



Photos courtesy of Gary Gerber

GOOD OL' MORGAN

I want to commend Steve Cocklin on his Morgan 30 restoration project (August 2009). I too own a classic Morgan, a 1970 Morgan 33 named *Captiva*, with a similar cabin plan as Cocklin's *Wavedancer*.

I have owned my 33 since 1975 and have undertaken a number of improvements, many of which have been featured in *Sail* and *BoatUS DIY* magazines. Those improvements include: the folding removable cockpit dining table I built (see inset photo above), which has made outdoor dining a pleasure and was featured in *Sail*; wiring the boat with 110-volt AC shore power with a circuit breaker; replacing the ice box with a 110-volt AC fridge; installing a LectraSan waste treatment system; replacing the original double-walled exhaust pipe, which had an uphill incline, with a Vetus water lift muffler (featured in *DIY* in 2008); and installing a 5000 BTU 110-volt AC air-conditioner in the forepeak (a permanent installation during the summer).

Gary Gerber
Captiva, Morgan 33
Selby Bay, Md.

MORE ON THE MORGAN

As a prior owner of a Charley Morgan yacht, I greatly appreciated your article on the Morgan 30. I could relate to the difficulties of that boat, having had to replace a broken centerboard pennant, replace the Palmer M60 with a Yanmar diesel, install a second battery, and live with fairly primitive belowdecks amenities.

Yet for all those issues, I loved the boat. The centerboard could



Reader Gary Gerber has completed a number of improvements on his Morgan 33, Captiva (above), including an innovative removable cockpit table (right) for a tiller-steered boat.



be used to move the lateral resistance forward or back, so it was possible to get the boat to balance perfectly and track with barely a finger on the tiller. I've sailed the Chesapeake Bay for 39 years and have owned a Morgan, Bristol, and Pearson. Of the three, the Morgan was the most fun to sail.

Ken Thorn
Carrboro, N.C.
Second Encounter, Pearson 33
Solomons, Md.

(dioxaborinanes, dithiocarbamates, morpholine and compounds or thiocyanates) are used in PRI-D, which of the products you tested would be most like PRI-D, and whether I should switch to one of the other products? Which product between ValvTect or Star Brite Biodiesel do you recommend, and would you recommend PRI-D over or under any of these products?

Jerry Templar
The Saint, Catana 582 catamaran
Coral Gables, Fla.

ADDITIVE vs. BIOCID

While I have never used any of the biocides that you evaluated in the July 2009 issue, I have been using PRI-D from Power Research Inc. of Houston for eight years. I have sailed throughout the Mediterranean, Caribbean, Bahamas, Turks & Caicos, and the U.S. East and Gulf coasts using PRI-D, and I have never had a fuel-related problem.



Would you evaluate it in a future issue? If you cannot test the PRI-D in the near term, could you tell me which of the four biocide types of active ingredients

PRACTICAL SAILOR ONLINE

We are researching an article on sailing schools and are interested in your input. If you have attended a sailing school, *PS* would like to hear about your experience. If you are considering going to a sailing school, we would like to hear about your preferences and expectations. A link to the survey is at the top of the *Practical Sailor* homepage, www.practical-sailor.com. It takes less than 5 minutes to complete and is open to subscribers and non-subscribers, so encourage friends to participate.



The sunglasses we tested in the July issue are designed to block the sun's ultraviolet rays, not infrared light, which is not considered a serious threat in the natural environment.

PRI-D is not a biocide; it is a fuel treatment. Diesel additives and biocides perform separate functions, and we do not advise that boaters use one over the other. We did not test fuel additives for this article, but many are known to help keep fuel systems clean and fuel stable. Biocides are intended only to treat or prevent fuel infections. The two additive types can and should be used in combination, just as a person might take both blood pressure medication and an antibiotic.

PRI-Ocide is a biocide. It is an Alco Chemical product containing dithiocarbamates. (See www.pesticideinfo.org/Detail_Product.jsp?REG_NR=0319100002&DIST_NR=

049918 for more information.) We did not test PRI-Ocide. Rather than duplicating testing, we tested one of each active biocide. PRI-Ocide is under the same registration as ValvTect's Bioguard and FPPF Killem, and should be an identical product. Our tests on ValvTect Bioguard confirmed that it is an effective formulation.

MORE ON BIOCIDES

Your July article on treatments for contaminated diesel left out what I think is some important data: the shelf lives of unsealed containers of the tested products. At the rate that I use fuel, maybe 40 gallons per year, added 10 gallons at a time, I may have to measure out as little as 1/8 ounce of additive. A container of additive will then last me on the order of 20 years. I don't think that biocides—or many other products—will last that long in opened containers.

Larry E. Oppenheimer
Toybox, Catalina 28
Sarasota, Fla.

According to Star brite, maker of the PS Recommended product Biodiesel, their treatment should last for "several years" after being opened, so long as the cap is tightly closed. Hammonds Fuel Additives, maker of PS Recommended product Biobor JF, says the shelf life is three years from date of manufacture, whether it's open or closed. To get the date of manufacture for a specific bottle, you can call 800/548-9166. So, on average, you can expect a bottle of diesel biocide to be good for about two to three years.

INFRARED AND SUNGLASSES

Mountaineers and sailors have common problems: intense light, highly reflective surfaces, out in the sun all day. Your transmission analysis of sunglasses (July 2009) stopped at the upper end of the visible spectrum. Mountaineering glasses have low transmission in the visible but are

also blocked for the near infrared and infrared. The logic is that when wearing dark glasses, your pupils are often wide open. If infrared can pass, then it can damage the eye. Could you test the infrared transmission of your sunglass panel?

Paul Young
Clotho
Kingston, Ontario, Canada

We did not test the lenses for their protection against infrared (IR) light because it is not perceived as being an issue in the natural environment, especially at sea level. In normal environmental doses, it is not harmful to the eye like it is in high-intensity or extremely concentrated doses—like that experienced by glass-blowers and welders. Sunglasses makers we queried said they do not make glasses that block IR for the same reason. In fact, the spectrophotometer we used for testing, which will measure to 1,100 nanometers, is not even capable of measuring to the range necessary to gauge IR (1,300-1,500 nanometers).

ICICLE HITCH

Can you give a more detailed set of pictures or drawings for the icicle hitch that was named the best knot for gripping a tensioned line in the August 2009 issue? Something on the order of Animated Knots by Grog (www.animatedknots.com) would be greatly appreciated.

Mark Bertacchi
Via e-mail

We were not able to find an animated how-to for tying the icicle hitch; however, Alan Groggins of Animated Knots, has said he will consider adding that one to his website in the future. For now, we suggest checking out the site's animation for the Klemheist knot, which is very similar to the icicle hitch. Go to www.animatedknots.com and click on the "Climbing" tab, then select Klemheist. For non-animated, yet specific how-to pictures for the icicle hitch, visit the website of



Icicle Hitch

PS contributors Evans Starzinger and Beth Leonard, <http://bethandevans.com/pdf/Iciclehitch.pdf>.

CLIMBERS KNOTS

Two of my long-time favorite knots were omitted from your August 2009 article. (They are simple knots I can tie in the dark.)

Prusik Hitch: A rock climber's standard, it is tied with a loop instead of a rope end and is commonly used to either climb or ascend a rope. Many climbers, including me, have staked their lives on this knot, and its reliability is well proven on dry, wet, and icy lines. A description can be found at www.animatedknots.com, in the climbing section.

Another modified rolling hitch: After tying the two descending turns, tie the cross-over turns in reverse, like a Prusik Hitch but with only one reverse turn. The gripping is increased many times with no increase in complexity.

Really, these are both simple variations on the ring bend, but with greatly increased grip and reliability.

Drew Frye
Shoal Survivor, PDQ Altair 32
Deale, Md.

BUCKET TEST

Your review of the Seattle Sports camp bucket (Chandlery, August 2009) covered its use in static mode, sitting on deck or a counter etc., but what about its performance in what may be the main use of a bucket onboard: tossing it over the side with line attached to scoop up water to wash the deck, at anchor and under-

Bob Berta
Via e-mail

Testers did evaluate the Seattle Sports Camp Bucket's (www.seattlesportsco.com) performance as a hauler and

bailer. We found that it worked quite well for hauling water aboard, at the dock or underway. Once a small amount of water gets in the bucket, the weight opens the mouth wider and sinks the bucket below the surface to scoop more water. However, it didn't do as well as a bailer.



Seattle Sports
Camp Bucket

YACHT DESIGN

Your February 2009 article "A Question of Balance" raised questions about unhealthy trends in boat design. I think there are other unhealthy trends you might comment on. I don't understand open transoms on cruiser-racers, for example. It would seem to me that the potential for having gear, small pets, or grandchildren fall overboard outweighs the need for a coastal cruiser to shed water out the back of the cockpit.

Jack Dexter
Serenity, Endeavour 33
Via e-mail

CLARIFICATION

The July 2009 review of high-end handheld VHF's did not include products from West Marine or Icom. As stated in the report, a review of the Icom VHF's will appear in an upcoming issue. The West Marine radios, however, are identical to the Uniden radios we tested. They carry the same specifications and likely would have earned the same ratings in our tests. You can find these (the West Marine VHF150 and VHF250) online at www.westmarine.com.

Practical Sailor welcomes letters from our readers. Please include your name, home port, boat type, and boat name. Send e-mail to practicalsailor@belvoirpubs.com and mail to *Practical Sailor*, 7820 Holiday Dr. S., Suite 315, Sarasota, FL 34231.

DSC-VHF Radio Checks Available

TowBoatU.S. (www.towboatus.com) now offers a free, Digital Selective Calling (DSC)-VHF radio check service to recreational boaters on the Gulf and Atlantic coasts from Mobile, Ala., to Sandy Hook, N.J. To take advantage of the service, recreational boaters can call their local TowBoatU.S. tower via the company's 0-338-04000 MMSI (Maritime Mobile Service Identity) number. When this number is "dialed" on a DSC-VHF radio keypad, a boater will automatically be connected to the closest TowBoatU.S. port or response boat within radio range.

While nearly all fixed-mount VHF radios sold today are DSC equipped, boaters have reported that it can be hard to complete a digital radio check unless they have the MMSI of another boater.

VHF radios with DSC offer some safety improvements over a standard VHF radio. A DSC-VHF includes a mayday distress button that allows anyone on board to summon emergency help. When connected to a GPS, the radio will give rescuers your exact location information.

RAYMARINE RECALL

Raymarine recently issued a voluntary recall of the Raymarine SPX5 Sport Drive Pilot and control head (E12206 and E12132). A potential problem has been identified in the SPX5 powerboat autopilots sold from February to July 2009. The mechanical clutch assembly could fail, causing the boat's steering to lock in one direction.

Customers must stop using the products immediately, arrange to have the autopilot de-installed, and then return it the retailer/dealer it was bought from. The retailer will arrange for a replacement or a refund.

For more information, contact Raymarine at 603/881-5200 or www.raymarine.com.



Outfitted with a new main from Ullman Sails In Deltaville, Va., Motion Sustained, a Catalina 28, ghosts along in light air.

ULLMAN SAILS

Excited to replace the original main-sail on our tall-mast 28-foot Catalina, we ordered one from Ullman Sails in Deltaville, Va. (www.latellsails.com). We were disappointed when we found that, out of the box, the mast slides were wrong, and we called Ullman. "No problem," Ullman's Jerry Latell told me and apologized. Catalina had told him that all tall masts had flat slides.

We sent the sail back, the slides were replaced and returned within three days, along with complimentary Ullman shirts. As we hoisted the sail, we sinkingly realized that the sail was too tall (or the mast too short). Ultimately, measurements showed that our mast was NOT in fact a Catalina "tall mast" as our original sale documents specified, but the standard Catalina 28 mast.

With egg on my face, I again called Jerry and explained the new findings. "Send it back, we'll make it right." Two short weeks later, a new sail arrived

fitting the now-carefully measured mast and boom: no charge.

This was clearly service above and beyond from a company that will get all of our future business.

Glenn and Debbie Berger
Motion Sustained, Catalina 28
Smith Mountain Lake, Va.

Practical Sailor is currently surveying online sail lofts as we look for a few new genoas for Jelly, our adopted Catalina 22. We welcome recommendations from readers as well as any anecdotes about readers' experiences with sailmakers.

DWYER

While renovating a Holder 14 recently, I found that it had a Dwyer vang plate on the boom. It needed a swaged ball on stainless wire to attach the vang, so I asked Dwyer Aluminum Mast Co. (www.dwyermast.com) whether they could provide this.

It's a very minor piece, but their response was quick and complete. They custom-made it for me and mailed it immediately with a very modest bill, not even asking for a credit card beforehand.

It was one of those vexing little items that don't make anyone any profit, but their response stands as a mark of excellent customer service!

David H. Miller
Serendipity, Pearson 27
Bayville, N.J.

NAVIONICS

I have a Najad 440 that is presently on the hard in Spain. A week ago, my computer caught a virus.

The drive had to be wiped clean and then reloaded. Fine, except that when I went to reload my Navionics NavPlanner software, I found that I had left it on the boat in Spain.

I explained the situation to Navionics (www.navionics.com) and told them that I needed to start planning this summer's cruise from La Coruna, Spain, to the Canary Islands. Navionics sent me a replacement disc the same day! Now that's service!

Nick Orem
Najad 440
Via e-mail



Navionics Platinum

ICP SOLAR

In early 2007, I purchased a Sunsei SE-1200 solar panel made by ICP Solar Technologies Inc. (www.sunsei.com). It kept our 200-Ah house battery bank nicely topped up for two seasons. At the beginning of this season, I noticed that the panel was not showing voltage on one of its output taps. Instead of returning the panel to verify the defect, ICP asked me to send a photo of the panel with a DVM on the tap. ICP shipped a new panel the following day.

John Devine
S/V Suddenly
Mattapoisett, Mass.

Top-notch customer service from Dwyer Mast made reader David Miller's Holder 14 renovation a little easier.



Photos courtesy of Glenn Berger and David Miller