

# 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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**AT LAST**, after a difficult winter (January fog and cold, February rain), I'm back. Last issue, no. 14, I spent \$117.12 on postage, and on printing at Kinko's, \$165.17; but to match the total, \$282.29, you sent me \$597.00, putting me clearly in the black - for now! Meanwhile, I can always use more copy, since I don't have any info about Cape Dory Typhoons, their joys and sorrows, unless you skippers (all 266 of you, scattered among 39 states, the District of Columbia, Puerto Rico and Quebec) send it to me. (Some have dropped out, others dropped in, to this mailing list. In case you are ever moved to start a personal newsletter, be assured that the hardest part is not the writing, nor even the printing and postage, but keeping up the mailing list. The saddest and most discouraging hour' is when a post office returns a letter marked "f.o.e. = forwarding order expired". Occasionally I can plead for help from another reader in the vicinity, but most of the time this maneuver -is out of the question. So, please, send me your change of address notices - they're available at every post office in the country, including our island possessions).

**THE NEXT SPRING FLOAT-IN** of the California Cape Dory Owners Association will be 2 May 1999, at the Coyote Point Yacht Club; the next (6th) annual rendezvous will be at the South Beach Marina, San Francisco, 21 August. Wannabee with-it? (who doesn't?) get into contact with JoAnne Kipp, our new commodore, at 1801 Parkwood Drive, San Mateo, CA 94403, or phone 650-349-8011.

I also get the newsletter of the Lake Michigan Cape Dory Owners Association, *SeaWorthy* (*not to be confused with the periodical put out by Boat U.S.*). The next "rondi" of the LMCDOA is at Gurnee, Illinois, on 27 March. For info phone 847-680-1846 by the 13th. The new publisher/editor of their newsletter is Jerry Hammernik, 1400 E. Meadowview Drive, Oak Creek, WI 53154. A previous editor, Kim Richards, writes: "In looking over our finances, we found that we can not continue to provide copies of the owner's manuals for \$5.00 each. We are also attempting to streamline this process, so we can respond to requests in a timely manner. While we are doing this, I would appreciate it if you could make it known that manuals are temporarily unavailable." The Lake Michigan CDOA also are in contact with our website: [toolworks.com/capedory/index.html](http://toolworks.com/capedory/index.html).

This means that manuals are unavailable from anyone I know. I have one, but it's down on the boat, and I don't have a copying machine that could handle its 70-odd pages. Kinko's won't touch anything that has a valid coyright on it; the Cape Dory people at Nauset Marine don't have one to offer. The best I can do is what I'm doing: running a newsletter to answer your specific questions.

Finally there is a Cape Dory Sailboat Owners Association on the East Coast. If memory serves, they were originally in Kentucky, then moved to Maryland. Their relations with the CCDOA and the LMCDOA remains unclear; they seem to want to be national, but then so is the CCDOA (it has a number of members outside California) and of course so is this *Typhoon*. Addressing the website might elucidate their address and goings-on.

**FROM THE FILES:** Robert Conway writes from Martha's Vineyard: "My Typhoon is a 1976 model. This means it has a self-bailing cockpit." [This also means it is a Weekender, not a Daysailer]. " Early in the season I got an emergency call from the local harbormaster that my boat was about to sink from all the rain we had been having. I told him that was hard to believe since my Typhoon was still in the boatyard fourteen miles away. Someone else has an old model (pre-Cape Dory) near my mooring, with no formed cockpit or seacocks to drain out rainwater. - Speaking of seacocks, how much of a job is it to replace them and how do you get the frozen ones out? I assume you saw out the

connecting hoses with a keyhole handsaw. - Reuben Meisel of Ventnor, NJ, asked where to mount a compass. Get a flush-mount one and cut a round hole in the panel to the left of the cabin entrance and bolt it in. Reserve the right panel for a knotmeter/log meter. It's the most enjoyable asset I ever added to my Typhoon *Spindrift Too* ".

Vern C. Dorsch of 5652 Turtle Valley Drive, Stockton, CA 95207, writes: " ... I also own a Cape Dory Typhoon. I bought it several years ago from James Roche who owned two of them (identical). One was at Lake Tahoe. Mine is now berthed at the Stockton Sailing Club ...I am very pleased with the boat as it is so stable even when I have four grandchildren with me. I haven't really tested it though with all the sails (a genoa and a drifter) - at 76 years of age I seem content to enjoy just the main and a club jib." - Those of you who are having trouble with a club jib may wish to write Mr. Dorsch.

FOR SALE: 1972 Cape Dory Typhoon Weekender! Hull is in perfect condition and has been professionally polished and sealed (original factory off-white) - bottom was stripped and painted black - new tan boot stripe - 5 new boat stands (powder coated in "OSHA" orange) - 8hp Johnson extra long shaft with reverse - completely rebuilt at end of '98; motor looks brand new - topsides were painted to original specifications: white and tan two-stage epoxy with textured finish - all bronze on boat has been professionally polished and a marine clear epoxy coating has been applied (bronze is perfect) - all new lines were installed at end of '98 - teak is flawless throughout, completely stripped, sanded, covered with two coats of CETOL - full-size Ritchie compass mounted on port bulkhead - full stern rail and single-line stanchion from bow to stern - new vinyl floor in cockpit (end of '98) - cockpit seats hinged (end of '98) for storage access - cabin in flawless condition with full cushions, lots of teak, completely polished and sealed with new paint on overhead - sails: main in excellent condition, working jibs in excellent condition; also genoa - sail and tiller covers - brand-new Cape Dory brown boat and motor cover; custom-made with two zippers, offering total coverage and protection - cockpit cushion in excellent condition - fire extinguisher, anchor and many spare parts included - oversize bumpers with matching brown covers. This is one of the finest examples of a Cape Dory Typhoon. She has been professionally restored to show condition. No area of this boat has been overlooked. She sails and looks perfect. Asking \$7000.00; call Stephen Grisanti (Rye, New York) 914-921-0402." - We haven't seen an opportunity like this for several years (that other one was sold). The price seems quite reasonable, considering the work put into it.

D. Alan Kunard joined us in November from New Port Richey, Florida: "I have enjoyed my Typhoon Daysailer for two years. It is in a wet slip on Lake Tarpon, Florida, which is 5 miles long and 1.5 miles wide, east of Tarpon Springs. I belong to the Coast Guard Auxiliary, and teach their sailing course. Because of insurance problems we don't have any on-the-water training. I do give the members of the flotilla lessons on Miss Dory. She is a sweet-sailing, beautifully balanced vessel. ... I will soon be in the market for a new suit of sails and would appreciate suggestions." - Has any other reader had contact with the Coast Guard Auxiliary? My impression is that volunteers find themselves in the minutiae of law enforcement, mostly drug interdiction, which is not my trade. In addition, members are no longer allowed to go to the rescue of boats in trouble - is that correct? Finally, how can you be forbidden to give on-the-water training and still teach lessons on your own itty-bitty boat? (I also am under the vague and quite possibly inaccurate and unworthy impression that the entire country is falling under the spell of lawyers, insurance people, investigators of all sorts, and bean-counters). - Help us out here, if you please.

Gregory R. O'Meara writes from Hingham, Massachusetts: "I have had my boat since 1986, and keep it at the Hingham Yacht Club. Our season is basically Memorial Day to Labor Day. Every year when I launch the Typhoon, and it is one of the smaller boats at the HYC, somebody says 'what a beautiful boat', 'what a classic looking boat'; or tells me he once had a Typhoon, and went to a bigger boat - and now wishes he still had the Typhoon. This year a fellow told me how he now had a 36' Pearson but longs for his Typhoon. - In terms of easy sailing, I find I can get the boat off the mooring and sailing quickly using just the genoa; and in all but the lightest winds the boat moves along and handles well. - Several questions: (1) is there a consensus for a furling system for the jib which is easily adaptable to the Typhoon and relatively inexpensive? (2) is there a brand-name available for the gate valve on the scupper and if so, what is the correct size? (3) does anybody have a recommendation for an easy way to pump out the hold? (4) how does the Typhoon do with a spinnaker?"

My answer to no. 1 is, simply install a jib downhaul, a light line running through the first cringle down to a block attached to the bronze fitting fully forward. On nos. 2 and 3, I pass; over to owners of Weekenders and Seniors. On no. 4, over to East Coast owners; San Francisco Bay's winds would quickly overpower a little Typhoon with a spinnaker. I don't even have a genoa; my jib is three-quarters size.

From Bill Pfeiffer, Akron, Ohio: "Looking at some of the comments about water in the bilge, I've found that my starboard cockpit drain has lost its bedding. A couple of years ago I tried to rebed, without removing the hose because it was stuck to the fitting. It only lasted two seasons. After haulout I cut through the hose. It has a spiral wire imbedded in the rubber and a hacksaw is the only way, and I removed the bronze drain fitting. It does not have a nut to draw it up as most drain fittings do. I plan to let the fiberglass dry out over the winter and use 3 M 5200 to rebed the drain fitting in the spring. Then, after it sets up a few days, attach the new hose. Don't let anyone tell you it doesn't need the spiral wire in it. The two bends will collapse without it. I feel confident this will stop any water from leaking into my bilge. - Cetol is the only way to go! Three coats in the Virginia sun is not enough, however. I recommend six coats, but keep them thin. Watch out for line chafe from spring lines on the tow and rub rails. A fresh-water wipe down, even with the morning dew, helps to keep the dirt from the finish. - The 22-foot Typhoons have a stainless steel plate under the mast tabernacle to distribute the downward forces over a larger area of the cabin top."

John Phillips writes from Red Cloud, Nebraska, where he has bought a marina (I didn't know there was enough water in the Republican River to support a marina!) After discussing a precious family memory with which a ladybug was involved, he continues: "I bought a 1976 Cape Dory Typhoon Weekender through the Internet. Sight unseen: in fact, I had never seen any Typhoons. But I had studied them for nearly two years and I felt that this one was priced where I could have fun restoring it and then either keep it or sell it. I sent an employee of mine to Chicago to get it. He called and did a walkaround cell phone call with me, and we went over the areas of major concern. He checked the cabin's top for indentation, the rudder post for looseness, damaged or missing rigging and hardware and then paid the gentleman and headed home. The night before the boat was to get here the three demons of self-doubt, hesitation, and raw fear were really enjoying themselves. By morning I was certain that I had wasted some money that really needed to be saved for the new business. As I rounded the corner of the dealership and saw the Cape Dory I began to appreciate Carl Alberg's design genius. I could see her long proud bow and the definite overhang both fore and aft. I got out of my car and began the caressing and touching that people do when they see a lovely boat. I worked my way aft, alternately rubbing her teak and thumping on her hull. With each thump I listened to the solid sound of a well-built boat. As I rounded her transome, I smiled and knew that everything was going to be just fine. Her name was *Ladybug II*"

Arnold Schechter, of Westport, Connecticut, sent a copy of a letter he wrote back in 1984 to the Cape Dory Owners Association in East Taunton, Mass. "The Typhoon is my personal boat. There just isn't anything around that can give one man such sailing satisfaction." Most of the rest of the letter is about technical problems; unfortunately he does not include whatever answer he got, and the old association seems to have drifted away, or has been replaced by the East Coast group of CD owners mentioned above. - He does include a page from *Soundings*, November 1998: "Cape Dory Typhoon: the 18-foot yacht", by Fred Miller, - too long to quote here, which has a good history of the boat, its variations, and the division of the molds and plans since 1991. Some of you readers are quoted in it, and so am I. Miller also lists an online site I hadn't heard of: The Typhoon Slip: [www.shrinking-planet.com/typhoon/index.html](http://www.shrinking-planet.com/typhoon/index.html).

From Richard Stephens, of Ovid, New York: "I purchased my Typhoon Weekender in March 1998, and have sailed her just about every weekend over the summer. She is hull #342, built in 1972 She is moored off Sheldrake, Cayuga Lake, NY. She is equipped with a Johnson 4hp motor, a swim ladder (attaches to fittings on the side-deck), and a roller-furling genoa (in a fresh wind I use the original working jib - it sets much better). I have added a mast support and boom vang. She has no electrics, and I plan to keep it that way - the simpler the better."

Dr. Doug Walters, owner of the CD Weekender Puffin, writes from Warren, Pennsylvania: "I just took my boat off its mooring on Chautauqua Lake last Thursday, October 29th, and sailed and motored to the marina where I leave it every fall for hauling and storage. It was a glorious fall day but always a sad time for me. How I envy you sailors who have access to water that never freezes! Sunday morning I donned my wet suit and retrieved my mooring anchor and ball. Brrr! All that's left is to winterize the outboard motor and it's 'wait till spring'. I do plan to varnish the hatch boards and tiller this winter. Wishing you a good winter of sailing on the Bay." - I didn't have one: intense cold and fog kept me indoors up to now!

Serge Zimberoff wrote me just after the publication of *Typhooner* no. 14, from Santa Rosa: "I wanted to make some follow-up comments about boarding ladders. I have one of those with plastic steps and 5/8 inch line which suspends the steps. I hand it over the side from the cleat on the cabin top. For the first few years I got long pretty much as you described, i.e., plastered against the side of the hull as the steps swung underneath the boat while I was boarding. Then help arrived. Our daughter-in-law, who is surely part fish anyway, showed us that if we stood on the very bottom step first, rather than one higher up, and stood

straight up, that the ladder stayed vertical, and climbing back in was almost graceful.

Just for the record, it can be done without a ladder, with sufficient motivation, as I found out some years ago. Dinner was almost ready and the boat was still hanging off her bow line from the dock. The wind had really come up late in the afternoon, but the boat still had to be put back out on the mooring for the night. For some reason, I went down alone to do it. At that time, we had an outboard with no neutral, only forward. I got the engine started, cast off, and immediately was in trouble. As soon as I let go of the line, the wind blew it off the deck into the water. Yup, -it fouled the prop immediately. By now, everyone was watching from the porch. I managed to get the line free, and the outboard going again - just before the keel hit the rocks. Prematurely relieved, I motored to the mooring, made all fast, and secured the boat. The wind was whistling in the rigging by then, as I went over the side to get into the dinghy. No way ... the dinghy was unstable in calm water, so no matter how carefully I tried, over it went and into the water went I. But into the drink fully dressed for dinner with street shoes, slacks, etc. I came out of the water into the cockpit as fast as I went in. Still don't know how! Oh, the ignominy of it all with everyone watching, the dinghy capsized and me sitting soaking wet waiting for someone to come out with the Boston Whaler to bring the dinghy and me back to shore. (Yes, shortly thereafter we got a new dinghy that has much better manners)."

Mr. Zimberoff is a big man; I met him once - the splash must have been very embarrassing. The rope ladder really needs to be tested under a variety of conditions, assuming that the person in the water has a life jacket and can swim or can be brought to the edge of the boat. I want three volunteers - you, you, and you (not me!)

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