



[Home](#) > [Newsletter](#) > **June 2013 Newsletter**

JUNE 2013 NEWSLETTER

WHAT'S IN THIS ISSUE

- [You're on the board of directors](#)
- [Welcome to David Lynn](#)
- [So you want your magazine on a tablet](#)
- [Across Islands and Oceans](#)
- [Put your boat on our cover](#)
- [Cover images anyone?](#)
- [What's coming in July](#)
- [In the news](#)
- [Calendar](#)
- [Looking for](#)
- [Book reviews](#)
- [Mail buoy](#)
- [How to contact us](#)

This newsletter is available as an MP3 audio download at <[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.

YOU'RE ON THE BOARD OF DIRECTORS

Each of our readers is a member of the *Good Old Boat* Board of Directors. You email. You send letters. You call. You suggest. We listen. You are the ultimate boss. We're doing this for you, after all.

In your own way, you own stock in this magazine. You bought a share or two (or many more) over the years with your subscription checks.

Your involvement matters to us. As we celebrate 15 years of publishing this summer, we thank each of our board members for your support over the years.

[Back To Top](#)

WELCOME TO DAVID LYNN

We've added a new name to our masthead with the appointment of David Lynn as Contributing Editor. (Actually, we think of it more as a "knighting.") David has been writing technical articles for us since we published his first one on homemade deck prisms in the May 2012 issue.

That was followed by articles on his development of a fuel-polishing system, his own design for a galvanic isolator, Dyneema lifelines, a mast boot, and coachwhipping the wheel. Many more are in the works from this energetic electrical engineer as well as a few additions from his co-skipper and wife, Marcie Connelly-Lynn.

David likes knots and ropework, he likes building and explaining electrical gizmos, and he likes maintaining and improving the boat he and Marcie have been cruising in for 13 years. Their home is *Nine of Cups*, a 1986 Liberty 458 cutter. Their world exploration began in Kemah, Texas, with the purchase of *Cups* in 2000. Since that time, they've sailed more than 70,000 nautical miles, including a circumnavigation of South America and several trans-oceanic passages. At publishing time, they're in Adelaide, South Australia, planning to round the last of the great southern capes.

Cruising the world means finding creative ways to fix and maintain your boat in exotic and remote locations. We're happy to sail along as David and Marcie make modifications and improvements to *Cups* and write about their newest innovations.

You can follow their blog, <<http://www.justalittlefurther.com>>, or visit their website, www.nineofcups.com.

[Back To Top](#)

SO YOU WANT YOUR MAGAZINE ON A TABLET

We did it at last. Our magazine is now available hot off the press as PDF copies for those subscribers who like to read digital magazines on their computers or tablets. If you have a subscription to the printed version of *Good Old Boat* but you'd really like to have it arrive as a download to your mobile device, we can convert your subscription from paper to digital. Just send an email message to Mark Busta: mark@goodoldboat.com.

Every issue we've ever published is available as a PDF back issue. What's new is that you can also subscribe to the digital edition and receive all future issues in the same PDF format. If you want to start a brand-new subscription or spread the word to sailing friends about *Good Old Boat's* digital edition, here's the link: <http://www.goodoldboat.com/subscription_services/digital_subscription.php>.

[Back To Top](#)

ACROSS ISLANDS AND OCEANS

We were so impressed with James Baldwin's new book about his first circumnavigation, we asked to produce it as

an unabridged audiobook. *Across Islands and Oceans* tells of the two-year journey James made starting out in his mid-20s in 1984 with \$500 in his pocket.

On *Atom*, his 28-foot Pearson Triton, James traveled south from Florida and west-about through the Panama Canal, continuing west via the Cape of Good Hope, and north once more to Florida. What was different about this young man's solo circumnavigation is that he made it a goal to walk across each island he visited and to climb its tallest mountain. Going inland gave him a unique view of the people and the culture of each island. In doing so he collected a wealth of wonderful and frightening tales.

Although he waited nearly 30 years to tell of those adventures, they're still fresh and compelling today. He kept good logs and he tells the stories well. His unabridged audiobook is available as a download from AudioSeaStories.com, *Good Old Boat's* downloads site. It offers just a bit over 13 hours of listening for you while exercising or driving to your boat or to work. In addition, the book itself — in paper and electronic form — is available from Amazon.

[Back To Top](#)

PUT YOUR BOAT ON OUR COVER!

We recently sent one of our email news blasts, called "News from the Press Gang," telling our subscribers what sorts of photos make a winning cover shot. It's not that all those peaceful scenes with anchored boats aren't stunningly beautiful, but we'd also like to publish some action shots with sailboats doing what sailboats do — running, reaching, and pointing — actually sailing while crewed by happy and involved sailors! We'd like to publish you and your boat on our cover.

In our Press Gang release, we offered pointers about resolution (high), orientation (vertical), manipulation (don't), composition (action shots), and where to send your best shots (to Karen). If you aren't on that email list, we will happily add your name. Just write to karla@goodoldboat.com. To see the whole release, go to http://www.goodoldboat.com/reader_services/news. We post all our Press Gang releases there.

[Back To Top](#)

COVER IMAGES ANYONE?

Requests are like a box of chocolates. You send out a request to good old boaters. . . you never know what you're going to get. No matter what you get, though, it's bound to be delicious.

Well! *We received nearly 100 responses (so far), not all of which met the criteria. No matter! We had a great time reading the accompanying comments and seeing the photos. We thought you would too. We'll run more photos in the September issue of the magazine. The variety and good cheer wrapped in each little morsel of chocolate is indeed a treat. Indulge yourself. Best of all, you won't gain an ounce.*

KEEPING HER CLOSE ALL WINTER

Anne Whyte sent this photo of *Swee' Pea*, saying, "This is my

husband, Matt, sailing our Pearson 26, *Swee' Pea*, in Mallet's Bay, Colchester, Vermont, last summer. I had it blown up on canvas as a Christmas present. He enjoyed having the *Swee' Pea* in the family room all winter long."



HEY THERE, GEORGIE'S GIRL!

Rod Witel sent several outstanding photos of *Georgie's Girl*, a 36-foot Mariner owned by his friends George Sparr and Rich Boehm. The boat is based out of Alameda, California. We chose this shot. It wasn't easy.



SPARKMAN & STEPHENS VARVET

Stephen Bilsbury sent a real action shot featuring *Sea Arrow*, telling us, "This is an IW Varvet, a 31-foot sloop built in Sweden in 1975. My wife, Victoria Dawdy, and I sail *Sea Arrow*. She's a Sparkman & Stephens design. We sail on Carlyle Lake in Illinois. *Sea Arrow* weighs 8,000 pounds. The wind was 15 knots and the heel was 15 degrees."



NOT OLD, YOU SAY?

Bob Gamble noted: "My boat may not be considered 'old.' It was built in 1998. But I can tell you that I have replaced virtually everything on it (engines, plumbing, refrigeration, sail, hatches, bunk cushions, Bimini ... you name it) and find the articles in *Good Old Boat* an outstanding resource."

Setting Bob straight

Good grief! 1998 is plenty old enough to be a good old boat! We used to say a good old boat was 10 years old and older. Yours certainly qualifies on that "rule" alone. But more recently we've been saying that it's about systems and maintenance anyway, so as soon as you start maintaining your brand-new boat, it becomes your good old boat. Obviously, you're in on all counts. Our magazine is celebrating 15 years this summer. And it was started (just like your boat) — in 1998!



NOT OLD ENOUGH? WHERE DO THEY GET THIS?

From North Carolina Craig wrote: "Here is our good old boat, *Longwinded*, owned by Craig and Chip Long on Lake Norman, North Carolina. She's an 1989 Hunter 27-2. She may not be old enough, but I really like the picture."

(Say WHAT? Who says 1989 isn't old enough? Rest assured, we set Craig straight.)



CLEARING UP THAT MISPERCEPTION

Robert Jablonski wrote: "There seems to be a perception that the Delaware Bay has terrible sailing. The members of the local Greenwich Yacht Club out of Hancocks Harbor, New Jersey, on the Cohansey River, enjoy most Sundays.

"*KrisE* is a 1968 Allied Seabreeze 35 I rescued from the dumpster at a sea plane base south of Philadelphia airport back in 1998: new power, new plumbing, new electric. Yes, it has been a project! All the advice from your magazine helped lots. For fifteen years she's been sailing on the Delaware Bay."



(And improving the scenery when she's out there, we hasten to add. There's that date again. It would seem that 1998 was a portentous year for many of us. Good Old Boat magazine was founded just in time for Robert's project.)

IN ADDITION TO THAT "BIG GULF," TEXAS HAS LAKES

John Ruiz sent this photo of his 1991 Hunter 33.5, *Wind Chime*, on Canyon Lake in Texas.



RACING ON LAKE SIMCOE IN SOUTHERN ONTARIO

John Rozema, a man of many photos but few words, filled our inbox with images and one brief note to cover them all: "All of my pictures were taken on Lake Simcoe and most of the boats belong to Lagoon City Yacht Club in Brechin, Ontario."



CHAMPLAIN: ONE OF THE BEST SAILING LAKES

Ben Bosher said: " I use this picture as my desktop screensaver. The photo is of *Veninde*, the Shaw 24 owned by Joseph and Elaine Tornello, fellow Malletts Bay Boat Club members on Lake Champlain, one of the best sailing lakes in the East, although our season is too short!

"If you look closely beyond the sailboat, you will see a lot of white sheep (whitecaps). We had just come into the protection of the marina after being tossed about in 28 to 30 knots of wind caused by an advancing storm during a charity sail. Joseph was contemplating going out singlehanded to sail in the brisk breeze but wisely decided to stay in the shelter of Malletts Bay.



"My current boat is a 1984 Ericson 30+."

PLAYING HOOKY FROM THE RACING SERIES

Loren Beach, of Rose City Yacht Club, Portland, Oregon, sent this note: "Another local Ericson owner took this photo last summer while he was out on his E-27. My friends and I were surprised and delighted to receive this

picture.

"Backstory: about three seasons ago one of the guys in the photo decided to forgo the weekly evening racing series in the summer to just take the crew out for an evening sail. As a result, a little group of us started the "Tuesday Evening Adult Sail" night at our yacht club. It's not a formal club program, per se, but has attracted as many as five boats in an evening to just meet at the club at 1800 hours, bring life jackets and smiles, decide who wants to leave the dock for a couple hours, and then all go out and just . . . sail our boats. Just for fun. No other complications.



"I have had five to seven folks on our boat alone just enjoying the breeze and the setting sun. Chips and drinks. Rotate the positions. Do much or do little, but relax and feel the wind and sometimes some spray. In the cockpit with me when the photo was taken: Mike (Ericson 33) and Steve (Yamaha 33). The three of us have spent many an evening on each other's boats."

A word from the editors

We mentioned (didn't we?) that in the box of chocolates from our readers we didn't always get a cover image. It's time to share a couple of delicious morsels.

FREAK SUMMER STORM

Len and Debbie Ingalls sent several photos of *Puffin II*, a Mascot 28 motorsailer built by Gesten Boats of Denmark. She sails out of Grand Manan, New Brunswick, on the Bay of Fundy. Len said: "My photos don't meet your cover criteria, but thought you might enjoy. A freak summer storm caught several of us at our moorings. Normally, we would bring them into the North Head Fisherman's Wharf before these conditions arose.



"The weather forecast missed the mark this day and it was impossible/very dangerous to attempt to dinghy out and board. No damage done and the bilge got a good slosh cleaning!

"The sailboat in the background is *SeaGar*, a Marieholm 261, owned by our friends Richard and Katherine Cronk, who are also subscribers.

"Our moorings consist of a 4,000-pound concrete block, 1-inch chain from block to a 40-inch diameter compensator float and two 1-inch diameter floating polypropylene pendants. This system is used locally to anchor 70-meter salmon aquaculture cages."

DIVINE GUIDANCE PERHAPS?

Gordon Thompson sent this photo and message: "I know what you are looking for, but unfortunately this isn't it. Here two friends and I move through fog. One steers the boat and the other looks for guidance from above. (He's a deacon in his church and does that a lot.)"



THAT'S SAILING: THUNDERSTORM OR DEAD CALM

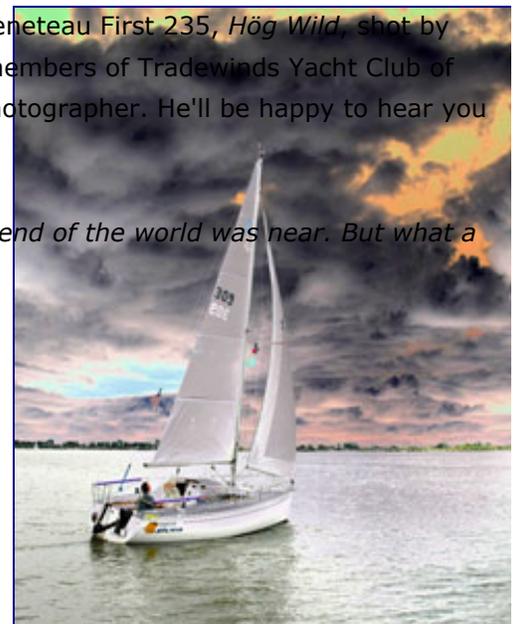
Steve Christensen sent two favorite shots and we chose one. He said: "These two images are certainly not high enough resolution for your cover, but I do keep them around as depicting the two extremes of cruising: 1) bored and motoring in a dead calm, and 2) trying to navigate during a thunderstorm."



MANIPULATION OF THE WILDEST KIND

Lee Hogman wrote: "Please find attached a couple photos of our 1989 Beneteau First 235, *Hög Wild*, shot by Dave Cumpston of Springfield, Illinois. We sail on Carlyle Lake and are members of Tradewinds Yacht Club of Keyesport, Illinois. This solar photo was obviously manipulated by the photographer. He'll be happy to hear you like it!"

(We were glad to hear Dave had manipulated this image. We feared the end of the world was near. But what a way to go!)



LEADER OF THE PACK

Joe Pitoniak was justifiably proud to send a photo of his 1987 Pearson 31 MK II leading the Mayfield Yacht Club annual parade of boats on opening day in Sacandaga Lake in upstate New York.

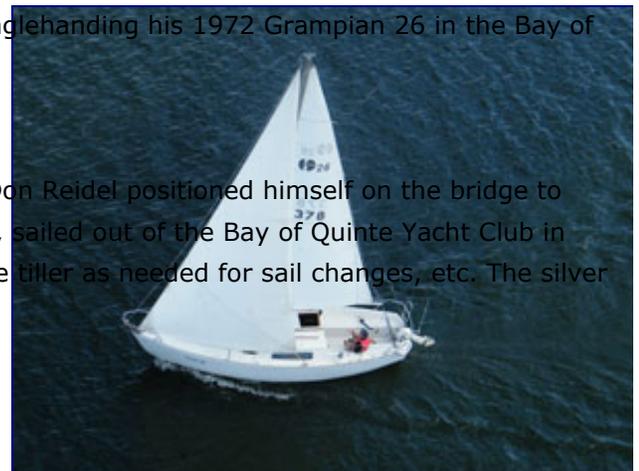
Then he added: "If it's *action* you want, view this nice video of my boat sailing in a breeze: www.youtube.com/watch?v=w6M6Ei6UWHA."



25-MILE SOLO RACE

Brian Credico of Belleville, Ontario, was photographed while singlehanded his 1972 Grampian 26 in the Bay of Quinte, Prince Edward County, Ontario, in the 25-mile Katie Grey Race from Belleville to Picton.

Brian noted that he was sailing under the Deseronto Bridge: "Don Reidel positioned himself on the bridge to photograph the racers as they passed. My boat is the *Keitha M*, sailed out of the Bay of Quinte Yacht Club in Belleville, Ontario. Note the autohelm ready to be placed on the tiller as needed for sail changes, etc. The silver aluminum duct tape is to help keep the autohelm cool on hot sunny days."



WHAT MAKES AN OLD BOAT GOOD?

James Edwards sent a photo of *Nordskip*, his Pearson Ariel, hull #27, with this explanation: It was my wife's family boat since the 1960s and now is in Ithaca, New York, on Cayuga Lake. There is a long history of everything that makes a good old boat good . . .



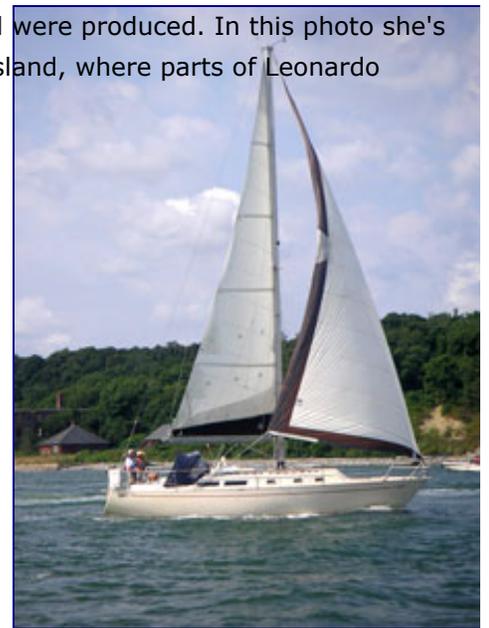
HATS OFF TO CARL ALBERG

Eric Hazlitt said: "Here's a picture of our recently restored Triton, hull #614, sailing on Seneca Lake near Watkins Glen, New York. My wife, Tina, and I share in the love for Carl Alberg designs. We have owned and sailed a Cape Dory Typhoon, a Sea Sprite 23, a Pearson Ensign, and our current good old boat, *Moondance*."



DON'T OVERLOOK THE CALS

Ed White sent: "*Caliente* is a 1983 Cal 35 II, of which fewer than a hundred were produced. In this photo she's sailing through Hull Gut in Boston Harbor. In the background is Peddocks Island, where parts of Leonardo DiCaprio's *Shutter Island* was filmed."



ISLAND PACKETS TOO!

Joe and Carolyn Crawford sent pictures of *Promises Kept*, their 1987 Island Packet 31, saying she was originally known as *Discovery*, sailing out of Bay City, Michigan. But these days she's from Marco Island, Florida. Joe pointed out to those not so blessed that he and Carolyn sail 12 months a year. "No winter here," he said.

The picture was taken with the help of a Go Pro camera and wide-angle lens. (*We want one too!*)

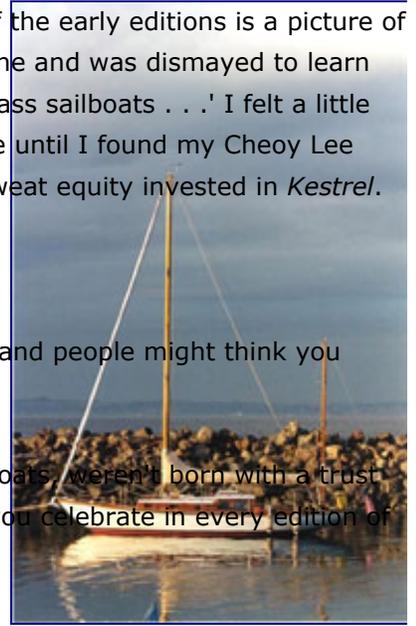


A TIP OF THE HAT TO WOODEN BOATS

Tim Searce wrote: "I am one of your inaugural subscribers. Somewhere in one of the early editions is a picture of my teak yawl, *Kestrel*. I read your email about covers for your wonderful magazine and was dismayed to learn that 'woodies on our cover confuse people' and that 'we're about good old fiberglass sailboats . . .' I felt a little sad, as I had owned a fiberglass boat (a Windrose 24) but never really fell in love until I found my Cheoy Lee Robb 35. Like many fiberglass boat owners, I have many hundreds of hours of sweat equity invested in *Kestrel*. And I always learn something from each edition of *Good Old Boat* that helps me take better care of her.

"Then again, I get it. There is already a great magazine for wooden boat owners and people might think you were horning in.

"I guess I just wanted to say, give some props to those of us who love wooden boats, weren't born with a trust fund to pay someone to maintain them, and appreciate the do-it-yourself ethos you celebrate in every edition of *Good Old Boat* magazine.



Our response to Tim

Kestrel is gorgeous from EVERY angle. Thanks for sending the photos. We know as well as you do that the systems we have to maintain are the same, the DIY upgrades we make are the same, and the ongoing cleaning and repair work we do is much the same. Of course we want Good Old Boat to be relevant to readers who own wooden boats, but we've learned that if we have a wooden boat on the cover (as we have had many times in the past) and we hand out that issue at a boat show, we get an unexpected negative response.

Those who don't know anything about this magazine hand it right back telling us, "My boat's a fiberglass boat" or "Oh, I don't have a woodie." What we figured out was the name Good Old Boat is confusing enough. If they don't know anything about us, they assume we're just another WoodenBoat magazine. A wooden boat on the cover complicates things for those who make quick assumptions when seeing our magazine for the first time at a show or on the newsstand.

So wooden boats have been banished from the cover. But they still make sneak appearances inside from time to time. When all is said and done, a good old sailboat is a good old sailboat and the material of construction is really irrelevant.

To Tim goes the last word

Tim replied: "Something I neglected to mention (and perhaps a key point) is that many wooden designs like mine from the late '50s to the mid-'60s (Cheoy Lee Robb 35) were offered in both wood and fiberglass versions.

"Just this evening, I was doing our daily reading with Forrest, our 7-year-old first grader (and future owner of *Kestrel*, should he choose to love her and cherish her). We came across John Masefield's 'Sea Fever' in Hal Igguldeen's *The Dangerous Book for Boys*. The first passage made me think of this topic . . .

"To wit:

'I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick and the wind's song and the white sail's shaking,

And a grey mist on the sea's face, and a grey dawn breaking.'

"I think most sailors would agree that this about says it all, and we would all have to agree that there is nothing in there about wood or fiberglass."

A box of chocolates, indeed. Enjoy your summer wherever you may sail and whatever the manufacturer or material of your good old boat!

[Back To Top](#)

WHAT'S COMING IN JULY 2013?

FOR THE LOVE OF SAILBOATS

- Morgan 34 feature
- C&C 30 Mk I review
- Westerly Centaur

SPEAKING SERIOUSLY

- Chart datum and GPS 101
- Keel/centerboard evolution by Rob Mazza
- Matt Rutherford's next adventure
- Repowering a saildrive
- Tight and tidy sails
- Dorade boxes
- A cruiser's toolbox
- Courtesy flags on the fly

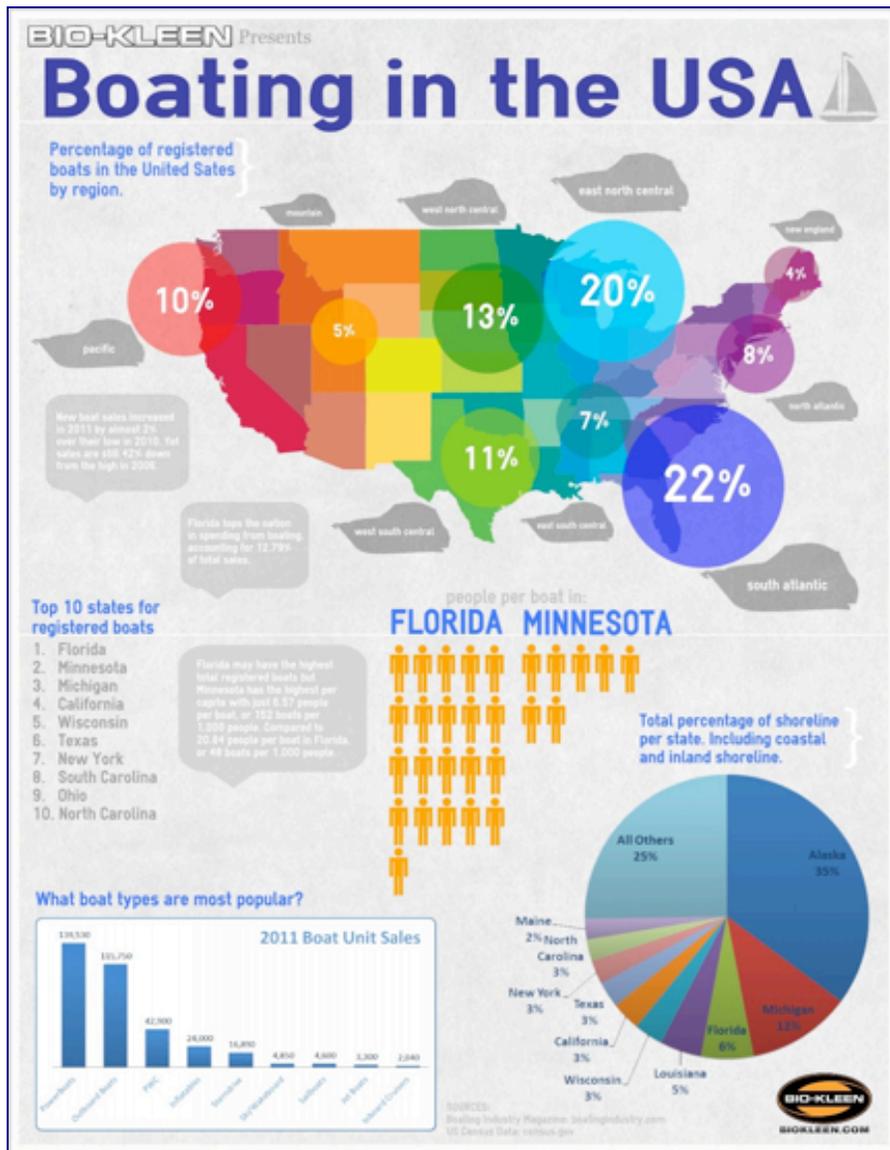
WHAT'S MORE

- *Across Islands and Oceans*
- Getting hooked on sailing
- The cliff
- Reflections: What is "good"?
- New product launchings
- Simple solutions: Homemade bottom cleaner
- Quick and Easy: Don't sink by the head and Deck shoelace locks
- The view from here: Ninety and counting

[Back To Top](#)

IN THE NEWS

Bio-Kleen collected data on boating in the USA and turned the data into an infographic, which focuses on the most current data for registered boaters in the United States, boat sales, and total shoreline for each state. View the chart at <http://bit.ly/boat-usa>.



Back To Top

CALENDAR

THIRTEENTH ANNUAL WORLDWIDE SUMMER SAILSTICE CELEBRATION

June 22

Everywhere

Tall-ship to small-ship 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!

FIFTH ANNUAL SIPPY CUP REGATTA

August 2-3

Hosted by Walden Rigging of Maryland, this is mostly a "fun race" to encourage sailors of small boats and everyone else to gain experience sailing at night. For more information or entry forms, go to <http://www.waldenrigging.com>, email Suzanne and Dobbs at waldenrigging@earthlink.net, or call 410-441-1913.

PENOBSCOT BAY RENDEZVOUS

August 15-18

Camden, Maine

Registration is open for the 2013 Penobscot Bay Rendezvous in Camden, Maine. What a party! The Penobscot Bay Rendezvous is on the map as one of the East Coast's best regattas for power and sail. Last year, 55 sailboats and powerboats gathered for the four-night three-day event co-hosted by Wayfarer Marine and Lyman-Morse Boatbuilding. This was a substantial increase from the inaugural event and organizers expect the growth to continue as the word spreads about this regatta. This event is geared to highlight the best that mid-coast Maine and Penobscot Bay have to offer — picturesque towns, spectacular coastline, great food, and world-class hospitality and facilities. To hear what folks have to say, check out Billy Black's video on the home page at <http://www.penobscotbayrendezvous.com>. Make this event a summer destination. Just sign up and PBR takes care of the rest for a memorable weekend!

INTERNATIONAL SAILING SUMMIT

August 18-21

St. Francis Yacht Club

San Francisco, California

The 12th annual International Sailing Summit will take place on the shores of San Francisco Bay at the the St Francis Bay Yacht Club, which offers stunning views of the Golden Gate Bridge, Alcatraz, and the bay. A sailing and boating hub for sailors since 1927, hosting more than 500 events per year, this year the yacht club is also right in the middle of the America's Cup action, making it a perfect location for the International Sailing Summit. Visit <http://www.SailAmerica.com/sailing-summit.asp> to learn more, or contact Sail America at 401-289-2540

[Back To Top](#)

LOOKING FOR

A friend is looking for financing for a nice good old boat, a **1986 Bristol 56'**. I remember seeing information about lenders who like boats (instead of those who couldn't care less about boats, good or otherwise) but I can't remember where I saw the information. Does anyone know of specific lenders who are happy to make loans on good old boats?

Mike Horowitz

Lazydogz1@verizon.net

I just purchased a **1982 Mirage 27**. Does anyone know where I can find an owner's manual?

Glenn Vaughn

glenn.vaughan@rogers.com



[Back To Top](#)

BOOK REVIEWS

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

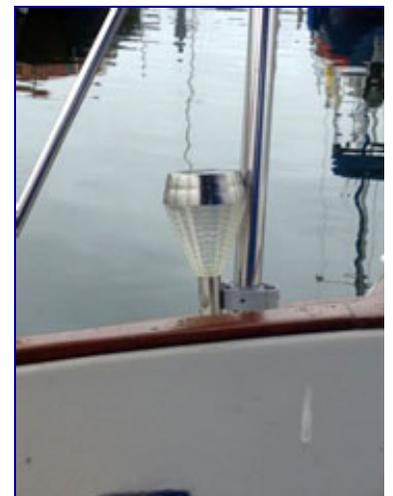
- ***Sailing – Philosophy for Everyone: Catching the Drift of Why We Sail***, Edited by Patrick Goold
- ***You Can Do It; Inspiration & Lessons from an Inventor, Entrepreneur, & Sailor***, by Stanley A. Dashew and Joseph S. Klus
- ***MoonWind at Large: Sailing Hither and Yon***, by Constant Waterman, aka Matthew Goldman [Back To Top](#)

MAIL BUOY

SOLAR STANCHION LIGHTS Q&A

I read Michael Ferris' Mail buoy letter in the May 2013 issue and I'm having a problem visualizing how he mounted the lights to the stanchion. How would mounting a collar to a stanchion act as a mount for the light shaft? A photo would help if he could provide one.

–**Steve Crawford**



Michael replies

Steve, here's a photo with the light installed on my finger so you see what I did. I drilled a small hole through the stainless shaft, then cut the shaft short and installed the mount. I filled the inside of the shaft with silicone just to prevent it from being a home to bugs . . . and there it is!

-Michael G. Ferris

Another question

Thanks . . . the photo really helps! Mike, what model number collar did you order?

-Steve Crawford

And the answer

I didn't specify a number. I just asked for Stafford Stanchion Mounting Collars for 3/4-inch stanchions.

-Michael G. Ferris



ALBIN VEGA 27 CRUISERS

Following up on Steve Allan's article about Matt Rutherford, "A sailor, a boat, and a quest," (September 2012) who sailed his Albin Vega 27 around the Americas, you may be interested to read Chuck Rose and Laura Wong-Rose's blog, *Lealea*. They have sailed their Vega back and forth across the Pacific Ocean a couple of times. They live aboard and are currently exploring Alaska. You can find them at <http://cruisinglealea.com>.

Also, the interview with Peter Jacobs about his restoration of an Albin Ballad will amaze GOB readers. Check out his website and the photo gallery on the Ballad ... <http://www.sintacha.com>.

-Brian Hofler

AIR CONDITIONER

I'm trying to find a small air conditioner to put in my companionway.

-Patti Roberts

Jerry Powlas replies

There are about a zillion small air conditioners out there. They go on sale in the fall, but don't cost too much even now. I tried 6000 btu/hour for our 30-foot project boat. It was not enough. My recommendation would be to go toward the biggest machine that fits two criteria:

1. Runs on 115 volts (as opposed to 230 volts); and
2. Fits dimensionally in your companionway.

These are window air conditioners, and there are many such. I've even seen them for sale in our grocery store. Check big box hardware stores too. The brand does not really matter, but our GE unit has been in place for three years and, to date, has not had even a hiccup of a problem.

Another point to consider is storage of the unit when not in use. The unit size should be small enough to store in a convenient area that is easily accessible. Also, don't forget to allow enough space to be able to exit around the

unit. Exiting over the unit is a possibility if your boat does not have a bridge deck aft of your companionway. (i.e., like a Catalina 27).

TUTTLE CREEK LAKE IS FULL AGAIN

I'm pleased to report that it only took one really good rain to raise Tuttle Creek Lake, which is near Manhattan, Kansas, 13 feet and we are now back to normal pool levels.

Our Blue Valley Yacht Club members are a positive bunch of people. We saw the opportunity of the low water level to extend our boat ramp and cut down several stumps that had been left when the lake was filled 50 years ago. Many thanks go out to our Tuttle Creek Lake US Army Corps of Engineers office as well as the District office in Kansas City who worked with us and expedited our request to get these projects completed before the spring rains. Our little cove on the lake is now much more accessible and safer, just in time for our club's 50th anniversary celebration.

-Daryl Strouts

HIGH WINDS

In his review of the MacGregor 26x, Alan Penticoff points out the boat's tendency to round-up in high winds. When we lived in California, we ameliorated this issue on our 1997 26x by having a rigging shop shorten the forestay. We tensioned the shrouds to induce a fair amount of bend. A two-inch reduction in the forestay took most of the rake out of the mast and made sailing in San Pablo and San Francisco Bay's brisk afternoon winds much more enjoyable for us. Light air performance probably suffered some but the rare summer days in Northern California when the winds don't pipe up are what 50-hp outboards are made for!

-Jim Fenwood

[Back To Top](#)

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[Back To Top](#)

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