

THE *Typhoon*

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.

ISSN 1080-7586.

Editor, Noel Peattie, 23311 County Road 88, Winters, CA
95694-9008; (916) 662-3364.

no. 3 irregular, free (for the present) March 1995
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Thank you all for your support of *the Typhoon*. Thanks to the latest notice in *Practical sailor*, I have been getting a request almost every day by letter or telephone. I figure I have spent another \$28 in postage, etc., sending new arrivals the first two issues of *the Typhoon*, along with the *Directory of owners*. If you want to be on the *Directory*, which is updated frequently, all you have to do is give me your name, address, phone number[s], name of boat, HIN and other numbers, where berthed or moored, club or other organization, modifications, and miscellaneous information. (N. B. The *Directory* will no longer be supplied with each issue, but is available free on request).

My costs have been around \$36 so far, much less than the \$110 sent me to help with postage, etc. So I still have \$74 left to go. However, since the last issue, readership has more than doubled: from 21 to 52, in nineteen states plus the Commonwealth of Puerto Rico. Here's the tabulation of readers by state: AR 2, CA 6, CO 2, CT 4, FL 7, IL 1, MD 4, MA 9, ME 1, MN 3, NH 3, NJ 1, NY 1, OH 1, PA 2, PR 1, RI 1, TX 1, VT 1, WI 1. This is more than a trivial exercise, as you will see in a moment.

My situation is rather like that of the little pebble who decided to roll over in bed, and found he had started an avalanche. I assumed, since the Typhoons were no longer being made, that there would be very few Typhoon owners out there; rather like the owners of Hupmobiles, or the people who collect antique French clocks or Turkish musical instruments. I couldn't have been "wronger". For

example, the one reader from Illinois turns out only to be one of a club of 45 Cape Dory owners on Lake Michigan, of whom eight are owners of Typhoons. Given the daily arrival of letters and telephone calls, and the number of owners “out thar somewhar”, I suggest that we have come to a choice between two bearings, two routes. Borrowing a phrase from the environmental movement, I propose to call these the **soft path** and the **hard path**. Which one do we choose? Depends on you folks!

The soft path: This route consists of this newsletter, coming out as time permits, full of readers’ letters, praises and complaints, announcements of regattas, races, and rendezvous, discussions of how to hold down the cabin top on a Weekender, how to rebuild a Daysailer that has sat in a barn all these years (amazing how many boats have sat in barns!) offers to sell or buy, etc. Two people called up and said they were making, respectively, masts and trailers, but they haven’t got back to me yet. No officers, no dues, occasional contributions for postage, meetings locally *ad libitum*. If we decide to go this route, it means that those who wish should get their names in the *Directory*; or, if they like, pose general questions with me, which others can answer. This *Typhooner* would then become a general “readers’ forum”. The success of this path, in short, depends on everyone participating, either directly, or through the newsletter.

The hard path: This path means one or two organizational meetings, officers by election, dues, an office staff to regularize the publication of this newsletter, annual conferences, regional groups, regattas, races, rendezvous, raft-ups, restaurants, hotel arrangements, the whole formal bit. If we decide to go this route, it will mean that someone out there should be helping me site an organizational meeting, in some hotel, with registrants, conference space, etc. As will be seen from the above list of readers by state, the logical place, from the point of view of the minimal amount of travel for the maximum number of people, is the Boston area; New England alone has nineteen readers, and the Nauset Marine factory is there. I couldn’t make those arrangements from here in California. I will be at the American Library Association’s conference in Chicago, very briefly (since I am retired!) 24-26 June, and have written the Lake Michigan Cape Dory Owners’ Association that I hoped to meet them there. I could fly on to Boston if it seemed worth while. But then I would hope to meet with others, and would expect that a meeting-place would have been found, and that everyone else among my readers (I’ll give you the mailing list, if you want it) has had a chance to come to Boston and join in the discussions. The success of this path depends on the willingness of all to build a formal organization with elections and dues. (Again: the mailing list is a lot more than the *Directory*).

Since all of you are skippers, and by definition smart, it won’t take you long to figure out that the soft path, if followed long enough, will turn into the hard

path. That is to say, running just this newsletter could turn into a full-time job. I already have another newsletter, *Sipapu*, for librarians, which I have been doing for twenty-five years, plus other writing projects; and having had full-time jobs for thirty years and more, I am not about to start another one. Besides, I want to sail my boat!

I am therefore in need of bearings to my next way-point. I need each of you to send me a letter or postcard with the following info:

- * Choice: soft path or hard path?

- * Info for the *Directory*. Available free on request, it gives names, addresses and phone numbers of owners, and details of their boats.

- * Problems, questions, etc. Two readers have been concerned about “nailing down” the cabin tops on Weekenders. Do you want to emphasize this kind of thing over historical and general questions? Do we include problems with larger Cape Dory boats?

- * If hard path, your willingness to help organize a meeting or meetings, run for office, collect dues and -- here it comes -- eventually take over this newsletter, *the Typhoon*.

I want to go *sailing*!

In order to provide you with some hard information, I offer a contribution from Thomas B. Anderson, of P. O. Box 1274, Marblehead, MA 01945, who writes:

“The only real problem I have heard of came from a friend of mine who had a Weekender. He said that he noticed that his shrouds kept getting looser and looser. He discovered that his cabin top was starting to collapse. He searched around and found some brackets called ‘knees’ which he bought from Standish Boatyard in Tiverton, RI, a Cape Dory dealer at that time. These “knees” fit into the pop out holes in the cabin where you get access to the chain plates. It was a process where you had to jack up the cabin top with a car jack and 2x4’s, epoxy these knees in place and also use about 18 sheet metal screws to hold the knees in. Then you would let the epoxy dry and remove the jack. ... I wouldn’t even know where to start looking for the ‘knees’.”

John Long, DDS, of 1338 Santa Rosa St., San Luis Obispo, CA 93401, has a device which enables the owner to single-handedly step the mast on the Typhoon. It is not clear whether this hinged tripod is his own invention, or something that can be purchased or even came with his Typhoon. You can reach Dr. Long at (805) 543-0969. His paper includes a drawing which I don’t have the software to reproduce. I leave my mast in place, as the boat can stay in the water year round in California, and I have no desire to trailer it elsewhere. But for you who haul

your boats out every winter, Dr. Long's invention looks like a good bargain, even if you had to get it specially made. Again, like Mr. Anderson's friend's "knees", it sounds as if we are dealing with a custom job from a real professional boatyard.

Bob Hicks, editor of *Messing about in boats*, 29 Burley Street, Wenham, MA 01984, and owner of a Typhoon, says that Typhoons are regularly for sale in his area. If you are in the market for one, or know someone who is, you might want to subscribe to his lively periodical and check the ads.

This issue has gone on long enough, and has been too much taken up with organizational matters. Next issue will contain an article by CDR John R. Butler, USCG (Ret.), on Hull Identification Numbers and how to read them.

PLEASE NOTE: In order to save money, the *Directory* will no longer be sent with every issue, but only upon request, since it is growing along with the mailing list. In addition, up to now (mid-March 1995) new subscribers have been sent the first two issues of *the Typhooner*. Beginning today, new subscribers will get no. 3 -- this issue -- and the first two will only be supplied upon request (free, of course). Please continue to send operational problems and solutions, as well as historical material, because I suspect that those are the matters that you chiefly wish to read about.

Now may I go sailing?!

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