

Whitby 42

BREWER

NEWS

#23 Summer 2006

CHESAPEAKE FALL RENDEZVOUS

Last fall, we had a fine time at the West River Sailing Club a few miles below Annapolis. The weather was reasonable, but the Club has a fine big meeting room, so that was not so much of a factor. Experienced members gave talks on some of their specialties, imparting their knowledge to the rest of us. Thanks to John Cece and Joe Machado for their organizing efforts.

Bill Brewer, one of my Williams College classmates, happens to be a member of West River. With a house nearby, he and his nice wife made our visit even more agreeable. Bill is quite an experience sailor, but he recently restored a beautiful power cruiser.

We'll have the same venue this October, but during the week to give West River members better access to their own facilities. See the enclosed West River flyer. The 1995 "Regretta" must have been fun too!

HULL-DECK JOINT

A surveyor made some critical remarks about hull-deck joints on Whitbys some time ago. These involved the supposed lack of bolts in these joints, saying that pop rivets were used instead of bolts. Doug Stephenson worked for years with the Hansens at Whitby Boat Works, & knows that these boats were carefully & strongly constructed, using resin in the joints as well as bolts every 4 inches. The pop rivets evidently were used to hold the deck to the hull prior to bolt & track installation. It's well known that Whitbys have crossed many oceans without structural problems. Our illustrious designer Ted Brewer told me that a Whitby held together after falling off a truck onto a highway!

Some owners have taken interior photos of portions of these joints. I am enclosing copies. You can feel the bolts there, and above the lockers at the nav table & galley. Of course, the bolts securing the toe rail tracks to the hull are spaced every 4". On our #156, these tracks extend from the mainmast all the way aft to the transom.

Whitby 42 Brewer Association Bernard C. Boykin
155+ Members \$10 per year 1919 Ruxton Road
whitby42brewer.org Baltimore, MD 21204-3510
410-828-5690

WhitbyBrewerSailboats@yahoo.com

INSURANCE

It seemed like a nuisance at the time, but was appreciated on reflection. Boat US has carried insurance on our boat for years through a big company. Last winter they wrote that they wanted a surveyor to inspect it. Eventually one showed up, & went over the hull but not rigging or engine. He sent in a list of 12 items he didn't like, mostly minor. After I corrected them, they took my word for it. No cost to us, but of course the premiums are steep.

We haven't made any claims, but are favorably impressed also by the literature Boat US - Newsletters plus occasional advice on hurricane protection etc.

One of the listed items was the leaky hydraulic steering cylinder. Last year, Hannah Gardner mentioned that she had had hers repaired by Baltimore Hydraulics. This was a natural for me, as it is close to me. They were most cooperative & efficient, with quite a shop. Cost was about \$200. Phone 410-467-8088, Heather. Tommy was the mechanic.

BOARDING LADDERS ETC.

For me, it's difficult to climb up & over the transom of our W42. I prefer to board from the side, & have rigged a portable ladder for use on either side. A shorter climb, & safer I think. It is made with wooden steps roped together. Old style, not as fancy as the stainless ladders, but it's inexpensive & rolls up into a compact bundle for stowage under the port cockpit seat.

I attach the ladder with 3" SS carabiners to the stanchion base loops at the lifeline opening. The bottom step should extend at least two feet below the water's surface to permit a swimmer to board. This means that the bottom board should be weighted to prevent floating.

(cont.)

BOARDING LADDERS, cont.

Carolyn doesn't like the scuffmarks the ladder makes on the boat's topside, but they're not really scratches & polish off.

Bob Kramer has a nifty SS ladder made by Mystic on Puffin #169, but it costs over \$500. Tops in Quality & probably Kato also make them. TIQ made the ladders & pulpits for our Whitby.

Glenn van der Pas installed a swimming platform on his Chica Gorda #160. This is described with photos in N/L #18, 2001.

HULL-DECK JOINT PHOTOS

Light colored photo - Deb Streeter
Bolts & rivets are labeled.
(Many other shots on disk.)
Taken from top, cap rail removed.

Dark photo - Bernie Boykin
Using mirror, looking up from locker
beside stbd bunk, fwd cabin.
Dark strip across center shows
5 bolts/nuts + several pop rivets.
Pegboard shows in lower half.

BOWSPRIT/PULPIT

In June, I had some correspondence with Bob Slais about this. It led to my preparing a little table of pros & cons. I'm not convinced I would want to do this, even if it weren't so expensive. One more thing to manage & maintain, More comments?

REASONS - ADVANTAGES

- More speed
- Reduce sail easier, less strain on genoa.
- Provides jib options & backup

DISADVANTAGES

- Harder to come about
- Cost & work to install
 - Pulpit & bobstay
 - Rigging
 - Furler + masthead fittings
 - Release lever for staysail stay
 - Heavier backstays?
- More gear on bow to dodge & to maintain.
- Damage from heavy seas?
- Appearance?
 - Longer boat
 - More maintenance & windage
 - Higher marina fees?
 - Needs more space at piers & slips

- Add staysail without pulpit?
- Reinforce deck.

PACIFIC TRADEWIND RIG?

SPINNAKER?

COST	Pulpit	Rigging	Used staysail	Used stormsail
	Slais: \$4500	\$3400	\$400	\$300
	(Tops In Qual)	(Sound Rig)		

RAFTING UP TO AN ANCHORED BOAT - CONNECTING THE BOATS
Bernie Boykin, 10/03

PREPARATIONS ON APPROACHING (GUEST) BOAT

Come close enough to talk, & agree on which side to tie up.

Lines: Bow - 1/2" x 30', Stern - 1/2" x 30', 2 Spring 1/2" x 50'.

Each line should have a loop in the end you pass to host.

Boathook in cockpit for fending off.

Small fender on 4' line in cockpit, to lower between if boats get too close.

Guest places 3 largest fenders on side facing anchored boat:

Position about 3' apart, near center of boat.

Set vertically from lifeline, using a clove hitch. ???

They should protect the rails & topsides of the 2 boats.

They may later be reset horizontally, but start vertically.

APPROACH

Slowly approach the anchored boat from 50' astern. Careful, it may swing!

Keep a straight course, parallel, 1 knot or less, 8 - 10' away from other boat.

Bring your boat to STOP when the two boats are nearly even.

BOW LINE

Crew on guest bow throws bow line (loop end) to bow man on anchored boat.

Crews cleat lines on bows of both boats, 10 - 15' apart at first.

BOW SPRING

Crew of guest boat (on bow) passes bow spring to bow crew of anchored boat.

This is brought aft to cockpit winch or cleat of guest boat. Cleat both ends.

STERN LINE

Crew or helmsman of guest boat passes stern line to anchored boat. Both cleat.

STERN SPRING

Crew of guest boat passes spring from guest stern to center of anchored boat.

Cleat both ends.

NOTE: The two springs can be a single line, but firmly cleated in center.

FINISH CONNECTION

Adjust bow & stern lines to bring the two boats parallel & snug against fenders.

Adjust spring lines to move spreaders at least 3 feet apart, fore & aft.

Test the anchor to make sure it is dug in sufficiently & large enough for 2 boats.

DEPARTURE - SEPARATING THE BOATS

Start engine of departing guest boat.

Both crews remove aft spring & stern lines. Toss to departing boat.

Helmsman of guest keeps his boat even with host, readies boathook to fend off.

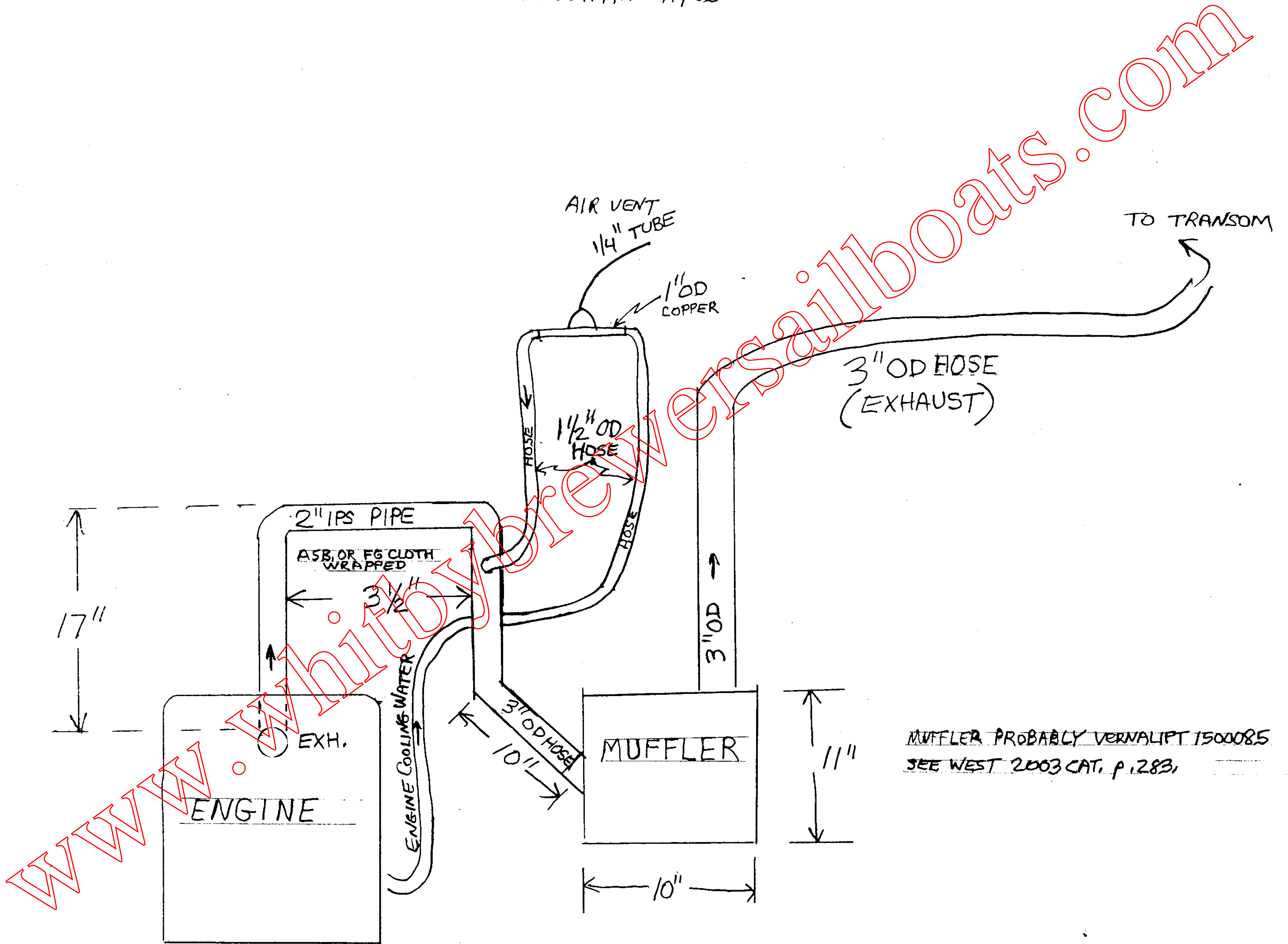
Crews uncleat fwd spring & bow lines, push bows apart.

Guest helmsman lets guest boat drop aft, then powers fwd, turning away from anchor boat, pushing stern away from host with boathook if necessary.

Guest boat remains in vicinity to help host boat if needed.

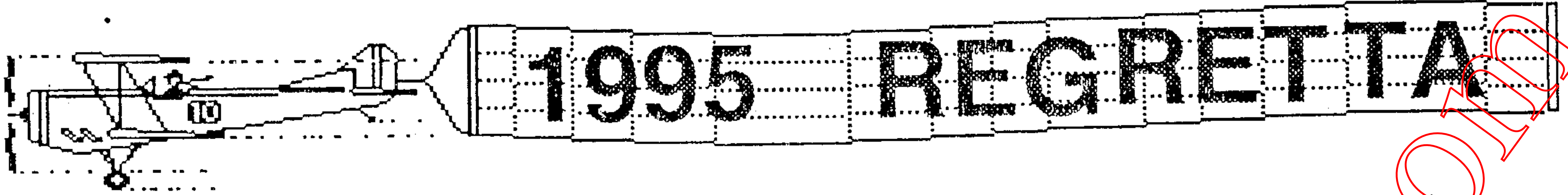
WHITBY 42 EXHAUST SYSTEM #156

BC BOYKIN 11/03



MUFFLER PROBABLY VERNALIPT 1500085
SEE WEST 2003 CAT. P. 283,

SCOO



(Definitely Not a Regatta)

Attention - All you Old Sailing Salts - This event is for you.

Date Friday, September 8, 1995

Starting Time 12:00 to 12:20 Hrs - - Off Oriental "1".

Entry Fee 99¢ - - Because of inflation. (If you are retired, working hard, or if you have spent too much on your boat - - Fee is waived.)

Course Triangle off Oriental - - Oriental "1", Adams Creek "x", Garbacon "y"
You may go Clockwise or Counterclockwise or CCW or CW or

Order of Finish By Drawing.

Cheats Not to be confused with cheating - - Slower vessels will be allowed two cheats (going around short marks) - - All cheats will be monitored by satellite

Protests All protests must be reported in person within 8 hours of finish SCOO local office in Belize, Central America.

Prizes Every cruising vessel that finishes will receive a prize !

Special Awards One - Total years (age) captain & mate - three of these
Two - Best looking bow Three - - Most nautical team
Four - - Boat flying largest flag

Penalties If you are seen - - day or night - - preparing for this event.

Fun Area 1615 Hrs - - Whittaker Yacht Harbor - - Pool Area
Bring Covered Dish - - Awards and BEER provided.

CUT CUT CUT

Official Regretta Application

Name _____ Boat Name _____

MFG _____ Length _____ Sail Number _____

Oriental Combined Inter-harbour Crew Rating - "95" (Circle one) 1 2 3 4 5 6 7 8 9 10

Crew Type (Circle one or more) - - Sleepers, Sun Goddess, Talkers, Thinkers, Readers, Radio Nuts, Drinkers, Floaters, Munchers, Sinkers, Star Gazers or Others

Return Application to Art Tierney, P O Box 876, Oriental - by September 5 - NLT

Whitby/Brewer Annual Rendezvous- 3 Oct - 5 Oct 2006

LOCATION: West River Sailing Club, Galesville, MD {35-50.75N , 076-32.35W}

Preliminary Program:

TUESDAY 3 Oct (contact Dockmaster on Ch 69 for docking instructions)

Boats/cars arrive early in day; lunch on your own; boat visiting

3:00 PM Opening session; set up "nautical flea market" to sell your *junque*

5:00 PM Social hour; drinks provided (please bring *hors d'oeuvres*)

6:00 PM Pot Luck Dinner (ham, beans, drinks provided; please provide side dish or dessert)

WEDNESDAY 4 Oct (contact Dockmaster on Ch 69 for docking instructions)

8:30 AM Continental Breakfast provided

10:00 AM - 5:00 PM nautical flea market

10:00 AM Opening Comments; Presentations by owner-speakers

12:00 PM Lunch provided

12:00 PM Vessel Safety Evaluations by USCG Auxiliary

2:00 PM Presentations by owner-speakers

4:00 PM Coast Guard Auxiliary: GPS, DSC, VHF; or, water games!

5:00 PM Happy Hour (Soft Drinks, Beer, Wine provided)

6:00 PM Dinner (food & drink provided)

8:00 PM Flare demo (bring your old flares)

THURSDAY 5 Oct

8:30 AM Continental Breakfast provided

10:00 AM Owner-Speaker presentations Any special requests?

12:00 PM "left-overs" for lunch; or, lunch on your own

2:00 PM any remaining program; closing session

3:00 PM clean up !!!

FRIDAY, 6 Oct

Breakfast *on your own*; Continue clean up; Stragglers depart.....

COST: Members: \$30/person (children under 12, free); \$10/day/boat, max \$20.

NonMembers: \$40/person; \$20/day/boat, max \$40

Schedule details are subject to change; suggestions encouraged!

Request reservations & payment in advance.



SEND REPLY TO: John Cece; 7004 Kepner Court; Lanham, MD 20706-4612
(H) 301-552-9774; (C) 301-275-9774 menehune1@juno.com

Name: _____ Boat Name: _____

Address: _____

Phone:(H) _____ (C) _____ Email _____

No. coming _____ ; By boat? _____ By land? _____ When? _____

Check Enclosed \$ _____ Please pay by check. Hard to keep track of cash!

Please include name & purpose on checks (payable to: John Cece)