

# 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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**FINANCES:** Since May I have received \$212.00 from generous contributors. I've spent on postage \$172.00, and on copying \$160.88. Total \$332.88, loss \$120.88. I absorb copyright fees (only \$20.00), as well as floppy discs for back issues, laser paper, envelopes and mailers. As the number of subscribers grows (an incredible 245 at this point!) so does the need for contributions, of whatever amount; particularly from those who haven't ever sent \$0.01. Thank you!

However, only two of you detected that I had typographically added a foot to the Cape Dory Typhoon's LOA (Daysailer/Weekender only!) in the last issue: I wrote 19'6" instead of 18'6". Tsk, tsk!

**ONCE AGAIN:** There is no organization behind me; I have no dues, and come out only when there is enough copy. I rely entirely on donations — whatever you can offer or afford. Back issues are usually only in the form of a Macintosh floppy disc; IBM will not work. I don't keep stacks of old issues around very long; mailing a lot of paper is more expensive than mailing a floppy disc. If you don't have a Mac computer with printer, any nearby copy shop should be able to download the backfiles for you; most big cities and college towns have one. Finally, the mailing list is secured from prying advertising eyes.

**THE CALIFORNIA CAPE DORY OWNERS' ASSOCIATION** met this time in Benicia, California, across the river from where we first met in Martinez. Mike Fahy was present at both the first and the latest of these rendezvous (they call

them "rondis" on Lake Michigan; a good term to adopt). He hosted our meeting 15-16 August, where JoAnne Kipp replaced Walt Bilofsky as our new Commodore; Walt becomes WebMaster (toolworks/capedory.com) and I accepted the post of Vice-Commodore, with the responsibility of putting out yet another newsletter, that of the CCDOA. We dined at "Captain Jack's" in Benicia, a fine restaurant in a nice town which is growing at a decent rate (it hasn't yet been discovered by developers). JoAnne and her husband Dick Honey are presently traveling in Europe; when they get back, they'll start searching for the location of the next "rondi".

This isn't the first time I have put out two newsletters at once (between 1970 and 1995 I edited and published *Sipapu*, a newsletter for librarians interested in strange stuff) but this time I got: not only a Mac floppy full of transferable information, but also a vice-commodore's flag (red, with a white fouled anchor among thirteen white stars). I figure: being vice-commodore of a small sailing organization, which doesn't even have a clubhouse, is, borrowing a French proverbial phrase, — "to be chief mustard-maker to the Pope"; however, I'll do my best in both capacities. In any case, you don't have to live in California to be a member of the CCDOA, and most of its owners sail bigger boats than Typhoons. There is, therefore, only a slight overlap of membership between the two groups. Contact me, in any case, for membership information in either group, or both. My position in the newsletter you're holding, is not commodore, since we have no organization, but simply **EDITOR**.

What never ceases to amaze me, is that whenever an anchor is depicted in nautical heraldry — buttons, flags, bumper stickers, what you will — it is almost invariably depicted **fouled** — with a line around the shank. This was pointed out ninety years ago by the *Encyclopædia Britannica* (11th edition, the last one printed in Cambridge), as "the one thing that a sailor hates". Reason why: it won't hold, but changes place, and endangers hull and skipper. Perhaps there is some obscure reason behind this, but I think the design was drawn by an artist who had never been to sea.

**FROM THE FILES:** From John L. Calkins, P. O. Box 348, Mesa, Arizona, 85211: "A Lake Michigan story: I visited friends in Rhode Island, to watch the tall ships arrive from Bermuda. They, visiting me in Michigan later that summer, were aboard my 15'6" CTS yawl, a British Drascombe "Dabbler", when we spotted an unusual and uncharted "structure" on the horizon. Altering course, we eventually recognized the topgallants of the star of the tall ships fleet, the *Christian Raddich*, a Norwegian Navy training vessel manned mostly by a youthful crew. The ship was headed through the Great Lakes on a public relations mission. A week or so later, it was caught in a typical, violent storm in the narrow shoals between Beaver Island and the "mainland" of Michigan's

lower peninsula. A reporter asked the captain to describe the worst part of the ship's passage from Norway to Chicago, and obtained this reply: "Just the other day, at the north end of Lake Michigan — worse than anything in the North Atlantic." — Lake Michigan Cape Dory Owners may wish to note, and their newsletter copy.

Mr. Calkins also offers **For Sale:** "Recently restored/refurbished Cape Dory 10, an elegant yacht tender/daysailer. Professionally refurbished in the last ten months. 95% as new cosmetically, 100% functionally. Oiled teak inwales/outwales, seats, centerboard trunk cap, mast partner. New double-braid halyard and sheet, with new Harken swivel block for mid-boom sheeting, new traveler and centerboard painter. All through-hull hardware newly sealed. Bow and stern flotation tanks filled with EPS for absolutely positive buoyancy. — Polished white hull with robin's egg blue liner, painted in "spatter" finish darker blue paint to hide dirt and crazing. Light blue sails in excellent condition. Varnished mahogany rudder, ash tiller, varnished Caviness oars, with traditional Wilcox-Crittenden bronze locks and rubber "leathers". Polished bronze hardware, including two rowing stations, at center and bow seats. Through-bolted stainless ring at transom for aft tie-off. Hawk wind indicator. Teak OB mount pad. — New custom fitted snap-on canvas mooring/trailing cover with stand-off to support cover with or without stowed spars, spar bag, fiberglass cover support bows. Freshly painted trailer with new rims, tires, Bearing Buddies, wiring, lights, winch line, and spare rim/tire. 1.2 HP, 15# outboard with under two hours. — This classic Cape Dory 10 offered at \$3,300, F.O.B. Mesa, AZ, with possible California delivery at additional cost. Call (602) 833-7116, or fax (602) 233-0830."

Robert M. Davenport writes: "Like you, I have a folding (collapsible) ladder I hang from the starboard winch. Myself, and all my family, have used it as a swim ladder for 16 years — for swimming off my moored *TyphoonPaseo* in the delightful summertime waters of Cohasset Harbor. (Typhooners in the Massachusetts Bay area, come join us!) It works. Yes, your legs do tend to get pulled under the boat, but you can manage. Another way to get back on board might be to lower the outboard, and then step up on the flanges down near the prop. I haven't tried that one yet but will attempt it this summer." My letter to *Practical sailor* on this subject was never published; I don't have an outboard on *Fair American*, and I have a healthy suspicion of all props. But reach Mr. Davenport in Cohasset, if you live near there, and let us know how you fared.

John and Carol Dingley (90 Overlook Lane, P. O. Box 809, Burgess, VA 22432) have a lot to say about restoring their boat, *Winchester Liz*. "Progress on *Winchester Liz* has been slow due to a particularly bad Spring and, as always, the task grows before you as you dig deeper. She has had a hard life with some

mean owners, present company excepted of course, but I haven't found anything structural yet. The first projects were: to replace the cockpit drain gate valves with marelon seacocks; and to remove the marine head through-hulls, which someone had put in the middle of the cabin. Next, was to repair the pulpit, which was also bent, and which was leaking through its mounts. I have spent about 300 hours in repairs; these hours have also included replacing toe, rub, and taff rails, where the caulking had all but disintegrated. I discarded all the original rails, because they had been sanded almost to extinction; and also because the toe rails had been peppered with random small holes — ostensibly for scuppering; but most of those holes were not flush with the deck. There was even a piece of mahogany 'scarfed' into the rub rail! I did get a little exotic with the hatch cover; it looked so inadequate, that I teak-decked the upper surface with 1/4-inch teak, and epoxy from West System. The cover looks wonderful, and I can actually stand on it now, but not as a regular habit, you understand. A varnished mahogany transom also looks very grand, and we plan to deck the badly oxidized fantail and cockpit seats. The hull (also badly oxidized) will be painted with dark blue Interlux "Brightside"; red bottom paint and a gold cove stripe will complete the transformation. The spars need a coat of paint but enough is enough for this year!

We persuaded a good friend of ours, with a weekend home on our creek, to invest in one of these wonderful boats, so after the necessary bargaining we sailed home from Chesapeake Bay, 20 miles in 5 1/2 hours in a Force 2 (maybe an occasional Force 3) wind. We now have three Weekenders in our small creek. We feel his ownership of this sturdy vessel would be far from complete without belonging to your excellent group. The boat's name is *Fair Breeze*, hull number CDD0631M74D. She is in excellent condition, needing only seacocks to replace the frozen gate valves. I am sure my friend would be interested if any Typhooner knows any history of the boat. The donation is on behalf of Jeffrey M. Wainscott, 423 North Columbus Street, Alexandria, VA 22314."

Mr. John Fitzgerald, 429 West State, Hartford, WI 53027, is inquiring for Gibb's winches, or parts for same; one of his winches needs a pawl and spring. He'd prefer to have a complete winch and keep the old one for parts; but a spring and pawl would make him happy. If no Gibb's is available, would anyone have suggestions for easy replacement? — I spent a morning at the library with Thomas's *Register of manufactures*, and found nothing. Gibb's may be out of business, although I have found a lot of gaps in Thomas's before, when I was a working librarian.

Fred Holt writes from Louisville, Colorado: "Allow me to describe a little bit about my 1975 Typhon *Calypso*. I have owned her for seven years and have spent many an enjoyable day on the beautiful mountain reservoir, Lake Dillon,

located in Summit County, Colorado. Next year, my family and I will be summering in the upper peninsula of Michigan, where we recently purchased a cottage. I am looking forward with great anticipation to getting *Calypso* on the big water of Lake Michigan. I have always fussed over her, but this change in sailing locale gives me the perfect excuse for more improvements. This Fall will see the addition of an electrical system which will include VHF, running lights, cabin light and maybe a stereo system. She'll also get a complete repaint with a quality LPU product — I'm attempting to get her ready, but will have a professional do the spray job. The teak will once again be hand-sanded and a fresh coat of Cetol Marine applied; I've never used this product but I hear from other owners that it's great. Lastly, I'll be adding a jiffy reefing system and jack lines for those inevitable Lake Michigan blows (I'm actually looking forward to those days!)"

Robert F. Kimball writes from 36 Edgewater Road, Wakefield, RI 02879: "I am trying to restore a Cape Dory 10' that had been treated poorly — left upside down in a dirt pile — rotted rub rails, etc. I need a sail, rigging plan, rudder, a brochure and any miscellaneous tips to restore gored gelcoat. The number on the stern is: Cape Dory 10' #65."

You now see why I publish this newsletter. (And also why I frequently put in skippers' addresses, although I'm aware that it may be viewed by some as obtrusive. However, remember that this mailing list is not for sale). True, I could put the whole newsletter on the Internet, but not everybody has one; and I have this and previous issues on a Macintosh floppy disk. Also, I don't cost you anything (although I do like donations). The question now is, will Mr. Kimball simply buy Mr. Calkins's boat? Or will he communicate with Mr. Calkins, get plans and rigging (sails should be no problem in Rhode Island!) and restore his foundling in Wakefield? I have never seen a CD 10', and the little literature I have from the days when CD's were still made, has almost nothing about the "tens". Richard M. Sherwood's *Field guide to sailboats*, 2nd edition, lists Typhoons and Cape Dorys, but no 10'. Every sailor should have this book!

Daniel J. McCauley, 4304 Vine Ridge Court, Arlington, TX 76017, writes: "I have had a Cape Dory Typhoon, *Ruffian*, CPDD1638M79F for about a year and a half and I have enjoyed the boat very much. I sail out of Lynn Creek Yacht Club on Joe Poole Lake outside of Dallas, Texas... My mainsail also has two cringles in the top (head). I have tried to use the back one and the mainsail jammed in the groove at the top of the hoist. Using the forward cringle allows the sail to go to the top of the mast without binding. — I am also considering using a jiffy reef system rather than the roller device on the boom. The biggest disadvantage to using the roller system supplied with the boat is that you cannot use a boom vang to control mainsail twist when sailing downwind." (This is true; you have

to rig a pole to keep the boom out at the right angle). "I would be interested in looking at reefing designs that other owners have found to work well. — I also do not have a trailer, and the boat is in need of bottom painting. I am looking for a trailer that could be modified to fit the hull shape of the Cape Dory. I have been told a trailer with tandem wheels would be the most stable; however, a single axle would also work. I have not considered a new trailer because of the cost." (This sounds like a job for local classified ads; however, see the last issue, in which a company called Trailex, P. O. Box 553, Canfield, OH 44406, custom-makes trailers). — "My boot stripe also appears to be too low. Algae grow above the boot stripe from the cabin hump forward to the bow. If I ever get the boat out of the water to paint the bottom I will also raise the boot stripe along the forward third of the boat." (I had the same problem, and raised the boot stripe a couple of inches along the whole of the boat. See my list of repairs done in 1995; *Typhoon*, issue no. 12). — "I have fashioned a step for getting back in the boat from the water. I used a block of Redwood about six inches square and drilled four holes into it. I attached two lines through the holes to make a stirrup to the cleat on the transom. The stirrup will extend into the water 12 to 18 inches when I have weight on it. The trick is to put one foot in the stirrup and push down with one leg while I pull myself up and over the transom with my arms. When I come up I put the knee of my other leg on the transom. It takes some coordination but seems to work OK. When I am not swimming I keep the stirrup in the boat; so it would do me no good if I fell out of the water and no one was with me." (If the stirrup were attached to a cleat on the transom, it should be possible to pull it down for use; otherwise, maybe it belongs on one of the winches? That's where I hang my ladder, which flops down for use). — "I have a small 2.5hp outboard. With a small motor the prop tends to lift out of the water in choppy conditions. The previous owner (Edd Miller) evidently got tired of sitting on the transom while motoring, so he modified the bracket to put the motor lower in the water. He replaced the rectangular block on the bracket with one fashioned in a "V". This lowered the motor about 6 inches and reduced the tendency of the prop to come out of the water. The "V" design weakened the strength of the block, so lateral holes were drilled into the block and plugs were installed to give the piece greater strength. — I would like to see another Typhoon on the lake I sail on to compare rig tuning. I have noticed I have to keep some rudder pressure on to keep the heading straight when I sail with main and jib, but the boat is more balanced when I have the 150% jib up."

Reuben Meisel writes from Ventnor, New Jersey: "... the plaque in the cockpit of my daysailer is #1 West Bridgewater, Mass. The starboard etching has a Jan. 1975 date. Maybe someday, these numbers will make sense." ("I doubt it," said the editor, "and shed a bitter tear.") "I would like to mount a compass but I don't see a suitable spot for it. Yours is on your mast?" (Yes, there's an aluminum hook on the aluminum mast. That could be installed in a jiffy; just make sure

that it's a strip of aluminum). "My jib is way short (2-3 feet) of the top of the mast when raised — is this because of the jib boom arrangement?"

You've got a clubfooted jib, and the sail belongs that way. To make things easier for you, I am reprinting two earlier papers on the clubfoot jib, by B. M. Sheridan.

"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 then 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 blocks 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 jib cannot easily be deliberately backwinded, making it impossible to lie ahull in a bad blow.

— How to fly a club 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 fo'c'sle end of the boat. Fasten the clew of the jib to the aft end of the club 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." — B. M. Sheridan, Emeryville, California.

I myself sailed with CDR Bob Shea, USN, on *Fair American*, 27 June, and we ran into unexpected problems. (You'll need a chart of San Francisco Bay to follow this one). We left the Berkeley Marina, around ten in the morning, and sailed north on a beam reach in a good 8-10 knot wind to Richmond Harbor, ate sandwiches, and then, passing Red Rock, got under the Richmond-San Rafael Bridge. What we hadn't anticipated was that the normal flood tide was being met by a heavy downflow from the rivers: the snow produced by "El Niño" this last winter had suddenly all melted, after a cold wet spring, and the conjoined river and flood tide produced a chop of the sort I had never before seen on the Bay. For two hours at least, we were unable to get back under that bridge; we saw one or two other boats in the same distress and perplexity. A Coast Guard vessel did not see us, from the distance of half a mile; or he was going home. My

radio had lapsed, even after recharging, so Bob Shea hailed a power vessel which towed us through difficult waves back to Berkeley. I had given up my outboard, since (being docked upwind) I had never used it; the tide would not have turned until five that afternoon, and we were grateful for the help. (Just getting away from the bridge would not have been enough; we would have been driven all the way back, were it not for the help we had). I sent a letter of thanks to CDR Shea, and one also to *Latitude 38°*, the sailing magazine for the Bay; and since then have only been out on someone else's boat, an Islander 27'. I subsequently replaced the nickel-cadmium battery; apparently used or not, recharged or not, they only last about two years. Thank you, Bob Shea!

Dr. Michael A. Wainfeld has had a busy spring in Bellmore, NY, with *Regalo*: "after a long winter studying back issues of *Practical sailor*, *Sail*, *Sailing*, numerous voluminous texts, old volumes of *The Typhoon*, and long hours going over postings on the California Cape Dory Bulletin Board I was ready to begin. — I lightly sanded the bottom, and applied two coats of Micron anti-fouling paint. I sanded and painted the bootstripe, and compounded and waxed the hull. My expert sailing buddy graded my efforts a B-, but I was undeterred, and proceeded to scrub the teak with Star-Brite teak cleaner. — I then launched and installed a Tiller Stay. This simple and handy device holds the tiller in place while sailing singlehanded. I can let go and consult my chart or have a snack. I also installed the jiffy-reefing setup. Rig-Rite supplied a new gooseneck fitting with a tack hook, and a turning block for the boom. On my first sail I practiced, and was able to reef the mainsail in literally less than a minute. — I stand in the companionway with my feet on the quarter berths, and ease the mainsail halyard. I then pull down the reef tack cringle onto the reefing hook, and then tighten the halyard. Finally I tighten the reefing line and cleat off on the boom. The shape of my reefed mainsail actually looks a bit better; my main is probably a bit baggy. — For my last project, I jumped on the Cetol bandwagon and painted all the teak with two coats. It looks pretty good. — As my sailing time is limited I made two more modifications. I keep my jib hanked on the forestay in a West Marine jib bag; expensive, but very well made. And now I keep the motor on the mount, locked, instead of mounting it every time. If I get out of work early, I can hop down to the marina and be under way in ten minutes! — I'm getting more comfortable sailing *Regalo* in stronger winds. Often winds on the Great South Bay are in excess of 15 knots. I was intrigued by Ron Brassord's letter in the May issue. I have always admired the Sea Sprite 23. It's interesting how small changes in design can result in a differently-handling boat."

Dr. Wainfeld posted the following on the Internet: "Sailing a Typhoon in Force 5. — I had a chance today to see what my Typhoon Weekender *Regalo* can do. The report was for a small craft warning, with winds 20-25 knots. I hoisted both sails



in the canal which is protected, but as soon as I reached the bay the winds were a steady 15-17 knots, and I was overpowered. I quickly reefed the main, but still found the boat difficult to control in gusts to 20 knots. I then dropped the jib, and the boat settled down nicely. Very easy to control, with not much heel. I continued on a reach with winds 17-20 knots, with frequent gusts to 26 knots. I turned to weather to go under a bridge, and I was surprised how well she pointed. Got wet, but made slow if steady progress on a beat, and I think I was bucking a current. I then turned to a broad reach back. Sailing under reefed main alone I think the boat would have done well in winds to 30 knots, especially with crew. Three cheers for Carl Alberg! What a great little boat!" — Dr. Wainfeld posts two other online stories, by Brent Musolf and Rick Parish. Bent Musolf is not on my master list, but Rick Parish, whom, therefore, I may reckon as a contributor, has this to say:

"My first boat was also a Widgeon. I'm planning to paint my Typhoon the week of June 29. While in the process of stripping off the old topsides and bottom paint, I found evidence of 4 (yes four) different water lines. I have no idea which is the right one, so I plan to float the boat next weekend and walk around it with a pencil, and mark the real water line. I appreciate your comments about your halyards. I'll rethink this matter before I mount the deck hardware. I looked at your photos again, more closely, and I see that the halyards don't rub the hatch. There must be a wooden block under the cleat. You indicate you use a jib and main. What boat speed do you get in five-knot winds with just a working jib and main? I live in Florida and sail on Tampa Bay. Our summer winds are very light in the morning. In the afternoon, a sea breeze kicks in; but it is oh-so-hot. Our best sailing is in the winter when it's cooler and the passing fronts leave us with a nice breeze".

My only difference with Dr. Wainfeld concerns the advisability of leaving the jib and motor on the boat. Just because the marina gate is locked doesn't mean that the boat and its contents are secure. I was warned about leaving a handheld VHF radio on *Fair American*, and have taken it home ever since. And not everybody who has a key is honest, nor are their kids. I've had a dockline rubbed to fraying against a post.

T. J. Wasmuth, of 200 West Vine, Eunice, LA 70535, wants to sell his Cape Dory Typhoon Senior (22'4"). He says that his boat is in better-than-new shape and has a tandem axle trailer. Only about 175 of these big Typhoons were built; they're rarely seen, rarely sold. He's not on my Directory (are you? I keep updating it, so be sure to have the latest one!) and his home phone is (318) 457-4745; his business phone (dba Hometown Loan, Inc., same address): (318) 457-3014. He mentions no price; but the boat's name is *C'est Tout*.

Alors, — "c'est tout!"

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