

THE *Typhooner*

a newsletter for owners of CAPE DORY

TYPHOON sailboats, and other Cape Dory sailboats, as well as for those who want to own one, and those who once owned one, and now realize that selling the neat little boats they had was the biggest mistake of their lives.

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I STARTED THIS ISSUE a few weeks back, but a series of minor crises delayed its appearance, and those gave me time to reconstruct my files, as some of the material disappeared in one or another of our California blackouts. Don't forget, I'm always in the market for news, although most readers about Typhoons are using the Internet to solve their immediate problems. Nevertheless, not everyone is on the Internet, and some would like a paper reference to retain for their files.

Perhaps the most important item is that a subscriber called up the other day and informed me that the marine hardware outfit in Robinhood, a suburb of Bath, Maine, run by Andrew Vavolitis, is no longer in business. This means, if the information is true, that fittings especially designed for Typhoons are no longer available through normal retail channels. Fortunately the bronze work on the old Typhoons is remarkably well cast and engineered; still, for those who need new cleats, turnbuckles, bow plates and winches, a search in old shops or a specially machined piece may be necessary. The winches, at least on my boat, were made by Lewmar, and may not be all that hard to replace.

However, "Spartan Marine" is apparently still in business at the same address. I'm not sure what is going on up there in Maine; you can phone 1-800 325-3287; or e-mail info@spartanmarine.com. I haven't tried it. This correspondent, F. N. Ted Barker, recommends the trailers of Triad Co., 90 Danbury Road, New Milford, CT 06776, www.sailnet.com/triad. He recommends rigging hardware of all types from Schaefer Marine, Industrial Park, New Bedford, MA 02745-1293; 508-995-9511, www.schaefermarine.com.

I haven't tried, nor needed to try, any of these e-mail addresses, and like all addresses, they can change without notice.

STATISTICS: I now have 216 subscribers in 39 States of our ever-glorious Union, plus one in Puerto Rico and one in Canada. I have gleaned \$130 from these subscribers. Since all contributions are voluntary; probably the falling-off is due to the fact that this issue is late. Postage and printing totaled \$176.34.

THE CALIFORNIA CAPE DORY OWNERS ASSOCIATION met 21-22 April 2001 at the Coyote Point Yacht Club, north of Redwood City but south of San Mateo. (There's this little exclusive park you go through, pay \$2 at the gate, and out on a little cape, there it is!) Our dinner was downstairs (the splendid dining room upstairs was rented to a private party, but that's the way these clubs survive!) Nevertheless, we met mostly on the Honey-Kipp's *La Baleine*, and afterwards had a fine dinner. Discussion afterwards centered around the fact that the Association is in the black, have a few more caps and burgees to sell, and are planning to meet in August at the San Leandro Marina - unless we all go somewhere else. (No update as of 30 July 2001; some of us are in contact about it).

FOR SALE: a Typhoon belonging to John Fitzgerald, 429 West State Street, Hartford, WI 53027. He's looking for a bigger boat. That's johnfitzgerald@huhs.org.

Maybe what he wants is a Cape Dory 25D, featured in the May June 2001 issue of *Good old boat*; the article is by John Vigor, author of *The practical mariner's book of knowledge*. Vigor explains that the "D" is for diesel, and that Vavalotis bought the tooling of a Cape Dory 25, originally the Greenwich 24, and redesigned it with a small inboard diesel engine. The interior looks roomy; the V-berth forward has been replaced with a head, and finally Vigor gives a set of specs and plans, together with a list of resources (I'm in there), and online addresses. A 25D is not a Typhoon (word reserved for the smaller boats), but I thought I'd better get it in anyhow.

Tory Jensen, 4925 SW 12 Court, Fort Lauderdale, FL 33317, is looking to sell his Cape Dory 25'. You can phone him for trailering arrangements at 954-583-7144; naturally, I put John Fitzgerald in touch with him.

FROM OUR FRIENDS: Ted Barker, of South Hero, VT, writes: "I am still in possession of a 1974 Typhoon Weekender. In the past couple of years I have replaced the rubrails and toerails with new teak, purchased a new main (with reef points), working jib and 130% genoa from Cruising Direct (a division of North Sails). Incidentally, I had a great experience with Cruising Direct. The savings were significant. Oh yes, I painted the non-skid areas of the deck with Interlux Blue Ice with the non-skid compound. This winter I removed all of the remaining pieces of teak trim, wooded them and have achieved glass-like varnish finish on those pieces. As soon as the weather breaks here on Lake Champlain I will reattach the teak pieces and go sailing again."

John Hartwell Bennett, 197 Austin Drive, Burlington, VT 05401, writes: "Last year I bought a Typhoon but after sanding and oiling teak and repairing the cockpit sole, I had little time to sail. I did find out to get the sails up tight and cleat should be made easier. I've thought of making a bridge between the teak rails I installed on top of the hatch guides and installed a small winch and two cam-cleats, but I am afraid the load might be too great and rip off the bridge and maybe the rails. Second idea is to install a teak strip between the mast and hatch for winch and cam-cleats - but this would shorten up the hatch opening. Have you come across any other options?"

Tom D'Ancona, New Bern, NC, has added his Weekender, *Bella Vecchia*, to our directory. He writes concerning the "old pretty one":

"Boat purchased in NC 3/99. Sound but a cosmetic derelict. Many hours of TLC varnishing, rebuilding frozen winches, adding teak compression pads to all cleats, treating some minor delamination at the forward cleat and motor mount, fitting new running rigging, and of course a bunch of interior and exterior scrubbing. Upgraded with new V-berth cushions and sun awning (credit 1st mate), topping lift, lazy jacks, flag halyard, safety package, and compass mounted on a duplicate lower hatch board. Had sailmaker launder, inspect, and make minor repairs to main and jib, which were in surprisingly good condition. Boat budget permitting, new Sunbrella covers for main, jib bag, winches, tiller and outboard (4hp Mariner).

For *the Typhooner*: Moved my sailing venue, after 20 years, from the upper Chesapeake in a 27' sloop to the Neuse River in eastern NC, and a Typhoon. Miss the great gunkholes of the Chesapeake and the amenities of a 27-footer, but

thoroughly enjoy the steady winds of eastern NC, and the delights of sailing a Typhoon. A major plus is the fifteen-minute commute to the boat as opposed to the two-hour adventure from suburban Philadelphia to the Bay.

Some input regarding comments/questions in the #17 *Typhoon*:

Turnbuckle bodies, toggle jaws, and locking nuts on my boat (which appear to be original), are Hayn products. This equipment is available from M&E Marine, P.O. Box 601, Camden, NJ 08101; 1-800-541-6501. Their extensive catalog is worth having. The trailer that came with the boat is a 19' E-Z-Loader. Rollers support the keel and a total of 16 rollers on each side support the hull. 15" wheels on each side stabilize trailering. I have fabricated a tongue extension to facilitate launching. I cannot determine if modifications were made to the trailer."

It is my understanding that the E-Z Loader Company, Spokane, WA, is no longer making trailers to fit 18'6" Typhoons; perhaps I was misinformed. Anybody want to double-check?

Dr. Michael A. Wainfeld, of Merrick, NY, tells me, this last February,

"*Regalo* is put up in the boatyard for the winter." (Must be out of there now!) "I go by every couple of weeks to check her. I poured about a gallon of pink antifreeze into the bilge; no other preparation. The boat is uncovered, but just a few minor drips inside. I'll have to re-bed that small port in the foredeck again.

Had another great season last year. No overnights but plenty of daysailing. It seems as if every time I go out I am learning: how to better trim the sails, how to do something more efficiently, how to be better prepared. No two sails are alike.

I had some engine trouble one day, some water in the gas, I think; and was stuck in the mouth of my small inlet. Then I thought, "Of course I'm not stuck," put up the jib and sailed the boat right back into the slip.

I've also been sailing my other yacht this year, a 12' O'Day Widgeon. A nice little centerboard sloop. So I've been doing a lot of tacking up the inlet and sailing up to the dock. It's funny: the Typhoon feels like a Cadillac or Mercedes next to the Widgeon. Very smooth and solid: sailing her is effortless in comparison. She comes about so easily and jibing is simple.

My big upgrade for the year was a 150 genoa. But I was reluctant to use it for most of the season. I had always sailed with just the working jib, and I thought the boat would be overpowered. I finally bent it on one of the last days of the

season, the wind was about 8-12 knots. And the boat sailed beautifully! There was a significant increase in speed; she just flew along. I also finally discovered what the winches were for. A friend of mine sailed an Alberg 30, which is pretty much just a larger Typhoon. He told me that the boat was very happy most times with the genoa and reefed mainsail. So I'm looking forward to using the sail more this season.

Kent Cameron, who reviewed both the Ty and the Widgeon in the Boatcheck section of Sailnet.com, said sail these small boats and you'll have as much fun as the guy in the Swan 68. It's true!"

Merrick (and Belmore, the doctor's previous address) are near East Bay, on the south shore of Long Island, facing Jones Beach State Park. The difference between the two big coasts is so apparent; any time (almost) is a good time to sail in northern California, but we get 20-25 knots any summer afternoon, and I don't have a genoa, nor any use for one. My boat came with a genoa bag but no genoa, so the bag is used for laundry hauling.

FROM THE CAPE DORY INFORMATION EXCHANGE
(www.toolworks.com/capedory/bboard/messages/22557.html):

These writers, Bill Bloxham, Jim Sullivan, John Halporn, and sloopjohnl, exchanged the following messages in January, which may be of practical use to other skippers:

"I have been thinking of placing a 3" round vent in the foredeck of my Typhoon, aft of the cleat. Does this weaken the deck? Is the extra ventilation worth it? I am also thinking of putting two more round portholes in the raised cabin roof. Is this structurally sound?" (Halporn)

"Yes, it weakens the deck, but if your foredeck is in good shape (no delamination) it has plenty of strength left. Mine does not deflect with two people walking on it. The 4" low profile vent is the way to go, and take John's advice on the powered vent unit. You have the option of powered venting when you are not on the boat, a cowl for anchoring out and a screw in cover for windward work. A big help would be to leave your rear inspection port open when you are away from the boat. (I assume you do not have a bulkhead between the transom area and the side lockers). Open the hatches below and give the mildew a slow start. And do seal the deck coring." (Bloxham)

"I would not recommend putting a vent in the foredeck. I have owned two Typhoons (a '73 and a '71) - the first was a '73, and I installed a vent in the foredeck. I still had a problem with condensation so I never bothered to install

one in the '71. Further, the foredeck is small and a vent like that gets in the way. I would also not recommend installing portholes in the cabin roof – I have always tried to keep my Typhoon in as near original condition as possible.” (Sullivan)

“Go with a 4” opening. I have had one in my deck at the same location for 10 years and it was there when I bought it. I put in a micro solar mushroom vent to help alleviate a condensation problem in the spring and fall. The vents come with an intake and an exhaust fan blade so you can use it in any capacity you wish. I used the exhaust to cure the condensation and it worked extremely well. The cowl vent that came with the boat did not do much to solve the condensation and it tended to let rain water in. You can also get an interior teak trim to dress up the hole if you wish. When you cut the hole it would be a good idea to epoxy the sides of the opening so water cannot infiltrate the deck core.” (sloopjohnl)

Obviously, the Typhoon in question is either a Weekender or a Senior — probably the former, as there aren't many Seniors (22') around. Myself, I can't imagine any holes in an Alberg design, but somehow the condensation must be stopped. Maybe some of my readers will come up with answers.

FRIENDS SEND US material from other, more general sailing magazines. An unsigned review of the Cape Dory Typhoon appears in *Small craft advisor*, P. O. Box 676, Morro Bay, CA 93442: March-April 2001, no. 8. Some of our subscribers contribute to reports on the boat's seaworthiness, including an experimenter who deliberately contrived a knockdown to see what would happen if the boat were laid on its ear: and how soon it would recover. It did, although a lot of water got into the cockpit. Since the focus in this article is on the Weekender, which has a self-draining cockpit, all was well. In a Daysailer, I wouldn't try it. Complaints were voiced concerning cramped space below. Sleeping is difficult and there is no adequate sitting headroom. The problem of the cabin top, so often mentioned in these pages, turns up again. *Small craft advisor* also has the results of a website poll, answering the question: “Which of the following boats would you MOST want to be skippering if caught in a storm?” The Cape Dory Typhoon heads the list, with 29% of the votes. The next is Com Pac (21%), Montgomery 17 (18%), Potter 19 (13%), and all the rest less than 10%.

SpinSheet Magazine, published somewhere in the Chesapeake Bay area, has an issue (not numbered on the printout I was sent) on the Cape Dory Typhoon. Many of the same problems and successes appear here, and there are also comments on the transom-mounted outboard engine. The author, Jack Hornor, points out that when seas are choppy the engine is sometimes lifted out of the water; with a flexible engine mount, the motor can be lifted clear once the boat is away from the port. The boat is described as having a low freeboard; this may be

true of the Weekender, but in my Daysailer I find it quite comfortable, since the seating is near the bottom of the boat. Again, early reefing is strongly recommended.

The March 2001 issue of *Sailing* has an article by Greg Jones which emphasizes the costs and requirements of retrofitting a Typhoon. The author mentions the compression posts needed to straighten out the coach roof, tells how he removed the roller-furling main (standard on older Typhoons), and decides to go without an outboard, on the ground that the motor tends to put the boat down by the stern. Curiously enough Greg Jones says there is no adequate place for a compass; my boat has an aluminum mast with a little hook on it, from which a compass in its plastic bag hangs quite neatly.

Good old boat, in its newsletter issue of June 2001, describes a new weather service. Coast Weather at <http://www.coastweather.com> offers detailed forecasts for prime sailing regions, including the Great Lakes. You can pinpoint your area of interest and have the service send you detailed weather forecasts for that location. The article doesn't say how much this service will cost you. There is no mailing address given.

Finally, the California State Board of Equalization sent us a draft of their *Assessors' handbook*, section 576, "Assessment of vessels, June 2001". This makes absolutely *FASCINATING* reading, and I'm sure you will want to curl up with it in your cabin, glass of Wray and Nephew's Red Dagger rum by your side, electric heater running smoothly, while the wind plays in the rigging and your good old boat sways gently at mooring or dockside. Don't forget to provide some ventilation in that cabin, or you just might fall aslee
