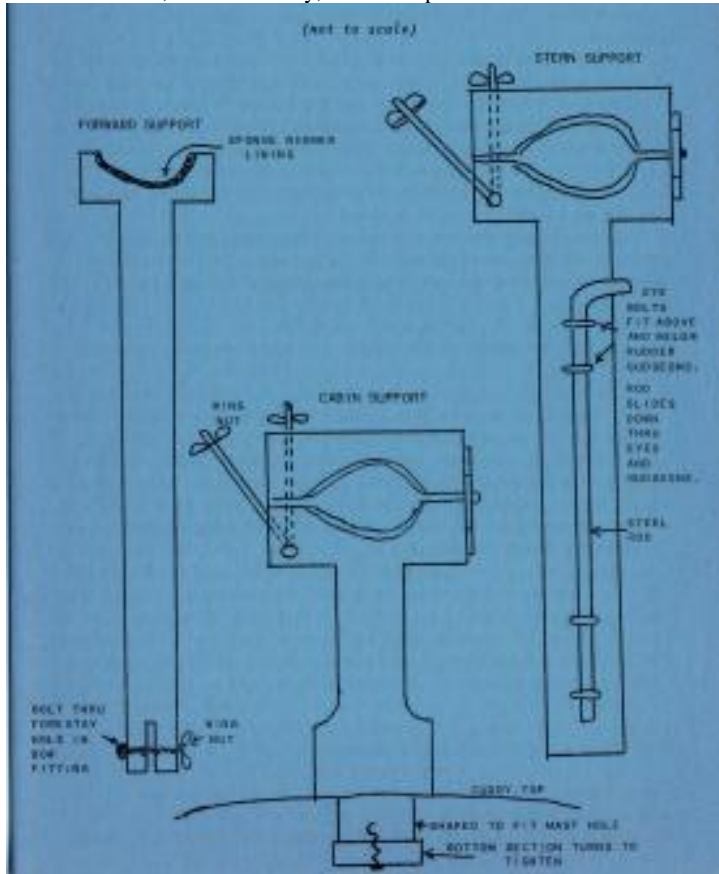


QUESTIONS, ANSWERS, COMMENTS

Tom Sherwood, Marblehead planned to fill his flotation tanks with Styrofoam before this season would you report on this, Tom for the August issue? Would such procedure be in keeping with our measurement requirements, Paul Sigl?

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George Burgess developed a rig for trailering his mast that he and others have found eminently suitable, even over very rough fishing-territory roads. It has now been refined by, and can be had from Mr. Otto Tschol, North Conway, New Hampshire.



For those who have a pre-outboard bracket boat, Mort Anstice has designed a portable one that is sold by Triangle Marine Co., 5395 St. Paul Blvd., Rochester 17, New York. The unit is cast in lightweight alum alloy and comes in three parts: one piece fastens on the transom to give the proper angle; one is a mounting plate; and the third, the engine bracket. When engine is not in place, only the nearly flat transom plate remains. Cost \$25.00

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B. H. Hudson; 216 N..W. 13th St, Pendleton. Oregon, offers two Suggestions:

"We have simplified roller reefing by spring loading the Ian Proctor gooseneck Drill out the rivets that fasten the plug in the forward end of the boom and tap for 1/4 x 20 RF machine screws. Drill a hole in the end of the gooseneck pin for a cotter pin, and reassemble the whole works with a spring over the round part of the gooseneck pin and washers on both ends of the spring. The boom can then be pulled back to roll, but will snap back and lock on the square portion when released.

"We solved the bow eye problem by raising the height of our trailer winch to the level of the deck cleat. It works like a charm and involved only welding extensions on the winch bracket legs"

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And here is Tom Shierwood on another subject, cruising in the Day Sailer:

"Trailed POOH" (DS 102) to Woods Hole for a week's cruise of the Elizabeth Islands in July. Good launching ramp near the Yacht Club and officials of the latter cordial. Visited Hadley Harbor, Tarvaulon Cove, Menemsha, Quick' s Hole, Cuttyhunk etc Used one burner Bernz-a-iratic stove which is fast and clean - also portable ice box that holds 50 pounds of ice plus food and keeps beer cold almost three days. We did not have a motor and were forced to lay over in Cuttyhunk because of lack of winds. Next year will take one though we dislike the messy things. Towed a light dinghy that did not impede progress much and proved very handy at times The boat behaved very well ft all times - including 30 knot breezes during "tropical storm Brenda" and gave us additional evidence that we had made a wise choice. Weather is doubly important in a small boat and a portable radio for weather forecasts is a must. In summary, we have been convinced that if owners will prepare carefully and keep each day's planned sail reasonably short the Day-Sailer is an excellent cruising boat.

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Paul Schem, 18 Cynthia Court, Hempstead, New York, raises a question that keeps popping up and one I'd like several of you consistent racers and cruisers to write in about for the August number:

getting the boat to go windward well. One answer lies in comment by W. L. Barr (see next item):

"Found my boat drives to windward in choppy water much better by letting her keep almost to the rail and shifting all weight forward that moves. "

Individual experiences will have to go by the board this time; We'll catch up from August 1960 on next time. But we do wish to report that many Day Sailers are actively racing in mixed classes: Robert Littlefield and 3 others — the Portsmouth, N.H., —Kittery Me. area (David Lusty of York Harbor Marine, York, Maine reports) raced last season in I8 open class; M. L. Barr. 8610 Bob White Dr., Houston, Texas, reports racing in Class C with a rating of 14.7; Paul Schem races in the B class at Narrasketuck Y. C., Portland. Oregon. How about more details, men? Then others could organize such classes where not enough Day Sailers are yet available.

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Robert W. Rolfe, 1030 Stanford Ave; Modesto, California, passes along the following help:

"As it appears that the Seagull motor powers a number of Day Sailers, I'd like to pass along a tip regarding its stowage. The motor is designed to lay on two projections below, and attached to, the gas tank. These are spaced approximately four inches apart so that a section of "two-by-four" fits snugly in between, forming a rack. (It might be wise to hollow the "two-by-four" slightly where it rests below the spark plug for clearance.) By laying the motor forward of the mast, straddling the "two-by-four," with the top of the flywheel butting against the forward air flotation tank, a single strap passed underneath the floor boards and around the exhaust pipe will tie it down adequately: Lateral movement is prevented due to the butting of the ends of the gas tank against the topsides. And with the weight of the motor as far forward as possible. I feel sure that the sailing trim is improved. "

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James C Stanfield, 227 West Court St., Paris Illinois, reports on a new Genoa:

"As the owner of Day Sailer #264,. I want to take this opportunity to extol the virtues of the Day Sailer. I have trailed mine from Paris, Illinois, to Ft. Myers Beach, Florida, and it is admirably suited to Gulf Sailing. Uffa Fox was right when he designed the perfect picnic boat.

"Incidentally,- Howard Barton of Boston Yacht Sail Co. checked the dimensions of my Day Sailer and furnished at my request a Genoa Jib. This light air sail is tops and more than justifies the small trouble of installing new leads five feet from the transom corner. "

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And from another really inveterate cruiser, O. H. Somers, 50 Three

Ponds Road, Wayland, Massachusetts, comes a whole bundle of ideas he has found to work well:

"We have made a nice wind vane which screws into the top of the mast, have modified the spreaders to have bullet inserts for quick fastening to the stays - the fastenings which won't tear the sail. We have mastered the techniques for stepping the mast • even in high winds - with two people. We've added fish net hammocks for holding life preservers and other gear In the cuddy cabin. Have added a ditty box just before the mast in the cuddy cabin, which holds charts, a compass, spare parts., marlin. etc, "We've found up there (Maine) that by making an early start, and using the motor until the wind makes up, it's quite possible to sail (and motor) 40 to 50 miles in a long - day. The six gallon tank is good for about 30 miles on the 5 ½ HP motor, and moves the boat, four people and gear about 5 knots. So with sailing most of the way, anyway, the one tank is more than ample for a day. "A couple of other points of trailer sailering - we use snap lock clevis pins, made by Pace-Lite, for the stays. These are quick acting, without cotter pins to tear fingers, sails and tempers. We also use one of these at the forward boom block for quick release when roller reefing is desired. We have found that the jibsheet jam cleats aren't worth a damn, so forward of them we added a conventional spar cleat on each side. We lead the jib sheet through the jam cleats. and then a turn or two about the spar cleat holds, where the jam cleat alone will not. We are great ones for using slippery hitches here and also on the main-sheet cleat at the back of the centreboard trunk"

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From Calgary, Canada, come questions put by Dr. K. D. Symington, U.S. 217 Greyhound Bldg.: What type of trailer is best? Where is the "Duffy Cleat" mentioned by R. R. Levine obtainable? Let's have answers.

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Once more W. L. Barr:

"Built a locker in the bow hung from the wooden deck spreader and the deck cleat bolts for dry storage end plan on making a longer tiller."

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This final comment comes from Shirley Dubell (wife of Day Sailer Owen Dubell, 2677 Osage Ave. Santa Rosa, California); "Some people may not like to hear it but one doesn't know how to sail until one has raced. I found this out by personal experience, We have much to learn for sure, but this last season of racing has whipped up our interest in doing a better job in the future. Our library is now bursting with all sorts of sailing books, racing instructions and general seamanship information, It doesn't spoil the fun of sailing as I had always thought it

would. We always classified racing enthusiasts with ant-for-blood bridge players. This may be true, but once one joins them it seems perfectly reasonable. We are taking this season off for study, practice, and the production of a new crew member due in June. "

By now congratulations are in order and we extend them heartily. Let's hear from you. Are there other Day Sailer babies/children/youth? Let's hear.