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## **APRIL 2013 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.

### **SIGN UP FOR A CLUB MEMBERSHIP WITH FISHERIES SUPPLY**

We are very excited to announce the development of a special relationship with Fisheries Supply. Good old boaters who log in at the Fisheries Supply website at <<http://www.fisherinessupply.com/goodoldboat>> will be given special "club membership" status with club pricing on marine equipment sold by Fisheries Supply. (How does the thought of 60,000 products in inventory sound to you?)

Fisheries Supply is a household word for those who live on the West Coast, but the company may need an introduction to those along our other shores and inland. Established in 1928 as a supplier to canneries and fishing boats (therefore the company name), Fisheries Supply expanded to become one of the largest and most innovative marine hardware distributors in the western U.S. serving sailors and pleasure craft owners as well as

commercial fishermen.

The company ships worldwide from its large warehouse in Seattle. The very idea of 60,000 products in inventory and the daily addition of new products and vendors leaves us dizzy. So if they have it (*and surely they must*), you can have it delivered to your door (or boat).

The entire storefront and warehouse operation is located in Seattle at the top of Lake Union. Many of the staff members are boaters and can offer advice to anyone with questions. If you like an interactive website, you'll love their newly updated site.

Does our enthusiasm about this new opportunity for our readers show? Whether you already know all about Fisheries Supply or they're a new, soon-to-become household name to you, go to <http://www.fisheriessupply.com/goodoldboat> and see what they have in store for their Good Old Boat club members. You can also get to this page via the "Our Affiliates" button on the *Good Old Boat* homepage.

Either way, you'll see a "Start Here" button. Sign up with a user name and password. Once that's completed, you'll be asked for the club membership promo code. Enter (*just the three letters*) "GOB."

After that, you can access Fisheries Supply through the normal path — at <http://www.fisheriessupply.com/> — and once logged in, you'll be recognized as a member who receives the club discount. Club pricing is good for one year from the time you sign up.

Create your membership with a username and password and let us know how it works for you. Send your feedback to [jerry@goodoldboat.com](mailto:jerry@goodoldboat.com).

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## WE'VE BEEN BUSY

In the last month we've added a new downloadable collection of articles (we're calling them Archive eXtractions). The newest one is all about boat reviews we've run over the years. It's called Review Boats 25 to 27 footers. You can guess that the next collection will focus on bigger boats. Like all our Archive eXtractions, this collection is available for \$25 from our downloads site: [AudioSeaStories.com](http://AudioSeaStories.com).

Better yet, we are completely caught up with all our back issues. Now everything we've published from the dawn of time until the current March issue is available as an electronic file from (you guessed it) our downloads site: [AudioSeaStories.com](http://AudioSeaStories.com).

Don't forget that we're also selling wonderful long-sleeved T-shirts with a great big logo on the back. Those shirts are just the thing for working in the boatyard. The T-shirts are, unfortunately, not downloadable. They're available at our [GoodOldBoat.com](http://GoodOldBoat.com) website. This site is old-fashioned. The process works like this: you send money; we put the shirts you order in the mail to you.



That concludes the commercial part of this message.

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## **FACEBOOK FOLLOWING GROWS**

In other news, our number of Facebook friends has grown to nearly 2,500. If you have joined the Facebook crowd, please give us a thumbs up: <https://www.facebook.com/goodoldboat>.

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## **WANT TO SPREAD THE WORD ABOUT GOOD OLD BOAT?**

In late June we'll be sending boxes of our July issue to special friends of *Good Old Boat* magazine who have volunteered to distribute copies at their marinas or yacht clubs. If you'd like to spread the word by distributing a dozen, a few dozen, or more copies to fellow sailors, please contact Karen Larson: [Karen@goodoldboat.com](mailto:Karen@goodoldboat.com).

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## **WHAT'S COMING IN ... MAY 2013**

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

- C&C 34+ review
- MacGregor 26X review
- Watkins 27 refit

### **SPEAKING SERIOUSLY**

- The Cunningham 101
- Fire aboard
- Louvers made easy
- Maximizing stowage
- Weather in pictures
- Mast-raising magic
- A multitasking seacock
- A mast boot for all seasons
- Replacing rudder bearings

### **WHAT'S MORE**

- Salvaging a dream
- New product launchings
- Reflections: The last voyage
- Simple solutions: Poor man's vacuum bag
- Quick and Easy: Shrouds in hosiery; Hatch covers
- The view from here: The design spiral

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## **IN THE NEWS**

### **SERVICE AND MAINTENANCE LOCATOR**

Marinalife recently launched a Service and Maintenance Locator feature on its website that provides detailed information about specific services provided by boatyards and repair yards around the country. This new service makes it easy for boaters to search by city, state, or facility name and use an advanced search to filter by the type of repair they need. Facilities and services listed range from hull repair to rigging installation and repair, travel lift and engine services to moorings, rack storage, warranty service work, and more. For more information, visit <http://www.marinalife.com>.

### **ASA ANNIVERSARY**

The American Sailing Association (ASA) is now celebrating its 30th year serving the national sailing community. ASA was established in 1983 to introduce uniform sailing standards to the U.S. and to unite the multitude of independent sailing schools across America, which were then teaching their own diverse methods. Over the last 30 years, ASA has developed an internationally accepted system of sail education offering recognized levels of proficiency to its sailing schools. The ASA has grown to include a network of 2,000 working certified sailing instructors at more than 300 professionally accredited sailing schools in 18 countries, and has certified more than 400,000 individuals.

The ASA is commemorating its “Pearl Anniversary” with a variety of festive, philanthropic, and promotional activities throughout 2013. To celebrate this significant milestone, the organization will host its “ASA 30th Anniversary Blast” at the [Annapolis Boat Show](#), the largest industry show in the U.S., in October 2013. Additionally, ASA will be launching a series of national and international 30th anniversary flotillas co-hosted by ASA and its participating schools. Sailors are encouraged to visit [ASA.com](#) often for details and updates on all of the association’s 30th anniversary news and events, as well as for information on additional special activities in the upcoming months.

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### **SPRING VESSEL SAFETY CHECK**

Spring outfitting is a time of furious activity in most marinas, and savvy skippers will include a vessel safety check on their to-do list.

The Vessel Safety Check program is a means of helping an operator become more safety conscious, particularly of safety equipment. It raises the boater’s awareness of safety issues through one-on-one contact by volunteer examiners who are also fellow boaters.

As we kick into the 2013 boating season, we hope boat owners will include a free safety check as part of their launch preparations. Unfortunately, most don’t. Less than one per cent of the 14 million recreational boats in the U.S. undergo the courtesy check. Why is that? One reason is that too many owners think this is a police check and if they fail they could be fined or worse. That is a misconception.

A vessel safety check is just that, a check to see that owners have onboard all the safety equipment required by federal law. The review takes about 20 minutes by trained U.S. Coast Guard Auxiliarists. If something is missing, that information is shared immediately with the boat owner, and the owner only. Auxiliary and U.S. Power Squadron personnel have no police authority or other enforcement powers.

If, on the recommendation of the examiner, a boat owner brings his vessel up to federal safety standards, then a safe boating certificate is issued. It brings peace of mind to the owner, family, and guests that the boat is a-OK. In addition, many insurers offer a discount.

With increasingly crowded U.S. waters, many communities have stepped up marine police patrols. Should a skipper be stopped and found to be missing required equipment it could result in a fine. It's not worth the risk. So, ask your marina to host a vessel safety check day this spring.

**William C. Winslow**

**U.S. Coast Guard Auxiliary**

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## **CALENDAR**

### **STRICTLY SAIL PACIFIC**

April 11–14

Jack London Square

Oakland, California

Strictly Sail Pacific® will return to Oakland's Jack London Square April 11-14, 2013 for a four-day celebration of all things sailing. This year's show features a brand new two-floor Exhibit Hall, with even more exhibitors from around the world, and a showcase of beautiful boats both in and out of the water. Boats of every size and for every budget will be on display, including high-end yachts, multihulls, sleek racers and fun daysailers. For more information go to <http://strictlysailpacific.com>.

### **CRUISERS UNIVERSITY**

April 25-28

Annapolis, Maryland

Now is the perfect time to learn all you need to know before going cruising. In one four-day event, you will be introduced to more liveaboard boating concepts by internationally known boating talent than anywhere else in the world. Classes on proper boat systems, cruising destinations, living and loving your life aboard and navigating in safety are all presented in a comfortable educational setting. Onboard classes for multi-day registrants and interaction with other cruisers will highlight this event. For more information go to <http://usboat.com/cruisers-university/home>.

### **SWIFTSURE INTERNATIONAL YACHT RACE**

May 25

Vancouver Island, British Columbia

The 70th running of the venerable Swiftsure International Yacht Race is set for Memorial Day Weekend. Don't miss this big event sponsored by the Royal Victoria Yacht Club on British Columbia's Vancouver Island. A special Swiftsure Inshore Classic race has been specifically created for good old boats and their good old sailors. Registration begins May 23, 2013 and race day is May 25, 2013. More information can be found at <http://2013.swiftsure.org/>.

## **TALL SHIPS CHALLENGE GREAT LAKES 2013**

June – September

Commemorating the military events of the War of 1812 across the Great Lakes for both the United States and Canada, the Tall Ships Challenge® Great Lakes 2013 series will be an event of numbers — two countries, five Great Lakes, over 25 participating tall ships, 22 port appearances, five races, and millions of visitors.

Visit <http://www.sailtraining.org/tallships/2013greatlakes/index.php> for more information.

## **THIRD ANNUAL TREASURE COAST MARINE FLEA MARKET AND BOAT SALE**

June 1–2

Indian River Fairgrounds

Vero Beach, Florida

Marine bargains galore, new and used fishing supplies, public boat and vehicle auction, new and used boat show and boating equipment, and food. What more could you want?

For more information: <http://www.flnauticalfleamarket.com/> or contact Under the Sun Promotions, Inc., at 954-205-7813.

## **13TH ANNUAL WORLDWIDE SUMMER SAILSTICE CELEBRATION**

June 22

Everywhere

Tall ships to small ships sailors around the world are invited to celebrate the 13th annual Summer Sailstice on the weekend of June 22, 2013. Traditionally held the weekend closest to the summer solstice, this global celebration of sailing invites everyone to sail “together” regardless of where they are or what they sail. Participating is easy, just sign up at <http://www.summersailstice.com> and hit the waves!

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## **LOOKING FOR**

I'm looking for any info available on the Fingal 28. I bought it from Boat Angel Ministry. It's a 28-foot fiberglass sloop built in Sweden designed by Knud Reimers.

**Dennis Leming**

[dleming1@cfl.rr.com](mailto:dleming1@cfl.rr.com)



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## MY BEST DAY ON THE WATER

*In the February newsletter, we asked you to write about your best day on the water. Send your good memories to [Karen@goodoldboat.com](mailto:Karen@goodoldboat.com). **Editors***

Last season was my first FULL season of sailing (I'm a newbie sailor). There were so many memories, so many "firsts," it's hard to pick just one.

I had found a 1978 19-foot O'Day Mariner. I'd been out on her a few times: setting her up, tuning her, learning how we both reacted to all the challenges of sailing. My home waters, Lake Wallenpalpack in Pennsylvania, I have been told, is a challenging place to sail. The wind can shift from one direction to the next, it can produce narrow channels of wind, or it can drop to dead calm or a strong blow in seconds.

I arrived after work one day to find a rare event: the wind was up and steady over much of the lake. I cast off the lines and eased out of the slip powered by the electric motor I use when the wind dies and I don't feel like firing up the gas engine. I quietly motored out into open waters, checking the wind and water conditions before raising my sails.

They instantly filled; I could feel her heel and take off! There was a grin on my face from ear to ear! It didn't take long before she reached the speed to make her hum. (The Mariner centerboard cable has a habit of vibrating when they get moving, causing the "Mariner Hum.") Except for a few other sailboats and a couple of guys fishing off a boat, the lake was ours!

I tacked and settled in on a close reach. With my favorite tunes playing in my ears from my iPod, the boat humming, and the sun shining, it was a perfect early fall day! I sailed down the lake as far as I could, enjoying the scenery, tacking and jibing a few times to see how she handled (or how I handled it), and heaved to (the excuse I used was to go below to get a bottle of water but really, I just wanted to do it).

The few hours I had to escape quickly evaporated, leaving me with the sorrow of having to head back to the slip

and, sadly, back to reality.

I tacked and headed into a protected cove, drifting to a near stop close to shore and out of the wind. Still working on the "perfect system," I dropped my sails, hauled out the sailcover for the main, and bagged and stored the jib.

Until now, I had barely used the gas motor I picked up after I bought my "new addiction" and thought this might be a good day to see how it moved her along. The boat and motor worked flawlessly together! I idled into my slip, ran the engine dry of fuel, and secured her. I looked around at all the other sailboats bobbing in the later afternoon sun, thinking they had all missed a grand day on the water.

I've gotten into the habit, after the day is done, of putting my feet up and looking back on the day of sailing, to see where I could improve and what needed adjustment, but after a few minutes I realized this had been *the* perfect day! The wind was perfect, the boat performed better than I had ever hoped, the motor performed flawlessly and, best of all, I didn't do anything stupid! What more could a guy ask for?

## Joe Theis

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## BOOK REVIEWS

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

- ***A Call To Arms***, by William C. Hammond
- ***Unsinkable: A Young Woman's Courageous Battle on the High Seas***, by Abby Sunderland and Lynn Vincent
- ***Living on the Edge with Sara B: A Sailing Memoir***, by Susan Peterson Gateley
- ***Better Than Ever, Again***, by Mitch Davies

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## MAIL BUOY

### HEN ROCK

I read Joe Ratliff's Mail buoy letter (January 2013) about his time in the Moonstone Cove area of Catalina Island. I've been sailing around the island for 35+ years, but never picked up a mooring in White's Cove, Moonstone, or Hen Rock.

After spending a week in Howland's Landing, we decided to stop in the mooring field just west of Moonstone and White's called Hen Rock to break up our trip to our home port, Dana Point. We picked up our assigned mooring and noticed we were being watched over by a huge granite hen. You don't look at it and say, "Yeah, that kind of looks like a hen." It's a dead ringer, no mistaking it's a chicken! Here's our good old 1977 Islander 28, *Seaweed*,

in front of Hen Rock.

–**Chuck Christensen**

## **COACHWHIPPING**

I noted the article “Coachwhipping the Wheel” (March 2013) and I have to advise *Good Old Boat* readers that it is the worst thing you can do to your boat if you plan to head offshore for any length of time. My own experience with a coachwhipped wheel dates back to the mid 1960s. (That really dates me, eh?)



I was working for Bill Luders at the time and the builders of the Luders 33 wanted crew for a SORC race from Florida to the Bahamas. So Bill volunteered my services, as well as those of Alan McDonald, the yard rigging whiz, as crew. It sounded like a great vacation, salary plus all expenses paid, and it was — except for one thing: that Luders 33 had fancy coachwhipping on her wheel.

The steering wheel certainly looked very nautical and pretty as we sailed across the start line. But that afternoon it began to blow from the north and we were on a hard thrash to windward in heavy Gulf Stream seas. Unfortunately, there was not one pair of gloves aboard the yacht and the constant work at the wheel, combined with salt spray, soon started to seriously chafe our hands. By morning, none of our merry crew could touch the wheel as our hands were so raw and painful. We could not touch the rim and finally had to use the spokes to steer the boat until, at dawn, Alan took his knife and cut off the coachwhipping. Blessed relief, we had a slick, smooth, chromed wheel sliding painlessly through our hands as we fought the seas.

So, if anyone wants my advice, forget coachwhipping. Elkhide leather on a wheel is wonderfully forgiving, and it looks great. But coachwhipping is for boat shows and harbors, not for bluewater sailing!

–**Ted Brewer**

## **PLYWOOD MOCK-UPS**

Very good article on mocking-up (March 2013). Having done many myself, I would add that if one uses 1/8-inch Philippine mahogany plywood, also called door-skin, which can be cut with a utility knife, one can avoid framing by merely using a corner brace and attaching pieces with a glue gun.

–**Gary Wheeler**

## **BATTLE THE ELEMENTS**

Thanks for publishing my horseshoe buoy lettering article, “Lesson in lettering,” in the March 2013 *Good Old Boat* Quick and Easy section. A further lesson learned is that the permanent marker began fading in six months in the sun and elements. To remedy that, I painted over the letters with black enamel paint, which after a year is holding up nicely. It’s a never-ending battle with the elements!

–**Ferman Wardell**

## **NOT TO ABYC STANDARDS**

I read “Making a galvanic isolator” by David Lynn in the January 2013 issue with concern and great reservation.

The design fails to meet many of the ABYC galvanic isolator specifications. The design has no ability to conduct low AC voltages as required by ABYC A28.4.7 and A28.5.13. 1.1. I.e., under the DC forward bias voltage (Turn on) of the diodes or in an open diode situation.

The design fails to meet the Fail Closed requirements of ABYC A28.4.3. In the event of a failure in the described unit the Hazard Ground would be disconnected, creating a very dangerous and life-threatening situation. Refer to very sad BoatUS *Seaworthy* articles on accidental electrocution.

There is no monitor failure capability or alarming as required by ABYC A28.6.1 The unit would not conduct at 2.5V as required by ABYC A28 Appendix "C." The diodes specified, Vishay 95PF80, have a forward voltage of 1.4 volts and in series two would not conduct until 2.8 volts or greater was reached. Distribution resistance and loads could extend the forward biasing even higher with several variables contributing to an exacerbated problem.

David's suggestion that the isolator could be installed in the AC ground to the DC Ground is contrary to ABYC recommendations as defined by ABYC A28 Figure 1, and potentially creates other problems.

My recommendation is that unless the issues addressed in the Standards are fully understood, do not attempt to "home brew" such an item. Stay with lab-tested units. One manufacturer, Dairyland, uses a proprietary "fails closed" diode in its products. This ensures the hazard ground integrity is maintained in a Failure Mode. Most diodes, including the Vishay 95PF80, "fail open" because when over-current damage occurs, the silicon or germanium control element vaporizes.

While the schematic in the article looks like the one in ABYC A28 Figure 1 titled "Electrical Position Of Galvanic Isolator", the ABYC diagram is representative only, not showing the AC bypass or monitoring components.

**–Rex Miller BSEE, MSEE, CMS Retired**

## **AUTHOR DAVID LYNN RESPONDS**

I want to thank Rex Miller for his thoughtful letter. He makes several points that I would like to respond to.

His first point is that the device will not conduct low-level AC voltages, specifically less than 2.5v, as specified in ABYC 28. He states that the Vishay 95PF80 diode has a forward voltage drop (Vf) of 1.4 volts. What he didn't mention is that this is the maximum Vf and only occurs at very high currents. Per the ABYC 28 testing protocol, this value is to be measured while passing 50 amps through the device. In this current range, the diode has a typical Vf of only 0.7 volts. Two diodes, therefore, would block approximately 1.4 volts, well below the 2.5 volt test requirement.

His second point refers to the "fail safe" requirement of paragraph A28.4.3 (not the "fail closed requirements" as he put it). It defines the testing protocol that should be followed to prove that the device will handle the extremely high short-term currents that can occur in the event of a short to ground. To perform this testing, either the services of an independent laboratory or a bench-top full of expensive test equipment are needed. I'm sure this test protocol was included to keep manufacturers honest if they wanted to claim their device met the standard. While I made every effort to design the device to handle real-world conditions, it just wasn't practical for me to go to the thousands of dollars of expense necessary to perform the actual testing.

His third point refers to the monitoring and alarm requirement. While the first sentence of 28.6.1 states that there should be a monitor feature that would provide an alarm in the event the device fails, the very next sentence states that devices meeting the Fail Safe requirement are excluded from this requirement.

His final point is that I made reference to connecting the isolator between AC ground and DC ground aboard the boat as an alternative. While I am convinced that this is a viable solution under the right conditions, it is not condoned by the ABYC. In my opinion, the biggest issue, as stated in the article, is that there may be more than one connection between the two grounds, thereby rendering the isolator useless.

I spent many hours researching the standards and requirements for a galvanic isolator before designing and building my own. Everyone must make his own decision as to what is best for his situation, of course, but I am confident in my design and feel quite safe having one on *Nine of Cups*.

**–David Lynn, BSEE, MSEE**

### **A WORD FROM THE TECHNICAL EDITOR**

We should caution our readers occasionally that the devices and projects depicted in our pages will often not meet current ABYC standards. The same may be said of most of the good old boats you are likely to buy. Each boat owner must decide how important ABYC standards are to him. The standards are not mandatory unless they have the power of law behind them by being adopted by some other body. This does happen.

One attitude is that if it is not per ABYC, it is simply wrong and unsafe, and perhaps it is a grave misdeed to promote such. I have never shared this opinion.

Particularly in the areas of bonding for lightning protection and grounding, including connecting the AC green ground wire to DC negative (and, ultimately, to underwater metals), there has been a good deal of controversy over the years, with respectable opinions emerging that are contrary to the ABYC standards. The construction of galvanic isolators is on the fringe of this controversy. A key point of contention in this debate is whether the galvanic isolator must have a very large and expensive capacitor in its circuitry. Some respected people think not.

Finally, in the interest of full disclosure, I must say that I respect the work the ABYC has done in many areas, but I do not hold that our magazine content must slavishly comply with the opinions expressed in that body of standards.

The standard I hold to for the content of *Good Old Boat* magazine is a personal one: would I do that to my boat? Would I buy a boat so configured? Would I trust such works to serve while the boat is put to such use as it was intended to be put to?

No high or low crime is intended here and none of this has been approved by our lawyers.

**–Jerry Powlas, Technical Editor**

### **A QUALITY MAN**

I am a charter subscriber and now my Catalina 320, which I bought new in 2001, has reached the age to qualify me as a legitimate good old boat owner. This is the fifth Catalina sailboat I have owned. If I ever buy another

boat, it will be a Catalina yacht and the following anecdote will illustrate why.

Thirty-plus years ago, I was sitting at my desk on a Saturday morning when the phone rang. The caller was Frank Butler, owner of Catalina Yachts, to tell me of some warranty recall that applied to my Catalina 30. At first I thought it was a prank. Why would the owner of a large company call me, rather than have an employee handle a small task like that? I subsequently learned that it was not unusual for Frank to keep in touch with owners personally.

Years later, I called the factory with a technical question about my Catalina 22 and the switchboard put me through to Frank. I tried to insist that the issue was too small to bother him, but I was told that he would want to be aware of my problem.

Last summer, a cabinet latch on my 320 broke, and the replacement latch also broke shortly after installation. The service department apologized and FedEx showed up two days later with a much better latch, free of charge. Fast-forward to this morning. My phone rang and the caller was Frank Butler, just calling to make sure that latch issue from six months ago had been resolved to my satisfaction. This is a quality man who runs a quality organization that produces a quality product and stands behind it for years, right down to the smallest detail. With the help of your equally fine magazine, I hope to keep my good old boat sailing for another dozen years.

**–Charlie Meyer**

## **ELECTRONIC AND PAPER NAVIGATION**

I would like to add a few comments about our experiences with electronic gear and paper charts to author Mike Nelson's theory of saving room by using an iPad as the primary storage device ("From iNstruction Manuals to iNventory," March 2013).

Last spring, we completed a two-month sail (four of us in a cat-rigged Nonsuch 30) from the Rio Dulce in Guatemala to Belize, Mexico, and Cayo Largo, Cuba. For navigation we used a handheld GPS and printed charts, an iPad with the purchased Apple app and charts, a LePan Android tablet, and a free version of the Marine Navigator app with free downloaded charts, my old Dell laptop with SeaClear and OpenCPN with free downloaded charts and a GT-730F GPS dongle, and *Freya's Guide to Belize and Mexico*.

With the Guatemala/Belize/Mexico charts, plotting the GPS position on many occasions showed us as much as 100 yards inland. Where the detailed local charts sometimes showed our position as being inland, the general charts showed us on the water. A course plotted on the close-up chart of Puerto Morellos, for example, was way different when plotted on the "slightly" larger scale chart.

The iPad GPS died 2 days out.

The Dell was a power guzzler and difficult to read in bright sunlight. This limited its use as a full-time navigation tool. I was rarely able to get a full laptop charge because my 400-watt cigarette-lighter inverter, plugged into the cockpit outlet to run the laptop, had a very hard time handling the power fluctuations from the KISS wind generator and the two 15-watt regulated solar cells.

Using a mouse and electric wires in the cockpit when you are taking on spray is a nuisance.

The LePan Android worked very well except that it was sometimes difficult to get the tablet to read finger actions in the heat and sun as it had a screen protector. *Freya's Guide* was *absolutely indispensable* — more use than the charts. We plotted *Freya's* waypoints in the SeaClear route manager to obtain the best routes and especially to minimize the risk of going aground in Belize (which we did many times — a lot of our sailing was in less than 10 feet of water, including a 200-mile passage across a bay where the maximum depth was 20 feet with patches of 2 feet!)

SeaClear was invaluable for route planning and great when the laptop had power. I stopped using it for primary navigation because of spray, the laptop's power consumption, and the space the laptop took up in the cockpit.

The LePan tablet had a 7-hour battery life and showed the position clearly. This was very handy when feeling our way around Belize where within five boat lengths we could go from 180 feet to 5 feet (we drew 5 feet 6 inches). It was gut-wrenching at times. We plotted our positions on paper (noon especially).

I concluded that electronics are great as timesavers but *must* be backed up by paper in critical situations. Keeping manuals on a tablet/computer is fine and saves space aboard for the paper charts. The only thing you know for sure about your electronic gadgetry is that it *will* die probably at the worst possible time.

–**Bill Jaine**

## COVE STRIPES: SAILBOAT IDENTIFIERS

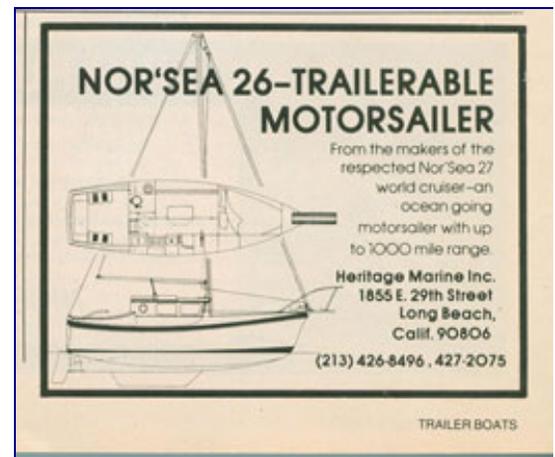
In the February 2013 Newsletter, we invited readers to have a look at our cove stripe postings on *Good Old Boat's* Boat Identifiers page: <[http://www.goodoldboat.com/resources\\_for\\_sailors/boat\\_identifiers](http://www.goodoldboat.com/resources_for_sailors/boat_identifiers)>. That sent several readers on a winter journey walking the docks and staring at cove stripes, if only in their memories. Rod Johnson wrote to help us unscramble a few of the unknown cove stripes posted there. We invite your opinions as well.

### Editors

After looking at the photos on the *Good Old Boat* website again, the boat (Unknown #8) that I thought looked like a Nor'Sea 26 is either a Nor'Sea 26 or a later boat built from the Nor'Sea 26 molds. I am certain of that (see the ad from December 1979 *Trailer Boats* Magazine).

On the other hand, I checked out the Nordica 20 website and discovered that the boat in Unknown #7 is not a Nordica 20, but a Halman 20. The jury is still out on which came first: the Nordica 20 or the Halman 20. Apparently both were basically the same boat from two different manufacturers, but whether the Halman later was built as the Nordica or the Nordica was later built as the Halman is unclear even on the Nordica website (the site is owner run as Nordica is long out of business).

Thank you for providing this interesting page on the *Good Old Boat* website! It's a fun challenge to try to ID these boats. Incidentally, Unknown #4 looks sort of like a Catalina 38, but that would be too easy. Maybe she's a Yankee 38? Same hull as the Catalina 38, but with a different deck. (The Catalina 38, an



S&S design, was originally built by Yankee. Later, Catalina bought the design and modified it to become the Catalina 38. Rumor has it that S&S was not happy about these changes. Unknown #2 doesn't look like a Gozzard to me, but how about a Herreshoff Nereia?

–**Rod Johnson**

### **NEW HORSESHOES FOR ROUGH RIDER**

Thank you for the two great articles in September 2012 and March 2013 about horseshoe buoys. They inspired my artistic genes and went from old faded ugly regulation equipment to Wow! All for about \$10 each.

I did change a couple of the details and combined some others. For the base white, I used spray vinyl white glossy, available at most auto parts stores for \$8. Then I used permanent markers (brush tip) and a couple hours of cold, waiting for sailing days.

Soon, we will be proud to re-commission our good old 1973 Pearson 36, *Rough Rider*, for yet another great summer sailing season on Saginaw Bay.

–**Peter & Sue Sulfridge**



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