

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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IT'S BEEN A WHILE. The last *Typhoon* came out in October 1999, and while you have been waiting for copies, I have been waiting for copy; I can't go forward without a text to work on. There is, indeed, a wealth of general information on the Web, at www.capedory@toolworks.com, — it consists of Internet correspondence about Cape Dory affairs in general. I will have to scope it out to see what is of interest, since most of my correspondents have disappeared — there, I think!

I am frequently asked for the address of sources for spare parts for Typhoons. For those of you who came in late, the original company broke up into three parts, shortly after Carl Alberg's death, and the only company doing business in this area is Robinhood Marine Center, HC33 – Box 1460, Georgetown, ME 04530. The CEO of this outfit is listed as Dave Perry. Thank you, Walt Bilofsky, for this information. (I had them listed at Bath, but my map of Maine shows that the two towns are ten miles apart).

Trailers are also a problem. Robert Johnson (rjohn12@midsouth.rr.com) supplied us with the address of a new one: Long Trailer Co., RT. 2, Box 1, Tarboro, NC 27886-9201. Telephone: 252-823-8104. "The model that came with my Typhoon is SA 2600 G SDK," writes Mr. Johnson, and adds: "Thanks for forwarding the floppy disk with the back issues of your newsletter. We launched our 1974 Ty last Saturday for the first time. We are trailer sailors and have been sailing a Hobie 16. Our trailer was manufactured by the Long Trailer Company in North Carolina and has a 10' extension for the tongue. Launch and recovery were painless. The tow vehicle's rear tires never touched the water. We use an electric trolling motor with thirty-seven pounds of thrust, which moves the boat well, to and from the ramp. No noise, no smell, and to start it: just plug it in! For our first outing we enjoyed ten to twelve knots for most of the day." Earlier, he asks: "Do you know if the manual for a 1974 Typhoon would be different from the one that is on the web site. It seems to contain lots of info about other boats as well. I thought that the Ty might have its own but perhaps not." I don't have an answer to this question; my own manual is down on the boat, and it would require a page-by-page scrutiny to detect the differences. Probably the manufacturers issued, edited, and reissued manuals, as they made small changes on the boat; like many items in the Typhooners' histories (remember, there were at least three different lengths, and two models of the 18"6'), the truth is somewhere in company papers, many of which may have been trucked away as the businesses folded or sold out.

FLOATING IN THE DRIZZLE: The May float-in (6-7 May 2000) of the California Cape Dory Owners Association took place in less-than-perfect boating weather. Walt Bilofsky reports:

"We had a good time despite lower than usual attendance at our California Cape Dory Owners float-in this weekend. Our port was South Beach Marina in San Francisco, just south of the Bay Bridge, and one block from the new baseball park that opened last month. We had five boats floating in, plus two that reside in the marina.

We had been worried about ball park traffic and parking problems for those coming by car, but that turned out to be not an issue. The game was over long before dinnertime, all though we did hear the occasional crowd roar. There was also a steady drizzle all weekend, with about one mile visibility, but it didn't dampen the proceedings.

We had wine and snacks aboard *Moira*, Larry and Susan Shick's boat; repaired to the South Beach Yacht Club for drinks and socializing; our usual short and disorganized meeting, and a good dinner provided by the Club. Facilities for the weekend turned out great. The marina assigned us adjacent slips, the yacht club was as good as a private room — better, for we had the nautical setting and a bar

with yacht club prices, and the scrumptious breakfast was across the street at Town's End. The drawbacks were the need to pre-register, and prepay, both dinner and docking, and the concern about parking. Probably that's what kept the attendance down." [That and the May drizzle].

AUGUST SIZZLE: The August group at the Encinal Yacht Club was pleasant enough, with hospitality aboard Dick Honey and JoAnne Kipp's *La Baleine*, but much of the wine-talk was how to get more members of the CCDOA to come to carefully arranged and announced "rondi"s. Other groups of sailors around the country seem to be better attended, and at all events, we don't have the freak weather that can suddenly appear at (for example) Lake Michigan. Micaela Baker elected to take over the Commodore's job (including the newsletter), sold a number of hats to the few attendees, and I left for the two-hours' drive back to Winters with a sense that while the Association is still alive and well, it needs "kick" to get its outboard started. What that might be, considering we were only about twelve, is not yet quite observable.

During the past two years, I have been serving as the editor of this group's newsletter, *CCDOA Notes*. This may possibly explain the difficulties of getting *the Typhoon* out in time. I declined reappointment, but will cover other Cape Dory Typhoon items as they come to me. If you can't write a whole letter, please address me by e-mail at [nrpeattie @earthlink.com](mailto:nrpeattie@earthlink.com).

FROM THE FILES: Harvey M. Rosenwasser has moved to Key Biscayne, Florida. He has been sailing off Nantucket. "For the second year in a row I have kept a careful log of the summer's sailing in Nantucket. By my calculations, only 25% of the days are good sailing days. The others fall into categories such as: rain, heavy fog, too much wind (over 15 kts.), and no wind. (Note: I know one can reef down and sail much over 15 kts. but this is a vacation pursuit, not a trial). I will be spending most of the year on Key Biscayne (an island just off Miami) on Biscayne Bay. Delightful sailing. I'll leave the Typhoon, *Tai Feng* (typhoon in Chinese) in Nantucket up on its blocks and rent 22' Catalinas at a local marina. Certainly not the same quality of boat, but there are many shoals near shore and it's nice to have a centerboard to raise on those occasions when one runs out of water."

Oh, dear me! The wind regularly picks up to twenty knots every afternoon on San Francisco Bay. I'm glad I have a full keel boat! Those readers coming out here to the Wild West, to help me go sailing, had better brace yourselves! I was out with a friend on *Fair American* a couple of weeks ago, and we couldn't wait before the westerlies set in, around noon.

The above-mentioned web site for Cape Dorys is maintained by Walt Bilofsky, who tells me that he doesn't think it is a violation of copyright to use material on one of these sites. If you haven't tried this one, you'll find it is very long, starts with the most recent correspondence and goes backward in time, and contains, of course, a lot of Cape Dory material unrelated to Typhoons. The question has naturally arisen, shouldn't my little newsletter declare itself obsolete and "cease upon the midnight with no pain"? The answer suggests itself, that in the first place, not everyone has a computer, and in the second place, not everyone knows about the Cape Dory web site. With this in mind, I am providing you with a couple of conversations about Typhoons from that site, with the hope that you will also send me written copy. This newsletter is also mentioned on the web site, but its actual contents are not displayed there.

Q. I'm looking for a source to replace the bent T-bolts located at the lower end of the shrouds on our 1974 Weekender. West Marine and Boat US don't carry exact replacement parts and I'd like to keep it as original as possible. Thanks for any leads.

A1. It sounds as if you mean the adjustable bolts in the turnbuckles. They get bent when they hang up while stepping the mast. Generally the most direct way of replacing them is to get an exact duplicate turnbuckle and either just use the bolts or replace the whole body at the same time. If it is time to replace the standing rigging, you will get all new ones anyway.

A2. You do not say where you live. If you are in the southeast, try JSI in St. Pete, Florida. They have never failed me in my search for parts for my 1965 Ty.

(Editor's note: The address, given above, of the Robinhood Marine Center in Georgetown, Maine, may be of some use. I am under the impression that they bought the rights to make and market spare parts for Typhoons. Anyone have the address of JSI in St. Petersburg?)

Q. My rudder post sticks up through a piece of wood screwed to the cockpit floor. On top of the rudder post is a solid brass cap with three bolts through it. One bolt attaches the tiller, one bolt goes through two flanges on the back of the cap and compresses the cap around the rudder post, and the third bolt goes through the front of the cap and apparently keeps the cap from twisting around the rudder post.

The serial number of my Typhoon indicates it was built in 1974, although it came with a 1978 owner's manual when I bought it from the original owner. The manual says to "tilt the tiller upward" to apply grease around "the bearing at the

top of the rudder post,” and if I want to remove the brass cap “both the rudder post and tiller cap have machined keyways in them.”

My problem is that if I tilt the tiller upward I don't see any bearing - my brass cap has just a solid brass top beneath the tiller, and I don't see any keyways with keys to remove the brass cap. (I want to remove the brass cap both to lubricate the bearing and because I'm painting the entire boat including the cabin floor with two-part polyurethane paint). I've removed all three bolts and used Liquid Wrench before trying to pull the brass cap off by hand without success.

How can I find the bearing and remove the brass cap? Is my problem that I need to remove the wooden plate on the cockpit floor through which the rudder post protrudes, to see the bearing and keyway? I hate to tap with a hammer not knowing exactly what I'm doing.

(P. S. I might clarify that I'm not painting the ENTIRE boat with two-part polyurethane paint, just the deck and topsides).

A. The wood circular piece comes off with 4 screws and some scraping, and covers the deck-to-rudderpost connection. This is a great Ty leak point, and as long as you are intent on removing the tiller “cap” bronze you can reseal the joint with a flexible caulk, like Boatlife or 3M 101. I do mine every year - the deck flexing seems to break the seal frequently.

I got my bronze cap off with a combination of rust penetrant and heat (a propane torch - be careful) along with a lot of hammer blows to the cap. It took 3 or 4 days of spraying, banging and heating, to get it off the first time; but since I've cleaned it up it's very easy now. If you are concerned about the bronze head, use a thin strip of plywood between the head and the hammer. The idea of the hammer is to facilitate the entry of the Liquid Wrench, not bash the cap off.

A real caution - do not try to pry the cap up, using the teak base as a pressure point. You could easily crack the deck and admit water, which will rot the coring.

My '74 has no keyways to hold the rudder shaft in alignment with the tiller. The “third bolt” bears on the rudder shaft to lock it all up.

If you need a spare rudder bearing, I have a few left to sell (\$4.00 each plus postage). Before you do anything with the bearing, lift the rudder shaft first and clean the shaft with bronze wool - the corrosion build-up abrades through the rudder bearing. Mine will come up about an inch. While you have it lifted, try some grease. I use lubripate white lithium grease - seems to last the season.

Which brings me to two things:

1. Why remove the head if you can lift the shaft to grease it?
2. If you will go to the expense (sweat and materials) of painting the boat, have you sounded the decks yet for delamination? My fairly well kept (before me) Ty, had delamination by the chain plates, the tiller base, and the forward cockpit sole, and front deck by a vent. If you need to do this it isn't too expensive (\$200 tops before paint) but you need to dry the boat over the winter with the deck top surface off. Check posts on this board for repair on this subject. Good luck, hope it's easy for you. *This boat's worth the effort.*

(Italics supplied by Editor. Note: the questioner sees a brass cap, the answerer sees a bronze. I would have thought that bronze was better for any surface in close contact with water; also it's a lot harder to remove. Corrections, anyone?)

FINALLY, FINANCES: I seem to have paid Kinko's \$86.87 to get out the last issue, using for postage stamped envelopes I bought a while back. Since October 1999, I have received \$96.00, which means I'm still in the black. Copy is more important than dollars, but if you haven't entirely "jumped ship" and gone over to the web site, do send me a bit of both. Thank you!
