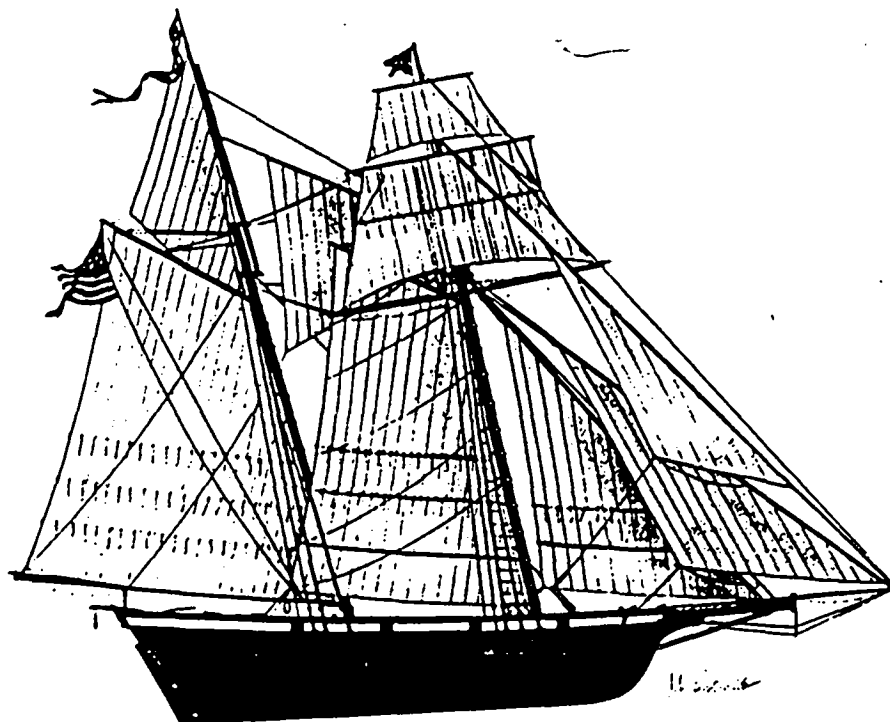


Seawind Words



NEWSLETTER OF THE SEAWIND OWNERS ASSOCIATION * * * VOL. III, NO. 2, SEPT. 1981



THE STORY BEHIND "THE PRIDE OF BALTIMORE"

Told in story and slides by her designer,
Tom Gillmer, at the Seawind Owners
Association annual meeting, Saturday,
October 17, 1981, Annapolis, Maryland.
See details on pages 15-18.

IMPORTANT NOTICE

ANNUAL MEETING SCHEDULED FOR
SATURDAY, OCTOBER 17, 1981
7 P.M.
ANNAPOLIS, MARYLAND
SEE FULL DETAILS ON PAGES 15-18.

Fellow Seawind Owners:

I hope you'll all be able to join us for another Seawind Owners Association annual meeting on October 17. If you were present at last year's meeting, you know how interesting it is to swap stories with other Seawind sailors. And the fact that the Annapolis Sailboat Show is the same weekend just gives you two good reasons to plan a short fall vacation.

You'll find complete information on the annual meeting in this issue. But please, if you plan to attend, send the reservation coupon (at the bottom of page 15) to Lamar Neville as soon as possible. This will tell us how many people to expect, and thus how much champagne and caviar to lay in.

Other things you'll find in this issue:

- * Plans for the new Seawind 38. None have been built yet, but the factory tells us you could be the proud owner of hull #1!
- * Chuck Roast Flyer. This is nothing to beef about. Nor is it an airplane. It's a catalog/order form for the best cold weather clothing we've ever used. Your editor was so impressed with his set that he obtained enough flyers to send each and every Seawind owner. And if you order anything from the flyer -- and identify yourself as a member of the Seawind Owner's Association -- you'll receive a genuine Chuck Roast Offshore Visor absolutely free. (Just be sure to write "Free Offshore Visor -- Seawind Owners Association" on the order form.)

One final point. Please write and tell us about your sailing experiences, modifications to your Seawind, your joys, your gripes, just about anything. This newsletter can't happen from this end unless something happens from your end.

If you don't fancy yourself as a good writer, don't worry. We'll edit your input. If you do fancy yourself a good writer, don't worry. We won't edit your input. Just think of the thrill of seeing your name in print!

Send letters, threats, etc. to:

Vern Iuppa, Editor
Seawind Owners Association
120 Elmore Road
Rochester, New York 14618

We sincerely hope you enjoy this issue. See you in Annapolis!

WELCOME ABOARD!

More new people have joined the Seawind Owners Association. We're happy to welcome them and anxious to learn about their experiences with their Seawinds.

Robert G. Hale (Shirley), 208 Newton Street, Kingsford, Michigan 49801, (906) 774-9714. MAID OF MACKINAW, SW II #39. (Robert has had his Seawind for a year now.)

Jay Kapin (Phyllis), 3620 Flamingo Drive, Miami Beach, Florida 33140, (305) 672-8736. CHEZ JAY, Seawind II #36. (Jay says he's interested in getting the names and phone numbers of pretty girls who like to crew! He describes his initial experiences with his Seawind elsewhere in this issue.)

Paul S. Martin (Marilee), 3216 Noeske Street, Midland, Michigan 48640, (517) 631-6546. FORCE MAJEURE, SW II #97. (Paul is interested in hearing about problems and solutions as well as handyman projects that have added comfort or ease of handling to Seawinds.)

John McClure (Ruth), P.O. Box 24322, New Orleans, Louisiana 70184, (504) 835-7483. CAMEO, SW I #112. (John, who has owned his Seawind since 1968, would like to hear about cruising experiences other Seawind owners have had as well as ideas on equipment modifications to Seawinds and comments on self steering equipment for Edson wheel steering.)

Russell E. McKinnon, P.O. Box 186, New Haven, Connecticut 06501, (203) 481-9621. SW II #127. (Russell is currently having a Seawind II built in Catskill; no name yet.)

Benjamin M. Polayes (Dorothy), 71 Northrop Road, Woodbridge, Connecticut 06525 (203) 387-1011. HARVAH, SW II #61. (Ben would like to hear about performance, maintenance, "tips" on handling, use of interior space, added equipment, and noteworthy trips and races.)

Douglas Siegel (Edith), 509 S. Taylor Street, Arlington, Virginia 22204, (703) 892-5960. PARFAIT, SW I #119. (The Siegels are renewing their membership in the Seawind Owners Association after having "gone south" last winter aboard their Seawind I. There's more news from the Siegels in this issue.)

CHANGE OF ADDRESS:

Sam and Dot DeCamp, ABSCONDIC TOO, SW II #67 have moved from Oakridge, Tennessee to Washington, D.C. Their new address is: 1928 Biltmore Street N.W., Washington, D.C. 20009.

CORRECTIONS:

Gene and Joyce Rice of St. Petersburg, Florida sent in some updates. Their correct address and phone number are: P.O. Box 15806, St. Petersburg, Florida 33733, (813) 381-5450. They're now the proud owners of a SW I #47, SUMMER WIND.

John W. Reedy, ALDERBARAN, SW I #96 sent in a correct address: 6515 79th Place, Cabin John, Maryland 20731. He can be reached at home (301) 229-0568, or at work (301) 468-3768.

QUESTIONS AND ANSWERS WITH TOM GILLMER . . .

Seawind designer Tom Gillmer has kindly offered to answer questions for the newsletter which relate to the design of the boat or to design problems. Send questions to the newsletter editor, and -- space permitting -- they'll be answered in the next issue.

Q. Early SW II's came standard with a two-bladed prop, and now the three-bladed screw is standard. If I were to switch to a two-bladed one for long distance cruising, what kind would you recommend and what kind of change in performance would I likely notice (a) under sail and (b) under power? How about backing up under power? What kind of two-bladed propeller would you recommend for the SW II (if any) with a Westerbeke 30?

A. (a) and (b) -- For long distance cruising I would definitely recommend the two-bladed sailer style blade. You will notice a slightly reduced backing power but your long-passage-making sails will definitely show the reduction of drag. The propeller should be near a 13 x 7 two-blade without reduction gear. With reduction, whatever gear ratio is used, I would suggest checking with the engine manufacturer.

Q. The rod rigging terminals on the bobstay of my SW II are beginning to show a lot of discoloration -- mostly rust colored. Since rod rigging, when it fails, goes all at once, I've thought of replacing the bobstay with a piece of 1 x 19 stainless with Norseman fittings. Is this a good idea? If so, what size wire should I use?

A. This question seems vaguely familiar. I think it was asked by telephone call last winter and answered this way. (I am still puzzled by it.) I believe the rod bobstay is better than wire and unless there is a flaw in the rod I see no undue expectation of failure over wire. The terminals may show a surface discoloration which is not unusual with most stainless steels in the presence of salt water. I have had a rod bobstay on my boat over 10 years old. The discoloration at the terminal is taken off when the boat is hauled by a a bit of carborundum cloth in about two minutes, which includes shining up the whole rod. If you go to wire the same size (1/2 diameter) should be used and it will corrode at a faster rate than the rod.

Q. In the August '80 newsletter you recommended setting up the triatic "at the correct length." Is that "no tension," "moderate tension," or "a lot of tension?"

A. About the triatic again. The question involves the presence of vibration in the mizzen which is a symptom of an unbalance between 5 wire stays; 2 shrouds, port and starboard; and the triatic coming in at the top. There is a separation of less than 3 feet of mast between the upper and lower attachment which aids in suppressing vibration, but unless the triatic shows some tension it is not working. I would always want to be assured that there is moderate tension in it which is balanced by the after shrouds and slightly more than the fore shrouds without any slackness anyplace.

INFORMATION EXCHANGE . . . SEAWIND OWNERS SHARE NEWS ABOUT EQUIPPING, MODIFYING, AND SAILING THEIR BOATS

A "NOVICE" EXPERIENCE

From Jay Kapin, 2630 Flamingo Drive, Miami Beach, Florida 33140

About eight months ago I decided to purchase a sailboat. You may be wondering what is so strange about that? Nothing, provided you know something about sailing. So never having owned a sailboat or taken a single sailing lesson, I went out to buy a boat. I had no idea of what I wanted or whether I should buy a racer or a cruiser. All I knew was that she had to be very fast, very comfortable, and very stable.

I looked at boats ranging in size from 26 to 41 feet. During the first month of looking, I became educated in nautical ways. Example: there are racers and there are cruising sailboats. It's very hard to get both unless money is no object. In getting my education I learned a new word which most sailboat people are very familiar with -- "compromise."

As the months went by I look at, lord knows, how many boats; brokers turned green when they saw me walking in their doors. They'd say, "Oh no, are you back again? You mean you still didn't get a boat?" When I went to the Fort Lauderdale Boat Show this year, all the salesmen yelled as I walked by, "Hey, Jay, get a boat yet?" Anyway I kept my head held high and became an expert. I learned there are sloops, ketches, and cutters -- fin keels and full keels.

After going out on several boats it became clear to me that I wanted a good cruising boat that was heavy, well built, full keel, stable, stiff, comfortable in rough weather, and forgiving. Most of all she had to be of high quality. Of all the boats I looked at, I was most impressed with the Allied Seawind 32. Finally in May of this year, I came across BALD EAGLE, a 1976 Seawind II that had been completely customized by Al Dye, her original owner. (Al is an Allied freak who has owned three other Allied boats.)

BALD EAGLE is a sloop with Wagner hydraulic steering, an engine-driven compressor for the refrigerator and freezer, electrically operated anchor, wind instruments and electronics, something called a boom vang, and all kinds of other goodies which I'm not familiar with. Anyway, after having Al Dye and Lowell Sedore (a very knowledgeable sailor and the broker who found BALD EAGLE for me) sign an oath in blood saying they would teach me how to use this thing, we went sailing.

I managed to clear the dock and navigate the canal without too much difficulty (under power, of course). It was a nice day with 12-knot winds and 80-degree temperatures. With perfect timing, the 17th St. Bridge started to close as I lined up to make my big move through it. I reasoned that the bridge was coming down faster than the boat's hull speed, so with a quick right turn, and an obscene gesture to the bridge tender who was very quick to return same, we circled Pier 66 for the next 15 minutes. (By now, the bridge tender knows BALD EAGLE well and whenever he sees us coming he waves, gives 4 toots, and lowers the bridge.)

Finally, the sail cover was off, we'd neared the inlet, and were ready to raise the sails. At that point, I was standing on the deck holding the boom with both hands and the winch handle in my mouth, and summoning the courage to take one hand off the boom in order to set the handle in place for the big move. When I finally started to winch, nothing happened. It was then that Lowell (who had a strange look on his face) informed me that you are supposed to pull up the sail by hand and then use the winch to tighten it.

After much ado, we finally headed out to sea with the mainsail up and the engine on. Both Lowell and Al were shouting instructions at me. While one was saying, "Unfurl the jib," the other was telling me, "Unfurl the genoa." I quickly suggested that they shouldn't shout orders like that to someone who doesn't know the difference between a jib and a genoa. But when the genny was finally out, we sailed along at 6 knots and Al asked how it felt to sail my own boat. "Fine," I responded. But he said it might be even better if I shut the engine off!

We spent the next few hours sailing, jibing, and going aground. Then I started to get the hang of it. Lines must go on the winch clockwise. Only I found out the hard way. The next day I knew I was good enough to invite a friend along who had never been sailing before. With me at the wheel and him handling the lines we'd have it made.

On 10 a.m. the next day Ricky and I were ready to raise the sails. I gave him a quick lecture on handling the helm and watching the apparent wind indicator in order to keep the boat into the wind. After some minor difficulty with the sail, and Rick yelling something about a tanker from Port Everglades bearing down on us, I yelled back to watch the needle on the wind indicator and not some dumb boat. Things were fine until we were ready to come about. I explained the procedure. "As I turn, the sails will flutter. You loosen the line on this winch, grab the line on that winch, pull the sail in till the wind catches it, and put the line on the winch. Then I'll trim the sail."

BALD EAGLE came about quicker than anticipated. The wind caught the genny, and the line went flying into the air with Rick hanging onto it. I did what any good captain would do and inquired of his swimming ability as he and the line hit the water. I quickly threw a life ring which hit him in the head, and he yelled something about tying the other end of the ring rope onto the boat. When Rick was finally back on board, we headed back and I casually asked him if he'd like to go sailing the next day. It was then that we saw the bridge tender from the 17th Street Bridge smile and change the time clock from 3 minutes to 30 minutes.

In my next letter I'll tell about the adventures of my planned circumnavigation of the Intracoastal Waterway between Bahia Mar and Pier 66 in Fort Lauderdale.



EQUIPMENT RUNDOWN

From Bob and Ruth Kramer, 393 Ruckman Road, Closter,
New Jersey 07265

I enjoyed reading the last issue of Seawind Words, and I'm sure that I'm like the other members of the Association in that I look forward to receiving every issue. I particularly enjoy reading how other Seawinds are equipped, and of the experiences other members have. I feel I've been remiss in not contributing, so I'll take a crack at it now and try to contribute as best I can.

Our Seawind II PUFFIN, Hull #49, is our fourth boat. We started at 18 ft. and worked up as quickly as finances would permit. And I must say that the Seawind is a boat that has given us the greatest joy. Though we live in Northern New Jersey, we sail out of the Norwalk Yacht Club in Rowayton, Connecticut for cruising Long Island Sound and spend three-day weekends throughout the summer on the boat and two or three weeks cruising, usually East, so our cruising is of relatively short duration. We look forward to the time when we can make longer cruises, perhaps South.

Ours is a standard ketch rig to which we have gradually added "creature comforts." I'll briefly describe some of the equipment we have:

Sail Inventory - We have two roller furling jibs, both are on the Schaefer system. One is a 150% genoa, the other a working jib. We carry a 170% drifter, a mizzenstaysail, the main and mizzen (of course), and we've recently added a real "fun sail" -- a mule. It is a brand new sail. We've used it only a few times. We've been getting it set up but so far, it looks like it will be a useful sail, both on and off the wind. I believe sail area is about equal to the mizzen and carried quite high. We have a lot more experience to get under our belt with this sail but it does seem like it's going to be fun to use.

Running backstays were included on the mizzen at the factory since we had planned on the mizzenstaysail. At first, the backstays were very difficult to use. I changed to four-part block arrangement with jam cleats, and now they are quick, easy, and simple to use. Our boat was delivered with the mizzen one foot higher (our choice) which raised the mizzen boom a foot, and we find that it works very well (less bumps from the boom).

Ground Tackle - Our ground tackle consists of a Danforth 12H; a 25 lb. CQR with 10 ft. of chain, and 300 ft. of line on the 12H; 6ft. of chain and 200 ft of line on the CQR. I split our chain locker and have both anchor lines in the bow. I also doubled up on our bow roller, so we have double rollers. Originally, this was designed for double pennants out on the club mooring. This is an ideal arrangement. Mooring lines going over bow rollers works perfectly well. I've seen a lot of wear during storms on lines going through chocks, even with chafing gear. I have not had to use any chafing gear; I've had practically no wear on my lines, and I believe the double roller arrangement to be the perfect solution, particularly for a Seawind.

Dodger - One of the most useful additions to the boat on deck is the dodger. It's great for all kinds of weather. Ours has an opening center windshield, which makes it great in warm weather. You can open that up, get under the shade of the dodger and still get a good breeze when at anchor or on a mooring. Our sail maker, who made the dodger, designed a nice arrangement for us, tying the dodger to the mizzen awning. There is a connecting link which zips on the back end of the dodger and to the front end of the mizzen awning. So we have a continuous cover from dodger to the after end of the mizzen boom for hot, sunny days at anchor, or for rainy weather under power or, for that matter, rainy weather while sailing as a sloop rig with mizzen down. It works well and we enjoy it.

On Deck - On deck we carry a telescoping whisker pole and using that with a drifter downwind really helps. I've added pinrails, both port and starboard. They're attached to the lower shrouds and give PUFFIN a real yachty look in addition to being very useful. We run several flag halyards to them. Some of our dock lines are kept there while cruising so they're readily available. They're also great for hanging forward fenders when docking. In general, we find them to be quite useful.

Electronics - Our electronics inventory is fairly modest. We carry a VHF radio, Horizon by Standard, which works fine and we've had no trouble with it whatsoever in the four seasons we've been using it. We also have a Ray Jefferson ADF which so far we've used more for listening to AM and FM broadcasts than for direction finding. Though on a few occasions when we have used it, it's worked fine. One of our favorite instruments is a Raytheon depth sounder. Our Kenyon Knot Meter has worked very well.

We also have the Kenyon Anemometer with an apparent wind indicator. Incidentally, for what it's worth, I located the paddle wheel for my knot meter in the engine compartment on the starboard side just next to the engine bed. It makes it very easy to get at and that water that always comes rushing in when you remove the paddle wheel just goes into the bilge. The only problem I've had with it is when on the starboard tack hard over. The paddle wheel sometimes lifts out of the water, but that's pretty rare. Most of the time the wheel is in the water and working fine.

WICK

Engine - We have the Westerbeke 30 Engine, and the Raycor Fuel Filter with the indicator light on the switch panel to indicate if there is any water in the filter. I've never had any so far. I changed access to the dip stick for the engine simply by removing the upper brackets and moving it forward. It's easy to mount the dip stick on the forward end of the engine and tilt it forward in order to get to it from below. With the new positioning, it's a lot easier to check engine oil regularly. Incidentally, Ruth and I took the Westerbeke course last Fall, and we found it to be excellent and a lot of fun as well. We were advised that the exhaust system supplied with our boat, a MariDyne flexible exhaust system, was not held in particularly high regard by Westerbeke and it was recommended that it be replaced. We've since talked to our favorite

service man and he felt even more strongly about it. The problem appears to be that with so little space available in the engine compartment of the Seawind, the recommended exhaust system is going to really crowd things up. Has anyone else had this told to them? Have they replaced the MariDyne system with another, and if so, what kind and how? I feel the investment in a properly designed exhaust system is obviously going to be a lot cheaper than a new engine. I'd hate to have to come to that.

Batteries - A volt meter has been added on the electrical panel to check the condition of the batteries. I've been very fortunate with the original two batteries supplied with the boat. They still seem to be in excellent condition. I understand that four or five seasons is stretching it for marine batteries, particularly on a sailboat. I've always found that changing the zinc on the cooling system in the engine was a problem. I've added an in-line zinc called a gimeg, which is easily accessible and I can change this much more readily without unloading my port sail locker.

Below Decks - Continuing on our below decks equipment, we added a very expensive piece of equipment but one which in the three years we've had it has given us an awful lot of enjoyment. And that is refrigeration. We installed an Adler Barbour unit which runs off the engine. It's supposed to require about an hour's running time a day (half hour in the morning and half hour at night). We find it actually requires less than this, particularly if the box is filled. We make our own ice cubes; we have a freezing compartment; we have a lot more space in our ice box (pardon me, refrigerator) because we don't have to carry that space-consuming ice; and we do find that ice in our cruising area is getting harder and harder to get and like everything else is a lot more expensive. Installing refrigeration is certainly not an economical way to offset the purchase of ice, but we console ourselves in the fact that the boat is for our enjoyment and if we were looking to save money we would not have bought the boat in the first place!

We've added some stowage facilities below that add to the conveniences -- a bookshelf under the bridge deck; a stowage shelf for the V-berth filler up forward on either side of which we've added additional shelving.

For lighting we have the standard lights supplied with the boat but we have added several kerosene lamps which we use most of the time. We also carry a pressure kerosene lantern that gives us good reading light, and a kerosene anchor light. We've added a 12-volt lamp to the engine compartment just under the bridge deck and immediately over the dip stick. It comes in handy.

We have a pressure water system which we enjoy though I sometimes think it causes us to use more water than we might otherwise. We have a hand pump in the galley for salt water rinses. It's mounted right next to the regular faucets and it's quite useful. It helps to conserve fresh water.

I converted the port side main cabin bunk to a double by making the back cushion a swing up. I had seen this on one of the boats produced by Allied and, though it's a poor excuse for a double berth, it does make for an excellent place to stow things at night. We like to take our cockpit cushions below and this is an excellent place to stow them. This also makes for easy access to the storage area behind the bunk against the hull.

WARRANT
ZINC

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Dinghies - We have two dinghies -- one for use in and around the club (a hard dinghy, fiberglass molded), the other an Avon Redcrest which we use when cruising. The soft dinghy is great for cruising. It rows terribly but we do have a two horsepower Evinrude which we carry on the stern rail when underway.

Teak - I found the information on teak care published in previous newsletters interesting. Over the years, I've struggled with the easiest solution to handling teak. For a wood that's supposed to be easy to care for, I've never found that to be the case. Finally, two years ago, we went to the glossy finish. In our case, we used a good grade of spar varnish and I feel it's the easiest finish to maintain. I try to keep it touched up regularly if it gets nicked, and always give it a couple of new coats each season after sanding it down. Personally I think it looks a lot better and is a lot easier to keep than the natural finishes, oiled finishes, sealed finishes, etc. That is, unless you would just like to let it go to that dirty gray look that some people prefer.

So much for PUFFIN and our equipment.

We'll look forward to hearing more through Seawind Words about how other Seawinds are equipped and what their owners are doing. We really enjoy the newsletter.

Last year while cruising on a bare boat charter in the Virgin Islands we anchored in West End Tortola. There, moored on the south side, was a Seawind. Naturally, I couldn't resist the urge. I rowed over and was very pleased to meet Edgar and Donna Lemon and their Seawind, ASA BERT. They were in the process of building a home on Frenchmen's Cay.

For now, that's all we have to offer. Keep those newsletters coming. We really enjoy them.

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NEW LIVEBOARDS

June and John McVey, c/o Elton McVey, 1155 Elmwood Drive,
Walnut Creek, California 94598

For many a moon now we've had all good intentions of contributing to our newsletter. However, we've retired from our jobs, leased our property for five years and are in the process of living aboard and setting out for "somewhere and anywhere" the wind takes us.

What started innocently enough with a little 12 ft. daysailer 28 years ago has turned out to be our life's great joy. One would think that our very first attempt at sailing was an omen of some kind. After reading multiple essays on the "art of the sailor," our first attempt was a complete dunking at our local lakeside dock. It seems we should have thought to put the centerboard in place before walking on the port side of the deck. Our sailing experience improved with practice and patience,

and through the years we graduated to a 13 ft. Flying Dutchman Jr., a 21 ft. Santana, a 27 ft. Bristol, and four years ago, to our ultimate dream, our Seawind II MITARA. Since both of us were born and raised in a farm community in the heart of the San Joaquin Valley, it seemed unlikely that the "call of the sea" would gradually get into our blood. However, after once sailing our little 21 ft. trailerable Santana on the exciting and restless San Francisco Bay, we knew for sure that sailing would be in our retirement plans. We have been gradually getting our act together by doing all those inevitable modifications, additions and inventive projects one puts forth to turn a weekender into a home away from home.

One of our first additions was our Sail-O-Mat Wind Vane. Since we have a ketch we also had the problem of the mizzen boom becoming involved with the wind-vane section of the Sail-O-Mat. All we have done to this point is put a preventer on the mizzen boom and although we haven't had any problems as yet, we would appreciate any information from others who may have had diverse problems with theirs.

Our next purchase was our Electro-San which we placed under the starboard berth in the main cabin. Installing it was like putting a jigsaw puzzle together. . . but the results are well worth the effort. Our holding tank was less than satisfactory because of an unfixable rip in the upper portion of the tank. After a disastrous experiences, we took it out completely and plan to replace it with a rubberized holding tank. Our plans include a plywood panel above the bow stiffeners with a cutaway so the tank can be serviced.

We just finished installing our new HilleRange (a three-burner) and have converted from alcohol to propane because of the worldwide availability of propane. We placed three, 3-gallon propane tanks in a teak box just aft of the main mast. We originally had ordered two, 5-gallon tanks, but they were too large for placement so we resorted to the smaller tanks.

Our Avon 4-man life raft sits on the hatch cover just forward of the companionway. It is mounted on two 1 1/4-inch pieces of teak with two stainless steel straps holding it down. We use two snap shackles to hold it down and turnbuckles on the other end for tension.

We ordered our dodger from Island Nautical and are pleased with its fit and price compared to the estimates we had locally.

We certainly appreciate the information and ideas contained in Seawind Words and look forward to the next newsletter.



KEEPING IN TOUCH

From Edith and Doug Siegel, 509 S. Taylor Street,
Arlington, Virginia 22204

Doug and I would like to be included in the fold of the Seawind Owners' Association. I should really say "reincluded" since we were members when the organization started up with Milt Baker. However, we went South last winter and got a little out of touch with things. I can never resist lending the newsletters to other Seawind owners we meet along the way -- the information is so valuable, but in the case of the letter last spring announcing the change of editors, we forgot to get it back before heading north. Consequently, we didn't know where to send our modest input. Now, however, we do. (Send input to Vern Iuppa, 120 Elmore Road. Rochester, New York 14618.)

Our boat is PARFAIT, a Seawind I, hull number 119, and she is berthed in Galesville, Maryland at Pirate's Cove. We are hoping to take the boat south again this year. Our trip last year was our first and we enjoyed it tremendously. In retrospect, the highlights were meetings with other Seawind owners along the way. We look forward to seeing them all again.

It seems we have been working on PARFAIT ever since we bought her two years ago. We are currently arranging to have the Schaefer jib furling system installed and are ordering a cruising 130% genny from Thurston to use with it. We chose this over the rod furling types because of the flexibility it will give us, allowing us to use our other three headsails when conditions warrant. The furling system will have it s own halyard, which is a nice little extra.

We look forward to meeting more Seawind owners over the next few months.

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AUTO PILOT VIEWS

From Jules Siegel, 30 Turning Mill Road, Lexington,
Massachusetts 02173

This season we made a major addition to CARINA, our Seawind I #123, an Autohelm 3000 autopilot. I had been considering adding an autopilot for the last two years and came close on a number of occasions before this. What had held me off, in addition to the dollars, was working out a suitable installation and concern about the ability of these devices to handle the slop in the rack and pinion steering. After much investigation, coupled with some specifics from Joe Walsh, I became convinced the slop was not going to be a serious problem and I selected the Autohelm which has a reputation for quality and reliability and could be installed neatly.

The installation is very simple. A drive unit is installed on the cockpit floor in line with the wheel hub; a drum is attached to the wheel; a toothed rubber belt operating around the drive unit and drum turns the wheel in response to commands from a control unit which can be positioned anywhere you like. The drive unit has an eccentric clutch that can be used for instantaneous disengagement of the unit. When not in use, the drive unit easily detaches from its mounting bracket via a fast pin, and the only thing left on the cockpit floor is a small bracket.

To date I have only operated the unit while powering and it works well. It does as the literature says, "steer a better course than a helmsman." I think the installation arrangement is as good as you can get, short of a much more expensive and difficult to install built-in. More on this as I use it.

From Joe Walsh, 133 E. Main Street, Babylon, New York 11703

Here's some information about our First Mate autopilot. We recently returned from the Bahamas, direct from northern Eleuthera to Lake Worth (192 miles, 39 hours). The wind began from the northeast and worked around to the northwest, although in some thunderstorms it was inconsistent. Waves, by the way, were up to 8 feet.

The First Mate autopilot was on at all times and performed perfectly. The slop in my steering is now 1/2 inch at the wheel rim. The older Edson rack and pinion has a bolt (I think it's 9/16 wrench) and locknut. These are under the wheel shaft and so close to the forward support that it is extremely difficult to adjust with standard wrenches. Edson acknowledges this and has changed the adjustment. The adjustment is crude: just turn down the bolt which pushes the plate up against the rack, deforming or lifting it to better engage the pinion. This causes friction, and if the rack isn't true, it could cause excessive slop or binding at extreme throw.

The binding would be unacceptable, of course, but the minimum slop is required only at center $\pm 30^\circ$ at wheel position. I can adjust my gear down to about 1/4-inch slop but it just doesn't stay -- the locknut backs off. I think I will try to improve the mesh by shimming one end or filing the wood support at the other end -- or perhaps by filing off both ends (I mean forward and aft supports.)

I don't recall which way my wheel shaft is off. With the 1/2-inch slop, the First Mate did fine. Of course, the more slop, the more the pilot has to run, but with the waves pushing us around, I couldn't notice. However, I did use it coming up the Intracoastal Waterway and it was holding pretty close to its best which is $\pm 2^\circ$ heading. I had talked with the Tillermaster engineers and they did not want to sell me one of theirs because they said the slop should be 0° , something that's impossible with rack and pinion. Besides the Tillermaster would not

fit above the cockpit seat with a cushion on it. It could have been reversed and mounted above the wheel shaft, but you'd need to build up something above the coaming to hold the outer end. When you use any pilot, it's a good idea to occasionally take it off and feel the wheel force to ensure that the boat is trimmed. Otherwise, you would exceed the ability or overload the pilot. I've given some extraneous detail, but I hope the information is helpful.

*

CLASSIFIEDS

A few members have written to say people are interested in buying or selling Seawinds. Here are the details:

WANTED

Seawind I - Contact Richard Foster, Box 889, Bayview Avenue, Bucksport, Maine 04416.

Seawind I - Contact Peter Schroeder, 7 Noon Hill Road, Medfield, Massachusetts 02052 (617) 359-6938 (H).

Seawind I - William D. Farnam, 2000 South Second Street, Apt. 5, Arlington, Virginia 22204.

FOR SALE

Seawind II #32, LONGTAIL - Contact Kenneth McClave, Jr., 1811 Ocean Avenue, Spring Lake, New Jersey 07762. (201) 449-9274 (H); (201) 483-5670 (O). The boat is currently lying in Belmar City Marina.

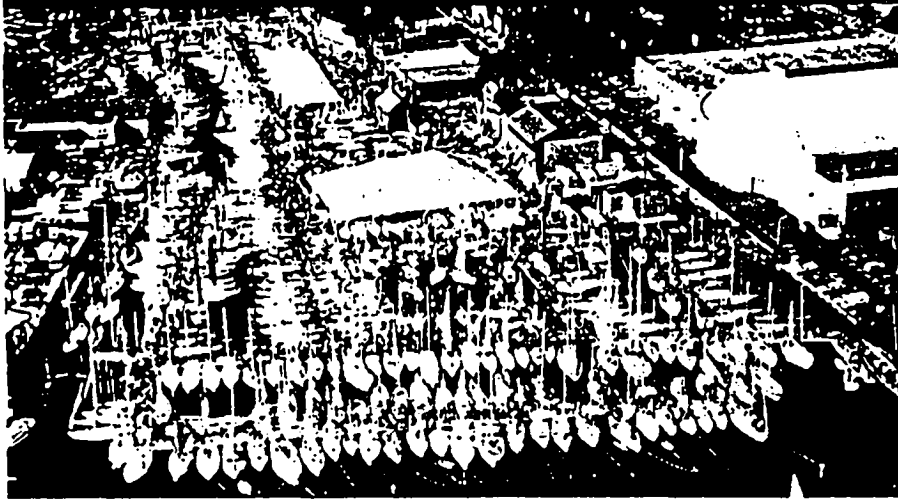
*



WHERE -- If you're coming by boat, you can stay right on Clements' Creek :
 TO near Lamar's home (see attached directions and map for details).
 STAY: If you're coming by car and plan to make a weekend of it at the
 show, motels closer to Baltimore or Washington would be your best
 bet. Annapolis itself is usually booked a year in advance for
 the show, so chances of staying there are slim. But motels near
 Baltimore shouldn't be too difficult to find, especially if you
 have a travel agent make your reservations. Just contact a
 travel agency in your town and let them do the calling for you!
 (Baltimore's a 40 minute drive from the show.)

DO IT NOW! Mark your calendar, plan to attend, and return the reservation
 form on the previous page no later than October 15, 1981. Mail the complet
 form to Lamar Neville, 1709 Marshall Court, Annapolis, MD 21401. (If at
 the last minute you're able to come and haven't returned the coupon, call
 Lamar Neville at (301) 443-3665 (O), or (301) 849-8304 (H).

12th Annual United States Sailboat Show®



October 15-18

Trade/Press Day—October 14 Buyers' Day—October 19*

City Dock & Harbor Annapolis, Maryland

The World's Largest Sailboat Show

An international showcase of the entire world of sail, featuring
 virtually every new model from leading domestic and foreign
 manufacturers. Board and compare hundreds of new racing
 cruising and one-design sailboats on display in the water
 hundreds more ashore. Shop the largest display of sailboa
 equipment and accessories ever assembled, from auxiliary
 engines to sailmakers and electronics to foul weather gear.

Directions: Use Rt. 70/Rowe Blvd./Annapolis exit off Rt
 50/301 and follow signs to nearby parking... continuous shut
 the bus to and from City Dock.

Hours: Trade/Press Day, Wednesday, Oct. 14—10 a.m. to 6 p.m.
 Public Days, Thursday, Oct. 15 thru Saturday, Oct. 17 — 10
 a.m. to 8 p.m.; Sunday, Oct. 18 — 10 a.m. to 7 p.m.

*Buyers' Day, 10 a.m. to 6 p.m.: Admission \$12.00 at the show
 \$10.00 by advance sale. Call (301) 268-8828 for further details
 Admission: Adults—\$6.00. Children (age 12 and under)—\$3.00

Endorsed by the Anne Arundel County Marine Trades Association
 and the Marine Trades Association of Maryland

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Use this coupon to buy
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 long ticket lines at the
 show (Sorry, ticket orders
 cannot be filled later than
 one week prior to the show)

Please indicate show and number of tickets desired. Ticket prices include tax. Children tickets admit ages 12
 and under. Boat shoes for boarding, please.

North Atlantic Sailboat Show — Adult tickets at \$4.00 each — Children tickets at \$3.00 each

U.S. Sailboat Show — Adult tickets at \$5.00 each — Children tickets at \$3.00 each

Enclosed is my check in the amount of \$ _____ payable to the North Atlantic Sailboat Show or the U S
 Sailboat Show. Mail this coupon to the Annapolis Boat Shows, P.O. Box 1631, Annapolis, MD 21404.

Name _____ Address _____

City _____ State _____ Zip _____

Pick up your FREE color 1982 calendar/poster being given away at the shows.

DIRECTIONS TO SEAWIND OWNERS ASSOCIATION
ANNUAL MEETING

SATURDAY, OCTOBER 17, 1981

AT THE HOME OF HELEN & LAMAR NEVILLE
1709 MARSHALL COURT

(ABOUT 5 MILES FROM THE SITE OF THE ANNAPOLIS SAILBOAT SHOW)
PHONE (301) 849-8304

BY CAR

We live in the community of Saefern which straddles "Epping Forest Road," which turns off of "Generals Highway (Md. #178). It is near the Montgomery Ward Shopping Center on the Washington side of Annapolis.

- From Baltimore Beltway, take Route 3 to either #178 or #32 which becomes #178.
- From Washington, take Route 50 and exit at the first exit marked Annapolis - Crownsville. You will see the Holiday Inn, Exxon, etc. Stay right as you exit and pass back under Route 50.
- From downtown Annapolis, either take West St. from Church Circle, which becomes Route #178 at the Montgomery Ward Shopping Center, or go out Rowe Blvd. towards Washington, pass the Route 2 exit, and exit to the right at the Crownsville exit (Exxon, Montgomery Ward, etc.) It is the last exit, so be certain to exit! Turn left at the traffic light onto West Street.
- From the Bay Bridge, etc., pass the Route 2 exit, and exit to the right at the Crownsville exit (Exxon, Montgomery Ward, etc.) The last exit!

Then follow the attached map.

BY BOAT

Proceed up the Severn River through the draw bridge (three toots on a horn will get a response, although the tender is a bit slow at times), through the Old railroad bridge, under the Route 50 bridge to Qk Fl "2." Clements Creek is on the southwestern shore 280° from "2." Pass the Epping Forest marina on your port, the Downs Marina on your starboard, and proceed to the head of the creek which is the Saefern Marina. (If it is after dark, watch out for the Navy mooring buoys which look like floating mines -- your tax dollars at work.)

If you plan to sail up just for the meeting, call when you get to the dock and someone can pick you up. (Phone is on the dock.) If you come earlier or want to stay longer, call and I will direct you to an empty slip. We probably will have enough empty slips. If not, several boats can raft off the end of the wide dock, or it is a lovely creek in which to anchor, if you prefer solitude. If you want to walk to the house, it is the equivalent of about four city blocks. Just follow the attached map.

DIRECTIONS TO SEAWIND OWNERS ASSOCIATION
ANNUAL MEETING

Saturday, October 17, 1981

