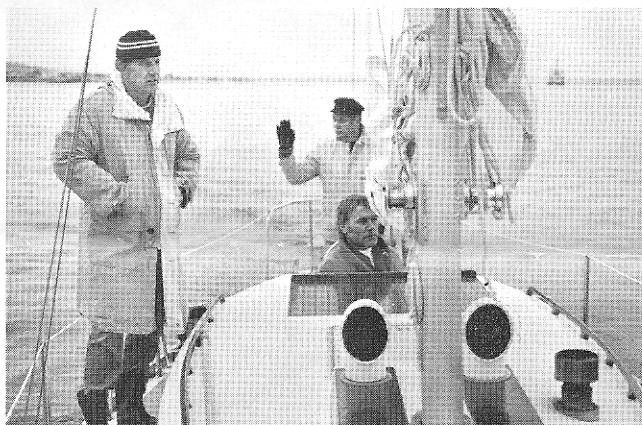




Not much of anything happened on our mini-cruise. We sailed when we could (above) but sometimes the light wind gave out altogether and then we powered (below). After doing some of each, we ended up doing what all smart sailors do in near zero weather: swapping sea stories in the main cabin next to the fireplace. (bottom).



## COLD WEATHER MINI-CRUISE

**Can a Cape 30 provide comfort and warmth—in December—for four large large men, made even larger by much clothing?**

by John R. Whiting  
photographs by Richard A. Wolters

Rhode Island waters are great for cruising, but as we knocked the ice out of the dinghy and headed north from Tiverton, we had our doubts. The thermometer had been down to 19 that morning and, as the dock lines came in, we were already looking forward to our proposed anchorage in Potter Cove at the North end of Prudence Island—and the testing of *Zorba's* fireplace.

*Zorba* is the first Cape 30. She's owned by Andy Vavalotis, president of Cape Dory Company. Andy was kind enough to loan her to us for our midwinter overnight mini-cruise, the cruise on which we were now embarked.

As we powered north towards Common Fence Point, most of the crew were still below stowing things *very* carefully—and thus staying out of the cold. These things included food, sleeping bags, mittens, extra clothes, and a quite unnecessary block of ice. But at Common Fence Point the crew had to stop making work below, face up to things, and come on deck to set sail.

Fortunately for us, considering the temperature—but unfortunately for the sake of a complete report—there wasn't much breeze. In the light breeze the water was smooth and we didn't mind. At one point the sun tried to come out. Another time it began to snow. Neither hindered *Zorba* from ghosting quietly along very nicely. Thoroughly delightful, but too cold for anything but sailing straight to Potter Cove, where we anchored well before dark.

Two of the crew—Joe Howey and Josh Walter of the MB&S advertising wing—set out to test the rowing qualities of the Cape Dory that we'd been towing, while I spent a bit of time examining the ingenious set-up *Zorba* had for stowing the anchor. Those Danforth people make a good anchor but, when it's lying in chocks on the ordinary deck, it has seemingly magnetic properties for sheets, dock lines, or toes. The Cape 30's foredeck is different. When you're sailing, the deck is clean and smooth. Nothing to trip you, tear a sail, or foul a line. You lift up a hinged fiberglass door or hatch and there's the anchor stowed in a well. You can leave the anchor made up, with chain or anchor line, or both, shackled on, because there's an opening in the hatch. (The line can't be brought up through a hole in the bottom of the well, because that would spoil the watertightness of that ingenious compartment.)

"Okay, we'll photograph that tomorrow, when you get

## MINI-CRUISE

the anchor up and stow it," said Dick Wolters, our fourth crewman and resident photographer, putting mittens on over his wool gloves. We moved back to the cabin.

There we found some small kindling, a few charcoal briquettes, and some stove alcohol to get the fire in the Ratelco miniature fireplace going. I am sure you will believe me when I say that if we hadn't been able to find stove alcohol we would have used brandy or Scotch. That fire *needed* lighting. As it began to warm the cabin, I told Dick about the recently-read article that informed me that when Peary was near the North Pole his fuel alcohol was of the consistency of slush. "So it's not so cold in Potter Cove—the brandy still pours."

We started the galley fires too, and put a kettle on one burner and a pot of brought-from-home beef stew on the other. Three fires in a small cabin make a lot of difference, and by the time Joe and Josh returned from their dinghy exploring, it was a cabin worth coming home to. We offered them tea or coffee with brandy or Scotch. They said "Yes!" simultaneously and you could tell any combination would be welcome as long as it wasn't tea laced with coffee.

As dinner simmered on the stove, we checked out the interior layout. We were still sweated and sweat shirted up, but with the heavy jackets off there was a little more room in the main cabin. The Cape 30 has two hanging lockers, one next to the companionway for foul weather gear. We needed the space, what with extra sleeping bags.

Over the lockers is a "chart drawer". Aboard *Zorba* it's used for navigating stuff like dividers and parallel rulers. The charts end up under the mattresses. Over the chart drawer is a counter, a high counter, for electronic devices. *Zorba* has some extras, a radiotelephone and a stereo music system, plus a Kenyon sniffer, and of course a depth finder.

If there is anything that is ingenious in finding space to stow things, the people who design auxiliaries will find it. Ted Hood, *Zorba's* designer, and Andy Vavolitis' workmen, have managed to put drawers, traps, lockers, bins, shelves, and cubicles in all the places there are. They have also managed to put them where they're needed and to make them work. (You know—a drawer for table flatware, spatulas, and all that near the stove; a place for garbage near the sink, a space for extra stove alcohol near the Homestrand.)

*Zorba* is essentially conventional in her cabin layout, with dinette to port and galley to starboard. The head is small (with a clever sliding sink to save space). The sleeping accommodations, as might be expected in a thirty-footer, are for no more than a friendly five. In general there is good sitting-around room in the cabin and in the cockpit. The cook can be at work and someone else still use the companionway. There would be slightly better sitting space around the table if it weren't for that tiny cabin heater. But on this particular evening there were no complaints.

Sun-up found all four of us still in our sleeping bags. In the morning light Potter Cove, dotted here and there with winter moorings, was a pretty sight. After breakfast Dick took off his mittens for a while to photograph the anchor stowage. Then he and Joe went out in the dory to take pictures, while Josh and I made sail and put *Zorba* through her light air paces. She handled very nicely. Everything about the rigging was in perfect working order, convenient, and with the right amount of sophistication for a cruising boat. Since it wasn't blowing we didn't try the roller reefing. Since it was cold we didn't pray for more wind. Photos taken, we retrieved the dory and headed towards home. The wind remained light but by early afternoon we sailed under the Mount Hope bridge and then headed south towards *Zorba's* home at Standish's Boat Yard in Tiverton. Our winter mini-cruise was officially over, but, while the crew lugged all our extra gear up the dock, I took a last look

around and made a few notes:

The Cape 30 is of the old school: longish keel with attached rudder, moderate overhangs, and thoroughly pretty



*The cold cruise over, the equally cold crew secures Zorba in her Tiverton slip.*

lines, lines that are a credit to her designer Ted Hood. On the negative side she lacks the room of the newer breed of short-ended, high-sided boats in this size range.

In her handling qualities, the Cape 30 is a real joy as you'd expect from her underwater configuration. Although we never had enough wind to prove much of anything, she did seem to have that happy balance of responsiveness and steadiness that was common until the racing syndrome cut keels to mere fins.

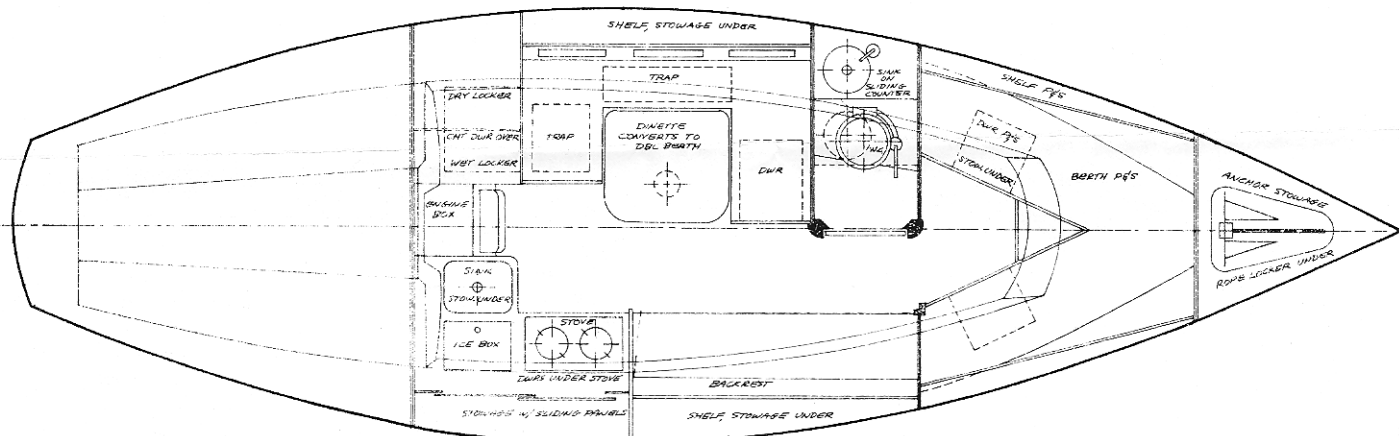
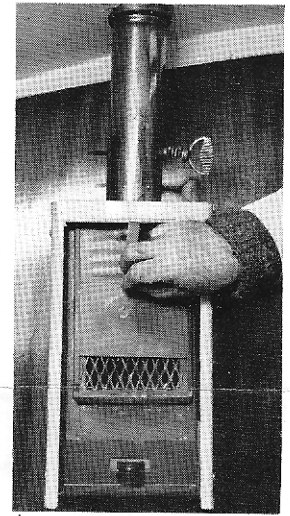
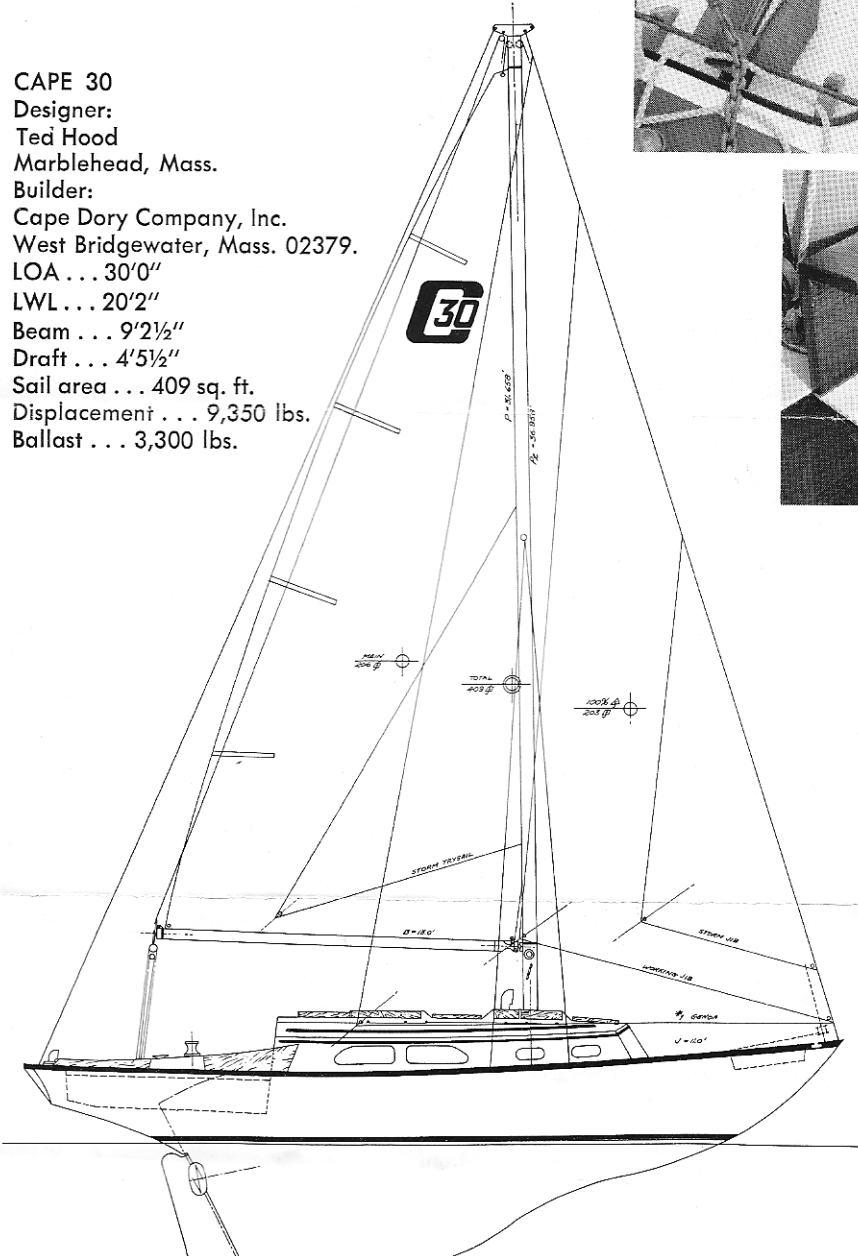
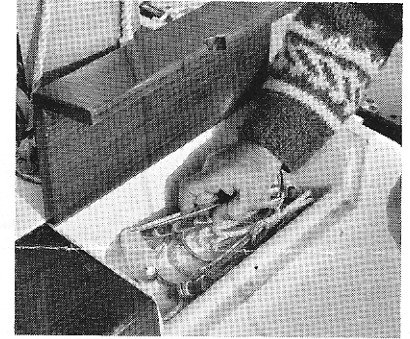
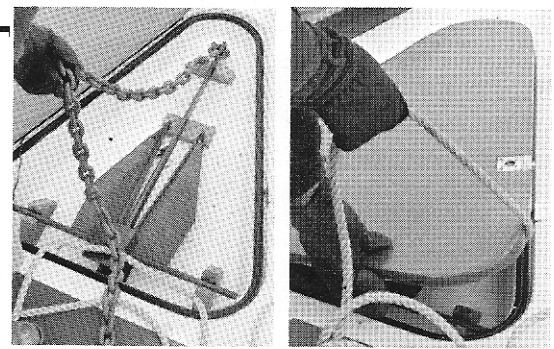
In finish, and detail, the Cape 30 appears to be first rate. Joiner work, electric and plumbing systems, engine installation and what not are all well laid out and neatly executed. Everything aboard worked.

She is, in addition, full of thoughtful details. For example, she has deck boxes built integrally into the top of the cabin trunk on either side of the mast; below decks, every possible inch of space is used well. She was obviously designed and built by men who know cruising requirements—all the cleats, chocks, and such are hefty and excellently positioned for easy handling. Although she may only occasionally be seen in the winner's circle, with the racing machines, she should provide many days, weeks, or months of pleasant hassle-less cruising. Those who are looking for a tidy little cruising boat could do a great deal worse. †

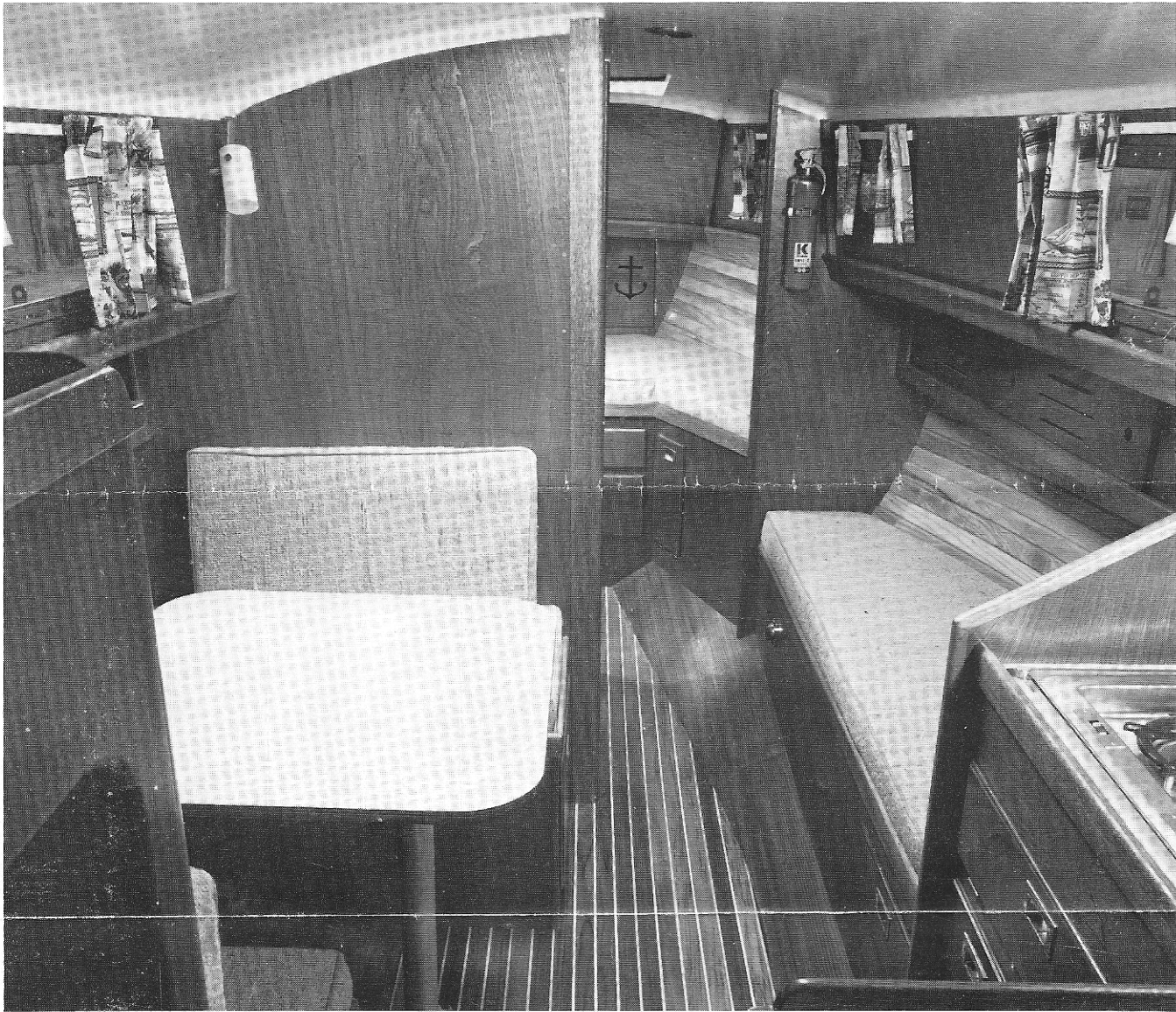
# MINI-USE REPORT

(Top right) Anchor stows in foredeck well. Flush hatch covers it when underway. (Center) Cape 30 has handy deck lockers molded into house top. (Below) An essential for cold weather cruising: Retalco fireplace.

CAPE 30  
 Designer:  
 Ted Hood  
 Marblehead, Mass.  
 Builder:  
 Cape Dory Company, Inc.  
 West Bridgewater, Mass. 02379.  
 LOA ... 30'0"  
 LWL ... 20'2"  
 Beam ... 9'2½"  
 Draft ... 4'5½"  
 Sail area ... 409 sq. ft.  
 Displacement ... 9,350 lbs.  
 Ballast ... 3,300 lbs.







*Below deck, joinerwork is crafted in select imported hardwoods for bulkheads and vertical panels such as bunk fronts, galley counter fronts, etc. Fine woods are also used for trim and moldings and even the interior sides of the cabin are wood paneled. Horizontal surfaces such as countertops are covered with high pressure plastic laminate. The cabin sole is built of laid teak plank and holly strips for a handsome, safe, low maintenance surface.*

**CAPE DORY** CO., INC.

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