



# Clipper Snips

Summer 2001

The Trailer/Sailors Association

## Features/announcements

- 2 What's New this issue
- 3 President's Column ..... Wayne Bell
- 3 Gizmos, Gadgets, and Galley .....ed. Debbie Bell
- 11 From the T/SA Web Discussion List..... ed. John Coppedge
- 12 New Trailer/Sailors Association web site..... Mike Nelson
- 13 Press-Gang seizes (trailer) sailor to helm of *Clipper Snips*
- 14 Membership news..... David Craigie
- 14 Classifieds (flags, tees, ads)
- 14 New Feature Writers sought
- 21 Ramp Report - Savannah, GA & Charleston, SC ..... John Ulmer
- 23 *Clipper Snips* & T/SA Web site Art Contests
- 25 Top 10 Reasons for Joining Boat/US
- 25 On The Clipper Snips Horizon...

Annual Meeting: Saturday October 13 at Crescent Sail Yacht Club in Grosse Pointe Farms, MI on Lake St. Clair. More info with the annual dues notice in September. MARK YOUR CALENDARS!!!!

## Cruising Articles

- 5 The 2000 - 1000 Islands Cruise ..... Sue & Joe Orinko
- 7 Incompatible Rating Systems lead to Trailer Failures ..... John D. Myers
- 9 The 4½ Day Chesapeake Trip 1999..... John Coppedge
- 15 North Channel 2001 Cruise: Spanish to Parry Sound One Way.....John Clement
- 17 Florida Keys Sabbatical Cruise ..... Ferd Johns
- 24 MacGregor/Venture Fest 2000 ..... Bob Borden

## Snips

- 10 Bilge Strikes Unsuspecting Official ..... Guy Hubbard
- 16 Alternative North Channel Cruise Announcement ..... Don Ziliox
- 23 Spring Issue Pictures Identified..... Henk Vanderhulst
- 24 Crew Sought

## Special Items

- 12+ Trailer/Sailor Tri-Fold Brochure ..... Wayne Bell
- 13 Directory Update 1/2 page..... David Craigie



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## What's New this issue...

ME. I'm Joe Orinko, the new editor of *Clipper Snips*.

When Mike Nelson announced his intention to develop the web site for T/SA with his wife Diana, president Wayne Bell sent out the press gang to shanghai another sailor to take over the editor's job. One moment I'm thinking of getting *Unicorn* (Oday23) ready for the season; the next I'm sitting at my computer, falling into Microsoft Publisher task, and wondering where all my time is going.

But it has been fun, and I hope the result is up to the high standards of the previous editors.

I've snagged this inside cover to report on what went into this issue. Although I think everything in this *Clipper Snips* is fine, I want to describe a few items.

 First, get your scissors ready, to 'Snip' this issue of *Clipper Snips*. The centermost 4 page sheet (pages 13 -16) of this issue is designed to be 'clipped' apart:

1. Right after page #12 is an unnumbered page containing a **T/SA tri-fold brochure**. Cut on the dashed line to remove from the newsletter. Please make the necessary 2 folds to form the brochure. The brochure describes the costs and benefits of membership. Please take a moment to read this (and recall why you are a member), and then hand the brochure over

to some trailer sailor who isn't (yet) a member. Get them to join, and in a future issue, *Clipper Snips* will list you as a **T/SA Super 'Sails' person**.

2. Find Page #13. Cut on the dotted line. The ½ page (4¼" × 11") is an update to your **Spring 2001 T/SA directory**. Just staple or glue it into the directory. Or just leave it in the newsletter so you'll know where the new members are listed.

 Ferd Johns article "**Florida Keys Sabbatical Cruise**" (page 17) is a great article about extended cruising. I enjoyed it so much; I couldn't figure how to make it shorter.

 Sue Orinko and your editor submitted the article "**The 2000 - 1000 Islands Cruise**" (page 5). It explains what we found our first T/SA cruise to be.

 John Clement (page 15) describes in detail the plans for the **2001 North Channel one way float trip**. Hopefully the newsletter will arrive in time to entice you into joining the cruise.

 "**The 4½ Day Chesapeake Trip 1999**" by John Coppedge (with editorial services by Susan), describes what small sailboat cruising is all about. Like Nike says, 'just do it'. (page 9)

Our regular feature writers have come through with their news bits.

 On page 14 your editor is looking for a few good (trailer) sailors (not necessarily marines) to be **new feature writers** to assemble specific mini submissions for each issue.

 To improve the graphic content of the newsletter, I've announced the **2001 TS/A art contests** (page 23).

 John Myers submitted a piece about how boat trailer ratings are misleading. (page 7)

 "MacGregor/Venture Fest 2000" by Bob Borden describes a long weekend cruise on Cayuga Lake, NY. (page 24)

That's about it for this issue.

My jealous *Unicorn* can now get the attention, which it so richly deserves.

"The worst way to avoid spring boat maintenance is to start on June 22."

Fair winds, following seas, & proper trailer tire pressure.

Joe Orinko

Clipper Snips Winter issue Deadline is

**October 1, 2001**

Start thinking NOW, take photos this summer, start writing September 10, mail (e-mail) before September 30!!!

**I find the great thing in this world is not so much where we stand, as in what direction we are moving. To reach the port of heaven, we must sail, sometimes with the wind, and sometimes against it, but we must sail, not drift, or lie at anchor.**

Oliver Wendell Holmes

## President's Column

Wayne Bell

Dear Trailer/Sailors,

Before I became the President of the Trailer/Sailors Association, I knew very little of "what went on" behind the scenes to keep our Association functioning. It's that way with most organizations we belong too. Someone does the work and events happen, newsletters get published, etc., etc., etc.

That's the way it works and normally not much is said about it. But this spring, so much has happened within the Trailer/Sailors Association, that I believe everyone needs to be aware of "what has happened" and how we as an Association have been strengthened by these events.

Last year, our officers felt that we needed an updated presence on the Internet. *Clipper Snips* editor, Mike Nelson, who is a Web designer in his other life, volunteered to get a new, expanded site up and running. But, and it is a big but, he needed to be relieved of his *Clipper Snips* duties in order to devote his time to the WEB site. (Mike and spouse Diana have already begun work on the Web Site. It can be found at <http://www.trailersailors.org/> see page 1)

At this point in the story, Joe Orinko stepped forward and accepted the editor's position. Joe, and his wife Sue, live in Erie, Pennsylvania. They sail *Unicorn*, an O'Day 23. (If you are

*ever thinking of sailing the Presque Isle area of Lake Erie, Joe and Sue are the people to talk to!!)*

Also, in the spring issue of *Clipper Snips*, I put out an open call to our members for a public relations person. As an association with no paid staff, we needed someone who would "push" the Association throughout the sailing industry. At that point in this tale, Gary Schafer, from Birmingham, Michigan called and offered his services. Gary owns a PR firm and is excited to get the word out about Trailer/Sailors.

Dave Craigie, our Treasurer from Midland, Oklahoma, agreed to make the directory part of his treasurer's duties when the Dave and Dee Dickmeyer were unable to continue putting it together.

Don Ziliox, our Cruise Director from Michigan, gave us a final gift this spring. Don wrote a letter to *Sail Magazine*. In the letter he mentioned the Trailer/Sailors and gave my address and numbers as a contact person. From that one letter, we gained 25 new members to the Association.

To Mike, Gary, Joe, Dave and Don, we say thank you for the work you are doing on behalf of all Trailer/Sailors.

Fair winds,

Wayne Bell

Ps: By way of Dave Craigie, I re-

cently learned that Mike and Jan Collins, from Bloomington, Minnesota, have put their beloved SeaCraft 26, *Y-Knot* up for sale.

Mike and Jan have been members of the Trailer/Sailors Association from almost the very beginning. They have served the Association in a variety of ways: leading trips to the North Channel, writing articles for *Clipper Snips*, and most recently, serving as guides and friends to the many Trailer/Sailors who found themselves at the Banana Bay Resort in Marathon Key, Florida.

In March, Mike wrote from Florida: "*Sadly, I took Y-Knot out on her last sail. Just the two of us: myself and my beloved boat of 23 years. I had time to think of the wonderful places she had taken me and the few times she had scared the pants off of me. I learned what she wanted to do, and the things she refused to do in spite of the guy at the helm.*"

*"I will bring her home to Minnesota and put her up for sale. And the new owner had better take good care of her. Because if I ever stop by a marina someplace and see her neglected the owner had better run, fast and far."*

In the fall issue of *Clipper Snips*, we will bring you some more of Mike and Jan's collection of hints on sailing.

## Gizmos, Gadgets, and Galley

Charles Brennan (ed. Debbie Bell)

**Making Your Own First Aid Kit (and hoping you never have to use it).**

I originally started out with those

boating style first aid kits. All the "glop" in the world, crammed into a white plastic box with a red cross on the side. These look great until you

actually have to use them. The following list of disasters is not meant to show how accident-prone I am but

*(Continued on page 4)*

## ...Gizmos, Gadgets, and Galley

*(Continued from page 3)*

to show why you, and you alone, have to determine what you need.

I once caught my finger in a boat winch, ripping up my middle fingernail. I imagined the inevitable hospital report, "Right middle finger caught in wench." I immediately whipped out my cool first aid kit and got the bleeding under control. When I went to cut the gauze, I couldn't do it. The girl I was with, couldn't do it either. I ended up at the hospital. I found out from a nurse that the scissors in the kit were right handed scissors, and we were trying to use them left-handed. I have played with them at home and discovered the nurse was right. Now I have both left and right handed scissors, in marked packages, and also single edged razor blades for when I'm too mangled to work scissors.

Fire coral stings don't react much to those light cortical creams that are supplied in first aid kits. A shaker of good old Adolph's™ meat tenderizer works great. There is also a product called a wipe-out patch, which provides immediate relief and is good for more severe stings such as an unfortunate collision with a school of jellyfish.

Another time I was out in a small boat in rough weather cutting some chum when the knife went into my thigh. The knife didn't go in too far because the bone stopped it. I opened the first aid kit, and opened it to get some bandages of the appropriate size and the wind took half of them into Biscayne Bay.

I finally recovered some from the box. Imagine my dismay, when the bleeding caused the bandage to slide off. I tried a bigger one. Still no dice. The spray from the waves rendered my skin too wet for bandages of any size. I was reduced to using an old,

dirty fishing rag as a compress and a piece of fishing line to staunch the flow, all the while, trying not to think of my millions of brand-new microscopic buddies. I now carry both gauze pads and sanitary napkins to act as sterile compresses. I also have Ace Bandages™ to provide a means of providing a compress that won't slide off. I also have a kind of teflon tape that is supposed to work even when wet.

I once had some sun block drip into my eyes. It shut me down for most of a day. I couldn't keep my eyes open without them burning severely. Even washing them out in the salt-water did no good. The Visine™ included in my little first aid kit didn't help. Fresh water did no good either. No fluid really did, as the sun-block I had wisely chosen was designed not to break down from water, an idea that sounded great in the drug store. I now carry industrial strength eye-wash aboard, as well as a usable eye-cup – and much cheaper sun-block.

I was now to the point that my accumulated "glop" would no longer fit into that cool little white box. I got a fishing tackle box with all the little compartments. What is nice is that I could cram and wedge band-aids and what not in the little compartments so that the wind would not blow them everywhere the first time I really need them. This is about the time I noticed that those little boating first-aid kits have not given a whole lot of thought to metals in the marine environment. The tweezers rusted badly and got brittle. The first time I tried to remove a piece of sea-urchin spine, they broke. I was forced to finish surgery with my Leatherman™. Likewise, my scissors were showing rust flecks, and my razor blades looked equally bad. It seemed a poor trade to fix one ailment and have to deal with tetanus for doing so. So

now I have those little bags with the zip-loc top, and put aqueous silicon on the metal items, so they won't rust. I keep anything metal in the bags so they won't fall apart on me when I really need them. Where possible I use anything else as a substitute for metal.

The other "gotcha" in those kits are expiration dates. There is usually a clearly marked shelf life on the aspirin, antacids, burn creams, etc. It only takes one episode of squeezing out something that you are expecting to use to deal with an exhaust pipe burn and getting a watery slime instead of a soothing cream to convince you of the need for a renewal schedule. With the hot Florida sun (the first-aid kit stays aboard at all times), I routinely divide the expiration dates in half. The dates are marked on the outside of the lid, on a piece of adhesive tape.

By now, you DO know not to get adhesive tape in those tin spools, instead of on a plastic tape dispenser, right? Starting to get the general drift?

When putting together a first-aid kit for the boat, consider the following:

- 1) The first thing is to give your first-aid kit, a highly jaundiced and skeptical eye. Where could it be improved?
- 2) The second thing is to plan what-if situations. What works for me, is to sit on the front porch on a rainy day, with sufficient rum and a legal pad and pencil, and think gloomy thoughts. I then write down worse case scenarios. When sobriety returns, I cut out the more bizarre solutions and implement the rest.
- 3) The third thing, and most dicey, is to learn from the things that may or

*(Continued on page 5)*

## ...Gizmos, Gadgets, and Galley

(Continued from page 4)

may not happen to you and learn from them. Deal with your hard-learned knowledge, quickly and decisively. I

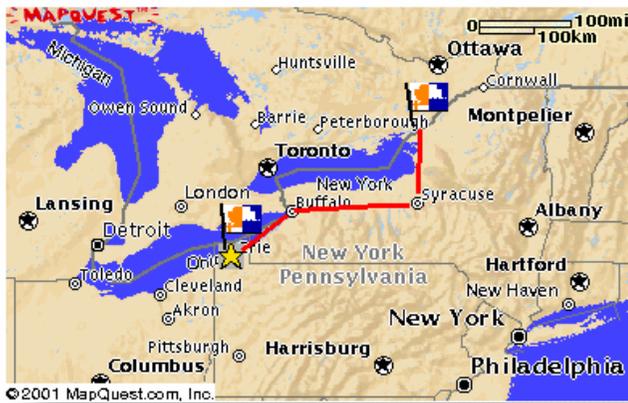
mangled my finger on Sunday, and by Monday evening, had located left-handed scissors. I've had to use them since to to cut enough skin open, to

get a fish-hook out of a bicep. (The fish's final revenge before giving up his life. Tasty too, but I had to eat him left-handed!)

## The 2000 - 1000 Islands Cruise

Sue & Joe Orinko

Although we had sailed our Oday23 Unicorn for 17 years, we had never tried a T/SA cruise, also called a group sail. Our expectations really kept us from trying it, until last summer. We learned the cruise is what you make it - fun.



When we first joined T/SA, the questionnaire mentioned 'Group Sail'. Thoughts of the wife-swapping movie 'Bob & Carol & Ted & Alice', flashed through my mind. We discounted it, as 'nothing for us'.

Any number of people recommended the Thousand Islands as a great location to cruise. And each year, we read about the Thousand Islands cruise in late June. Last year we got the information and decided to try it.

The cruise hosts were **Bob** Borden and **Carroll** Seibert. Where were Ted or Alice?

From Erie in northwestern PA, Wellesley Island New York is a pretty straight (if long) shot. East on I-90 past Buffalo and Rochester, then

north on I-81. The mileage according to *Mapsonus.com* is 329, 6½ hours at 50 mph.

The cruisers were to meet at Wellesley Island State Park by 2:00 pm, so we elected to leave Friday just after work and 'motel it' just east of Buffalo, knocking off 3 hours.

We got to the park at about 1 o'clock, and met up with Bob and his grandson Jay Smith on *Tabber-J* (MacGregor 25), Carroll and Anne

Seibert with their daughter Katie and her friend Noelle Smith on *Sandpiper* (MacGregor 26C), and Norm Jennings on *Dauntless* (Venture 23).

We dunked from a very shallow ramp and motored to Canoe Point State Park on Grindstone Island. There we met up with Mike Morris on *Rose* (Venture Newport 23), Polly & Lee Cleveland on *Polly IV* (MacGregor Newport 23), and Peter Christie on *Slainte* (MacGregor 26X). We chatted with our new friends and turned in.

Next morning, the group had planned to sail to Kingston to meet 3 other boats. We awakened to fog with 20+ mph winds, and white caps on the river. The group was going to try to make it, motoring if necessary.



*TS/A Boats, Canoe Point, NY*

Sue said 'no way'. We had anticipated a relaxing vacation, and clawing our way 20 miles was not in our plan. They assured us it wouldn't be that bad, but we decided to wait, and find our own way. We watched as our new friends sailed away

About an hour later, back they came telling us that Sue had 'called it right'. Only Lee & Polly had stopped at another island, and would catch us later. By mid afternoon, the wind was more manageable, and plans were changed to sail to Gananoque, ON.

Still with a bit of big wind, we sailed



*Customs check-in at Gananoque,*

(Continued on page 6)

## The 2000 - 1000 Islands Cruise — cont'd

(Continued from page 5)

with our little 80% jib + main, and lagged behind the group, enjoying the sail to Canada. After checking in at customs, we all had dinner at *The Golden Apple*, a quaint restaurant with a picturesque garden. We opted for a slip at the municipal marina; the rest of the group motored to overnight at Beaurivage Island Ontario Park.

The following morning we motored over to meet at Beaurivage, and the flotilla sailed east on the Canadian middle channel of the St Lawrence bound for Kingston ON.



### ***Beaurivage Island, Gananoque, ON***

If was a perfect sailing day, allowing us to beat with all our big sails. With Sue at the helm, I was able to get pictures of the boats as we creamed along on very long tacks. We were comfortably heeled enough to listen to the gurgle of the exposed sink thru-hull fitting.

In late afternoon, with the wind lessening, we sailed into deadman's bay just south of Fort Henry. When the big cannon at the fort boomed, we quickly tacked to get out of range of their guns, and motored into the harbor.

We all gathered at the municipal docks in Kingston, and met Harvey Haag and his son Christian on *Starfire* (Oday26), Val & Roland Duperron on *Harmony II* (MacGregor 26x)

and Bill Parsonage and Tom Miller on *Suzy-Q* (Laguna 26). The whole group didn't stay together long, the first group electing to overnight at Cedar Island Provincial Park, while the rest stayed in the harbor.

The next morning we decided to do some touring of Kingston, and since everyone else had already done that, group 1 went one way (to Clayton), and group 2 went another (to Gananoque). We spent the day on land, shopping for tee shirts, visiting the farmer's market, and walking to Fort Henry (where we received O' Henry candy bars, and learned the canon is fired every day at 3:10 pm; not at cruising Americans).

After another restaurant dinner downtown, we battened down the hatches and experienced a huge thunderstorm.

Next day, our cruise had been reduced to 2 boats, and we waited a bit for the Cleveland's to leave with us for the Bateau Channel back to Gananoque. We were doing figure '8's in the harbor, and eventually left, figuring we'd contact them on the VHF and they'd catch up to us soon.

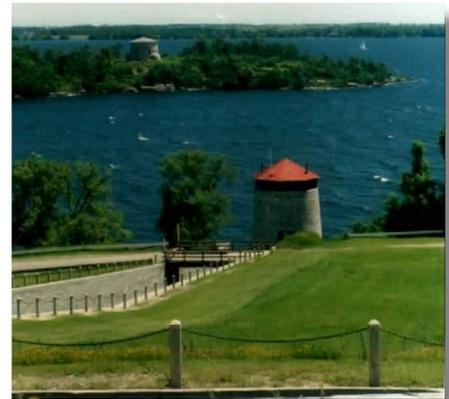
With a following breeze, we sailed down the channel, just on the other side of Wolf Island where we had sailed to Kingston. We passed the Triton yacht club (about 95% sail; our boat club in Erie is about 95% power). We stopped at Aubrey Island and grilled up some chicken for lunch, and (tried) to soak our feet in the water (way to cold). There was a large rock just off the dock, and the waves lapping over it, made a very relaxing sound (and the kind of mental memory we like to remember when life is running stale).

While relaxing there we saw Polly and Lee Cleveland sail by, so we left Aubrey and motored over to find them at Bostwick Island. We chatted

with them and learned their late departure from Kingston was from Polly slipping off the dock, and getting her pride wet.

We left them to motor through a group of islands toward Gananoque. It was the first time we used the fish finder to help find the proper channel. We tied up at the municipal docks, walked around the town, and had a couple burgers at a nice tavern.

On our previous visit, we had spooked 2 Blue Herons, who were fishing from the docks. On this



### ***Deadman's bay from Fort Henry, ON***

morning, I carefully peeked out the windows, and watched one walk on the finger pier right next to us, and spear a fish. Of course, my mate missed this early morning experience, dreaming of a bigger sailboat (I hope).

We sailed some and then motored back the Canadian middle channel, past Canoe point, around Grindstone Island. The 'wind was right' so we hoisted our sails and tacked to the entrance of the American narrows. On one long tack to the south shore, the Group 2 T/SA boats past us heading for Clayton.

We motored through the American Narrows to Alexandria Bay, arranged

(Continued on page 7)

## The 2000 - 1000 Islands Cruise — cont'd

*(Continued from page 6)*

for dockage, had a snack and motored over to Boldt Castle on Heart Island. As we finished that tour, some black clouds move in, and we zoomed across the river to our dock for the night.

Alexandria bay is a nice town full of tourist things. We walked in the rain



***Young T/SA Cruisers: Jay Smith, Katie Seibert, Noelle Smith***

to Valeriani's Italian restaurant. By dinners end, the rain was gone, and we poked into (all) the shops on the main drag.

Next morning, we sailed out and downriver (northeast) hoping to reach Sister island light (we had seen pictures). It seemed a nice easy downwind run. We took some pictures of the lighthouse, and turned back, to find 20+ mph winds coming from where we wanted to go.

We reduced sail, (little jib and reefed main) and still the rig was overpowered. We tried a couple long tacks, but the wind and current were more than we felt up to. Beside with all that wind, it wasn't very quiet anyway. So I donned my slicks, and we motored back up river, heading up the Canadian Middle Channel, expecting to find our group somewhere on Georgina Island Provincial park.

When we didn't find them we called the group, and Val Duperrin answered that they were back at Canoe Point NY. We continued motoring to the docks, and were very happy to have all those helping hands pull us into the dock.

That night, Friday, we ate supper, shared a toast or two, and related our solo adventures on this group cruise. We felt fortunate that although we



***Lady T/SA sailors: Anne Seibert, Val Duperrin, Sue Orinko***

had cruised alone, we always felt that help and friends were (somewhere) close by.

Next morning we motored back to Wellesley Island State Park for pull-out. My apprehension about the shallow ramp was unfounded; as the group manhandled *Unicorn* back onto its trailer.

As we left we all stopped for lunch at Chappy's 50's Classic Diner in Wassertown, NY. We certainly filled the back parking log. Happily the long ride home was uneventful.

The cruise was fun, using all the sailor skills that are unused in our normal sailing location. My concern for how constraining sailing with a group would be, proved to be unfounded. We had just the right balance of alone time (it was a romantic cruise), and time with new friends.

*The cruise (but without us) is being repeated from June 23 through June 30. Plans are to meet at Canoe Point Saturday night, and go from there. For additional info, contact Carroll Seibert (570) 662-3799 carann@epix.net Bob Borden (570) 724-5601 bobborden@ynt.net*

## Incompatible Rating Systems lead to Trailer Failures

John D. Myers

The way boats and trailers are rated often leads to incorrect matching of trailer to boat and ultimately overloaded trailers that breakdown. A trailer is designed to provide satisfactory service if the trailer is not loaded in excess of either it's Gross Vehicle Weight Rating (GVWR) or the maximum front and rear Gross Axle Weight Ratings (GAWR's).

Gross means total of everything, trailer, boat, and gear! The maximum weight a trailer can carry is the GVWR minus the weight of the trailer.

A Boat's displacement however is listed as the factory delivered base weight or dry displacement weight. That means without fluids, sails, batteries or any factory or dealer options.

In the case of my boat the inboard diesel is not included because the boat could be ordered with an outboard. I wrote to Hunter Marine and Catalina Yachts to ask them what was included in their displacement calculations and they both responded stating that the published displacement of their boats included no sails, batteries or options

*(Continued on page 8)*

# ...Incompatible Rating Systems lead to Trailer Failures

(Continued from page 7)

and no fluids in the tankage. Thus the true weight of a boat is the published weight plus the weight of every option plus everything that any owner has bolted on or tossed in the bottom of a locker.

The factory brochure for my 25 foot Watkins lists the displacement as 4,800 Pounds. The boat is on a 7,000 Pound capacity dual axle Magic Tilt trailer capable of carrying a 27-foot boat. This at first glance sounds like a good match with adequate safety factor but after I weighed the boat and trailer at a public scale, I found out that the rig actually weighed 7,540 Pounds. Which is 720 Pounds over the maximum weight! The table below shows the details.

Description	Weight in Pounds
Generic Trailer Rating	7,000
Actual Trailer GVWR	6,820
Empty trailer weight	-1,580
Trailer carrying capacity	5,240
Watkins 25 Displacement	<u>-4,800</u>
Spare capacity W/O options	440
Actual boat & gear weight	5,960
Weight of options	1,160
Total weight of boat, & trailer	<u>7540</u>
Trailer is overloaded by	720

Before I had my rig weighed, I used to haul 40 gallon of fresh water (320 Pounds) to the lake to avoid filling the tank at the marina. I also used to cram everything possible in the boat to save carrying it from the parking lot to the marina. I often carried an inflatable dinghy, dinghy outboard motor, spare gas, and canned food and drink for a two-week vacation. All that was over and above the 720-Pound overload. Now I keep the boat

as empty as possible and lug it up the ladder just before launch or carry it down the dock after launch. However I am concerned that I still can not remove enough gear to add up to 720 Pounds. Even if I can it still puts the boat at the maximum rating with no safety factor.

I visited a RV dealer and obtained some brochures on travel trailers to compare RV ratings with boat trailer ratings. The brochures listed the GVWR and the factory weight. The factory weight provided a 25% to 40% safety margin depending on the model, plus there were no options to add weight. If I replaced my 7,000-Pound capacity trailer with a 10,000-Pound capacity trailer I would only have about a 20% margin of safety. I

would have to buy a 12,900-Pound capacity trailer to get a 40% margin of safety! This is true because as the trailer capacity increase so does the trailer's weight which must be subtracted from the gross capacity to obtain the carrying capacity.

It now seems obvious why tires, bearings, and axles fail on boat trailers. We load them beyond their

ratings. We treat them often as necessary evils with little or no preventative maintenance, then dip their hot bearings in lakes and oceans. We should not act surprised when they fail.

What can you do to prevent failures? Know your trailers and tow vehicle's GVWR. Know the weight of your boat and tow vehicle. Don't exceed the GVWR of either vehicle.. The trailer GVWR is printed on a tag on

the trailer. If that is missing you can estimate the capacity of the trailer by it's tire's maximum load rating. Just multiply the maximum load rating of one-tire times the number of tires on the trailer. Also axles come in fixed increments of 2,500 or 3,500 or 4,300 or 5,000 or even 6,000 Pounds.

I visited boat dealers in town and called boat trailer companies to try to find out trailer weights, but had no luck. Boat trailer brochures seem to only list the GVWR and not tell you how much the trailer alone weighs or how much load it can carry. On two occasions the factory representative said just use 1,000 Pounds. That was before I had told him whether I wanted to know about the weight of a single, double or triple axle trailer.

Why do RV trailers list GVWR and actual weight and boat trailers list only GVWR? RV trailers don't have to carry anything but clothes and bedding. With out the trailer weight, the load capacity of the trailer cannot be calculated. So how do dealers, boat factories and custom trailer builders determine the proper capacity trailer to use?

Is your trailer correctly matched to your boat? What is your safety margin? To find out you need to weigh the whole rig at a public scale, then return and weigh just the tow vehicle and subtract it from the total. If you can leave the boat in the water, go back to the scale again and weigh the empty trailer and vehicle. Be careful to have the same amount of gas, people and gear each time in the tow vehicle at the weigh station. Farm Elevators, City Dump Transfer Stations and Truck Stops all provide scales, often for free. Compare your boat and trailer weight to your trailer's GVWR to see if you are overloaded. Next calculate the safety factor by

(Continued on page 9)

## ...Incompatible Rating Systems lead to Trailer Failures

(Continued from page 8)

subtracting the actual boat and trailer weight from the GVWR of the trailer, then dividing by the GVWR and multiplying by 100%. Remember that

travel trailers have a 25 to 40 percent safety factor and they don't get their wheels wet!

In a previous article I shared my experience with axles and bearings and

in a future article I will share what I have learned about tires.

## The 4½ Day Chesapeake Trip 1999

By John Coppedge approved by Boss (Susan Coppedge)

The weather forecast for the Chesapeake area was for summer conditions - temperatures in the 80s and sunny. Not bad for the middle of October. Having loaded *The Muddy Wench*, our MacGregor 26X, on Thursday night, we left work at noon on Friday and were underway by 1:30. Seven hours later, we arrived at Breezy Point Marina (found on the Internet) and were gratified that the combination number for the gate lock we got over the phone the night before actually let us in. Breezy Point is south of Annapolis on the western shore of the Chesapeake chosen because it is one of the boat ramps on the Chesapeake, which is closest to Cleveland, OH. We were also happy about the directions we got during that same phone conversation since the directions from two different Internet systems guided us to within 10 miles of the marina and then said, "drive to your destination". Forty minutes later we were sipping cold duck and looking up at the stars.

We must have been very tired since we awakened to the marina manager banging on the hull wanting his money before he left for the Annapolis boat show. Apparently, we had slept through 3 or so hours of fishermen launching their boats just two

slips over. After settling up, we drove up to West Marine at Heritage Harbor for a free sun faded canvas bag, charts, and other minor stuff like butane for the stove. The people we met were very friendly and helpful

We set out noting some really shallow water in the channel out to the bay. We wondered how some of the big boats in the marina ever got out. No wind, so we cranked up "Rudy" (the



Evinrude motor named by the Boss), and took off across the bay to the Choptank River. I have to admit 10 to 15 knots capability is great for times like this. From a PBS show, I knew wintertime ice has regularly knocked over or destroyed most navigation aids that were built on pilings or other foundations, but found it hard to believe. This is, after all, south of Cleveland and brackish water at that. It ought to be harder to freeze, but I

suppose a layer of fresh water on top of the salt may not be uncommon here and that would freeze at 32F. We motored by one example, however, a defunct lighthouse with a permanent tilt of about 45 degrees - we really doubted they built it that way.

We anchored near Oxford for lunch. We were not even tempted to jump in despite the sunny, mild weather.

There were literally thousands of small jellyfish all around the boat - a regular school - and I heard somewhere that swimming among jellyfish would not be a pain free experience. After lunch, we continued exploring, motoring up Trippe Creek checking out possible anchorage spots for the night. There was still no wind so we motored back to the Choptank, north up Broad Creek and into Santo Domingo Creek.

This area is really quite pretty, with lots of coves and little inlets to explore, but often not much water. Minimum draft was really an advantage there.

Santo Domingo Creek had a bunch of fishing boats anchored there, which, we reasoned, might nosily head out before we wanted to be awake the next morning, so we motored to Leadenham Creek past Caulk Cove and found a secluded anchorage.

(Continued on page 10)

## ...The 4½ Day Chesapeake Trip 1999

*(Continued from page 9)*

Secluded, protected anchorages abound around here.

The next day, there was wind. We sailed out of Broad Creek into the Choptank under reefed main and jenny. The ride was a little bumpy. We motored through Knapps Narrows on Tilghman Island where we found a ~35 ft sailboat hard aground in the channel with the stiff wind attempting to blow him into even shallower water. We found out later that the drawbridge operator had been telling everyone there was plenty of water in the channel. According to our depth sounder, there was, if you hug the red channel marker close enough to risk your paint (or wax) job. Anywhere else, you were lucky to get 2 ft. Anyhow, we tossed the poor guy a line and attempted to pull him off. 48 hp wouldn't budge him, so we had to abandon the attempt. The tide was ebbing, so the poor guy had quite a wait.

We sailed north outside the Poplar Islands past a crew that was laying pipe to Eastern Bay. Then Rudy took over and we motored up to the St. Michael's Maritime Marine Museum. You can tour a screw pile lighthouse and see other interesting stuff. The Boss wanted crab from a local restaurant that is known for it, so we or-

dered take out

That evening, we anchored off Wye River in Lloyd Creek. We had a really decadent night. The Boss had bought a \$10 battery powered TV at a house sale. We kept it on the boat reasoning it might be useful for watching the news and seeing what the weather map looked like. We ended up watching a movie! In our defense, night falls early that time of year and it hasn't happened again. Large helicopters kept circling around overhead that made us wonder if there had been a jailbreak. It wasn't until we got back that we learned about the Wye Peace Accords.

The next morning (Monday), it was overcast and there was very little wind so we explored up the Wye River. We found a beautiful anchorage near Dividing Creek for future reference. By 11, it was raining lightly and we tried to go through Knapps Narrows again (the 35 ft. boat was gone), but just missed the bridge (it had just closed). We turned around and started heading toward Dunn Cove. By now, it was raining pretty hard. Since we had to leave the next morning anyway, we decided to just go back to Breezy Point and pull out early. Naturally, about a 1/4 of the way across the bay, the rain quit and the sun came out so we turned around.

After abandoning 3 potential anchorages since they were not up to standard we ended up anchoring in Hudson Creek for our last night.

The last morning found us with a dead main battery. We switched over to the second battery, which was also dead. Starting a 48 hp motor with a rope is no fun, but I have gotten good at it. A few weeks later I found out the AB switch was wasting 2 amps when on and leaked between both batteries when set to A or B. We finally made it through a season without having to pull start the motor by getting a new higher capacity main battery and adding a low amp anchor light (.07 amp). We carry a car battery that is totally disconnected from the electrical system in case the main battery goes dead. Just because we are paranoid does not mean the universe is not out to get us, so the fact that we are prepared for a dead main battery means it will probably stay charged and, so far, it has.

On first appearance, this trip was insane. We drove 14 hours to spend 3 days on the water. The Chesapeake was a neat area and we had a ball exploring the rivers, inlets, and towns. We traveled about 140 miles averaging 45 miles a day. It was a great way to ignore the end of summer for a little longer.

My boat has a bilge pump with an automatic switch which activates whenever the water level rises above a certain level.

As I and my sailing partner Nick Teliha were trailering on the Florida Turnpike, I pulled into the toll booth and paid the toll for my four-axle rig. A pleasant-looking middle-aged lady took my money and I pulled away from the booth. I kept an eye open through the rear-view mirror to ensure that the boat and trailer was not

likely to hit anything; and then it happened.

Just as the boat reached the booth, a jet of water spurting from the side of the boat and splashed all over the low door of the toll booth. Some water must have surged into the bilge, tripping the switch and pumping the jet of water overboard.

I saw the whole event in my rear-view mirror and it didn't look very inviting. I'm quite sure that the lady in the booth had no idea what a bilge

pump was or the water quality of what was being sprayed in her direction. I just kept driving, hoping I wouldn't have to explain bilge pumps to a state trooper.

I did describe what had happened to Nick, and like a couple a kids we both dissolved into laughter.

In the days and weeks that followed we enjoyed a great cruise along the coasts of Florida while remembering the tip we get the toll collector Guy Hubbard

# From the T/SA Web Discussion List

John Coppedge, Board Moderator

*The following is a synopsis of the threads on the board that are, I think, of interest to the most people. Due to space considerations, the attempt was made to condense the information into the allowable space. The full text postings are archived to members of TRAILSAIL at <http://groups.yahoo.com/group/trailsail>.*

## **Mike and Jan Collins leave the Keys**

**Dave Craigie:** Mike and Jan have wintered aboard their S/V Y-Knot at Banana Bay Marina on Marathon in the FL Keys for many years. They have hosted and helped more T/S's find their way to the Keys, Joyce and I included, than any other member I know. Mike has made reservations for members, helped them set up, scrubbed so many boat bottoms it gives me calluses just to think about it and always asked, "what else can I do?" This year, after over fifty years of marriage they made the decision to return to land. They have found a nice Florida style home in the Stuart FL area where they will spend their winters. I know my sincere thanks go out to them for all the pleasure they have given us and if you know Mike and Jan, I know you will feel the same. I am sure that Mike will still be anxious to talk to anyone about sailing an especially the Keys and Jan will happily show you how to do rubber-stamping and how to live aboard a small S/V. Good Luck (to them) on this new adventure and God Bless. David and Joyce

## **Cuba**

**Curt + Nancy Naegeli:** We were told where we could anchor and where we could go and were searched upon entering and leaving each port. Most of the cruisers we met, hated Cuba, and fled in all directions. We had a good time and didn't let the Cuban officials

intimidate us. I pretended I had nothing to do all day, except argue with the Guarda, until they saw it my way. On the passage back from Cuba, 150 nm in 42 hours, we ran into a wide variety of wind conditions. In the middle of the Gulf Stream, we got hit with 25 knot winds and 12-17 foot waves. Twenty hours later, we ghosted into Key West with just a breath of wind.

## **Boca Grande FL**

**Robert D Hodgson:** We drove down to Boca Grande today and lunched at the "Loose Caboose". Nostalgically, we remembered its quiet village atmosphere during the years when we took our boat there. Those carefree days cannot be relived because the town is packed and the docks we rented at "Uncle Henry's Marina" are now occupied by large - some huge - yachts whose affluent owners book their spaces year round. There are no vacancies and there won't be any. The Dock master, Paul Robbins, recalled visits by the T/S A members. I told him how much we'd enjoyed staying in his marina and he truly regrets no longer being able to accommodate us. Five thousand extra docks are needed along the coast. One new feature: at long last a new pumpout has replaced the old one, which never worked.

## **Florida Keys**

**John & Susan Coppedge:** We used the ramp at Homestead Convoy Point - a state park. They have lots of ramps, a lighted parking lot, and roving security. The ranger wanted our car and trailer info so the security guards would know it was not abandon and they made a big point that they would not be responsible for any theft or vandalism problems (which has happened once in something like 6 years). The ramp and storage was FREE - even the

entrance fee to the park is waved if you are using the boat ramp.

We found the keys to be a strange combination of deserted marinas (we were the only cruising boat at John Pennecamp and one of about 4 at Bia Honda) and crammed anchorages (Key West was a zoo and most ID'd anchorages had lots of boats, but with our minimal draft, we were able to find relatively deserted places). We sailed almost all the way to Key West (except for areas with narrow unfamiliar channels) and made there in 3 days with our sailing speed bouncing around between 5 and 7 knots with winds ranging from abeam to aft. Took the fast cat to Dry Tortugas (2.25 hours each way at 27 knots - leave at 8AM and back by 5PM). We would be very tempted to do that again.

After three nights in Key West, with the forecast suggesting higher east winds and rain, we cheated and motored back to Islamorda at 10 knots (wind was on the nose anyway) and spent the windy cloudy day at anchor. Other than a dingy ride into town and a VERY wet ride back.

For the first time, the forecast was for winds in the 10-knot range, so we motored back up to Angelfish Cut and sailed to John Pennecamp and were able to do some snorkeling on the trip back the next day.

It was an active trip with the GPS claiming we had traveled 350 to 400 nm.

**Joseph T. Orinko:** We rented a 'treetop cottage" on Conch Key (1/2 way between largo and Key West). It included the use of a Catalina 22. It was a week's rental, and had a distance limit of 10 NM - about to Marathon

*(Continued on page 12)*

## ...From the T/SA Web Discussion List

(Continued from page 11)

and Islamorada, and a clause about small craft warnings.

Our week was perfect tourist weather (land lubbers don't care about 25mph winds). We got out twice, sailed by a bottlenose dolphin and a sea turtle.

Rest of week we did the tourist things - like auto driving to Key West.

All totaled it was nice, flying and not having to trail all that way, but it's not like having your own boat there. For info about 2 cottage/sailboat rental locations, contact Joe & Sue.

### Canada & Booze

**Curt + Nancy Naegeli:** The law states 40 oz. of hard liquor or 24 bottles of beer. Motorhomes may have several types of liquor that may add up to more than 40 oz. This is OK as long as the person(s) are not trying to bring in several bottles of the same kind of liquor.

### Bahamas

**Curt + Nancy Naegeli:** Crossing the

"Big Bad Gulf Stream", to the Bahamas, was no big deal. After a month of "Life, Bahamian Style", WOW, we went back to Florida with a new definition of provisioning. Southeast wind got us going back to the Bahamas, this time, fully provisioned.

Bahamas biggest and largely undiscovered island, Andros, drew us with intrigue. We anchored at the base of an estuary, near a low tide whirlpool (only accessible by vessels with less than 3 feet of draft at high tide) where I caught Red Snapper.

At Little Harbor Key, we agreed that we had found paradise: Conch, Fish, beautiful beaches, aqua colored water and Guinness Stout. WOW!

**Max Miller:** Mandy and I crossed the stream from Miami to Bimini last June in a chartered 32 footer. We motored out of the MacArthur Causeway at 0300 arriving early afternoon. You want to arrive in daylight so that you can see your way in.

The entrance to Bimini Harbor is a

little tricky but less so for shoal drafters. Essentially, you must stay south of the entrance then motor along the beach until in the harbor.

The entrance to Cat is also tricky but easily done. Get a cruising guide.

Clearing in was easy but expensive. We paid a \$100.00 cruising fee that included a fishing license.

We had two weeks and had great plans to sail to Abaco, but the easterly wind was consistent and strong at about 30 kts. It quickly became obvious that we couldn't get there and back to Miami in the remaining time unless the weather remained perfect which, of course, it usually doesn't when you need it to.

The easterly wind was so strong, in fact, that boats were getting pinned beam against the piers in Bimini Harbor.

Markers are few in the Bahamas. You have to read the water and if the wind is rippling the surface, you can't see the bottom. If you anchor, you might

## New Trailer/Sailors Association Web Site

Mike Nelson

By the time you read this, the new TSA website should be up and running. The url is:

[www.trailersailors.org](http://www.trailersailors.org)

The co-webmasters are Diana and Mike Nelson. As you have probably read by now, Mike has handed over the editorship of Clipper Snips to Joe Orinko.

The initial site will contain the following pages

- Home--with current TSA news

- Classified ads (only members ads will be listed, but anyone can buy)
- Cruise announcements
- Ramp information
- Table of contents from a recent Clipper Snips (to entice prospective members)
- Membership application form (printable and downloadable)
- Link to the TSA e-groups discussion group
- Tips and techniques

Most of this material will also be printed in Clipper Snips. The plan is

to have the web site complement, not replace, Clipper Snips. The web site is good for very recent information, because it can be updated immediately, whereas Clipper Snips only comes out 3 times a year.

Over time the site will grow to include more information. The site is for TSA members, but we also hope it will also help attract new members. If you have suggestions for content, or contributions, please send them to: .

[webmaster@trailersailors.org](mailto:webmaster@trailersailors.org)





# North Channel 2001 Cruise: Spanish to Parry Sound One Way

John Clement

This is a two-week, one way trip from Spanish to Parry Sound, through some of the world's best cruising grounds for trailerable sailboats. On arrival we will charter a small bus to take a driver from each boat back to retrieve trailers & tow vehicles for pull-out at Parry Sound.

## The area

The North Channel is a relatively protected area north of Manitoulin Island in Georgian Bay of Lake Huron. It offers great fresh water sailing, quiet anchorages, lots of interesting islands and gunkholes, and excellent sailing for trailerable boats. For more information see the spring 2001 issue of Clipper Snips or contact me.

## Comments:

We have tried to build in a bit of flexibility, to accommodate for personal preferences and for any adverse weather. The schedule may be viewed as a reasonable guide to where/when the cruise will be at any given time, but not as a rigid agenda. At any time we normally expect to be within VHF range of the locations listed. We normally plan a "net" at both 9 am and 9 PM, and announce the net channel on Channel 16. During the "nets" we discuss and agree on the plans for the next day.

As we reminded cruisers last year, most trailer sailors value serenity on North Channel cruises. These are events for those who enjoy nature, fun, and quiet family times, and who like to sail and visit in the company of a fine and friendly group of fellow sailors. The N.C. cruise is probably not suited to those who prefer to party late and loud, or who like the sound of jet skis. We usually have several boats with kids and they have a great time exploring on land and by dinghy, fishing and swimming, etc. *Taranui's*

Eric (now 13) will be along for at least his 10<sup>th</sup> Georgian Bay cruise (we've lost track), and welcomes fellow kid-explorers, fisherfolk & firewood scroungers.

## Cruising Guide

(Strongly recommended): "PORTS Cruising Guide to Georgian Bay, The North Channel & Lake Huron". (I have no affiliation other than as satis-

approx. Cdn \$35. There is a new 2001 edition for Georgian Bay just issued.

The Ports guides provide excellent detail, aerial colour photos, and useful background information, plus hints on boating safety re local conditions. Can be bought at most marinas and boat supply places in Canada and, I'm told, in the northern US or can order on-line from "The Nautical Mind" book-

## North Channel 2001 One Way Cruise Plan

Sunday July 15	Launch at Spanish, Ontario, where there is a good ramp, local parking, and a friendly helpful marina staff. The cruise will begin that evening with the traditional pot-luck dinner on shore near Spanish.
Monday July 16	Benjamins and/or Croker; It's a tough to choose between these favorite anchorages at both islands.
Tuesday July 17	Little Current (Spider Bay Marina). (this is also an alternate launch site. Kids love the tv/vcr. Parents enjoy a restaurant meal ☺ Pumpout, gas, groceries, etc, etc)
Wednesday, July 18	McGregor Bay (shorter distance option: Heywood Is); NE McGregor Bay is the new favourite anchorage for "Taranui's" first mate. Serene, beautiful, Lots of fish.
Thursday, July 19	McGregor Bay (lay day, rest and explore)
Friday:, July 20	Covered Portage/Killarney (pump-out, gas, shopping)
Saturday, July 21	Fish and Chips at Killarney then on to either Bad River or Muskrat Bay
Sunday, July 22	Bad River or Bustards
Monday, July 23	Lay day
Tuesday, July 24	Britt, Byng Inlet (pump-out, gas, groceries)
Wednesday, July 25	Shawanaga Is.
Thursday, July 26	Parry Sound, Big Sound Marina. (full shopping etc)
Friday:, July 27	Back to Spanish for vans/trucks/trailers
Saturday, July 28	Haulout and set off for home

fied customer for many years). Cost

(Continued on page 16)

# ...North Channel 2001 Cruise

(Continued from page 15)

store in Toronto: <http://www.nauticalmind.com/guides.html>

## Crew available:

Last year we had a couple of boats that were looking for crew. This year the situation is reversed and we have a (T/SA member) hopeful potential crewmember looking for a berth. He describes himself as a 61-yr. old experienced small boat sailor who is also a backpacker & outdoorsman but has no real cruising experience as yet. Contact me to be put in touch.

## Options for Side Trips

*Taranui* and *Rosa~Linda* are considering transiting the Trent Severn Waterway to Georgian Bay on Sun 8<sup>th</sup> and continuing by water to Spanish to join the cruise. We expect to meet up with *Bell's Toil* and *His Idea II* at Britt en route. (Yep, Wayne and Debbie just could not resist the lure of Georgian Bay and have changed their plans to come along). Other boats would be welcome to join.

Last year *Taranui* cruised from Parry Sound to Midland, then from Midland down the Trent-Severn waterway to Lake Simcoe. We enjoyed it so much we plan to do it again after the main cruise, instead of hauling out at Parry Sound. We'd invite those with enough time to join us, and will find a way to retrieve the trailers for any who are able to come.

## Comment on water levels

Water levels remain below historical norms. Once the season begins in

earnest we may find that changes need to be made to the float plan. If you contact me we'll keep you informed about any revisions to the plan.

## Coming north across the border?

A general overview: Bring suitable

## *Sunday 7/15 through Saturday 7/28 One Way Cruise Spanish to Parry Sound*

ID, ownership and insurance papers etc for vehicles and boats. If you have not brought your boat north before we can put you in touch with someone experienced, for advice.

Dogs OK with proof of current vaccinations (including rabies). No guns. Reasonable food/drink supplies for personal consumption, but don't bring "the full bar". Fishing licenses are required, and can be bought at any large sporting outfit, hardware store etc. (e.g. Canadian Tire). There is a lower cost short-term visitor's permit available.

Canada has expectations re safety equipment on ALL boats including dinghies. You should have a dinghy safety kit including:

- oars (you have these normally),
- a waterproof flashlight (even a tiny one will do),
- a 50 ft floating "throwing line" (can make this out of floating yellow line plus a plastic bottle with a bit of sand or water in it for "heft"),
- PFDs to fit everybody in the dinghy (you have these in your big

boat anyway, just bring them in the dingy),

- a whistle or other sound device.

Ontario expects boats to pump out their heads/portapotties at approved locations. According to Dept of the Environment regulations, heads/

portapotties should be "permanently fastened" (some use a couple of screws that can be backed off when there is

a need to remove pp from the boat), and connected to a deck-mount pump-out. This is not a difficult task to rig up if your boat is not yet so equipped. Thetford portapotties, for example, have available a pump-out top fitting exchangeable with the main top screw plug. This allows pumping out, but also removing the pp when this is needed. Having said the above, we know of no trailer sailor who has had a problem re head regulations. Note: pump-outs are widely available and are normally not expensive. We insist on responsible disposal during T/SA cruises. No "bush dumping" please.

Please contact me with any questions or suggestions, or if you think you may join any or all of the 2001 North Channel Cruise.

Hope you can join us.

John Clement  
P23 #182, "Taranui"  
Aurora, Ont.  
[clement@istar.ca](mailto:clement@istar.ca)

## Alternative North Channel Cruise:

Don Ziliox will not be making the above one way cruise. He will be sailing the North Channel at a date not determined when *Clipper Snips* went to press. Interested cruisers can contact him for more information:

Don Ziliox  
1340 Elmdale NE, Grand Rapids, MI 49505  
Phone (330) 854-3796;  
email through Randy Benens at [rfberens@yahoo.com](mailto:rfberens@yahoo.com)

# Florida Keys Sabbatical Cruise

Ferd Johns

I left our home in Bozeman, MT at midday on 29 January 2000. The 1991 GMC conversion van had been checked and everything repaired except for a slightly noisy alternator. The mechanic (probably motivated by guilt at the already sizable bill) and I decided it might last out the trip. I drove west to Three Forks (an area of Montana which gets little snow) to pick up *Surprise* (Oday 23), and then hit Interstate 90 east. Trailer bearings had been repacked, and four new tires fitted. I had just crested the first pass, only 15 miles east of Bozeman, when the van alternator seized up with a shriek, shredding a brand new serpentine belt (which drives the water pump, air conditioning and power steering as well as the alternator), and burst into flames under the hood. A portable extinguisher took care of the fire, and I alternated between coasting with the engine off and short spurts of power to limp into an old style Montana "truck stop" just as the last drop of antifreeze steamed out of the radiator. An ancient Toyota truck, its rotting body held together with scrap sheet metal and rusty screws, pulled up, and I met Eric. "You goin' sailing? Where?" After a brief rather distracted chat, Eric pulled over to his 1949 motor home complete with homemade wind generator, hesitated for a minute, and returned. "I'm a bit down on my luck. Maybe I could help you out, and then you could help me a bit. I've got tools". It was 1435 on Saturday afternoon, tomorrow was Sunday, and I was five miles from the nearest NAPA store without transportation. Eric and I removed the old alternator, drove his truck to pick up a rebuild and a new belt, and struggled

to install them in the tightly packed confines of the van hood. The accompanying conversation proved Eric had been a merchant mariner, a pig farmer, a stock handler, a mule rider, and had once owned and sailed a Contessa 26 extensively. He offered me a smoke, and I gratefully took it, in spite of the fact that I had quit smoking six weeks ago. That cigarette was the first of many. I was back on the road by 1830, just as darkness and bitter cold enveloped us, and Eric was \$40 better off. NAPA did considerably better than Eric, but

permitted me to begin my research in earnest. Galveston, New Orleans, Panama City, Seaside, Apalachicola, Yankeetown, Tarpon Springs, Sarasota, Naples, Marco Island, the Everglades National Park, and then directly to Marathon, arriving midday Monday 14 - Happy Valentine's Day.

I selected the Marathon Boatyard to be the recipient of major contributions for the use of their yard and Travel-Lift. They are great folks - not cheap, but knowledgeable and friendly - and right next door to West Marine. I managed to find a cheap (\$65/night)

room at the tiny Siesta Motel just across from the airport. Captain Pip's (just across the street from the Boatyard) agreed to store the van and trailer for \$65/month, and I was in business. All it takes is \$.

I spent the rest of the week installing the new motor mount, rigging, stepping, launching and completing other essential tasks including provision-



Ferd's Trailering routes.

they took plastic. What a start! The next several days were spent out-running a winter storm, which chased me through Wyoming, Colorado, New Mexico, and west Texas. Pulling (and stopping) 4,000+ lbs. of boat, equipment, and trailer in the mountains in winter can be very exciting. Only one lane of the Interstate was plowed through Wyoming, which made passing situations equally exciting, but roads were good elsewhere. The bad weather prompted me to skip several places I had originally wanted to photograph and document, but by the time I got to Galveston on 3 February, improving weather conditions

ing in preparation for Annapolis sailing buddy Don Hurd's arrival at 0230 Saturday 19 February. We decided to sleep in a bit, and get underway after a MacDonald's breakfast and Conch Cafe lunch.

The following account of our Tortugas trip is covered in even greater detail, because you might find some of the info helpful if you ever plan a similar cruise. I am always frustrated when I cannot determine times of year, weather, transit times, etc., from accounts of Trailer Sailor cruises I would like to emulate, so have I erred (probably greatly) on the side of providing more info.

*(Continued on page 18)*

## ...Florida Keys Sabbatical Cruise...

(Continued from page 17)

We left Marathon Boatyard under power, fully provisioned (a "no ice" cruise) including 16 gallons of gas and 22 gallons of water, at about 1430 on Saturday 19 February. There will be no fuel, water, provisioning or repair facility anywhere for the entire one hundred and fifty-mile round trip beyond Key West. With the Boot Key bridge right around the corner from the narrow marina entrance canal, Don was trying to explain that a VHF call rather than horn signals was the current procedure to get bridges to open. During the discussion, another boat approached, the bridge opened, and we followed her out Boot Key Harbor channel.

It was sunny, almost hot, but a slight quartering breeze allowed us to sail (just barely). Ferd persevered until 1730, fired up the Suzuki again, motored through the cut at Bahia Honda and finally got the 13 pound Danforth to "sort of" catch in the terrible holding ground in the lee of the old bridge abutment off the beach. The Bruce might have been a wiser choice in the eelgrass and silt bottom, but winds were so light that, despite the infamous current through the cut, we were still there in the morning. The squalor and disorganization in the cabin were astounding, but we managed a quick and dirty dinner, a sound night's sleep, breakfast and some titivation(?) before getting underway under power at 0845. We motored (and "sort of" sailed at times) west south west in the Straits of Florida at 5 knots, picking up marks just where the GPS predicted. The fitful morning wind increased and steadied enough for a decent broad reach by noon, and at 1500 we made the joint decision to pop into Oceanside Marina (just east of Key West) to top off fuel tanks and then head non-stop for the Tortugas.

We crossed the Key West shipping channel at 1645, and observed sunset at 1822. The steadily rising but still-favorable wind, predicted by NOAA to increase to between 15-20 knots, encouraged us to reef the main just off Satan Shoal at 1703, and we passed between Cosgrove Shoal and Marquesas Rock at 2140, having shifted into our night watch routine--- three hours on and three off. The lack of a compass binnacle light and clouds obscuring the stars made holding a good course a bit stressful, and the steadily increasing wind and building seas prompted us to drop the jib at the 2200 watch-change to avoid future trips to the foredeck in the dark.

**Surprise**, although not heeling excessively, really began to thrash over the steep waves. Don was having real trouble sleeping in the V-berth cabin forward (his choice), with all of the motion and noise. We found ourselves consistently adjusting our heading northward at every half hour fix to compensate for the large amount of southerly set and leeway due to current, seas, and our inefficient sail configuration. We never saw Rebecca Shoal light, but spotted a strange white light south of our course, which the chart didn't show. The dawn, however feebly breaking, brought its usual comfort at 0610, although there was nothing in sight but water churned into steep five-to six-foot seas. Fort Jefferson on Garden Key appeared, just where it was supposed to be. At 0930, after much discussion, we bypassed the north entrance (which was closed - again, not on the chart, but in

reality - due to recent shoaling) and carefully threaded the rather confusing maze of channel markers leading around the western edge of the fort. We approached the southwestern harbor entrance at 1100. Once inside, we were better protected from the seas and the wind, which was at least 25 knots steady and gusting higher by now. It still took several attempts to solidly set the Bruce anchor in the shallows just south of Bird Key. We were in good company, with the commercial fishing fleet and several larger sailing and power yachts. We decided to eat, read and sleep away the rest of the day and night. We had made it! Over 100 miles from Bahia Honda in 22 hours in a 23' boat.

Our next day included:

- a brisk row ashore,
- a relaxed and informative self-



*Landfall at Ft Jefferson*

guided tour of historic Fort Jefferson,

- a one-minute \$30 radiotelephone reassurance call to Don's wife Diane,
- opportunities to be smugly condescending to the horribly seasick day-trippers who had ridden the huge power catamarans out from Key West, and
- a marked drop in wind velocity by afternoon.

Most of the fishing fleet left by noon,

(Continued on page 19)

## ...Florida Keys Sabbatical Cruise...

*(Continued from page 18)*

although NOAA was now predicting 18-25 knots NE, and a large group of overdue sailors on 35-45 footers (with strong diesel auxiliaries, no doubt) were planning to leave for Key West in mid-afternoon. We had intended to wait out the weather in safe harbor (a good plan), but herd instinct and the rapidly dropping wind eroded our resolve, so, after much discussion and supposedly thoughtful consideration, we decided to try to sail back during this apparent lull (a bad plan). We thought the weather on the way over had been bad. We had a lot to learn.

The beginning was perfect. We left the anchorage under power at 1550, and set sail at 1610 just off Iowa Rock. We were initially able to just hold our desired track of 095 at 4+ knots with a reefed main plus 110% jib, and Rebecca Shoal light appeared right where it was supposed to be at 1950. The wind was rapidly increasing in strength, so we dropped the jib for night safety. We could only hold 120 without a foresail (why hadn't I ordered that storm jib?), and it was very slow going with a lot of leeway, but we were still riding reasonably comfortably at this point, so we resigned ourselves to a tedious slog and set the night watch. It got worse and worse. The wind increased to a steady thirty with higher gusts, the seas continued to build, short and steep because of the shallow Quicksands to the north. Waves began to break over the cockpit. At 0120 Don noticed the dinghy was swamping, and after dragging it alongside and hanging over the coaming (well harnessed, of course) to bucket-bail at the peak of every other wave, an exhausted Ferd headed below for some off-watch sleep. He was immediately dead to the world despite the increasingly violent motion and booming crashes of the fiberglass hull as the

bow dropped off the crest of each steep eight-foot sea.

At 0140 the centerboard pennant suddenly sucked down to its knotted bitter end and the boat stalled without steerage or forward motion. Don could not retrieve the pennant while tending the tiller. Going topside, Ferd was instantly awakened by several heavy doses of green water which greeted him as he came on deck. He too was unable to retrieve the pennant. There were anxious discussions of worst case scenarios over the



*Ft. Jefferson National Park*

shriek of the wind and the unremitting pounding of the hull; perhaps the board had parted company with the keel in spite of its recent overhaul, and was simply being dragged along below by the pennant. Finally, several hard pulls followed by a last-ditch all-out snatch brought the board up, the helm began to respond, and we were under a bit of control again. There was a sharp kink in the wire section of the pennant; the pennant must have snagged a lobster pot, which acted as an effective anchor until the wire finally sawed through the buoy line, releasing us. We could see nothing.

Just at that moment, the ship's oil lamp chimney parted company with the lamp and shattered, depositing tiny glass shards all over the cabin sole. Ferd pitched them over the side (to leeward) before finally crawling into his madly lurching bunk at 0220.

Just after Ferd relieved Don, the portable toilet broke free of its moorings and the two components separated. What effluent spilled, was all at the head of Don's bunk, so he had to twice struggle aft to the thrashing cockpit on hands and knees carrying a heavy, awkward, sloshing two-handed load. The toilet tanks spent the rest of the night sliding around under the helmsman's feet until somewhat calmer conditions permitted their re-assembly and re-stowage. At 0420 a brightly lit coastal tanker passed down the starboard side at about 1500 yards making about 12-15 knots toward Key West. I hope she came that close to verify that we were all right, but I wonder if she even saw us at all. We had really drifted southward, and at the 0500 fix, tacked to come to a heading of 030 to bring us back within the outer reef (Don works for the NSA, so an unanticipated stop in Havana would have been more than embarrassing).

The light of dawn only allowed us to see how steep the constantly breaking waves were, and to note that during the night the new Danforth had been washed overboard from its steel mounts on the bow pulpit. It was still far too rough to motor--the prop would seldom even touch the water. The dinghy needed bailing again, but by 0830 conditions had moderated enough for us to motorsail, in spite of frequent cavitation (thank you, Suzuki engineers) and an occasional thunderous fiberglass-stressing drop from the crest of a rogue wave (thank you, O'Day). The new outer reef light tower structure was finally sighted, confirming our GPS position, and the wind and seas continued to moderate somewhat as we headed for shelter in the Marquesas. An exhausted pair finally pulled into the entrance to Mooney Harbor (21 long hours to

*(Continued on page 20)*

## ...Florida Keys Sabbatical Cruise...

(Continued from page 19)

cover only forty five "crow flight" nautical miles from Fort Jefferson) and anchored at 1300 near two rafted commercial fisherman riding out the weather.

Don cracked a beer to celebrate, and immediately located one hitherto undiscovered glass shard with his bare foot, but was so relieved to be relatively motionless and dry that he just laughed at the extremely bloody result. Eat, sleep, read, explore by dinghy--this beautiful and well-protected spot proved an idyllic contrast to our



**Surprise in the Marquesas**

recent mini-adventure. We spent 36 hours there, cleaning up, re-stowing, and checking gear and just plain loafing, before leaving under power for Key West on Friday morning. Both wind and seas were right on our nose, but conditions were moderate, and we made good progress until we hit a just-submerged tangle of potwarp, which wrapped the prop and stalled the engine. We hoisted the main and Ferd hung off the stern to operate on the prop. Once the multiple poly wraps were cut free, the engine fired up immediately (thanks again, Suzuki) and we motorsailed the rest of the way to Key West Bight. The VHF didn't work (operator error) for check-in at the Galleon Resort, so we landed temporarily at an unoccupied berth so Don could arrange a slip. Ferd was subsequently threatened

with ramming by an enormous motor-yacht whose slip we had inadvertently blocked. He continued to make a name for himself by indulging in a bit of additional confusion regarding slip assignment and location, but at last we were both luxuriating in the spotless shoreside showers. They were very welcome (but for some strange reason, wildly rolling). In spite of our normally penurious tendencies, we eventually convinced ourselves that this place was well worth the \$62 nightly docking fee. After all, it included air conditioned showers, a laundromat, pool and hot tub--all

available to marina guests, and all only a few (still rolling) steps away from the epicenter of action in Key West. Just one more in a series of interesting yet highly-contrasting experiences--and all enjoyed (or endured) in the space

of a single week.

One more great day in Key West gave us a chance to re-acquaint ourselves with the touristy pleasures of Duval Street, Mallory Dock, old Fort Taylor, the Truman Annex redevelopment (always bittersweet nostalgia for ex-Navy guy Ferd), and to just wander the neighborhoods and docks at leisure.

Then it was time to un-moor, gas up (ouch!), and head back to Bahia Honda. We powered all the way, leaving the fuel dock in Key West Harbor at 0930 and arriving at Bahia Honda at 1630, with good navigational marks the whole way. Three tries to get the Bruce to set well and we gave up and went inside the breakwater to tie up alongside for the relatively modest fee of \$25/night. It's really hard to beat this place in the

Keys; maybe impossible.

Don decided to wait to snorkel, so it was a titivate and dawdle day. Salt encrusted sails, clothing and gear were hosed off with fresh water and hung on the lifelines to dry (they just love us here), and our bilges were pumped, cleaned and freshened. An "El Cheapo" taxi ride to Marathon got us our wheels as well, and we were really set by either land or sea. It was:

- steaks on the park grill,
- iced down drinks,
- (almost) fresh fruit and salad from the Marathon supermarket.
- showers and flush toilets.
- cold fountain drinks, and
- ice cream cones available from eight until five. Tough life!

We spent several more days just relaxing at Bahia Honda, sailing and snorkeling at will, interspersed with obligatory meals at Monte's Seafood and the Conch Cafe. Don was finally (barely) able to fly out of Marathon on Thursday 2 March. T/SA'sers Marilynne and John Bricker from Ontario then arrived in their heavily modified MacGregor 25 *Pershay*, and were most generous and hospitable neighbors.

The concession staff at Bahia Honda became a second family during this solitary period, and I enjoyed daysailing in and out of the marina whenever the spirit moved (often). I also ordered a bulletproof storm jib from Abaco Sails in Marathon. John introduced me to avid Trailer Sailors Leonard and John in Marathon, and then my family flew into Miami to join me for Spring Break.

The weather, which had been quite reasonable, suddenly turned foul. My wife Beth doesn't like Florida, sailing, or tent camping. She only got to "enjoy" two out of the three in the

(Continued on page 21)

## ...Florida Keys Sabbatical Cruise...

*(Continued from page 20)*

windy, hot, muggy conditions, as it was judged too breezy and rough to sail (or snorkel). We four spent time shopping/eating in Key West, and went to Miami Beach a day early for their return flight home. It was very hot, and Ben and Laura (teenagers) were bored and unimpressed.

Don McLaughlin, a fellow architect from Bozeman, arrived to crew my last week. We just pattered around Bahia Honda, enjoying many sails, a great snorkel at Looe Key and an air conditioned van trip to Key West. It was fantastic, but got very hot, especially the last two dead still nights.

Finally, it was time to go, but the outboard disagreed, and stopped pumping water. I put Don on the bus north,

got the water pump replaced at Coco Plum Marina (great mechanic for Honda and Suzuki), and went back to wait out the weekend until the Boatyard reopened

I drove the van to pick up the trailer at Pip's, loaded up the dinghy, returned to the Boatyard to park the rig, and caught "El Cheapo" (\$20 Marathon/Bahia Honda) back to the boat. Early Monday morning, and *Surprise* and I were underway for the last time this trip. That new storm jib was tested on a screaming first reef beat up to Marathon in 20 knots NE and gusty, motor-sailing at times to point just a bit higher. We sadly chugged into the marina, I dropped her husky stick single-handed (thank goodness for bridles and mechanical advantage), and she was hauled and ready for road

duty shortly after noon. It was the third of April, and it was over.

The second half of the long road trip (11,000 land miles all together - with no trailer failures!) allowed me to document Coral Gables, Boca Raton, Clewiston, Celebration, St. Augustine, Savannah and Hilton Head SC, Augusta GA, Gloucester VA, Annapolis MD, and DC. I then made a beeline straight home, power-driving to arrive prior to my son Ben's 16th birthday on 6 May. Wow!

Over three months as a vagabond: I was glad to have gone, and I was glad to be home and back at work. What an experience!

Ferd Johns, 2355 Whitetail, Bozeman, MT 59715, (406) 586-3298  
ferdj@montana.edu

## Ramp Report - Savannah, GA & Charleston, SC

John Ulmer

When I think of the southeastern Intercoastal Waterway I think of all those lucky live aboard sailors that move south with the seasons, their boats carrying them down to the land of endless summer. It is this gentle, cruising way of life of which dreams are made. But the reality is that it is a darn long trip and it is often cold and nasty as the winter weather overtakes the migrants on their way south. Trailer/sailors have the advantage over the live-aboards when cruising the southeast coast. We can quickly head for the best part of the waterway and can get there when the weather is at its best.

This is not an area you would want to cruise in the summer. The burning sun and high humidity would quickly drain your energy and send you running back to the cool waters of the North Channel. Winter, even though

it may have its nice days, also is not good; there is just too much chance of cold weather ruining your cruise. But in spring and fall the temperatures are mild and the cruising is delightful. You will find palm covered islands, dolphins visiting your boat, towns full of southern mansions, and lots of friendly people. For those that crave solitude there are plenty of quiet anchorages and sandy beaches that mysteriously appear at low tide. The summer boaters and jet skies are gone and you will have the waterways pretty much to yourself.

A quick look at the charts will show that there are some really good cruising possibilities south of the North Carolina state line, and I have two good ramps to get you on the water where you can enjoy them.

The first ramp is at Charleston, South Carolina. If you go north from

Charleston on the Intercoastal you will cruise through historic Georgetown and the beautiful Waccamaw River to Myrtle Beach and beyond. South of Charleston are Beaufort, Hilton Head and Savannah.

The second ramp is at Savannah, Georgia. Launching here will let you cruise either north toward Beaufort and Charleston or south through the sea islands of Georgia to the Florida border. From Beaufort south it is often possible to pick alternate routes through the islands, so you can explore different water on your way back.

One way cruises are also possible as Charleston, Beaufort, and Savannah are all served by Greyhound buses. Beaufort is located halfway between Charleston and Savannah and would

*(Continued on page 22)*

# ...Ramp Report

(Continued from page 21)

be a good place to end a short cruise from either of these cities.

Beaufort is a delightful town and makes a good stop when you are traveling the waterway. It is a joy to walk past the fine old homes on tree shaded streets. It has every convenience that you may need, from a downtown right next to the marina to busy shopping centers and fast food restaurants. There are lots of good public ramps on the various rivers and creeks, but none seem to have safe overnight parking. I know many of the locals do park overnight, but I would not feel comfortable leaving my rig at any of the ramps that I have seen.

While Beaufort may not be a good place to start a cruise, it is an excellent place to end one. There is good transient dockage right downtown at the city marina and a good ramp is located there as well. You could leave your boat at the dock and take the bus back to your car, then have an easy pull out at the Beaufort ramp. (For info call the Downtown Marina at 843-524-4422).

## SAVANNAH

The ramp at Savannah is easy to reach and easy to use. It is a public ramp located right on the Intercoastal with a very friendly and helpful marina right next door. They will let you store your rig in their fenced and patrolled parking lot for a small fee and they have transient dockage if you need it.

To get there from Interstate 95 take the Rt. 80 exit and just stay on Rt. 80 until you reach the launch ramp. This will take you right through historic Savannah down some delightful live oak shaded streets to the suburb of Thunderbolt. The ramp is on the first road on the far side of the Intercoastal bridge. It is a SHARP left turn, so change lanes before you cross the bridge; a short road takes you to the marina and ramp. If the left turn

comes up too quickly, take the next turn instead; it will also take you to the ramp. If traffic is too heavy to make the lane change, just go another mile to the traffic light and turn around so you can come back on the north side of the road. (For info call the Savannah Bend Marina at 912-897-3625)

## CHARLESTON

The easiest and safest ramp that I have found in Charleston is at the Municipal Marina. This is a very large complex of boat related businesses located on the Ashley River. This is a very popular stop on the seasonal migration of the liveaboards. There is a good anchorage just across the river and the marina office seems to be where all the migrants gather. The marina controls the docks and you should contact them if you will need overnight dockage. During the spring and fall migration they can be very busy, so call ahead if you need a dock. The ramp is controlled by the people in charge of the parking lot. There seems to be no charge for the use of the ramp itself, but there is a fee to get into the parking lot where the ramp is located. If you plan to leave your rig here you will be charged 7 dollars a day for the parking, which can add up pretty quickly. Your rig will be safe, you are right in the yachting center of Charleston.

To get there take I-26 into Charleston, interstate ends at Rt. 17. Go south on Rt. 17 for a just a mile or two and turn left on Lockwood Drive. The intersection has an off ramp and can be confusing. If in doubt, just follow the signs for the cruise boats to Ft. Sumter. The marina entrance comes up quickly on Lockwood Drive and will be a right at the first traffic light. You must pay to pull in and park. Ask at the toll booth about arrangements for long term parking for the car and trailer. Make sure you notify the parking attendant of your plans or

they will think your rig is abandoned and tow it away. The marina office is at the gas dock which is out at the end of the docks. The ramp is wide, concrete, and has a good dock at the end.

The per day parking fee at the Municipal Marina is pretty high and I wish I had another ramp to recommend. I do have a report of a ramp at Wappoo Creek - Wappoo Cut, right under the old James Island bridge, but I have never seen it. The report says the ramp is busy with powerboats and jet skies and doesn't have a dock at the ramp. The report also says there is safe overnight parking but it gives no details. If anyone has better information on this ramp or knows of a better ramp with safe overnight parking in the Charleston area, get in touch with me at the address at the end and I will add it to the list. (For info call The City Marina 843-723-5098 or email them at [citymarina@charleston.net](mailto:citymarina@charleston.net) )

## SUMMARY

Great Lakes sailors need to be aware of the tides when launching or retrieving a boat along this bit of coast. None of these ramps are any good at low tide, but a 6 to 8 foot tide range means that at high tide you can launch just about anything you can haul in on a trailer. You will want to know when high tide is expected so you can time your arrival at the ramp. There is usually only one high tide a day so you don't want to miss it. You can check the tides on the internet before you leave home by looking up [HarborTides.com](http://HarborTides.com)

This is an area that I've always wanted to cruise but have avoided because I was only free in the (too hot) summer. Now, with retirement close, I will soon be heading south to sample a little southern style cruising.



## Clipper Snips & T/SA Web site Art Contests

*Clipper Snips* is attempting to increase its graphic content. To accomplish that we're announcing 2 cruising art contests.

### **1. (Junior) Trailer/Sailor Drawing contest**

*Clipper Snips* will accept entries in 2 categories based on age:

- Group 1 - age 9 and under
- Group 2 - age 10 through 12

Entries are to be original artwork, created in 2001 in color (paint, crayon, marker, etc.) on 8½" by 11" white paper, and show a Trailer/Sailing experience of this summer of 2001.

The TS/A board members will choose one winner and 2 runners-up in each category.

The winner will receive a very special T/SA tee shirt and the title **2001 TS/A Junior artist**.

The winning entry and 2 runners-up will appear in the **fall** 2001 issue of *Clipper Snips* (converted to black and white) with a short description. The drawings will also appear on the new TS/A web site in full color.

We want drawings that say '**being a trailer sailor is fun**'. Soooo, take along the drawing materials on your cruising activities this summer. Figure out your picture in your mind (based on your experiences this summer), then 'Draw it up'. Good luck.

### **2. (Senior) Trailer/Sailor Photo contest**

*Clipper Snips* will accept entries in 2 categories based on age:

- Group 1 - age 19 and under
- Group 2 - age 20 and over

Entries are to be original photography, taken in 2001.

Submissions on **any size** up to 8½" by 11" (they'll be scanned anyway), and show a Trailer/Sailing experience of this summer of 2001

The T/SA board members will choose one winner and 2 runners-up in each category.

The winners will receive a very special T/SA tee shirt and the title **2001 T/SA Photographer**

The winning entry and 2 runners-up in each category will appear in the

**spring 2002** issue of *Clipper Snips* (converted to black and white) with a short description. The photos will also appear on the new TS/A web site in full color.

### **Submissions (drawings and photos)**

Entries must be postmarked/received by midnight September 30, 2001

Submissions must represent an original work of art by a T/SA member or the family/crew of a T/SA member.

A text description must accompany each submission (who, what, when, where, age of artist).

One submission per person (send in your best).

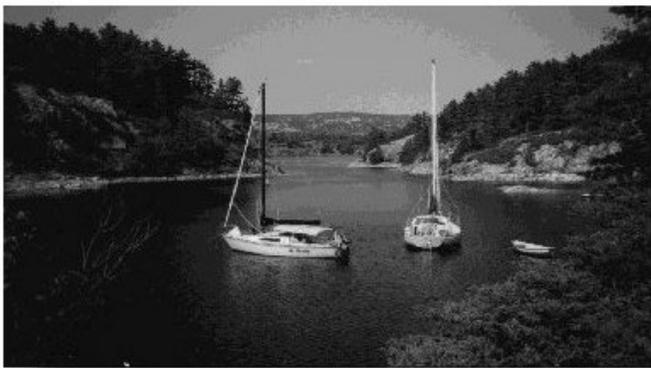
Scanned graphics can be E-mailed to **unicorn@ncinter.net**

Printed submissions must be mailed to the address below.

Good luck to all artists, and have fun sailing (it will show in your art work).

Joe Orinko  
Editor, *Clipper Snips*  
433 Lincoln Avenue  
Erie, PA 16505

## Henk Vanderhulst's Spring Issue Pictures Identified



July 2000  
North Channel Region of Lake Huron  
Secluded small Needle Bay off Iroquois Bay  
81° 32' 48"    46° 06' 09"    Chart 2206-3 (Can)



July 2000  
Georgian Bay near Killarney  
Covered Portage cove is much favored  
81° 32' 48"    45° 59' 56"    Can. Chart 2204-5

# MacGregor/Venture Fest 2000

Bob Borden

Mac/Ven Fest 2000 was held on Cayuga Lake over Labor Day weekend. Six MacGregors and Three Ventures attended, launching at Allen Treman State Marine Park, Ithaca NY. The ramps there are great with ample room to rig, launch and park the rigs, and the fee was only \$5.00 for the weekend. A long canal leads to the lake so there is always calm water at the (6) ramps. They also have overnight slips available at the marina.

For the sailors arriving on Friday, Taughannock State Park, 6 miles north on the west shore, was our destination to spend the night. There is room for about five boats to tie up at the pier and good anchorage for many more. The park is a great place to visit. A ¾ mile walk up the gorge takes you to Taughannock Falls with their awesome height and rock formations. The park also has picnic tables, swimming area, bathrooms, and concession stand. D midsummer there are also concerts every Saturday night. (No ramps for sailboats).

Sailors arriving Saturday sailed directly to Norm and Bettye Jennings place. Their year around home is 1½ miles north of Taughannock on the west shore. Norm grilled burgers, hot-dogs and sausage. Bettye had prepared macaroni & cheese and chili,

and each sailor contributed a dish to share. Good food and good companionship was the order of the day.

Our destination for Saturday night was Long Point State Park, 14 miles farther north, on the east shore of Cayuga. Due to beating into a strong north wind, it was almost dark when we arrived.



T/SA boats at LongPoint State Park, Cayuga Lake, NY

Long Point has a nice protected harbor, which will accommodate about 12 boats. It has bathrooms, picnic tables and (although we didn't need them this time, two "Sailboat friendly" launch ramps.

There is one catch however, a nasty little sign that says "No over night mooring". With our group and others there were at least 12 boats tied in

there. A park ranger "eyeballed" us from his car and apparently not liking the odds, left in a few minutes. If this is truly the rule, it seems like a waste of a nice facility.

Sunday morning some of our group sailed across to the northeast (4 to 5 miles) to visit "Goose Watch Winery", one of several on the lake. The rest of our group sailed south.

Evening brought most of us back together at Norms again for picnic leftovers and fellowship. Some spend the night at Norm's dock and the rest returned to Taughannock.

Monday was breakfast at Norm's and with a strong north wind "jibs only" we are back at Allen Treman in a short time. It was a fun weekend largely due to the effort and generous hospitality of our hosts

Norm and Bettye Jennings. To them we say thanks so much.

Cayuga is my favorite of the Finger Lakes largely do to the nice launching and retrieving facilities at Allen Treman Park. For more info about Cayuga contact Norm (in the directory) - He'll be glad to fill you in.

I received a request from a newly enrolled old member, **Nancy Thompson**. She is 63, single, has sailed for quite a while, and has several boats including a 25 MacGregor Venture, 20 Streaker, 19 Hunter, 16 Mutineer, and a 13 sunfish. She (and perhaps some of her fleet) would like someone to sail with her.. She's thinking of going to the North Channel, but would like some crew.

She would also suggest we start a Trailer/Sailor Association **Single Sailors Subsection**. Maybe the association could discuss this, and formalize a procedure for crew available/sought. Maybe a section of the directory. Or maybe something on the new web site.

Send in your comments to me at [unicorn@ncinter.net](mailto:unicorn@ncinter.net)

## Top 10 Reasons for Joining Boat/US

Our accord with Boat/U.S. entitles T/S A members to join BOAT/U.S. for half-price: \$9.50 instead of \$19.00 annually. In return we agree to keep members informed about the services offered by BOAT/U.S.

(Move over, Letterman) Below are this editor's **Top Ten Reasons to Join Boat/US.**

10. They do a **lot of good things for boaters** (even sail boaters). Whether lobbying in Washington, or funding local waterway related projects, this group uses its membership money pretty well.
9. **Equipment Discounts.** BOAT/U.S has to be close to West Marine and the other discount stores. But for us PA boaters, they don't have a site in PA, so they don't collect any money for Governor Ridge.
8. **Web Site (www.boatus.com)** Their web presence is probably better than most. The site explains all the good stuff they do. It includes close-out items at big reductions. I would particularly recommend their on-line boating

course/test. I was surprised at my score.

7. **BOAT/U.S Towing Service**, which covers on water or trailer-ing, including trailer repairs after breakdowns. Reimbursement of up to 50% per incident, maximum aggregate of \$2,500 per year. All BOAT/U.S. members in good standing enjoy this coverage. Coverage varies with membership fee add-on charge.
6. **BOAT/U.S 'Trailer-Assist' program.** Enrollment is \$10 per year, but provides up to \$150 worth of service. It covers flat tire repair, broken axle, seized wheel bearings, jump-starts, lockouts, etc. Should your tow vehicle or trailer suffer a breakdown, prompt service is available by calling the BOAT/U.S. Dispatch Center, which is open 24 hours a day.
5. **BOAT/U.S Magazine.** A pretty nice little periodical (not *Clipper Snips*, but they gotta print stuff for the power boaters, too).
4. **BOAT/U.S boat insurance.**

3. **Marina discounts.** They're about 10% - we've used it at Battery Park Marina in Sandusky. It worked.
2. **Auto rental** [Avis, Budget, Hertz] (they didn't beat Alamo in Florida, but we weren't renting a limousine either).
1. **Motel discounts** If you use a motel room twice per year, and can lower your standards to Days Inn, Ramada, Howard Johnson, Wingate Inn, or Travelodge (compared to sleeping on 2" foam over fiberglass, they're all nice places to stay) you can easily save the \$9.50 cost of membership. Attending the Annapolis boat show last fall (our 1st time), we saved \$20 on three nights of Days Inn motels (over the same rooms without the Boat/US discount; I checked). I promptly spent the savings on my expensive habit (sailing), but it was real savings.

When you join, find a friend who's already a BOAT/US member – there is a rewards program in place.

## On The Clipper Snips Horizon...

*I'd like to gear Fall issues to stories about Southern destinations, so we can all either plan on duplicating them, or at least let them warm our hearts when our boats are 'on the hard'*

Some items 'on the horizon' are:

- △ "Log of Rose: Sarasota" by Mike Morris.
- △ Art contests winning entries (in full black and white).
- △ Some great summer 2001 articles (most of these will appear in the Spring 2002 issue, to prepare for

Summer).

- △ Some how to articles—describing problems fixed this sailing season.
- △ A report of record attendance at the association annual dinner (see page 111 for particulars).
- △ Regular artic
- △ les by feature writers (perhaps some new ones, too).
- △ A full page directory addendum of new members; and a list of T/

SA Super Sails-persons.

- △ "2000 Cruising Western Lake Ontario" by Tom Larimer.
- △ A survey question—the results to be printed in the Spring Issue.
- △ "Comments to the Editor". (We don't have space for long critical letters; but may consider long complimentary ones).

Have a great sailing summer.

Joe Orinko

# *Trailer/Sailors Association*

The Trailer/Sailors Association is a non-profit organization formed more than 15 years ago. Its members provide a exchange of ideas and information about all aspects of sailing trailerable sailboats.

Our more than 500 members are scattered across the USA and Canada, and the diversity of their experiences enrich the association and heightens our collective interest in small sailboat cruising.

*Clipper Snips*, published in spring, summer and winter seasons, is the official publication of the organization, providing cruising articles, association announcements, how-to articles, and free classified ads.

## **Association Officers:**

**President:** Wayne Bell, 344 Creek Dr., Slippery Rock, PA 16057, (724) 794-4704, E-mail: belltoil@nauticom.net

**Membership Treasurer:** David Craigie, 101 W. Marshall, Midwest City, OK 73110, (405) 741-2555, E-mail: dcraigie@aol.com

**Clipper Snips Editor:** Joe Orinko, 433 Lincoln Avenue, Erie, PA 16505-2449, (814) 456-6469, E-mail: unicorn@ncinter.net

**Public Relations:** Gary Shafer, 812 Pleasant Street, Birmingham, MI 48009, (248) 647 0738, E-Mail: TrailerSailor@mediaone.net

**Cruise Recorder:** Don Ziliox, 1340 Elmdale NE, Grand Rapids, MI 49505, (616) 361-8230

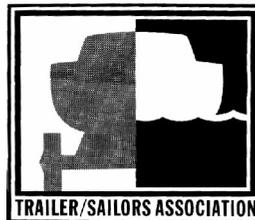
**Trailersailors.org Webmasters:** Mike & Diana Nelson, 2717 N. River Rd., Yellow Springs, OH 45387, (937) 767-9487, E-mail: mike\_nelson@acm.org,, diananel@ix.netcom.com

**Launch Ramp Advisory:** John Ulmer, 659 S. Canal St., Box 4101, Canal Fulton, OH 44614 (330) 854-3796, E-mail: julmer@bright.net

**Gizmos, Gadgets, and Galley Column-** Debbie Bell (ed.), 344 Creek Dr., Slippery Rock, PA 16057 (724) 794-4704, E-mail: belltoil@nauticom.net

**TRAILSAIL Discussion Board Leader:** John Coppedge, 2557 Queenston road, Cleveland, OH 44118 (216) 932-9126  
E-mail: John\_B.\_Coppedge@Belcan.com

Clipper Snips Editor  
433 Lincoln Avenue  
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