

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

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irregular, free (for the present)

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I HOPE ALL OF YOU HAD A HAPPY HOLIDAY and a good year sailing your Cape Dory Typhoons. Best wishes for halcyon winter days and brisk summer ones, in 1996.

CORRECTIONS, ETC.: I mixed up Dr. Walters, of Pennsylvania with Dr. Wilcoxon, of Florida; and then got Dr. Walters's name right later on in the letter which he wrote about lightning, in our no. 6. Apologies to all concerned, but it turns out that Dr. Walters's concern about lightning and boats, which is a common problem in most of the country, might just possibly have an answer. Reading *Latitude 38°* (the December 1995 issue, v. 222, p. 62), I find an advertisement by a small publishing company just west of Milwaukee: Seaworthy Publications, 17125C W. Bluemound Road, Brookfield, WI 53008, tel. 1-800-777-3966. The book in the ad is *Lightning and boats, a manual of safety and prevention*, by Michael V. Huck, Jr. (80 p., illus., \$9.95). They won't mind if I quote from their ad: "Examines the phenomenon of lightning and provides the boater with a three-tiered approach to lightning safety and strike prevention. Avoiding strikes, secondary effects of lightning, grounding, bonding, static dissipators." I haven't seen this book and it's not the kind of title that gets regularly reviewed; perhaps some of you out there know of it. In any case, it's the only title I have seen on the subject, and it might just possibly help some of you. See also below, under "Located."

STATISTICS: On *Typhooner* no. 6, I spent \$128.70 on printing at Kinko's (for both-sides printing), 3 boxes of envelopes at \$4.67, postage \$91.52, total \$224.89. I took in \$219.00 in contributions. Since then I have gratefully received \$228 in contributions, but I'm accounting that to this issue, no. 7, so if you feel like sending in a few more dollars, I'd be even more grateful. Again, for you who are new to this newsletter, there is no active organization, and therefore no officers and no dues, just me running a desktop publishing house and absorbing whatever costs come my way (including copyright fees, \$20 each issue, not really necessary, but an habitual precaution on the part of a small press publisher). In short, it's for fun, but whatever you can help with, that's just fine. Thank you!

To give you an idea of geographical locations, here's the summary as of 14 Feb. 1996 (the halves indicate people who spend summer in one place and winter in another; couples are considered as one person): USA: AR 2, CA 17 & 1/2, CO 2, CT 5, DC 1, FL 18 & 1/2, GA 2, ID 1, IL 3, IN 1, LA 2, ME 3 & 1/2, MD 9, MA 23, MI 3 & 1/2, MN 5, MS 3, NH 4 & 1/2, NJ 11, NY 8 & 1/2, NC 4, OH 5, PA 7, PR 1, RI 3, SD 1, TX 7, VT 2, VA 3, WV 1, WI 1. Canada: P. Q. 1. Total: 161 readers.

Finally, if you're just joining the roster, you get the latest issue, maybe an earlier one if I have a leftover to spare, and an Owners' Directory. The Directory is not congruent with the mailing list; only a small number of readers want all that information about themselves and their boats on it, but it's open to everyone. If you haven't seen one recently, be sure to ask for one, because it's updated frequently, and between issues of the *Typhooner*. If you want back issues of this newsletter, I'll send you them, on either paper or Macintosh floppy, as you like. (Please specify which!) So also if you want the mailing list with checkmarks for your preferred state or Zip code. Again, there's no charge for this service, since there's no organization, but checks are always welcome.

In this spirit I provided Bob Hicks, editor of *Messing about in boats* (29 Burley Street, Wenham, MA 01984), with a list of my readers with Zip codes between 010 and 191 (New England, New York, New Jersey, and eastern Pennsylvania), so that he might organize some group activities when the ice melts. If you are in this area and want to be part of the fun and games, drop him a line.

Incidentally, it's time again to explain why I don't just put this whole newsletter on the Internet. Aside from the fact that I don't have a modem myself (although I could easily go out and buy one), I cannot assume, as a matter of course, that every skipper who owns a boat also owns a computer. (Maybe you all spent your available cash on your boats!) This hesitancy on my part is increased by the fact that many of the communications I receive from my readers are handwritten. Perhaps this is due to ease and convenience, but I can think of only two or three regular writers who seem to be using a computer. In addition,

editing this newsletter becomes easier when I can go through my file and refer to everyone's latest successes and problems, and refer back to earlier issues in which those same concerns have been rehearsed. Also, I think doing *the Typhoon* in print format makes it a lot more fun to read. Finally, privacy is insured when I can edit freely. So, for the moment, this newsletter will hold its course and speed.

IF YOU'RE JUST NOW GETTING ONE: The Typhoon is the smallest of the Cape Dory fleet: 18'6" LOA. It comes in two models: the Weekender, with a cabin, and the Daysailer, with a cuddy and a forward storage compartment. The Weekender's cockpit is self-bailing; the Daysailer has a bilge, and wiring for a bilge pump and space for a battery to power it. (Some new owners don't know which one they have, so this is for their guidance). The LWL is 13' 6", and taking the square root of 13.5 and multiplying it by 1.34, we get a hull speed of 4.92 knots. Displacement is 2000 lbs.

Sometimes I'm asked what the going price of a Typhoon is. Obviously, that depends on its condition, but out here on the West Coast, I find, by checking the classified ads in *Latitude 38°*, that the figure hovers around \$5000. You can look in *Boat. U. S. Reports*, issued from Alexandria, Virginia, but with nationwide coverage, and I've found that the price seems to be the same there as everywhere. Of course you can order a new one, custom-built from Nauset Marine in Orleans, Massachusetts, but I have the impression that the basic figure there is about \$12,000. I could not afford a boat at that price.

SOLD AMERICAN! My boat trailer, to reader Serge Zimberoff. It is an E-Z Loader, and they claim to make more trailers than anyone else in the world. If you want a new one, call (509) 489-0181, or write them at P. O. Box 3263, Spokane, WA 99220, and they will give you the name of the dealer nearest you.

FOR SALE: a Cape Dory 25, of 1976 vintage. Ken Yanni writes: "She's a good boat, and I would like to see a Capy Dory buff purchase her, because I'm looking for a bigger one, for longer cruises out of Boston. She can be seen in Quincy, MA, and she has all the toys you think you would need for New England sailing. I'm asking \$9900." Call Ken Yanni at 1-617-361-5654, or write him at 35 Greenlodge St., Dedham, MA 02026. He gives an additional phone number in his postscript: 1-508-66-9941.

Armand Stephens (3723 Kvistad Drive, Fremont, CA 94538) is looking for a used tandem axle for his 22' Cape Dory. (My boat trailer was single-axle and too small for his boat). Incidentally, I'm not charging for these ads, in part because *the Typhoon* comes out irregularly. If you want to buy, sell, or trade, you might want to use your local sailing paper. *Latitude 38°* is a good example; it's found

around marinas and marine hardware stores in Northern California. Bob Hicks's *Messing about in boats* (29 Burley St., Wenham, MA 01984) is another. Try also *Mid-Gulf Sailing*, 141 N. Roadway, BH #121, New Orleans, LA 70124, if you live in that area. In your library, Ulrich's *Periodicals directory* has a subject index (try "Boating"), and so does the *Directory of newspapers* (known to older librarians as "Ayer's").

MANUALS: Two skippers have offered to photocopy the old Typhoon manuals. They are: the above Bob Hicks, and also Hugh Fincher, 3215 Brockton Lane, Sarasota, FL 34239. I have advised both gentlemen that the copyright on the manual is still in effect, and that by distributing photocopies without permission they risk being sued (if the present holder is interested), but since the holder, Cape Dory Yachts, Inc., (334 South Bayview Avenue, Amityville, NY 11701) is on my mailing list and has not responded to a similar announcement in the last *Typhoon*, maybe they aren't interested. Cape Dory Yachts is only building larger CD's, anyway, and the only people who are doing Typhoons are Nauset Marine (Box 357, Orleans, MA 02653). They are on my mailing list too. However, they are only building Typhoons on a custom basis, so quite possibly they have a new manual and couldn't care less about the old one. But that is pure speculation on my part. At all events, any deal you make is up to you and them. Just hold me harmless, OK?

I get a lot of letters on retrofitting problems. It turns out that an article appeared in *Sailing*, February 1993, p. 53-54, by Ron Dwelle (do you know him? he's not on my mailing list) called "Cape Dory Typhoon: sweet cruiser and budget project." The article is rather short — half of it is taken up by a picture of a Typhoon Daysailer, named *Cat's Paw* — but it may be of some use to you. The article makes no mention of the cabin top problem, and says that the cockpit lockers have loose lids (I have no lockers; the double hull is filled with foam). The address of Gleason Sails is, as noted elsewhere, no longer valid. I can make copies of this article if you want them.

LOCATED: Dr. Roger Keroack, owner of the Typhoon mentioned in our last issue, which was hit by lightning, has been found (by the purchaser of another Typhoon) and, joining us, has told his story:

"I am the unfortunate sailor whose boat was struck by lightning here in Florida... The boat was repaired and is as watertight as ever. I did install a grounding system, which was quite simple to do. All that was needed was to install a grounding plate below the waterline, and to connect all large metal components (i. e. shrouds, stays, mast) to it using heavy gauge copper wire. The idea is simply to create a low-resistance path for the electrical charge to follow to exit the hull. There is of course no way to know how much protection this will

afford. As far as I know I have not been struck again. Incidentally, one piece of equipment I did not replace was the mast-top wind indicator. It's possible that that needle-like projection on the top of my mast attracted the lightning. Lightning rods are shaped to a point for that reason. There was another boat (also a Typhoon) moored within twenty-five yards of mine that has no wind indicator and was not struck." Mr. Keroack is willing to exchange further information, and is also looking for a used boat trailer; Floridians and others may wish to contact him at 2222 NW 20th Street, Gainesville, FL 32605.

FROM THE FILES: Stanley D. Grace, Jr., 811 Tower Road, Winnetka, IL 60093, does not have the problems described in earlier issues with other people's Weekenders, but does have other problems: leakage into the bilge: "as no signs are obvious from inspecting the outside of the hull, I believe the through-hull fittings for the scuppers may have lost their bedding compound flexibility. I will rebed the fittings, and advise you of results afterwards." He also reports that a letter to Gleason Sails was returned as lacking a forwarding address; and that his Weekender, no. 209, has no battery or fuse switch panel: "The early Typhoons used manual bilge pumps — Armstrong style!"

Thomas M. Jarrett (10807 Canaan Valley Court, Glen Allen, VA 23060), has a Weekender, *Windover II*, which he has put a lot of work on and which needs still more work. Here goes: "Any assistance on locating a bow pulpit, trailer, any cautions and suggestions on removing the through-hull head, plans for installing an electrical system and installation of a locker to hold the gas tank would be most helpful. I also plan to install a hatch on the foredeck in front of the cabin to access the bow and anchor; any thoughts or suggestions on this would be helpful. Has anyone removed the inside supports in the cabin and extended the cabin berths into the bow? The earlier Typhoons must have been designed differently from the late models, which show a full v-berth going into the bow. I would like to access that room in the bow to expand the sleeping area; current design only permits storage due to braces on each side. I would like to know if anyone knows where I can get a used sail or a good price on a 150% genoa sail." From our previous correspondence it sounds as if removing the braces in the cabin might lead to unfortunate results. Also, if you want to expand your sleeping area, might you not want to retain your through-hull head? Federal and (doubtless Commonwealth of Virginia) laws prohibit just dumping that ol' bucket over the side ... it is, after all, close to Tidewater ... Anyway, for more sleeping area, why not follow the old man-o'-war custom: hammocks slung from hooks in the overhead. You unhook and stow them when a hostile vessel appears and the guns are run out for action. "*Fire in the hole!*"

F. H. Knight (7575 Woodland Drive, Easton, MD 21601) wants to know: "how to step the mast; tips on replacing through-hull valves (mine are gate valves); rudder stock maintenance." As previously mentioned, Dr. John Long, 657 Rancho Drive, San Luis Obispo, CA 93405, has devised a "mast stepper" that will assist a person to single-handedly step the mast on the Typhoon.

Robert Nielsen, of 320 Lavina Avenue, Sandpoint, ID 83864 (presumably he sails his *Rejoice* on Pend Oreille Lake), has a problem: the coaming in the cockpit is separating from the fiberglass; the pan head screws will not suck up the space; has anyone throughbitted to tighten them up?

Harvey M. Rosenwasser, though his address is 1528 Walnut Street, Suite 1501, Philadelphia, PA 19102, sails his boat in Nantucket Sound and hauls it out on Nantucket Island in the winter, shrink-wrapped in his driveway. He wants advice on taking care of the woodwork, especially polymer finishes or traditional varnish. He needs to paint the bottom with anti-fouling paint in spring. He would like Typhoon owners, especially in the Northeast, to advise him on recommended varnishes and paints. (It is my impression that recent Federal environmental regulations prohibit the use of tin-based bottom paints; this would be worth checking into. The *Code of Federal Regulations* can be consulted at any large depository library). He also wants to know about installing a Nicro solar vent for freshness; how other owners have installed jacklines for single-handing, and where the padeyes were installed (on my Daysailer, they are to port and starboard of the mast, just forward of the horn cleats). He has a bulkhead compass just starboard of the cabin hatch, but his guests are always leaning against it so he can't see it when he is at the helm! Is there any place he can mount it where it would be visible and yet secure from theft? (This last problem seems to be particularly intractable, since there is little aft-facing space on a Typhoon. The best suggestion I can come up with, is to have a second bulkhead compass installed on the port side of the hatch. As the guests shift from side to side during a tack, the skipper will always have a compass on the leeward side of the boat to look at. If the two compasses do not give the same course? Then I give up. Maybe someone else can help).

Serge Zimberoff suggests that the perennial problem of the cabin on Weekenders really should be solved by installing a compression post, to counteract the downward thrust of the mast. He also says that Tohatsu makes Nissan outboard motors, and claims that they are really reliable. My own experience is that this was true for a while, until I found that it was easier for myself and crew of one to get the boat out without the motor, since *Fair American* is docked facing the wind; mounting and starting the engine took extra time and effort which could best be spent sailing. Now, of course, the dang thing won't work, because it hasn't been loved (= used) enough. It just sits in the dock box and sulks.

CONCERNING THIS PUBLICATION: Someone suggested that I publish *the Typhooner* six times a year (which is, indeed, its approximate frequency), and sent along a few dollars by way of encouragement. My problem is, actually, not so much lack of dollars (although these are appreciated), but lack of *copy*. Mine is the reverse of the problem of the editor of a literary review; while in that job (which I have held) there are always far too many would-be contributors and not enough money, in this case I have lots of generous friends and not enough material to publish. May I therefore urge you, once again, to send along your problems and adventures, together with any historical or general information you can dig up. In the meantime, I will continue to publish irregularly. Now that I'm retired, I no longer think in terms of deadlines. Have a wonderful sailing spring (it is, indeed, coming: it always does!)
