SWIIs for sale, there surely are owners looking for gear that other owners no longer need or want. Give us a descriptive listing with prices and we'll send out a special edition (if the listings are sufficiently numerous - - and we'll also pass along the information to our SEAWEB associates for electronic posting.

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J. Temple Bayliss
1114 Dover Road
Manakin-Sabot, VA 23103

May 1, 1998

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

Dear Dick:

YEA! A new Seawords. I enclose my check for \$30.00. The story of the (18 fathom) down-but-not-out Seawind was especially poignant.

I have re-rigged Plainsong in preparation for a round trip from Deltaville, VA to Atlantic Highlands, NJ this spring. Because I learned in Seawords that the mizzen rigging is modestly sized, I increased it to 3/16 inch from 5/32. This should give a 35 percent increase in strength with no need for changes to the chainplates. The rigger said he was using aircraft turnbuckles and terminals to accommodate the larger wire with the same size clevis pins. He implied that these were completely suitable for marine use. Cost for the hardware alone (I put the rig on and took it off -- not difficult) was about \$1800. Costs for stepping and unstepping the masts-- which was overdue anyway, was \$300.

I have found Nigel Calder's Boatowner's Mechanical and Electrical Manual an invaluable reference and general guide. It is available through West Marine for about \$52. Expensive -- but worth it.

When I got the boat I had a terrible time finding the zincs. I hope a web site will help with stuff like that -- but that it will not replace hard copy of Seawords for many years. I expect that the hard copy will long be necessary, not only for people without internet access, but to guide people like me to the web site and let us know what can be found there.

With much gratitude,



Temple Bayliss

flotillas, available marinas and moorings, interesting destinations, association members plying the same waters, etc, etc. A very high priority with the committee is the establishment of a constantly updated list of suppliers and vendors of parts and supplies, such as *Hansen Marine, Boat US, BlueWater Charts*, etc.

Finally, the cyber networking capabilities offered through E-Mail will allow the periodic Newsletters to be distributed instantly and freely to all association members to their E-mail box. The savings of printing costs and postage alone using this medium is staggering. Members can then print applicable sections of interest, clip and save various items, or ignore or dispose of. In any event, a complete copy of the most recent newsletter (as well as the archives of every issue ever printed) will forever remain conveniently accessible with a few keystrokes on the web site.

But WHAT if I don't own a computer? If you are reading this and are NOT presently using a computer or have access to E-mail or the internet, the committee wishes to GUARANTEE and reassure those members that the Seawind II Owners Association will always print and mail hard copies of future newsletters, as long as there is any single member who desires this service because they are not equipped for internet access. It is merely the opinion of the Committee that the technological advances and opportunities that a web site development offers, will eventually far outweigh the very minor inconvenience that only a few members may feel by not yet having access. Our goal is NEVER to ostracize anyone, but to merely foster the more expedient dissemination and timely sharing of information on the operation of our great boats!

The financial cost of hosting a web-site is presently free, due to the incredible generosity of our Webmaster, Howard Hering, in Maryland. However, most associations, and particularly those which now are developing similar sites, do require and maintain dues or subscriptions. The Seawind Owners Association has traditionally maintained a "contribution" fee of approximately \$15 annually over the years, which has more or less defrayed the costs of Newsletter printing (a biggie) and postage. It is the Committee's opinion that such a fee is not unreasonable, and probably should be raised to \$25 annually to keep up with the increased expenses now and later. Your opinions and suggestions on this issue are encouraged. As the Web Site grows, there will ultimately be some costs incurred to maintain and register the site (after a certain size). More complicated sites with bigger data bases require monthly webmaster maintenance work; the information that is on the site now, and all forthcoming information is compiled largely by your volunteer committee, but at some point, we must consider the labor expenditure of "loading" and maintaining this vital information which we can all enjoy. To have a virtual LIBRARY at your fingertips, including ongoing newsletters, as well as interaction with fellow Seawind II Owners on maintenance or upgrade questions seems well within the scope of \$25 annually to the Committee. We are here to serve you and will await your feedback.

On behalf of the SEAWEB Committee, we respectfully request and encourage each of you to do the following at your earliest convenience:

- 1- Visit the Web Site address at the top (let a friend show you if you have no computer).
- 2- Send us your E-mail address and "permission" to list it (at a minimum) in the new Owner's page. Your mailing address/phone number/hull number, etc, is an additional option, but there is little privacy intrusion "risk" with just the E-mail address.
- 3- PLEASE send us your comments and suggestions via all THREE E-mails below, simultaneously. Those members for whom this is not practical are encouraged to fax or mail their comments to the Editor. We cannot operate according to your wishes without hearing from you!

For the Committee as Requested by Dick Manuel (050K), Editor *SEAWORDS*,

Doug Smith (059K); Lake Champlain, VT
Bert DeFrondeville (080K); Rye, NY
Howard Hering, Webmaster (067K); Silver Spring, MD

E-Mail: Fly Floats@AOL.com
E-Mail: bertdefrond@earthlink.net
E-Mail: hhassoc@erols.com

January 1999

435 Dove Lane
Satellite Beach, FL 32937
21 September 1998

Dear Dick:

I was very happy, as always, to receive the April issue of *Sea Words*. Please note my new address and phone number. I'm also enclosing a check for current dues.

I'm not sure how I feel about a Seawords Web Site. I have an obsolete computer, but I am not on line. Frankly, I'm afraid if I got a new computer and went on line, I might never be heard from again. Although I may be persuaded, I think I favor the present printed newsletter.

Meanwhile, I'm considering opening access to the forward bilge pocket. Please send me details about doing it--where and how to cut, how to cover, etc.

As I mentioned in my March note, *Odorilla* has been in maintenance status for two years with very little underway time. The major portion of the work involves refinishing all brightwork using the Signature Honey Teak system. (Refer to their ad in any issue of *Wooden Boat*). Topside work is finished and the first completed pieces still look great after 18 months in the Florida sun. I'm using Honey Teak down below, too, on the teak pieces. Most of the wood-grain laminate is getting four coats of slightly tinted Pettit Duro White. The work is about half done; *Odorilla* is starting to look like a proper yacht!

In addition to sanding and painting, I've installed a saltwater washdown system, had the fuel tank cleaned, re-fitted the fuel tank draw tube (per *Origo III*, #93), and re-pitched the propeller to 12 inches.

In the spring I plan to sail north to the Chesapeake and possibly New England.

Best personal regards,


Charles F. McFadden
SWII 045K
407-779-0611

This is our mailing address

Paula and Tim Colwell
Apartado 208
9900 Horta
Açores
Portugal

08 August, 1998

Dick Manuel
PO Box 422
Shelter Island Heights NY 11965

Dear Dick,

Thank you very much for including us in the last mailing of Seawind information. I found the discussion of a possible Web Site interesting.

Tim and I feel obligated to ask you to remove our name from your mailing list. We now live in Europe and are committed to the land life. However, I would like to be included in any e-mail mailings. Our e-mail is: paula.tim@mail.telepac.pt. Please notify us when the Web Site is active.

As you can see from our address, we live in the Azores, on the island of Faial. Most boats going to Europe stop here for "R and R" and groceries. That's how we ended up here - an interesting thing happened on our way to Ireland.... We would be happy to assist any Seawind owner/crew that passes through. Our telephone number is 351 92 949369.

Thank you again for all of your past kindnesses. Good luck with the web site.

Sincerely,

Paula S. Colwell
Paula S. Colwell

P.S.

I think the idea for the web site of only those with passwords can access the newsletter is good; only way to have a password is to be a paid-up member.

C O P Y

4-29-97

Dear Dick:

Thanks very much for bringing us and PATIENCE back into the crew of the Seawind II Owners Association. While I have not as yet read all the past newsletters you sent, I surely will; and am very glad to have them.

Yes, I would like to contribute again to the newsletter with an update on PATIENCE. At the moment, I do not know when, though. We are just now preparing for a summer trip up to Maine and won't be back for a few months. I'll work on it when we return to Florida.

I guess my story would be that a well-cared-for Seawind II, if not overly burdened with troublesome gadgets, will give a long and economical service.

Have a good summer - - stay in deep waters - - keep a good D.R.

Sincerely,

Capt. Bob Walther (078K)
Rt. 1, Box 815
East Palatka, FL 32131
(904)325-9673

Enclosure (donation)

Fred Meade (039K)
Box 873
Waitsfield, Vt 05673
Oct. 9, 98

Dear Dick,

As you know Vikki and I purchased New Star from Ken Godfrey in June 97. When I spoke to you on the phone I promised to send you some information about us and New Star. Sorry I took so long.

My wife Vikki is originally from Saugerties, NY (10 miles south of Catskill). I am from Hunter, NY (20 miles from Catskill) and I had a cousin that worked at Allied Boat Works, as a result I always had a soft spot in my heart for Allies.

We owned a Sabre 28 on Lake Champlane for 10 years and must admit we loved the boat. After taking a summer long trip of the New England coast we decided we wanted something a little bigger for extended cruising. While visiting friends in New Jersey we discovered New Star in a boat yard under a maple tree where it sat for two years. We fell in love with her and managed to buy her from Ken.

Due to time limitations we had to put New Star in the water and head right up the Hudson River for home. We didn't know what to expect as she sat for two years, but everything went well and we had a great trip!

My wife noticed the bottom of the compression post under the Main Mast looked dark in color. As soon as the boat was pulled I cut an 8" hole in the shower sump for an inspection port and discovered 2" of standing water in the forward bilge and the bottom of the post dry rotted. I cut 8" of the post off and propped it up with an 8" piece of thick walled plastic conduit and glassed it in place. I decided to cut the shower sump as that area is under the teak grate and not walked on.

When we purchased the boat we noticed Gelcoat crazing on the starboard side of the hull. It was real bad in several places. We decided to address this in the spring of 98. So, this spring I started by grinding out all of the bad spots and repairing with Interlux 1000 and VC Watertight. After fairing the hull we started to prep for painting when we noticed water dripping from the rub rails after a 5 day dry spell. Realizing the rail was holding water we decided to address this problem and so the rails came off.

The rub rails had five different types of caulking in them which was very hard to remove. After getting them clean I went to work on the hull deck joint. I doubled the number of bolts and used M5200 on all bolts old and new.

While I was at it I ran the deck scuppers thru the side of the hull approx. 10" behind the scuppers and a little below the rub rails.

Now, back to the painting! We used two coats of Interlux barrier coat primer, then three coats of Interthane Plus (two part epoxy). We used the roll and tip method and painted New Star Hatteras off white, which turned out very well.

I also made some rigging changes. I ran all halyards internally and back to the cockpit. I also added a babby stay to fly the storm jib on.

July 8 and finally in the water. We went 10 miles north to our mooring and everything seemed fine. One week later we took our first trip. We went south with a 20 knot north wind and a following sea. After a couple of hours of nice sailing the wind died and we were drifting toward rocks on shore, so I tried to start the engine. The motor started to turn over and stopped with a bang! The engine was hydrolocked. A nice power boater gave us a tow to the nearby marina where I worked on the problem. I relieved the hydrolock by pulling glow plugs. I discovered water in the oil, so I changed the oil and filter. After running the engine for 20 minutes I repeated the procedure. I thought the problem was solved as I thought it was caused by the following sea going up the exhaust!

A couple of weeks later we were to take a two boat trip with our friends on the lake. During that trip we had a similar experience and discovered the problem was a leak in the exhaust. This let the exhaust cooling water flood the engine when the engine was shut down after running.

Not being familiar with this type of exhaust I called Doug Smith (059K) to see if I could take a look at the exhaust on his boat. We managed to anchor overnight with the Smith's at Valcour Island (site of Battle of Valcour with Benedict Arnold). I'm sure we had the prettiest boats in the anchorage! We had a very nice time with the Smith's and a lot of fun comparing boats. As best I could tell from the outside our exhaust systems were the same.

Vik and I decided to have the boat pulled and I got back to work on it ASAP. The first thing I did was to shorten the fuel tank, so I could get to the stuffing box, etc. I cut the tank down to 23" and moved it back a bit. Now it holds 26 gal., but I can get to the back of the engine, the transmission, and stuffing box!

After studying the exhaust I decided to use the original standpipe muffler as it looked brand new. I moved it forward just ahead of the port locker (beside the engine) so I needed a very short pipe between the two. This pipe is a hot pipe, but I wrapped it with two layers of fiberglass exhaust insulation. From the muffler to the exhaust exit in the port stern I used regular exhaust hose as this is water cooled at the muffler.

I think I have addressed most of the problems that I read about in the news letters and a few that I didn't read about!

We still love the boat and hope to have a better year with her next year.

Sincerely,

Fred and Vikki

June 18, 1998

Dear Dick,

I feel that I should reintroduce myself, not having communicated with you all for several years. I am really glad to see that "Seawords" is still alive. My wife Eleanor, and I bought "Dutch Treat", #115, in the spring of 1987 to sail the Chesapeake and plan for far off places - later. We both retired in the spring of '94 and started the upgrading process at that time. Changes to Dutch Treat have since included:

Simpson Lawrence anchor windlass: I removed the large center mooring cleat forward in favor of two smaller ones on either side of the chocks; mounted the windlass in the place of the cleat and drilled through the deck in order to feed chain directly below. This all works really well and we are pleased with the result. I also added a Shurflo wash down pump, w/deck fitting, that I mounted under the lavatory sink having tapped the intake water line for the head. Of concern was the possibility of increased water from wet chain making its way to the compression pole foot. As a means to counteract this, I have encased the pole foot completely in "git rot" to protect it from absorption. So far, three years later, it seems to be working.

Replacement of holding tank: When we purchase the boat, the holding tank under the "V" berth had never been hooked up. With rising environmental concerns here on the Chesapeake, we thought it time to legalize ourselves. The first step was to test the integrity of the tank and found that it leaked at the lower fitting. Then after thinking about it for awhile - quite awhile, I cut out enough of the "V" berth decking to remove the old tank and install a new one. For plumbing, I gave myself max. options. Using two "Y" valves and a small Whale Gusher pump, I can pump overboard, pump into the tank, empty the tank at a pump-out facility or empty the tank off shore. The plumbing is a little cluttered, but again after four years, it still works well and we have as yet, no problems with odor.

Refrigeration: We also added an Adler-Barber refrigeration system. To do this, I installed a shelf in the port cockpit locker just aft of the cabin bulkhead (ice box), next to the water heater and over the pressure pump for the fresh water system. As I was limited in the amount of space for insulation, while adequate, the system is somewhat taxing on my three battery setup. I need to do more, but I don't want to give up space inside of the box itself. I am still working on this one.

Engine Replacement: Having developed some pressure problems in the #1 cylinder of our Westerbeke 4-91 last year, we went through the agonizing process of rebuild or replace. As parts are scarce to none and since we are planning to transit south again this year, we opted to replace with a Westerbeke 35B (32hp). The power curve works out about the same, giving me hull speed at 1700-1800 rpm. Whether the

increased hp with lower rpm will grant longer life or not remains to be seen. The block is Mitsubishi with a decent track record. Removal of the 4-91 was easier than anticipated, requiring only the removal of the aft cabin bulkhead. Using a long boom crane with "deadfall" from the yard, we were able to lift it through the hatch, transmission and all with maybe an inch or two to spare. The new engine, being smaller by volume was even easier. there was some bed work and new brackets to accommodate the difference in height and width of the after mounts; but again not as difficult as anticipated. This work was done over the winter while Dutch Treat was in the water. During spring haul out, we re-shafted; replaced the cutlass bearing; got rid of the old stuffing box and installed a dripless shaft seal. No more laying upside down trying to adjust the drip or replace the flax.

Please note: (I have some 4-91 parts available including a brand new injector, thermostat, tachometer, some gaskets, two raw water pumps w/spare impellers, gaskets etc. filters, 55 amp alternator, and technical manual/parts list; if anyone is interested.)

What I didn't know when doing all of this was the propeller is the wrong size for the new engine. Come to find out, its also the wrong size for the 4-91 and may have hastened its demise. I am currently using a 16 X 10 prop which is too much for this engine. I couldn't push the 4-91 pass 2500 rpm and I can't get this one beyond 2300. I talked to Westerbeke and they have recommended I change to a 14 X 9. I have also contacted Michigan Wheel and the initial recommendation was to keep the "16" if the aperture is large enough and it is, and just change the pitch. After some more tests to run and a tach check, they will do a computer analysis and give me the proper sizing. After about 50 hrs on this engine we like the power provided; especially into the wind and sizable waves, when needed.

This is our story for now. We are still looking for space below. When we follow the sun, we tend to overdo (the boot stripe has already been moved once) in an effort to be independent of the land. We lost approximately 150 lbs. in engine weight and I will probably spend the rest of the summer reworking distribution and trim. Then we shall watch her slowly sink as we load up for our trip down the ditch come fall.

We are on Back Creek in Annapolis and while we are going west for family visits most of July and a week in August, we will be here until we leave the latter part of September. If anyone is coming this way, give us a shout, we would like to meet other Seawind affectionados.

Sincerely,



Thomas & Eleanor Luichinger
Dutch Treat #115K
795E Fairview Avenue
Annapolis, Maryland 21403

SEAWORDS Vol. 99-1, ANNEX H

ROBB FULLER

PO Box 342
144 Camp Road
Meriden, NH 03770
Home Phone 603-469-3897

June 07, 1998

Richard Manuel
62 Brander Parkway
PO Box 422
Shelter Island,, NY 11965-0422

Dear Richard:, ..

Floyd Haskell was kind enough to forward the April edition of *The Log of Seawind II Owners* to me as the new owner of 096K. Her name was "Friday's Child." but we have chosen to defy superstition and have changed her name to "Wing" with a home port of Portsmouth, RI. We purchased her in Galesville, MD and trucked her to New England Boat where she now sits while we make her safe for sea. Our goal is to have her in the water by the end of June.

The newsletter contained some very interesting information concerning such topics as problems with the cabin sole in the area of the mast compression post. The problems with rot under the head shower pan and on the sole around the base of the compression post in "Wing" started with deck leaks that went unchecked for too long. Fortunately the oak of the compression post was not damaged. I have not cut further into the sole as yet, saving that for next year's project.

Since a wealth of information comes from Seawind II owners I am interested in receiving further issues of the newsletter. I found the requirement for a \$15 membership fee and the name of Peter Edwards whom I shall attempt to contact for further information but otherwise I don't know how to join the association since the mentioned application form was not included in my copy of the *Log*.

My wife, Gwen, and I have been sailing for many years. The Seawind II is perfect for our new cruising adventures.

Sincerely,



Robb Fuller

talked by phone
15/VI/98

7 July 98
114 Laurelwood Dr.
Pittsburgh, PA 15237

Dear Dick,

It is good to see the newsletter back on track. It is incredibly helpful, though it does sometimes provoke unwanted anxiety (Oh No! Now I have to worry about that!). I would have written sooner but I was waiting to retire my old XT so I could send a disk. I finally got a Windows 95 laptop-- I have seen the future and I'm not sure I like it!

My wife and I bought Galadriel (K12) in December 96. We have only day-sailed the boat so far. We have had some major items to repair, which didn't leave any time for a long cruise. Under sail the boat is a dream. She is stable and tracks straight and true. We have sailed half an hour on one tack without touching the wheel.

The major project last year was to recore the side decks. Early in the spring we found that the topsides leaked like a sieve. When we went to rebed all the fittings we found that the problem was more extensive. The balsa core around all six mainmast chain plates was rotted away, and the core under the side decks from just forward of the forward lower chain plates back to the deck scupper drains was saturated with water. The main source of these leaks were the chain plates, the jib tracks, an improperly bedded swim ladder, and the diagonal support braces for the stanchions. The lifeline stanchions are mounted on raised pads that are not cored, but the diagonal braces at the gates were mounted right through the core and were backed with only a tiny washer. After a lot of reading and a few phone calls, I decided to reject the advice to commit suicide and instead to remove the old core and recore the deck. The 3/8" thick topsides showed no sign of delamination, so for structural and cosmetic reasons I had no intention of cutting into them. Instead, we cut holes in the bottom layer of fiberglass using a holesaw and a drywall cutter. Then, with hooks made from long pegboard hooks we pulled out all the wet core. The really wet stuff had the consistency of cooked salmon. When everything was dry we injected thickened epoxy into the void and added 3 to 4 layers of 10 oz. fiberglass cloth to the underside. While we were at it we put a fillet of thickened epoxy into the hull deck joint and covered it with a strip of 2 inch fiberglass tape. The job was a sticky, dirty backbreaker, and a bit more involved than I have described. I learned quite a bit and probably would do it a little differently if I had to do it again. If anyone is interested I would be happy to give them more details.

The second major project was to barrier coat the bottom. Having spent most of last summer doing the deck repair, we reserved this project for this past winter/spring. When we got the boat the keel was covered with thousands of pencil-eraser-sized blisters as was the side of the hull just under the water line. The yard wanted \$4500 to peel and fair the hull, so being frugal (OK, cheap) I borrowed a 7 inch disk sander and removed the gelcoat myself. I used the Interlux 2000/2001 system to seal the bottom. This was another long dirty job.

The head is another project underway. The platform under the Raritan PH was rotted away and the holding tank leaked. In the head, I rebuilt the platform and redesigned the back panel with smaller sliding doors and a fold up (when in use) sink. I will turn the forward vanity into a closed storage compartment. I replaced the Raritan PH with a Blake Lavac. The pump will be mounted on the forward bulkhead under the former vanity. I replaced the holding tank with a 25 gal Nauta flexible waste tank. Time will tell if it's acceptable. The original tank is still being manufactured but it's about twice the cost of the flexible tank.

The galley is also a work in progress. What started as an effort to remove the drain hose from the reefer (as soon as half a bag of ice would melt, the reefer would leak because the drain hose exited the reefer through a hole in the side that was not even two inches off the bottom) evolved into a complete makeover. We now have a new Americast island sink with an old-fashioned brass hand pump (Fynspray) for fresh water, surrounded by a new laminate countertop which also dresses up the stove cover. (Karen sealed the reefer leaks with Bondo and epoxy). Yet to do is convert from kerosene to propane (the thorny issue there being where to store the tank; suggestions are welcome) and to switch from a stove-cum-oven to stovetop alone with storage bins underneath.

There have been numerous smaller projects that, in general, have been less arduous and less time-consuming. I added a Racor off-engine fuel filter to replace the CAV water separator. I replaced the middle drawer beside the companionway with a hinged door and put the filter behind it. I can now turn off the fuel or check for water in the filter without removing the companionway steps. I have one of those fancy vacuum gauges but I haven't installed it yet.

Thanks to several letters in Seawords, we inspected the hoses connected to the scupper drains. Both leaked and one hose was split wide open. Luckily the knotmeter transducer had been removed (for winter storage) so only the bilge got filled. We replaced the hoses with shorter pieces, running them aft about 1 to 2 feet and down just below the cove stripe.

My to do list grows longer and longer, but that's the nature of boats. Next fall and spring I want to replace the electrical panel as well as replace the cutlass bearing and repack the stuffing box. How the heck do you get in there to loosen or tighten the thing? We would also like to add a dodger and a boom gallows. It would be helpful to talk to some one who has added either or both. Even pictures from several angles would be appreciated. I would pay copying and postage cost if someone could send me something.

We have not spent as much time simply sailing Galadriel as we would have liked, but we have learned much and our confidence to tackle new jobs has grown immensely. We feel like we know every inch of her, and with the completion of each new project she becomes even more beautiful.

Sincerely,

Jim and Karen Rendt

ALLIED SEABREEZE OWNERS ASSOCIATION

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

4 January 1999

Dear Fellow Seabreeze Enthusiast:

Once more it's time to get an invitation out for a meeting in conjunction with the Atlantic City Boat Show. This year the Friday of the show is February 5th, and we'll meet in Room 316 from 4 to 7pm. The dinner will again be at Mama Mott's, with cocktails at 7:30 and dinner around 8, the menu the same as last year.

The Sail Expo Operations representative, Bill Koconis, tells me that the show is on the 2nd floor and that there is a direct escalator to the 3rd floor where the meeting rooms are. Show tickets should not be necessary to get to the meeting, although I can't imagine anyone not wanting to see the show. He also said that tickets sold to people arriving late in the day will be good for the following day. If you have trouble, just say that you are with the Seabreeze Association and/or holler for him.

The latest news of general interest to us has to do with a magazine called *Good Old Boat*. The January-February issue contains an article by Dan Smith, the self-styled historian of the Allied Boat Company. Dan was the founder of the Seawind Owners Association. When he lost his boat in a Florida hurricane, however, he turned the owners association over to his successors, bought a Marshall Cat, and devoted his efforts to researching Allied. After numerous interviews and visits to Catskill, he tells me he has written a book.

I have not been in touch with him recently to learn whether the magazine article is just an interim effort, or if he has despaired of finding a publisher. The article is of considerable interest, however, with a great photograph of a Seabreeze powering away from the factory. The magazine is currently available only by subscription at \$39.95 per year in the U.S. Back issues are \$7.00 each. The address is:

Good Old Boat Magazine
7340 Niagara Lane North
Maple Grove, Minn. 53311

Telephone: (612) 420-8923
Web: www.goodoldboat.com

Art Hall, hull # 36, was the first to tell me of the above article and actually got the magazine folks to send me a complimentary copy. His most recent pastime, however, in addition to rebuilding *SECRET WATER*, has been digging Seabreeze documentation numbers out of the USCG vessel documentation database on the Internet. He sent me the enclosed list, with a request that each of you check it to be certain you're included and that the listing is accurate. Please send corrections to either of us.

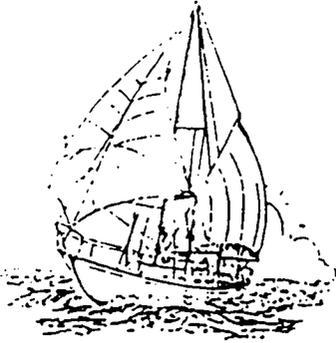
I'm very sorry to report that George Bahen (hull #74) has run into a health problem and that *HIGH BANKS* is seriously for sale. He and his wife have lived aboard for the past eight years, and the boat can be seen in Puerto Rico. Their current address is:

Mr. and Mrs. George Bahen
Palmas del Mar
PO Box 888, Suite 106
Humacao, Puerto Rico 00791

Please pass the word.

Sincerely,





October 1998

Greetings from the Allied Seawind Owner's Association:

I hope all of you have had some fine summer sailing. The sailing season here in the northeast is coming to a close. We had a beautiful spring followed by an terrible June, then two great months of weather.

I have received several pieces of communication from the membership since the last newsletter. Much of that information is part this correspondence.

Unlike the ups and downs of the stock market in recent months, the net worth of the Seawind Association took a sharp rise when I received a check in the amount of \$384 from Carol Wade (Italic), former secretary of the association. She enclosed a very brief note wishing me well. I would have loved to have heard about all her recent sailing excursions. But bits and pieces of her exploits were forwarded to me from other members as you can see from the enclosed information.

It costs around \$80 to copy and mail the Seawind newsletters to all current members. I have decided to use the money received from Carol to fund the newsletters to all registered members until the money runs out. This will allow us to do another 4 newsletters or so (2 years) without the need for a \$15.00 renewal fee

Many boat owner associations have their own web site. Is there anyone out there who have set up their own web site and wants to design one for us? Perhaps we could use some of the funds in the treasury to help out.

Please keep up the email and letters. This is what makes our newsletter interesting. I will do another newsletter in the Spring of next year. Any information on cruises taken, planned or dreamed about are most welcome. Information on repairs and renovations are also very worthwhile.

Speaking of renovations - I provided a good deal of my paycheck to my local boatyard this past year, as "Seabreeze - hull #136, was sanded and awlgrippped both topside AND the deck. It looks terrific. Doing this myself was an impossible mission. I removed all the teak except for the caprail and cleaned it and applied the varnish Cetol. I rewired the boat and added a Prowatt 1500 inverter,

Raytheon SL72 (replacement for the long standing Raytheon RL9), the Raytheon 3000 wheel mounted autohelm, and a Nexus knotmeter and depthfinder. The inverter is a handy gadget for short usage of 120 AC appliances. I still need to do more research on proper usage of the inverter in conjunction with my battery capacity and the power of my alternator. I have been pleased with all of these additions, although admittedly, I did not have the opportunity to extensively test them as my cruising time was limited this summer. (Two dogs and two teenage children are not conducive with extensive cruise time). Actually, I will be correcting my summer cruising deficiency to a large degree in a week as I join a friend and boatyard owner for a delivery of his 43' steel hull sloop to the Virgin Islands. We leave from Boothbay Harbor, Maine in a week.

I hope the new film, "Message In A Bottle" is worth seeing because the movie will have one of our own in it - that is - one of our Allied Seawinds. Sean Rafter (Sea Pearl) sent me a well written description of his role as a nautical prop in the movie. I don't know if a film company will ever visit Maine again as the production crew and cast had to deal with an unusually long stretch, even for Maine, of bad weather in June while trying to produce the film.

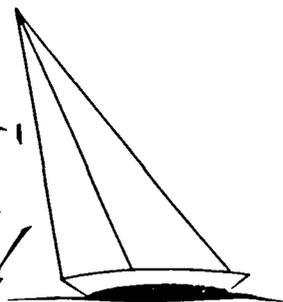
There was a decent response from the prior mailing of the newsletter. The association has 54 members. I have included a membership listing with this newsletter. Also included is a roster of Seawind owners who did not respond, or whose mailing was returned due to an incorrect address. As you can see, there are still a number of boats that are "off the chart" as I like to say. I have sent this newsletter to a some of the names on this list that Don Smith was kind enough to indicate were still around. Please let any of these owners know about the association. All I need to get them aboard is a current address as the newsletter will be free for a couple of years.

Please send me information. This is what makes each issue of the Allied Seawind Owner's Association of interest to all of us.

PETER B. EDWARDS
6 BUTTERCUP LANE
DOVER, MA 02030
508 785-2968
email: pedwa@world.std.com

GOOD OLD BOAT

Still sailing after all these years!



Dear Charter Subscriber:

Thank you so much for your interest in *Good Old Boat* magazine. It's not by mistake that you're receiving two copies of this advance issue. We figure you must know others who might also be interested in seeing what this new magazine is all about, so *please pass the extra copy along to another sailor.*

Unless you've already sent a check, this letter is your invoice notice. There's an envelope stitched into the magazine. We hope you'll like what you see here enough to want to see more. Your check for \$39.95 will keep *Good Old Boat* magazine coming. Your charter subscription brings you seven issues. Think of this first one as a bonus for believing in our start-up venture. The second issue is scheduled for Sept./Oct. After that they'll appear regularly in Nov./Dec., and so on. Your subscription also includes six issues of a newsletter which will come out in alternate months to keep up with the Mail Buoy column and other timely subjects. It will begin in October. We'll email the newsletter to those for whom we have email addresses, unless you specifically ask us to send a printed copy. (It's a way to save costs and to get them delivered quickly.) People without email addresses will get theirs by mail. If your check doesn't include your name and mailing address, please include that, so we can match it with your subscription!

For the present, *Good Old Boat* magazine is entirely subscriber-supported. That means our pages are not cluttered with advertising, but we are forced to charge a bit more to make ends meet. As our circulation base grows, advertisers will be interested in sharing the production costs to get their messages to people like you. It remains to be seen whether our readers prefer to pay a bit less for a magazine with advertising or a bit more for one free of advertising messages. If you have any feelings on this subject, we welcome your input.

In fact, your input is valuable in refining our entire editorial direction. If you have specific topics you'd like to see *Good Old Boat* cover, please tell us. Please remember we're always looking for writers, photographers, and illustrators, so let us know if you have any special talents to share. We have a website at <http://www.goodoldboat.com> which may also be of interest. Please browse around there, and let us know what you think.

Smooth sailing!

Karen and Jerry

Karen Larson and Jerry Powlas

P.S. Starting with our Sept./Oct. issue, we're offering one free classified ad each year to subscribers. Send us anything you'd like to list, and we'll put it up on the website and print it. We're still working out the details. Contact us for more information.

GOOD OLD BOAT

December 1998

newsletter supplement for subscribers

We're making a few "process improvements"

Oops!

How does it get to be time for another newsletter so soon? We're still working out the distribution bugs from our first attempt.

Yes, we *do* know that October comes before November most years, but our November issue of the magazine came out early, and our October issue of the newsletter came out late. So some people got them both on the same day, and the vast majority received them in reversed order. And some never got the newsletter at all. It's a timing issue further complicated by a problem with email files. We're working on it.

Thanks for participating

A group of University of Minnesota graduate students approached us recently to do a study of our magazine start-up. We agreed, and some of you were surveyed as a result. If you were part of the students' study, thanks for participating!

We replace beat-up magazines

If your copy of *Good Old Boat* magazine ever arrives looking like the postman had to battle the fierce dog down the street to get it to you and in fact used the rolled-up magazine as a weapon of defense, we'll replace it for you. This could happen since they aren't wrapped. So let us know, and we'll send one you can actually read.

What's to come of us ...

Here's what we've got coming up in our January issue of the magazine:

- Cruising memories (introduction of a new column for you to write, if you've got some good memories to share). Our first one's by Bernard Joseph.
- Surviving Hurricane Georges by Reese Palley.
- Fixing tanks (truly everything you wanted to know and were afraid to ask) by Bill Sandifer, Bob Haussler, and Norman Ralph.
- Flag etiquette by Ted Brewer.
- Solace for those who miss *Small Boat Journal*: a regular column by Ken Textor.
- Feature boat: Blackwatch 19 by Sven Donaldson.
- Living aboard in the winter (in Canada) by Larry DeMers.
- More on the neglected boat theme introduced

in the last issue of this newsletter. We just need some fixer-upper boats; we've already heard from some fixer-upper sailors.

- Vendor profile: Moyer Marine by Geoff Parkins.
- History of the Allied Boat Company by Dan Smith.
- Life (yes it's possible) without refrigeration or a cooler by Karen Larson.
- The project from hell by Jerry Powlas. (We'll tell you ours; then you tell us yours.)

Back issues are going fast

We will eventually run out of copies of our first issues of *Good Old Boat* magazine. If you're interested in getting one, don't wait too long. A check for \$7 for each one ordered and a note telling us which ones you'd like to have is all it takes to make sure your collection is complete. Available issues are: June (premier), Sept./Oct., and Nov./Dec.

It's ironic. We spent most of our summer travelling around by sailboat and car passing out samples of our premier issue. *Free!* We bagged them and dropped them in cockpits. We left stacks in marinas (and so did many other people on our behalf). We gave them away at meetings. I'm sure some were tossed out with the garbage. They were free samples, after all.

Once we got down to the last 500, however, and just as the September issue came out, we stopped passing out free samples of the premier issue and upgraded it to back-order status.

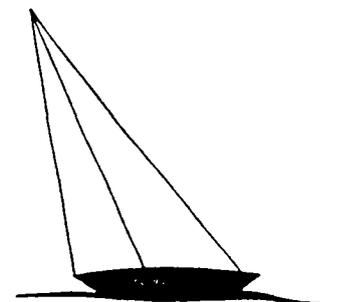
Now it has value! Nothing else has changed, but *now* people are begging for it! The laws of supply and demand work in mysterious ways. We're still learning Business 101 by the seat of our *Good Old Boat* pants. There seems to be a lesson in this.

How to contact us

Jerry Powlas
Good Old Boat Magazine
 7340 Niagara Lane North
 Maple Grove, MN 55311-2655
 612-420-8923
 612-420-8921 (fax)
 jerry@goodoldboat.com
 karen@goodoldboat.com
 http://www.goodoldboat.com

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Classified ads	7
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ORDER BACK ISSUES OF GOOD OLD BOAT

Since this is only the fourth issue of *Good Old Boat*, now's the time to complete your collection. Early issues, while the magazine is still being produced in limited quantities, could become collectors' items. Who can say?

Each backordered copy is \$7. (As a bonus, we pay the postage. No extra dollar-here, dollar-there costs thrown at you.) Use the coupon below to order yours today! (Actually that's what all the other marketing copy says. It's fine with us if you'd rather go sailing today and order back issues of *Good Old Boat* magazine tomorrow. In fact, if you can go sailing at all in January, we're jealous!)

If you're reading someone else's magazine and want to subscribe, you can use a copy of the coupon for that also. If you prefer to order on the Internet, we've made that easy. Check out our website: <<http://www.goodoldboat.com>>. Or just fax (612-420-8921) or email (jerry@goodoldboat.com) us with an address and a request for a magazine. When we get the request, we'll slip one in the mail to you. Send us a check, and you become part of our community of good old boat sailors. It's that easy. We're still too small to accept credit cards, but we won't turn down anyone's check. Even foreign currency is good with us!

Premier Issue (June/July 1998)

Technical articles

Thru-hulls and marine metals; Atomic 4; Rubrail revival

Feature boat

Cape Dory 30

First list of sailboat associations and contacts

September/October 1998

Technical articles

Wet exhaust and other marine exhausts; What to look for when buying an older boat; Sailbrokers

Feature boat

Ericson 35

Features

Onboard communication; Nautical photographer; Sailing on the 'Net; Vendor feature on Sailrite

History

Birth of the Valiant

November/December 1998

Technical articles

Deck delamination; Vang/preventer; Is fiberglass forever?

Feature boat

Niagara 35

Features

Ted Brewer profile; Buying, financing, and insuring good old boats; Cruising Rule Number 12; Roller furling vs. bags on deck; Sailors' resources

Enclosed is \$7 for each back issue I've ordered. Mail me:

- Premier issue (June/July 1998) November/December 1998
 September/October 1998

Name: _____

Address: _____

City, State, Zip: _____

- Sign me up as a subscriber. My check for \$39.95 is enclosed.
 (\$45.95US for Canadian addresses; \$63.95US for overseas addresses.)

Send check or money order to:

GOOD OLD BOAT

7340 Niagara Lane North, Maple Grove, MN 55311-2655.

THE COLWELL NAUTICAL GLOSSARY

Nothing is more confusing to land people than the vocabulary employed afloat. Here's a tongue-in-cheek guide to salty sea talk that should do much to exacerbate the confusion

Anchor—A device designed to bring up mud samples from the bottom.

Anchor light—A small light designed to discharge the battery by morning.

Baggywrinkle—The effect of sun and salt spray on your face.

Beating to windward—A method of flogging the crew to increase upwind performance when racing.

Bitter end—The finish of a race when you are last over the line.

Boomkin—A small, young boom, less than one year old.

Bottom paint—What you get when the cockpit seats have just been painted.

Bow—A gesture from the helmsman as he crosses the finish line first.

Chart—A type of map which shows exactly where you are aground.

Clew—An indication from the skipper as to what he might do next.

Companionway—A double berth.

Deadrise—Getting up to check the anchor at 0300.

Dead reckoning—A course leading directly to a reef.

Deviation—Any departure from the captain's orders.

Emergency mooring lines—Old ropes too rotten to use regularly but too good to throw away.

Estimated position—A place you have marked on the chart where you are sure you are not.

Flying jib—Any jib when the sheets have gone overboard.

Freeboard—Food and liquor supplied by the owner.

Great Circle Route—The ship's course when the rudder is jammed.

Hanging locker—A small, enclosed space designed to keep foul weather gear wet and to turn all other clothing green.

Hatch—A container on board in which to keep eggs.

Headway—What you are making if you can get the toilet to work.

Heel—A command from the captain, usually ignored.

Heaving line—A rope used to hold onto while being sick.

Knot meter—An instrument for measuring the speed with which any line will become tangled.

Landlubber—Anyone on board who wishes he were not.

Latitude—The number of degrees off course allowed a guest at the helm.

Life preserver—A mildewed device for emergency use, stowed under the extra lines and anchors.

Lubber line—Two or more guests waiting to get ashore.

Permanent mooring—A sunken boat, anchored.

Port—A fine wine, always stowed on the left side of the boat.

Reef point—The part of a rock sticking out of the water.

Rhumb line—Two or more crew members waiting for a drink. Spelling is archaic.

Rope ladder—A ladder designed to get you into the water but not back out.

Running free—Cruising without using the engine.

Sextant—A device for detecting the nighttime activity of guests.

Shroud—Equipment used in connection with the wake.

Spinnaker—A large sail used in dead calms to keep the crew busy.

Spring line—A rope purchased at the beginning of the season.

Square rigger—A rigger over 30.

Swell—A wave that's just great.

Tell-tale—A crew member who lets the guests know that the skipper usually gets seasick.

Variation—The change in menu effected when the labels have soaked off the canned goods. ↓

Mast support System

Detail A

Head Door Frame

- 2x6 oak (Typical)

Keel Stepped (Typical)

Bilge

Settee

Settee

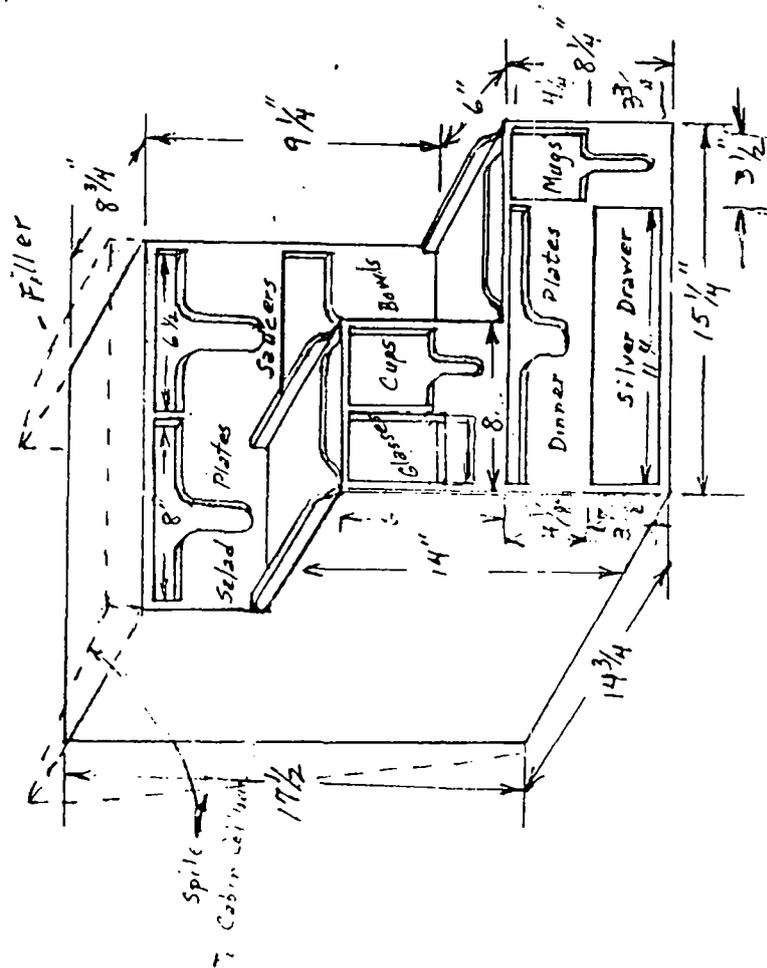
Water Tank

Ballast

Drain hose under-terminates aft bilge

Mast support beams are glassed-in atop ballast in the fwd bilge area. As mfg, there is no access to this area and lower ends of the beams rot out - (water accumulates in this area). An access hatch here allows ventilation and inspection. Also it is

Final - Built as shown



Dish Storage Cabinet - Four Person

Not to Scale - M.H. Teak Ply 1/2" Front, Sides, Partitions & Shelves 1/4"