

## Notes on our J/35 “Breakaway” - Paul Grimes (401) 862-7332, [paulgrimes@cox.net](mailto:paulgrimes@cox.net)

Our modified J/35 “Breakaway” is for sale. It is currently set up for PHRF racing, shorthanded racing, and cruising. Key upgrades have been a new Hall Spars mast in 2012, and a Hall Spars retractable carbon sprit - installed in 2018 for use with asymmetrical spinnakers.

We’ve owned Breakaway for 10 seasons and have teamed up with another family to race the boat with our kids. It has been great for that – it is competitive in all conditions, super solid, and forgiving. We’ve also used it for doublehanded and singlehanded racing, including the Bermuda 1-2 in 2017. It is well equipped and very capable – we sailed, raced and cruised it right up through the end of 2019 season.

### For PHRF Racing

It has been fun to experiment with different configurations for local PHRF racing. Our mainsail is slightly bigger than the class size, and we have sailed with slightly smaller genoas. After years of sailing with symmetrical spinnakers, we made a shift to the retractable sprit in 2018. This has added a new tactical dimension to the sailing. We are definitely faster in light air around any course, and faster reaching in point-to-point races. We give up speed when running in medium to heavy air, but have learned to sail it deep with windward heel in those conditions, like a J/109, and that has certainly helped.



For 2019, we decided to sail mostly with the PHRF credit for using a blade jib only. With the full-cut jib (see below) this has worked well, and gives the boat a more modern feel. We still had the option to rate the boat with a genoa, and went back to that for the light air Ida Distance Race.

### For Shorthanded Racing

We’ve used the boat for multiple Solo-Twins (doublehanded), Offshore 160’s (singlehanded) and a Bermuda 1-2 (both). It is basically ready to do any of those races again. It is an all-around solid performer, and has been a great learning platform. It’s hard to think of a J/35 as “sexy,” but it’s important to remember that boats need to go upwind, not just downwind. The asymmetrical chutes have made Breakaway fascinating to sail downwind, and when you have to slug it out upwind, nothing does “3 yards and a cloud of spray” like a J/35. It’s a big, powerful boat for shorthanded, and that’s pretty sexy.



A key feature that really helps when shorthanded (and I’m not the first to say this) is the cockpit with the tiller, rather than a wheel. Our autohelm control is right at the front of the cockpit, within reach of the tiller, mainsheet, and all winches. It’s easy to switch from hand-steering to the autohelm, or adjust course while flying the spinnaker. And with the autohelm sailing to apparent wind, the boat is a weapon – it never slows down.

### **For Daysailing**

Before owning Breakaway, we actually owned another J/35, and then a Hobie 33. When we switched from the previous J/35 to the Hobie, we saw that there was such a difference, even for daysailing. The J/35's inboard engine makes everything easier. The interior with an enclosed head allows you to go day "cruising" rather than just daysailing for a few hours, and provides a space for changing in/out of bathing suits.

Even the galley is great – we've warmed up soup, etc. for evening sails. The full interior is actually a huge asset for any day or evening adventures.



### **For Cruising**

The biggest problem with so many cruising boats is that they don't actually sail very well. With Breakaway, we cruise with 3 sails – a hanked-on jib that stays on deck at night, our Dacron mainsail, and an older spinnaker. We put the cushions and the main cabin table on, and off we go. The boat sails well, and we use the engine to help in light air. Everything we've used for shorthanded racing comes in handy, from the autohelm, to the chartplotter with AIS, to the Kiwi slides on the luff of the main.



### **So why are we selling it?**

Breakaway has been a wonderful project for 10 years, and after all we've put into the boat, it's crazy to sell it. But it's simply time for a new project. This has been a great boat for us, and we'd love to see the program continue – whether for another Bermuda 1-2, or family & friends racing & cruising together.



### **Asking Price**

The asking price for Breakaway is \$45,000. I'm well aware that there are J/35's listed on Yachtworld for \$25K-\$30K. If you are considering a J/35, please check those out. The condition of a J/35 is very dependent on maintenance and upgrades. If you are looking for a J/35 in that price range, Lanny Goff has one for sale in Tiverton. If you would like to do more with the boat, I think you might find this one to be a better value.

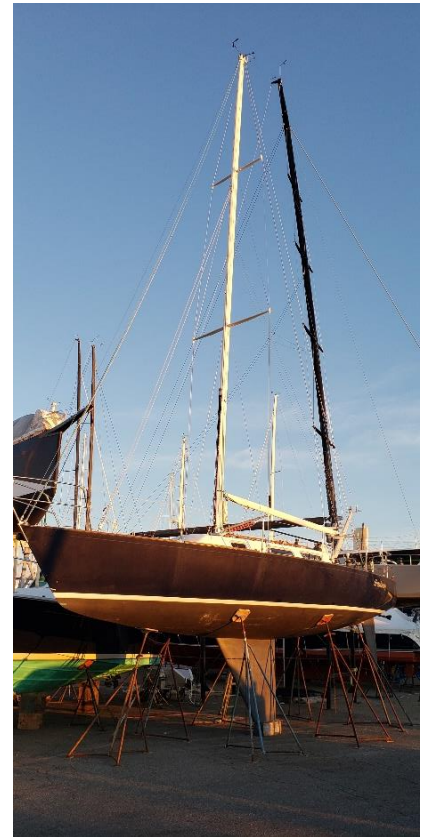
### One More Thing . . .

As a marine surveyor, often the worst thing I could hear about any boat is, "The owner worked on it himself." In this case, that's true, but I hope it's an asset. Aside from Oldport Marine working on the engine, and Rig-Pro on the hydraulics, all the work on the boat over the years has been done by me, with help from my family, and from friends who sail on the boat. We're very fortunate that David Moffet (Hall Spars) and Andy Dickinson (Jamestown Boatyard) have been involved, along with their kids.

I will never claim to be an expert, but I'm a student who happens to have worked for Tillotson-Pearson (the builder of the J/35), Mark Lindsay Boatbuilders, my own boatbuilding & repair company for 14 years, Vanguard Sailboats, Hall Spars, J Boats, US Watercraft, and now TPI Composites. I have also worked as a marine surveyor.

These experiences have been a huge help when working on this boat. From the keel job to the plumbing, the inner forestay, the sprit, and deck repairs, I had past experience to draw from, and was lucky to get great advice from David, Andy, and other smart people in all areas.

On to the boat . . .



## Hull, Keel, Rudder

### Hull

- One of our reasons for buying this boat was that the hull checked-out well when checked with a moisture meter – it was very dry. As a 1988 hull, it has vinyl ester resin used in its outer layer of glass – a key change that TPI made that year to reduce the chance of blistering. It is a very solid boat.

- The topsides were originally blue gelcoat, and have been painted with blue Awlgrip. They would love a new Awlgrip job, but we've kept them going with a couple of coats of Collinite Fleetwax at the beginning of each season, and that works pretty well.

- The bottom is painted with black VC Offshore. This was rolled on carefully and sanded smooth. It was new for the 2016 season, and has worked well, though we also have the boat cleaned regularly during the summer.



## Keel

- The keel has had two keel jobs since we've owned it. Even though it had been faired professionally before we bought it, it had some twist, which you could see when standing directly behind the keel and sighting the trailing edge vs. the rest the keel. The trailing edge at the bottom was shifted off to port a bit. Actually, we had seen the same thing on the first J/35 we owned – so perhaps it was a common flaw in the casting. Our first effort was to grind and glass to keel to effectively shift the trailing edge back in line. The second keel job was the full deal with templates to make sure the keel was symmetrical and fair. This was a big project, but I think the work was worth it. As part of this project, we also added to the bottom of the keel to ensure that it was at the max depth allowable under the J/35 rule, and we gave it a flat bottom with rounded edges forward and sharp edges aft – to make it “act” as deep as possible when sailing upwind. We used epoxy fillers, Interprotect 2000/2001 primer, and the VC Offshore paint.



## Rudder

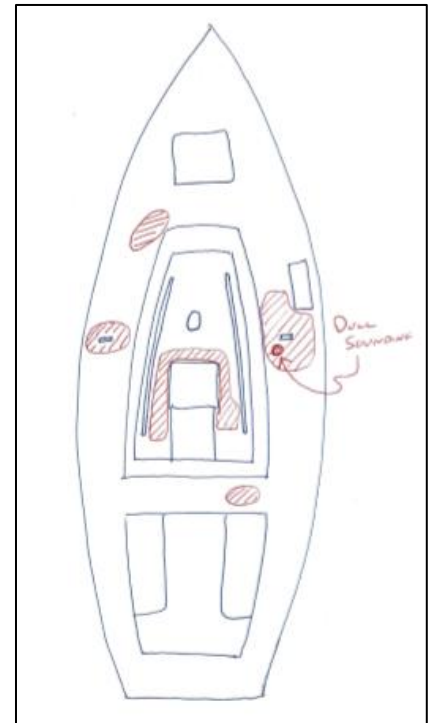
- The rudder is the original rudder from TPI – as far as I know. TPI did a great thing when they shifted to composite rudder stocks – rather than using stainless steel or aluminum tubes for rudder shafts. This has kept the water out of the rudder, and it's doing fine.
- For the 2016 season, we installed a new Jefa lower rudder bearing to replace the original Harken bearing. This was a nice upgrade – no more “thunk, thunk” as we steered.



## Deck & Hardware

### Deck

- When considering J Boats, everyone asks about the deck core. Here's the scoop on Breakaway: When we bought the boat, I was aware that some areas of the deck had high moisture readings. This was similar to any other J/35 we had looked at, and the diagram at right is from 2010 – showing those areas. The deck was solid, and most of the areas remain exactly the same as they were in 2010. Before the 2019 season, we repaired two areas that had started to soften-up – one around the starboard chainplate, and another under the companionway seahood on the port side. While removing core for these repairs, we found surrounding core that still reads as having high moisture according the moisture meter, but is actually just a bit humid. We focused just on the two soft areas, and left the rest of the deck as it has been. For a new owner, I would suggest monitoring these areas for any softness, but otherwise leaving them as-is and enjoying the boat.
- The deck has the standard molded-in gray nonskid surface. That works OK, but it's starting to show some of the white gelcoat behind it. It would also be nice if it were a little rougher – a possible upgrade that is not that hard to do.



## Deck Hardware

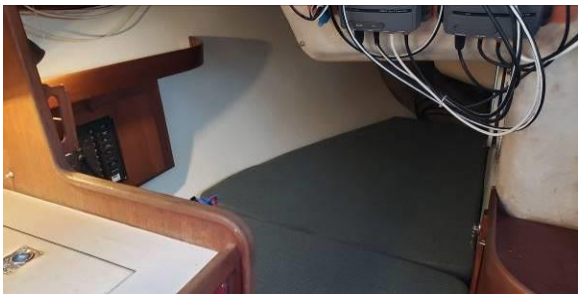
- The deck hardware is pretty standard for a J/35. Our boat has the halyard winches aft on the cabintop – which is great for running the pit from the companionway, or when racing shorthanded. The hardware for flying symmetrical spinnakers is still installed on the deck. The boat could go back to flying a symmetrical chute in a heartbeat – or, that hardware could be removed.
- The chainplates have been removed twice, most recently in 2019 to check for any corrosion – they've been fine.
- The previous owner replaced all the cabin ports. They all open for nice ventilation when cruising.
- We replaced the stanchions and lifelines soon after we bought the boat, and the lifelines are uncoated wire – as per offshore regulations.
- Jib and genoa lead positions are adjustable from the cockpit.
- The mainsheet system has a 4:1 coarse-tune and 16:1 fine tune.
- The backstay hydraulic panel is with the autopilot control at the front of the cockpit.
- We added a solar vent on the aft deck which, along with the cowl vent there, give us good ventilation when the boat is on our mooring and facing into the wind.
- The previous owner installed a nice swim ladder that folds up against the stern pulpit. This is great for swimming off the boat, and overall safety.
- We added extra cars on the rail for outboard jib leads and for spinnaker peels.



## Interior

- Breakaway has the “deluxe” J/35 interior – still pretty basic, but a step up from the original J/35’s. This includes a full bulkhead with sliding door between the V-berth and the head. It also has shelves and cabinets outboard of the settee berths, and shelves in the quarterberths.
- The original interior included teak strips on all the exposed hull surfaces aft of the main bulkhead. This was probably nice when the boat was new, but it made the interior dark, especially the quarterberths. Before the 2019 season, we removed all the strips and painted the interior with white Pettit Cabincoat anti-mildew paint. This has brightened up the interior considerably.
- As part of this project, we also replaced the cabin sole with new A-B marine plywood. These panels were cut to shape, sealed with epoxy, and then covered with MarineLam laminate with a teak & holly pattern. Two smaller sections aft of the companionway ladder still need to be finished with the laminate – a project for this winter. This sole should last for another 30 years, at least.







## Rigging

### Mast & Standing Rigging

Our mast, shrouds and backstay were new in 2012. The forestay is one year older, from when we switched from the furler to the bare rod. The previous mast was pretty tired – with some cracking around the gooseneck. Hall Spars had a J/35 mast in stock that they had built for an insurance claim that had fallen through, and with more offshore sailing in mind, we decided to make the switch to the new mast. Hall added an inner forestay & staysail halyard just below the second spreaders, and an LED masthead tri-color light (that draws only .3 amps). The mast has a G10 step and a Bermuda bolt installed as per offshore rules. It also has Dyneema checkstays.



## Inner Forestay

Dan Neri suggested the inner forestay, and he was dead right. For any offshore sailing, the inner forestay allows for a genoa staysail to be flown, and that staysail can double as a heavy weather jib. Ours is Dyneema with a highfield lever at the bottom. It attaches to a tang on a folding padeye. This padeye has a twin on the underside of the deck, where lashing leads from there to an anchor that is heavily-glassed into the hull forward of the V-berth.



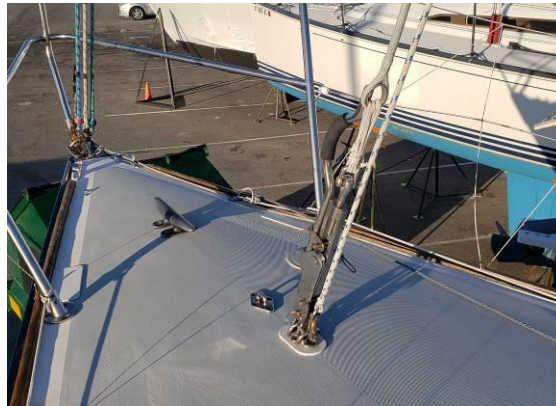
Padeyes under the deck, Spectra lashing.



Attachment point on deck.



Inner forestay anchor glassed into hull.



Inner forestay attached with lever, staysail halyard.

## Spartite

In 2017, we poured Spartite in the mast collar, which was hugely important for the Bermuda 1-2. Since then, the mast has been taken out and put back in - proving that the Spartite will release from the mast collar. (The nightmare scenario is to have the Spartite stick to the mast collar and have to be cut out in order to take the mast out of the boat.) This, along with stretchy mast boot tape, has been great for keeping the water out – a few drips here and there, but that's it.

## **Boom**

The boom is original as far as I know, but looks fine. The Hall QuickVang is doing well too.



## **Backstay Hydraulics**

Our backstay has a Navtec hydraulic cylinder with the panel at the front of the cockpit. It has been serviced twice. Rig Pro, in Portsmouth has been a good resource for keeping it working.

## **Running Rigging**

Our halyards and sheets were new in 2015. Our spinnaker sheets for the asymmetricals were new in 2018, and the spinnaker tack line was new this past summer.

## Retractable Sprit

The retractable sprit is from Hall Spars. It's made from autoclave-cured, prepreg carbon fiber, and was originally built for a Farr 395. The bearings and aft end cap came from A&R Machining in New Bedford, MA. Forte Composites was nice enough to put me in touch with A&R directly when I contacted them about buying bearings. Installing the sprit was a big project, which I undertook myself. I can provide any and all details on the alignment, laminate, materials, etc. for the sprit.

The sprit has a bobstay spliced through a tube in the stem just above the waterline. I'm not sure the bobstay is really necessary, but it's there for insurance. I've honestly never seen the sprit flex, and we've had it really loaded up on a few close reaches.



## Spinnaker Poles

For symmetrical spinnakers (or winging jibs), we have both an aluminum spinnaker pole, and a carbon pole. Either of these can also be a whisker pole.

## Sails

**2015 North 3DL 860 (50:50 Carbon/Aramid) Mainsail** with taffeta on one side. It has 2 reefs, with the second reef being deep enough to qualify for the Bermuda 1-2. Dan Neri helped us with this – it has a bigger roach than a class J/35 mainsail, and is a refinement of a PHRF main he had built previously. We pay a 1-second penalty in PHRF for a little more sail area, but it's in the air during the whole race. This main has Kiwi Slides that run easily in the mast groove and keep it attached when it comes down – making it very easy to flake over the boom.



3DL Main - Depowered in Breeze

### North Dacron Mainsail

This sail came with the boat. It is a bit deep at this point, but is our cruising main – most recently used on a trip this fall to Cuttyhunk. It's solidly built and worry-free – so there's no need to put extra hours on the racing mainsail when cruising. This main also has Kiwi-Slides.



Dacron Main with Single Reef

### **2017 North 3DL 860 142% Genoa**

This was new for 2017 and is still in great shape. It has construction similar to the mainsail with taffeta on one side, and has held up well. It also has an upper clew point on the leech for reaching. Like all our headsails, this one has hanks – a setup that has worked well for singlehanded, doublehanded, and fully-crewed racing.



142% Genoa – Ida Lewis Distance Race 2019

### Quantum Full-Cut #3 Jib (a J/111 J1)

I discovered in 2018 that J/111 jibs will fit a J/35. This was about the same time that PHRF NB decided to re-establish the 12 second per mile credit for sailing with a blade jibs rather than full-size genoas. We had done this years ago with our old J/35 and the boat sailed really well, tacked faster, and was just a lot easier to manage.

Anyway, I emailed a few J/111 owners, and Doug Curtiss, who owns “Wicked” was very helpful, and sold us two jibs and one spinnaker for the 2019 season. So, our Full-Cut #3 is a J/111 J1. It’s a really nice, carbon sail without much use, and it looks great – round forward and flat aft. Gary Leduc at Thurston/Quantum in Bristol is Doug’s friend and sailmaker, and he handled the conversion to hanks. For next year, we would consider raising the clew a bit so that we could use our inhaulers with it. It’s already a weapon, but it could be even better.



Quantum J/111 J1 Jib with North 3DL Mainsail  
- Summer 2019



During the 2019 NE Solo-Twin

### Quantum Flat #3 Jib (a J/111 J2)

This is the other jib we bought from Doug Curtiss. It's a little tired, but like all string sails, it seems to have held its shape. This gives us the flat #3 that we were missing when we only had our Doyle #3 (below).



Quantum J/111 J2



### - 2017 North 3DL 860 #4 Jib

This sail started life as a new, heavy air (flat) J/105 jib that North had in inventory when the J/105 class switched to allow 3Di sails. Dan Neri helped us with this as well, and specified the recut to the foot for use as a J/35 #4 jib. It was new in 2017 and has only been used for one 30 hr. stretch in the ocean.



North #4 before Bermuda 1-2 2017



### North 3DL 135% Genoa

This is the sail we replaced with the 142% genoa. It is reefable, with a second tack and clew. It's a tired sail, but the shape has hung in pretty well. It is certainly usable for cruising, or as a reacher.



135% Genoa – start of Ida Race 2016



Reefed, and used as a reacher w/ higher clew – Bermuda 1-2 2017

### 2012 Doyle #3 Blade Jib

This is a full-cut #3, meant to be usable in less breeze than a normal, flat #3. Mark Washeim built this one, and the idea was to be able to switch from the genoa before you're totally overpowered – very smart. It is primarily geared toward shorthanded racing. It is also reefable - to a high-clewed #4 (though it would be a pretty full #4). We've replaced this sail for racing, but it is well-built, and perfect for cruising.



Doyle #3 – Around the Island Race 2016



In cruising mode 2019

**2013 Doyle Genoa Staysail/Heavy Air Jib (aka "Mini-Me")**

This is a Dacron sail w/ soft hanks that is flown off the inner forestay. It helps when reaching with a genoa or spinnaker.



Staysail on inner forestay with A5 flying – NE Solo-Twin 2019



Staysail with 135 genoa.

**2013 Doyle Dacron Storm Jib**

We've never used it, and hope to continue that trend. It would fly off the inner forestay.

**.5 oz. Quantum A2 Runner**

This is the J/111 spinnaker that we bought from Doug Curtiss this past summer. Quantum took a horizontal slice out of it so that it would be legal for PHRF on our boat. It is not new, but it has a great shape and loves to rotate to windward. It's big, flies well, and looks great. We use this in light & medium air downwind.



Around the Island Race - 2019



Ida Distance Race - 2019

### UK A2 Runner

This is a 120M J/109 spinnaker that we bought in 2018. It was in really good condition when we bought it, and still is. It appears to be made from 1.5 oz. material, and is plenty durable for use downwind in breeze. It is a max-size PHRF runner.



UK A2 – Around the Island Race 2018



It is not small . . .

### 2018 North A3 Reacher (White)

This sail is a mix of .75 oz. Norlon with a heavier material (NY90?) along the luff. This sail is white, and is great for reaching. It hasn't had much use, since most of our PHRF racing is windward/leeward. However, it has been very effective in a couple of shorthanded races, especially in lighter air.



A3 in use 2019 Solo-Twin

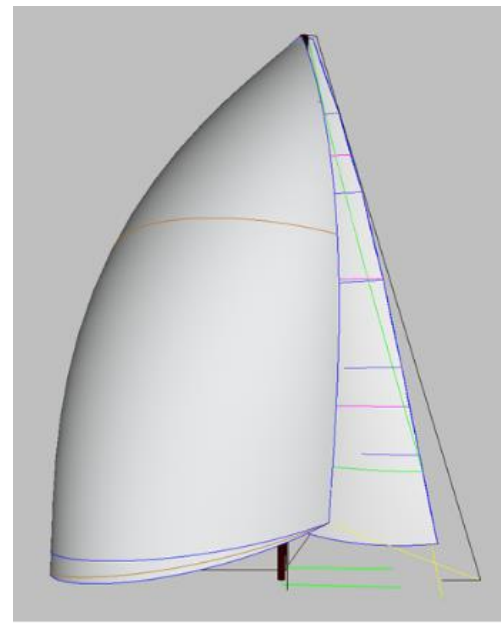


Image from North Sails – March 2018

### **North A5 Reacher (Blue)**

Again, we don't have great photos of this sail. This sail had hardly been used at all when we bought it. It was originally built for an Evelyn 42 (without a sprit), and fits our boat very well. It is made from 1.5 oz. Norlon 150 material, and is a heavier, flatter, and slightly smaller reacher than the A3. Nick Dobvniak, at North in Portsmouth, has suggested that we might want to take a horizontal slice out of this sail to make it a bigger step down in size from the A3. We've had great luck sailing angles up to 60 apparent with this sail – and as the angle gets a little wider, we twing the sheet down to give it a fuller shape.



### **Ullman A2 “Chuckles” (bought used 2018)**

We bought this as a practice sail and were initially shocked by how fresh the material was. Then we noticed about 100 little spots where a mouse had snacked on the sail. We patched those spots with different colors of rip-stop tape and gave the sail its name. This sail is slightly smaller than the other two runners.

The photo at right shows Chuckles (with a curl) in action with the CYC Junior Big Boat Team aboard. Leeward marks were exciting . . .



### **2013 Doyle AP .75 oz. Symmetrical Spinnaker**

This was our go-to spinnaker before the switch to the sprit. It's not new, but is still in good shape.

(We also have a Sobstad (yes, Sobstad) .75 oz. Symmetrical Spinnaker. It's a great-looking white spinnaker with some red & blue panels - pretty tired, but a good for practice and as a spare.)



### **More Notes on Sails:**

- Dan Neri and Nick Dobvniak at North have been a huge help. North built so many J/35 sails back in the day that they have a lot of designs to work from.
- Mark Washeim is also a wise bird in the area of shorthanded sailing. Our Doyle sails came from him. Joe Cooper at Hood/Quantum also knows this subject well and has helped several shorthanded racers in the Newport area.
- The fact that J/111 jibs can be used on the J/35 is a great asset – a sail that has a few too many hours on it for high-level one-design racing still can be very useful for PHRF. This is especially true with today’s “string” sails that may get worn, but still keep their shape pretty well. Gary Leduc at Quantum in Bristol helped us tweak the J/111 sails for the J/35.
- (- We’ve chosen to use hanks for our headsails, but we still have the drum and top swivel from a Harken MK III furler that came with the boat. We are planning to sell these separately, but they are available. They could be installed on a new forestay with a new extrusion for anyone wanting a furler.)

## **Mechanical**

### **Engine**

Breakaway has the standard Yanmar 3GM30F diesel engine that came with the boat originally. We have done the usual maintenance, and Oldport Marine replaced the exhaust elbow about 6 years ago. In the spring of 2017, Oldport gave the engine a full maintenance check, and also installed a high-output alternator and Balmar Max Charge regulator. The previous alternator became our spare.



### **Running Gear**

The shaft coupling, stuffing box, and cutlass bearing were also replaced in 2012. We then made a shift to dripless packing in the stuffing box, and that has worked well for several years. We also tried Propspeed on the shaft, strut and prop before the 2018 season - it's fantastic stuff.



### **Fuel Tank**

We replaced the fuel tank in 2012 with a new one from Luther’s Welding in Bristol. Luther’s was the original tank supplier for TPI, but then TPI switched to a supplier in Florida that used thinner aluminum. It’s common for J Boats of this era to develop leaks in their original fuel tanks – both of our J/35’s came to us this way. The new tank has fiberglass pads glued onto the bottom of it wherever it rests on the hull. This prevents moisture from being held against the surface of the aluminum. The tank holds 16 gallons.

## Electrical

### Batteries

We replaced our two Group 27 lead-acid batteries in the summer of 2019 with two Group 27 AGM batteries. As claimed, these batteries never seem to lose their charge when the boat is idle. The charge regulator is now set for AGM battery charging. The batteries are on either side of the engine, under the quarterberths. There is room to add another battery in each of these spots – which is what we did for the Bermuda 1-2. We also installed small vents for these compartments.

### Digital Multimeter

Another addition that is a huge help, and really educational, is the Blue Seas 8248 DC digital multimeter that we installed in 2017. It gives a clear, digital readout of battery voltage. Better still, it can be switched to display amps flowing from the batteries. This took the guesswork out of estimating the amps consumed by different systems on the boat.



## Electronics

### B&G Triton System

Before the 2016 season, we bought a B&G Triton system to replace the Ockam system on the boat. This system worked reasonably well, but had the speed and depth combined in one transducer (their DST800), with the paddlewheel slightly off center. I didn't think this would matter, but it did – we were getting different speed readings on each tack.

For 2017 I installed a new housing and dedicated speed paddlewheel (an ST850PV-N2), and a separate depth transducer (a P79-235-N2) that reads through the hull (as long as there's no core). This setup was a good improvement.

We have three mast displays, and this allows us to show heading, boat speed, apparent wind angle, and true wind speed on the top 2 displays, and then use the bottom display for smaller readouts of speed over ground, course over ground, true wind direction, and depth. We've learned that the true wind direction reading is often off when sailing upwind, but works well downwind – it's very helpful when picking shifts to jibe on with the asymmetrical spinnakers.



### Chartplotter

Our GPS is a Raymarine A65 on a swing arm. It can be positioned to be read from the cockpit, or used in the cabin. It's small, but works well, and displays AIS information as well as everything else.



### AIS

We installed a Raymarine AIS650 with an AIS100 antenna splitter unit before the 2017 season. The splitter allows the AIS to use the same masthead antenna as the VHF radio.



### VHF Radio

The radio is a Raymarine Ray55 with DSC. It has a masthead antenna, and a second coax cable that runs aft to the stern pulpit. The stern pulpit has a bracket with a connector for a spare antenna. (This is for Bermuda 1-2 rules in case the mast comes down.)



### Tiller Pilot

We have a Raymarine X-5GP tiller pilot. It is the version of the X-5 that is rated for boats up to about 16,500 lb. It has a Gyro, and is a big step up from the ST4000GP that I had on a previous boat. That one had never been able to steer well in waves, but this one is pretty impressive. With the Triton system installed, and its NMEA 2000 network, we were finally able to sail with the Autohelm on apparent wind or true wind. This is a must for keeping the boat going fast, especially if you need to get some rest.



In fact, it's so fast that it's tough to hand-steer faster than "Auto" can drive. By keeping the sails at a constant angle of attack, it just finds another .1 to .2 knots, and it never loses focus or nods off.

The control box for the autohelm is on the forward face of the cockpit. This is perfect for maneuvers, and works well on either tack. Originally, it had one drawback – it was too easy to hit the "standby" button with your knee and not know it until the boat started to veer off course. The solution was to make a small cage from G-10 fiberglass that covers the buttons and protects them from errant, knobby knees like mine.

## Plumbing

In the fall of 2016, we replaced all the sanitation hoses, the Y-valve, and the marine toilet. This took a lot longer than I expected – it's much easier to run hoses when the boat is being built than when it's all assembled with the deck on. The project was a mix of boat yoga and hose wrestling, but was worth it. All of the previous sanitation smells were eliminated. Of course, the holding tank was the one thing we did not replace – but we ended up replacing that in 2018.

We also renewed all of the fresh water hoses. The jury is still out on this. We seem to be chasing a leak that I need to track down. The fresh water pump works as usual, but we're not getting good water flow.

## Safety Gear

### **Anchor, Rode**

The Danforth anchor lives in the anchor locker amidships on the starboard side. The rode is about 100 ft. long, with a length of chain.

### **Manual Bilge Pumps**

We have a manual bilge pump in the cockpit, but needed to add one belowdecks in 2017 for the Bermuda 1-2. We installed a Bosworth Guzzler 500 Hand Pump (G-08001) mounted on our main bulkhead with an intake hose going into the forward end of the bilge. The discharge hose goes outside the settee berths and the galley to port, and all the way aft to join the discharge for the cockpit-mounted manual bilge pump, and exit at the transom.

### **Fire Extinguishers**

We have 3 Kidde extinguishers, and took them to Firex on Rt. 114 in Portsmouth to be inspected/tagged for 2017. I've since learned that there is a recall of Kidde extinguishers with plastic nozzles/handles – something we need to look into.



## Misc.

### Winter Cover

Before the 2018-2019 winter, I built a cover that can be used mast-up or mast down. The frame attaches to each stanchion, and is held up by the two pulpits, and centerline supports. We used a heavy-duty tarp over this frame (no disposable shrink wrap), and it worked well all winter. The cover breaks down into a surprisingly small package.



## List of Upgrades Chronologically (other than sails)

### 2010

- Raymarine X5 Grand Prix Autopilot

### 2011

- New Garhauer stanchions and bases
- Engine exhaust riser replaced
- New forestay to replace roller furling

### 2012

- **New Hall Spars Mast** with new Uppers, Intermediates, Lowers, Backstay and LED tricolor light.
- New fuel tank from Luther's welding.
- New engine coupling, stuffing box, cutlass bearing

### 2013

- Anchor point glassed into hull for lashing to reinforce inner forestay attachment on deck.
- New inner forestay, attachment point on deck, and anchor glassed to hull.
- First of two keel jobs – to realign the trailing edge

### 2014

- Winch drums knurled and re-anodized
- Major keel job to templates.

### 2015

- New Running Rigging from Hall Rigging– main halyard, (2) spinnaker halyards, topping lift, checkstays, spinnaker guys and sheets, genoa sheets.
- Raymarine A65 Chartplotter
- Raymarine RAY55 Fixed Mount VHF with DSC

### 2016

- B&G Triton Speed, Depth, Wind, GPS system installed
- New Jefa lower rudder bearing
- Black VC Offshore painted on bottom, smoothed

### 2017

- New Raritan PH II head installed, new sanitation hoses.
- All water system hoses replaced.
- Blue Sea Digital Multimeter installed
- ST850 dedicated speed-only transducer installed
- Through-hull depth transducer installed
- Raymarine AIS 650 transceiver installed, with VHF antenna splitter
- New Thurston Canvas mainsail cover – light gray
- Bosworth Guzzler 500 hand pump installed on main bulkhead
- Spartite poured at mast collar
- Full engine check/service by Oldport Marine
- New 125 amp alternator with Balmar max charge regulator installed

### 2018

- **Hall Autoclave-cured Carbon Retractable Sprit** installed
- New Nauta flexible holding tank

**2019**

- New metal frame fabricated for winter storage cover using heavy-duty tarp.
- Two deck core areas replaced
- New cabin sole with MarineLam laminate surface
- Hull interior surfaces repainted – main cabin and quarterberths
- Lead-Acid batteries replaced with (2) Group 27 AGM Dual-Purpose Batteries

**More Information**

Please feel free to contact me for more specifics on the various areas above. I think we've made some key improvements to the boat, but there's more that can be done to keep making it even better. Thanks for reading through this!

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