

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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IT'S BEEN A LONG TIME since we hailed each other, and the reason for this delay is that I had an operation: total replacement of the starboard (right) hip. The date of this operation was 3 January 1997, and both preparation for surgery, and recovery from it, have been long. I still haven't been back to the boat, and I have only been driving for the past two weeks. Fatigue is a big factor too.

Since that last issue I have received \$398.00 in contributions (thank you), and spent \$366.41, on printing and postage (I absorb copyright costs). This leaves me \$31.59 in the black. Since starting this newsletter in December 1994, I have received \$1,856.00 in contributions, and spent \$1,574.80, ignoring copyright fees of \$20. (If those are added in, I have spent \$180.00; this still leaves me in the black). In short: your contributions have made *The Typhoon* possible.

There are 210 of you (I started with 21 readers, answering my letter in *Practical Sailor*), in 31 states, the District of Columbia, Puerto Rico, and Canada. Most of you live in coastal states (Massachusetts has 30, the highest of all), but some are in Arkansas, Idaho, and Montana. For those new to this newsletter, there is no organization behind it: checks should simply be made out to me. I asked skippers if they wanted one, but only one of you did. There is, however, a new national organization, Cape Dory Sailboat Owners' Association, 308 Strathmore Road, Lexington, KY 40505, plus local ones in the Lake Michigan area and in California (to which last I belong). I myself am not on the Internet, but there is a

Web site, run by fellow California Cape Dory Owners' Association member Walt Bilofsky, who passes his information on to me: <http://www.idiom.com/~bilofsky/cdbboard>. He reports (November 1996) that he has located another Web site run by Perry Phillips in Pensacola, Florida: <http://home.cheney.net/~pwphil/typhoon/typhoon.html>. I received a letter from him, dated 23 October 1996; he writes from the Innerarity Church of Christ, 11411 Gulf Beach Highway, Pensacola, FL 32507, phone (904) 492-9515. As far as I'm concerned, there is room for both online and print information aboard; I don't want to abandon this newsletter and just go all the way over to the Internet: because some folks, not having computers, might feel left out.

Mr. Bilofsky is also publishing a newsletter, *CCDO Notes*, for members of the California Cape Dory Owners' Association. You can get it from P. O. Box 111, Corte Madera, CA 94976; it appears to be free. The CCDOA is presently active in northern California; we don't have many southern California members as yet. Of the Cape Dories, only the little Typhoons are really trailerable; the bigger boats may still not be quite the thing to round Point Concepcion into the teeth of a north wind. The winter 1996-1997 issue includes a description of the August 1996 rendezvous at the Encinal Yacht Club, and a new source for Cape Dory parts: Rig-Rite, 63 Centerville Road, Warwick, RI 02886, (401) 739-1140, on the Internet at rigrite@cris.com. The February 1997 issue, with number 4 on the masthead, announces the Spring float-in, 3-4 May, and gives a useful update on the status of Cape Dory manufacturers. It appears that Andy Vavolotis is still doing business in Robinhood, Maine (a part of Bath; there is no separate post office for Robinhood) under the business name of Robinhood Marine. He would be a good source for CD parts. The dissolution of other companies, or their transfer of assets, is described, as well as the production records of those still building various types of Cape Dories. You can also get a half-hull model from the Scale Model Company, 1905 Poplar Ridge Road, Pasadena, MD 21122, (401) 255-8004. Best of all in this issue is a photo of Carl Alberg, designer of most Cape Dory boats, with Andy Vavolotis. The caption doesn't say which is which, but if ever in your life you've seen a big tall Swede, you know very well what Carl Alberg (1900-1986) looked like.

Mr. Bilofsky's letters also include inquiries, from Lew Gresham (Conyers, GA) and others, about trailers. The trailer I sold was made by E-Z Loader, of Spokane, WA; they claim they have dealers around the country and are the biggest manufacturers of boat trailers in the world. My trailer came with the boat, but I keep the boat year-round in the Berkeley Marina and have found no place better to sail it. The trailer was used to renovate and launch the boat; so it must fit.

FROM THE FILES: Ron and Diann Brassord (1777 SE 15th Street, Ft. Lauderdale, FL 33316) write: "We bought our 1976 Typhoon Weekender last year for \$3500 in fair cosmetic shape but all original and sound, including a new 4hp Evinrude, three fair sails and a new cruising chute. Cleaned up, she's a beauty now. — We also sail a Brewer Morgan 38 out of Port Everglades, and find we enjoy sailing the Typhoon most. We are retired seniors and take the Typhoon daysailing frequently in open ocean in the Gulfstream with complete confidence. We look for 20 knots and six-foot seas and rarely take a drop aboard. We seldom reef the main and we only alternate jib, genoa, and chute. A sock "snuffer" controls the chute from the cockpit with safety and ease. — We've made a few improvements. The six-gallon gas tank is wedged aft in the port seat locker with the hose led through a half-inch properly sealed hole in the rear deck. A two-and-a-half-inch eyebolt was let into the threshold under the companionway hatch to clip safety harness tethers to. The cabin is chock full of fenders, floats, empty fuel jugs — anything for flotation — and we hope it's enough, but also hope we never need it. — I found the cockpit seats narrow for my expanded butt and devised a neat cure. I removed the 1x2 teak trim and put seven one-and-a-half-inch by one-and-a-half-inch by two-inch teak blocks between each fastening. I through-bolted the trim piece back on with SS quarter-inch by two-and-a-half-inch bolts. Now I have a wider seat, but a great by-product was the pair of full-length super secure grab rails. When we come flying off the top of a six-eight-footer we really appreciate the ready hand-hold. — We replaced the cumbersome plywood hatch board with a custom-cut white polypropylene board (\$35) always locked closed. — The engine bracket is through-bolted to the deck and the wing handles cut off the engine mounts and the engine chained for maximum security. Someone up to mischief would need bolt cutters *and* various wrenches to get lucky. — We've found no defects anywhere including the mast step. I keep all standing rigging banjo-tight, always. I can't stand seeing slack lee shrouds in heavy conditions offshore, so no problems yet. — As our confidence grows with this tough seaworthy little beauty we are planning further improvements. We plan a new set of three sails, — Shore of Miami quoted about \$1200. We plan a single jiffy reef in the main, rather than the roll-up, and a four-part vang. I'd like a roll-up genoa, but haven't found any acceptable quality hardware. I'm putting together a cabin-top teak plate to hold various cam cleats to consolidate all running rigging, especially the chute. I thought of going with heavier shrouds but our rigger laughed and said "forget it." — We raise and lower the mast in minutes. I unscrew the forestay only and clip a twenty-foot line to the turnbuckle and under a bow cleat. My wife holds tension and I catch the mast at 45° or so. Bingo, it's down, and it's the reverse back up. The central line is the secret (and the control). — Daysailing has replaced cruising for us and we thought maybe a bigger daysailer. But no way are we making the mistake of selling our Typhoon. However if you hear of anyone interested in a superb 1982 Morgan 38 please advise. — Vessel *Coot*."

This is a remarkable letter, not only for the improvements on the Brassards' boat, but for their confidence in bouncing out into the Gulf Stream in nothing bigger than a Weekender Typhoon. Without that full keel, and that high freeboard, they'd never make it home in the conditions they describe. I had difficulty following the description of some of their improvements, even with the drawings they illustrated their letter with, so if you want full details, or if you want to buy that Morgan 38, you had better write them. Has any Floridian, I wonder, steered a Typhoon to The Bahamas?

Incidentally, the story goes that a few years ago the young daughter of a Foreign Service officer was attending an American Embassy party in Berlin. She found herself conversing with a tall elderly German, who courteously asked her where in the USA she hailed from. "From Miami," said the bright young lady. "Have you ever been to Miami?" "No," said the German, "I have seen Miami, but I have never been to Miami." "How does it happen that you have seen Miami, but you have never been to Miami?" "I have only seen Miami," said the tall German, "through the periscope of a U-boat." — Thank God those days are gone forever.

Robert H. Conway writes from Martha's Vineyard: "Here in Quitsa Pond at Martha's Vineyard is perhaps one of the oldest Typhoons. It wasn't made by Cape Dory [Yachts] but by Naugus Fiberglass Industries of Salem, Massachusetts and carries Number 31 on her bronze plate. Then the boat wasn't made with a high cockpit so rain water, etc. would automatically drain out through hull pipes. That way every time it rains you have to go out and pump her out. — I have the full address now of the sailmaker who will do Typhoon sails: Thurston Sails Co., 112 Tupelo Street, Bristol, RI 02809. They do fine dependable work. I have another company name that makes outboard motor brackets: Handy Boat Service, Falmouth, ME 04105. Sailing at the Vineyard this summer was limited. We had both too much rain and too much wind."

Falmouth, Maine, is a branch of Portland. I can't help wondering if No. 31 was built to the original specifications. The Weekenders have self-bailing cockpits; the Daysailers have bilges and spaces for bilge pumps.

Jud Henderson reports from Gibson Island, MD: "I have jiffy reefing on my Weekender, *Sea Witch*, and it works well. Reef line ties around boom, then leads up through grommet in leech of sail, then down to cheek block on boom directly below grommet, then leads forward to cleat on forward part of boom. The tack grommet secures to a hook at the gooseneck. I have to remove two sail slides, but this might be avoided with a relieving line on the two bottom slides (or slugs)."

John G. Hermiston, of Cortlandt Manor, NY, finally "just purchased a 1978 Weekender #1358 ... It took me three years to determine exactly which boat I should buy to sail on the Hudson River in New York." [We could have told him in three minutes, right?] "After deciding, it took me another one-and-a-half years to find the right one. Anyone who owned one wouldn't part with it. I even offered ridiculously high amounts trying to purchase boats from reluctant owners. No chance!! I finally found one in a barn, stored for six years, in a cradle, with the mast up. When I told the owner, 'Wow! That's a Typhoon' he was amazed I knew what it was. I told him I was looking to buy one and he said, 'This is your lucky day.' — I'll never sell this boat." —

My own boat was also found in a barn; there ought to be a survey of boats in barns; if I were a business type I could go around checking barns and brokering the boats (Typhoons or others) found therein.

The Lake Michigan Cape Dory Owners' Association publishes *Seaworthy*, out of P. O. Box 694, Gurnee, IL 60031. Items from recent issues include an announcement that owners' manuals for Typhoons are available from that address, for \$5.00; detail notes for shelving and a discussion of boom vang; recall of Schaefer Marine swivel pin blocks; and cutless bearings ("The cutless bearing is the bearing that cradles your propeller shaft as it passes through your hull.") The drawings illustrating these problems, when present, are sometimes very good; there is even a sketch of their burgee (a half-hull against an outline map of Lake Michigan, within a circle; colors not specified). They need a little editorial-detailing, themselves; two separate issues are numbered "volume 12, number 1."

Charles I. McCauley (Tewkesbury, MA) comments on Tom Anderson's trip in the last *Typhoon*: "Scituate is a lovely little old sailing and fishing town with an easily-entered and quite secure harbor roughly between Boston and Plymouth. To the north is the very rocky harbor at Cohasset (best left to the locals) and to the south the nomadic bars of the North River inlet. (North relative to the old settlement at Plimoth). The Native American name for the area is transliterated as 'Satuit', and there is a yacht club there which is known by this name. Most people around here pronounce 'Scituate' *SIT-chew-it*." — And now you know.

William A. Pfeiffer (425 Letchworth Drive, Akron, OH 44303) sends a "Summary on Sails":

"Just out of curiosity I measured my sails (not stretching) of which the main and working jib are original from 1981, I believe. I have a Weekender with a fractional rig, as opposed to the Daysailer which has a head stay. The sails measure as follows: **main** — luff 20', leech 22'3", foot 8'. It does not have a brand

on it, but it has the same soft feel that the jib has. I had it rigged for jiffy reefing with the reef cringles 4'8" at leech (4'2" at luff) from the foot, which brings the head of the main down even with the jib halyard block, and is about a 40% reef (*The Sailmaker's Apprentice* says the first reef removes about 30% of the sail are, so I have maybe a reef and a third). "If you're gonna reef, take a good one!" I always say. My jib has the label of Cheong Lee of Hong Kong on the sail and the sail bag. It has a luff wire and grommets with bronze jib hanks. **genoa** — luff 18'11", leech not measured, foot 9'6". It was made by Hogan Sails of Grand River, Ohio, and it has a leech line, a luff wire, and bronze jib hanks. If the "J" dimension of the Weekender is about seven feet (another measurement I must do) then this is about a 140 percent overlap?

[The references to dates in Mr. Pfeiffer's letter are to the dates on the issues of *The Typhoon*]. — **Seaborn Jones** (Nov. '95) says his jib is: luff 19'4", leech 17'6", foot 7'3" (I had a problem with the leech being shorter than the luff until I looked in a sail book and realized that the tack is not the 90° angle on a jib!) His genoa measures: luff 19'4", leech 18'8", foot 10'9" (150% overlap?) He says they were made by Choy Lee of Hong Kong and he has no luff wire (how does he get the scallops out without over-stretching? There must be a rope in the luff). **Cdr. Butler's** (Nov. '95) storm jib measures as follows: luff 14'7", leech 11'5" foot 5'7". **Robert Davenport** (June '96) recommends Mattern Sailmakers, 429 Country Way, Scituate, MA 02066, tel. 617-545-4888, for a genoa. I wonder who makes a lot of Typhoon sails, as I think I may be about ready for a new main and jib, and I don't necessarily want the lowest price. I bet a lot of people would be interested in a source for quality sails. Can we poll the membership? Have them send the source info to me and I'll research it."

Of course we can share information on sources for good sails; some names are in this issue (see Robert Conway's letter, above). If I were going to buy new sails for *Fair American*, I would want to talk to somebody local, have them look at the boat, discuss my use of it, chat about weather and seasons, and come up with an estimate, as with any other investment. Readers should therefore feel free to come up with local recommendations based on experience; what's choice for the Chesapeake might not be good for the Golden Gate. As for Hong Kong, any firm still based there had better be ready to sail into the sunrise. After what's locally called "the handover" takes place, the new regime will not want to harbor a company which makes it possible for people to get away easily. — I measured my sails some years ago but I cannot now put my finger on the results.

Harvey M. Rosenwasser was pleased with the responses others gave to his problems, as detailed in our no. 9. He will mount his compass under the sliding cabin top and leave the hatchboard out (he has a Weekender; the suggestion came from John H. Harrar). The Cetol Marine "worked like a charm. Beautiful finish

... easy to apply." He goes on: "If there is anyone out there with very specific instructions on how to rig a jib downhaul to avoid having to go forward to gather in the jib after lowering while underway, I'd appreciate hearing from them. I've just lowered the jib and let it stay only to have it blow up just as we were coming up to the mooring. Now I go forward and tie it down with a sail tie. When it is rough and blowing, I'd prefer not to leave the cockpit."

Of course not! I have a small block on the bronze fitting at the bow of *Fair American*, through which runs an eighth-inch line, which runs through the hank at the top of the sail, thence to one of the wooden grips just forward of the mast (mine is a Daysailer). When I pull down on the jib downhaul, if everything is working right, the jib flakes down in neat folds which the wind does not easily pick up. Of course, coming home from the Bay, I have the wind at my back; Mr. Rosenwasser is likely returning steering into the wind; his boat stays at Nantucket Island. Others with similar problems are encouraged to help out.

Mr. J. E. Rutledge wants to sell his Typhoon Senior: "This beautiful and quite rare Alberg-designed full-keel sailboat is ideal for coastal cruising, very stable and seaworthy with fine handling characteristics. LOA 22 feet, 3300 lbs. displacement. 1992 Honda 8.8hp BF8A quiet running, fuel efficient 4-cycle engine (no oil mix!) mounted in lazarette. V-berths in forward cabin, two berths in main cabin. Full electrical system with charging circuit, switch panel, interior and running lights. Sail inventory consists of main, genoa, and working jib, with roller-furling on jibstay, jiffy reefing on main. Deck hardware includes bow pulpit, stanchions and lifelines, jib winches, handrails on cabin trunk, fitted swimming ladder and whisker pole. Equipment and accessories: compass, Autohelm, knotmeter/log, fathometer, VHF-FM, Type III MSD, Windex and Whale bilge pump. Meticulously maintained, with varnished teak. Eastern Connecticut location. Offered at \$12,750. For descriptive brochure write: J. E. Rutledge, 1 Coult Lane, Old Lyme, CT 06371, or phone: (860) 434-2088."

Bob Shapiro of Watchung, NJ, keeps his Daysailer, *Free Spirit*, at Nantucket Island: "I purchased this boat about 6 years ago from Nauset Marine. No power — like to keep it simple. I use it exclusively for sailing around Nantucket Harbor and environs. Several of my neighbors have Typhoons also and next summer we are planning a series of open class races in our upper harbor on Saturday mornings for all who might be interested. — My *Free Spirit* has survived two hurricanes while on its mooring, the last being 'Edwourd' which passed through this summer. It is indeed a sturdy boat and always comes back smiling!"

Incidentally, some time back in 1995, Hurricane "Noel" passed through the western Atlantic, and missing Bermuda, dissipated in cooler waters without doing any substantial damage. We wish the same for all our readers, for all of us

have names likely to be selected for a hurricane. The 1997 *World almanac* has a list of names assigned to cyclonic storms this year.

Serge Zimberoff adds the following comments to the requests for information made by others: "Coincidentally I had just ordered a new mainsail from Jocelyn Nash at Quantum Sails, when the discussion of reefing came up in your last issue. Per Jocelyn, jiffy reefing is far superior to the original roller reefing. Roller reefing is almost impossible to perform in high winds and provides no means of tensioning the new foot of the sail, which is of the highest importance. While measuring the boat for a new sail Jocelyn described the following steps for reefing the main:

1) The halyard is lowered to a previously marked height. The luff cringle can then be fed onto a hook mounted at the gooseneck. In a properly designed mainsail, the sail slugs will be kept from dropping out by a stopper, while the reef cringle will still reach down to the gooseneck without requiring this stopper to be removed. The halyard is then retensioned to tighten up the luff. (Alternately the luff can be pulled tight with either a Cunningham or a line reeved through the cringle on the luff which can be cleated off to a cleat near the halyard cleats. If you don't have a Cunningham, the vang could possibly be used here).

2) For the leech of the sail, a line should be reeved from a fixed point near or at the end of the boom, through the leech reefing cringle, back to the boom changing direction at a cheek block located quite far back on the boom, and forward to a jam cleat or some means of fastening this line. This leech line also acts as an outhaul for the foot of the sail, so the location of the cheek block is quite important. Cleaning up the sail between these two points with reefing ties may not be necessary, and ties might damage the sail since these reef holes are not heavily reinforced. Additionally, these ties could cause problems when shaking out the reef if one tie is inadvertently left in.

3) The key to all this is to have everything set previously, with all lines marked, so that when the wind picks up it will all come together quickly and cleanly.

The question posed by Finley Brown, namely, how do you keep the boom low enough? — is answered by leaving the downhaul untouched; and keeping the sail slugs in isn't an issue if you leave the stopper in place in the slot of the mast.

I think you should resurrect an old letter of mine [10 Dec. 1995] for the Marcuses. I quoted Larry Pardey about the need for a compression post under an otherwise unsupported mast step. Over-tensioning the shrouds is only one component in cabin top pressure. If you reach forward and feel the tension on the shrouds on

the windward side when beating into a stiff breeze, and then realize that this same pressure is being exerted downward through the mast to the cabin roof, you will realize that sooner or later something is going to give!

A vang is easy to install. I put a padeye on the mast below the point where the halyards emerge. It is fastened to the last few inches of slot. About thirty inches out from the gooseneck I put a stainless bail angled toward the padeye. A simple three-part purchase system using small blocks with a large hook at the boom end works wonderfully. The sail shape, sailing off the wind, is greatly improved. Additionally, when sailing single-handed, I detach the vang from the boom, hook the large hook in the end of it over the boom near the gooseneck, and use it to pull the boom down so that I can get adequate tension on the luff before securing the downhaul. (Normally I have 'crew' lean on that end of the boom). But as I mentioned above, the vang with a large stainless hook in it can also be used for reefing."

I summarized Mr. Zimberoff's earlier letter in *the Typhoon* no. 7. Here is the relevant paragraph from his letter of 10 Dec. 1995:

"I just found a section in Lin and Larry Pardey's *Seraffyn's Mediterranean Adventure* where they are inspecting a boat prior to hiring on to deliver it from the Mediterranean to New Orleans. Beginning on page 100 they say, 'The mizzen mast was stepped on deck, but we could see no structure inside the main cabin to counteract the downward thrust of the mast. Three deck beams were already cracked.' Here Larry says, 'Looks like someone forgot to put a compression post in.' Then on page 106 they say, 'After two hours of hard beating, checking, and testing ... The new compression post, which Larry had shaped out of a six-inch-by-six-inch piece of mahogany, took every bit of movement out of the mizzen area.' This certainly seems to confirm my suspicions about the need for a post in this area."

The reefing procedure would appear to require not just everything marked in its place, but some training of the regular crew if any. Not everything can be done by giving orders. As usual, "reef before you have to" remains a good rule.

SOME OF THE ABOVE DESCRIPTIONS may be difficult to follow for those readers who are new to sailing. For those readers, John Rousmaniere's *Glossary of modern sailing terms, revised and updated* (New York, Putnam's, ©1989) may be useful. You'll also want Fred Edwards's *Sailing as a second language, an illustrated dictionary* (Camden, ME, International Marine, ©1988), John C. Rogers's *Origins of sea terms* (Mystic, CT, Mystic Seaport Museum, ©1985), and for cruisers, Barbara Webb's *Yachtsman's eight-language dictionary*, 3rd ed. (London, Adlard Coles Nautical, 1994). This last has no definitions, just some illustrations;

Sheridan House is now putting out a ten-language dictionary based on the original. I myself have been working on a French-English nautical vocabulary, which (because of my interest in maritime history) includes terms for things no longer in use, such as *grapeshot*; I plan to do the English-French part eventually. The title is *Hissez le foc!* — which means nothing more than *Raise the jib!* If anyone wants to see this, I'll be glad to share it with them. I don't seem to be able to find a publisher, so I'll have to do it myself.
