

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; (530) 662-3364.

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THANK YOU! for your responses to my cry for COPY! COPY! I've got lots of it — now! Meanwhile, I spent (on no. 12, December 1997) \$123.34 on printing, and \$127.00 on postage, making \$250.34. However, since Christmas, I have got only \$256.00. If you like this newsletter, and especially if you haven't sent anything (recently), every little bit helps. I exclude from this reckoning, Copyright Office fees and supplies. Remember, there is no organization behind me, therefore no dues. It's what you like, and what you can afford.

There is a new mag, *Good Old Boat*, published at 7340 Niagara Lane North, Maple Grove, Minnesota 55311-2655. It deals with aging fiberglass boats (I'm old enough to remember when the young owner of a "woodie" told me that fiberglass was no good; in case of a collision, the little pieces of glass would sink to the bottom, and there would be no wood to hold on to. I rather think he was pulling my lower crossbeam). I have been in contact with the editor, Karen Larson, and she is going to list *the Typhooner* among organizations, for lack of any place else to put it; although she understood clearly that I have no officers behind me (just as well!) So I consented, in the hope that still more readers would come aboard.

I now have 233 subscribers, in most coastal and some inland States of the Union. Some of these are only recently listed in the *Directory*, so if you don't have a brand-new copy, I can send it to you. If you're on it — or wanted to be, and I

inadvertently omitted you — or if you're on it and don't want to be — send for it, and I'll make corrections as soon as possible.

In running through the annotated list of subscribers, I find all too many have moved without a forwarding address. If you are ever moved (!) — to start a newsletter or magazine, you will soon find that the heart of your periodical is the mailing list (and no, I don't sell mine; those who try to buy it are met with an imperious sneer). So if you want to keep receiving this literature, please send a change of address notice, accessible from your local United States Post Office, and let's keep in touch. (I am apt to overlook a change on your letterhead). Similarly, if you sell your boat, be sure that I know the name and address of the new owner; and also, whether you wish to continue to receive *the Typhoon*, or no. On the other hand, if you want a list of other owners in your state or region, I can work this out.

THE CALIFORNIA CAPE DORY OWNERS ASSOCIATION met 18 April in Emeryville, a large marina south of Berkeley. Little significant business was transacted (this is usually done at the August rendezvous); the dinner was at a Chinese restaurant in the area, specializing in seafood — the best kind of Chinese cooking, for my purposes; and of course, the restaurant being right on the Bay, the food was all fresh. Walt Bilofsky was in the chair, Mike Sheridan was responsible for the excellent arrangements, and the next sail-in will be at Benicia.

Long the site of an armory, and briefly the home of the state capitol, Benicia is a charming little city, with craft shops and a lovely park. (I once attended a wedding in their gazebo). If your business takes you to California, be sure to see Benicia's little mid-19th-c. Capitol Building: Senate upstairs, Assembly downstairs, Speakers' chairs, flags, presidential portraits — all of which would now be considered spatially inadequate for a country high school auditorium. I thought that I heard that we would be dining in the Union Hotel, which is one of the few places I know of around here with really good Southern cooking.

FROM THE FILES: Ron Brassord recently sold his Typhoon to John and Carol Dingley, Burgess, VA (see below!) for the following reason: "I sold my beloved Morgan 38 and moved north to Hillsborough Inlet (Lighthouse PT). This is a restrictive, fair-weather, treacherous inlet; and I thought that a larger boat would be safer, and, with the 38 gone, allow us to take friends more easily.

Wrong on all counts! I bought a Sea Sprite 23, which is a sweetheart Alberg design, and I love sailing her. But she is not nearly the boat the Typhoon is, for rough weather and a nasty inlet. I was never out of control with the Typhoon,

but it's often "white knuckles" with the Sea Sprite. And I don't have much more room in the cockpit for guests.

The Sea Sprite has a mast height of nearly 35', narrow beam, which makes her very tender. It *must* be reefed at 12-15 knots. But she is *fast* — twice as fast!"

According to Richard M. Sherwood's *Field guide to sailboats*, 2d. edition, p. 194, the Alberg design of the Sea Sprite was the 23. The 27 (pictured), looks like a neat boat, with a full keel; LOA 27' 11", beam 8' 10". "All are displacement boats with full keels." But the 27 was designed by Luders, and looks rather stubby for its tall mast. (You'll want this guide, from Houghton Mifflin, \$14.95, even if you're not looking for a boat, and just enjoying a sparkling day on the water).

John K. Calkins recently joined us from Mesa, Arizona. Sending a brief description of his Cape Dory 10 (he's the only person I know of who owns one), he describes it as having a dark-blue "spatter" paint over original light blue gelcoat, and adds, "This 'spatter' finish paint job is not only attractive, but als is a very inexpensive alternative to new gelcot or a complete coverage paint job. It effectively camouflages nearly three decades' worth of scratches and craze-cracking in the gelcoat."

Maurice Cook writes from Bismarck, North Dakota: "There are two holes (cringles?) at the top of the mainsail for the halyard to snap into. When are you supposed to use the front and when the rear?" Funny, it never occurred to me to ask. I always used the top (front) one. "No one seems to have a good word to say about the roller reefing device for the mainsail ... Has anyone out there used it successfully and what is their secret?" He sails on windy Lake Sakakawea, and needs to know what is the best reefing device. As far as I'm concerned, this is best done by comparing notes with others. Several owners, as recorded in earlier issues of *the Typhoon*, have installed reef points in their sails. And in any case, "reef before you need to" would seem the best policy. He also points out that a Glossary of Boating Terms may be accessed at www.Terra.org.

John and Carol Dingley have bought the Brassords' Typhoon, as said above, and are restoring it in Burgess, Virginia. "We are experimenting with another teak finish called ARMADA, a spin-off from Cetol, which we never thought we would forsake. We will report back on the results, but so far we are impressed. We have been shocked at the rise in costs of marine bits and pieces in the past 4 years, and were really disappointed that the West Marine bronze portlights were marginally too big and certainly too massive for the Typhoon!" Spartan Marine, as we reported in our issue no. 5, is making fittings for Typhoons. Try contacting them at 1-800-325-3287; address: Robinhood, Bath, ME 04530. If this

doesn't work, please get back to me (I save all your letters!) so I can publish a correction.

Donald G. Hill writes from New Bern, North Carolina: "My CD is a Typhoon Senior, *Old Soldier*, hull #70, berthed at the Hancock Marina, Cherry Point, NC. She was launched in the NC waters of Pamlico Sound, June, 1996. Hurricane Bertha visited us a couple of weeks later ... And then in September here came her sister Fran. *Old Soldier* survived both of those hurricanes without a scratch, although the Fran storm surge played havoc with the marina." Cherry Point is on the estuary of the Neuse River; New Bern, up at the head of the estuary, was the old colonial capital of North Carolina. The fine old Governor's Mansion is still to be seen.

With the addition of Mr. Calkins and Mr. Hill, we now have representatives of owners of all four Typhoons: the 10', the 19.5' Daysailer, the 19.5' Weekender, and the 22' Senior.

Doug Jesseman, of Bennington, Vermont, but who sails his boat on Lake Sunapee, New Hampshire, sends pictures of the lake's shores in fine autumn foliage (even snooty 19th-c. European visitors who didn't like America had to admit that the fall colors were unequalled anywhere). He adds to his boat's *hull number*, 1248, the *hull identification number*, CPDD1248M76H. The distinction is important, as CDR Butler explained a few *Typhooner* issues past. The hull number was put there by the manufacturer; in the case of Cape Dory Typhoons, the hull numbers are so inextricably confused, that I despair of ever straightening out the pattern. The hull identification number, however, is like the vehicle identification number on your car: it is a legal requirement, and should be part of your state registration form and your insurance papers. (And if it has been tampered with, you may be in possession of a stolen boat!)

Dr. Roger Keroack, of Gainesville, Florida, whom we met back in 1996, writes: "I just wanted to update you on my search for a trailer for my Typhoon. The search was a lot more difficult than I ever would have imagined. I was originally looking for a used trailer, as I did not want to spend a lot, since my boat is at a permanent mooring and I very seldom haul it out. However, since the lake I'm on, here in Florida, has no full service marina with a lift, I have no other way of getting my boat out of the water. In fact, until this summer my boat had not been out of the water for seven years. During that time, my old trailer had completely rusted. Despite the abundance of boats and marinas in Florida, I could not locate a used trailer to fit my boat, so I began shipping for a new one. You mentioned in a back issue the name of one company" [E-Z Loader, Spokane] "that you knew of and I contacted them only to find that they no longer made sailboat trailers." [As I recall, they now only make trailers for larger, power

boats.] "I was in touch with a couple of smaller companies here in Florida that advertise custom-built trailers. I sent them specs. on the boat and on the old trailer I had, and they assured me they could build me one, and for what seemed a good price (ca. \$1500 for an aluminum trailer). However: I could never get them to send me plans, nor could I make them commit themselves to build it. One company lost the specs. I sent them: twice! Another acted as if he'd never heard of me, despite my having talked to him four or five times. One was too busy to talk to me over the phone, and actually hung up on me. All I can say is that business must be great for those guys if they can blow off potential customers like that. Finally I contacted Nauset Marine" [Orleans, Massachusetts] "and asked them who they use. They referred me to a company called Trailex (P. O. Box 553, Canfield, OH 44406-0553). They build trailers specifically for Typhoons and were a great company to deal with, very responsive to me, and they produce a good product, though a little more expensive than I was originally planning on. Their trailers are all aluminum and are infinitely adjustable. I required a few modifications on their basic design, and they accommodated those with no problem.

So after seven years in fresh water I hauled my boat out for a long-overdue overhaul. I was very pleased to find that there was no blistering on the hull, so that I could get by with a light sanding and repainting with anti-fouling and a new boot-stripe. A good cleaning on the inside, lots of elbow grease on the topsides, sanding and oiling the teak, and I was amazed how great she looked once again. I had to replace a few sheaves on the mast (for the halyards), but otherwise she's in amazingly good shape. I may even trailer her to some new sailing grounds, though I do love the convenience of having her at a mooring."

Dr. Keroack's boat was once struck by lightning, and his previous Typhoon was totalled by a ramming, but right now his vessel seems to be "PWG" — code letters for "This vessel is in good condition". (No doubt his patients improve, just as rapidly, — once they come under his care). Curiously enough, *Practical sailor* does not have any articles on trailers in its last two years; perhaps because many if not all of its readers have vessels too large for trailering.

The Lake Michigan Cape Dory Owners Association's publication, *Seaworthy* (not to be confused with the BOAT/U.S. publication of the same name — you can't copyright a periodical title) is obtainable from P. O. Box 694, Gurnee, IL 60031. It contains information of general use, and of interest not just to sailors on the waters of Michigan, Indiana, Illinois, and Wisconsin. Travel accounts (some of these are big boats, going down to Trinidad, and so on), recipes, and boats for sale (with photos) are included, along with repair articles with diagrams. Since their founding in 1985, they've been holding an annual rendezvous in August. If

your home port is anywhere near there, you should make contact with them. (I haven't seen an issue since November 1997 — not sure if something happened??)

Harvey M. Rosenwasser writes from Philadelphia: "I agree with Dana Arenius" [no. 12, p. 7] "about the waterline being too low. In Nantucket waters I always find growth on the 4-inch color band which is above the top of the bottom paint. — Getting out of the dinghy and into the water to do a better job of cleaning, reminded me of some thoughts I had this past summer. When I tried to get back into the boat, I had a very difficult time; and this was at the mooring. There is no foothold to give oneself a boost. I know the general approach is not to fall into the water in the first place. Towards this end I've installed a "U" bolt just below the cabin entrance. I got this idea from one of your readers this year. That is a perfect spot at which to hook a safety line attached to my combination safety harness and inflatable life jacket. I also have jack lines going from the aft cleat to the stern deats along the gunwales on each side. All of this equipment I use when sailing single-handed or in rough weather.

This leaves me with the problem of falling overboard and trying to get back. Unless one is gymnastically inclined or talented, it is very hard at the mooring or best conditions, and must be nearly impossible in heavy seas.

My former boat was a Herreshoff Eagle with a large "barn-door" rudder. I attached two folding mast steps: one to the lower part (below the waterline) of the rudder, and the other to the transom. That way I could put my right foot on the rudder step, boost myself up and place my left foot on the transom step. From there it is an easy maneuver to step aboard. In the folded-up position, the mast step caused little drag. However, a mast step installed on the transom of my Typhoon would be too high for a first step. Installing one on the rudder wouldn't work because it's too far below the waterline to give a foothold.

My interim solution, adopted while waiting for something better from your readers, is to hang (on a fixed, permanent basis) a line from the stern cleat over the side, ending about three feet down in a spliced loop. This afforded a foothold of sorts while I tried to get aboard holding the gunwale. As I tried to get aboard, the pressure of my foot pushing up, pushed the loop under the boat, making it very difficult to complete my climb. At the mooring I found getting into the dinghy was easy, because it's low in the water. I don't trail the dinghy when sailing. Anyone out there have a solution?"

I have had the same problem. Mr. Rosenwasser's boat is a Weekender, which he sails in Nantucket waters; mine is a Daysailer, confined to the more sheltered areas of San Francisco Bay. However, as he points out, there are problems getting onto the boat from the water, even when the vessel is moored or docked.

My own solution was to hang, from the starboard winch, a folding ladder — bright orange plastic from West Marine. A person in the water should be able to pull this ladder down and step one step at a time, while holding on to the gunwale. *Practical sailor* scorns this cheap device, saying that the weight of your foot will pull your legs under the boat; but while I've never tried it, it would seem to me that if you nevertheless try to put your other foot on the next rung, eventually your center of gravity will be high enough so that you should be able to hoist yourself over, if you have enough strength in your arms and shoulders. It should be remembered that *Practical sailor*, which recommends permanent steel ladders, is largely written for bigger boats than Typhoons. In those vessels, their complaint may have real substance. What we need is for someone in quiet, clean waters, to don a swimsuit and try it. (The Berkeley Marina is closed to swimming, "with much that's horrible and awfu', / Which e'en to name would be unlawfu."). Someone else should be at hand to haul the experimenter out if necessary. Finally, Mr. Rosenwasser's eyesplice line, has this disadvantage, that eventually sea-growth collects on, and devours, the rope.

There is, however, an advantage to having a boat that is difficult to get onto, from the water, at head level. If a pirate swims over to your Cape Dory Typhoon, — just at the cocktail hour, — with a cutlass in his teeth, you can always snatch the cutlass away from him, and slice off his head, crying "Avast, you villain!" (Be sure that you explain the meaning of "Avast!" before you execute him, otherwise he won't understand why you're doing it). Then you can sail your dinghy over to his rakish craft, climb aboard (with your handy orange plastic ladder) and dispatch his drunken crew; next help yourself to his plunder; and finally liberate the beautiful lady whom he has bound in his cabin. Experiments in this area may be a little more difficult to carry out; you will need help. *I'll stay at home and report.* (You can have the lady; I've already got a girlfriend; save me a few doubloons).

William R. Siddall, of Walpole, New Hampshire, also sails his boat from Nantucket: "I bought my boat in Falmouth on Cape Cod in 1979. The store owner sailed it over to Nantucket where I took delivery and have been sailing it ever since. I believe it was the first Typhoon in Nantucket. The shipward owner where I store it in the winter had never seen one, was impressed, and became a dealer the next year. There are now several Typhoons sailing in Nantucket: at a rough guess, perhaps 8 or 10."

Michael A. Wainfield, M.D., wrote in November from his home in Bellmore, New York: "We had a nice trip, from Bayshore, where the boat is docked through the Great South Bay, and up the State Channel to Merrick, about 25 miles. We sailed about half way, till the wind shifted and came right on the nose, and then we motor-sailed the rest. It was getting cold, and we didn't want to be out in the

dark; *Regalo* has no running lights. I have a 3hp Yamaha, which works well; usually I just use it for a few minutes to get out of the slip and into the Bay. It's light enough to put on and take off easily, and moves the boat along okay.

I had a fantastic three months with the Typhoon: I just purchased her in August [1997]. No electronics or lights; a topping lift, just mainsail or working jib. I installed a jib downhaul, and a Contest bulkhead compass. I carry a handheld VHF, and safety equipment.

The boat sails great, heaves-to beautifully, and handles easily reefed. I've been reefing by tying off the tack and clew, which I have to do before leaving the dock, but I'm planning to install a jiffy reef. I got a new gooseneck fitting from Rig-Rite, with the tack hook built in, which should work well."

We've heard before from Len West, of Cherry Hill, New Jersey. "Enclosed please find a photograph of the mast post I installed in my Weekender. Since I only daysail, the lack of space for a head was of no concern. The post consists of a 2.5-inch schedule 80 PVC pipe. The lower end rests directly on the keel and is held in position by the three-inch hole in the cabin floor. Under the mast step is a one-inch-thick block of wood held by the through mast step mounting bolts. Bolted to this block is a one-inch-thick wood disk that fits inside the PVC pipe. With the step removed, I was able to slide the whole assembly into place. After rebedding the mast step, the bolts were replaced with new bolts, one inch longer. The top of the pipe had to be notched to clear the nuts of the mast step bolts."

The result looks thoroughly seamanlike and should save Mr. West some of the problems in this area reported in by several skippers in earlier issues of this newsletter. Mr. West's Typhoon, *Mistress*, is listed in the Directory as a Weekender; his clean cabin space almost suggests a Daysailer. There isn't much room in a Weekender's tiny cabin, even for a hove-to nap.

Albert L. Wrisley, of Venice, Florida, writes: "Over the last three years we have established a fleet of the 19'.5 Typhoons at the Northport Point Yacht Club, Northport Point, Michigan. We currently have eight boats which we race weekly and are expecting three or four more as we can locate them. We are having a great time with these boats, and they have created a good bit of interest at our resort colony." — I can handle summer/winter subscriptions: but it would be easiest if I had only one permanent address to deal with. Mr. Wrisley suggests free subscriptions for all of his club's members, but for reasons stated at the beginning at this issue, or inferrable from the text, I'd just as soon deal with individual members giving us (that's you readers, and me) specific information to share. Once again, this is not the newsletter of a big organization.
