



The Nor'Sea 27 Owners Newsline

Issue #24

The newsletter for Inspired Nor'Sea 27 Owners

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Northern California Nor'Sea get together

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Contact:

Garycampbell@yahoo.com

Or Snail Mail

Gary Campbell

7 Invincible Ct.

Alameda, CA 94501

Saga of the Poco Anitra

Well , we've made it back home safe and sound! We arrived at Lake Mead with "Poco Anitra" at 5 p.m. last Friday the 27th, after a two day tow from Napa Marina. It was raining most of the first day of our trailering, but let up enough so we could make it through Tehachape Pass , which was a steep grade and a long pull!!! At the lake, we had the marina put "Poco" in with the travel-lift the next morning in the rain. Then we waited until Saturday to put up the mast after the weather had cleared. On Sunday, we took the trailer home, up the mountain. We had to use our Thiokol snow cat to turn around the trailer; then we blocked it up, and removed the wheels/tires and put garbage bags over the hubs. Just in time---that night we had a light snow!!! What an ending to our three part odyssey to Napa.

Fri. July 28th--- We boarded our Southwest Airlines plane, only to find out there was a mechanical problem, so all us passengers deplaned and after an hour delay, we re-boarded a second plane to Oakland. This time, we sat next to Rob who was reading a Cruising World magazine, and I happened to ask him if by chance he had a boat in the Bay

area--- he said yes -- a Garden designed ketch he keeps in Vallejo. Then I got excited and started asking him all sorts of questions about Vallejo, the 'Lift Bridge' on the Napa River, currents, wind, etc. He was extremely kind and helpful. He said the wind 'really howls' in the summer afternoons. He drew us a diagram of the Marina entrances, and said there was an empty slip next to his boat "Dragon Dance" which was moored stern-first. He said if we get to Vallejo and the wind is up, we could zip into this windward slip "no sweat"! He said we could easily check it out to make sure it was empty before we even entered the marina entrance. This proved to be a Godsend later!! When we got to the boat, she was sitting at the end of the courtesy dock. The marina had finished the bottom paint, and had launched her that morning. I was anxious about the packing gland, since it had never been repacked in 21 years and I knew it always dripped more when we take the boat from fresh water to salt water . So, I checked the well drip sump from the quarter berth and to my horror , the sump was full to the top and the packing gland was dripping every 10 seconds! Luck-

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Further Musing on Gerry and Atom

Last month we had an article about Gerry Couture and his Nor'Sea "Atom. This month we have a short recollection of an earlier time in Gerry's journey...

It's very rare to see a visiting NorSea 27 in our paradise island of Bermuda but your piece in the last newsletter on Gerry Couture's completion of a world circumnavigation reminded me of the time he came

through here.

It was on one of his trans Atlantics prior to the "big one" that he visited and it stands out in my memory particularly for the fact that not only was his "Atom" alongside my dock, but anchored nearby was Keith on another NorSea - "Reliance" - a familiar boat to many owners as she was featured on the front page of the manufacturer's color bro-

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ily, the water had not overflowed onto the fuel tank yet (We hadn't had a chance to epoxy/glass over the tank to prevent corrosion leaks of the tank). So we grabbed a turkey baster and a saucepan and started draining the sump, ending a long day!

Sat. July 29--- We talked with the marina manager Kirby , and he helped us move to a windward slip on Teal dock, where he said somebody would come out and help us repack the packing gland on Monday . With the wind blowing and the tide flooding, it took me two tries to back "Poco" into the slip. Afterwards, I noticed I was shaking!!! Well, we had just overcome our trip's first big challenge: backing into a slip with the wind blowing, current running, and the mast down sticking out over the bow of the boat!! This was one of our big fears about the Bay --- boat handling under power in tough conditions ---We knew there were a lot more challenges yet to come !! Still, it was nice to be in the slip , where we could start by cleaning the boat. Then we re-rigged and raised the mast. Afterwards, Kneshia, Greg ,and I went to dinner at Moore's Landing at " Cuttings Wharf ", where Greg introduced us to a Bay delicacy---Ceviche Tostadas --- Awesome with Coronas !!!

Sun. July 30 We used 'J B weld' to epoxy the internal mast bushing to the inside of the mast , then duct-taped a penny and raised the mast yesterday, but the masthead bulb had burned out , so the marina ordered a new one that should be here Monday . We noticed that after motoring over here from the guest dock, the packing gland wasn't dripping as much, but we continued to drain the sump with a turkey baster and we decided to have the packing gland packing replaced tomorrow.

Mon. July 31 We met Dave from the Marina , who replaced the packing gland material with 3 pieces of 3/16 waxed Flax , while I watched from inside the quarter berth. While working on the packing gland , Dave noticed that the Prop-shaft was loose . He removed the lock bolts (180 degrees apart) and re-drilled dimples in the shaft, then ground the ends of the lock bolts to a point, put on anti-sieze, tightened, and safety-wired them . Then Dave installed the new throttle cable I had previously bought but hadn't gotten around to installing. Then I winched him up the mast so he could put in a new bulb in the masthead light .

Tues. Aug. 1 K&I installed the Dodger and Bimini first , then Kneshia went to the laundermat in Napa , while George re-stitched the center seam of my mainsail cover. Later that evening , we were invited for dinner aboard George & Marilyn's boat. It was a great spaghetti dinner and a beautiful sunset with two wonderful people!! As it turns out , George used to work for North Sails , stitching America's Cup sails for Tom Blackaller. Now he does canvas work in a small shop at the marina ! These past few days at the Napa Marina have been hot----almost 100!, so we are getting 'antsy' to get underway

Wed. Aug . 2 - We're excited to get going ! Everything has been

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chure (and probably still is). So that made three NorSeas in little Bermuda including my "Cold Feet" which I have kept outside the house for the past 12 years, after a few years cruising Florida Keys then up to Fort Meyers across the Ocheekobee to Stuart then down to the Dry Tortugas. After two winters in the magical Bahamas (shallow in many places but just right for the Norsea) my wife and I decided to bring her back home for the grandchildren to enjoy. Back to Keith on "Reliance". He was headed to England, then the Baltic and planned on canal cruising in Europe. I know he made it safely and got back OK as I could follow him day by day on SSB as he talked to well-known weather guru Herb Hilgenberg who operates out of Canada every day from 1600 on 12359 Kcs and gives tailor-made reports for each boat reporting in. This service is mainly for Atlantic passage makers but I have heard him talking to mariners around the Galapagos/Panama/and even Ascension Island areas. I receive all this on my little Sony 2010 with a wire aerial I string around the bedroom - an amazing little radio! Only two others have passed through to my knowledge (I can see the entrance to St George's Harbour from my house which is on an island so not many escape my notice!) the first was way back when and started my love affair with the NorSea. It was none other than Wayne Carpenter, his wife Kristina and daughters Jennifer and Lisa who had come around from San Diego (through the Panama Canal) with - wait for it - Kristina's mother aboard as well. She had left the boat before they made the leg to Bermuda. Anyhoo the pretty little red "Kristina" was there at the Customs dock and won my heart and it was great to later read Wayne's account of the passage in his book "Voyage of the Christina". The only other visitor I came across was an unlucky soul whom I just briefly talked to at the dock and he said he was low on fuel and was off to "top up" . I didn't catch his name or the name of the boat (I think he had a Maine hailing port) but later learned from the dockmaster that he was merrily filling up and noticed a stronger than usual diesel smell. Truth was the pipe from his deck fill had dropped off during his passage and he was pumping it straight into the bilge and as that is pretty small, up under the cabin sole and...you can guess the rest. Took him a long time to clean up and now I always double check my fitting before fueling. I digress. The whole reason for writing this piece was to tell you about the amazing Gerry Couture. As you said in the last newsletter his basic tenet is to keep his sailing simple. I was off to do some shopping one day and Gerry said he might take a look at the mast to do some checks. By the time I had got back a couple of hours later he had lowered the mast on his own, done the checks and got it back up again - single handed! Phew. Sorry I missed that little lesson as I am still trying to pluck up the courage to do the job myself and want about four other guys around to catch it if I drop it! Another thing about Gerry. He was a great one to

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re-rigged and put together --- time for some fun ! We checked the tide tables, got dingy gas, diesel , and headed out for Vallejo. I really hadn't checked out the whole route of the Napa river on the chart, and after I flipped over the Chart Guide page at river marker 9, I almost died!--- the river channel gets really narrow at marker 7 and the pole marker is not where the channel is!!! Naturally , the wind is blowing about 15 kts. by now and it's crunch time! Kneshia was watching the depthsounder as it went from 3.6 to 3.2 and suddenly the rudder wouldn't move!! Sure enough , we were aground ! I wondered if we should anchor, but Kneshia said "just relax and eat lunch" --"the flood tide will float us off soon". Of course, half way through my sandwich , the bow rotates around and we are off! So we try again to find the channel, only to go aground again. Finally, we spot the 'pilings' the chart describes on the opposite shore. We mentally judged 2/3 rds. the distance from the pilings to the #7 pole marker, and headed in that direction. Sure enough , there was the channel!! We motored through slowly, and the depthsounder started to read 4 ft. and then deeper --- we were on our way again! We continued on to Vallejo with no problems until we reached the Lift Bridge. By the time we got there, the flood tide was almost peaking at 2.3kts., so forward progress seemed slow. A good thing, as we had forgotten the phone number to the bridge operator. So we called on the vhf. radio, but no answer. Then we called the Napa Marina and they gave us the number --- good thing we had our cell phone!! Later we found out that the bridge operator does monitor ch. 13, but seems to prefer the cell phone since it has become more popular. Anyway, we slowly made it under the bridge --- it seemed like an eternity! Once thru, we were quickly at the 3rd marina entrance, looking for "Dragon Dance". Sure enough, there was an empty slip next to her , just as Rob had described to us on the airplane from Vegas. So we made a 'powered up' entrance, a hard right turn, up into the wind, and straight into the slip --- looking as if we had been doing it for years instead of for the first time!!! What luck !!! Vallejo was a nice surprise --- the marina office was very friendly and helpful, and encouraged us to buy a California Marina Guide book, which shows diagrams of each marina's slip layout and apparent wind directions. This book was very helpful , as it also gives the name and phone number of the Harbormaster or person in charge of berth assignment. We would use it a lot in the next two weeks !!

Thurs., Aug 3 We cast off at 09:30, after returning the shore power adapter [50 to 30 amp] and receiving our deposits back [\$150 for the adapter, \$20 for the key]. We left at the start of the ebb-tide , and went "crashing and bashing" into the strong wind and short steep chop of San Pablo Bay. It was a lot like Lake Mead chop, only closer together --- worse! We dipped the bowsprit a few times after encountering a ferry wake, but we made good time

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keep in touch. Wrote me on attractive cards from all over - Polynesia, New Zealand, Sri Lanka and Marseille to name a few. The frustrating thing was I couldn't reply until he settled for a year with his family in France and he's not the easiest guy to find in Florida now that he's back. So if you read this Gerry, as they say in Australia "Good on yer mate!"

<<<THE END>>>

OUTINGS and Get-togethers

We have dates and locations for meets both east coast and westcoast!

Date April 7(&8), the weekend before the Easter holiday:
Sail In - Drive In Sarasota, near Marina Jaks, Golden gate Point, with shore area and BBQ. We have Hutch (Talofa-Lee) to thank for helping with arrangements and volunteering space, etc!

Date April 21, the weekend after the Easter Holiday:
Sail-In - Drive In Indian Cove Marina, Merritt island, Cocoa beach area, Similar plans for BBQ, etc.
We have Ron (Gybe-Ho) to thank for these arrangements, etc!

A group of Montgomery boat owners are planning a week long sailing trip on the Chesapeake Bay, starting the week of June 9. Plans are to sail around the Choptank area of the eastern shore. To date, we have interest from about 12 to 15 boats, mostly Montgomery 15's, 17's and maybe a 23, plus a few other boats owned by others interested in tagging along. As you are probably aware, NorSea also makes the Montgomery line, and the 17 and 23 are Lyle Hess designed boats. We would like to invite someone with a NorSea 27 to join us, as most of us have never seen one, live and in person, so to speak, and would love to have the complete NorSea/Montgomery line represented and present for a picture. More information can be found on the Montgomery owners site: <http://msog.brinet.net/rendezvous/CB2000.htm>

Thanks,
Howard Audsley
Columbia, MO
(573) 445-8160 (evenings)

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until the tide started to turn. As we approached the San Rafael Bridge, progress slowed, and the #11 channel marker was a site for sore eyes --- literally!!! By this time, the wind was blowing 25 to 30 kts. on our beam, and we were running down the line of channel pole markers. Then we turned 90 degrees, and surfed towards the lee-shore entrance of the Loch Lomand marina. Once we cleared the concrete-walled entrance, we put her 'hard over', and rounded up into the wind, and tied off at the fuel dock. Whew!! We almost kissed the dock we were so happy to have survived our first lee-shore entrance! We almost forgot to refuel we were so 'out of it!' Then we checked in with the marina office and went to our assigned slip.

Fri. Aug. 4 We woke up, filled up two water tanks and went off to meet our new friends Tim and Darlene for breakfast. They have an Islander Freeport 36 at Loch Lomand Marina, and Tim's sister is my dental patient in Kingman Az. Tim had been e-mailing me info. about the Bay. After eating, Tim suggested that we call Schoonmaker Marina and make reservations for the weekend, since it was high tourist season and slips fill up fast. Good advice!! Tim also suggested we check out the local supermarket, and we left Tim and Darlene to "scratch teak" while we went to Bruno's Market. This market was so 'upscale', we couldn't believe our eyes --- no wonder the locals don't go to town very often -- it's all right there at the marina!! They had gourmet pre-prepared meals, an incredible wine selection, and freshly baked bread. What a treat for us small country folk.

Sat., Aug 5 We left Loch Lomand early at high tide and motored until we cleared Racoon Strait, then hoisted the double reefed main and the 100% working jib and sailed past Yellow Bluffs and out towards the Golden Gate, but the fog got so thick we couldn't see the bridge, so we jibed around and sailed back into Richardson Bay to Schoonmaker Cove Marina in Sausalito. When we pulled into our quest slip, we were next to a beautiful new Shannon 52 ft. ketch. Dave, the owner came over to help us with our docklines, and he wanted to know if our boat was a Nor'Sea 27. Naturally we said yes, then he proceeded to tell us that he almost bought one several years before and really liked them. As it turns out, Kneshia & I almost bought a Shannon 27, but decided on the Nor'Sea because of the trailerability and the fact that we could lower the mast ourselves. Both boats had excellent workmanship and it was nice to see the beautiful quality of Shannon continuing on, as this ketch was magnificent. Then we showed Dave and Cathy our boat, and they were amazed at the amount of storage we had in a much smaller boat! Earlier that day, we had a treat when Greg and Jill Delezynski ate lunch with us at a fine restaurant near West Marine. They had driven 42 miles one way just to visit, meet Kneshia, and see "Poco Anitra"! We talked boats, and they gave us pointers on how to seal over the fuel tank and how to check

the tightness of our propshaft. Greg suggested we have a yard check our engine alignment and that we buy a prop shaft zinc and install it forward of the packing gland as a safety stop in case the propshaft came out of the coupling while we were in reverse, then we wouldn't have to worry about losing the shaft out the stern. Also after hearing about Greg & Jill's escapades with the removal of their fuel tank, I vowed to keep an eye on the packing gland and its reservoir. I wanted to keep the reservoir as dry as possible, so out came the turkey baster and sauce pan and I drained it again --- then made a promise to check it daily!! Since my fuel tank hadn't started leaking yet, I wasn't about to let the reservoir overflow with salt water!!! It was a great day in Sausalito --- super weather!

To be continued:::

John & Kneshia Zimbaro

NOR'SEA'S FOR SALE

Nor'sea aft cockpit 1991 hull # 351 loaded with a/c, hot and cold pressure water, triple axel trailer, and lots of other goodies. Anyway interested parties should contact me on my cell phone at 713 2919460 as I will be out of email contact for the next week, or just email at bobfnbw@hotmail.com I'll get it next week some time.

Nor'Sea 27 1991, fresh water, aft cabin, 1800-watt inverter, Adler refrig. Pressure water, holding tank, full batten main, autopilot, dodger, bimini, 18hp Yanmar, Loran, depth, 3 axle-EZ loader trailer, little use, exc cond. \$69,000 In Minnesota FRED ARMBRUSTER 763-424-4354, fjarm@juno.com (ed. Note This ad lifted from Jan Feb "This Old Boat").

IN YACHTWORLD

1993 "Ladyship" \$90,000
Class Sea Yachts
1225 SW 51st Terr
Cape Coral, FL 33914, USA Tel (941) 540-3410
Fax (941) 540-3471
Email journeyon@msn.com
norm@yachtbroker.net

1994 "Sea of Tranquility" \$65,000
Ballena Bay Yacht Brokers
1150 Ballena Blvd. #121
Alameda, CA 94501, USA Tel (510)-865-8600
Fax (510)-865-5560
Email alameda@ballenabayyachts.com

IN YACHTS-ONLINE

1987 \$46,000; helmsmen1@aol.com, (904) 461-6879 (904) 794-5521

Depth Sounder Installation (adapted from information provided from Steve Gross and Greg Delezynski)

For a depth sounder location, if you want to avoid boring a hull in the bottom of your hull (always a thrilling adventure!) the alternative is to shoot the signal through it. First, you need to locate where you're going to put the sending/receiving unit. - Put it in a clear plastic bag and fill it half full of water. Secure the neck of the bag around the power cord with some rubber bands. Now you can try out different locations while underway and at anchor. Remember, your going to want to locate it on a part of the hull that will remain immersed in sea water when you're at a good angle of heel.

When you've decided where, mark the spot on the hull and guesstimate or measure the angle formed by a perpendicular to the curve of the hull. Then cut a piece of pvc pipe (with a diameter large enough for the sending unit to fit in to) at that angle you measured. The other end of the pipe should be a right angle, and will receive a PVC cap-end (drill a hole in the cap and pass through the power cord). Use scraps of pvc to glue a resting point for the unit inside the pipe, and (of course) use pvc glue for this. Now your sending unit should fit inside like a happy marriage.

Take the sending unit out to glue the pipe to the selected spot on the hull with a 2-part epoxy that sets up in a reasonably short period of time. When the epoxy has cured, fill in the gaps between the lapstrake ridge of the hull and the bottom end of the pipe, using auto-body gel type Bondo (polyester resin). When the bondo is cured, paint the interior spot of the hull if necessary, so that the mineral oil you are going to fill it with doesn't get absorbed and disappear into the fiberglass of the hull. Fill the pipe with enough mineral oil to keep the unit immersed at an extreme angle of heel. Any non-volatile fluid would work but mineral oil won't deteriorate or grow fungii. Don't permanently glue the cap, just use a bedding compound like Boatlife caulk. Maybe you can find a pvc threaded cap with adapter ring. In any case, use some of the boatlife caulk where the power cord exits the cap.

getting the proper hook

Jill and I are in the process of a long refit of our Nor'Sea 27 Guenevere. A short time ago it came time to do something about our old and rusty ground tackle. Wow, it is a lot of work. And, once again I found how great a designer Mr. Hess is, and why I love having a 27 and not a larger boat.

On Guenevere we have always had two deck pipes to stow the anchor rode in the forward locker. In the past this has caused problems. The last anchor rode in has to be the first out next time. So, after removing all ground tackle, the first order of business was to divide the locker in to parts.

To divide the locker, first I put a small $\frac{3}{4}$ X $\frac{3}{4}$ board across the bottom of the forward bulkhead, on the inside of the anchor locker. Then I put two more $\frac{3}{4}$ X $\frac{3}{4}$ boards up from the bottom of the forward locker, centered and about $\frac{1}{2}$ inch apart on the bulkhead to just below the locker door (also on the inside). I then made up a small board that was about a triangle to rest on the bottom $\frac{3}{4}$ board and jam against where the bow angle comes down. This forms the bottom of the port side anchor locker. I then made up two $\frac{3}{4}$ X 6 inch boards that slide down



between the two upright $\frac{3}{4}$ X $\frac{3}{4}$ boards. These boards also jam against the bow angle running forward and aft. I then put a dowel rod across the top center of the locker, also running forward and aft. I then made up a small divider of two layers of sunbrella.

Next was the decision on what anchors and rode to use. As a sample, we looked to the Pardey's boats, and advice from other Nor'Sea owners, and decided on a combo of one 35 pound CQR, one 15 Kg Bruce, a Fortress FX-16 and another small Danforth for a lunch hook.

For the CQR, our main anchor, we decided to go with 300 Foot of $\frac{1}{4}$ inch High test chain followed by 20 foot of $\frac{1}{2}$ inch line made fast to the locker bulkhead. NOT the hull. If the rode should run out uncontrolled I want the least amount of damage as possible. For aid in using all that chain, we decided to mark the chain with colors. We decide to use red, blue and green. As you anchor with a minimum of 3 to 1 when using chain, we decided to mark it at 33 foot increments. So at 33 foot we put one red mark, at 66 foot we put one blue mark, then at 99 one green mark. Then at 133 two red marks and so on till about 280 foot. At the 280 mark we put a long (about 3 foot) green mark followed by red the rest of the chain.

By the way, you can't just paint galvanized metal. It first must be etched for the paint to adhere well. To do this we found the area we wanted to paint, then splashed vinegar over it and let it sit for minute or so. Then washed it off with fresh water. Let it dry and paint. We have done this in the past with very good

luck.

On the Bruce, We put 50 foot of ¼ HT chain spliced to 300 foot of ½ inch three strand line. The CQR and Bruce live on the bow sprit. For anyone thinking about all that rode, it's about ALL that will fit in the chain locker.

The other two anchors got 25 foot of ¼ HT and 150 foot of 3 strand ½ inch line. They -(with rode) are kept aft.

Now the Mr. Hess genius! The weight of the forward ground tackle is almost equal to the weight of the engine fuel and water kept aft! Balance!

And the part about loving a 27 foot boat. Look at the difference in cost. I have a friend who has also just replaced his ground tackle. He has an Alajuela 38.

Our gear with west prices.

35 Lb CQR	\$499.00
15 Kg Bruce	\$199.99
Fortress FX-16	\$169.99
Small Danforth	\$70.99
400 foot ¼ HT chain	\$996.00
650 foot ½ 3 strand	\$286
4 Anchor swivels	\$143.96 (with working load equal to the chain.)

Total for a Nor'Sea \$2,365.93

The gear for the Alajuela

45 Lb CQR	\$539.00
20 Kg Bruce	\$279.99
Fortress FX-23	\$239.99
Small Danforth	\$182.99
400 foot 5/16 HT chain	\$1196.00
650 foot ¾ 3 strand	\$624.00
4 Anchor swivels	\$143.96 (with working load equal to the chain.)

Total for the Aluewia 3,205.93

A difference of \$840.00. About one month of cruising kitty money.

By the way, After getting all that chain to the boat we have decided that a windless in definitely on our "must have" list!

6202 Chimney Rock Tr.
Morrison, CO 8046

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