

## DECEMBER 2010 NEWSLETTER

### WHAT'S IN THIS ISSUE

- [Playing Matchmaker](#)
- [Facebook Fun](#)
- [In the News](#)
- [What's coming in January 2011?](#)
- [Calendar](#)
- [Mini-index of 2010 \*Good Old Boat\* issues](#)
- [Looking For](#)
- [Book Reviews](#)
- [Mail buoy](#)
- [How to Contact us](#)

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.

### PLAYING MATCHMAKER

It has occurred to the crew at *Good Old Boat* that, while we can't hire all the sailors who need jobs, we do have an active website that can be used to help them find employment. We'd like to play matchmaker and help bring together those who seek work and those who seek workers.

Who better to hire than a sailor? Someone who owns and maintains a sailboat has an eye for detail, is willing to work hard, and knows how to meet deadlines and budgets. Sailors are resourceful and creative. Our readers are much more honest than the rest of the population. This magazine has seldom had a bad check from, or been taken advantage of, by any reader. The people you meet at the dock and at anchor are salt-of-the earth people you can trust with your wallet and your car keys. Since that is the case, sailors are the sort of people every business needs!

We hustled around and developed a free online job listing for our readers. This service is available to current subscribers and members of their immediate families. The postings will stay up indefinitely. Please let us know when you have found work, and we'll take your ad down. A word to happy employers and job seekers: if this service has worked for you, please give a fellow sailor a gift subscription. For us, subscribers are the most valued part of our business. A new subscriber is the best way you can thank us.

Since this brand-new service is a work-in-progress, please let us know if you find anything about this service

that is not working or could be improved. We'd also like to hear from you if you have ideas about how to spread the word to potential employers. Send your comments to Jerry Powlas: [jerry@goodoldboat.com](mailto:jerry@goodoldboat.com).

Jerry says, "One of the first things we figured out when we started *Good Old Boat* magazine was that our readers are great people. Because they are such a select group, they're good candidates for employers looking for intelligent, skilled, and principled employees. These sailors are hard workers who need to support their boats as well as the normal obligations of life."

He adds that this service is also good for *Good Old Boat*, "We hate to see any of our subscribers between jobs because an employed sailor is more likely to keep up his subscription." So there it is: it is in the best interests of *Good Old Boat* if every subscriber takes home a paycheck so he can feed the family, keep his boat, and continue reading the sailing magazine for the rest of us.

Here's what it's all about and where all posted ads appear:

[http://www.goodoldboat.com/resources\\_for\\_sailors/sailing\\_classifieds/seekers\\_classified.php](http://www.goodoldboat.com/resources_for_sailors/sailing_classifieds/seekers_classified.php).

Here's where we offer a few guidelines and tips for posting your online ad:

[http://www.goodoldboat.com/resources\\_for\\_sailors/sailing\\_classifieds/seekers\\_guidelines.php](http://www.goodoldboat.com/resources_for_sailors/sailing_classifieds/seekers_guidelines.php).

Here's the form for posting your ad:

[http://www.goodoldboat.com/reader\\_services/seekers\\_ad\\_submission](http://www.goodoldboat.com/reader_services/seekers_ad_submission).

[Back To Top](#)

## FACEBOOK FUN

Not long ago, TheSailingChannel.tv folks posted on YouTube a fun video of the *Good Old Boat* crew singalong at the Annapolis Boat Show: <<http://www.youtube.com/watch?v=lwVylIgmndo>>

It proves without a shadow of a doubt that the chorus is not professional, although the lead singer/guitarist, Al McKegg, is. We enjoyed our moment of fame and posted a link to the singalong on *Good Old Boat's* Facebook page: <<http://www.facebook.com/goodoldboat>>.

That led to a whole lot of fun as we figured out among ourselves the origin of the "Sloop John B" song. (Hint: if you associate this song with the Beach Boys, you're not even close. It's possible that the song was first performed before any of the Beach Boys were *born*.)

But that's not all. Good Old Boat troubadour Tom Wells created fantastic new lyrics on the spot. He posted those on our Facebook page as well. Here's a sneak preview (which helps explain how Tom was dubbed Good Old Boat troubadour):

*We're here at the show again  
We set up the booth and then  
'Round 'Nnapolis town we did roam  
Drinkin' with friends  
Hope it never ends  
We feel so pumped up*

*Don't wanna go home.*

[Back To Top](#)

## **IN THE NEWS**

Edey & Duff, who had been building boats for over 75 years, closed its doors in September. However, the Fatty Knees sailing tender they built will continue. Dave Foynes of Sagamore Beach, Mass., has taken over the building of the popular Fatty Knees. Dave, along with John Dietenhofer, owner of Hejira Wood Works, Inc., in Duxbury, Mass., who does the finish work, are shipping their first boat to New Zealand this month.

"We will only continue to manufacture the same top quality boat that Edey & Duff built their reputation on," John and Dave say. They are shown in the photo with the boat bound for New Zealand. You can contact Fatty Knees Boat Co. at P.O. Box 1549, Sagamore Beach, MA 02562, call them at 781-307-2466, or email them at [fattyknees@comcast.net](mailto:fattyknees@comcast.net).



[Back To Top](#)

## **WHAT'S COMING IN JANUARY 2011?**

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

- Rawson 30 review
- Lancer 25 review

### **SPEAKING SERIOUSLY**

- Displacement/Hull Speed 101
- Getting a grip
- Maintenance on the run
- Sewing their first sail
- A designer's designer by Robert Perry
- An uplifting conversion
- Row, tow, and stow
- A working vacation
- An affordable A4 rejuvenation

### **JUST FOR FUN**

- A tug for *Sara B*
- Partners in sailing
- Reflections: *Stone free*

## **WHAT'S MORE**

- Simple solution: New covers for old instruments
- Quick and Easy: Chart storage and anchor rode safety line
- The view from here: The things we do for love

[Back To Top](#)

## **CALENDAR**

### **CHRISTMAS BY THE SEA**

Thursdays through Sundays, November 26-January 2, 2011

Mystic Seaport

Mystic, Conn.

Christmas by the Sea, a new holiday maritime experience at Mystic Seaport, will be hosted at the Museum Thursdays through Sundays, November 26 - January 2, 2011, from 10 a.m. to 4 p.m. Visitors are invited to enjoy an old-fashioned Christmas as they stroll through the Museum's decorated 19th-century village, hear stories of seafaring holidays of long ago told aboard historic vessels, join chanteymen in singing songs of the sea and season, try their hand at candle dipping at the Buckingham-Hall House, print a Victorian Christmas card keepsake at the Print Shop and and much more. Additional information can be found at <http://www.mysticseaport.org/christmasbythesea>.

### **DIESEL ENGINE WORKSHOP FOR WOMEN**

January 8-9, 2011

Mack Boring Facility, Wilmington, N.C.

This two-day workshop will familiarize you with the proper methods of performing basic engine service and emergency repairs. For more information, go to <http://www.womensailing.org>.

### **GOOD OLD BOAT REGATTA**

January 20, 2010

St. Petersburg, Florida

This race is for boats 20 years or older. There will be multiple fleets: Fun, Cruising, PHRF Spinnaker and Non-spinnaker. The course is a 7 -12 mile government mark course in Tampa Bay. There will be a great party following the race. For more information, contact William Steve Lang at [bay\\_woof@yahoo.com](mailto:bay_woof@yahoo.com) or go to the St Petersburg Sailing Association website <http://www.spsa.us/wp/> or contact the SPSA Commodore, John Sleasman, at [sleasman@health.usf.edu](mailto:sleasman@health.usf.edu)

### **SEATTLE BOAT SHOW**

January 21-29, 2011

Qwest Field Event Center

The Seattle Boat Show, Indoors + Afloat, is the West Coast's largest boat show, featuring more than 1,000 recreational watercraft, seminars, and the latest accessories indoors at Qwest Field Event Center and afloat on South Lake Union. For more information, go to <http://www.seattleboatshow.com>.

### **STRICTLY SAIL CHICAGO**

January 27-30, 2011  
Navy Pier, Chicago, Ill.

Premiering at this year's show is the Affordability Pavilion, highlighting boats for those with smaller budgets. Check out this special showcase of boats you can own for less than \$250 per month. For more information, go to <http://www.strictlysailchicago.com>.

## **STRICTLY SAIL MIAMI**

February 17-21, 2011  
Miamarine at Bayside

Strictly Sail Miami is returning to its traditional landscape of an all-sail environment at Miamarina at Bayside to meet the needs and preferences of exhibitors and attendees. For more information, go to <http://www.strictlysailmiami.com>.

[Back To Top](#)

## **MINI-INDEX OF THE 2010 GOOD OLD BOAT ISSUES**

### **FEATURE BOATS**

- Olson 30, Number 71, March 2010
- Dana 24, Number 72, May 2010
- J/32, Number 73, July 2010
- Cal 2-30, Number 75, November 2010

### **REVIEW BOATS**

- LM 28, Number 70, January 2010
- Laguna 30, Number 72, May 2010
- Shearwater 28, Number 72, May 2010
- Jeanneau Arcadia 30, Number 73, July 2010
- Esprit 37, Number 74, September 2010
- Flicka 20, Number 75, November 2010
- Seidelmann 295, Number 75, November 2010

### **TRAILERSAILER REVIEWS**

- Morgan 25, Number 74, September 2010

### **REFITS**

- Glorious, luxurious *Sinfonietta*, Number 70, January 2010
- "Is it done yet?" Bristol 30, Number 73, July 2010
- Refitting a rare Voyager 26, Number 74, September 2010

### **SAILING 101**

- Travelers 101, Number 70, January 2010
- Propellers 101, Number 71, March 2010
- Lifelines 101, Number 72, May 2010
- Why Boats Sink 101, Number 73, July 2010

- Buoyancy and Displacement, Number 74, September 2010
- GPS Vulnerabilities 101, Number 75, November 2010

## **SAILS**

- Doing the twist, Number 70, January 2010
- The case for the light-air mainsail, Number 70, January 2010
- Dihedral twins, Number 73, July 2010
- Make your own lazy-jacks, Number 73, July 2010
- Taming the main, Number 73, July 2010
- Pitch the pole, Number 75, November 2010

## **ENGINES**

- Taming the squealing beast, Number 70, January 2010
- Engine oil mystery, Number 71, March 2010

## **SYSTEMS**

- The truth about GPS, Number 73, July 2010
- Anatomy of a lightning strike, Number 73, July 2010
- Bigger cockpit drains, Number 74, September 2010
- Better drinking water, Number 74, September 2010
- Winterizing your boat, Number 74, September 2010
- A wash-down for the anchor, Number 74, September 2010
- Self-steering with the twins, Number 75, November 2010

## **MATERIALS, DESIGN, AND CONSTRUCTION**

- Stern talk by Robert Perry, Number 70, January 2010
- From steel mono to plywood multi, Part 1, Number 70, January 2010
- All about keels, Part 1, by Robert Perry, Number 71, March 2010
- The first cut, Number 71, March 2010
- All about keels, Part 2, by Robert Perry, Number 72, May 2010
- The rudiments of rudders by Robert Perry, Number 73, July 2010
- Talking about rigs by Robert Perry, Number 74, September 2010
- Appraising accommodations by Robert Perry, Number 75, November 2010

## **MAINTENANCE AND UPGRADES**

- A go-anywhere outboard motor mount, Number 70, January 2010
- Making *Magnolia* more seaworthy, Number 70, January 2010
- Molding a new sea hood, Number 70, January 2010
- The inside-out rudder, Number 71, March 2010
- LPU blues: Painting *Splendor*, Number 71, March 2010
- Hardware on soft decks, Number 71, March 2010
- Better backing blocks, Number 71, March 2010
- Replacing a backstay, Number 72, May 2010
- New-era navigation lights, Number 72, May 2010
- Rewiring a Westsail 32, Number 74, September 2010
- Forever handrails, Number 75, November 2010
- Multi-position table, Number 75, November 2010

- Sewing machine surprise, Number 75, November 2010
- Threading a new throttle, Number 75, November 2010
- Lucky break, Number 75, November 2010
- Keeping up with the rigging, Number 75, November 2010

## **BOATBUYING**

- Seeking the perfect compromise, Number 70, January 2010
- Just plain too big? Number 74, September 2010

## **HOW-TO ARTICLES**

- A beneficial coverup, Number 70, January 2010
- Three steps to simplified sailing, Number 70, January 2010
- Discover the current tables, Number 71, March 2010
- New lights for old ports and windows, Number 71, March 2010
- Going solo on short voyages, Number 71, March 2010
- Pictures that sell, Number 72, May 2010
- A low-cost instrument pod, Number 72, May 2010
- How to make a watermaker, Part 1, Number 72, May 2010
- A custom anchor sprit, Number 72, May 2010
- Inspect and be safe, Number 72, May 2010
- How to make a watermaker, Part 2, Number 73, July 2010
- A tiller for *Sigfrid*, Number 73, July 2010
- A proper boarding ladder, Number 73, July 2010
- The silence of the doors, Number 74, September 2010
- Smart new oars, Number 74, September 2010
- Perfect topsides without spraying, Number 75, November 2010

## **SIMPLE SOLUTIONS**

- Ferry gliding, Number 70, January 2010
- Poor man's halyard winch, Number 71, March 2010
- Protection for the engine panel, Number 72, May 2010
- Slip exits without angst, Number 73, July 2010
- Checking your batteries, Number 73, July 2010
- Nautical tattoos, Number 74, September 2010
- An ingenious holding tank, Number 74, September 2010
- A tale of two cubbies, Number 75, November 2010
- A swing-out bracket for your GPS, Number 75, November 2010

## **QUICK AND EASY**

- Docklines identified, Number 70, January 2010
- *Ariel's* scuttlebutt, Number 70, January 2010
- Oil-filter pliers, Number 70, January 2010
- Velcro turnbuckle locks, Number 71, March 2010
- The "green" lantern, Number 71, March 2010
- A dual-purpose anchor holder, Number 72, May 2010
- An uncommon common ground, Number 72, May 2010
- Noises in my head, Number 73, July 2010

- Turnbuckle locks revisited, Number 73, July 2010
- Lifeline resurrection, Number 74, September 2010
- Pulling staples, Number 74, September 2010
- Rice to the rescue, Number 75, November 2010
- In-hand hose control, Number 75, November 2010

## **CRUISING MEMORIES**

- Getting over it, Number 70, January 2010
- Just sailin', Mon, Number 70, January 2010
- Under siege in the wilderness, Number 71, March 2010
- Pushing the season, Number 72, May 2010
- Changes in course, Number 72, May 2010
- Tom has gone, Number 73, July 2010
- In praise of the perfect mate, Number 74, September 2010
- Family reunion, Number 75, November 2010
- Brevity begets harmony, Number 75, November 2010

## **LIGHTER ARTICLES**

- Perfidious paradise, Number 70, January 2010
- Memories of an innocent world, Number 71, March 2010
- What would a great skipper do? Number 72, May 2010
- Laid-back racing, Number 72, May 2010
- When sail rules, Number 73, July 2010
- Cruising on sufferance, Number 73, July 2010
- Good old boat (gulp!) racing, Number 74, September 2010
- Who needs palm trees? Number 74, September 2010
- A manual for life, Number 75, November 2010

## **PRODUCT LAUNCHINGS**

- Tiller Clutch review, Number 74, September 2010
- HotBlade-X line cutter and more . . . , Number 74, September 2010

[Back To Top](#)

## **LOOKING FOR**

### **CHALLENGER 7.4 GROUP?**

On your site, a guy from Rawdon, Quebec, who has a Challenger 7.4 was looking for an association or more info on this boat. Two of us at work have the same boat and were also looking for a club or association for this little boat. Would anyone know of such a club? If we are unable to locate one, we are thinking of starting our own.

Any advice on doing so?

Didier Cazorla

[boatbuster@hotmail.com](mailto:boatbuster@hotmail.com)

### **SILHOUETTE'S BEEN FOUND**

In the October issue of the newsletter, Anne Magierski asked for information about her late father's boat, *Silhouette*, which



he designed and built. Not long after the newsletter was published, we again heard from Anne:

"Today I received an email from Henry Irla in Uruguay. He had read the article in the newsletter and recognized, from the name and description, that it was the same boat. I have answered him and we will correspond in order to learn all we can from each other about *Silhouette*. Thank you and *Good Old Boat* for finding my needle-in-a-haystack!"

Anne and Henry have corresponded back and forth, providing each other with photos and lots of information about *Silhouette*, including details Henry needed to complete work he's doing for the current owner, who is planning to put *Silhouette* up for sale soon.

### Editors

[Back To Top](#)



Silhouette 1967



Silhouette today

## BOOK REVIEWS

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

***For Love of Country***, by William Hammond (Naval Institute Press), 2010; 256 pages; \$29.95)

***An Illustrated Cruising Guide to the Great Loop Inland Waterway:***

***Chicago to Mobile (Volume 1: Chicago to Paducah, Kentucky)***, by Mark and Diana Doyle, semi-local publications LLC; 2010; 168 pages; \$49.95)

***The Blue Book of Sailing: The 22 Keys to Sailing Mastery***, by Adam Cort, (International Marine/Ragged Mountain Press, 2009; 264 pages; \$19.95)

***The Galley: How Things Work***, by Donald Launer (Sheridan House, 2009; 112 pages; \$17.95)

[Back To Top](#)

## MAIL BUOY

## LESLIE TRANSPORT AND SERVICES

With our new boat securely tucked under its winter canvas, I wanted to let you know how pleased Joyce and I were with the service we received by one of *Good Old Boat's* advertisers, Leslie Transport and Services.

Having sold our Pearson 28-2 last year, we spent more than six months searching for the right replacement boat. We found our Caliber 35 in Ft. Lauderdale, Florida. After the negotiations, the marine survey, and what seemed like reams of paperwork (a Florida boat, Canadian owners, and we're in Ohio), it was time to move it to the Great Lakes. We solicited bids from three boat haulers. While their rates were all in the same ballpark, we discovered that their services were for hauling only. Decommissioning and commissioning, including unstepping and stepping the mast, were not included. These services could easily add \$1,000 to the bill, and if we wanted to know how and what was done, another trip to Florida was required . . . another cost!

In the *Good Old Boat* classifieds, I came across an ad for Leslie Transport and Services. A couple of things caught my eye: "Sailors Moving Sailors," expert rig tuning, and crane services. I spoke with Derek Leslie and described my situation. He said he would do it all! In fact, that's the "services" part of Leslie Transport and Services. His quote was very reasonable and we signed a contract.

Being a sailor and having routinely transported his Catalina 30 from Tennessee to the Gulf of Mexico and back, Derek designed and built his transport trailer, which incorporates a crane. He coordinated with the broker and the Florida yard, arrived on time, decommissioned the boat, secured everything for transport, including shrink-wrapping the mast, and took numerous pictures to document condition and ensure proper reassembly. While on the road, he kept me apprised of his whereabouts and his anticipated ETA. On delivery day, we arrived at the marina 30 minutes ahead of schedule. He and his helper were already there and working. By lunchtime, our boat was floating at the dock.

Throughout the entire process, Derek and his helper were professional and courteous in every way. There were a lot of unknowns and potentially anxious moments, but Derek made the process go smoothly.

**Gregg and Joyce Nestor**

## **RECYCLE MONSTER HEAVY-DUTY TARPING MATERIAL**

We recently heard from Damon Carson, who is recycling vinyl billboard posters for use as tarps to cover everything from haystacks to sailboats. He wrote:

"Recycled advertising billboard vinyls are being repurposed as tarp material — <http://www.recycledbillboardtarps.com> — to protect boats, sailboats, personal watercraft, and so on. In addition to being a "green" tarp alternative, they're cheap and effective.

"These vinyls are super, heavy-duty (20 mils thick and 13 ounce/yard material) and they're heavier material than most any stuff you'd buy at the store. (The blue tarps at Home Depot are just 5 mils thick.) In fact, about a third of my buyers are people who have used billboard tarps previously and want more because of how well they liked them.

"What's more, they cost about 75 percent less than store-bought tarps of similar quality! Prices start at \$60/vinyl. Common sizes are 14 x 48 feet, 12 x 42 feet, and 10 x 30 feet."

It's an intriguing new idea: re-using (probably somewhat) new marketing



material. The website mentioned above offers further information:



- Those who are re-using these billboard images are expected to keep the advertising side down.
- The material on the back is available in a choice of black or white.
- There is a 3-inch-wide hem around all four sides, so rope, pipes, or cable could be inserted. Grommets could be added easily.

Our request to readers: if you make use of this tarping material, please let us know how it went ([karen@goodoldboat.com](mailto:karen@goodoldboat.com)). Did you use the full tarp as delivered? Did you modify the material, sewing it into a shape better suited for your purposes? How did it hold up after a season of use?

### **Editors**

### **"THE TWINS"?**

I would like to ask Dennis Zimmerman for more details about the "Self-steering with the twins" article (November 2010), his self-steering invention. It's not clear in the article why two are needed. The picture with him reading a book has both "twins" wrapped loosely around a port winch.

### **Frank Farmer**

### **DENNIS RESPONDS**

I originally made two because I expected one to break. How was I to know they were practically indestructible? I discovered later the one "twin" could handle the helm up to 15 knots of wind or so. Beyond that I needed both of them on the same side to keep me steady. Still later I discovered that one to each side would hold me on a run or a very broad reach. The picture was staged so you don't get the real effect but be assured I've gone 20 or more miles at a time with "the twins" doing the work and me goofing off.

### **Dennis Zimmerman**

### **NECCHI BU SEWING MACHINE**

Don Casey's article on sewing machines (November 2010) rings a bell because I have had one since 1986 and have found it very useful. I went to a shop run by Dave Tharp in downtown Baltimore. "Sales, Service, Parts for all makes" says his business card. He had overhauled a Necchi BU, MIRA Series. It includes zigzag capability with stitches 3/16" wide. The thread used has been H & B Dabond V69. It came in a Singer portable case with cover.

I have used The Necchi often, but mostly for small repairs. The largest project was to add a sun cover to a Whitby 42 genoa. The excellent 94-page 4" x 6" manual has a lot of drawings and detailed instructions. It was printed (in English) in 1951.

Research may turn up some shops like the one I found. Good sailing!

### **Bernie Boykin**

### **THANKS FOR FIXER-UPPER SAILBOATS!**

The ad said:

#### ***"1968 Irwin Classic 27' Sloop***

- *Length: 27 feet*
- *Price: Free*
- *Location: Pottstown, PA, 19464*

*Atomic 4 inboard last run five years ago. Five sails including a spinnaker. Interior in good condition. Exterior needs paint and rebed hardware. Cradle/no trailer."*

It is no longer available; it is now my dream boat. I picked it up from Dave Pursel late in August. Thanks for Fixer-upper Sailboats!

**Gary Cargen**

*Congratulations on your new good old boat. Have a great time and thanks for letting us know.*

*Readers, we want to help marinas and neighborhoods get rid of the abandoned sailboats in boatyards and back yards. If you know of an abandoned, deteriorating sailboat in need of a new dreamer to turn it into a dream boat once more, let us know. And if you're interested in one of those already listed, follow your heart and follow up. There's no charge for listing a boat or for the buyer; we just want to help. Go to*

*<[http://www.goodoldboat.com/resources\\_for\\_sailors/fixer-upper\\_sailboats.php](http://www.goodoldboat.com/resources_for_sailors/fixer-upper_sailboats.php)> to see what's currently listed.*

**Editors**

## **QUALITY RATHER THAN QUANTITY**

I thought you had put out the ultimate issue with the September 2010 magazine. Until the next one arrived. Every article hit me on the nose, and a Cal 30 as the featured boat was just too good. I hope you get as much enjoyment out of producing the magazine as we readers get reading it. Please know that we appreciate your efforts. The down-to-earth how-to articles have inspired me to add to my to-do list. Truly, it is the sailing magazine for the rest of us.

I disagree with those calling for you to publish monthly. It must be hard enough to put out the highest quality magazine as you do bi-monthly. Better to have quality than quantity.

**David Dobb**

[Back to Top](#)

## **HOW TO CONTACT US**

You can find all of the details on how to contact us [on our website](#).

[Back to Top](#)