Southern Cross Newsletter

Issue 90  October 2014

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Southern Cross Owners Association - SCOA

www.southerncross-boats.org

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Southern Cross Owners Association (SCOA)

7/31/2014

Congratulations to Thomas Trump for completing his Transatlantic! Landed in Falmouth England

Welcome to our new site.

There are two types of access to this site, both require joining to participate in the forums but otherwise you more than welcome to browse any of the information about SCOA and the Southern Cross Yachts.

1) Open Community - Forum Only: There is no cost and then you can use the general Forum to discuss boats and gear with Owners and non owners alike.

2) SCOA Members - They have access to Member-Member Forums, Membership Directory, Newsletter and other postings for members only ($35/year). Other benefits include access to past newsletters (over 85 newsletters, access to member/boat directory and other information only available to members). It’s the least expensive, most valuable boating investment you can make.

If you are not SCOA members, please join by selecting the “Join SCOA” link. This will kick off a will need to submit your annual dues via mail (we don’t have an online payment at this time) you will receive your dues, you will be active and have access to the member only site. Forums, site directory and more.

Member Scuttlebutt

SCOA Member Directory

Alerion’s Delamination and Repair

Restoration of Grace

Cruising Locations:
Penobscot Bay: The Fox Island and Adjacent Islands
Winthrop Mass; Crystal Cove and Boston Harbor

SCOA Store

New SCOA Member Website Launched in 2014

Check it out …update your profile, send emails, join forums, introduce yourself, Help Others by being an Ambassador, Post Picture Allalbums for others to learn and share.

"Oceans Apart from the Rest” Southern Cross Yachts 39’, 35’, 31’& 28’
Dear SCOA Members,

I hope you enjoy Issue 90 of Southern Cross and had a great summer sailing season. Time has flown by and I can’t believe its fall and the boat is being hauled for the season here in New England.

This year both our girls competed in the North American Irish Dance competition. Kiera was 26th and Kaleigh 70th in North America and we are very proud. The competition was in Montreal and my son Will and I drove up to watch which means we didn’t sail over the 4th of July but had fun visiting the city in between Dance competitions. Will then went off to Boy Scout summer camp and I joined later in the week Assistant Scout Master for his troop of 50 scouts. The good news is I’ve been camping out a lot but the not so good news is I’ve notailing as much as I would like. Kiera joined this year’s freshman class at Merrimack College and I’m still helping out as a board member of the Sea Education Association (www.sea.edu). I had the chance to sail in Spain on board SEA’s SV Cramer of S.E.A but was unable to because of work commitments. Another of life’s choices. Our Southern Cross, MoonCusser, is in good shape and I did manage some new projects this year. MoonCusser is watched over by Captain Ed Casazza who runs his sailing program out of Newburyport. He has started sailing south and hope to hear more from him soon.

Most of my SCOA energy this year has gone into transitioning from our older, legacy web site which just posted information to a new member web site that has a lot of new features for members. This new site, based on membership software from Apricot Software, is designed from the bottom up to manage members, provide profiles, enable forums for collaboration, and provide an on-line directory and a place for the newsletter and other information all with a little more cost over our existing site and the replacing the Constant Contact site. Other sailing & yacht club groups like the Westsail owners association & Centerboard Yacht Club recommended it. I also had help from members Joe LeBlanc, Ed Casazza and Ed Mustia on the site selection and I think this has been a very positive step for SCOA.

A lot of effort has gone into the initial set up and membership management, clean up to make sure we have the right information to start. In the old days, we used to rely on a printed member application form and submitting it to the secretary treasurer for processing. Now, this new site has on-line member application form which sends a request upon completion. We also had to clean up the member list and contact members who’s membership had lapsed or we just lost contact. We wanted to start the new site with an accurate member list showing active/current members and not just carry over the old lists. Kudos to Deb Duggan, Secretary Treasurer, who contacted and collect dues and weed out the list for members who have sold or moved on. This effort took a few months on her behalf so we could sync up the effort for the web.

All this means this site is now more accurate for members and we have more information on members & boats (a rich profile of information and boat info, including past history if you want to post it). This means it’s easier to join, easier to stay connected and the information is more accurate. Sounds good to me but we need you to log in, set up your profile, send a message, post a note. Check it out. Here is what you can do:

1) Set up their Member & Boat profile – pictures, current location and status of your boat
2) Connect with members – emails and use the Directory
3) Share - Post information & pictures
4) Learn – interact with members about projects, sailing or cruising. Obtain a current member directory – by name, state etc.
This new site makes it easier to find and stay in contact with other SCOA members and is more accurate. However, to make this effective does require your help. If you have not done so,

1) Please go to the web site: www.southerncross-boats.com and logon using your username and password – At this time it’s one userid/password per member unit. If you forgot please let me know and I will get you connected.

2) The click View profile

3) Click Edit Profile

4) Check and updates, names, addresses, boat names, telephone numbers, web site, facebook page, Radio Call sign, member bio.

5) Add your photo

6) Check and update boat information; type length, sail and hull number, hull color, hull ID number, rig type, location…

7) Do you want to be a SCOA Greeter?

   Please include as much information as you want to share with other club members. Remember, you have to be a member of SCOA to browse this information.

Privacy Settings
If you do not wish to share information, click Privacy settings and set up the profile If you do not want to share any and all the information.

Login Today
This is your member site and it’s a great way to connect and stay connected to other members. Try logging in today and updating your profile and connect to other members.

What Happened to the On-line Constant Contact email news?
Late last year (2013) we started using Constant Contact as a way to improve member communication. I started a couple digital emails and Captain Ed stepped up. Since then this capability was replaced with the new web site and we need to get this going again. Constant contact was good but cost money for the same features we had with the new site. I hope we can relaunch this in 2015 with some additional help.
HELP Wanted; Editor(s)
Editors: Like to write or edit or write? The newsletter needs editors to stay current and new. I would be happy to transition the newsletter to new members if you have a desire and interest to edit, publish and distribute 3 newsletters each year. Even if you don’t want to do everything, a couple more people would be great to help collect & edit information for the newsletter. Please contact me (wjduggan2000@hotmail.com or Commodore Nancy DeSisto Nancy DeSisto nmdesisto@gmail.com for more information.

Help Wanted Web Captain
Member Ed Mustra (former SC31 owner and current SC39 owner) has volunteered to step in next year to manage the SCOA web site. Ed has experience running the same software for his yacht club and is aware of the many features that are available will be a big help in getting us all to use it more. Ed could always use some more help so please contact Commodore Nancy DeSisto Nancy DeSisto nmdesisto@gmail.com for more information or Ed directly - Edmustra@aol.com

Issue 91
I’ll be sending out a request for articles, news, tid bits via email in November. If you have any project or sailing, cruising notes please send them. This is your newsletter and we need your help.

Members Web Site: Passwords and User ID’s
In case you forgot the user id/password, email the Secretary Treasurer and she will provide you the details. Deborah_Duggan@hotmail.com
www.southerncrossboats.com

Announcing SCOA 2015 Annual Meeting
Save the date and stay tuned for more information & sign up details.

When: Friday February 7 – Saturday February 8th 2015 – Place – Rhode Island TBD

Commodore Nancy DeSisto Nancy DeSisto nmdesisto@gmail.com for more information.
Membership – It’s everyone’s job

Dear SCOA members. Over the years our membership has waxed and waned, ebbed and flowed. Today, we have over 80 paid members which is great but with almost 300 boats built, there are more owners that could benefit from being a SCOA member. Benefits? Here’s the benefits in a nutshell:

Access and collaboration with other Southern Cross Owners – emails, forums, member directory

Newsletters that contain information about boat improvement & maintenance projects large and small, sailing, anchoring and handling characteristics & techniques, way to enjoy your time on the water safely and of course, news and updates from members experience cruising and projects (some that work and others that almost work!).

Access to 85 back issues of the newsletter spanning over 35 years of updates, improvements and cruising stories

Access to Gillmer’s & members scaled drawing packages, construction, sail plans and equipment layout, deck layout, wiring diagrams, bulkhead, interior furniture, tanks, engine beds, plumbing diagrams and hull laminates, chainplate details, portlight locations, table plans and more

Access to Boatbuilders manual produced by Wm Standard for CE Ryder

Access to Member Only Section of Web containing Members only forum, SCOA Greeters (helpers with local knowledge, skills and assistance). SCOA annual meeting presentations from outside speakers to help with care and updating our boats.

Here’s what you can do:
If you are sailing or just in a boat yard this year and see a Southern Cross, first check to see if they are members. Row, sail, drive, swim over to the boat and check out the name. Then use your smart phone to point to www.southerncross-boats.com

2) Login and go to the member section, member directory, and either scroll through all members or 3) Click on search and enter the boat name. If its not listed they are not members and maybe do not know about SCOA. So they need our help.
4) Row, sail, swim over to the boat and member and leave them a copy of the newsletter or note about how to join SCOA and where to get more information.

A Special thanks to:
Members Benoit Fleury, Bob Rice, Randy Harris, Bob Hassell, Ed Casazza & Debbie Duggan for their article contributions to the newsletter and notes taken during the annual meeting. Thanks to Terry Mason who shared 12 new drawings (blueprints) of his SC35. Terry sent me the drawings and we are in the process of scanning them to be added to the SCOA database. Thanks to Hudgen LeBlanc who responded to the request for help on the web site as we continue to work on new features.
Welcome SCOA New Members

There are many fellow owners here ready to lend a hand, answer a question or share information about their pboats, project or cruising. Just ask away by posting a response or

Karl Topfer Please welcome new Karl Topfer who sails SC 28 Relish out of New London CT

Mike & Karen Lee Please welcome Mike & Karen from Silver Creek Washington. They are in search of a Southern Cross.

Tommy Monnier: Please welcome new member Tommy Monnier from British Columbia!

Jim and Debbie Doyle: Please welcome new members Jim and Debbie Doyle from Apollo Beach Florida, who sail SC31-67 Sara, a factory finished boat and starting a major restoration.

Frank Fitzgibbon: Please welcome Frank from Myrtleville, Cork, Ireland. Frank is a Member RCYC, the oldest yacht club in the world. Frank completed and round the world voyage from 1995 to 1997 and sails a SC39, Tango. Tango is currently in Valencia Spain and will be moved to Portugal and then back to Ireland.

Marcelo Gentinetta: Please welcome Marcelo from Harahan, LA who purchased SC28-51 formally Princess Kiola, now called Gaviota

Brett Miller: Please welcome Brett from Inverness, GA, who sails SC28-4 Will O’ The Wisp as a cutter and plans to sail Tomakes Bay to SF, West Coast (Mexico?)

Andrew & Anna Orr: Please welcome Andrew and Anna from Brunswick GA who sail SC31-88 called Attitude

Arthur Ryder: Please welcome Author from Walnut Creek CA who sail SC28-66 Sea-C and has a hailing port of Chebeague Island

David & Kelly Severns: Please welcome David and Kelly from Old Hickory, TN who sail SC39-03 Silver Chain

Theresa Sibley Please welcome Theresa from Clearwater Florida, who has been living on the Gulf Coast of Florida since childhood and sailing with parents and family for years. Rekindled the love of and desire to cruise several years ago! Now fortunate to now own a SC 31 named Aurora.

Bob Wright: Please welcome Bob from Marlboro Vermont who sails SC28 Panta Rei out of Pemequid Maine.
Fair Winds To Past Members
To past members Greg Beyer, Clay Early, and Dave Moezelear. Roy and Delia Thomas, Jerry and Nancy Goedkim, Tom Morrissey who have either sold, in the process of selling or not been able to reach to renew their SCOA membership (if we are wrong please let us know)!

From past member Nick Argent to Nova Scotia
Thanks for your note and the newsletters. I had sold my SC 31 "Spinnigan" back in 2012. On selling "Spinnigan", we purchased a Pearson 365 and spent this past winter cruising Florida and the Bahamas. "Shadow" is now on the hard at Green Cove Springs, Fl. We arrived back in Cape Breton May 24. I hope you have a great sailing season.
Regards, Nick

SCOA Rendezvous 2014 Narragansett Bay

SCOA gathering at the Quonsett Davisville Navy Yacht Club in Allen Harbor. Allen Harbor is a lovely, protected harbor just northwest of Jamestown with easy access to Newport and most of the sailing destinations in Narragansett Bay.

Thanks to former SCOA Commodore Jack Walsh, we were able to reserve the dates of July 12-13 at the Quonsett Davisville Navy Yacht Club.

Slip space available and some space in an anchorage area. The club has complete facilities including a full kitchen and dining area. There are also walking trails and beach areas available to us. We will have our own dinner on Saturday evening at the club. On Sunday morning, the yacht club puts on a terrific breakfast at very reasonable cost. And for those driving in, there is plenty of parking space.

Editors Note: The following is from Commodore Nancy and hope to get more info and some pictures posted on the web “We had a wonderful rendezvous this summer. Thanks to all who made such an effort”.

How To Use the SCOA Web Site – Logon and Profile Set Up

I hope everyone has tried to log on using their email address they provided Debbie (Secretary / Treasurer – Deborah Duggan@hotmail.com) If not, now is the time to try it! Logon and then go and set up your profile with all the information you want to share for other members. Include pictures of you and the boat and even albums. If you want to help other members sign up to be a SCOA greeter. In your profile you can specify if you want electronic only copy of the newsletter and also lots of places to include information about you and the boat for other members. Don’t delay, login and check it out.

SCOA Web Site –Member Directory & Contacting members

We set up your profile with the briefest of information we had on hand but you can complete and customize the rest. Once you have done this now you can search for other members. Go to the Members Only section, SCOA Member Directory, search on a member name, boat name, or hull
number and you will get results. Click on the link and you will get all the information you set up to share with others. You can even go to Advanced Search and search for a specific boat type, length, hull number. You can even print it using the print button.

Contacting members is easy. One way is from the directory and then click on their name and hit “SEND MESSAGE” to send an email.

Another way is to go to the SCOA Member Only Section, SCOA Community Member, and chose a topic to read or post a “hello” to other members, ask questions etc. This is for member to member communication and available to all SCOA members.

**SCOA Ambassadors**

These kind members have offered to help others looking to purchase a Southern Cross or have some questions about the boat, sailing characteristics, design or construction just ask a SCOA Ambassador. These SCOA members have volunteered to help answer questions. You can contact them through the Community, Open forum or through email. Either way, these folks may be able to help you. Are you a SCOA member and want to be an ambassador? Just contact the web captain, Bill Duggan at [wjduggan2000@hotmail.com](mailto:wjduggan2000@hotmail.com) to sign up.

**Southern Cross 28**

**Joe LeBlanc** - [hudgenleblanc@gmail.com](mailto:hudgenleblanc@gmail.com)  SCOA member Joe has offered to help and has experience with a thorough refit of his SC 28

**Southern Cross 31**

**Michael DeSisto** - [outcomes1@gmail.com](mailto:outcomes1@gmail.com)  Past SCOA Commodore & married to the current Commodore, owner of SC31 Aileron, past Boothbay Harbor Master is always willing to help members.

**Terry Sibley** - [Cutter.aurora@gmail.com](mailto:Cutter.aurora@gmail.com)  New owner of a SC31 Aurora say "I love my boat and would love to have the opportunity to help others connect with this great big little boat !"

**Daniel Seefahrt** [danseefit@yahoo.com](mailto:danseefit@yahoo.com)  Past SCOA Commodore & owner of SC31 Islandia who sails out of Rockland Maine

**Southern Cross 35**

**Tom N. Trump** - [thomasntrump@yahoo.com](mailto:thomasntrump@yahoo.com)  Tom is preparing for a transatlantic trip the summer of 2014 aboard SC 35 CapeDoctor

**Southern Cross 39**

**Ed Mustra** - [edmustra@aol.com](mailto:edmustra@aol.com)  Ed has owned a SC31 & currently a SC39

**Dave Severns** - [dave.severns@gmail.com](mailto:dave.severns@gmail.com)  "I have an SC39, which we purchased from a gent who built her while an employee at C.E. Ryder. As such, we've become a bit knowledgeable about the '39, it's construction and performance."

**Phil & Sarah Sayre** - [pssayre@gmail.com](mailto:pssayre@gmail.com)  SC39-11 - "Happy to be a Southern Cross ambassador. We have SC 39 number 11, named Spartina"

**Tim and Pam Fisher** - [queridagrande@atlanticbb.net](mailto:queridagrande@atlanticbb.net)  SC39 with transatlantic sailing experience have offered to help answer any questions!

**Community Forum and SCOA Member Group Facilitator:** Dave Severns
Using the Web Site: Member Definitions and Policies

Membership Units – One or more individuals make up one membership unit as defined in by-laws. One Membership pays dues, has one email user id and receives one copy of either printed or electronic newsletter. This type of membership typically covers families, family units, partnerships or any social union. There is no requirement to own a boat. But one membership, one email/logon, one newsletter printed.

Member Unit Names and Profiles – As defined by member unit at application time and can be edited by member on the web site

Active Member – Listed in the database as active. Entitled to use the online members only section and receives newsletters, emails from SCOA. Some are Southern Cross Owners some may not be (not required)

Pending Member – parties that have applied for membership. They have completed the online form and membership is pending receipt of payment for current dues. They do not receive newsletters, emails nor have access to member only section until payment and conversion to Active Membership

Grace Period – period of time in which an active member receives benefits as an active member but has not paid current dues. This grace period has floated over the years from years to months. Currently the policy is approx 3 or 4 months to provide enough contact time with the members, some of whom are sailing, to determine if they want to continue membership in SCOA

Renewal Period - Membership years begins January 1 through December 31.

Lapsed Members – active members who transition to lapsed, either through non voluntary resignation due to lack of due payment after a grace period or through voluntary resignation.

No Membership Required – Web Browsing – anyone with a web browser can point to SCOA and look at For Sale, The Boats, Events, About SCOA

Member Levels – Determined when joining and set access to certain features explained here:

Forum / Open Community – Register name and need approval by SCOA Administrator for access. Provide ability to post questions, create topics, and respond to discussions in the Open Community Forum.

SCOA Member – Register name, send payment for yearly dues ($25) and need approval by SCOA Administrator for access. Provide ability to post questions, create topics, and respond to discussions in the Open Community Forum & Member-Member Forum. Include Member only section of the last three newsletters for download (1 years’ worth of Newsletters). Plus additional information from meetings and on line directory.

Copyright and Electronic Distribution Policy

Content of the Newsletters and Web Site are governed under copyright laws and every intention is made to honor the author’s intent. As such, SCOA members are prohibited to making copies, electronic or otherwise of all SCOA material, unless they obtain the written permission of the author.
SCOA Web Frequently Asked Questions

Website Member-Member Communications
Have a message or a topic you want information about? Go to the SCOA Member Community on the website and post your question. Here is what is there:

SCOA Member Community
SCOA Member Community. This community reaches SCOA Members only and is not viewable for the public nor Open Community or registered visitors. Your picture from your profile will be displayed which can be updated on your profile.

Create a topic, Edit, Read, update...post away for your benefit.

Want to ask a member directly?
Go to the online directory, pick their name and select Send Message

Have an event you want to invite Members?
There are a couple ways to do this. First

Have an event, want to host a rendezvous or send all SCOA an email?
Just type what you want and send it to the WebCaptain. The feature to send bulk emails exists, the permission and set up/configuration is currently can only be done by an administrator. There are more expensive packages that can be purchased to do this but its beyond our budget.

Other ways to communicate:
SCOA has a facebook page and also we host a Flikr site for additional photos.
Member Scuttlebutt

From Pops and Rose – SCOA Life Members (April 2014)

I don't know how you guys do it. You and Deb sure have kept both the Newsletter and SCOA alive. I really enjoy reading and seeing new ideas along with old tricks showing up plus the turning over of boats to new owners. Our SC 31 # 3 came out of Ryders yard in 1975. That's almost 40 years ago. We towed it home on a custom built trailer and launched her the following year.

I still have an old 1975 SC critique review article by Robert Perry later the renown double ender boat designer of Tayana's and Valiant 40's, which I am attaching to this e-mail. Maybe something to add to the archives. His comments about the SC 31’s lack of sail area brings back my experience of sitting with famous aged sail maker Colin Ratsey at Yardarm Sails, who immediately seeing the sail plan layed down a sheet of tracing paper over it and penciled in a longer bowsprit and taller mast. His comment was "you can always take sail off or reef but you can't add any on".

Rose and I are holding our own. It's my birthday today. Completed my 86th year and doing well. Beavertail Lighthouse gets all of my attention here in Jamestown. We are just completing a major museum expansion with lots of touch screen technology covering interesting segments of information a sailor loves including shipwrecks, AIS vessel tracking, vessel piloting and of course lighthouse history.

For the past few years we have been wintering in Vero Beach Fl and involved in building wooden Optimist dinghies with kids and families. Our organization, "Youth Sailing Foundation" now has a fleet of thirty plus wood dinghies, eight 420's for the older kids and four Trinka 12 footers for our new adult sailing program. We are located right on the ICW Indian River Lagoon so we get to see t Thought members would like to see this! (Editor’s Note…continued below).

Southern Cross October 1975 By Robert H. Perry Boats and Gear

Gillmer 31-foot cutter

Thomas Gillmer has been one of my favorite designers for years, and it is with pleasure that I review this handsome design from his board. Let me add that Mr. Gillmer was considerate enough to include a set of the lines with the design package I received. This will make an evaluation of the design much easier, as I will not have to speculate on the hull form. Publishing the lines of yachts is common practice in Europe, but, with an eye to protecting their work, most American designers guard the lines closely. The first thing that impresses me with this design is the overall good looks of the yacht. I can not think of a Gillmer design that I thought was ugly. Southern Cross is certainly a beautiful design. There is a careful balance in the sheer and the overhangs which makes it look very “right.”

Most readers will recognize the type as from the Colin Archer genre, but there are certain distinct refinements from the classic model. Giving the yacht a tight turn at the bilges, Gillmer has given the
yacht good initial stability and much flatter and easier buttocks than the true Colin Archer type. There is also more buoyancy in the ends of the yacht to ensure a dry ride and plenty of reserve stability as the yacht heels. The flatter buttocks will make the yacht faster and reduce the tendency the Colin Archer type has to hobbyhorse. The Southern Cross should be an able performer and an excellent sea boat. The large outboard rudder will give good maneuverability and help offset the resistance of the deep fore foot in turning. The quite full keel sections allow the designer to place the ballast and fresh water tank very low, again resulting in an increase in stability. I suppose if I were asked to find a feature of the lines I did not care for, I would take exception to the deep fore foot I would like to see this slightly cut away. But, that would be “nitpicking;” I really like the design. The interior is quite standard with the exception of a rather nice forward stateroom arrangement. I would prefer to see some sort of wet gear locker handy to the companionway. The main settee berths are 6’6” long as are the forward berths. This is a feature sighted by some designers. The berths also seem quite wide. I can not scale them, but they appear to be about 30 inches wide. This is indeed a comfortable size. There is 6’2” headroom throughout. All the interior wood is Bruynzeel, the best you can buy, and Honduras mahogany. It is oil finished. The ice box is huge at 12 square feet; this is unusual in a yacht of this size. The standard stove is a gimbaled two burner Shipmate. Hull construction is hand laid up fiberglass with a molded in stem and sternpost. This will give the vessel a traditional look. The hull laminate has a half inch Airex foam core. This is an expensive detail, but the end result is a very stiff hull with good insulative qualities. The lead ballast is bonded inside the hull and is 4,100 pounds lead. The sail plan shows a nicely balanced cutter rig. This is my “pet” rig, although I must admit the overriding quality of the cutter, which endears me to it, is purely aesthetic. Of course, it balances better than most sloops and does offer more options in sail reduction, but I like its looks. Gillmer’s rig is a little short, by my standards, and results in a sail area to displacement ratio of 12.57. In light of Southern Cross’ displacement to length ratio of 388, which is rather high, I would like to see a sail area to displacement ratio closer to 16. The rig as designed may be fine for ocean passages, but for coastal cruising in most areas I think a large genoa should be carried. Even adamant bowsprit haters will probably find no fault in the short platform which serves as a bowsprit. In this case you can consider the sprit as almost additional deck space. One feature of the cutter, which is often overlooked, is its ability to be very close-winded. Consider this, a large genoa needs to be sheeted outside the upper shrouds and results in a wide sheeting angle, not at all suitable for close windward work. But the yankee jib on a cutter can be sheeted inside the upper shrouds. This gives a reasonable sheeting angle without resorting to inboard chainplates. Auxiliary power is a Westerbeke Pilot 20. There is a 70 gallon fresh water tank. I do not know the fuel capacity. Reading over the list of standard features, I am impressed with the complete state of the standard boat, considering the attractive price quoted. Standard features include: bronze opening ports, almost all the required deck gear, reefing gear, sheets, main and working jib and self contained marine toilet. The Southern Cross is a beautiful addition to the growing fleet of series built double enders. For more information write C.E. Ryder Corp., Dept. SG, 47 Gooding Ave., Bristol, R.I. 02809. LOA 31’ LWL 25’ Beam 9’6” Draft 4’7” Displacement 13,600 lbs. Ballast 4,100 lbs.

More Scuttlebutt from Members

From Frederick & Ursula Peterson  sypatientlady@gmail.com
Hello Debbie, I will work up something about the 2011 Chicago-Mackinaw Race. It was quite an experience. Incidentally, in the June 2011 issue of Cruising World I had a short article about the 2010 race. In it I mentioned that Kiriakula was a Southern Cross 31. All the best, Fred

Restoration of Grace

http://www.youtube.com/watch?v=fZmtVCo5t8s

The restoration and sailing of Grace, a 1979 Southern Cross 31 sailboat
Sailing across the Gulf of Mexico from Sabine pass Texas, and cruising the Flamingo Coast.

2014 Annual Meeting Minutes
Prepared by SCOA Secretary Debbie Duggan

Attendees – Nancy DeSisto, Michael DeSisto, Dan Seefahrt, Bill Duggan, Debbie Duggan, Ed Casazza, Stuart Cody, Hooper Brooks, Naomi Rappaport, Kevin Brown, Carol Bliven, Jack Walsh, Marie, Sabin Peterson.

Meeting called to order at 3:35. Meetings from last year’s meeting were read and a motion to accept the minutes was made by Bill Duggan and seconded by Michael DeSisto.

Secretary/Treasurer’s Report – the 2014 budget was presented by Debbie Duggan. A motion to approve the budget was made by Bill Duggan and seconded by Naomi Rappaport. We currently have 83 members in 2013 of which we had received dues from 50. Bills for 2013 and 2014 dues were sent out with the December newsletter and Treasurer will continue to collect past due dues. Of the 83 members, 26 have been members for 12 or more years. At this time we got 3 new members in 2013 and one new member in 2014. Eleven members were taken off the current members list because of unpaid dues and an additional 7 members were taken off who have sold their boats or in the process of selling. We have 33 members who have been SCOA member for 12 years or more. It was noted that the former commodore had made contact with any new members that joined the discussion group in an attempt to get them to join SCOA. A motion was made by Bill Duggan and seconded by Stuart Cody to accept the Secretary/Treasurer’s report.

Newsletters Editors Report
Issues 86, 87 & 88 were published in 2013. Issue 88 was Bill Duggan’s 50th newsletter in his 20 years of being the Newsletter Editor-Bill Duggan; many thanks were given to him. Several members have contributed to the newsletters and deserve thanks and they are Benoit Fleury, Bob Rice, Bob Hassell, Ed Casazza, and Terry Mason. A thank you went out to Terry Mason for providing SCOA with new SC35 drawings. Also a reminder was made that SCOA material written by members for members via the newsletter and web are copyrighted and cannot be copied without permission from the author. Items for sale can be posted on the website and the newsletter for current members. If a former member wishes to post a boat for sale, they must join SCOA and that membership will be transferred to new owners. Bill started to send monthly emails via Constant Contact in an attempt to
get more participation and get information out. A motion was made by Hooper Brooks and seconded by Stuart Cody to accept the Newsletter Editor’s report.

Web Captain’s Report
A new website was discussed and demo’ed. Members were asked for feedback. - Bill to complete. A motion was made by Carol Bliven and seconded by Jack Walsh to accept the Web Captain’s report.

OLD BUSINESS
Thanks to Nancy DeSisto for her service as Commodore. Thanks to Sabin Peterson for doing a survey to members about the Annual Meeting. Thanks to Nancy and Michael DeSisto for hosting the summer rendezvous 2013. Thank you!

NEW BUSINESS OFFICERS

1. Motions on 2014 Officers - Individual motions were made for each of the officers listed below. There were two nominations for Secretary/Treasurer, Debbie Duggan and Naomi Rappaport. After discussion, Naomi withdrew her nomination. Each motion for the individual to hold the office listed was made, seconded and unanimously approved.
   a. Commodore – Nancy Desisto
   b. Vice Commodore – Carol Bliven
   c. Secretary/Treasurer – Debbie Duggan
   d. Newsletter Co-editor – Bill Duggan
   e. Web Captain – Bill Duggan

2. Discussion of Survey done by Sabin Peterson – a survey was emailed to the membership a prior to the 2014 Annual Meeting to discuss aspects of the Annual Meeting. 16 members responded to the survey and a request was made to have Sabin write up a synopsis of the survey to publish in the newsletter.

3. A proposal was made to get the agenda of the annual meeting published 6 months prior to the meeting and to ask the membership what they would like to hear about at the meeting. Also it was discussed that the round table format is difficult for this meeting as it can go on for too long and difficult to moderate so that all member are heard.

4. A proposal was made to ask former members Jim and Barb McConn to come a talk about their 4 year circumnavigation on their SC 31. Would SCOA be willing to fund their travel to the meeting (or some portion of) from California? The club has funded travel costs for major contributors to our meeting, most notably was Donna Lange in 2009. This was tabled.

5. A proposal was made by Bill Duggan about the need for a committee to increase membership. The committee would recruit to grow the membership and to help with past member management. Also to monitor the discussion group when new SCOA members join that group to give them the information on joining SCOA. Naomi Rappaport accepted this position and Sabin Peterson be her Co-Chair. A motion was made by Carol Bliven and seconded by Hooper Brooks to accept the newly formed Membership Committee.

Rendezvous – Carol Bliven will work on the rendezvous for 2014 in Narragansett Bay in July.

Meeting closed at 6:00 – Jack Walsh moved that the 2014 Annual Meeting be adjourned, seconded and approved.
**Secretary / Treasurers Report 2014**

The Due line below in the years prior to 2014 included all due revenue (current/past and in some cases future – pay 2 years). This made it difficult if not impossible to determine how many paid member we had easily. To fix that, a new line has been added for 2014 which indicates dues from past year. Next year and going forward it will be easier to get the member numbers from current dues and also to check directly in the new member web site. The current $1538 represents 62 paid members and there were 13 members from 2013 who paid in advance for a total of 75. Please contact me if you have any questions (Deborah_Duggan@hotmail.com) . We could always add new members and glad to say we have 12 new ones since the start of the year !

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Current paid active members 75

*New member so far in 2014* 12

Current members non paying 4

*new members included in current paid active members*
SC31 Aileron’s Hull Delamination

Editors Note: This is from SCOA past Commodore Michael DeSisto
Here are some pics of Aileron's delamination in the same location as your repair (Duggan 2013). I was wondering if you thought of putting a plug flush with the bottom in that location. Hope all is well with you.
I will be fixing soon and installing a drain plug.

Editor’s Note;
This hull repair is almost the same as in SC31-107 MoonCusser from June-July 2013. Stress fracture and hull voids which ran about 2 feet from the stern forward to near the ballast area. In fact, almost exactly where the travel lifts picks up the boat and where it sits on a trailer for short transport. This was discovered by noting water coming from the hull. After drilling and peeling the laminate away to get to solid glass and allowing time to dry was the repair ready. The length of the voids on MoonCusser were about 2-3 feet, almost identical to the area shown above. The repair was made with epoxy and is now stronger than the original hull and sufficiently faired into the hull. You would never knew there was a any issues. I also try to put larger plywood pads down to spread point loads while hauling which. I suspect this was going on for several years before becoming a problem.

Princess Kalola
Our journey began years prior to purchasing Princess Kalola. Jodi and I stood on a San Francisco dock dreaming of the day we could sail together, each of us had sailed before, not a lot but enough to know we loved it. Fifteen years after we had gone our separate ways; we found each other again, married and started the search for our dream sailboat.

We started reading books and talking to people about every sailboat we saw. We even took several sailing courses together. They were so much fun, staying and sailing on different sailboats every day. We learned a lot about what we liked, didn't like and how each sailboat handled. After reading both the Pat Henry and Donna Lange stories, we knew we wanted a double ender. We saw so many advantages to this, especially with heavy following seas. Now our real search began . . .

Of all the double ended sailboats we studied, our decision was the Southern Cross. Even though we never sailed one, our decision was made based mainly on reputation and proven sea worthiness. We lived on the west coast and finding a Southern Cross in year 2000 as near impossible but we kept looking. A year later a 1981 Southern Cross 28’, hull #51 was for sale in Los Angeles. YEA, we finally found one seriously enough to look at! We immediately contacted the owner and a few days later we were making the 7 hour trip. The day we arrived in LA was a disaster; I came down with an ear infection and completely lost my equilibrium. I could barely walk but because we were there, Jodi decided to take a test sail with the owner. After all this time and effort, I felt really bad – what a time to get sick . . .

Anyway, Jodi sailed and took lots of pictures then we returned home to discuss our dream. Princess Kalola wasn’t in the best shape, Jodi called it a 1964 Bug, because it reminded her of the four years it took me to restore one: Princess Kalola required a lot of work, but she was dry and sound and because these sailboats don’t come up for sale every day, we decided to return to LA and discuss a sale. The next weekend when we arrived, Jodi and the owner motored the boat to the boat yard for inspection of the hull. During inspection a problem was found with the rudder. The boat yard said they could have it repaired in a week so we made the purchase. HORRAY! We finally found our dream and she’s all ours!

Next, we started calling transport companies for pricing and availability and finally found a trucker that had an empty trailer returning to Washington State. We made a sweet deal so back to LA we drove to finalize the sale and load Princess Kalola for her journey to Monterey Bay.

We felt a good deal was made with the owner and loading started right away. Princess Kalola was on the way to her new home.

Within days of arriving in Monterey Bay, Princess Kalola was sailing the Bay and having fun but it wasn’t too long before we started planning the work of a slow refit.
First, the Universal 11hp engine and Hurth V-drive transmission was very tired and starting to give us trouble so we replaced it with a Beta 16hp and new V-drive transmission. The old transmission was a left hand drive but for the new replacement, we went with a right hand drive unit.

Once we started this project, it grew fast. We also changed the control panel, shift linkage, prop shaft, prop, waterlock muffler and shifter. The shift linkage and control panel was easy but the company that sold us the engine said we had to match the prop to the new rotation, boat weight and engine rpm's. They had a computer program which figured the prop diameter / pitch and we changed from a left hand to a right hand three blade prop which made a huge difference not only with forward motion but also backing up. The old prop was uncontrollable but now my wife and I reverse with more confidence!

After sailing in Monterey Bay and heading back in, we usually had heavy following seas that made it rough if you didn’t have enough power to stay with the waves. They shove you around hard enough to put even the best sailor to the rocks. With the new engine setup we are able to return in safety – it’s nice to know you have the power when you need it . . .

After finishing the engine replacement, those old seacocks caught our attention. I have a huge concern about holes below the water line. All the original seacocks were bonded together and I guess through the years and stray current in the water, the bonding wires were got so brittle that they broke easily plus all the seacocks were weeping. The cockpit seacocks were difficult to turn and one could not be closed fully so this was our next project.
The seacocks and thru-hulls were the original units from the factory so we made the decision to change everything to Marelon. There are several advantages plus I won’t need to bond everything together.

While we were changing these out, we also decided to remove the sea water foot pump seacocks and grey water pump out seacock. Make it as simple as you can is what I’ve always been told.

In total we removed 4 holes below the water line so that makes me feel better.

The original toilet and it’s complete system was removed and replaced with a self-contained unit. It flushes at the touch of a button, uses dockside pump-out and doesn’t smell at all. Granted it only holds 5 gallons of waste but it works well if you pump out often.

The next project was to replace all rigging and life lines. Yes, we also changed from cutter rigged to sloop rigged with a nice Schaefer System Jib Furler / Reefing System. The staysail can be setup by using a quick disconnect and is now a loose-footed staysail. This took a while and now that it’s done and we changed everything by running all lines aft to the cockpit.

The original sails were plenty tired and lifeless. We had Quantum Sails replace our sails with beautiful tan bark sails that really get noticed.

To give you an idea of what new fresh sails can do, we compared the before and after results on the same day. With less than a 7 knot breeze and old sails, we could barely get enough momentum (less than 1 knot) to tack – sometimes we couldn’t. Once the new sails were installed, in the same breeze we could tack and maintain 3 knots forward movement. Huge change!

Princess Kalola does handle much better with new sails and a loose-footed main. The new main attaches to the boom only at the tack and the clew leaving most of the foot free to move with the wind. I was told loose-footed sails tend to form a better shape for catching the wind since the sail can fill outward a bit more. I have to agree, she does sail easier since the change and the jib furler makes a huge difference.
My wife said it didn't look good to have all this new stuff on our sailboat and have a worn-out deck, so we spent a week renewing the nonskid and painting the deck - she looks good now. We also finished the IAS/GPS System, installed three battery banks w/charger and a power inverter. It's nice to have electricity when you need it.

For the past 13 years my wife and I were living on a ranch and sailing California, what a good life. I'm not sure if all people feel this but my wife and I feel change in the air before it happens. In April of 2013 we had to relocate from California to the Louisiana Gulf Coast. Princess Kalola had to be shipped because we didn't have time to sail her through the Panama Canal and to New Orleans. I found a long distance shipping company that specialized in sailboats and the riggers started disassembly and packing for the road. We were three weeks in front of Princess Kalola so we had to find her a home fast.

One item we hadn't thought of, sailboat insurance for the Gulf Coast. From California to Louisiana we had to multiply our yearly premium times 7! Even though Louisiana has not had a major hurricane in 8 years, the insurance for sailboats kept in the water is through the roof. Princess Kalola made it to the Gulf Coast safe and sound and loves the bayou! We were used to 3-7 foot rolling seas of the Pacific and now it's mostly flat. Storms kick-up some waves but not like the Pacific. The new buzz is adapt to change or get run over. We are trying and of course New Orleans has some of the most beautiful boating areas I have seen. Watch for the gators, they bite!

After four years of rebuilding Princess Kalola, we have a sailboat that's a joy to sail and proud to own and she gets noticed wherever we go. So, what's the next project? We purchased a new electric windless, chain, rode and anchor to install. Hopefully we can start soon but 17 degree days may push this project out some . . .

- Happy Sailing -
Joe & Jodi LeBlanc

Editors Note: Princess Kiola was sold June 2014. From Joe “Well the time has come, it's a sad day when we must give up our dream boat. A 1982 Southern Cross 28 (hull #51) is now for sale due to poor health issues. "Princess Kalola" is a factory finished boat that has spent her whole life in California and only moved to Louisiana in 2013.”

She was hauled out in April of 2013 and the bottom and nonskid were painted and the-zincs changed. The Hull is heavily built with no blisters. She has all the basic amenities; stove, ice box and hand pump water pressure. There are 2 manual and 1 12V bilge pump. She has a very protected cockpit, tiller steering with an emergency tiller. She is cutter rigged with main, jib and staysail but can be easily sailed sloop rigged. The forward ground tackle is 90' of chain with 300' of rode attached to a 35lb CQR anchor and the aft tackle is 50’ chain with 150’ rode attached to a 20lb Danforth anchor. Electronics are basic with a Ritchie compass, Garmin GPS, depth sounder and AIS. This boat has tanks for 50 gallons of water and 15 gallons of diesel fuel. The layout down below is practical & comfortable with a large Salon (new red upholstery), fold down table, and galley area. Going forward is the head, hanging locker and entrance to a large cozy V berth. If you decide to anchor out, there’s a new dingy and outboard for travel to shore.

Here’s some details of her 2013 refit (all new):

- Beta 16hp Diesel w/V-Drive transmission (right hand drive), control panel w/wiring harness, shift linkage, prop shaft, 3-blade prop, waterlock muffler and shifter
- Marelon seacocks, thru-hulls and hose
- Self-contained toilet (5 gallon tank) w/deck pump out
- All rigging (cutter rigged w/disconnect on loose-footed stay sail) and life lines w/two gates
- Schaefer System 1100 Jib Furler/Reefing System w/all lines run aft to cockpit
- Quantum Jib and UK-Halsey main Sail – full batten loose-footed main with 3 reef points (both Tan bark in color)
- Deck nonskid
- Standard Horizon GX2150 MATRIX AIS+ Fixed-Mount VHF Radio with AIS, external GPS, VHF Antenna and cable.
- Standard Horizon HX851 Floating Handheld VHF Radio with GPS
- Three battery banks w/charger
- Orion Blue Water First Aid Kit
- Acco G-4 5/16” Hi-Test Galvanized Chain 90 ft w/Yale Cordage Nylon Brait 8-Strand Rope 300’
- Echomaster 12” radar reflector
- Davis Instruments Air-Dryr dehumidifier
- Backstay Jim Buoy Straddler Series Man Overboard Pole
- ZODIAC ZOOM 230 GRY/BLU w/Mercury 4 cycle 3.5hp outboard motor
- Extended Jib track Port & Starboard 4’
- Attwood Sahara Automatic Bilge Pump
- All deck hardware re-bedded
- Bottom with Interlux 2000 barrier coat
- Mast wiring and inspection
- ORIGO 3000 Gimbaled Two Burner Alcohol Stove (non-pressurized), 7000 BTU/burners, approx. 4.5h/burner, 1 liter of water boil time is approx. 10 min, 1.2 liters fuel capacity
- Lazy Jack system
PENOBSCOT BAY; THE FOX ISLANDS THOROFARE AND ADJACENT ISLANDS: NORTH HAVEN AND VINALHAVEN

Sailing Destination

North Haven and Vinalhaven are located in the center of Penobscot bay: approximately 12 miles NE from Rockland Harbor; 9 miles east of Camden Harbor and 10.5 miles west of Stonington Harbor. North Haven has four principal anchorages and Vinalhaven over five more.

For an overnight stop with some amenities and available moorings the Fox Islands Thorofare (often misspelled “Throughfare”), which runs between the Islands of North Haven and Vinalhaven, is the best option. It is central and a good jumping-off spot for cruising Penobscot Bay. It is a busy passage with a great variety of private and commercial traffic that can be fun to watch, but a little bumpy during daytime hours.

Carvers Harbor on Vinalhaven also has amenities, but is less accessible than the Thorofare. It has maybe three rental moorings, no good anchorage, limited cruising boat services and is not especially welcoming to cruising boats, though it is an interesting place to stop.

Approximately half way through the Thorofare, approaching from the SW or the E is the town center of North Haven. This is the largest anchorage on North Haven and is serviced by Brown’s Boatyard.

The coordinates of Brown’s Boatyard are 44 degrees 49.792N and -68 degrees 54.915 W. It is just east of the ferry dock.

There is a town dock just west of the ferry landing and the North Haven Casino (e.g., yacht club) is just west of that.

Less convenient is Thayer’s Y-Knot at the anchorage at the head of nearby Southern Harbor. It is a full service yard, but not right in the town.

Perry’s Creek is a quiet and attractive anchorage about a mile SE of town, on the Vinalhaven side of the Thorofare.

There are good day anchorage/ picnic/ hiking opportunities at Burnt Island, Calderwood Island and Mullen Head Park (beach swimming for the brave). It can be reached from the Thorofare via the Little Thorofare, but be sure to consult a cruising guide about how to navigate this passage.

The north side of North Haven offers anchorages in Pulpit Harbor and Bartlett’s Cove with great views of sunset over the Camden Hills.

Great places to stop overnight on Vinalhaven’s east side include: Winter Harbor, Seal Bay, and Carver Cove (at the Eastern end of the Thorofare it is OK when the breezes are SW). On the west side are: Long Cove, Hurricane Island, Green’s Island and the White Islands.

The tides run east on the flood and west on the ebb.

Amenities at Site
Brown's is a full service yard, with moorings, shower, water, a small chandlery and fuel dock. There has been talk of creating a marina at Brown’s, but that is far off, if ever. (207 867-4621). http:www.brownsboatyard.com

There is also dock water at Thayer’s, but none available elsewhere on North Haven. I am not sure if water is easily available on Vinalhaven. Fuel is not easily available on Vinalhaven.

Thayer's also has a limited number of guest moorings in the Thorofare and in Pulpit Harbor. Call (207 867-4701)

As far as I know there are no pump-out facilities on either North Haven or Vinalhaven. There are no convenient shore side facilities for depositing trash so it is best to leave with what you bring.

Gwynpennon’s Maine mooring is on the Vinalhaven side of the Thorofare just off the town landing/dock. If Gwynpennon is in Boston or cruising, this mooring is yours for free. Just call Hooper Brooks at 914 483 7765 (cell) or 207 863 2164 (land) when I am on Vinalhaven.

Nearby Amenities

The North Haven Grocery is well stocked. You can call 207 867 2233 for a ride to shop and return to the dock.

Nebo Lodge is a short walk from the water. It has a bar and a top quality restaurant (good local food, New York prices). It also has comfortable overnight accommodation. 207-867-2007. http://www.nebolodge.com. Right in Town are H.J. Blake's and Brown's Coal Wharf. Blake’s is a good place for lunch or ice cream. It has a picnic deck and takeout. At one time there was a bar around back, but I am not sure it is still there. Brown’s Coal Wharf has simple fare and is located on the Boatyard grounds with a view of the Thorofare.

Also in town is Waterman’s Community Center where there is generally something going on during the summer evenings (movies, plays etc.). There are also two gift shops, the Eric Hopkins gallery and a library.

A bit over a mile walk from town is Ames Knob that has sweeping views of Penobscot Bay – well worth the effort. There are also 30 miles of relatively flat roads that provide outstanding bicycling, but you have to bring your own bicycle.

There is also a well-stocked grocery on Vinalhaven, Carvers Harbor Market. It is over 8 miles south, from the Vinalhaven Landing of the Thorofare and an arduous bike journey. There are no cabs, but you might be able to hitchhike or try calling me at 207 863 2164. The Tidewater Motel across from Carver’s Harbor Marker has bicycle, car, kayak, and canoe rentals. I am not sure if they will come to pick you up. 207-863-4618  Web: www.tidewatermotel.com  Email: info@tidewatermotel.com

There are a handful of restaurants in Vinalhaven. They include: Surfside, a great place for breakfast; The Haven; Salt, new and upscale, opening this spring and the Harbor Gawker (seafood, informal).

Travel Options at Location

The ferry from Rockland to North Haven operates the same schedule year round:
### Departing Rockland
- 9:30 a.m. +
- 2:15 p.m.*
- 5:15 p.m.*

### Departing North Haven
- 7:30 a.m.
- 12:30 p.m.*
- 3:45 p.m.*

- Does not operate on Thanksgiving day  + Ferry may depart 5-10 minutes late on Thursday due to fueling
- No service on New Year’s Day or Christmas Day

The Vinalhaven summer schedule (April 1 – December 31):

### Departing Rockland
- 7:00 a.m.
- 8:45 a.m.
- 10:30 a.m.*
- 1:00 p.m.*, **
- 2:45 p.m.*
- 4:30 p.m.*

### Departing Vinalhaven
- 7:00 a.m.
- 8:45 a.m.
- 10:30 a.m.*
- 1:00 p.m.*
- 2:45 p.m.*
- 4:30 p.m.*

### FERRY Contact Information

**Rockland Office**  
Maine State Ferry Service  
P.O. Box 645  
517A Main Street  
Rockland, ME 04841-0645  
Tel. (207) 596-5400

**North Haven Island**  
Maine State Ferry Service  
P.O. Box 225  
North Haven, ME 04853-0225  
Tel. (207) 596-5400, option 3

**Vinalhaven Island**  
Maine State Ferry Service  
P.O. Box 191  
Vinalhaven, ME 04863-0191  
Tel. (207) 596-5450

Some of the ferries connect with Concord Trailways bus service that serves Boston and Logan (plus Amtrak in Portland). There are various limo services available to Portland Airport from the ferry terminal and cabs to nearby Owls Head Airport (10 minutes away) where you can fly Cape Air to Boston. Cab companies include Schooner Bay and Joe’s Taxi. Schooner Bay offers limo service to Portland.

--Hooper Brooks, 1/30/2014 version
WINTHROP, MA; CRYSTAL COVE; AND ITS BOSTON HARBOR ENVIRONS

Sailing Destination
Crystal Cove, nestled NW of Deer Island. This harbor is very close to the picturesque cluster of Boston Harbor Islands. A glance at the chart, 13270, would scare one with shoal water inside, NE of Snake Island—but we have had no problems with a 4'6" draft.

Winthrop Town Dock: One can enter from the east of Snake Island, following buoys "1", "2", and "3". Begin, by starting from the southern tip of Deer Island—carefully running down the buoys,Yellow”B” to green “3”, “4”, “5”, “6”, “7”, then straight N for “1” (“Winthrop”, as mentioned above). The leftmost cluster of docks is the Winthrop Town Dock. This looks very recent and well built, with numerous rental slips. There is some space for temporary lay and transients. The harbormaster's building is white and easily spotted. On the left, a rather high and dark wharf will be seen. Use the floats to the left. Commercial boats seem to use the dark wharf, and the ferry to Boston downtown runs from here. We discovered that maneuvering the boat can be very tricky with an onshore wind. Indeed, we were forced to use the dinghy to get the SC31 turned around and headed out.

Coordinates for Town Dock
From the GR “PR” (President Roads) Buoy at about N42º 22.1’ or 22' 8" by W070º 58.74 (58’45")--Steer for the monument south of Deer Island and follow directions above. We own a mooring due north of Snake Island, and west of the Town Dock. It is marked “CODY” and can be taken if unoccupied, as Gwynpennon may be in Maine during the summer season.

If bound for the mooring, one can strike out NNW from nun "6" described above; and instead of heading for the Town Dock, go for green can “1”, then nuns “2” and “4” round to the right; west of Snake. Note that there are many moorings here, and weave safely through; knowing that you have good water within. Respect the buoys, as you would see sandbars at low water.

Amenities at Site
Public landing—with an excellent Harbor Master's office, showers, phone # etc. We have not investigated public transportation or taxi service.

Crystal Cove Marina, and a number of yacht clubs, notably the Winthrop Yacht Club, housed in a large brown wooden building just west of the Town Dock, can be found within walking distance. The Winthrop YC has a bar and some simple food service. These places are still under investigation by the author. We particularly enjoy a breakfast place at the Washington St. corner of Shirley St., the "High Tides". This is a short walk to the north of WYC, anyone will direct you. There is a middle eastern restaurant across the street, near the High Tides.
Fuel availability is not nearby; basically you have to go quite deep into the harbor, under the Mystic River Bridge; or to Seaport Services LLC, located on the Fish Pier (Northern Avenue) down the channel south of the airport. Start at a point to the north of Castle Island. Call them (Tim Roche) at cell 978 869 0396.

**Snake Island:** We have never landed here, as it is posted as a bird nesting area; though it is right on the Logan Airport flight path and you’d think the birds would never find comfort.

**Deer Island Park:** Deer Island was formerly a prison, but now is a high-tech sewage treatment plant, preventing toxic waste flows into Boston Harbor. It can be toured on foot with much to be learn. The route is south on Shirley St.

**Boston Harbor Islands National Recreation Area**  [www.nps.gov/boha/](http://www.nps.gov/boha/)

Downtown Boston

**Travel Options at Location:** Ferry to Boston, Local bus service to the MBTA Blue Line, swim to any runway at Logan Airport.

--Stuart Cody  1/31/2014 version  To be continued.....
SCOA Store

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**SCOA Membership**

The Southern Cross Owners Association (SCOA) is a non-profit group of owners and enthusiasts for Southern Cross Yachts (28, 31, 35 and the 39). SCOA was founded in 1980 and has approximately 100 worldwide members, publishes a newsletter and hosts a summer rendezvous and an annual meeting in Newport Rhode Island. The annual meeting is usually held in February.

If you are interested in joining SCOA, dues are just $25/year. To join SCOA visit the web site www.southerncross-boats.org/application, fill out the application and send to the SCOA Treasurer.

Benefits of joining:

- Newsletters - SCOA publishes approximately three (3) newsletters a year
- Access to SCOA past information such as back issues of the newsletters (over 88 issues, one thousand or more pages of information, specifications, owner experiences with gear, cruising, sails, maintenance and upgrades, including suppliers and drawings)
- Web Site & Member’s only section with photos, history and more
- Access to drawings and prints of Southern Cross Yachts

Please send your check payable to SCOA to:
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