

# *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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irregular, free for the present  
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**HOPE YOU ALL** had a glorious summer sailing. I didn't get in as much as I hoped, but there were some delightful occasions. Any reader who is out here, including Eastern seaboard friends, is welcome to get into contact with me and we'll go sailing together on San Francisco Bay. My boat, *Fair American*, is an hour and twenty minutes from my home, so if you're calling from the Bay Area, give me some time to get down there from the Central Valley.

**YOUR BASIC STATS:** I now have 194 readers in 31 states, the District of Columbia, Puerto Rico, and Canada. The state with the largest number is Massachusetts with 24. All coastal and Great Lakes states are represented except Alabama, Alaska, Delaware, Hawaii, and Oregon. Since the last issue I have received \$172.00 in donations, but my expenses were \$85.00 for printing, plus \$110.00 for postage, total \$195.00; leading to a first-ever loss of \$23.00. I absorb \$20 copyright fees each time. If, therefore, you would like to send a few dollars, they would be much appreciated.

New readers may wonder why I don't simply charge subscribers \$10 for their subscriptions. The reason for that is there is no organization behind me; I polled readers a while back to see if they wanted to form one, and only one said yes. No organization = no officers, no backing, therefore no dues. In addition, readers' budgets vary: some large, some small. Unlike institutions, who can factor a subscription into an appropriate budget, my funds must come out of your household expenses. Furthermore, I publish irregularly: unlike a literary

periodical, swamped with unwanted poetry and stories, I need to wait until you skippers send me some more news about your Typhoons. I cannot therefore guarantee four issues for ten dollars (or any similar arrangement). Finally, and most importantly, I regard all of you as personal friends, most of whom I just haven't met at this time. I don't want, therefore, to charge you anything; if you like this newsletter, you can always send me a few dollars when you get around to it. Recently, some agency called me up and asked if I sold my mailing list. I said "no!" The above is a reason why.

Concerning the Internet: this newsletter is copyrighted, therefore cannot be put on the Internet without permission; however, one of my readers has put my address on the Internet, which is fine with me. As I explained last issue, it's easier to keep in touch with readers if I have everything in print in my file. It's also a lot more personal, which is a very important matter with me; I'm 63, I like the old ways and the personal touch. Nothing in this prevents friends listed in the *Directory* from getting in contact with each other; however, through *the Typhooner*, you can reach fellow skippers even if you don't have a computer. Lots of folks still don't. We err if we suppose that everyone, even boat owners, are "with it".

**ABOUT BACKFILES:** I now have eight back issues, of four to eight pages (double-sided) each. I am willing to continue to honor requests for backfiles, but as virtually all of them are only on my computer (I've used up the ones in paper), I can only send them on a Macintosh floppy disc. (I could run them off on my laser printer, but that's a lot of work and paper, feeding each one into the printer, sorting and stapling). In addition, you get a self-selected *Directory*, and a tabulation of subscribers by state. I can send you a list of other readers in your state if you want (or, preferably, in your same Zip code). If you don't have a computer, or yours is not a Macintosh, you can have the floppy disc downloaded onto paper at a copy shop such as Kinko's — they tend to cluster around college towns, which typically are found in most of the population centers of the U. S. and Canada. The demand for backfiles of this newsletter is not so great as to make practical keeping a stock of paper copies on hand; in addition, new issues do come out from time to time, and the *Directory* is updated at irregular intervals. I hope this is acceptable!

**BE SURE TO GET YOUR BOAT** in the *Owners' Directory*: no cost, no obligation. If you don't have one, or a recent one, be sure to ask me! It's self-selected (you don't have to put your boat in), so it's much smaller than my mailing list. It just helps friends to keep in touch. Don't forget to put in the name of your boat!

Concerning boat names, you may wish to consult, for background, Don H. Kennedy's *Ship names: origins and uses during 45 centuries* (Charlottesville,

University Press of Virginia, for the Mariners' Museum, Newport News, ©1974). There is also Michael Dear's *How to name your boat* (Western Marine, P. O. Box 67944, Los Angeles, CA 90067). F'revvins sakes, don't name your boat something silly; you'll be living with it, and don't give it a pompous name. See, in John Vigor's *Practical mariner's book of knowledge* (Camden, ME, International Marine, ©1994) the entry "Name, Attracting Bad Luck with," and the following entry, "Name, Changing of", in case you or a previous owner made a mistake.

**THE CALIFORNIA CAPE DORY OWNERS ASSOCIATION** met 10 August at the marina in Alameda, rounding up some fifteen boats for gentle party-time and mutual visiting. Dinner was served at the Encinal Yacht Club, right next door, one of the oldest YC's in the area; we believe it was founded in 1892. They have a splendid bar and table, and the meal was excellent, the wine being as good as any in the Bay country. Mike Fahy bade farewell to his term of office as president, and Walt Bilofsky took over. Responsibility for the next summer roundup devolved on me, and the coming location will be the OCSC (formerly Olympic Circle Sailing Club) in Berkeley. This will be a barbecue, rather simpler than the Encinal Yacht Club, but perhaps a thought more relaxed. The Harbormaster will find slots for those who can come, if they will contact that office ahead of time. (There are no provisions for anchoring out; the harbor is narrow and danger lies beyond the breakwater).

**I AM UNDER THE IMPRESSION** that the town of Scituate, Massachusetts, is pronounced like "sitate", as in "I will situate myself in Massachusetts"; in other words, ignore the "c". If this is not true, then my reading of the following account from Thomas B. Anderson, of Marblehead, is badly flawed — as far as pronunciation is concerned. His account of navigation across Massachusetts Bay, however, is flawless:

*Thursday 18 July 1996:* Go food shopping after work for the cruise to Scituate, which has a nice harbor 19.5 miles directly south from Marblehead, and try to pack up at home as much as possible. Take some gear out to the boat and turn LORAN on, to make sure it works OK, and recheck all electric lights, including running lights. Try to raise our friends who are going to cruise with us, in tandem, on their boat *Free Lunch*, a 27-foot Pearson Commander which they got for a dollar, — without any luck. Go home and listen to the latest NOAA forecast. NOAA is calling for 20-30 knot winds in the afternoon on Friday, with scattered showers. I think about postponing the trip for one day, but decide not to, for the forecast for Saturday is gale warnings with winds of 30+ knots.

*Friday 19 July.* I get up at 5:30 AM to cloudy skies and drizzle. The latest NOAA forecast says nothing has changed. I tell my wife that we should still go and hopefully we will get to Scituate before it blws too hard. We get n the boat at

7:45 AM and stow all the gear. At 8:00 we raise sail and call our friends on *Free Lunch* to say we're leaving the mooring and we will meet them at the bell buoy outside the harbor. At 8:30 we rendezvous at the bell. The wind hasn't picked up yet, so we turn on the iron gennies and head 180° toward Scituate. We agree to do radio checks every half hour. After an hour and a half of motoring, the wind finally picks up enough so that we can sail, but it is on the nose; so we start to tack. We sail on one tack for half an hour, then on the other tack for half an hour. Around noon the wind starts to increase to about 18-20 knots. I think about putting a reef in, but we're not overpowered, so we keep going with one quarter of the genoa rolled out. By this time, we only see *Free Lunch* once in a while, because visibility has dropped to less than half a mile. About 2:30 we are seven miles outside of Scituate when all of a sudden a gust of about 30 knots hits us. The wind dies back to about 20 knots, and then keeps gusting again. We quickly put a reef in the main and roll the jib all the way in. Finally, after about 20 minutes, the wind settles in, to about 25 knots. We're taking every third wave over the bow, so we put in the two lower batter boards to prevent water from splashing below. The LORAN reads we're still about seven miles out and not getting closer very quickly. I turn on the motor to see if it would help. With the motor running close to full throttle, we are able to point closer to the wind, but not directly where we want to go. We end up tacking like this for the next two hours. At 5:00 PM, about half a mile outside the harbor, we start to get gusts up to about 35 knots. The last 20 minutes or so, it seemed as if the weather would never end. Finally we get into the harbor at 5:30, call the Scituate Harbor Yacht Club and get a mooring. And even inside the harbor the wind was blowing hard enough that boats were heeling over and sailing at their moorings! We cleaned up the boat and as we were putting the mainsail cover on, I said to my wife, "What a tough little boat this is!" That had to be one of the longest, toughest sails that I had been through on *Fanatik*, and we didn't break anything!

*Saturday 20 July:* All night long the wind howled. A new foredeck vent installed this past spring provided plenty of fresh air. At least we didn't have to put up the mosquito netting! We had a nice breakfast with our friends on *Free Lunch*. It was fun to watch the racing sailboats filing out of the harbor for the PHRF Regatta. At this time it was still blowing 20-25 knots and we decided not to go for a day sail today. We spent the day in town poking around shops and having a leisurely lunch with a nap on the boat later. Everyone still felt very tired from the trip the day before. It was like having "jet lag". That night we had an excellent dinner at a local seafood restaurant.

*Sunday 21 July:* Once again we woke to the wind howling. This was starting to get monotonous. We had brunch with our friends from *Free Lunch*, and they were concerned about the wind, for today they were to go home. After listening to the marine forecast twice, they bit the bullet, and decided to stay over to

Monday. After brunch we took a two-hour walk on the beach and then spent the rest of the afternoon reading on the boat. That night after we came out from dinner the wind had finally died down. It was almost eerie going to sleep, it being so quiet.

*Monday 22 July:* I was up at the crack of dawn, excited to do some sailing! It was a beautiful sunny morning. We packed up the boat early, had breakfast and started for home at 8:30. We motored out of the harbor and once we were outside, we found it almost completely calm. We hoisted the sails and had just enough wind to keep it fun not to motor. Our friends in *Free Lunch* were about ten minutes behind, and I was curious how quickly they would catch up. The wind stayed like this for a couple of hours, filling in from time to time. We were supposed to be steering 360° to go home, but going dead downwind we were crawling, so we headed up to 30-40 degrees and kept up a steady three knots or so. Around 12:30 the wind really started to fill in. We turned downwind and went wing and wing for the rest of the trip with the genoa poled out. We sailed the last nine miles in less than two hours which was really moving! All in all, it was a fun cruise, and as we left the boat, I felt a little sad to see it come to an end, but very satisfied overall."

Editor's note: As Inspector Lestrade said to Sherlock Holmes, "we can't do these things on the force." Tom Anderson has the advantage of a windward coast — that is, being on the lee side of the continent — and Boston Harbor was ready to welcome him, if he was properly chartered, in case his lady had said "enough." In addition, summer winds in San Francisco Bay are sufficiently strong without rigging a genoa — I don't have one — and wing on wing would be hard to control on a Typhoon at four p.m. I wouldn't have gone out with a comparable NOAA forecast! But, on the other hand, he has to haul his boat out every winter, and I can keep it in the water year round, and sail any time it's not raining. And we have no hurricanes in northern California. Let's hope my friends in North Carolina are OK after their recent blow, and that their boats are also safe. And the same may be true about our reader in Puerto Rico!

Incidentally, this is 19 miles across open water, with some heavy gusts. The periodical *Latitude 38°* (Sausalito, California) insists that no boats under twenty feet belong in the open water of San Francisco Bay. Allowing for the differences mentioned above, this is nevertheless a daring exploit. There is a rumor afloat that a Typhoon once made it all the way to Bermuda. We'd like to hear about this and other long-distance voyages in Typhoons.

**FROM THE FILES:** Finley B. Brown, of Cary, Illinois, asks, "Is there anyone who has worked out a jiffy reefing for the mainsail, and how do you keep the boom

low enough and keep the sail slugs in? The roller reefing system on the boat does not allow enough time for sudden storms on Lake Michigan. One can begin a great sail with no predicted bad weather but it changes quickly on this lake. I would appreciate as much of a detailed response as possible. I have tried unsuccessfully to "invent" a good system. — In response to the person who asked about a place for the compass: I put a fitting on the cabin top as well as running a cable for the lighted compass next to the grab rails, using a through-duct watertight connection for the cable. It works great! Good visibility of the compass. When I close up the boat I just unhinge the compass from its bracket and store it inside the boat. I did all the electrical wiring myself — not easy in cramped quarters but all units work — marine radio, deck running lights, masthead lights. I used a three-switch breaker panel with a cigarette lighter socket for 12-volt plug-ins. My GPS is hand-held. — We bought a used boom tent and a cushion for the open area in the cockpit. I am trying to figure out the best way to construct a board to fit under the cushion to make it possible to sleep in the cockpit. Any ideas? — P. S. We have added a second set of reef points."

I don't have a *Directory* listing for the Browns, so I don't know if they have a Weekender or a Daysailer — probably the latter, otherwise they could sleep in the cabin, and I think most Weekenders came with reef-points in the mainsail. (My own Daysailer has only a cuddy and no reef points). I doubt that there is anything to be done about fast reefing on a north-south lake with no hills to block a norther. Unfortunately, that condition describes most of the inland waters in North America. (There ought to be a range of high mountains running east-west across the continent, at about the fiftieth parallel. There also should be no mosquitoes and no fleas. Nobody asked me at the time). Other than studying the lake, its wave patterns and its changing light of water and sky, I can't come up with detailed solutions to the Browns' problem. I did install a jib downhaul, for coming into the marina, but if you drop your jib out in the open water, you may have problems with control. I haven't tried sailing without a jib on *Fair American*. But answering these questions is what this newsletter is all about. I have a 85% jib; if the Browns have a 100% or a genoa, maybe their boat is too easily over-powered. Possibly Great Lakes sailors should regard their waters as I do San Francisco Bay: quasi-oceanic in character.

Robert H. Conway writes from Martha's Vineyard: "I've had a Typhoon since 1988. It was built in 1976. When I purchased it, it had new sails made by Thurston over in Rhode Island due to the fact that the original Hong Kong sails went badly out of shape. I also had to get a new 8-hp. engine for the boat in order to get me in and out of the Menemsha Inlet here on Martha's Vineyard." My own sails are the original, in good condition, with a dragonfly and "TY" on them; perhaps Mr. Conway's sails have been used for racing or in heavy weather. At all events, with the "handover" of Hong Kong next year, I suspect

there is no one there taking orders for sails. I don't have an address for Thurston's establishment.

Eliot Daley, of 4 Longfellow Place, #3105, Boston, MA 02114, home phone 617-723-3345, has a truly unusual question: "I have just purchased a Cape Dory Typhoon (Daysailer) which is equipped with a club-footed jib and jib boom. I have no idea how to rig either the sail or the boom, however, and would love some advice (and a diagram, if possible). Here is what I have: a working-jib size sail which has an unusual (to me) luff — the top three or four hanks for attaching to the forestay are affixed directly to the sail, as one would expect, but the lower three are laced onto a braided nylon line which is anchored about halfway up the luff, and laces downward through several pairs of cringles, with the hanks affixed to the sail only by the line passing through them between each pair of cringles. Clearly, this line needs to be tensioned somewhere so as to clinch the hanks tightly to the luff of the sail. This nylon line is quite long — long enough to reach the tack and, it seems, continue for three or four feet beyond. But to where? And how does the jib affix to the boom?

Which leads to the second mystery: how to rig sheets on the boom. The sail does not have any sheets on it (so I need to know what I need for a self-tending sheet). And the only hardware is as follows: the boom is attached to the foredeck by a swivel; at the after end of the boom, there is a small bail (metal hoop) on the top side of the boom, and a small block on the lower side; there are also small blocks mounted on the top edge of the cockpit coaming on both port and starboard sides, about even with the after edge of the boom, and there is a small jam cleat on the top edge of the starboard coaming about five feet behind the block on the starboard side.

And while I am at it, where does one buy "official" Typhoon gear? I need an outboard motor bracket — I have the bronze deck mount, but need the matching bracket itself."

As to the last question, it's possible that Cape Dory Yachts, 334 South Bayview Avenue, Amityville, NY 11701, 516-264-1313, might have a bracket; try also Robinhood Boatbuilders, Robinhood Marine Center, Bath, ME 04530. As to the first question, my books don't give much help. Fred Edwards's *Sailing as a second language, an illustrated dictionary* (Camden, ME, International Marine, 1988), says only, "A club-footed headsail's foot is made fast to a spar that swings freely forward of the mast." There is no illustration. The best I can suggest — having never seen such a rig, either "alive" or in any illustration — is that the lower part of the braided nylon line runs through the bail at the base of the boom. The fore part of the braided line controls the sail through the hanks. As Mr. Daley notes, the upper part of this jib is attached by hanks to the forestay. The small block on

the lower side of the boom sounds as if it is too small to accommodate any sheets, however; and while the blocks on the sides of the coamings are surely intended to conduct the sheets aft, no one would run sheets through a metal hoop. Surely the sheets should run through the forward end of the boom, if there were any blocks there to run them through. And we still don't know where this braided nylon line is to go, as it seeks a secure place aft. The jam cleat on the starboard coaming is not, methinks, relevant.

I can only suppose that some fixture is missing from Mr. Daley's boat. The rig is intended, surely, to enable a person in the forward part of the cockpit — which holds two comfortably — to tack the jib, or even backwind it, without as much effort as would be used in a regular rig. In order to do this, however, there would have to be a good-sized block at or near the forward end of the boom. If this is not correct, I confess myself baffled. Over to the rest of you!

Ned Edwards, 2 Pine Tree Shilling, Unionville, CT 06085, recently joined us with his Weekender *Glory-B* (another reason to repeat your orders for the *Owners' Directory*), and asks: "I am looking to make future modifications and would like information on: reasonable and trustworthy sailmakers for a new main and 150% genoa (how much should I expect to pay?); people's experiences with roller furlers: make/model, ease of installation; advisability of using a former head through-hull for a depth transducer; wiring plans from scratch (what do I need to do the job right?); make/model of bronze portlights to replace plastic originals; advisability of replacing original winches (is it possible? with what?)

The rest of his story concerns his discovery of a Typhoon for sale in Port Jefferson, NY, only to find that it was finally sold about twenty minutes before he was ready to close the sale. He later discovered another one in Camden, ME, took a picture of it, and had the photo on his desk to moon over, longingly. ("That? that's the boat of my dreams ... ") Once he joined us, he found that the vessel belonged to one of our readers (Annie Higbee, *Ctenophora*), and while he now has his own Typhoon Weekender (*Glory-B*), he wishes to thank Ms. Higbee for the "spiritual use of her boat".

To descend from the romantic to the practical: sailmakers abound, especially in New England; check prices, ask around at yacht clubs and sailing schools. I have a roller furler on my main; they have the advantage that they eliminate reef points, but the disadvantage that they're a little more work to take up and put down. In any case, if you have one, you can still flake down your sail in the "old way". The next two questions are beyond my competence, so I leave them to my readers. The bronze portlights should be replaced by Spartan Marine Products, Inc., 160 Middleboro Ave., East Taunton, MA 02718 (they're the folks who made the bronze fittings for the original Typhoons). Finally, my winches (I think



they're original) are Lewmars, from Britain; Spartan may be able to supply you with the same; if not, they're widely advertised in sailing magazines; and among the best in the world. If you have them, in any good condition, they should need no replacement. I run my jibsheets to cleats anyway; the winches are designed for genoas, which I don't have.

Incidentally, some Typhoon and other Cape Dory owners yearn for a boom vang, which the Typhoons don't normally have. If you want one, Spartan Marine has a sheet headed "Boom vang system installation and recommendations", which I guess they will supply for free. I don't miss a boom vang, but their paper gives equipment recommendations for, not only the Daysailer and Weekender, but for all CD's from 22 through 36, with installation instructions and a diagram.

John H. Harrar, of Hatboro, PA, writes: "Regarding Cetol Marine coating which I have used on my Weekender *Daeray* for five years — I varnish the coamings, hatchboards and companionway-hatch teak guides but use the Cetol Marine for the toerail and rubrail. The two complement each other so well that most people think it is all varnish. Fools them all the time!

Regarding water in the bilge after a good rainstorm — this confounded me for a little while, but I soon came to the realization that the small scuppers work so slowly that a good rainstorm will dump enough water in the cockpit that it can accumulate to a depth of one to two inches easily. I found this standing water was getting to the bilge via the bushing around the rudder/tiller post. I removed the teak block on the cockpit sole where the rudder post passes through, rebedded it and then caulked around the post itself. Voilà, a dry bilge!

Regarding compass location — for a good, temporary, removable location for a compass, I purchased a Ritchie compass with a mounting bracket, drilled two holes in the reinforcing teak board on the underside of the companionway-hatch and set up two through bolts with nuts and washers to serve as mounting hardware. With the hatch top closed and the top hatchboard removed, this keeps the compass away from metallic interference and provides relatively accurate reference. The compass is then easily removed to lock up the boat. I keep a separate box for storing the compass belowdeck when not in use."

See also, in John Vigor's book mentioned above, "Cockpit, Self-draining", and "Compass, Worst Enemies of". The Daysailers have a bilge with a pump and a battery; I put my compass on a hook on the aluminum mast, right behind the yellow horseshoe ring, and next to a medical bag.

John Long, of San Luis Obispo (he's a dentist, and his boat's name is *Tooth Ferry*), asks, "what kind of knot meter, if any, is being used on the Typhoon?" I can't answer that, because my boat doesn't have one. There's a wooden disc in the port cuddy, but when I took the screws off, there was nothing inside but the foam between the double hulls. Was that for a knot meter?

Wayne and Ragi Marcus, of Warwick, RI, adding their Weekender *Cricket* to our *Directory*, have this to report about their purchase: the boat was in wonderful condition, roller furling jib, mainsail with reef points, and an Evinrude 4hp which they exchanged for a Nissan 3.5hp (which is what I have, and even that is too heavy, and I don't need it). They use Sikksens Cetol, and recommend Armada for a more golden blonde finish. They spent their honeymoon (*you've got to believe this!*) on a 4.5-hour trip from their mooring in Cranston to Jamestown, RI (about 16 miles) and will attempt a repeat for their first anniversary this fall. "We love the solidity, stability, reliability, traditional sheer and beauty of design of our small yacht. We turn heads as we gracefully slice through powerboat wake and chop with our full keel. Our thanks to Carl Alberg."

The Marcuses have the following questions to share:

"I've only recently noticed a slight depression around the base of our mast, that my wife says she's noticed before, including last season. I am aware of the cabin top problem from past issues of *the Typhooner*, but would like to know how severe it should be before becoming alarmed. What is the proper shroud tension for a Typhoon? I tightened them to about 5 lbs. with a cable tension guide, and get about 2 inches of play in the leeward shrouds when close-hauled. Is this sufficient for good performance/mast support/cabin to kindness trade-off? I'm considering inserting a 2x4 as a quick fix for the rest of this sailing season, until a more permanent solution can be implemented. I'll be experimenting with the proper length for the right fit for the 2x4, and will let you know when I find it. I think I'll also back the shroud tension off a bit for good measure. Does this sound like a good idea? Is there any late-breaking info about this problem and its solutions?

I've never seen a Typhoon with a boom vang, although it looks as if a previous owner installed, then removed, one on ours. The cabin top has filled holes at the base of the mast (to avoid the halyards, I assume) and the boom has marks from a bail since removed. Have you ever seen a Typhoon with a boom vang, and if so, any recommendations on make, model, size, or installation methods? I have a hunch that a *rigid* boom vang would eliminate the need for drilling the cabin top, and also act as a topping lift. Any thoughts?

A confusing detail about our Typhoon is its date of manufacture. Our owners' title states the year of manufacture to be 1973. The sales brochure that the previous owner gave us, has photos of the interior that matches our boats; and the copyright says 1983, along with an owner's manual that is copyrighted 1983. The bronze plate in the boat says hull number 267. Do you know of a reference source that can tell us the date of manufacture for this hull number?

Can you tell us how to contact the Cape Dory Owners Association that would include Rhode Island?

Hunter Scott Custom Boat Works of Pocasset, MA (508-564-5132) recently ran this ad in a classified newsletter for boaters I was browsing: "We have 55 years of in-house experience in the construction of Cape Dory sail and power boats. If you have a problem, or would like your boat restored, bring it to the crew that built them."

That's a lot for one solo editor! In reverse:

Never heard of Hunter Scott. New England skippers please contact and report. — If there is an association of CD owners in that historic corner of the U.S., please contact Wayne and Ragi, at 401-941-7484; otherwise, they'll have to start their own. — The numbering of Typhoon hulls is only slightly less confusing than the Etruscan language, or the mysterious script of Easter Island; we know of no reference that disentangles what number was applied to which boat; evidently, they had several numberings going on, at various times. The original hull number (HIN) should give the date of construction; see CDR Butler's article on HIN's in our no. 4. — For boom vang, see the Spartan company's notice, above. — As for the first question, there are so many answers to what seems to be a perennial problem, that I'll leave that one up to my readers. That's what I'm here for!

Bill Zellman, of Milwaukee, Wisconsin, wants to know "where I can obtain a replacement motor mount (original equipment style, of course) for my Typhoon?" Again, we suggest either Robinhood Marine, of Bath, Maine, or Spartan Marine, East Taunton, Massachusetts. I'm assuming that he has the bronze deck fixture firmly in place. As before, I have found almost any day on the Bay, with my *Fair American* docked upwind, I can get the boat in and out without that [expletive deleted] motor; but then, *Fair American* is nose to wind on a Pacific shore. Again, either a piece is original equipment, or it is not; if it is not, Bill will have to get it custom-made from a Milwaukee foundry.

Finally, Peter Zwaan wants to sell his *Solo*:

**Typhoon Weekender s/n 1029 — Good original condition with nice upgrades. Easy to use trailer. Boat is stored out of water. Can be seen at Marina del Rey, California. \$3700. Please call Peter at 818-355-3073.**

Please note: I do not charge for these "classies". If you want to buy, sell, or trade, send me the info; but remember, I only come out with *the Typhooner* when I get enough copy — and sufficient coins.

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