

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.

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NEW AREA CODE: The new area code here is 530. As is frequently the case with such changes, it takes some time for all the wires to get straightened out. If you can't reach me at 530, try the old code, 916.

FINANCES: Contributions since late July 1997, up to 30 November, total \$329.00. Expenditures (Kinko's \$163.56, postage \$132.50) total \$296.06. Excluded are the \$20 copyright fees and "incidentals". Postage will shortly go up by one cent, which will count with our 214 subscribers. Whatever you can help with will be appreciated. This is not an organization newsletter and there are no dues. If you are corresponding through the Internet, please also consider the backup value of print sources — meaning, this one. Back issues are available on a Macintosh floppy disc; be sure your computer is compatible.

IF YOU'RE COMING TO CALIFORNIA for a visit, and want to go sailing, weather permitting, on San Francisco Bay, please give me a call. I had one gentleman, — the brother of a New York subscriber, who was visiting a sister in Fairfield, — out for a morning's sail, but unfortunately the day was cloudy and there was no wind. So Tom ended up paddling, while I steered (I gave my outboard motor away, as I never used it; I'm docked upwind and usually there's quite enough wind to get in and out of the Berkeley Marina). My guest was a good sport about the whole cruise; but this does happen, occasionally in winter here.

THE CALIFORNIA CAPE DORY OWNERS ASSOCIATION met in Berkeley, 9-10 August, and I was in charge of local arrangements. We managed to get most of the boats into Kilo Dock without too many boats in between, and the Harbormaster's staff was quite helpful; the Berkeley Marina does not have lots of empty space, and the Berkeley Yacht Club's dock would not have had room for all of us. After the usual "sip & visit" characteristic of these rendezvous, we went around the marina to the Marriott, where we had an excellent dinner in a private room with a view of the harbor. (The Berkeley YC does not have a full kitchen as do some other clubs in the Bay area). The summer business meetings are shorter than the spring ones, in that there are no elections for commodore; the spring meeting of 1998 will be held in Emeryville. Our commodore is Walt Bilofsky, who also serves as our online contact; <http://www.toolworks.com/capedory>. Breakfast was at Hs. Lordship's, a restaurant in the vicinity specializing in banquet facilities. The rendezvous went off very well, considering the crowded dock; there was not room for the stately entrance of yachts we had at Coyote Point in the spring.

Mr. Bilofsky, whose Cape Dory 30 is *Golden Phoenix*, publishes a *CCDO newsletter*; members now include CD owners from across the country; you can get it from P. O. Box 111, Corte Madera, CA 94976. It includes information on Cape Dorys larger than the Typhoon. The latest issue has information on the CD's manufacturing history: how many were built, of which kind, in what years. Some of the records are incomplete, but enough to show that the Typhoons (Daysailer and Weekender) were the most common (1,980 or thereabouts); the larger boats were less in demand, and only 3 of the "45" were completed. Contact Walt Bilofsky for the complete article — but the numbering of Cape Dorys, of all kinds, remains a mystery!

For gleanings from Bilofsky's Websites, see farther on.

COPY! COPY!! The reason you haven't seen an issue of *the Typhoon* for ever so long, is that I haven't received any news from you! Heroic circlings of stormy capes — momentary glimpses of gigantic sea monsters — rescues of mariners clinging to overturned longboats — pirates foiled by escapes into shallow waters ringed by mangroves — maidens saved from villains in luggers — leaks stopped with knotted pillowcases — dismastings repaired with adhesive tape — ending with round-the-world races won by split seconds, — all are lacking from my files! Remember, unlike a literary journal, *the Typhoon* is not flooded with outside contributions; its contributors are its readers, and vice versa. So, short though the search must be, this time, let me peruse these files and see what I can come up with.

John T. Cocker describes his Typhoon Weekender, #783: "With my brother's help, it was recovered from a residential lawn (not from a barn as you have noted in other owners' cases). That was in late 1995. It is now in San Mateo, Florida, and has had a few brief outings on the St. John's River, 50+ miles south of Jacksonville. It — or rather *SHE* — has been named *Second Wind*.

[See a map of Florida to find where Mr. Cocker sails his boat; his winter home is across the river from Palatka].

I had a trailer built to my specs based on my intention to launch from ramps. That of course required a trailer tongue extension. It developed that out of five or six nearby ramps, only one was steep enough, even with a ten-foot tongue extension. Now, with my Ford's rear wheels at water's edge, and a knowledgeable helper or two to urge the vessel off or on the trailer bunks, it is possible to launch and unlaunch successfully.

I have slowly completed a few repairs such as replacing sections of broken teak along the rail, filling dents, deep scratches and a few blisters, and resetting the ports. Also — and I believe this was important — I replaced the gate valves in the cockpit drains with seacocks.

It appeared that the poor boat may have spent some time on the bottom of the St. John's River — mud in the interior, no interior hatch covers found, and a sea shell or two, including one on the mast. Sails had been stored indoors and were mostly in good condition. (Six sails: nearly new main and jib, original main and jib [tired]; an excellent genny; and a featherweight headsail — a "cruising spinnaker", I'd say). The spars and standing rigging — even some of the running rigging — survived by being on the ground alongside the previous owner's garage.

... I find the work to be almost as satisfying as sailing. That word was 'almost'. *Second Wind* must be the sweetest-handling vessel I've ever steered."

Mr. Cocker adds the following "Upgrading" list:

"An important objective has been to conceal changes and additions from external view so as to maintain the clean, beautiful lines of the Typhoon.

I decided to install an electrical system, including an electric bilge pump, blower, masthead light, and depth sounder. I may go further, and install running lights, cabin lights, and — well, where do we stop? My radio is a hand-held VHF, and I use a hand-held compass so that if ever — well, it's comforting to have it aboard.

I don't intend to be traveling at night, but if I do make some passage of several day's travel, I'll be single-handing and anchoring at night. The depth sounder has been viewed as somewhat unnecessary by my critics (i.e. friends), but having been an offshore sailor with frequent passages in the ICW and in other shallow places, I don't feel secure without a depthsounder. I mounted the Humminbird transducer in the bilge, forward, inside the hull. I will need a second transducer on the other side of the centerline to assure depth readings when on either tack. I don't care whether I see the fish passing beneath me, but I do like to know how far away the bottom is.

As explained above, I've tried to keep all wiring and plumbing out of sight. The depthsounder display is hinged at the companionway frame, and swings out of sight into the cabin when not in use. My covered electrical panel is below deck, on the inner face of the bulkhead at the forward end of the cockpit; and the small, deep-cycle wet battery is beneath the starboard bunk, forward, near the support knee. All electrical cables are somewhat sheltered within PVC tubing — rigid or flex, as necessary, and as inconspicuous as possible. The bilge pump and its float switch are beneath the cabin sole, with a PVC outflow line to the transom, hidden below the port-side cockpit seat.

It was necessary to install access ports in the after deck. I chose 5-inch white plastic types, each mounted flush, with one to port and one to starboard on that deck.

Other features I've installed: high-capacity hand pump, diaphragm type; thru-deck fitting for mast wiring; internal mast wiring in PVC tube for masthead light; blower and small cowl vent in deck side, aft; midship cleats, both side decks; hinges on cockpit seats; removed original head and capped the thru-hulls (the replacement is a portable toilet); stainless steel brackets to support outboard mounting panel (the brackets hook under the existing bronze deck fitting); tested electric trolling motor (30# thrust) as an auxiliary; temporarily carried 100 amp-hour battery (result: so-so); tested British Sea Gull (model +40) as an auxiliary (noisy); installed boom vang; cockpit "niche" for companionway boards when underway; added features to trailer, solved some problems, e.g. improve positioning accuracy during haulout; jib downhaul line; Trinidad bottom paint (excellent)."

Future projects for this industrious sailor include: "very low profile hand holds on deck, forward, and near toe rail; monitoring instruments for electric outboard; jack line for safety harness; jiffy reefing; resurfacing hull above waterline, including decks; adjustable topping lift for boom; gel cell to replace wet cell battery."

Finally, Mr. Cocker has a question for the rest of us: "How can I arrange for haulout by crane or travel lift, yet avoid having the after lifting belt damage the rudder post? My keel is supported on a plank that extends almost to the rudder post."

My own experience with *Fair American* was, that when it was hauled out by a travel lift in March 1996, no damage was sustained at all; the Berkeley Marine Center's young people did their job perfectly. But perhaps the Weekender has some problems in this area that the Daysailer does not. Over to you!

John Danicic posted on Walt Bilofsky's message board the following: "I recently purchased a 1984 Typhoon and am wondering if anybody has successfully installed a compression post under the mast in a Weekender? If so, how did you do it?"

Chris Hill came up with the following answer: "I installed a post in my Typhoon (1975, hull #911) last fall. First I installed an oak beam 3x3 inches. This beam runs across the mast plate on the overhead from wall to wall. Then I cut an oak post, 2x2 inches, and installed it at a slant from forward (so that my head can remain) to the beam directly under the mast. This post has a metal screw on the bottom, like the kind you would find in a basement jack. This screw sits on another oak plate which runs along the cabin floor behind the head. I varnished the whole installation and added some brass hooks on the beam, to dry lines on. The system works well and can be adjusted to fit tightly. It has solved my sagging cabin problem with minimal disruption to the cabin interior. Make sure you install it with the mast down! Write if you have questions."

Chris Hill is not on my mailing list; if anyone knows him, and he wishes to receive letters, perhaps they could let me know his address.

Jim Jones asked this question on Walt Bilofsky's Website: "Has anyone experienced a knockdown in a Cape Dory Typhoon? and if so, what were its righting characteristics?" The answer, from Jon Larson, who now sails a Cape Dory 30 on San Francisco Bay, runs as follows:

"Way back when I had my Typhoon I got myself in a corner running downwind with the main on the wrong side with no room to wear around to come upwind. We had a blast of wind that literally bent the mast out of column and caused the Typhoon to begin rolling in an extreme manner, then a jibe that broke the sail slides and pulled the main off much of the mast and boom. That jibe put my back in the water. How far we really were over is unknown to me, but it sure seemed VERY extreme.

To answer your question, with the self-reefed main (broken off sail slides) she bounced right up, lots of water in the cockpit and through the seat lockers, but that cleaned out quickly.

I learned a couple of lessons: (1) plan ahead and don't get yourself in the kind of box I did on that occasion, with no room to get out of trouble, and (2) that was one tough little boat. There was no damage other than the broken sail slides. THAT impressed me. I had many more delightful years with that little boat."

It sounds as if Jon Larson's Typhoon was a Weekender; the Weekender has a self-bailing cockpit and seat lockers. The Daysailer has a bilge with battery-operated pump; the seats have no lockers, just foam inside. The Daysailer should float even if the cockpit were to fill with water. Neither gentleman is on my mailing list, so I can't give you any more details.

We still don't have an answer to Ken Shaw's question of April 1995: "What is the Range of Positive Stability (RPS), in degrees, of a Typhoon?" John Rousmaniere's *Glossary of modern sailing terms* (2d ed., 1989) defines the range of positive stability as "the angle of heel at which a boat loses all stability and capsizes. For example, a boat with a range of 120 degrees will come back upright at any heel angle up to 120 degrees. After that, she will turn over." The Society of Naval Architects and Marine Engineers may have an answer, though I haven't contacted them. Perhaps someone else knows — it's not in the promotional literature.

Herón Peña writes from San Antonio: "A plate at the stern reads: 'Cape Dory Boats — West Bridgewater, Mass, — Boat 1171.' Would the boat number, 1171, be considered the 'sail number' for the boat and not the hull number?"

The answer to this question may be read in issue no. 4 of *the Typhoon*, where CDR John Butler, USCGS, describes the hull numbers in great detail. Briefly, the hull identification number (HIN) is like the vehicle identification number on your car: it is usually on the upper starboard side of the transom, molded into the fiberglass; it begins with the letters CPDD, the symbol for the Cape Dory companies, followed by a group of numbers and letters which indicate the month and year of manufacture. The number 1171 should be in there somewhere, near the end of the code, but as indicated in other issues of this periodical, the numbering of boats by the various manufacturers involved in the complicated history of Cape Dory boats, is still unclear and may never be completely explained. The original sails may or may not have a number on them, which, however, has no official significance. Only the HIN is a legal requirement. If there is any sign that the HIN has been tampered with, you may be in possession of a stolen boat!

Harvey M. Rosenwasser writes: "This is the second season with Cetol Marine. I only had to touch up a few spots at the top of the coaming that were abraded by feet climbing aboard and where there was some sheet chafing. It holds up better than oiling.

We just had the remnants of tropical storm Danny pass Nantucket (August 1997). For us 'summer folk' it was quite a blow, with winds gusting to 70 mph. Fortunately it lasted just 12 hours and then moved out to sea. The closest the eye came to the island was 30 miles.

The next day was a beautiful day with 15 kts. wind and three- to six-foot seas. I was shocked to find my mooring line chafed to one-third of its thickness. The polyethylene tube, which I used as a chafe guard over the line at the point where it goes through the chock, had slipped up towards the deck cleat, due to the constant action of the waves rocking the boat. This left the line itself to rub at the chock. My solution was to put a 4.5-foot piece of tubing on the new mooring painter, which will extend from the eye splice on the deck cleat, to a point beyond the chock. That way it can't move. I did have a small piece of line threaded between the three-part line to keep the tube from moving. But the severe and constant movement of the storm pushed the tube over the piece of line. There were sunk and flooded boats all about. I'm lucky the storm didn't last longer."

For a description of the phenomena heralding the approach of a hurricane, or tropical storm, see *The Mariner's pocket companion*, an annual published by the U. S. Naval Institute Press, 2062 Generals Highway, Annapolis, MD 21401. The editor, Wallace E. Tobin III, designed it for U. S. Navy personnel, but there is a lot of useful information for all those who sail whatever craft. I get it for \$17.50 every year, and find its pocket format and calendar indispensable.

CDR Bob Shea, USN, has further information regarding the title of Commodore: "The title Commodore is alive and well as an honorary title for Navy captains who command destroyer squadrons, submarine squadrons and aircraft wings. My boss, a Navy captain who commands a four-squadron wing of P-3's, is referred to as Commodore on a daily basis." (P-3's are patrol aircraft). Commodore, on this showing, is a working title, like Executive Officer (XO).

Carl Ulrich posted the following question on Walt Bilofsky's Website: "Just bought Typhoon hull no. 33, and notice that the original waterline has been painted over (and up). Plan to replace the original, but wonder if anyone has found the original lines to be low. Also, have a rudder with the fiberglass shell separating back from the post at the top of the rudder. Has anyone else had this problem?"

Dana Arenius gave this answer: "Most of the Cape Dory waterlines are too low, CD22's and other models. They tend to squat in the aft section but at the bow it is OK. Hence many folks see a lot of fouling along the aft sections of the waterline and not so bad up forward. It is because of realigning the existing boot top to a new tilted position that most people have just painted up with their anti-foulant over most of the boot top.

Seeing this problem on my CD26, I successfully raised and realigned my waterline to its true functional position. I did this while the boat was out of the water but markings can be made now while most boats are still floating (October). I did not have a lot of specialized tools, only a small carpenter's square. If you decide you want to do this, let me know and I will post a procedure.

On your rudder separation, I have not seen this before. It sounds as if this rudder is not structurally withstanding the loads placed on it. The repair aside, does this boat have an excessive weather helm?"

My own experience was similar; I save old invoices for repair on *Fair American*, simply as part of my learning process. The invoice dated 10/16/95 includes: "Relocate boot top higher, sand new boot top, prime, paint 3 topcoats, sand between coats, sand down remaining old boot stripe to receive bottom paint, 9.44 hours, disc. to 6.23 hrs." In addition, "Grind rudder damage, apply glass to leading edge, sand, seal & paint rudder, 2.39 hrs." Evidently the rudder area is critical when there is a lot of weight aft; since I discontinued using my outboard, this problem should not recur for quite some time. I never had any trouble with the helm.

Incidentally, do any of you have dates stamped on your boats? Mine says "10/16/79", so that repair was done on the boat's sixteenth birthday. The date appears on the starboard aft deck.

THIS IS ALL THE INFORMATION I HAVE RECEIVED since 1 August 1997. A question arises in my mind: other than material on Cape Dory Typhoons and other Cape Dory boats, do you want any other nautical material, such as book reviews? Or do you get enough of that stuff from other sailing publications, plus the Internet? Lengthening this newsletter would end up costing more; as you see, I barely break even; but it might invite more money. This is a purely reader-oriented periodical; it has no reason for being other than what you want to see in it. Drop me a line, please, and tell me what you do want to see.
