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## **APRIL 2012 NEWSLETTER**

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This newsletter is available as an MP3 audio download at <[AudioSeaStories.net](http://AudioSeaStories.net)>. It is read by Michael and Patty Facius. We recommend a broadband Internet connection to download, since it is a large file.

You can also Download a printer friendly version <[in MS Word](#)> or as a <[PDF file](#)>.

Want to look up a previous newsletter? We've added an <[on-line index](#)> of all the *Good Old Boat* newsletters.

### **THE TRAVELING TEAM**

It is boat show season in the United States and we are doing our part to further the cause. In January some of the crew were at Strictly Sail in Chicago, after a 6-year hiatus; in February it was off to the Havasu Pocket Cruisers Convention in Lake Havasu, Arizona, (more about that below); March was the Maine Boatbuilders Show in Portland; and later this month we will be attending the Strictly Sail Pacific show in Oakland, California. Whoooooooooosh.

If you need a sailing fix right now, go to the Havasu site, <<http://www.sailhavasu.com/>>, where you can see photos of the gorgeous boats and video from that event.

One of the highlights of the show was the awarding of the first-ever Good Old Boat Coolest Owner Modification Ever, and just so we're clear, the contest was for a boat modification done by an owner, not a modification of the

coolest owner. No plastic surgery was required to participate.

The winners, Don and Debbie Boyko, won for their installation of Forespar's Mini-Galley in their Catalina 22. Watch for a story about their project in an upcoming issue of the magazine.

After Oakland, it will be sailing season for us and we plan to spend some quiet quality time on *Mystic* and continue working on *Sunflower*.

If you are planning to attend the Strictly Sail Pacific show, please stop by and say hello. We will be in booth 54 on the ground level of the exhibit hall.

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## **BLOGS AND SITES**

If you haven't checked our website lately, one page you don't want to miss is [http://www.goodoldboat.com/resources\\_for\\_sailors/sailors\\_blogs\\_and\\_sites.php](http://www.goodoldboat.com/resources_for_sailors/sailors_blogs_and_sites.php). This page lists weblogs and websites we thought might be useful to fellow good old boaters, including some of the crew, contributors, and authors of some of our favorite books.

Know of others? Let us know too. Contact [timb@goodoldboat.com](mailto:timb@goodoldboat.com).

Don't forget our Facebook site <http://www.facebook.com/goodoldboat>. We're up to 1643 friends. News and notes from our travels often make it to this site first. Thanks to all who have signed up. More will be forthcoming from the editors as they travel to Oakland . . . stopping to smell at least some of the roses, and perhaps testing some of the waters, along the way.

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## **BITS AND PIECES**

We have two more years of back issues of *Good Old Boat*, 2008 and 2009, available [for download only](#) and we're busily working on 2010 and 2011. They'll be out soon. We're no longer making CDs and will not make more of the previous years' CDs. Sign of the times? Everything is downloadable these days.

If your favorite chandlery sells magazines but doesn't sell *Good Old Boat*, let us know how to contact them. We'll be gentle but firm with them. Really.

Also let us know about any libraries you'd like to see subscribe to GOB, ditto for doctors', dentists' or other waiting rooms. And if you don't keep your copies of our magazine, please recycle them by dropping them off where others can enjoy them.

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## **IN THE NEWS**

## WEST WIGHT POTTER HULL #001 FOUND

West Wight Potter Hull #001 was located by International Marine/West Wight Potter and is now in their Inglewood, Calif., shop for restoration. Upon completion, this first West Wight Potter, which was made in the United States in the 1970s, will get reacquainted with the water in Marina Del Ray, California.

Photos and follow-up stories about Hull #001 can be found at <http://www.westwightpotter.com>.

## CALIFORNIA DPR APPROVES COPPERCOAT PAINT

After working with the California Department of Pesticide Regulations for two years, Coppercoat USA has earned the coveted approval to sell Coppercoat anti-fouling paint in that state, which is required in addition to the US-EPA approval they have held since 2009.

Coppercoat is a water-based 2-part epoxy. It does not slough off or ablate and it is non-toxic during the application and subsequent years of hull cleaning. Since Coppercoat is an epoxy, it does not drop chemicals or minerals into the water like an ablative paint.

For more information, please contact Jim Edwards at Coppercoat USA at 321-514-9197 or [jim@coppercoatusa.com](mailto:jim@coppercoatusa.com). Their website is <http://www.coppercoatusa.com>.

## SWISS TECH IS NOW SWI-TEC

SWI-TEC America is the new name of Swiss Tech, the well-known manufacturer and distributor of innovative, high quality marine accessories. Since late last year the company also has a new owner, and yes he is of Swiss origin. The company, and an extensive inventory, are located in the mid-Atlantic region but will provide the same great service nationwide. SWI-TEC America also offers products from WASI, PROProtect, WinchRite and Räber Electronics, and look for their ad in the May issue of *Good Old Boat* and check out their website: <http://www.swi-tec.us>.

## U.S. COAST GUARD AUXILIARY FLOTILLA

The U.S. Coast Guard reminds us:

Put yourself on your boat ... your fuel gauge fails and you run out of fuel on the open water. What do you do?

You can call on a commercial towing service, and spend hundreds of dollars trying to get back to your home dock. Or, just maybe, a member of your local flotilla has a five-gallon can of gas and can come to your rescue.

That's just one of the many benefits that you can enjoy as a member of a U.S. Coast Guard Auxiliary flotilla. Camaraderie. Not to mention doing something meaningful that might help protect the environment or, yes, result in actually saving another person's life.

The U.S. Coast Guard Auxiliary offers any citizen 17 years or older an opportunity to give back something to their



community while enjoying the benefits of being a member of the only Congressionally-authorized auxiliary of a military unit in the U.S.

If your talent is teaching, the Auxiliary offers countless courses on boating safety that are made available to the public for little cost . . . and your teaching skills just might save a boater's life.

Or maybe you own a boat and want to offer it for use on missions such as search and rescue or routine patrols that help the Coast Guard by taking on a share of duties that the Coast Guard would otherwise have to undertake.

Regardless of what you do in "real life," there's a place for you in the Coast Guard Auxiliary. Just call a flotilla in your area and learn firsthand what you can do for your fellow sailor . . . and how you can benefit yourself.

For more information on the Coast Guard Auxiliary and a flotilla near you, visit <<http://www.cgaux.org>>.

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## **WHAT'S COMING IN MAY 2012**

### **FOR THE LOVE OF SAILBOATS**

- Alberg 35 feature boat
- Cabo Rico 38 review
- Caliber 28 review
- Hallberg-Rassy Mistral 33 refit

### **SPEAKING SERIOUSLY**

- Boom Vangs 101
- Cockpit mats for dogs
- How sticky is your sealant?
- Boats are teachers
- Finger Lakes Sailing Services
- Landfalls with bull's-eye precision
- Affordable housing
- Homemade deck prisms
- An inexpensive whisker pole

### **WHAT'S MORE**

- *Voyages in Desperate Times*
- Cruising in the golden years
- Going nowhere
- Simple solution: No longer a non-starter
- Quick and Easy: Amazing transparent bags, Refinishing rack, and Get a grip...
- The view from here: Collecting stories

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## CALENDAR

### HOSPICE BY THE SEA REGATTA

May 19, 2012

Ft. Lauderdale, Florida

Beginning at 11:00 a.m., skippers and crews competing in five racing classes will test their skills on a 12-mile course just off the shores of Fort Lauderdale Beach in the 2nd annual Hospice by the Sea Regatta.

Hospice by the Sea, Inc., is a not-for-profit provider of hospice care, palliative care, home health care, and caregiver services and support in Palm Beach and Broward Counties. For a copy of the official Notice of Race for the 2012 Hospice by the Sea Regatta or to purchase advanced tickets to the post-race awards ceremony and celebration, please call Hospice by the Sea, Inc., at 561-416-5132, or visit <<http://www.hbts.org>>.

### MIDWEST WOMEN'S SAILING CONFERENCE

May 19, 2012

Milwaukee, Wisconsin

Registration is limited to the first 100 paid attendees, so sign-up quickly for this event.

Nancy Erley is the keynote speaker. Nancy, the captain of two world circumnavigations with all-women crews, holds a USCG 50-ton Master of Oceans and 100-ton Master Near Coastal licenses and is an instructor-evaluator for the International Sail and Power Association. Go to <<http://womenssailing.org/>> to see the class schedule and register.

### 45TH DICKERSON RENDEZVOUS

June 15-17, 2012

Oxford, Maryland

Festivities begin at 2 p.m. on Friday afternoon, June 15, with a parade of Dickersons up the Tred Avon to Mear's Marina, led by Kerry O'Malley's 59-foot bugeye, *Chesapeake*, built by Bill Dickerson in the mid 1950s.

The Commodore's Reception and welcome to the Dickerson boatbuilders, their relatives, and Dickerson sailors will begin at 6 p.m. on marina grounds. Sailors and guests can sign up to crew during Saturday's race.

Races begin at 10 a.m. on Saturday, June 16. Last year saw record boat attendance and even more are expected this year.

The Salute to Dickerson Boatbuilders Dinner is at 6 p.m. at the Tred Avon Yacht Club. Commodore Bill Toth has promised a memorable evening with a look into the historic Dickerson era, including a review of Dickerson Boatbuilders history and a discussion with the boatbuilders and their relatives, accompanied by good food and fellowship. For additional information contact the Rendezvous Program Committee at 757-333-1641 or [barry937@cox.net](mailto:barry937@cox.net).

### 12TH ANNUAL SUMMER SAILSTICE — CELEBRATING SAILING WHEREVER YOU SAIL

June 23, 2012

## Everywhere

Summer Sailstice is a global holiday celebrating sailing. It's held annually on the weekend closest to the summer solstice, the longest sailing days of the year. By signing up for free, sailors become eligible to win fabulous prizes, sailing charters, Hobie kayaks, winch handles, sailing gear from West Marine, and numerous other prizes available to all sailors signed up and sailing on Summer Sailstice. For more information, contact John Arndt, [john@summersailstice.com](mailto:john@summersailstice.com), 415-412-6961, or check the website, <<http://www.summersailstice.com>>.

## **PACIFIC NORTHWEST ALBIN VEGA RENDEZVOUS**

July 13-14, 2012

Thetis Island, British Columbia

This year's Rendezvous is being held at Telegraph Harbour Marina on Thetis Island in the Canadian Gulf Islands, located at 48°58.950'N, 123°40.217'W, on Friday, July 13 and Saturday, July 14.

This informal and relaxed event is not limited to Albin Vegas; all can attend, with or without boat. Please contact the marina, 800-246-6011, for reservation and rate information and [Peter@SinTacha.com](mailto:Peter@SinTacha.com) for additional information about the Rendezvous.

## **PENOBSCOT BAY RENDEZVOUS**

August 16-19, 2012

Rockland, Thomaston, and Camden, Maine

Register now for the Second Annual Penobscot Bay Rendezvous, Maine's newest sailing and power event presented by Wayfarer Marine and Lyman-Morse Boatbuilding. Super-yachts to classics to performance racers, daysailers, and powerboats of all vintages, are invited to enter. The Penobscot Bay Rendezvous is a celebration of boating and boatbuilding. Featuring daily races for sailboats and a Poker Run and Photo Pursuit for powerboats, the participants will have access to both Wayfarer Marine and Lyman-Morse Boatbuilding and will be hosted each night at a different venue. Lobster bakes, barbecues, dancing, and fireworks are all a part of the ticket. Go to <<http://www.penobscotbayrendezvous.com>> for more information.

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## **WANNABE SAILORS**

**by Eric Redmon**

It started in the early '70s. Years later, Dad said he purchased our first sailboat — a 14-foot trailerable — to get closer to his boys. My older brother, my Dad, and I became three wannabe sailors.

I'm not sure that status has ever changed. We towed the boat to Lake Ponchartrain in New Orleans. Just backing the trailer down the ramp was interesting, always taking more of our time, and that of others who were waiting, than it should have. Who can forget not replacing the drain plug before launching?

From the 14-footer, we graduated to a 28-foot full-keel Pearson, *Sea Gullable*, in the late '70s. We had hit the big time and continued to try to look like sailors on brief outings. A fly-by-the-seat-of-my-pants kind of guy, this was right up my alley. The other education we were pursuing did not allow time for reading up on sailing. We

became familiar with the basics of sail trimming and other details, such as avoiding (most) other boats and (most) piers.

Unlike others around us who knew what they were doing, we were out there regularly doing it the wannabe way. Did I mention terminology? “Pull on that rope over there,” and “Fetch me that thingamabob we left next to the toilet down there,” was some of our new lingo.

During our college years, we had many a great day out on the lake, sailing with friends and family. Miraculously, we were protected by a very powerful, invisible guardian angel. I did several overnights with my friends, once even venturing out into the Rigolets approaching the Gulf.

My brother and I moved away from New Orleans to follow our careers, and Dad sold *Sea Gullable*. More than 20 years later, The Captain, like some adventurers, remembered his sailing experiences fondly. He wanted to get back into sailing and had forgotten that his little brother had spent more time, and logged more nautical miles (by far), than he had. We looked around a bit on the Internet. The Captain was interested in a Hunter and I was pleased with what we saw for sale. Working with a broker, we were soon the owners of a 40-foot 1985 Hunter Legend named *Elegance*. She had been kept in near-Bristol condition by her previous owners. The love they had for her was obvious, and it was now our turn.

We had never been aboard a boat this size before, much less sailed one. She was also about 100 miles from her intended new berth. We had no knowledge of her diesel engine or any of her systems. We had no idea of the condition of her fuel, but hoped it was in good order. My wife dropped us off on a day with headwinds in the range of 25-plus knots. She left us with one thought, “They are nuts,” and we departed on a two-day trek to get the old girl home. By the end of the day, I was not speaking to The Captain, who had ignored or argued with me about *every* suggestion I made about anything.

At the end of the day, we entered a marina with barely adequate depth for our 5-foot 6-inch keel and were ushered to a very narrow inlet and a tight slip surrounded by huge motor yachts *filled* with partying people, *all* of whom stopped what they were doing to watch me try to back our new boat into the slip. As the keel was in sludge, I could not turn the boat in stern-first and, after multiple tries, had to go in bow-first. The Captain was quick to remind me of what a poor job I had done.

Alcohol did not hurt that evening, but the Captain and I were still not speaking well into the next day. On Day 2, we did a lot of motorsailing to make up some of the distance we had not traveled on Day 1.

Did I mention that we’re not familiar with diesel engines? At one point the engine wouldn’t start. After several attempts, we started to ponder why. I had purchased an engine manual and the answer seemed to be bad or inadequate fuel or air. I looked at the fuel in the fuel filter and it looked good. I mustered courage and bled the fuel filter at the engine. No bubbles. Still no answer. This was baffling because this engine had started very quickly the day before and had run perfectly. Just as we were about to give up, one of us wondered if the fuel shutoff lever was in the down/run position. Problem solved.

Motoring most of the way, we made it to Cobb Island that evening before sundown. Driving home that night, I have never been so tired, having not slept well on this trip.

Now that fuel had become a priority, I did some Internet research and decided we needed a strong magnet to help break down the cell membranes of organisms growing in our tank. I purchased a really good one. Unfortunately, the fuel system is very close to our digital compass, which turned out to be allergic to this powerful magnet.

Through the months, as we have sorted out many other problems. I have found that a new problem generally crops up before the last one has been resolved. And money? Ha! Let's not even go there. A new this and an upgraded that; I wish I had a dime for each time I said, "I hope we've seen the worst of the big expenses."

Last summer, The Captain and I went out into the Potomac on a day with no wind. We saw the storm coming in the distance and made (this time) a mutual decision to stay out in the wide Potomac rather than risk being hit with strong wind in the narrower Cobb Island inlet. We put a double reef in the main, but darn it, we should have taken down — not just reefed — the genny! Lee helm, loss of control, and lightning all around. As I struggled with one hand for the boat and one for the tangled sheet, I saw some object fly from above, landing in the churning water next to the boat. It sank quickly. I certainly didn't expect to be losing battens on a day with no wind! In retrospect, coming away with our lives was a good tradeoff for having both sails ripped to shreds. This storm was brief but had 65-knot winds. More money. The sail repairers were in awe of our threads.

We have discovered that some projects (such as holding tank problems) are the sort handled only by boat owners. I am now an expert on our holding tanks. I never thought I would go there, but my wife says I am possessed. I even used an empty glass rum bottle and two straws to simulate a holding tank. See photo. The rest of the details of this project will remain private, especially those involving exchange of rum for "pink-colored" water. If anyone wants details of how to convert a sippy-cup for use with an air compressor, I can help!



Sailing has been an interesting part of my life. It's fraught with trial-and-error experiences for all who venture out ... perhaps more so for wannabes!

**Editor's note:** the author (SeaDoggie) and The Captain live a healthy distance from each other in Virginia, but they have sailing dreams that may collide in the future!

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## ***PUFF'S PERSISTENCE ... OR, HOW JOHN WAYNE SAILS***

**by Kathy Gaye**

When the Safety Harbor Boat Club fleet set sail from the north end of Tampa Bay for the St. Petersburg Sailing Association Good Old Boat Regatta, all were ready to have some fun and compete, and for one skipper among them, there was an even stronger determination.

*Puff*, a 27 Island Packet, had sailed, but did not finish, the regatta the two prior years. Now, with newly outfitted sails, including a custom-made spinnaker, her owner, Captain Mike Denny, knew this was the year to make it happen, and maybe even place in the top of his class.

With fair winds and plans to celebrate another club member's milestone birthday at a nautical watering hole along the 25-mile route, all were in great spirits for a New Year race event.

Even Captain Mike Penley, aboard *Let's Go*, a 28 Cape Dory trawler, couldn't completely shake his sailing persona. Having traded his 28 Pearson, he agreed to take the helmsman position on *Sea Jewel*, a 31 Allmand, set to race the next day.

As the wind died, the group motored along, heading south under the bridges of Tampa Bay. That's when *Puff* began to experience engine problems. With a stop for lunch and the birthday celebration, there was much conversation and conjecture over what the problem could be.

Back out on the water, the engine died and *Let's Go* came to Captain Mike Denny's rescue, towing *Puff* into the transient docks at St. Petersburg Municipal Marina. Captain Mike could have been discouraged, and maybe a little worried, about what caused the engine to die, but he was still determined that this was the year to finish the race.

The weather forecast called for light winds on race day — 10 to 15 knots. So the Safety Harbor Boat Club captains all agreed that towing *Puff* out to open water would be his best (and only) shot at starting the race — and finishing it.

On Saturday morning, *Sea Jewel*, captained by Mel Nichols, with Mike Penley at the helm, headed out with *Puff* in tow. Once in the Bay and under sail, *Puff* was on her own. With Captain Mike Denny was Dale Cuddeback at the helm, an old salt of a sailor, up for the challenge. *Puff* took a wide berth to avoid the contenders jockeying for starting positions.

With *Puff* crossing the starting line last, Captain Mike was ready to put the new sails to the test. He took the first leg with spinnaker flying, made up the distance, and never looked back, finishing the race ahead of two other contenders.

As *Puff* crossed the finish line, *Sea Jewel* was waiting, ready with towline. Back at the dock, a welcoming party of sailors (at least those from Safety Harbor Boat Club) was waiting to congratulate Captain Mike.

Turns out finishing the race wasn't the highlight of the day for *Puff* — Captain Mike Denny was recognized with two awards in the St. Petersburg Sailing Association Good Old Boat Regatta — Last boat to cross the start line, and the John Wayne Award — for persistence.

No magic dragon powered this *Puff* across the water, just the camaraderie and sailing spirit of the Safety Harbor Boat Club.

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## BOOK REVIEWS

The following book reviews have been [posted online](#).

- ***Lesson Plans Ahoy! Hands-on Learning for Sailing Children and Home Schooling Sailors*** by Nadine Slavinski
- ***Outfitting the Offshore Cruising Sailboat: Refitting Used Sailboats for Blue-Water Voyaging***, by Peter I. Berman
- ***Reeds Knot Handbook; a Pocket Guide to Knots, Hitches and Bends***, by Jim Whippy
- ***The Limbus of the Moon***, by Bill Mego

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## MAIL BUOY

### CREWCONNECT

I've been racing sailboats for the past five years and have become accustomed to organizing the boat and crew with spreadsheets, email groups, and even on paper. Having a background in web development, I put my skills to use a couple of years ago by posting our schedule online and creating a form in which the crew could RSVP for each race of the season. Because the entire crew could view and update their race availability from anywhere at any time, this really streamlined our crew-management work and allowed us to focus on more important things—like sailing.

Because we had a lot of success with this little web app I made, I thought to myself, why don't I make this available for all boats? I added more features like a crew contact list, sail inventory manager, and a crew to-do list. I call it CrewConnect. Since I officially launched the website last December 24, 2011, over 150 boats and crews have registered.

It's easy to get started and is completely free. Go to <http://www.crewconnectonline.com/> sign up, create a boat network, invite your crew to sign up, and join your boat network. I hope everyone finds CrewConnect as useful as my crew has!

–**Matt Makris**, Creator, CrewConnectOnline.com

### DAVIT TOPPLER

I was given a *Good Old Boat* magazine from someone in a dinghy (possibly Karen) in Marathon, Florida, this winter and decided to build a "toppler" device, based on the article on davits written by Alan Lucas ("Davits – their ups and downs," January 2012). It actually worked. Attached are some pictures of it. I guess I'd better subscribe to your magazine now.

Our davits are a bit low and, for several years now, I've been worried about what might happen if a big wave came over or under the

dinghy. I thought it might work to somehow get the dinghy flipped up on top of the davits, and when I saw your article I said, "Wow!"

Our dinghy is almost 11-feet long and maybe weighs 150+ pounds so I thought it best to use two toppler devices. I used schedule 40 1/2-inch aluminum tubing for the crossbar between the davits and noticed they sagged a bit even though the contact points for the topplers were about 10 inches from the ends. I would recommend 2-inch aluminum for heavy dinghies. The clamping devices (I call them "ele-clamps") have a long lever so you can close and lock them from the stern of the boat. Otherwise, the pole is pretty far away from the stern. The long arms also help raise the dinghy the last few inches, if needed. I liked the idea of the clamps being firmly attached to the dinghy just in case it decided to do something funny during the turning. I actually thought the dinghy would just spin over once we had it clamped to the pole, but we had to use the winched mainsail halyard to get it most of the way around, and then another "downhaul" line to get it to come the final 45 degrees. Once you have these in place, however, it works great! The "ele-clamps" are built to be as light as possible, provide horizontal and vertical stability, and to come apart and store flat. Materials were one 2 x 2-foot piece of 3/4-inch plywood, two 1 x 6-inch 4-foot pine boards, six 2 x 2-inch deck rail balusters, and about 30 galvanized bolts and nuts.

It was really fun to put this together.

– **Chris Reynolds**

### **NEW CLASSIC BOATING WEBSITE LAUNCHED**

A new classic boating website has been launched, featuring a collection of high quality videos and authoritative blogs.

OffCenterHarbor.com focuses on well-designed boats with classic appeal.

In addition to the extensive video content, OffCenterHarbor.com has recruited an international group of knowledgeable and articulate "guides" who write blogs on a wide range of topics that are of interest to boaters with an eye for graceful lines and exceptional seaworthiness.

"Nothing transmits what we have learned about these boats over our lifetimes as well as video," says Maynard Bray, world-renowned traditional boat authority and a co-founder of OffCenterHarbor.com.



Go to their website to see a highlight video:

<<http://www.offcenterharbor.com/>>.

In addition to Bray, the OffCenterHarbor.com founding team includes Ben Mendlowitz, whose Calendar of Wooden Boats has set the standard in boat photography for three decades; Bill Mayher, maritime author and regular contributor to boating magazines; Eric Blake, a talented young boat designer and builder; and filmmaker/entrepreneur Steve Stone.



“We started out by shooting how-to-build videos in the shops of leading boatbuilders in the field,” says Bray. “Then we went out on the water to profile legendary boats, and we couldn’t believe how the results jumped off the screen. I have been writing about techniques and designs for 40 years, but these videos raise things to a new level.

“When we discovered the power of video to bring the world of classic boats to life, we created OffCenterHarbor.com to bring others inside.”

Wooden boats, tool sharpening, how to sail, how to build a boat, boat repair, how to get kids involved with the boats we all love — these are just a few of the topics we’re covering, and we’ll be bringing our members aboard boats and into boat shops that would be difficult to gain access to without this site.

Sometimes when I’m shooting, I have to pinch myself. I get to learn from these leading experts in the field, in an up-close and personal way, and then we get to share that experience with our members in the comfort of their own lounge chairs or shops. How lucky is that?

–**Steve Stone**

## **TEMPORARY DIESEL TANK**

While I like my approach to this problem (“Temporary Diesel Tank,” November 2006), Larry Schremmer’s use of a portable gasoline tank is also a good idea (March 2012). An advantage of his approach is that, once you have created the tank, it is available for use as an auxiliary tank for a longer cruise.

–**C. Henry Depew**

## **COMMUTERCRUISER**

As more and more boaters split their time between home and destination cruising, <[www.CommuterCruiser.com](http://www.CommuterCruiser.com)> addresses issues common to good old boaters needing to safely secure their boats, whether across an ocean or a 30-minute drive to the marina. The site features over 200 articles, with new articles added weekly, with practical advice and downloadable PDF checklists on topics such as “Leaving the Boat for the Summer,” “Re-Commissioning the Boat When You Return,” and “Leaving the Dock.”

My original focus was on boaters who, like us, decided there was no way they could cruise the San Blas Islands in Panama and return to their home marina annually. The site was conceived as information for friends who kept returning to Mystic Seaport each spring and could never get farther than the Rio Dulce, Guatemala. While they were cruising it always seemed like they were either going or coming, never just relaxing and enjoying the

cruising.

Chock-full of tips, techniques, and real-world info from commuter cruisers with over 10,000 miles and 11 years of experience, topics include the most popular post, “7 Things We Wish We Had Known Before Leaving the U.S.,” and pointers on “How To Select a Marina,” “On the Hard or In a Slip,” and “10 Tips for Leaving Your Dock Lines for a Hurricane.”

Also included are practical how-to tips on search topics that cruisers Google regularly, such as “How to Remove a Roller Furling Jib,” “How To Get Rid of Boat Odors,” or “How to Splice Anchor Rode to Chain” — all complete with photos and step-by-step how-to advice. Go to <<http://www.CommuterCruiser.com>> for more information.

**–Jan S. Irons**

## **DAYS OF DÉJÀ VU**

I am thrilled to inform you that, after 10 long, hard years, I have finally managed to finish my first book, *Days of Déjà Vu*, and have it published it on Amazon.com in Kindle format. It is a true account of my building the boat in the back yard of a small holding on the outskirts of troubled South Africa with my wife, Judi. The boat was completed and taken to the ocean one thousand miles away to Cape Town, where the adventure really starts. *Déjà Vu* set sail from the Royal Cape Yacht Club in February 1985 and sailed to the Caribbean, Panama Canal, the Galapagos Islands, Hawaii, Palmyra, Tonga Samoa, Fiji, Australia, New Zealand, the Cook Islands, and back to Hawaii. It is full of fun passages, drama, terrible storms, and descriptions of the places along the way in a novel form. It’s available for purchase from Amazon.com, <<http://www.amazon.com/dp/B0070F2TL6>> or it can be downloaded using their free software, “Kindle for computer.” It is retailing at a very modest price of \$2.99 and has several color photos (one can browse the first five chapters for free).

**–Jonathan Reid**

## **GOOD OLD TONIC**

Subscription note: Renewal of current prescription. ;-)

Yes, I do mean prescription — you guys are the best boat medicine available!

**–Michael Alyea**

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