



## February, March and April were Busy Months for The MHSA

By Jerry Homer,  
Commodore, MHSA

We've had a wonderful and wonderfully successful winter and spring in the club. Starting off the year again with a mid-winter Valentine Day celebration at Ross and Dale Ketchum's home, the 2009 version of Cabin Fever attracted 24 people. We enjoyed a great potluck breakfast buffet and great conversation, reliving past legendary experiences and planning for the future. The flotilla planning group under the leadership of our Fleet Captain, Clayton Hintz, took advantage of the Cabin Fever event to be together with the charts and do some brain-storming about an itinerary for this summer's cruise. They had plenty of encouragement and comment from the peanut gallery. The result of their conversation and planning is an exciting, if somewhat different, plan for our cruise to Mount Desert Island in August. Be sure to check out the itinerary and register by July 1st.

In March, we gathered at the Maine Yacht Center for a Saturday education session. We learned a little more about weather and dockside forecasting. We watched the Womanship video about what is necessary for the crew to sail themselves safely home in the event that the skipper becomes disabled or lost overboard. Chuck Wayne gave us an overview of the latest electronic equipment and how all the new stuff works together (RADAR overlays, gauges, etc).

Finally, we shared ideas about how we communicate expectations and important safety instruction to our onboard guests.

Everyone who attended seemed to enjoy the day and we all learned something.

In April, Roger Francoeur followed-up on a suggestion from Ross and Dale Ketchum and arranged a field trip to the Gulf of Maine Research Institute on Portland's Waterfront. There we learned about their programs in education, research, and community organizing all intended to maximize the benefit and sustainability of the marine resources in the Gulf of Maine. After the GMRI tour we walked next door to Becky's Diner and enjoyed lunch.

Following our lunch at Becky's, your Executive Committee had a little meeting to handle some of the club's business. We received a report from Donna Schlachman and her committee on charitable contributions. The committee was formed following approval, at last year's annual meeting, by the narrowest of margins, of a bylaw amendment to permit charitable contributions from Association funds. In order to avoid any unnecessary controversy over the use of club funds and selection of worthwhile charities

to receive our support, we will bring to this year's annual meeting a proposal to reverse the bylaw change approved last year. We will, from time to time in this newsletter and through other channels, bring information to our membership about worthwhile, non-profit organizations serving the Maine marine community and we encourage our members to make your own individual choices about giving your support to those organizations that work to preserve and enhance the coastal communities and the marine resources we enjoy.



## MHSA HOLDS FLOTILLA-CRUISE AUGUST 3-15, 2009 ON MDI THIS YEAR

By Paul Akers  
Editor, "Waterways"

The MHSA will hold its 2009 flotilla-Cruise Aug 3-15, 2009 on Mount Desert Island this year.. Reserve the dates for one of the club's most memorable cruises schedules for this year! Join us this August as we venture Down East to Frenchman's Bay, Northeast Harbor, Sommes Sound, Southwest Harbor, Bar Harbor and Acadia National Park! This year we will spend most of our flotilla-cruise time in these areas. Our cruise schedule will permit day sailing, hikes in and around the park, visits to Bar Harbor and exploration of the rugged coast. Other adventures will no doubt unfold in this corner of the world known as Maine. Visit our web site for many more details of the cruise. AND...please visit SCOTT BURNS' Cruising guide to MDI. After all, who knows. Local knowledge of one of our members may pay off here! PLEASE VISIT OUR WEB SITE FOR MANY MORE DETAILS. AND TO REGISTER FOR THE CRUISE!!!





## EXPERIMENTAL "BOOKLETCHARTS" AVAILABLE for **FREE** DOWNLOADS

Sumbitted by Jerry Homer  
Commodore, MHS  
from Northeast Sailing Magazine,

What if anybody with a home computer could download official NOAA nautical charts without special software? Print them out on 8-1/2 x 11-inch format on their home printers and staple them together into simple booklets? And what if these charts were updated weekly and available **free** of charge?

What you'd have is NOAA's BookletCharts, and even though they are still in the experimental stage, you can get them right now for most of the Northeast Coast by visiting <http://ocsdata.ncd.noaa.gov/bookletchart/>.

"These booklets are not ready for public use yet," cautions Dave Enabnit, technical director of NOAA's Office of Coast Survey (OCS), - the government agency that prepares the data for all official navigational charts. "They're still definitely an experimental product." The software that will update the booklets weekly is still being worked on, and some technical details still need to be fixed, he explained. For example, pages on some booklets could over-print, while others will appear as small segments on otherwise blank pages.

At that time, OCS asked for public comments. "We received 350 comments from Chesapeake and Delaware boaters, and only two were not positive. I think one of those was from a [chart] manufacturer or a dealer," Enabnit said. Visitors to the BookletChart website can add their own comments and read those of other visitors.

The charts are reduced to PDF format and divided into letter-size pages for easy printing. With so many boaters turning to electronic charts for day-to-day navigational tasks, Enabnit sees a definite need for simple, easily accessible paper versions to use as backups.

"It's part of our effort to promote boating safety," Enabnit adds. "We're trying to make sure that people don't just hop in their boats, turn the key and head out. Right now there are people who go out without any chart at all-without anything."

If all goes well, the BookletCharts could become officially available by the end of December. Though still in the experimental stage, NOAA's BookletCharts can be downloaded **FREE** and printed on most home computer systems.

*Editor: This is the second subsequent newsletter that contains this article. Due to the importance of the topic about having current charts aboard your boat, we are running the story, again, for your boat skipper's convenience. Tell everyone that you know!*



## USACG SAFETYINSPECTIONS **FREE OF CHARGE**

By Jerry Homer  
COMMODORE, MHS

Read all about the FREE USCGA Complimentary Inspections in the Spring 2008 Edition of Waterways, available on this website page.



## SUMMER SAILTICE LOBSTER BAKE SLATED FOR JUNE 20-21, 2009

By Paul Akers  
Editor, "Waterways"

Plan to Rendezvous with us June 20-21 for the summer Sailstice celebration, lobster bake and sock burn at Fairwinds, Long Island, Casco Bay. RSVP to Peter Poulin. See our web site for many more details. This event has been designated as the "**OFFICIAL RENDEZVOUS**" of this year's Rendezvous by the MHS Executive Committee..





## Anatomy and Installation of the Furlboom System

By: Peter Poulin

There are a number of things that make the Furlboom System somewhat unique. Although many in-boom furling systems have dramatically improved their performance, Hunter Marine selected Furlboom as their recommended system for Hunter sailboats because the system is better suited for the mast bend that is common in their designs. Most Furlboom systems can handle some mast rake, but few if any can deal with mast bend. The Furlboom system has limitations on how much mast bend is practical, but it does accommodate some. Here is a picture of the manufacturer's boat in California. What makes this possible is the shorter mast track sections that come with the Furlboom system.

Another unique characteristic of the Furlboom system is its boom design. Unlike other systems, the boom on the Furlboom is tapered, which to some eyes makes it less obtrusive in appearance. The taper in the boom helps to keep the Furlboom system lighter and smaller than those from other manufacturers. There is no question that the boom housing is larger than a normal boom, but the tapering helps with the overall appearance.

Many in boom furling systems like Leisure Furl, for example, require the drilling of a significant hole right through the mast for installation of the mandrel shaft. There are many who believe that drilling a hole through the mast may result in a weakened mast. Furlboom has overcome this objection by mounting the entire assembly on one side of the mast. The picture shown is the installation of the housing on Rhythm & Blue's mast. There are no holes in the mast except for screws and the gearbox that operates the sail is located directly below the boom. This is a significant advantage because it leaves no equipment on the forward side of the mast to snag jib sheets or spinnaker poles.

The sail rides up the mast in a special continuous PVC track system that eliminates any metal contact with the sail thereby preventing chafing. People who have used the Furlboom system claim that their mainsail lasts longer because of reduced friction and better stowing of the sail. The mast foils are solidly and aerodynamically attached to the mast. Their short length is what allows the mast to have some bend. The sail rides up into the foil with the help of two self-aligning articulating double rollers and luff feeder. There is a drive locking pin that prevents luff creep and sagging once the sail is set. Reefing can be achieved gradually and continuously and the locking pin keeps the sail set correctly which each adjustment. The system has an automatic outhaul adjustment that

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helps to flatten the sail for better performance. Flattening of the sail during reefing is also improved with the use of a flexible mandrel with internal sail rollers.

Although you can "theoretically" install an in boom furler system yourself and maybe try to retrofit an existing sail, doing so is like attempting self surgery. You can probably make the incision and maybe reach the offending organ, but will you be able to reassemble yourself and more importantly, will you be healthier when you are done? I leave you to your own conclusions.

There are options and considerations you must take into account. First, any system that does not have a new custom designed mainsail will probably yield nothing but frustration. The sail has to be shaped properly and has to have extra weight in certain sections to allow it to furl relatively straight. The sail also goes up the track on a bolt rope which is not typical.

We decided to add some options on "Rhythm & Blue" that we think will make a big difference in the overall performance of the system. First, a rigid boom vang is pretty much essential and we chose the Selden gas pressurized Rodkicker. This piece of equipment will not only help us maximize sail shape for different wind conditions, but more importantly, it can be marked with the exact angle location required to hold the boom in place for optimized furling ease.

Next, we decided to bite the bullet and purchase a Harken 40.2STEC two speed electric winch. Although the system can be operated with a manual winch, it would be akin to buying a car without seats. Yes, the car will still take you places, but are you going to want to bother? Winching the sail up is required by the manufacturer because hoisting by hand can result in jamming the assembly as a result of jerking the sail. Tension must be maintained on the mandrel (shaft within the boom – think of it as the center of a window shade) during the hoisting and furling with the use of a tensioning furling line. The other consideration was the size of the drum on our manual winch. By measuring the diameter of the drum of our single speed winch we calculated the number of turns it would take to get the sail all the way up the height of our mast. We quickly concluded that it would be a mistake to make this investment and not include the electric winch. We were able to get a good buy on a size 40 chrome 2-speed Harken winch and installation kit. Besides making the effort easier, the electric winch will allow the operator to keep a keen eye on all the parts of the system while under operation, making sure that operation is stopped if something snags. Best of all, it means that the first mate can now raise and lower the main and adjust the mainsheet! Installing the winch will require some effort and planning, but I have taken a number of measurements and have a plan that will not result in banging my head in the cabin.

A boom brake is another option we selected for a couple of reasons. First, we really want to avoid acci-

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dental jibes. Although the boom is fairly light, it is still heavier, bigger and more expensive than a conventional boom. The force of an uncontrolled gybe would certainly put stress on the rig and the captain and be dangerous for everyone on board. There are different types of boom brake systems out there and some are big and bulky. We wanted a system that would not only act as a brake, but could also be used as a preventer, be entirely operated from the cockpit, and not be ugly.

If you open any sailing magazine these days, you will see ads for the Wichard Gyb Easy boom brake. It is simple in design and is essentially nothing more than a harness that creates friction. The problem with this device is that it has to be re-threaded for different wind conditions in order to achieve a higher level of braking friction. I have spoken to some users and feel there are some drawbacks to this design. I have trouble imagining re-threading the line in building winds and rolling seas and I can't imagine being able to do this from the cockpit. I also can't figure out how this device could serve as a boom lock. In doing research and talking to different people, I have found two boom brakes that I like better. They are somewhat more expensive than the Wichard brake, but you get a complete system and you get what you pay for. My top choice is the Scott BoomLock II system. This well designed compact system from England allows you to control the braking force on the boom using a line which is led back to the cockpit. The system can serve as a preventer by locking the boom in position. It is easy to install and their device will fit in the underside track of the Furlboom. You can get more information at <http://www.boomlock.com/> The second system I like is similar but not quite as compact. It is the Walder boom brake from France. You can get more information on this brake at [http://www.walderweb.com/walder\\_en.htm](http://www.walderweb.com/walder_en.htm). It is similar in price and design. We will likely use one or the other on "Rhythm & Blue".

One item we had not really considered was the running rigging. Our main halyard, jib halyard and mainsheet are currently 1/2 inch line. In order to accommodate the sheaves and alignment setup at the top of the mast, we really had to downsize to 3/8" line for the main so we decided to update all of our running rigging to 3/8" non-stretch line. This is an upgrade many people don't have to do, but it is one that was highly recommended in our case. Unfortunately, this also meant replacing our rope clutch. We use a Lewmar rope clutch and Lewmar is very specific on what line sizes are matched to their individual clutch models. This was pain we had not anticipated, but I can tell you from personal experience that there is no better rope clutch out there than the Lewmar D2 clutch. It holds incredibly well and never slips, never damages the line, allows for controlled release of line

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and, for our boat, it opens in the right direction to prevent damage to our dodger. Once we net out the cost of the new clutch with the sale of the old one, it won't be too bad.

Speaking of lines, lets talk about the lines leading into the cockpit after installation. Our new deck line arrangement will be configured as follows:

On the starboard side, we will have the main halyard, the Furlboom furling line, and the Mainsheet. On the port side, we will have the Jib Halyard, the Rod-kicker adjustment line, the Furlboom mandrel lock line, and the BoomLock II adjustment line. Two of the lines on the starboard side will require clutches and two will need cam cleats. So we end up with a triple clutch on the starboard side and on the port side, we will have a double clutch and a couple of cam cleats.

Like any system, there will be a bit of a learning curve. You must learn how to attach the sail onto the mandrel and you must gain some experience with the angle of the boom for raising and furling the sail. When reefing, they do recommend that you raise the sail in its full position before furling it completely because the tension on the sail in the furled position over an extended time can affect the tightness with which the sail is wound on the mandrel. However, the sail can be furled and reef on all points of sail. It will also be nice not to have to fuss with a sail cover. The system has a clever canvass cover available in different colors that slides over the slot in the boom using pull strings. It is a matter of less than 30 seconds either way. In fact, with the electric winch, the mainsail can be furled and covered in about one minute.

While the system does not really need a topping lift, they do recommend that we keep the line rigged. In our case, it is the only way we can get to the top of the mast if the main halyard is not available. And, as many of you know, this is a very real possibility as it happened to us a couple of years ago and Paul Hitchcox can attest to the range of scenery available from the top of our mast. We are not sure yet if we will keep the setup clean and cleat this line to the mast (so it can bang at night while at anchor!) or if we will attach it to the boom or find some other creative means of making it available, but it will be kept rigged. We have decided that we will use add a small sail boot cover to cover the sail mounted on the luff feeder. We have been told that it is better to keep the sail threaded.

Sue and I recognize that this solution is not for everyone but we are very excited about the choice we have made and how it should allow us to enjoy our boat and the sailing experience for many years to come. For some reason, the days to launch date just seem longer this year.



**Feel The Need?-  
Do The 2009 Club  
Annual Flotilla-  
Cruise  
(See Our Web Site**

### **DO YOU KNOW A HUNTER OWNER THAT WOULD LIKE TO JOIN OUR SAILING ASSOCIATION?**

Do you know a person or family that would like to join our association? If you do, please refer them to us. The person could be either a Hunter owner, previous Hunter owner, or a non-boat owner. Have them visit our web site and look around. Let them read this newsletter. Registration and payment is simple and can be done entirely online. Have them take a look at our web site at <http://www.mainehuntersailing.com/files/TopLevelFiles/JoinNow/MembershipApplication.html> for details.

### **TO ALL ASPIRING WRITERS/EDITORS: CONTRIBUTIONS ACCEPTED**

Do any of you have a story to tell or want to share an interesting piece of information? Have you found an interesting article, announcement or fact? Please feel free to share them with our membership. **But please give credit to the author, too.** Please forward any contributions (the literary type) to any of the officers listed on this back page of the newsletter.

You will notice the variety of articles contributed in this edition of **WATERWAYS**. I'd like to thank all of the contributors for making this newsletter what it is and look forward to publishing the next one with the same type if interesting information. Please, if you have ANY contributions, send them to me at any time (see the link to the right)!

### **LINKS OF INTEREST**

- [www.mainehuntersailing.com](http://www.mainehuntersailing.com) - Maine Hunter Sailing Assoc.
- [www.navcen.uscg.gov/pubs/LightLists.htm](http://www.navcen.uscg.gov/pubs/LightLists.htm) - USCG Light List
- [www.uscg.mil](http://www.uscg.mil) - United States Coast Guard
- [www.huntermarine.com](http://www.huntermarine.com) - Hunter Marine Corp.
- [www.hunterowners.com](http://www.hunterowners.com) - Unofficial Hunter Owner's web site.
- [www.boatus.com](http://www.boatus.com) - The Boat Owners Association of the US.

**Readers:** If you see any item that needs correction, please send an email to the Editor at [newsletter@mainehuntersailing.com](mailto:newsletter@mainehuntersailing.com). We strive to keep all names, facts and spellings accurate, yet, submitter-confidential. Thank You.

**WATERWAYS** is a publication of the [Maine Hunter Sailing Association](http://www.mainehuntersailing.com). The views expressed by the authors are not necessarily the views of The Maine Hunter Sailing Association.

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