

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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irregular; free for the present
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THE WEATHER has finally cleared up around here and before I call up friends to go sailing, I thought I'd let you know how things were with me.

The last issue cost \$179.58 in printing and postage (I absorb copyright fees, \$20 each) but in the months of March, April, and May 1996, you folks sent me a generous \$225.00, so I'm ahead, and profoundly grateful. (For new readers, there is no organization behind me and hence no dues, so this newsletter depends on occasional donations). The subscription list runs to 174 as of 3 June (some drop in, a few sell their boats and drop out), and best of all, skippers send me questions which I can pass on to you. Thanks a bunch!

On the advice of friends, I had the standing rigging (except mast and turnbuckles) aboard *Fair American*, my Daysailer, replaced at a cost of \$563.49 parts and labor. This was recommended on the ground that the boat was fifteen years old (or will be in October 1996) and that's about the age when something snaps. (This would have been embarrassing as well as dangerous. "You mean, you didn't *know*?!") The work took about eight or ten days. If you are planning a similar overhaul, you may find it useful to compare notes.

THE CALIFORNIA CAPE DORY OWNERS ASSOCIATION met 30 March 1996 at Treasure Island in San Francisco Bay, courtesy of the Treasure Island Yacht Club, which rents a small house immediately adjoining the big naval base there. Getting there by land was tricky because of the rebuilding of the approaches to the Bay Bridge, and *Fair American* was being overhauled as

mentioned above. The boats (only two or three members arrived by boat) were exposed to a rather chilly, blustery west wind, and we were glad when the club opened its doors, "Mahogany Reef" (a.k.a. the bar) was ready for business, and we all sat down to a very good dinner. The CCDOA has invented its own burgee, blue with a California bear in gold and the letters "CD". (The colors, besides those traditionally associated with the University of California, are those of designer Carl Alberg's native Sweden). You may wish, if you are a member of a club, to design your own burgee; the old Cape Dory association burgees do not appear to be available.

According to Walt Bilofsky, this association (the CCDOA) may be reached through the World Wide Web:

"We invite visitors to <http://www.idiom.com/~bilofsky/ccapdory.htm> to learn more about our organization and peruse our photo album. We feature a summary of the current confused but hopeful state of manufacture of boats from the Cape Dory lineage, including pictures of the Cape Dory 40 powerboat and Andy Vavolotis's new Robinhood 36 sailboat ... I would be happy to receive news, photographs, and gentle opinion e-mail to bilofsky@ix.netcom.com, or U. S. mail to Walt Bilofsky, P. O. Box 111, Corte Madera, CA 94976."

Well, there you have it, folks: the reason I am not about to get on the Internet is that Walt, and doubtless others, have got on there before me. So I can save the cost of a modem, avoid "flaming" messages, and concentrate on what I know best: writing and editing.

To continue:

THE CASE FOR THE TRAILERABLE CAPE DORY comes to us from Armand Stephens, of Fremont, California:

"If you have grown tired of plowing grooves in and out the same marina, you might consider putting your small Cape Dory on a trailer. Since the Cape Dory's full-length keel makes it an extraordinary candidate for a trailer you may want to consider some of the advantages of doing so. For seventeen years, I sailed our *Typhoon Sounder* out of such places as Vancouver, B. C., Anacortes, Washington, the Columbia River in Oregon, and Monterey and Half Moon Bay, California, — all from our home "port": Fremont, California. This would have been tough had it not been for the trailer. Not only can a trailer expand your cruising area, but berthing fees can be reduced; and maintenance you can do on your garage driveway.

Projects, like building a small galley in *Sounder*, were a piece of cake, since *Sounder* was sitting on the trailer. The idea of making forty-seven trips to the

marina to cut cardboard templates and to fit each piece of wood seemed a bit overwhelming. Keeping your boat on a trailer also prevents gelcoat blistering and eliminates the need to keep the bottom painted with expensive anti-fouling paint.

The only negative aspect that I found to trailering a Cape Dory is that it prevented us from going on spontaneous day sails. By the time *Sounder* and trailer arrived at a marina it took my wife and I forty-five minutes to extend the trailer tongue, step the mast, tighten shrouds, tighten the forestay, mount the outboard bracket and motor, remove the taillights and license plate bar, lower the two back pads on the trailer, and launch *Sounder*. Since this process has to be repeated in reverse to retrieve the boat, sailing had to be planned; and to make it worth while it had to be at least an overnigher.

The trailer that served us well for years was a single-axle by Trailrite. This trailer had a galvanized coating and showed no signs of rust after years of saltwater launchings. It had no brakes, but I never wished I had ordered it with brakes: one less maintenance job. Your towing vehicle, however, requires careful consideration. We towed *Sounder* to Canada the first time with a small compact AMC station wagon. It was barely adequate on the road and would never have pulled *Sounder* up a launch ramp. We hired a marina to set *Sounder* on the trailer. Later I bought a full-size GMC pickup with the standard V6 engine. I was assured by the salesman that it was perfect. Wrong! It wouldn't pull any better than the compact AMC. I have since learned that the torque rating of an engine is more significant to towing than the horsepower rating. Since I anticipated getting a larger Cape Dory for trailering, I solved my towing torque problem by getting a new pickup with a Cummins Diesel engine. I am now looking forward to heading north with my Cape Dory D22. Yes — at 55 miles per hour!"

The Stephens family has subsequently sold *Sounder* and they are looking for a two-axle trailer for their 22-foot *Gusto* (a wonderful name for a boat!) Mr. Stephens is, of course, perfectly right when he writes that you need an adequate towing vehicle for any boat. If it isn't strong enough, the trailer will fishtail on a curve, leading to possible destructive results. In addition, various states — certainly California — have very precise rules for towing vehicles and their trailers, which should be followed closely; you don't want to have your fun spoiled by a ticket. The speed limits — in the states that have them — are there for your protection; this would seem particularly important in tow-and-trailer combos. — From Fremont to their marina in Alameda is about twenty miles.

FROM THE FILES: Tom Anderson, of Marblehead, Massachusetts, writes: "*Fanatik* was hauled out on 6 November 1995 after being in the water for almost

seven months, and sailed fifty times ... You are absolutely correct in stating that East Coast owners who haul our boats out every fall have a lot to work on or to be concerned about. In the fall after the boat is in my yard on the cradle (I have it hauled by a local marine company), I take everything off the boat, wash the boat down, put stuff back on that can withstand the cold temperatures, and cover her, using the mast as a center support for the tarp. Then I make up a do/wish list like this: new 170% roller reef genoa from JSI Sailmakers in Florida, CDI roller reef gear, Ronstan cam cleat on cabin top for main halyard (to match cam cleats already there for jib sheets), take off teak trim (except for rub rail, coamings and lazarette), use Sikkins Cetol teak sealer (this stuff is excellent, and highly rated by *Practical Sailor*), and reinstall, buff and wax topsides, sand and repaint bottom, spring outboard service, charge battery, check all lights (did you know that putting vaseline on light bulb bases prevents corrosion and also helps conductivity?) stereo, loran, motor charging ability, install new battery meter, check gate valves (need new handles), new forestay, maybe backstay?, install micro foredeck vent, and the list will get longer.

My local Evinrude shop tells me that you cannot leave your outboard idle all summer and then expect it to start when you want it to. I start my outboard at least every two weeks. If it has been two weeks, it usually takes a dozen or more pulls to get it going. I take it to the Evinrude dealer in the spring and fall for service. Each service runs about \$30.

You wrote in no. 6 about Hugh Fincher and the need to brace and secure your motor mount. I totally agree with Hugh. I drilled a hole through the teak rail under the standard Typhoon motor mount and then inserted a long stainless bolt through the top of the motor mount and the teak rail. I then put a nut, washer and lock washer on the bolt by reaching through the inspection port behind the tiller. The next step was to mount the motor on its bracket, screw the handles down tight, and lock the handles using a ABUS all-brass lock, and bolt the motor to the bracket with two stainless nuts and bolts. My outboard has the holes for the bolts, so it was easy to drill through the wood on the bracket. Now I have peace of mind: regardless of the weather, the whole motor and bracket can't swing up and deposit itself in the cockpit, and thieves can't steal the motor.

My Typhoon did not come with a bow pulpit, lifelines, or a stern pulpit. I really can't see putting any of these on my boat, except a bow pulpit. But we are adding a CDI roller reef system next year, so the need to go forward will be minimized. The nonskid does not last long: I taped off the nonskid area, repainted it with Petit Easypoxy with some anti-skid sand mixed in. You need to stir the paint a lot while applying it to keep the sand suspended well."

When I was using my motor, I secured it to a cleat with a stout line. I have a Daysailer and quite possibly the mounting is different than on a Weekender. As I stated before, since *Fair American* is docked up wind on a windward coast, I can leave the dock with a friend's aid, without using the motor. Only in winter am I likely to be becalmed, and the last two winters have been rainy rather than foggy and calm. And I always carry two paddles in the boat.

Tom asked me about delamination on my boat's rudder area (see no. 6). I did not detect the delamination myself; I was advised by the Berkeley Marine Center, repainting the bottom, that it had occurred. The detailed invoice for the haulout and bottom work includes the following: "Grind rudder damage, apply glass to leading edge, sand, seal and paint rudder: 2.39 hours, \$114.72." I find it useful to retain old invoices so that I have an idea what it costs to maintain this boat.

Carlyle Benavent, M.D., of Box 3308, Mayagüez, PR 00681, has some added info on the rigging and its effects on the cabin of the Weekender: "At the time I communicated with you, it was concerning the specifications of the rigging. When I got the boat it was rigged with 1/8" wire, which I felt was somewhat skimpy, in particular for sailing in our waters." (Mayagüez is on the west end of Puerto Rico). "So I ordered a complete new set of wires from Seco South in Tampa, specifying 5/32". Including open turnbuckles, the bill came to \$210 for the complete set with new pins: I found that reasonable, and it has worked out very well.

I am concerned, though, that increasing the wire size may aggravate the problem of the caving-in of the cabin which, in my Weekender, is not very severe so far. I reviewed the solutions to the defect suggested in your newsletters, consisting of propping up the cabin superstructure with knees supported from the side angles, or supporting the mast pressure at the floor. My observations, made under sail, suggest a better solution. I plan to use a piece of 1 1/2" bronze pipe cut in half and rejoined in the middle with a nipple to act as an extender, with a wide flange at the top to rest under the mast support and below resting in the keel going through an opening in the floor of the cabin. This way the compression of the mast is transferred to the keel. If it works, I'll send diagrams and photos that may help others."

Dr. Benavent's solution is rather hard for me to visualize. I am not sure why an extender is necessary, and a hollow bronze pipe may not be the strongest device for any load-bearing work. You may wish to write him directly.

From Robert M. Davenport, 17 Black Horse Lane, Cohasset, MA 02025: "A nice, but older Typhoon just sold in this harbor for about \$3,000. Typhoons in this area seem to be going for about \$2,500 to \$5,000.

You can get good prices on Typhoon sails from Mattern Sailmakers, 429 Country Way, Scituate, MA 02066 (617-545-4888). For a 150% genoa just give Bill Mattern the dimensions from the August 1995 newsletter: luff 19'4", leech 18'8", foot 10'9".

Probably a good idea to remove the through-hull head and go to a porta-potty since Federal law doesn't allow you to flush out within the three-mile limit.

For stepping the mast on a Weekender with the mast step on top of the cabin: Lay the mast on top of the boat with the butt end forward and the aft edge more or less down. Attach the backstay and shrouds to their chainplates: the lower shrouds to the aft shroud chainplates. Tie a big knot in the end of the jib halyard where it exits the butt end of the mast; and then tie a long line to the shackle on the other end of the jib halyard. Now you're set. Lift up on the mast, slide it aft, and then slide the butt end into the mast step with the projecting bolt ends on the mast sliding into the slots on the mast step. Now have an assistant go way forward (ideally forward of the boat) and haul on the line tied to the jib halyard while you lift up and push up the mid part of the mast from the cockpit. Once it's vertical, have your assistant continue to hold it up with the line while you fasten and tighten the forestay. *Voilà!* Piece of cake! Takes about 5 minutes once the backstay and shrouds are fastened. No need to unfasten the backstay or shrouds to take it down or to tie it down on top of the mast.

A good anti-fouling bottom paint is Woolsey's Vinelast, which I think is the paint that Cape Dory originally used on the bottoms."

The only problem I can see with Mr. Davenport's method is that the assistant needs to be way forward, "ideally forward of the boat." Obviously the procedure couldn't be done when the boat is in the water; if trailered, it would have to be done just before the boat went down the launching ramp. Otherwise the boat would have to be nudged into an angle of the dock, if such a thing there might be, at your marina. — And with the changes in anti-fouling paint regulations, you want to be up on these things. Most large libraries have the *Code of Federal regulations*; a librarian should be able to help you.

(Incidentally, why do sailors always say "piece of cake"? I first heard it when I was learning to sail from J-World, then in Berkeley. Did old-time racing winners get a piece of plum-cake when they rounded their marks and crossed the finish line? I almost never hear the phrase outside a nautical context).

Further notes from Winthrop Fisher, 3103 Timber View Drive, Sugar Land, TX 77479: "If you want a bow rail, call M. E. Marine at 609-858-1010; they have bow and stern rails in their catalog. When installing your gas tank always put it

on the starboard stern, and use the nylon strap to hold it down with two eyes (one on each side). Use the Bowmar molded plastic hatch for a forward hatch: inside opening 9 3/16" x 93/16" outside 11 5/16" x 11 7/8". For your anchor locker use an access hatch, they come in two sizes: the first one is 11" x 15" and the second is 13" x 23". If the coaming is pulling away from the fiberglass it sounds as if the wood is warped. Soak it in hot water for a few hours and then put it back on right away. For solar vents, use Nicro day and night solar vents: 3" white plastic, model NF 20503. Mount your compass at the base of the mast. It straps around your mast; contact Mast Instrument mount, Smart Spar, 4 Canyon Ridge, Rockwall, TX 75087. Or, if you have a stern rail, take an outboard motor mount for a disk, which is 6" x 6" x 2" (oak), cut a hole in the center 5 1/4", mount the compass to the wood and then to the stern rail. To install jacklines: take a low stretch Dacron line 20" long, put a 1' loop on both ends, hook it onto your bow cleat and walk to the stern cleat and hook it on both sides. Make sure the line is on the outside of the boat."

Much of the rest of Mr. Fisher's letter describes the masts and booms of various Weekenders, depending on their date of construction; it appears that in 1975 or thereabouts the Weekender had a roller-reefing mainsail, with a pullout boom, like my Daysailer. Later models do not have this feature.

Jerome Fosaaen, 1739 Silver Street, Jacksonville, FL 32206, describes the Weekender that belonged to Dr. Roger Keroack before it was struck by a power boat. His second Typhoon was struck by lightning (see #7). "In any case, the hull had been professionally repaired, leaving cosmetic repairs to be made. However, the big problem when I bought the boat was that the mast was in two pieces. Although I see the Daysailer is illustrated with a masthead rig, the Weekender used a fractional rig. In the collision, which occurred near the stern, forces transmitted through the backstay snapped the mast just above the forestay tang.

Fate has dropped an acceptable mast into my lap, but it came off a boat with a masthead rig and I am tempted to rig my Weekender as such. I think it would make the use of the new mast simpler as well as make the new rig stronger. My question to readers with more experience in this is: will this affect the balance of the helm? Will I need to have a new jib made? Any advice will be welcome as the Typhoon's reputed 'sailability' is a big reason I bought the boat and I would like to preserve it. Also, if anyone has a photograph of the factory shipping cradle I would love to see it."

Dr. Keroack's own contribution: "My first Typhoon" (the one mentioned above) "was rammed by a ski boat one night in December" (1995) "while at the same mooring site... Incidentally the person who told me about your publication now

owns the rammed boat and is attempting to repair it. He tracked me down to clear up problems with the title."

Again, a letter from Dick Fryklund asks for the Typhoon's waterline length — 13'6" — and hull speed — $v13.5 \times 1.34 = 4.92$ knots.

Anthony Jeske, Lake Michigan Cape Dory Owners Association, P. O. Box 694, Gurnee, IL 60031, writes about brightwork on Typhoons: "About three quarters of our members have switched to 'Sikkens Cetol Marine'. This product was highly rated by *Practical Sailor* magazine. I originally used teak oil, which lasted about one to three months. I then switched to varnish, which after applying six coats, lasted maybe one season. I changed to Sikkens three seasons ago. The first time around, three coats are required. After that, one annual recoat does the job. It's available through West Marine and Boat U. S., and more than likely at your local supplier."

He encloses drawings of some alternative compass mountings "suggested by Bruce Bingham in his book, *The Sailor's sketchbook*. I would recommend this book to your readers. It's a goldmine of great ideas for extra storage space, handling improvements and refinements that would add a touch of elegance to any boat."

About Sikkens Cetol, see also Tom Anderson's letter, above. The issue of *Practical Sailor* which describes Sikkens Cetol is that of April 1992, and subsequent issues give readers' comments. You should be subscribing, and getting their index: write Box 420235, Palm Coast, FL 32142; \$84 annual, but they accept no commercial advertising. They even offer a neat white loose-leaf binder. I haven't seen Bruce Bingham's book, but as a retired librarian, I just *love* to recommend books; if you want to see brief reviews in this newsletter, drop me a card.

Kim Richards, also of the Lake Michigan Cape Dory Owners' Association, writes: "here's a copy of [the] page from the Defender Marine catalog, which lists the Cole stove installed by CDR Butler on *Joy II*. The Defender Industries catalog is a good source for less common marine equipment and suppliers. Your readers may want to order one by calling 914-632-3001.

Regarding owner's manuals, I don't believe you'll get much help from Robinhood Marine or from Newport Shipyards. Members of our group report poor results when contacting either of these groups for information or help with problems. The LMCDOA has copies of owners' manuals. We will make a copy for any Typhooners who ask for one. We charge \$5.0 to cover copying and mailing. Make your check out to LMDCOA and mail to P. O. Box 694, Gurnee, IL 60031.

In answer to John Danicic, who asks about the length of his trailer tongue, it's a function of the slope of your boat ramp. A steep ramp will float your boat sooner, a shallow ramp means you have to go farther out to float your boat.

Regarding bilge pumps, my CD28 empties the bilge via a manual bilge pump. I believe that most electrical pump setups are owner-installed. There seems to be a disturbing number of boat sinkings due to "automatic" bilge pumping systems that failed either because of battery discharge, or most frequently, float switch failure in the pump. The "automatic" pump gives the boat owner a false sense of security, which can lead to less frequent checking of the boat, with resultant problems if something fails.

Finally, the owner's manual states that lightning grounding was standard on CD25's and larger, and was an option on Typhoons and the CD22. My boat was struck by lightning some years ago. Other than vaporizing the Windex and damaging the bilge pump through-hull (not grounded), I believe the grounding system prevented more serious damage. Although installing a grounding system can be a big job, I would recommend it to anyone with concerns about protecting his or her boat."

I also use a manual bilge pump, switching it on after a rain. I also have a manual pump, hose, and bucket. I figure anything electrical can go wrong, so it's wise to have a manual backup just in case. About compasses: I have a hook on the aluminum mast of my Daysailer, and a hand-held compass hangs there. I would be unlikely to use it unless overwhelmed by fog; in that case I would take a bearing — actually two or three — and steer for home by those. I sail with someone else on board, usually someone with a lot more experience, and emergencies like that are "when a feller needs a friend."

THAT'S ABOUT IT for this issue; with thanks to all my contributors, both of copy and cash. Don't forget to order my little book, *Hydra and Kraken: the lore and lure of lake monsters and sea serpents*, for \$9.50, +\$2 shipping, from Regent Press, 6020-A Adeline, Oakland, CA 94608. There have been delays in getting to the printing, due to other business on hand at the Press, but it should be out by the end of this month. Thank you!

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