

# 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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**IMPENDING CHANGE:** Effective 1 November 1997, this area code (916) will become area code (530). The installation of the new code may begin as soon as 1 August. All other details of the phone number and address remain the same.

**OUR READERSHIP** is now over 200, with mailing addresses covering most coast and Great Lakes states, as well as some inland. (A new skipper called in this morning from Mississippi, joining three others in the Magnolia State). Since the last issue I have received \$145.00; the cost of the last issue was \$304.15 (neglecting copyright fee). As there is no organization behind me, just an editor (*and his cat!*) your contributions are welcome. (Printing, postage, marina fees, and *cat food* all come out of the same University pension. Mr. Spook thinks the last of these three is *by far* the most important).

**THE LATEST ROUNDUP** of the California Cape Dory Owners' Association took place near San Carlos, at the Coyote Point Yacht Club, 3-4 May 1997. It's been a long time, pardner, since coyotes were heard yip-yipping around this yacht club; the only murmurs of dissent were heard from the Dorians who realized that dinner wouldn't start until seven in the evening. Indeed, they found themselves trapped into a business meeting, at which Walt Bilofsky, in charge for the year, was saluted with the title of *Commodore*, — a style which the CCDOA has heretofore avoided. (For the history of this rank, see below). The dinner, once it arrived, was excellent, and, of course, in the afternoon, as the big

Cape Dorys came in, there was a lot of mutual visiting and some discreet tipping. The next CCDOA meeting will be at Berkeley, 9 August 1997, where the Berkeley Marina Marriott will play host (the Berkeley Yacht Club does not have enough space for some fifteen boats). Contact me for further details.

**FOR SALE:** Our distinguished reader and correspondent, CDR John R. Butler, USCG (Ret), is offering his 1978 Cape Dory Typhoon Weekender, *Joy II*, which bears the hull number 1526. "This is likely the most completely outfitted-for-cruising boat you will find anywhere, especially in this size and at this price." [The list of additions and changes fills a whole page; there is also a detailed sail inventory, distribution panel, routines for launching, retrieving, mast raising & lowering, careening — they do things thoroughly in the sea services, and this documentation is in the finest traditions, &c.] "My tally of expenses runs \$11,654.17, and she has been professionally appraised at \$8,465. Health problems ... force me to sell ... She has an inventory of seven sails, a 9.9 four-cycle Yamaha, trailer, and a list of extras that fills an entire page." [See, I told you!] "She is so complete that she even comes with the *original* owner's manual and sales brochure, plus receipts on virtually everything on the extras list. Call or write for enough written information on her to fill a long evening of fun study. I can even deliver her for a fraction of the cost of commercial hauling. John Butler, 16855 Heritage Bay H5, Rogers, Arkansas 72756; phone 501/925-3852."

In my estimation the Commander is offering his vessel at a very reasonable price. He includes a letter from a professional appraiser in Florida, who details the bases on which the \$8,465 cost is estimated; they don't seem out of line at all. It is evident that *Joy II* has received maximum professional attention and care such as you might expect from such an owner; and if you want the boat of a lifetime, suitable for inshore cruising or weekending, you should phone John Butler *without delay*.

(Incidentally, I don't charge for these announcements; but I do hope that anyone trying to sell a boat contacts other sources, since *the Typhoon* only comes out every few months; and most owners, once they have made up their minds to sell, want to do so as soon as possible).

CDR Butler has used his connections to do some further research on the career of Carl Alberg, designer of the Typhoon and of many other sailboats. From November 1940 to March 1951, right through the war years, Carl Alberg was a Naval Architect at the Navy Department at Boston; from May 1951 to April 1963 he was first a Marine Engineer and then a Naval Architect for the Coast Guard in the same city. He rose nearly to the top of his civil service career (GS 11; he was never a commissioned officer) before entering the world of private yacht designing; in creating Cape Dorys, he began with the Typhoon, intended as a

family boat, and then continued with larger and larger boats under the same name. The largest CD currently seen is the 36'.

**CONTINUING WITH THE FILES** in alphabetic order, Ernest J. Hoffman, of Middlefield, Connecticut, says, "I'm the fellow with the ongoing water problem." He called me about seepage above the keel of his Weekender, which he discovered when he hauled it out for the winter. "I'm happy to report that in response to my posting my problem on the Cape Dory web site, I had the answer within a couple of hours. Two people had EXACTLY the same problem. The explanation seems to be condensation filling the cavity above the keel in the rudder area. The solution was to fill the cavity with epoxy. I am tremendously relieved that it does not appear to be a structural problem." So, no doubt, are we all, since removing the keel would have been a major operation with dubious chances of success. Mr. Hoffman appends a drawing, showing a box-shaped space above the keel but below the waterline; I am still not sure what a cavity is doing there, as the space seems rather large in proportion to the boat; and yet Mr. Hoffman was able to fill it with epoxy. Anyway, if your boat has a weepy hull, "weep not, my children", but fill 'er up.

Edward W. Peterson, Lake Geneva, Wisconsin, writes, "I had on my S2 6.7 (recently sold) a CDI jib furler which I found to be an excellent product at a reasonable price. It is designed for small boats and if I can find a Typhoon I'll put one on if the boat doesn't already have one. CDI Flexible Furler, phone (508) 922-2322; fax (508) 922-0066. — Another product I've owned in the past is a Triad Trailer. They have a float-off unit with a telescoping tongue for a Typhoon. Phone (203) 354-1146." An S2 is an Arthur Edmonds design, according to Richard M. Sherwood's *Field guide to sailboats of North America*, 2nd edition, 1994. The S2 6.7 is a 21-foot boat, comparable to a Typhoon. In looking through this book (everyone should have one; \$15 from Houghton Mifflin, Boston) we discovered on the endpapers the logo for the Cape Dory — or at least one of them: it is a slanted sans-serif capital letter C, the vertical line squared off. (My computer doesn't have the right font). I have never seen this displayed, have you? The literature issued when Typhoons were being regularly made, shows only the letters CD, blue on orange. The original mainsail, like mine, has a dragonfly and the letters TY.

Mike Sheridan, of Emeryville, California, sent us some material last December which got misfiled, but it's just as well, because we needed the copy for this issue (he sent us additional copies of everything). One of these articles is historical, and the other two practical:

**"BEFORE THE CAPE DORY:** A long time ago, before Cape Dory Yachts, before the first Typhooner, and long before Cape Dory power boats, Carl Alberg

brought forth into this world a design he simply called '30-foot fiberglass yawl No. 27.' This drawing, dated June, 1959, has the same long keel and shallow forefoot that have been characteristic of every Cape Dory sailboat since then. This keel configuration, plus its low interior ballast, gives the 'Capes' their relatively quick turning ability coupled with the tracking of a long keel. The interior ballast provides a most sea-kindly hull.

In the early 1960's this design was licensed to be built by Clark Marine of Redwood City, California. Seventeen of these sturdy boats were built to the original 1959 drawings and marketed under the name 'Odyssey'. Later the deckhouse was modified and the deck was raised to give a roomier interior with more headroom; these models were called 'Oceana'.

During this period Clark Marine went out of business after completing only two Oceanas, leaving two hulls incomplete. Of the two boats known to have been completed, one is in the Los Angeles area, and the other is on San Francisco Bay.

Many of the Odyssey models are still on the West Coast, proving to be reliable cruising boats. One of the Odysseys is known to have sailed to the South Pacific from San Francisco Bay and back. These boats can sometimes be found for sale at low prices as they do not have the brand recognition of a Cape Dory. For anyone wanting to own a 30-foot 'Cape', an Odyssey is an excellent low-cost alternative, as the naval architectural drawings show its hull design to be identical.

But note: My Oceana, *Naga*, is *NOT* for sale!"

In response to Eliot Daly's question about the **club foot jib**, raised in our no. 9, Mike Sheridan sent us the following, with copies to Mr. Daly:

*"The club foot jib:* To rig a club foot jib, run a line from the aft end of the club boom to a swivel block mounted on the center of the foredeck, directly under the aft end of the club boom. This line is then run abeam to an adjacent block on either gunwale and aft to the cockpit. Now, as the boat is tacked, the jib swings freely across the foredeck; and the degree of tack is controlled by the single club boom jib sheet from a single cockpit winch.

In practice a multiple purchase block is often used between the aft end of the boom and the swivel block(s) on deck. This serves to make sail control easier.

The advantage of the club foot jib is that tacking does not require shifting jib sheets. The opposite cockpit winch may now be used to raise the jib, when equipped with a jib downhaul. This eliminates the need to go on the foredeck to

handle the jib. The disadvantage of the club foot jib is that the jib is only 90% of the foretriangle, thus lessening sail area. Also, the club foot jib cannot be easily backwinded, making it impossible to lie ahull in a bad blow.

*How to fly a club foot jib:* Affix ALL of the jib snaphooks, including those on the luff line, to the forestay; do not worry about the bitter end of the luff line yet. Next attach the tack cringle of the jib to the foc's'le of the boat. Fasten the clew of the jib to the aft end of the jib boom. Now raise the sail all the way. Last, pull the luff line down to shape the sail, attaching it to the tack cringle. Swing the club boom through its entire arc to be certain that it is not obstructed in any way."

Actually, the disadvantage that Mike Sheridan cites, the smaller area of the club foot jib, would not be so reckoned on San Francisco Bay, where summer winds regularly reach 25 knots. I fly a regular 85% jib on *Fair American* and find it quite adequate; a friend who had a Catalina 22 found that a full jib made that boat, comparable to a Typhoon, difficult to control.

Serge Zimberoff has sent us three letters from his home in Santa Rosa, CA: "Had *Cloning Around* out of the water from February to Fathers' Day. The teak was in generally sad condition, and one of the splash boards on one side of the cockpit was cracked, a situation that had been bothering me for some time. I pulled most of the teak off, with the notable exception of the rub rail, stripped what was left of the old varnish and made a new splash board. The problem was, the new piece was so beautiful that I just had to make a second one for the port side! Oh dear, ... teak is so dear! But it looks so good now that it was worth it. I finished all of the teak with Tropical Teak Oil from Star Brite. Varnish and I have parted ways, possibly forever."

Thus ends Letter #1. Before we go on to Letter #2, I should interject that I myself have been going over my teak with Cetol Marine, as recommended by several of my readers. It works fine, except that unlike teak oils, which come in bottles, Cetol Marine comes in a can, which requires brushes and care. If you're doing your teak while your boat is in the water, you have to be very careful not to let any drop spill overboard; this creates an oily film on the water, which is a Federal no-no. Accidents are not tolerated! Also, unlike teak oil, Cetol Marine shows up bare and missed spots; three coats are therefore recommended (I've just done one). You'll want to have some acetone and rags for clean-up; and be sure to take them home, to avoid spontaneous combustion (i.e., no Dumpsters). Now on to Serge Zimberoff's Letter #2:

"Wednesday, 9 July, Jocelyn Nash from Quantum Sails in Richmond, CA, joined Mike Loscotoff and me at Lake Sonoma." (This is west of US 101 near

Cloverdale). "Jocelyn had brought the new mainsail for *Cloning Around*. Additionally she had promised to give us some pointers on spinnaker sailing.

First we changed the old mainsail for the new one. Totally different since still had the original sail from 1974. It was terribly stretched, but besides that difference between old and new, there has been a total revolution in how sails are made." (See also the lead article in *Sailing World*, for July 1997).

"A) The new sail is 'loose footed'. This is to say that there are only two slides in the boom track, one at the tack and one at the clew. Jocelyn showed us that this really allows us to use the outhaul to flatten the sail for less power (or vice versa). Without lots of slides to jam in the track the sail just changes shape as the outhaul is adjusted.

B) The downhaul is not used on the boom. (Yay!) The boom is now permanently set just below the slot used to feed the sail slugs into the mast and two stops keep it there. It no longer has to be moved past the slot to furl the sail. It no longer has to be moved anywhere! This point was measured prior to making the sail, and now with the mainsail hoisted to the top of the mast, the additional tension on the luff is with the cunningham.

C) And ... the cunningham then serves to tighten the luff tape both when the sail is hoisted all the way and when it is down to the reef mark. Which is to say that jiffy reefing uses the cunningham on the luff and a reef line in the leech. This reef line pulls the sail down to and out along the boom. It does such a good job that additional reef ties are superfluous unless the reef is to be left in a long time and one really needs the extra sail out of the way. The mainsail slugs don't drop out of the slot as we put a stop just above that point.

So: out on the water, it is possible to do many things Jocelyn taught us to do. We can change the sail shape, reef the sail, and look good off the wind if we have installed our boom vang. She demonstrated how, without the vang tensioned, the sail just twists and control is greatly reduced, whereas with the vang tight, so that the boom remains down, there is much more control as the wind increases. The wind was very gusty, blowing around 30 knots on the main arm of the lake, so we had plenty of wind to use for demonstrations.

Now to the spinnaker ... we had not rigged 'twings' (which in the textbooks show as 'barber haulers'). This plus the totally inexperienced crew made Jocelyn cautious about flying the spinnaker in 30 knots. So we just went back to the marina, backed into the slip which put us 'downwind' and flew the spinnaker at our mooring. She rigged a line to use as a 'twing' for the sheet and it was totally apparent why it was needed. We did get lots of practice setting and dousing

(with a sock) and Mike and I feel that on a day with light air and one other experienced sailor with us we will probably be able to fly the spinnaker! No one else in the past four years that I have been on that lake has done so, and we hope to be the first."

John Rousmaniere's *Glossary of modern sailing terms* defines **barber hauler** as "A line used to adjust the athwartships position of the jib sheet"; and defines **twing** as "A control line that pulls a spinnaker sheet down to prevent the spinnaker pole from lifting. Also, 'tweaker.'" These two lines seem to me to exercise different functions; I'm not sure what textbook Mr. Zimberoff was using. Finally, Letter #3:

"Well, let me tell you how the new sail performs. After getting used to setting the new sail correctly on Saturday, I met Mike at the lake Sunday. He took his boat out with a friend for crew. His friend had done some racing long ago on Lake Minnetonka. They used a 150% jib while I just had up the regular working jib (100%). In theory their big jib would make up for difference in experience. The wind was a steady 15 knots or so. There was no comparison! On every point of sail my boat was significantly faster. So much so that I could come back, come in behind them, sail alongside just long enough to say a few sentences and pull smartly away! As an added bonus going upwind I pointed so much higher that the vane on top of my mast was well inside the 45 degree mark. This reduced the number of tacks dramatically, of course, so just to be fair I came alongside them going upwind to compare and then rapidly pulled away. P.S. ... yes, Mike now calls his a bedsheet and will start saving for his new sail."

Note that *Cloning Around* is a Weekender; my *Fair American* is a Daysailer; I use only an 85% jib, being cautious, and on San Francisco Bay. Aside from that, I would not have thought that any Typhoon could point higher than 45°. The point is: what a difference a new sail makes!

**FROM THE INTERNET:** Walt Bilofsky sends us some interchanges of electronic correspondence:

*Jiffy reefing vs. roller reefing:* "I have owned a CD Typhoon Weekender for two years and have been sailing it in all conditions on Lake Champlain in Vermont. At times (12-18 knots) it is difficult to depower the headsail in building winds. I have found that reefing or any headsail change becomes very complicated when needed. I have pondered this thought without any solutions that seem acceptable. A roller reefing system is not appealing because of costs, and the technical twist it adds to a boat with such classic and detailed lines. Would anybody be able to describe how jiffy reefing works?" — Kevin Brochu.

"When I owned my Typhoon, I converted the main to jiffy reefing and never regretted doing it. I had to have a sailmaker put the reefing cringles and reinforcements in the sail. I added a hook to the gooseneck to hold down the tack of the reefed sail, and ran a line out to a cleat on one side, and a cheek block on the other, as the reefing line for the clew; and installed a cleat on the boom, near the mast, to hold the clew tight. One could sit on the cuddy top, legs folded about the mast, and do everything from there ... worked great, and made a good reef. I have a very similar arrangement on my CD30 except the tack is run down by a line, not held down by a hook.

I also had my working jib modified to be reefed. A reefing tack that could be fastened at the stem, and a cringle that the sheets could be moved up to; there were lines on the sail that held the rolled-up foot of the jib; and with both sails reefed, I could sail in about anything with that boat ... I really had a lot of fun with it." — Jon Larson, San Francisco Bay.

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"My Typhoon Daysailer #97 needs new bootstripe paint, and I can't find anyone selling the original coca brown paint. Anybody know of a source? (Sailing is great on Canandaigua Lake in central New York; come join us!)" — Dana Arenius.

(The return letter is addressed "to Mike", and is unsigned. Now you know why I don't get on the Internet!)

"The paint used to be Interlux #246, Dark Dado Brown ... no longer available. Try Pettit #3510, Brightwork Brown ... I use this and I think you will find it is the same color."

**OVER TO YOU:** Why anyone should want to paint a bootstripe any color than red, or blue, is beyond me, but then authenticity knows no bounds. Can you imagine cruising down the Beautiful Blue Danube with a brown bootstripe? Around the Baltic? All the way to Bora Bora? But I digress ...

**THE NAME, RANK, AND TITLE OF COMMODORE** is thus explained by CDR Butler, USCG (ret.), of Rogers, Arkansas:

"Commodore" was a genuine rank and pay grade [in the U. S. Navy], abolished in 1899, except for certain retired officers, and was temporarily re-established in 1943. Plate III of U. S. Navy's *Bluejacket's manual*, "Distinctive flags and pennants", shows the Commodore's flag (the only swallowtail flag for flag officers) with one star." [This also appears in Preben Kannik's *Flags of the world*



(New York, Barrows, 1959, p. 103)]. "In U. S. Navy, an officer ranking next above a captain and equal with a brigadier-general in the army. In Great Britain, commanding officer of a squadron or fleet of war vessels. By courtesy, title given the senior master in a line of passenger ships. The president of a yacht club; also, his vessel. Officer in command of a merchant convoy when sailing in a merchant vessel; also his vessel." [The last part of the quotation is cited by CDR Butler from McEwen and Lewis, *Encyclopedia of maritime knowledge*, Cornell Maritime Press].

The Commander goes on: "Officers in the Coast Guard Auxiliary ... all have ranks with different names (i. e., the Flotilla Commander wears a lieutenant's two stripes) and the flag officers are all commodores. ... I ... believe they had rear, vice, and (full) commodore." He reminds us of Major Hoople in the old comic strip: "I doubt he ever served, either."

*The Oxford companion to ships and the sea* gives a short article under "Commodore", and in an appendix, lists some equivalents in foreign navies, without explaining that in the U. S. (and also British) navies, there is no exact and distinctive title corresponding to the French *Chef d'escadre*, the Italian *Comodoro*, &c. It is possible that these ranks have also been dropped, leaving no special title in the sea services corresponding to brigadier general on land and in the air.

When I grew up in Santa Barbara there were a number of beached military officers, one of whom was a Commodore, presumably one of the retired officers described above. He rented a house downhill from the one we occupied. When our naval neighbor heard of Pearl Harbor, he telephoned Washington, hoping to get back to sea; I believe they found a desk job for him; at all events, he moved away. At present the rank in the Navy has been transformed into Rear Admiral (lower half), and is rarely used; and the title is now wholly civilian in application, and will probably never be used in the U. S. Navy again.

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