



Trailer/Sailors Association

Spring 2008

Clipper Snips

The magazine of the
Trailer/Sailors Association

www.trailersailors.org

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President's Column, Mike Nelson

OUR VALUE PROPOSITION

I am sometimes asked about the relevance of the Trailer/Sailors Association in this age of the Internet and the existence of a bazillion boating-related web sites. Some people have suggested that this plethora of resources, most of them free, has contributed to the slow decline of our membership from its pre-internet heyday. I'd like to present here my view of our value proposition, and to enlist your help in sharing it.

Yes, we charge dues. Our dues haven't changed in years. Instead of raising dues, we have lowered expenses, unlike some governments one could think of. What do members get for their dues?

Let me list some of the benefits:

Clipper Snips -- a great resource; printed 3 times a year. In addition, every issue ever printed is available on our web site, thanks to a great effort by David Craigie. These issues provide a great deal of how-to information for trailerable boats, as well as info on cruising destinations and many other topics of particular interest to trailer sailors.

Trailsail -- our spam-free discussion group on Yahoo. By restricting this list to members, we avoid scams and spam. The list has fostered numerous interesting discussions, ranging from lightning to launching at Tobermory to coordinating group sailing events.

www.trailersailors.org -- our web site. A number of resources are available here, including current and back issues of Clipper Snips, detailed float plans for our group cruises, photo albums from past cruises, and how-to articles. Our Webmaster, Chris Holderness, has more content planned, so visit every now and then to see what's new.

Group sails -- One of our best known group sails is an annual cruise to the North Channel. This year we are offering 3 different float plans: a "taste of the

North Channel" for those who are new to the North Channel; a cruise to favorite North Channel spots; and a cruise down the east coast of Georgian Bay. We are also trying to encourage small group cruises in other locations. Elsewhere in this issue Ken Faver has written about Kentucky Lake, and offered to help coordinate a season-extending cruise there. Bryan Childs offers to have boats join him on his annual pilgrimage to the Bahamas. Many Florida-bound sailors announce their plans on the trailsail list, and invite others to join them. If you have a favorite destination, why not invite others to join you? It is often more fun to sail with a small group than alone.

Ramp information -- our launch ramp guru John Ulmer has data on many ramps (see list on our web site or in the back of the annual directory). He will send information about specific ramps to members on request.

Annual directory -- our annual directory lists not only member names, but many how-to and cruise information resources that members are willing to provide to other members. Rumor has it that this directory may appear on our web site later this year.

So, for the cost of a decent bottle of wine one gets all these resources. I think it is a pretty good deal. I hope many of you will tell your friends about T/SA so that we can grow our membership. These points might help you "sell" the organization.

We have a large number of printed color tri-fold brochures that describe some of the member benefits and include an application form for membership. Gary Schafer, our PR person, professionally designed these brochures. Brochures are available for any members who can distribute them in public places, such as boat

shows, boat dealers, sailing clubs, etc. If you would like some brochures, just send an e-mail to president@trailersailors.org and tell me how many you want and where you plan to distribute them. At some point in the future we will have a simplified version of the brochure on our website for members to download and print.

Lastly, I would like to run an idea up the flagpole. I wonder what you think about the concept of T/SA having Port Captains, similar to those of the Great Lakes Cruising Club (GLCC). The GLCC has designated "Port Captains" at many boating venues around the country. According to the GLCC: "(As GLCC members) You gain access to our Port Captains. Nearly 200 Great Lakes ports and anchorages have GLCC members who serve as Port Captains. They can provide help and information when you visit their areas. It could be for something relatively minor, such as a restaurant recommendation, or something far more serious, such as how to get medical help."

I'll start a discussion on this topic on the trailsail list shortly after this issue of Clipper Snips comes out, and you can share your thoughts with the members about this or related ideas.

Other news:

The 2008 membership directory lists 320 members. More have joined or renewed since then.

Some time during the 2008 North Channel cruise we will have a brief memorial service for Bob Hodgson. We will honour him according to his wishes.

I hope to see many of you in the North Channel later this summer. Until then, get your boat out and sail!

ARE YOU READY FOR A NORTH CHANNEL CRUISE?

By: Mike Nelson and John Clement

Since many newer members of our Association may be considering a North Channel Cruise, we thought sharing some of what we have learned on our many trips might be of interest. Old timers may have fun seeing where they agree or disagree with us.

The North Channel deserves its reputation for being one of the best cruising grounds in North America. It has miles of relatively sheltered waterways and pristine anchorages. However, sailing there can be challenging at times. This article will emphasize safety as well as preparedness. Information about Canadian rules and regulations is available through links on the Association's web site (www.trailersailors.org) and will not be covered here.

This article consists of two sections. The first describes the skills, knowledge, and experience that you should have for this kind of cruising. The second describes the equipment you should have on your boat to support safe and enjoyable cruising in the North Channel. In a separate article in the previous issue, cruise leader Bryan Childs provides additional specific information about cruise requirements. He also details the float plans for this year's cruises.

Part 1-what you should be able to do

Most cruises to the North Channel by trailerable boats start from the trailer. Those who sail into Canada can skip this part. After you reach your launch site, you need to be able to set your boat up yourself. Help is usually available from other members, but if you deviate from the group's schedule, you could find yourself on your own. Past issues of Clipper Snips (available on our web site) have tips about making systems for mast rais-

ing and launching. At most launch ramps, staff can help you launch or retrieve by handling lines for you. Few ramps have mast-raising cranes, so you should be prepared to raise and lower your mast yourself. If you are not comfortable with the launching process, a few ramps can sling you in. The ramps the Association uses do not have slings. However, if you plan to join the group at Little Current, nearby Harbor Vue Marina has sling capabilities, as does Boyles Marina next door. The ramps can be gravelly, so, if your boat is heavy, 4-wheel drive is very helpful.

You might want to look at articles that have appeared in past issues of Clipper Snips for suggestions about launching and retrieving boats, trailer tie-downs, trailer bearings and brakes, etc. All back issues have been indexed and are available on our web site for reading or downloading.

You should also be familiar with VHF radio usage, frequencies, and proper operating procedures. It is not very helpful, for example, to call a marina on a channel that they do not monitor. (Hints: Marinas monitor Channel 68. VHF frequencies are shared by other boaters, so keep your transmissions short. Your signals can interfere with other boaters up to 15 or 20 miles away. Use low power for local communications.)

After launching, you need to be able to enter and leave a slip, and to tie up at the fuel dock. Again, ramp staff is usually on hand to help you, but you should know how to enter or leave a slip or dock if the wind is blowing.

If you are sailing with our group, the cruise director will have published a float plan. This plan lists only the end points of each day's sailing. You should be able to navigate

between points on your own, even if you plan to sail with the group. Sometimes the group gets separated. That means you should be able to read charts, know which side of buoys to stay on, and know the rules of the road. Members are happy to go over the charts with you the evening or the morning before we leave. In the second half of this article we will discuss the navigation equipment you should have on-board and know how to use.

En route, the winds can vary from dead calm to an occasional boisterous 20-25 knots. Except on Georgian Bay and in open areas, the waves don't usually get very high. When the wind pipes up, you should know how to take a reef in your mainsail, and remember the rule; reef *as soon as* you think it might be prudent. It is handy to know how to heave-to for reefing. You should also be able to perform at least one kind of man overboard maneuver. We generally try to avoid being out in thunderstorms, but you should know how to get all sails down quickly if one strikes.

Once we arrive at a destination, you need to know how to drop and set an anchor, which includes knowing how much rode to let out for a given water depth. In well-protected anchorages, one anchor will usually do, but many routinely put down two anchors in case of an overnight wind shift, or to minimize dancing around. Sometimes people will tie one line ashore in addition to using an anchor or two. This tactic is useful if you want to be near shore or if anchorage space is tight. Usually if we are sailing as a group, there will be others around who will offer help in taking a line ashore and fastening it temporarily. After settling in, you should go ashore yourself and inspect or retie the line, and add anti-chafe protection for the line (or for the tree to which it may be attached). Regardless of any help you may receive, the responsibility for each boat rests with the skipper.

You should also know how to plan for your fuel, food, ice, and water needs, and for head pump-out. Our cruise plans usually include a marina stop approximately every 3 days, so your provisioning needs to cover that period, at a minimum. It is advisable to have a day or two reserves in case of bad weather. We usually stay put in our anchorage (or marina) if the weather is bad.

Much of the navigational side of preparing yourself can be learned through courses such as those offered by the Power and Sail Squadron (highly recommended) or various sail training associations.

Part 2-your boat and equipment

Most trailerable sailboats with cabins are suitable for the North Channel. We have had boats as short as 16 feet on our cruises. If you have a smaller boat, you may need to allow for the fact that you will not be as fast as the bigger boats. For all boats an engine or outboard is necessary if you want to move on calm days. You should be able to carry enough fuel to go 30-40 miles, as marinas can be that far apart.

Your boat's mainsail should have at least one reef point. Some boats have roller-furling headsails that can be reefed. If you have only a large hanked-on Genoa, you might want to consider adding some kind of reefing system to it, or getting a smaller jib for heavy weather use. On light air days, although not necessary, a drifter or spinnaker is nice to have. A whisker pole can be useful to hold the headsail out on a downwind sail.

A dinghy or other small auxiliary craft is almost mandatory if you want to go ashore or row out a second anchor. Members of our groups use kayaks, rigid dinghies, or inflatable boats. Some have outboards for them,

some do not. Rowing (or paddling) is good exercise, but an outboard is nice for extended exploring. Kayak fans may ignore this advice, of course.

You should have at least two anchors on board. If one of them is the Danforth style, you will find a claw or Bruce type anchor to be the best kind of second anchor, especially for areas with grassy bottoms. We suggest at least 150 feet of rode, as sometimes you need to anchor in deeper water. Rode should also have a good length of chain at the anchor end. It is also a good idea to seize the shackles (e.g., tie them off with a piece of wire) so that they cannot come loose. At least one T/SA boat has lost an anchor through a shackle coming loose. You should also have dock lines, fenders, and a couple of extra heavy-duty 100-foot lines for tying to shore.

You should have at least the basic spares for your engine and rigging, manuals for them, and a small toolkit. A sail repair kit could come in handy. You should have a vhf radio, preferably with a masthead antenna. A handheld radio does not have enough range to contact marinas or the coast guard, although it suffices for the daily nets. If you haven't replaced the coax to your antenna within the last 5 or 6 years, you should consider replacing it. Old coax reduces the range for both sending and receiving.

You should have paper charts for all the areas you plan to go, even if you have an electronic chart plotter. Electronics can fail, paper rarely does. The Ports guide is also useful, as it shows aerial photos of many of the anchorages. You should have a working compass and a depth sounder. A speed/distance log device is handy, especially if you need to navigate by dead reckoning. A handheld compass is useful to check to see if your anchor is holding. A GPS is handy, as many of the islands look alike. A chart plotter is a luxury, but we admit

it is nice to have. But you should be able to cope if it fails.

During the day, mosquitoes are usually not much of a problem, but after dusk they can come out in droves. They can find the smallest cracks in your defenses. The upshot is that good mosquito netting is very important to enjoyment of your cruise. Designs vary with boat models. Look in the Association directory and e-mail others who have the same kind of boat as you, and ask about their experience or solutions.

Life jackets are mandatory. A throwing ring is a good thing to have onboard in case someone does manage to fall overboard. Be sure to review the Coast Guard requirements for equipment that must be on your boat as well as your dinghy. Note that a floating throw line and a sound-signaling device are requirements in Canada for each vessel (including your dinghy). Floating throw lines may be made or purchased inexpensively at hardware stores or marine supply shops. A Fox 40 whistle meets the requirements for signaling. A small first aid kit is also good to carry. Jack lines are not usually needed unless you are on Georgian Bay in a blow.

Conclusion

The North Channel is a pleasant and relatively safe place to cruise. By being prepared as we suggest above, you will have fewer things to worry about, and will be able to cope with most common problems. Even if you sail with a group, you should be as prepared as you would be if you were sailing alone.

We look forward to meeting you on one of our cruises. Our next group cruises to the North Channel are in July 2008. Details appeared in the previous issue in the article by Bryan Childs, this year's cruise leader.

The Galley Slave

By: Debbie Bell

(Reprinted from Clipper Snips Spring 1993)

For several years, we were avid day-sailors. Morning would find us leaving the dock, sunset would find us returning. We day-sailed because we were owners of a daysailer. But the vision of the cruising life kept calling us. We would see "them", that is, the cruisers, enjoying the day and the night, while we only sailed when the sun was shining. Dinner for "them", the cruisers, was steak cooked on the rail, while for us it was cold cuts from the cooler. We listened while they told their tale of visiting some distant port for a summer's cruise. We dreamed, oh how we dreamed, of one day following in their wake.

The time finally came, and we moved up. The one design that had captured our hearts because it had taught us so much, was replaced with a pocket cruiser.

The new boat was barely home from the broker's yard before we began preparing for our first family cruise. Our excitement ran high; our expectations were even higher. Every article we had ever read, every sailing picture we had ever stared at dreamily, could not begin to describe the sense of assuredness with which we approached this first cruise.

We envisioned the four of us sailing on new waters, stopping for lunch and a swim, hiking over islands, and relaxing on a sun warmed rock after an invigorating afternoon of sailing. We dreamed of quiet, uninterrupted dinners, and of sitting for hours around the cockpit table, with geese, ducks, and loons providing our evening's entertainment. Of course, our dream included plenty of time to catch up on all those books we had been planning to read. The day to leave for that first cruise had finally arrived. By that evening, as we were pulling away from the dock, we knew with the certainty of the extremely naive, that our adventure would be all that we wanted it to be.

After a few days, however, I began to realize that something was wrong. This wasn't as romantic or relaxing as the cruise of my dreams. Why wasn't I finding the time to sit in the cockpit over a second cup of tea? Where were the steaks cooking on the rail? Why hadn't I found the time for a swim, or to open that murder mystery I had saved since February? When I finally decided that I had to take just a moment to catch my breath, someone would ask, "Mom/Honey, where did you put the...?"

I now know why I didn't have the time to do the things I wanted. I was always down in the cabin moving one thing to get to something else. Of course, the thing I needed most was buried beneath the pots and pans, the dish drainer, towels, boxes of cereal and bags of chips. Each time I dug, the nachos broke into smaller and smaller pieces, which made wonderful fish food, but didn't help us one bit when we got the "munchies". Cooking a meal was a major undertaking. First, I had to find what I wanted to cook. When all the ingredients were finally cooking on our two-burner stove, the disposable propane canister would run out. This meant another one had to be located, and while I dug, the half cooked food began to cool.

The built in upright cooler was a nightmare in itself. Every time someone wanted a drink, a moan came from this member of the crew. I knew that this meant opening the cooler, having the lettuce land on my foot, getting a little more bruised and brown each time. Occasionally I had the joyful task of cleaning up a broken egg that had cushioned the falling lettuce. But worst of all, it meant repacking the entire cooler to get the pitcher of tea back on ice. We found ourselves planning our sails so we could pull into towns and marinas to replace the bruised lettuce, the broken eggs, and the crumbled chips, Where was the secluded anchorage? What happened to the quality family time? I gave up all hope of even finding the novel that was still buried somewhere.

It came to me with a vengeance that this boating life wasn't all it was cracked up to be—I was

not having a good time! Give me a condo on the beach any day!

We survived the trip, but I was not sure this was something I ever wanted to do again. As the pages of the calendar were turned through the winter months, the destination of the coming summer's cruise was being discussed, and I secretly began to cringe. Sure, I love sailing. I love spending time with my family, but I was not looking forward to pulling, pushing, tugging, digging, and searching just to prepare a simple meal.

As the snow began to melt, I realized the brochures from resorts on the beach I strategically placed around the house were being ignored. I knew I was going to be out-voted. The trip was going to happen whether I liked it or not, so I began to scheme of ways to make the cruising life more bearable.

I discovered that with careful planning, preparation, and a few simple rules, the life of a cruising family can be easy, fun, rewarding, and relaxing.

Rule number 1: One bag of clothes and personal belongings per person— no exceptions!

Limited space makes this rule a necessity. Even though there was some squawking at the beginning, the kids still found room for their Walkmans and tapes.

Since we end up living in T-shirts and bathing suits during the day, we now leave the designer outfits at home. One or two sets of what we call "go to town clothes" are sufficient for when we are in port and want to sample the local cuisine. We will be in different towns, and no one will know we've worn those clothes before,

Rule Number 2: Meals MUST be "Quick and Easy".

Since my worst nightmare centered around preparing meal, provisioning is planned very carefully. Menus are discussed and a grocery list is made.

Just because we are cruising on a 22-foot boat does not mean that we have to go without foods we like. Since meal preparation seems to take three times as long on the boat, several meals are prepared at home and frozen in sealable food storage bags. They are reheated as they thaw.

Salad, a prepackaged box of noodles or rice, and vegetables are added, and dinner is served.

A few of the frozen meals that have worked well for us have been roast beef with gravy, turkey slices, chicken, beef tips in gravy, spaghetti sauce with meatballs, and even a meat loaf. We have found that a precooked frozen ham makes a great meal, and lasts a long time in the cooler. We usually prepare more than we know we will eat for one meal, using the leftovers for the next day's lunch.

When the prepared meals are gone, we make a trip to town. We have found grocery stores that catering to boaters often carry frozen meats, which allows us to resupply.

When we are unable, or unwilling, to pull in to town, we can dig in the larder for a few vacuum-packed entrees that are available from the grocer's shelf. These entrees do not require refrigeration. Before we purchase any of these meals, we check to make sure they have boiling instructions on them. They can be boiled in a pot of water, or opened and heated in a pan. I usually choose to boil them, which saves washing several pans. An added plus is that the hot water can be used to wash the evening's dishes. The one drawback to these meals is the several layers of packaging.

A loaf of bread or a bag of fresh baked rolls isn't appetizing after its been under a jar of peanut butter for 3 days. Bread and rolls can be kept in a small hammock hanging in the cabin. Most towns, even the smallest, have bakeries, and some of the most wonderful breads, desserts, and breakfast rolls can be found there. While walking the street in one small town, we were stopped by a woman selling her goods from the back

of her station wagon. She delivered the goodies to our boat, and upon returning that evening; the fragrance of fresh baked dough and cinnamon filled the cabin. We also keep Pita bread on board. It lasts longer and makes a nice pocket sandwich for one-handed sailing.

Rule # 3: Plastics are indispensable.

Many trips through the plastic's aisle of a local discount store has proven to be valuable.

Fresh vegetables and salad fixings are kept in air tight plastic containers in the cooler. Leaf lettuce and spinach keeps well when washed, dried, and placed in a plastic container. No more bruised lettuce for us.

We also purchased a plastic egg holder which wards off the "Humpty Dumpty Syndrome". To solve the crushed chips problem, we began collecting gallon buckets that ice cream comes in. The munchies stay dry, fresh, and whole when stored in the buckets, and the containers fit nicely under the settee. We have also used these buckets to store cereal, cookies, Chex Mix, and dried fruit. When empty, they nest together.

We use smaller plastic containers for flour, biscuit mix, sugar, tea, coffee, and condiments. Each container is labeled

Instead of taking up valuable cooler space with half full bottles of ketchup, salad dressing, jelly, mustard, relish, and lemon juice, we fill a plastic container with individual packages like fast food restaurants use. I don't advise that you fill your pockets as you leave a restaurant, but if you end up with an extra package or two, save them. Most do not require refrigeration. These individual servings, which can be purchased through most wholesale food companies, add spice to any meal, and require very little space.

Our set of dishes fits in a plastic broom and dust pan holder mounted under the counter.

Wet margarine used to be a problem until we discovered the product available in squeezable containers. When empty, these containers are great for storing all kinds of liquids, from cooking oil to outboard motor oil. Don't forget to the label, you sure wouldn't want 10W40 on your tossed salad I

Rule # 4: Organization is imperative.

As the boat is loaded in the driveway, a list of the provisions is made. This saves a lot of searching and digging. As things are used, they are checked off the list, so we know what we still have, and what needs to be purchased at our next landfall. The list also comes in handy when preparing for the next trip.

Rule It 5: Open the cooler only when necessary.

One of the best purchases we ever made at a boat show was a soft-sided cooler bag. We use it primarily for cold drinks, which helps the ice in the main cooler last longer. Because the sides are not rigid, the juice container fits in without any trouble. The bag is also a great way to carry ice from the store to the boat. Cooling down cans of soft drinks can deplete the ice rapidly. We often put a couple of cans in a mesh bag and drop them overboard. When the cans have cooled, we put them on ice. The hot sun and the white cockpit is a great combination for brewing solar iced tea. We let it cool for a while after sunset, and then put it on ice.

Rule # 6: Smaller and useful is better.

We have tried to get rid of the unnecessary stuff and replace large items with smaller ones. The dish drainer we took the first year has given way to a tray which is also used to serve food.

The cutlery, which had been kept in a shoebox, is now in a potato chip can.

Sample size bottles of dish detergent, cleanser and liquid soap are stored in a small wooden

box mounted on the counter top within easy reach from the sink.

We now leave our assorted pots and pans at home and rely on a set of nesting pans we had in the attic from our camping days. To that, we have added a small non-stick skillet, a stir fry pan, and an omelet pan. The omelet pan which is rarely used at home, has become indispensable on the boat. Of course, we use it for omelets, but that's not all. It is also used to freshen up muffins, warm up bagels, and to make "Sea Gull Surprise Cake", so named because some bold sea gull Is decided to sample our cooling fresh blueberry cake one day when our backs were turned.

Rule #7: Propane doesn't need to be a "pain".

We still use the two burner stove, but we have traded the disposable canisters for 3 seven-pound refillable tank. In addition, we have mounted a gimbaled butane burner on the bulkhead. Our coffee pot fits in it perfectly, which saves getting the stove out every morning. We also use the burner when we are underway to make that second cup of tea, or to heat up a can of soup.

Now, as we prepare for our annual cruise, our

dream of sailing on new waters, stopping for lunch and a swim, hiking over islands, end relaxing on a sun warmed rock after an invigorating afternoon of sailing has become a reality. Our dream of quiet, uninterrupted dinners, and of sitting for hours around the cockpit table, with geese, ducks, and loons providing our evening's entertainment have been fulfilled. And, we now have plenty of time to catch up on all those books we had been planning to read. In fact, it has now become a tradition to take along a novel that we read aloud while sitting around a campfire, or while relaxing in the cockpit watching for shooting stars.

We now leave our assorted pots and pans at home and rely on a set of nesting pans we had in the attic from our camping days. To that, we have added a small non-stick skillet, a stir fry pan, and an omelet pan. The omelet pan which is rarely used at home, has become indispensable on the boat. Of course, we use it for omelets, but that's not all. It is also used to freshen up muffins, warm up bagels, and to make "Sea Gull Surprise Cake", so named because some bold sea gull Is decided to sample our cooling fresh blueberry cake one day when our backs were turned.

KENTUCKY LAKE is a Trailer Sailors Dream

Where else in North America could a trailer sailor take more advantage of having a trail able sailboat? A lake that runs south to north for 185 miles! The southerly prevailing winds make for a nice downwind run. Kentucky Lake has an abundance of wilderness for nature lovers; Land between the Lakes is a 170,000 acres National Recreational Area. Tennessee National Migratory Wildlife Refuge is just to the South of LBL. KY Lake's LBL side bays guarantees seclusion. There are still plenty of quiet bays else where. History buffs can visit 2 civil war forts in LBL. Over 100 bays are lined with 100' plus hills for wind protected gunkholing. Showers, supplies, restaurants, LBL has modern campgrounds, marinas are every where, and also very nice state parks. Paris Landing State Park is 40 miles from KY Dam. Kenlake SP is 20 miles from Kentucky Dam Village SP. Marina prices are fair. Boat US members around \$18 a day. Protected bays are next to SP Marinas for gunkholing. Cell phones work on the Lake.

Probably over 100 free ramps and parking is free. Allowing any one to start any where along the 185 miles and join the group. Cell phones will easily make this possible. This is a very rural

area. State Parks offer Wi Fi, tennis and golf courses.

When I sailed the North Channel in 2007, I couldn't help but see the comparison that Kentucky Lake has to offer. You will trade crystal clear waters of the NC for safer sailing for beginners.

Scenery of oak /pine tree and rocky bluffs dominate. There will be more wildlife sightings than NC. Migratory waterfowl and predator birds abound. LBL has Fallow deer, Bison, Red Wolf, Bobcat and Elk. Coyotes will be howling at dusk. Whitetail deer density is high.

The Southern end of the KY Lake is lined on both sides with rocky bluffs. Have your fishing rods ready. You can easily get into quiet bays that will have explosions of shad being busted by 3 varieties of bass, Strippers and wipers. Be sure to have a rattle trap lure ready for long cast off the boat. KY Lake is very fertile in comparison to the NC. Channel catfish is the most served around the lake. Channel cats are the easiest to catch. Tie your rod up securely and hang a small bell on the rod tip. You will not forget the fight.

It seems ridiculous, for those trailer sailors that love there sailing season, not to extend it on KY Lake. May 8th – May 30th and Oct 1st – Oct 15th we'll have 75 degree water and air temps. This is also the time of year where weekends will only have fishermen traffic. Weekdays, the area is very secluded. I love the fall, because they drop the lake 5', which creates a clean gravel shorelines for tent camping and campfires. Unlike the NC, The shoreline has a tremendous amount of firewood. Deer come out in the middle of the day to feed on the new grass in the back parts of the bays. The abundance of wind protected bays make for an excellent area to have canoes and kayaks to explore and fish. These protected bays far exceed in numbers of the NC.

We can put in anywhere down the lake and have transportation waiting at KY Dam Village SP. Rainy days can be salvaged at the state parks with nice buffets and large lodges for playing games. KY Lake sailing club host their weekend races. At Paris Landing SP, KY Lake will average almost 2 miles wide all the way to the dam. The trip ends at KY Dam Village SP, the group that stays behind to wait for vehicles to be picked up. Can shower, buffet dinner, walk around the grounds and enjoy the large lodge that over looks the Lake.



TWO RAMPS ON CANADA'S BRUCE PENINSULA

BY John Ulmer

The eastern side of Lake Huron's Bruce Peninsula is an often overlooked cruising ground, but one that offers outstanding scenery and some interesting places to visit. For those that want to go north in the summer but are tired of fighting the crowds in the North Channel or simply want to see some new water, the Bruce Peninsula is worth considering.

For those that have never heard of the Bruce Peninsula, it's in Canada, directly south of Manitoulin Island. It is part of the land mass that separates Georgian Bay from the rest of Lake Huron. It's an easy drive from either Detroit or Buffalo, though if I were going north from Detroit, I would avoid the busy and often congested coast road and take one of the more inland routes. They are fast, straight and almost empty.

The Bruce Peninsula has two good ramps with safe overnight parking, and each provides widely different scenery and sailing possibilities.

TOBERMORY

Tobermory is a busy little town at the extreme northern end of the Bruce Peninsula. This is where the ferry leaves for Manitoulin Island and it brings a lot of traffic and tourists to the town. In addition to being the port for the ferry, the harbor is also the jumping off place for Five Fathoms National Park. This park encompasses most of the islands north of the peninsula and is famous for the ship wrecks that are found under its waters. This keeps the harbor busy with dive and tour boats.



If you plan to visit the park, there are a few things you should keep in mind. First, the park charges a fee for anyone diving in the park with tanks, and no one will rent you tanks unless you are a certified diver. However, there is no fee for diving with a snorkel and many of the wrecks are easy to see with just a face mask.

Second, you will find mooring buoys placed by the park near most of the wreck sites. You are free to use them overnight, but you must leave before 9 AM so they can be used by the dive boats during the day.

And third, the islands themselves are interesting to explore, with many coves to anchor in, but because of few docks and steep



Tobermory Ramp

slopes to many of the islands, you'll find a dingy helpful for getting ashore.

For more information on Five Fathoms Park, call the park visitor center at (519) 596 2233, Or email them at bruce-fathomfive@pc.gc.ca

All this makes Tobermory a popular place and you'll find there isn't much room for all this activity. The result is that everything is crowded together in one big mess. Believe it or not, the only boat ramp in town is located right in the heart of the shopping and tourist district. People are everywhere and parked cars are all around. Even so, it is possible to launch your boat here with a minimum of problems. People do it all the time.



To get to the ramp, just follow Rt. 6 north until you come to Tobermory. Follow the road to the ferry until you see the main business street going off the right. Make the turn and you will see the ramp in front of you. Right in the middle of the parking lot is Craigie's Harbourview Restaurant. Drive around the right side of the restaurant and rig your boat next to the ramp. By the way, Craigie's has the best whitefish in town. It's not fancy, but everyone goes there, and with good reason.

There isn't much rigging room at the ramp and the ramp is busy, so to make launching quicker for sailboats, they recommend that you launch your boat with your mast down. The city owns a mast crane that you can use to put up your mast once you are afloat. The crane is painted blue and is located just a short way away on

the right side of the harbor, but it's hard to see because of all the sailboat masts around it. When you get to the crane, it may look as if the winch handle and controls are all locked inside a metal box, but there is no lock. Just open the box and use the crane. The use of the crane is free.

Dock space in the harbor is very hard to get. Talk to the harbor master at the gas dock to check for available space. If there is no room, he will tell you where you can

anchor until space becomes available. You can call the harbor master at (519) 596 2179

The ramp is a single lane of concrete, 16 feet wide, 3 1/2 feet deep, and 32 feet long, giving

an angle of 6 degrees and a slope of 10 percent. There is 8 more feet of ramp beyond end of the floating dock, with a drop off at the end that is easy to see in the clear water. Water levels were low when I measured in 2007.

There is a \$10 fee to launch, and you can pay either the dock worker or the harbor master at the gas dock. The dock worker or the harbor master can tell you where to park your car and trailer after you launch. Parking is safe, free, and not a far walk, and you may park for as long as you want.

The Tobermory business district is small and very touristy, but you will find all the services you need, including a grocery store right next to the ramp.

LION'S HEAD



Lion's Head Ramp

Lion's Head is a nice small town located about half way up the Bruce Peninsula on the Georgian Bay side. It's the Georgian Bay side of the peninsula that offers the best cruising and Lion's Head is located right in the middle of it.

It's the high limestone cliffs that form the shore on this side of the peninsula that make the scenery here so impressive. The cliffs are part of the Niagara Escarpment, the same geological formation that forms Niagara Falls. There is a walking trail on the top of the cliff that runs all the way from Tobermory to Niagara Falls. The trail is often right on the edge of the cliff, and it takes a strong stomach to look down.

The Escarpment creates a bold coast with long bays bordered by high hills. There are few good harbors, but the shore provides some shelter from the west wind, though it would tend to funnel the wind down the long bays. I've also been told that they get a lot of wind from the north east.

Many local sailors cruise north to Tobermory. It's a long sail but there is a good anchorage halfway there, at Wingfield Basin on Cabot Head. I've also been told that there is good

cruising south of Lion's Head toward Melville Sound. There is an Indian reserve there with a good harbor, but no services.

Farther south, there are some interesting looking islands at the mouth of Colpoy's Bay. I've been told that the northern most island has a good anchorage and easy shore access. The bay leads to the town of Wiarton, which is the largest town in the area. It has a nice marina, and is well worth a visit.

To get to Lion's Head from Rt. 6, turn east at the Rt. 9 intersection. There will be many signs pointing to various places in Lion's Head. Follow Rt. 9 for two miles until you come to the town. Because Lion's Head is not on the main road, it is much less hectic than Tobermory. The town, while small, has a grocery store and most of the other things you will need.



Limestone Cliffs

Follow the marina signs. The road will take you around a small bay with a nice sand beach. The ramp and marina are at the end of the road.

The ramp is concrete, 22 feet wide, 26 feet long and 5 1/2 feet deep, giving an angle of 11 degrees and a slope of 21 percent.

There is a drop off at the end of the ramp, but the water is clear and it is easy to see. As in Tobermory, the water was low when I measure the ramp.

There is a \$10 fee to launch, but parking is free for as long as you want. Make sure you see the harbor master to find out where to park long term. The harbor master has a wealth of information on the area and you'll want to talk to him before you leave on your cruise.

For more information, call the harbor master at (519) 793 4060

Send requests for ramp information to :

John Ulmer
659 S. Canal St.
Canal Fulton, OH 44614
Phone : 330-854-3796
email address - j.ulmer@juno.com

Belladonna's North Channel Cruise 2007

By: Mikal Forbes

Belladonna is a 1988 Catalina 25, wing keel, standard rig. I have been an inland lake sailor, and this was my first cruise in BIG WATER with this boat. My crew was my brother Kerry Forbes, who lives in Philadelphia and who was with me because he has an understanding wife. My brother had never seen my boat until the night before we left Indianapolis for the North Channel.

Sunday July 15, 2007, 12 NOON after a good breakfast at the bed and breakfast down the street from the marina, and a final skipper's meeting, we cast off from Spanish Marina. Temp was in the high 60's and about a 15 mph wind on the nose leaving harbor. We motored out with "Hanna" and "Trust Me", just two of the crews we met at the potluck supper the night before. They continued to motor, while other boats in the flotilla began raising sail. We decided to continue motoring with Hanna and Trust Me. We had a 15 nm trip across the Whalesback Channel to reach our first night anchorage. Starting at noon, with the wind on the nose, I did not know what to expect, or how long it would take.



How did I get to the North Channel? I retired on March 1, 2007, after twelve years in retail pharmacy, and the last thirty years in pharmaceutical sales. This cruise was one of my life goals. I had planned my retirement date to make sure I had sufficient time to prepare for this cruise. I had joined the Trailer Sailors five years ago, and had been reading about this cruise, and the preparation it would need. I had also attended seminars on the North Channel at "Strictly Sail" in Chicago for the last five years.

My Catalina has been land locked at Lake Monroe in Bloomington, Indiana since she became mine in 1998, because she did not have a trailer. So the first thing I had to do was purchase a trailer, and learn how to pull, set up, and launch my boat. It took a couple of weekends and several pull outs and

launches to meld my boat to the trailer and make adjustments to make the task easier. My thanks also to Charlie and Greg at Sailboats Inc. in Indianapolis.

At Lake Monroe my wife and I use a gas grill on the back rail and a microwave hooked up to shore power to cook. I grill, and my wife plans and directs meal preparation. My brother's wife is an excellent cook and she also is in charge in the kitchen. So my brother and I had to learn kitchen skills and adapt to an Origo, single burner, alcohol stove and the grill. I also had never used a dinghy in my life. West Marine had a sale and I purchased an eight-foot zodiac. We had to put the dinghy

together in failing light, on the dock, at Spanish. We received help from Rob and Linda Curran, on "Knot Right Now". They were not Trailer Sailors but sure followed the spirit. Being on an inland lake, I did not have any

experience with a GPS system, other than to turn it on, and read the location. It was interesting to learn to use the GPS on board, watching our position approach our destinations, and to avoid the hazards that Bryan Childs and Henk Vanderhulst informed us about on the radio net. Perhaps my greatest concern was where to find a cove to duck into in bad weather especially if we became separated from the flotilla. I had read the accounts of the cruise in 2005 and 2006 and the weather they had experienced. I purchased every chart for the area. I also had to purchase a second anchor and line since Lake Monroe has soft sand and mud for a bottom, and a danforth has been sufficient in that location.



After a couple of hours cruising the Whalesback Channel, I felt confident following my charts. The boat was comfortable in the weather we experienced, and we were dry and warm. Once we reached Turtle Rock the wind and wave conditions grew higher, as the wind has a greater fetch here. Just then "Trust Me" turned to starboard and we followed her into Beardrop Cove. This is a beautiful cove and we had powerboat and large sailboat company. We put down two anchors for safety, and this was my brother's first experience on the front deck. When we finished anchoring, and we did fairly smoothly, it began to rain. It didn't last very long, but we were

treated to a beautiful rainbow. We enjoyed our first meal on board, using both the grill, and the stove. We just followed the menus my wife had prepared. We kept food prep simple.

At the radio net that night we transmitted our position to the cruise commodore. We were only about a half-mile from the flotilla. That was a relief.

Next morning, we motor sailed to Gowan Island, and met the flotilla as the weighed anchor, and followed them out to the southeast around John Island. The channel leaving the anchorage is narrow and twists in an 'S'. Having a chart, I feel is mandatory here. One of our boats did go aground, but the value of the trailer sailors was evident as two experience boats stopped to render assistance and soon we were all on our way to Eagle Island, using the outside route.

Being an inland lake sailor, tacking often is the norm. What a treat to set your sails, and sail 15 nm on the same tack. With my brother at the helm, I was able to trim my rig, and adjust the length of towline on the dingy, and make other adjustments to shake down the boat and maximize the wind. It was fun to see all the other boats around us, and to hail some of the friends we made the day before.

At Eagle Island the cove is large, and we had the anchorage almost to ourselves. Many tied up stern to shore, but with my fixed keel I was just not confident doing this. We again set two anchors after our first set with one allowed us to slip. A weedy bottom was the culprit, but at least it was during the day. I think we worried the 40 footer nearest to us. Again the Currans

on Knot Right Now, checked us out, and gave a few pointers. Our new position in the cover meant we had a good pull in the dinghy for the campfire that night.

Next morning we rose early and took down the genoa, which was not opening completely on the previous day. This time when we put it up, the furler worked like a charm, and we had no more problems with it the rest of the cruise.

Next morning after a hearty breakfast, we weighed anchor and departed for the Benjamins. The winds were very light and we chose to motor. There was a discussion on the net about how to enter the anchorage. The experience boats used the narrow North entrance, but we opted for the more open Southern entrance. I was concerned enough about the sow and pigs, and we did see a rock, close abeam, that

was just breaking the surface, but we had no problems. The Benjamins are beautiful and lived up to the reputation we had heard. The anchorage is much smaller than Eagle Island, and there were many boats beside our group. But the anchorage was protected from prevailing winds, and we set two anchors again. We went ashore to explore. The trees and plants grow from depressions in the rock that gather bird droppings and duff from trees and plants. It is a new experience for an Indiana boy, used to acres of topsoil. The ladies of the crews asked about dinghy bingo being on shore rather than on the water. Space was an issue, and also the temperature. What

fun, and great way to make new friends. We also learned the history of dinghy bingo, and thank the Travis family for their efforts. The smaller anchorage allowed me to



paddle around and look at other boats in our group.

We weighed anchor the next morning, sailing past Secretary Island and out into the main passage, bearing south past Amendroz Island, and then turning east toward Little Current, skirting the James Foote Patch of Shallows. Again we were treated to a long sail, 16 nm and only two tacks. The genoa worked fine. Enjoyed a cruising lunch and a hazy sunny day. We didn't need sunblock. As we approached Little Current, we had to resort to the Iron Genny, as the wind was not favorable, and we did not want to lose the group going into town.

Again you need your charts to avoid problems coming into Little Current. The navigation channel is narrow and lies to the south side of the passage. Spider Bay Marina was a comfortable port. It afforded us boat service, a needed shower, a charming town, some quaint shops, and the Anchor Inn. What great wall-eye. The weather report was not favorable for the next day, so the fleet took a lay day in Little current. We had rain in the morning, and high winds. Our boat needed some potables, and we had our first experience with Farquhar's ice cream – Delicious!

After our lay day, we timed our preparations for leaving to make the opening of the swing bridge that crosses the channel into Little Current from Great LaCloche Island and Goat Island. It was originally a railroad

bridge, but is now a road bridge. The bridge deck is wood planking turned on it's narrow edge and covered with three inches of blacktop. The bridge opens on the hours for ten minutes to allow

boat traffic to pass through. Once you leave Spider Bay Marina, allow 15 minutes to make the bridge opening. We arrived a little early and had to circle with about ten other boats and some of our group. Powerboats here are the same as at home. They take off at the least sign of an opening and you had better not be in their way. Once under the bridge we followed the channel toward strawberry Island lighthouse, which is still functioning. From there we set sail across the Frazer Bay to the Lansdowne Channel. Again we were treated to along relaxing sail. In company with several boats from our group we sailed up the Lans-



downe Channel, passed over two shallow areas that gave us a start, but they were marked on the chart, and sailed through the two choke points of the channel. While passing down bound traffic. Finally at the limestone quarry we were headed, and were not able to tack sufficiently to make our course, had to resort to the iron genny for the last mile or so to Covered Portage.

Covered Portage is the safest anchorage we used. It is surrounded by 100 foot tall walls of rock, some covered with pine trees. Radio reception and phone reception is non-existent. Some members of the group were climbers, we preferred to watch. A few of the boats saw a black bear upon entering the cove. We were preoccu-

pled with the narrow rocky entrance. But this anchorage is not to be missed. In late afternoon we had our first on the water sing along.

Next morning after breakfast, we joined the Travis's with other crews to motor to Killarney for fish and chips. If not world famous, the fish and chips were Canada famous. Boat slips are oat a premium in Killarney so condensing crews on a few boats is necessary. After lunch my brother and I visited the soon to reopen Sportsmans Club, St. Joseph Catholic Church, and the Farquhar's Ice Cream Shop. Love their maple walnut ice cream. The Sportsmans Club has been a regular watering hole and hotel since about 1906. This is the first year that was in doubt. But someone has put up the capital to reopen it for more sea-

sons. Killarney lies on a narrow channel between two islands. And we found out that not only does it provide docks for boats, but also for seaplanes. We saw two while in town, an ultralight on pontoons, and a small two seater that seemed very underpowered. They land on the same channel used by boats, which is about a hundred and fifty feet wide. Watching from shore is fun, but when you are on a boat in the channel, when you hear an engine rev you move to the bank. The pilot with the ultralight had flown up from London, Ontario.

Next morning we weighed anchor and motored through the Killarney channel and then sailed to Thomas Bay. In spite of Henk's directions, we missed the turn, and sailed a mile too far up the Collins Inlet. We found two more deep-water anchorages on this excursion. But we turned around and saw a member of our group make the turn into Thomas Bay. The secret, when eastbound, is to turn to port just past the range light at the entrance to Thomas Bay. Thomas Bay has some pretty red rocks to explore, but the bay is small and would not hold our flotilla this year. Not everyone chose to join us, so we had room.

The next day we motored back to Killarney and down the Lansdowne Channel. There was very little wind on the north side of Georgian Bay this day. Some boats did try sailing outside of George and Badgeley Islands. Our destination was Heywood Island, back across Frazer Bay. By this time we are returning to our starting place, and I have achieved a state of relaxation I have lost track of days. When the sun comes up, we have breakfast, and go sailing. When the sun goes down, we anchor and have supper. Do I really want to go home? Just as we were really becoming cruisers, we received a voice mail from my sister in Cincinnati. She informed us my mother had not heard from us yet. We reasoned that the post cards sent from Little Current on the way out had not arrived. Since we received voice mail

in the Frazer Channel we knew we had a phone signal. My mother is 95 years old, a widow, and still lives by herself in the three-story home she has occupied since 1937. She is amazing, and we didn't want to risk her ire, so we phoned home. She was glad to hear from us. She had been worried about us. Wanted to know the weather, what we had seen, how many miles we had traveled, and were we having a good time. She then signed off as she did



not want to use too many of our minutes.

Heywood Island, or rather Browning Cove is another large place to anchor. Several crews joined Ken Favor on 'Sailaway' to relax and then a lady paddled up in her kayak. She said she was a Canadian Coast Guard, but off duty. We introduced ourselves. She sails a Contessa 26 out of Lions Head. I have read several accounts of long voyages in Contessa's and asked to see her boat. They are small but well laid out. Definitely a blue water boat. That evening we had another campfire, and socialized.

Next morning we returned to Little Current

via the Strawberry Island light. Again we had to time our arrival to coincide with the bridge opening. Rubber Ducky rejoined the Flotilla at this time. We found out the bridge was only saying open for about 8 minutes each time because of road work on the bridge deck. It was a rush to get under the bridge, and not everyone made it. We stopped in Spider Bay Marina again, serviced the boat, took quick showers, and made a quick trip to town for a few supplies and more ice cream. Then we shoved off for Bell Cove.

Bell Cove is on the North side of the Great LaCloche Island, just behind Neptune Island. It is a rather large cove shaped like a teardrop. There is a resort on Neptune Island, reached only by boat and seaplane. We had a treat this evening as a seaplane landed aft of us, to take people to the resort. This was a quiet evening, not much socializing and we went to our bunks early.

Refreshed, we got under way in the morning to sail to Croker Island.

Croker is 15 nm from Bell Cove across the Bay of Islands. There is an eagle aerie on Louisa Island in this bay. Croker Island is a traditional stop of the trailer sailors we were told. It provided protection for all winds except from the west. A small island is in the center of the anchorage, and is the site of the pancake

breakfast. We met the crew of 'Chugger' a cut down sailboat rebuilt and remodeled to resemble a harbor tug. What an interesting craft. Next morning we assembled on the island for the annual pancake breakfast. Everyone brings

pancake batter, any 'leftover' blueberries, and Steve Blair on Felicity brought sausages. What a great way to spend the morning. Rod Brandon from 'SeaQuell' conducted an anchoring clinic. We had some very good info for new sailors. We spent the rest of the day exploring and seeing friends. Harry the skipper of Rubber Ducky gave a clinic on how to sail into an anchorage and to a pin. We also brought our dinghies to Blue Max, Bryan Childs boat for the nautical quiz, and hor' Dourves. There was a tie for the grand prize between the crew of 'Willow and the Crew of "Forget Me Knot". After one of the most spectacular sunsets of the trip, a full moon rose in the evening and reflected on the water.



My pictures make it look like the sun. Croker has very nice beaches and we used the one at the north end of the bay for our last campfire. We had another sing along and enjoyed our new friends.



Next morning we got underway about 9:30 a.m. We came to Croker island cove by way of the North side of Porcupine Island. We decided to try the south side to leave. The chart shows shallows, but a small, safe

channel. We were glued to the depth finder, and did find the shallows, but had enough depth. Winds were light, and some of the flotilla sailed the south side of eagle Island, but we headed for the McBean

Channel. McBean had almost no wind. When we were opposite Hotham Island, radio traffic from the flotilla warned of an approaching front. Were we finally to experience a storm of the magnitude of 2005 and 2006 cruises? We pulled into the bay behind Hotham Island, picked a spot to have our bow to the wind and dropped two hooks. Temperature was in the 80's, sun was bright, and it was HOT! We stayed for an hour, saw no squall line, only distant cumulus formations. Finally we decided to go on to Shoepac Bay and saw no threatening weather.

Shoepac Cove looks like an inverted boot or pac. We anchored in the toe of the pac. The anchorage is deep, and we had to bend on more anchor line for both anchors. This cove is also protected by high rock walls. It is exposed to only easterly winds. Currently a westerly was blowing. We think you can see faced in the rocks. We saw a beaver and a native American. Our company, beside Trailer Sailors, was a large wooden double ender. She was at least 40 feet long, a beautiful boat. In the evening we rowed to the stone ledge at the instep of the pac. Here we had our last night out pitch in supper. The food was very good, or we were very hungry or both. I was kind of sad the cruise was coming to an end. When we returned to our boat we found the wind had shifted 180 degrees. We were too close to other boats. We had enough daylight to reset our anchors. We went to our bunks early, it would be a long day tomorrow. I didn't know HOW long. Next morning most trailer sailors were gone by 7:30 a.m. We hurried to get underway. We had little Detroit to ourselves. It really is narrow passage. Then we were back



in the delta of the Spanish River. We saw Forbes Island that was a little treat. And then we were back in the marina. I soon found out what I forgot to do in my haste to get going. I ran out of gas in the marina. 50 feet short of the service dock. My brother did a masterful jog of keeping us off the rock jetty while I refueled. The rest of the day went fine.

We left Spanish about 3:00 pm. Bound for Sault St. Marie. We made it through customs in a breeze, there was hardly any traffic at suppertime. We had planned to over-night at Mackinac city or just south of it. We forgot about the Chicago to Mackinac Race, and had not made reservations. We

had to drive until 1 a.m. to find a room in central Michigan. Long Day. It was a great cruise, and we learned plenty for the next one. We will be back.

Statistics: We traveled 174

nm TOTAL. Temperatures ranged from 56 degrees to 85 degrees. Barometer reading went from 29.65 to 30.1. Humid ranged for 56 to 81%. My outboard Honda 9.9 HP will go forty miles on 6 gallons of gas. We had a cell phone signal 70% of the time on this year's route. VHF transmission was spotty, and not just in the high walled coves. I used every chart I purchase. I had with me chart one for Canada, sailing direction, CEN 307 and 2245. I also had the following chart: 2245, 2251, 2268, 2298, 2205, 2207, 2206, 2257

Everything you wanted to know about boating (but were afraid to ask)

By Benjy of Woodenwidget.com,
Home of the Origami Folding Dinghy.
www.woodenwidget.com

These days it's never been easier to have a boat. Items such as GPS, easy finance and modern production techniques means that practically anyone can go to sea. In the old days going to sea was fraught with difficulties and you needed to be self reliant. It was hard and you were generally on your own so when things went wrong, you had to rely on yourself. Today, help is just a phone call away. EPIRBs can send your position and thus guide the rescue services to you in a very short time. Before all of this there was a universal comradeship, there was never any doubt that if another sailor was in trouble it was your clear duty to go to their aid. This is the basic law of the sea. Sadly, this important law is being forgotten as the marketing men sell the dream of "sailing away". Respect for the sea is being eroded.

All sorts of new problems are developing as boating becomes more popular. Personally, I live in fear of legislation which in turn, will affect our freedom to use the sea as we see fit. As with most freedoms there is a certain responsibility. We must respect the sea and others that use it. With common sense and thoughtfulness there would be no need for legislation. Here in Europe we have bureaucrats dictating on our behalf. This is a bad thing. In an attempt to slow down the inevitability of new and often unworkable laws, we must all work together to behave in an appropriate manner.

During my travels around the UK and the Mediterranean many things occur to me, but perhaps the saddest is that few people take going to sea seriously. We are cocooned in over-protective legislation and the knowledge that if we make a serious mistake we'll be rescued. In any one

year in Britain, the RNLI rescues over 200 yachts that have run out of fuel. In the first place, why did they run out of fuel? Secondly why did they not sail themselves to a marina and fill up? What is quite clear is that very few people have any idea of what they are doing. I realise that we all start with no knowledge and that there is a lot to learn, but there are very few people setting a good example. So the mistakes and bad seamanship get passed along and the old skills are lost.

In this article it is my intention to explain some of the most common mistakes and misunderstandings in boating. To discuss things that you won't find anywhere else. There are plenty of books out there which will explain how to moor, how to trim your sails or bleed your engine, but none of them discuss etiquette or manners and basic common sense. This article will show you how to be polite and appear competent. It will enable you to set a good example to others and to feel proud that you at least know that you're doing it right.

Learn to tie a bowline and a round turn and two half hitches

These two knots will cover you for any situation you might encounter. Both will come undone after a load has been put on them. A bowline has a thousand uses on a boat. If you're not sure what knot to do, tie a bowline.

Be aware of Beare's Law Beare's Law is the law of accumulating catastrophe. It can apply to any situation but for some reason is particularly appropriate when applied to boats. Here's an example: Sailing one day in a force three, beam reach, calm sea and the block on the bobstay decides to break, which in turn causes the top of the mast to snap off, bringing down the mainsail and the boom with a bang. The bang was the skylight

closing shut, breaking the glass which falls onto a crew member's head. Your crew is now unconscious and bleeding. On deck you are trying to clear the mess whilst there is a big ferry coming at you, and even if he has seen you, he's going to pass very close and put up a huge wash which will be dangerous. You start the engine which starts then stops almost straight away. Your prop has picked up a dangling halyard... and so on and so forth. Bad things can happen on a boat with an agonising certainty and a surprising swiftness.

General advice regarding mooring

Before moving your boat or mooring it, think about what the wind is doing. Is there a current? You cannot fight these elements. You must let them help you. Much has been written about mooring, but if you always look to the wind and tide whilst trying to picture the manoeuvre you need to do, and think about how the forces will act on your boat you probably won't go far wrong.

Put fenders out, on both sides. You never know what may happen. You might suddenly be forced to change your mind. Have three ropes ready. One on the bows and one on each side at the stern. They should be fairly long so they can be thrown if necessary. One boat length should be enough. Coil them and lay them down on deck so they are ready to use. When you pick up the rope later to use it, re-coil it. It shouldn't take long but it guarantees a good throw.

Remove sail covers and bend sails on. Your engine might breakdown but you can keep control of the boat using your sails. Make sure the anchor is ready to drop for the same reason.

A boat is not a car. If you are having difficulty getting in to a space and you can get a line ashore, then do it. It's how it was done in the old days. It's certainly quieter.

Only start your engine a couple of minutes before you depart. The engine will warm up while

you gently motor out of the marina. Remember, the smell from your exhaust, even if it doesn't smoke, will travel far on the wind and perhaps spoil someone else's breakfast/lunch/snifter.

Yachts, understand prop walk and prop wash

Prop walk happens when you put the engine in reverse. The propeller causes the stern of the boat to move sideways (most yachts will pull the stern to port). This knowledge can be helpful when coming alongside for example. If your prop 'walks' to port then mooring 'port side to' will always be easier than mooring starboard side to. To ascertain which way your prop walks, go hard astern from forward, and see which way the stern pulls. Do this in a non wind, non tidal situation. Twin engined motorboats are a special case - see later in this article.

Prop wash is the flow of water from the propeller over the rudder when moving forwards. This knowledge can be helpful when trying to turn your yacht in a tight space. My friend Tom calls this the "Power Turn" and I can't think of a better description. If your boat kicks to port in astern, the best way to turn is to starboard. Take the engine out of gear and put the helm across. When the boat has lost way, go astern leaving the helm where it is. Before you gather any sternway, give a short blast in forward gear. Repeat until you have turned. Twin engined motorboats are a special case again - see later.

Most yachts will go backwards, even traditional ones. Chances are they will need a bit of space in which to do it, but eventually once they have way on they can be steered quite well. She can be coaxed if you keep the revs down, this will reduce prop walk to a minimum, allowing her to go backwards as straight as she is able.

Boat hooks and fenders word on boat hooks. Handy to have around to pull a rope or

a dog out of the water, but do not use them to fend off another boat as they can easily damage the finish. Above all, do not use one on a classic yacht, you will not be popular! In France it seems to be obligatory to come in holding the “Gaff” and to poke at anything given the opportunity.

If you have enough crew, have one of them standing by with a fender, a “roamer”, which can be casually dropped between two boats if or when needed.

Do not use a human as a fender. This is OK on small boats but a big boat will maim. If you can't get a fender in there then get out of the way. Gel coat can always be repaired.

Do not use other boats' stanchions to fend off. Use a roaming fender or use the hull or rigging.

Fit fender socks. They smarten up a boat and more importantly, they protect not only your topsides but the topsides of the boat you're going to go alongside.

Before you have left the harbour ensure that all your mooring ropes are coiled and put away. Do the same with the fenders. NOTHING looks worse than a boat at sea with its fenders swinging about.

Coming home (in the marina) Once inside the harbour put fenders on and set up mooring lines as discussed earlier. There are two ways to tie a fender, a clove hitch or a round turn and two half hitches. I recommend the round turn. It takes a few moments longer but it will not come undone by accident and is easy to undo. A clove hitch can slip depending on the rope. I have a great collection of fenders I've found over the years because they were poorly tied off.

Look to the wind and tide and decide how you will come in. Brief your crew. If you're not sure

if it's possible to get the boat in one way consider another way and make sure your crew know about it. Do not be ashamed to ask the marina for help; you will pay enough to be there, get your money's worth.

Always manoeuvre your boat at the slowest possible speed. There should be no need to use lots of revs on the engine. The only time it may be necessary to go quicker is when there's a bit of wind.

Never leap from a boat. Always step ashore calmly, it looks so much better and is considerably less dangerous. Wooden pontoons do wear out and rot and can be slippery. I have seen feet go through planks before.

If there is someone there to take your lines all well and good, but personally I prefer to do this myself since you have no way of knowing the experience of the helper, and often their good intent can cause you to make a mistake.

Learn to throw a rope correctly. Nothing looks more impressive than being able to throw a rope a good distance. Not only that but it could be a life saver one day. Here's how: (if you're right handed) Take the rope end in your left hand and hold it with your thumb, coil half the rope and place a finger over it to hold it. Then coil the second half of the rope. You will throw this second half. The weight of the coil will allow the rope to be thrown a good way. As you throw with your right hand release your finger and let the second coil fly. Make sure you keep hold of the end with your thumb. If you do it right you can throw a 50 foot rope 50 feet.

Always manoeuvre as slowly as possible, if your engine was to fail or the cables break you might find yourself charging the quay at 5 knots. I have seen this many times and it has happened to me on a client's newly painted boat. Thankfully I was going slowly and no damage was done.

Always turn off your engine as soon as you have a line ashore so that your neighbours don't have to breathe your fumes.

One should always wash a boat down after it's been covered in salt but if the salt has been allowed to dry it will not come off unless it is soaked and rubbed off with a sponge or brush. Just spraying water at it will not remove the salt. Salt is highly corrosive and can allow electrolysis so should be removed, especially at the end of the season. Salt attracts moisture and so compounds the problem.

Don't waste water. Buy a hose with a tap on the end.

The way to fill up a bucket from the deck of a boat is to drop it onto the water's surface upside down. The bucket then sinks and fills. Haul aboard. Do not do this when the boat is moving as the force could take you over the side!

Tying off There are various ways to tie up a boat but initially I would simply get a line ashore and tied off with any old knot. Once all the lines are ashore you can re-adjust them and tie them correctly. I like to lead the lines back to the boat so that when you leave you can simply slip the lines. If you have eyes at the end of your mooring lines you can slip the eye over a bollard or cleat but do not put your lines over someone else's. If you can, slip your eye up from under and through their eye and then onto the bollard, this way you can both get your lines off easily.

When tying up, ask yourself this: How will my neighbour get his line off without untying my line? You do not want people untying your lines because there is no guarantee at all that they will retie them well and you may return to find your boat rubbing against the pontoon. If you can tie up so you can both get away without resorting to untying someone else's lines, all the better. If this is not possible, you should ask your neighbour what their plans are and if your ropes will be a problem to him. It's just good

manners to consider other people. Perhaps you'll even make a new friend.

One thing often seen is someone on the end of a rope pulling like crazy. It is far safer to put a turn of rope over a cleat or bollard. This will take the strain in place of your back. The best way to pull in a heavy weight is to put a turn on a cleat and to lift the rope in front of the cleat. This is called sweating up. When you have pulled it as far as you can, quickly take up the slack. Repeat as often as necessary. With two people a great weight can be shifted.

There are many ways to tie up a boat and much depends on the bollards ashore and the location of cleats and fairleads aboard your boat. One thing you don't want is ropes chaffing on any part of the boat. Do not put all the rope on the cleats so that the cleat is hidden - what if you need to get it undone in a hurry? The way to make a line fast to a cleat is to put one full turn around the base, one figure of eight and then one twist to hold it. As with the one round turn and two half hitches, it is the turn that takes the strain, the knot just secures it.

Anchoring This seems to be a real mystery to so many people. All anchors today are designed to be "dug in", An anchor not dug in is relying purely on the weight of the anchor and chain. This might work for calm weather but as soon as the wind picks up, you could be in trouble. In theory the anchor should set itself as it drags but if it picks up weed or debris it may not. The best way is to dig your anchor in, then you can relax.

You must know what the bottom is. This can be ascertained by either looking over the side in the Med or from the chart in murky waters. Make sure your anchor works with this bottom.

Decide on your spot. It is always worth anchoring in the proximity of other similar boats.

Sailing boats move differently to motorboats. Do not go close to another boat unless the anchorage is crowded and there is no choice. Respect other people's privacy.

Too many times I have seen this scenario: Bloke on helm, wife struggling on foredeck. Might I suggest the Woman goes on the helm and the bloke does the much harder, messier job of lowering the anchor.

Slowly bring the boat to a stop with the wind ahead of you. Try not to use the engine to stop or your prop walk may twist the bows away from the wind. Once the boat is stationary, drop the anchor and slowly motor backwards (or simply let the wind do it if it's strong enough). Do not drop the chain on top of the anchor. It should pay out as you go gently backwards. Let out 3 times chain for the depth of water. EG: in 10 feet of water let out 30 feet of chain. However, in really crowded but calm anchorages it is possible to reduce scope to half of this. If you are having trouble getting your anchor to dig in try letting out 5 or 6 times scope as you motor backwards. The longer the chain, the straighter the pull on the anchor. Once dug in bring the chain back in to reduce scope.

Whether or not you have a windlass, it is good practice to occasionally grip the chain as it pays out so that it allows the anchor to dig in gradually. Do not keep holding but rather let the chain go taught and then release it. Repeat a few times and this will help to dig in the anchor. When you are dug in well you should remain stationary even with plenty of revs in astern.

Take a look around and note the position of your boat to others and also to a landmark or two, so you can see if you're dragging. Then relax. Standing on the bows looking into the water will change nothing. If you wish to demonstrate how little you know, do this. I see it when practically every new boat turns up. I do not understand what they hope to achieve. To me it demonstrates a lack of confidence in anchoring.

If a neighbour thinks you are too close, respect their opinion and re-anchor. If you are not happy with your position then again the answer is simple. Re-anchor until you are happy. What is too close? This is subjective, but my reckoning is this; if you can toss a biscuit into someone's cockpit from your boat then they are too close. When I say toss, I mean either an underhand throw or a throw as you might skim a stone. Keep a packet of digestives aboard for this purpose.

I recommend practicing digging in your anchor under easy conditions as a way of learning how a "dug in" anchor feels. Find an area with sand or mud (weed and rocks are notoriously hard to anchor in), and practice. You may find you can use full revs in astern and still not pull out the anchor.

When you bring in the anchor motor forward gently so that you, or the windlass is not doing all the work. If you let the windlass do this work, it won't be long before it's ruined. Once the chain is "up and down" you should be able to pull out the anchor. Sometimes this can be quite hard. The easiest way to pull out the anchor is to take up the slack on the chain as the bows dip with the swell and let the yacht's buoyancy do the work. If there's no swell just wait for the wash from a passing boat. In this way you should be able to gradually pull out the anchor.

When your anchor is back aboard and shipped, check to see if there is weed stuck to it. If so, remove it because it can remain alive for a while so that when you re-anchor elsewhere a new colony of potentially destructive weed can be established where there was none before.

Always go very slowly around anchored boats where there is a high chance that people will be swimming. Swimmers are very hard to see so keep the speed down. Every year I hear about another bather chopped to pieces by a

careless person.

If you must run your engine or generator to charge your batteries, do not do it early in the morning, during meal times or late at night. Wherever possible run it when there are no boats downwind of you. If someone complains then you **MUST** turn it off. If you cannot, then you must up anchor and find a place where your fumes and noise will not offend others. Often the noise of generators is the only sound to be heard in an anchorage at night.

Some words on strains and forces

A boat is heavy. Even a 25 foot boat can weigh as much as five tons. Five Tons moving at five knots has a lot of stored energy. This is easily enough force to kill or maim. I have seen many people with broken limbs because they tried to stop a boat. The answer here is to simply get out of the way. Gelcoat can be repaired.

There should be no need to pull like crazy on any rope on any boat. If the forces are large there will be winches. Use them. There is always an alternative way to do something. Use your brain, not your back. A boat is a natural crane. There is all you need. A mast with ropes and blocks and pulleys. All it needs is a little imagination. The topping lift taken to a winch will lift the end of the boom, which can be swung outboard. Perhaps for bringing in an unconscious crew member who fell in. Or perhaps just an effortless way to bring aboard the ship's beer and supplies.

Winches can be powerful and need care when using. When hoisting sails do not over tighten the halyards. You should not have vertical creases along the leading edge of the sails.

Some words on safety When a rope or wire under tension breaks, it can kill or maim. Just be aware of this fact and keep out of the line of fire. The same applies to bungee or shock cords. When tensioning, move your body so that

is not directly behind the direction of pull.

Gas hose needs replacing regularly. The date of replacement should be printed on the hose so that you know when it needs changing.

Some words on rubbish and waste

NEVER throw anything into the sea. If you have a holding tank then use it, especially in harbours or marinas. Marinas should have pump out facilities you can use. If they don't, then complain.

The following shows how long certain items take to biodegrade in the sea.

Cigarette butt	1-5 years
Plastic bag	10-20 years
Tins	50 years
Aluminium can	50-500 years
Glass bottle	1000 years

A word on VHF radio

In the UK, boat users asking the Coast Guard on channel 16 for a radio check is a common occurrence. This is admirable, but channel 16 is for calling and emergencies only. There have been times when the demands for radio checks are almost constant which blocks the channel for more important calls. I cannot believe how patient and understanding the Coast Guard radio operators are. Please, please don't do this. Instead, ask a neighbour to check for you using a clear channel to see if it works. Chances are that if it works in the marina it will work at sea. Keep 16 free. Maybe one day you will need to contact someone in an emergency.

Some basic Etiquette Do not board someone else's boat without permission. Take off your shoes, or at least ask permission first. IF they don't mind, that's ok, but still check your soles for grit or dirt.

Yachts, don't let your halyards bang against

the mast. Not everyone likes to hear the sound of rope on aluminium. Not only is it annoying to many people, it is also bad for the ropes and the protective coating on your mast. Further more, modern ropes such as spectra dislike this treatment extremely, and bearing in mind the cost of it, it seems the height of folly to treat it thus.

Keep noise down. This includes your children. Do you have to use the outboard on the dinghy? Could you not row? Rowing sets a good example to others. You will never offend anyone by rowing. Not only does rowing make little noise but it is also extremely good for you.

If you are going to use an outboard, bear the following in mind. Outboard engines are smelly. If someone is having lunch it's not very nice for them to smell exhaust gas. Do not fill the engine's fuel tank while it is on the dinghy. Even with a funnel it's practically impossible to do this without spilling fuel in the water. This spilled fuel spreads out, travels a long way and many people will be offended by the smell, not to mention the pointless pollution.

Before using a hose on the pontoon, check to see who it belongs to. In any case, coil it down neatly after you have done with it. Even if it was a mess before you started.

Do not untie other people's lines or unplug their electric cables. If there is a problem get the marina to deal with it. If someone's boat was damaged after you retied it, you would then be legally responsible for any subsequent damage.

Do not run your engine in port. If it needs a run take the boat out to sea. The noise and smell of diesel engines is offensive to anyone down wind of you. Running a diesel engine at low revs and with a light load on it is about the worst thing you can do to it. The bores will become glazed and the only remedy is an expensive rebuild. Running an engine for only a few minutes produces condensation which will stay inside the engine and cause all sorts of

problems. It may contaminate the oil which will reduce its efficiency and lead to premature engine wear. An engine must be run until fully warmed up in order to evaporate any condensation formed.

In addition to the condensation problems, running an engine for a few minutes may also cause your batteries to become discharged. A starter motor takes a lot of power, it could take as long as 20 minutes just to replace what was removed when you started the engines. If you think the engines need a run, take the boat out to sea where you will not offend anyone with your noise or fumes. If you must run your engine, try to do it during the morning or afternoon, never early or late or at meal times. If someone complains, turn it off.

Do not play your music loud or late. Just because you like classical music or opera, doesn't mean everyone does.

If you are going to fly an ensign then bring it down at sunset.

Dinghies When climbing into a dinghy, always try to step into the centre of the dinghy. Many small dinghies are very unstable and will tip up if you stand on the sides.

Before untying the painter, start the engine! If I had a pound for ever dinghy I have seen drifting away not under control, whilst the person within is pulling and pulling on the starter cord trying to start the reluctant engine, I'd be a rich man!

When leaving the dinghy, turn off the fuel and close the vent on top of the fuel tank.

Always carry a pair of oars or at least a paddle for when you run out of fuel or the outboard breaks down.

If towing a dinghy, use floating rope or remember to pull the dinghy close to the boat

when entering a marina or when anchoring, to avoid picking up the line with the propeller and sucking the dinghy under the boat, thus rendering the engine unusable right when you really need it!

Rafting Rafting calls for a very special tolerance from all parties. The basic rules here are when crossing someone else's boat, Remove your shoes and pass in front of the mast. Do it quietly. Try not to come back too late from the pub and when you do, keep the noise down. A friendly rapport with your neighbours is essential since knowledge of other rafters' plans is very useful.

Navigation Be warned, due to the extreme accuracy of GPS today, it is unwise to use it without keeping a good look out. There have been many reports of collisions with buoys by motorboats. This is because the waypoint of the buoy was taken directly from the almanac and the auto pilot was put on to steer the boat to this point. Which is exactly what it does. No surprise then if you actually hit it.

Get a weather forecast. If you are a novice and all your passengers are novices, what will happen if you fall over the side in rough weather? You cannot rely on a mobile phone working more than a few miles offshore.

Remember that the sea is one of the most hostile environments on the planet. Without assistance, you can only survive for minutes in the sea. Respect the sea and the creatures within it. Do not throw anything into it.

Take all your rubbish home, even organic waste. Be careful when refuelling not to spill. If you have a holding tank use it in areas where your excrement is likely to affect others, eg: swimmers.

Remember prevention is always better than cure.

At Sea LEARN THE RULES, that is 'The

international rules for avoiding collision at sea' (COLREGS). This is a basic requirement. The rules are extremely clever and do work but only if everyone follows them. DO NOT go to sea until you know them.

Keep a constant look out, situations can arise with surprising suddenness. (see Beare's Law, above)

Remember that the overtaking vessel must keep clear. Give other sea users room. There is no need to pass close to anyone except in a narrow channel. Motorboats especially should give other boats a very wide berth, since their wash can still be considerable even when they pass 500 yards away. If there are many boats and you can't help but go close then SLOW DOWN.

Heaving to: This can be a very useful manoeuvre for a yacht. Basically it is a way of nearly stopping the boat under sail without dropping the sails. The yacht will turn with her bows about 45 degrees from the direction of the wind and sit quite happily, even if conditions are quite rough. You might heave to if you are single handed and wish a cup of tea or you need to check your position on the chart. Heaving to is also an excellent way to reef. To heave to is easy, gradually bring the yacht into the wind so that before you tack you are virtually stationary. When the yacht tacks, leave the jib backed and put the tiller over away from the direction of the wind and lash it. That's it. Experiment with the main sail to reduce the forward motion. Usually it needs to be let out so as not to fill. Older more traditional designs tend to heave to better than modern boats.





How many kids can you fit in the cockpit of a Trailer Sailor?

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Trailer/Sailors Association New Member application form

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Home Phone: _____ E-Mail: _____

Mate: _____ Crew: _____

Make and Length of Boat: _____

Name of Boat: _____

Mail this completed form along with your cheque for \$16.00 US or \$17.00 Canadian to
Dick Zets 11420 Country Line Rd. Forestville NY 14062 richpatzets@a-znet.com

Classified—For Sale and Wanted

FOR SALE

9.2 Seaworthy dinghy and 3.5 Nissan for sale

When we get to the North Channel this year, about July 1st, I will be selling our faithful dinghy and engine. The dinghy is a Seaworthy 9.2' inflatable Boat US dinghy. It is made of hypalon and has a varnished wood floor and transom. It has been kept in the garage when not in use and will serve a trailer/sailor well for the next several years. The dinghy comes with a fine bellows that cost a lot, and a hypalon repair kit. Yes, it does occasionally require maintenance, as do all inflatable boats.

I have looked in the Boat US and West Marine catalogs and this model is not available. There is a 9' model made of PVC material for \$999 and a 9'6" model made of hypalon for about \$1500. I am pricing this at \$350.

I am also selling my 2 cycle 3.5 Nissan with a F-N. This engine is as ugly as sin, but it runs like a turpentine cat. There is very little threat that anyone will want to steal this engine and will likely move on to your neighbors boat instead. The carburetor is as easy to take apart to clean as a one barrel carburetor on a 54 Chevy (if you are old enough to remember that era) Everything else is very low tech and easily repaired by the owner. As far as I can see, West Marine and Boat US do not carry a 2 cycle engines anymore; the environment issue I assume. This engine weighs 28# versus a 4 cycle 3.5 Mercury that weighs 41#. That is a heck of a difference when trying to hoist it on a stern rail when not in use. They are asking \$949 in the WM catalog for the comparable Mercury in a 4 cycle model. I will take \$300 for this one.

I will sell them separately as priced, or together for \$600, OBO. The reason that I am selling these is because I bought another dinghy and motor and they are waiting for me in Spanish .

Please e-mail me at Incipient@MSN.com, or call my number that is listed in the Directory. David Craigie

FOR SALE

Heavy Duty Adjustable Trailer hitch For Sale; ASKING \$125.00

Rated for 12,000 pounds works w/ class III & Class V.

Can be used to raise or lower height of attachment point [or ball]; so you can match your vehicle height to your trailer height safely.

Hitch only used once {to move Persistent from the ramp to the storage area a Catalina 25' about 2000 yards!

Call or e-mail 412-427-9439 if interested

FOR SALE

Kettle grill

Never used. Grill attaches to lifeline stanson/post. Has new gas valve. Very seldom used.

Still have storage bag (albeit a bit dirty).

Asking \$75.00 (You pay shipping).

Jim Foley, jadfoley@verizon.net

412-486-1322

WANTED

Catalina 25

I've sailed the North Channel cruise 2 years in a row now. Both times in my venture 24 "Pura Vida". This coming summer I'd very much like to do it in a solid strong and well equipped Swing Keel Catalina 25. If you have one that you wish to sell to a caring owner, please contact me.

My ideal boat is a mid to late 80's, with a trailer.

Jason Cleland

705 737-4825

Trailer/Sailors Association

The Trailer/Sailors Association is a non-profit organization formed more than 20 years ago. Its members provide a exchange of ideas and information about all aspects of sailing trailerable sailboats.

Our more than 400 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 a Winter, Spring, and Fall issues, is the official publication of the organization, providing cruising articles, association announcements, how-to articles, and free classified ads.

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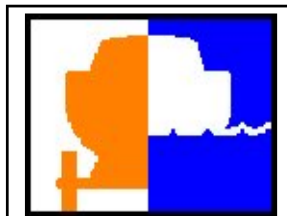
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