

Newsletter



CAPE DORY
OWNERS
ASSOCIATION

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1987 10th Rendezvous: A Success

The 1987, 10th Annual Cape Dory Rendezvous in Newport was a tremendous success. We were again blessed with fair skies. The turn-out of boats was excellent. Over two hundred Cape Dory owners, family and crew attended. In addition, many people came by land.

The theme for the Rendezvous was western and it started out with a barbecue on Friday. There were also many exhibits to see and technical questions to ask the experts.

Saturday was "Race Day" and the weather was the three H's — hazy, hot & humid. Fortunately, as the day progressed, the wind picked up and the sun was sparkling. The race was well attended with 45 boats in the fleet. For the second consecutive year, the same CD-27 was first in Class and first in Fleet with PHRF corrected time... "Never Again VI" skippered by Clifford Mitchell of Newport, RI.

The festivities started early Saturday evening. What was more appropriate than a square dance party with a real caller for our Wild West Party? Many came dressed in their 10 gallon hats and petticoats to enjoy the dancing. Most square dancers were beginners, but there were some professionals among the owners.

We went from dosie-doeing to a chicken and ribs dinner with all of the trimmings; complete with prizes for the best Western costumes.

Sunday morning came early. A 'Boat Safety and Maintenance' seminar was given and then the sad farewells until next year.

Door prizes were distributed throughout the weekend. Some lucky owners received brass ship clocks, bottom paint, Harken sneakers, sails, sport watches...the list went on and on.

The 10th Cape Dory Rendezvous

was a great success and much of it was due to vendor support. It was they who donated the great door prizes along with financial support...we are very grateful to them.

Cape Dory is also very fortunate to have such a great group of owners. Due to your constant enthusiasm, friendliness and overwhelming participation, we have made the rendezvous a truly memorable weekend.

See you at the 11th.

Eloise Scott

Rendezvous Chairperson



3rd Annual Fishing Tournament 1987

The 3rd annual fishing tournament was run in association with the 10th annual rendezvous and there was a "ringer" in the group. The boat "Pajamas" skippered by Bill Reynolds caught six bluefish weighing from 20-40 lbs. These were good size fish! In fact, "Pajamas" won all of the trophies.

We need a little competition for "Pajamas" in 1988!

The weather was beautiful and those whose luck wasn't as good just enjoyed a day on the water. There were even powerboat owners who opted to crew aboard some sailboats for the "Great Race". All had a good time.

Eric J. Brehm

The 11th Annual Tournament July 22-24, 1988 In Honor of...

The 11th Annual Cape Dory Rendezvous is a very special one. I know that I say that every year, but this one really is. This year's rendezvous, which will be held at the Newport Yachting Club, is in honor of Andrew Vavolotis, the President of Cape Dory. This is Cape Dory's 25th anniversary!

Since Andrew is Greek, Saturday night will be a "Greek Night in Mykanos (a famous Greek island)". There will be Greek music, Greek dancing, Greek food and wine and everything else that you can think of. The night is dedicated to Andrew and what a night it will be!

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The rest of the weekend should be just as exciting. Some of the highlights will be a medical seminar, "Medical Care at Sea" and a "Survival at Sea" seminar complimented with life rafts, equipment displays and in the water demonstrations. These seminars should prove to be very informative and interesting.

The 11th Cape Dory Rendezvous isn't one to miss. You must join us to honor the man that has given us such enjoyment and pleasure.

Please complete and return the attached rendezvous application today. Reservations must be made with the NYC by 6/15/88. For further information call NYC at (401) 846-1600 Or Cape Dory at (617) 823-6776.

*Eloise Scott
Rendezvous Chairperson*



4th Annual Fishing Tournament 1988

The 4th annual fishing tournament will be held in conjunction with the Cape Dory 11th Rendezvous on July 22-24 at the Newport Yachting Center. Last year there was a "ringer" in the group. This year we hope that there will be more competition.

The tournament will take place while the sailboat race is in progress. You, of course, may crew aboard a sailboat or just enjoy the day in Newport. The fishing tournament is the only time you will go separate ways from the sailboat people. Otherwise the entire weekend schedule is enjoyed by all! We expect a good turnout of Cape Dory 24, 28, 33 and 36 powerboats this year!

Eric J. Brehm

A Moment of Gratitude...

I would like to take a moment to express Cape Dory's and my gratitude and appreciation to the people that help make the Cape Dory Annual Rendezvous' successful. The suppliers are the main support team; through their generous contributions and constant support, Cape Dory is able to give their owners a memorable weekend and one which they deserve.

Cape Dory is the Cadillac of the industry and much of our success is due to our vendors products and their support.

This is Cape Dory's 25th year in business! Obviously we must be doing something right. One of these is choosing the right products and vendors. We have a solid group of vendors who have excellent products that they stand behind. Cape Dory is fortunate to have them as part of the Cape Dory team.

*Eloise Scott
Chairperson*

Local Rendezvous 1988

Spring is here . . . the season w/ Cape Dory owners thoughts turn to plans for their local rendezvous:

YANKEE DORYS — CT:

Mystic Seaport June 25 & 26

Contact: Joe Sullivan (203) 633-9584

Block Island/August 20 & 21

Contact: Ray Poulton (203) 236-1580

Deering Harbor Shelter Island/

Sept. 10 & 11

Contact: Bob Eber (203) 457-9180

Stonington/Oct. 1 & 2

Contact: Jim Hooper (203) 658-5420

ROBINHOOD, ME:

Down East Rendezvous/Aug. 1988

Contact: Betsy Lewis (207) 371-2525

BARNEGAT BAY — NJ:

Atlantic City Regatta/Aug. 19-21

Contact: Armond Perretta (609) 924-2492

CHESAPEAKE BAY:

St. Leonards Creek/May 14

Red House Cover/June 18

Tripp Creek/Sept. 4

Contact: Jim or Carol Hart (301) 645-6051

FLORIDA:

North Florida CDOA Gam/April 15 '87

Contact: Barbara Williams (904) 287-4

LAKE MICHIGAN — SOUTH HAVEN:

Maritime Museum Rendezvous/Aug. 5-7

Contact: Kim Richards (312) 680-1846

NORTHWEST CAPE DORY

OWNERS ASSOC.:

NWCDOA Rendezvous/July 1988

Contact: Roger Hanke (206) 885-9783

CAROLINAS OWNERS

ASSOCIATION:

Carolinas Rendezvous/Fall 1988

Contact: Karl Kleeman (919) 782-1533



Robinhood, ME

Cape Dory 300 Motorsailers: Down the Witch

After the Dash's and Silbert's cruised down the Intercoastal to Florida aboard their Cape Dory 300 Motorsailers (Mitch and Shirley Silbert plan to cruise south again in 1989; this trip will include Florida's West Coast, the Keys and possibly the Bahamas) the craze has caught on.

Jack and Aileen Harvey set out from Maine in September aboard CD-300MS #24. They reported to their friends at Robinhood Marine Center that they have enjoyed cruising along Florida's east coast and through the Keys. Ralph Seifert also set out from Maine in CD-300MS #17. He has spent most of the winter in the Palm Beach area.

Mano Swartz spent the summer sailing CD-300MS #18 through New England and, after a brief visit to his home port in the Chesapeake, has ventured down the Intercoastal. An all too brief visit at the Miami boat show confirmed that he is having the time of his life.

We have heard other reports of our Motorsailers heading south. We know we designed the perfect long range, easily handled Motorsailer...but we're trying to figure out how we turned it into a migrating species!

Cape Dory 36 Cutter: Seannine

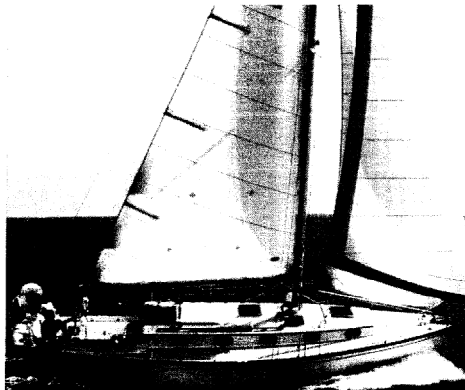
Yesterday I had a chance to catch up with Cyril O'Leary, owner of the Cape Dory 36 Cutter #34. Cyril is one of those performance, full tilt sailors who prefers 30 knots of breeze and 8 foot seas to the "calm" 15 knot so'westers that frequent his home waters of Buzzards Bay.

"Seannine" is normally berthed in Fairhaven, Massachusetts. However, her ports of call include England, Ireland, Spain, Portugal, the Canaries', Barbados, St. Thomas and Bermuda.

She competed in the Inaugural Atlantic Race for Cruisers (ARC). This was done two-handed, with David Ward as crew. Transatlantic racing is tough enough with a full crew, but setting off with only two people against fully crewed boats was a lot to ask. "Seannine" performed flawlessly with the exception of Cyril spending two days up in the mast trying to untangle the Spinnaker. Incidentally, Cyril's able crew, David Ward, won the award for the oldest competitor.

"Seannine" is also veteran of three Marion to Bermuda races. Cyril had just returned from Europe in the spring of '87 and let the pull of his law practice prevent him from entering the last race. However, he finished the 1985 race 2nd in his class despite his head stay parting due to a damaged turnbuckle. Cyril tells me he would have won had he been able to fly full sail right to the end.

He'll be on the line again in 1989 and tells me that this will be his year. Maybe he'll ask me to go with him. No Cape Dory 36 has ever been sailed harder than "Seannine", so I'll have my hands full.



Cape Dory 36 Convertible: Rhode Island to Florida

In August we invited Ken Hilton, one of the partners at Standish Boat Yard, to join us for the seatrials of his dealership's stock boat, Cape Dory 36 Convertible #1.

It didn't take long in 30 knot winds and 12 foot seas to convince Ken and Marge Hilton that we had designed a truly seaworthy, exciting powerboat. In fact, after an hour at the helm, Ken and Marge decided to purchase CD-36C #1 as their personal boat.

In October, the Hilton's set off from their boatyard and cruised south through some rough weather. After arriving at their winter home in North Palm Beach, they called to report that the boat performed beautifully...they really enjoyed cruising comfortably at 21 knots!

The seaworthy design of the Cape Dory 36 has enabled Ken and Marge to do much more boating this year than they have been able to enjoy with their past boats. Ken confirms that the full keel, moderate V hull provides a soft dry ride in a wide range of speeds and conditions. After a recent trip over to Florida's West Coast, he called to boast about his boat's fuel efficiency...just five gallons an hour for the two diesels!

Ken and Marge will be heading north soon...and will live aboard CD-36C #1 this summer. We expect to see them in their new powerboat at the 11th Annual Rendezvous.

Typhoon Senior: Florida to Spain

With help from his local dealer, Amity Anchorage of Switzerland, Florida, Dick McKenna carefully equipped his twenty-two foot yacht for offshore sailing.

In June 1987 he set out, alone, for Bermuda. Having decided that he enjoyed singlehanding, he then set out across the Atlantic; he arrived in the Azores 24 days later. He continued on to Portugal, Gibraltar, and then to Spain, where he had to leave his boat to return to work. He plans to set out from Spain again this spring and will sail along the coasts of Italy, Greece and Turkey.

Although Dan was somewhat surprised by the power of the sea and the weather, he felt very confident with the Cape Dory Typhoon Senior's performance.

Ways and Means Report

I have been asked to write a yacht maintenance article for the newsletter. Since this will become a regular feature

of future newsletters, we would like to receive suggestions as to the subject of future articles. Choosing the first subject was very easy; propeller shaft alignment is the most misunderstood, neglected and important maintenance item of concern to Cape Dory owners.

The propeller shaft in your Cape Dory hull exits the hull through the stuffing box/cutlass bearing assembly. An improperly aligned shaft (one that exits the hull at an angle) can cause many costly ills: stern bearings can be worn and will leak, vibration can be accentuated...and worst of all, the shaft can fatigue and break. All of these problems can be prevented by checking the alignment on a regular basis.

Engine alignment is a fairly simple task that can be accomplished by the boat owner. Just follow the following steps:

1. Remove the four bolts which fasten the shaft coupling to the transmission coupling. Loosen the stuffing box nut so the shaft is free to move away from the transmission.

2. You will find gravity forces the shaft down. By raising and

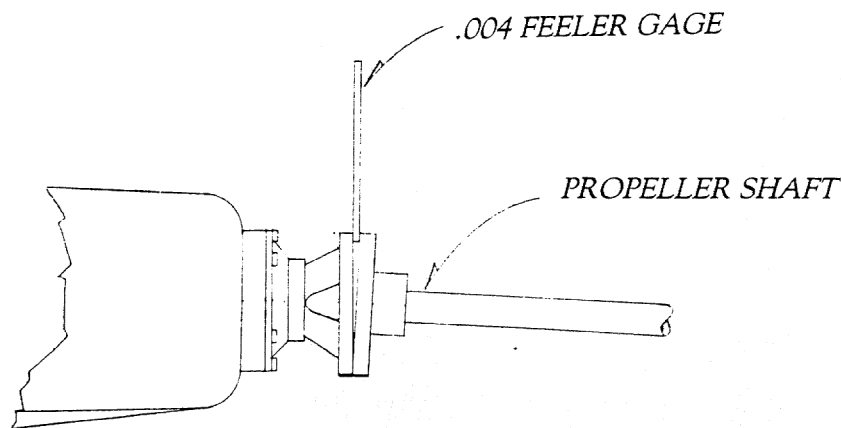
lowering it you will be able to determine the center of it's travel. At the center of travel attempt to slide the two couplings back together.

3. Use a spark plug feeler gauge to determine the distance between the mated couplings at 12:00, 3:00, 6:00 and 9:00 locations. The difference between the two readings that are 180 degrees apart should be no more than .004 of an inch. In other words, if a .002 feeler fits in at the top and a .006 fits in at the bottom, you have a tolerable difference of .004 of an inch. If the difference is .004 or less, go on to step 5. If it is more, continue with step 4.

4. The engine is mounted on flexible isolators which can be adjusted up, down and sideways. Once the mount fasteners have been loosened, the engine can be carefully moved sideways using a board for leverage. A wrench can be used to adjust the mounts up and down. Please note that a minor adjustment of the engine will make a major change between the faces of the two couplings.

5. Once the tolerance is within .004 of an inch, the shaft should be rotated 90 degrees...and measurements should be taken again. A change at this point will indicate a bend in the shaft; this should be checked by a local machine shop.

6. After the coupling gap has been rechecked to be within tolerance, the engine mount fasteners should all be tightened securely. In fact, these fasteners should be checked on a regular basis to ensure that the engine is not allowed to slip out of alignment. The coupling gap should be checked one last time at this point to ensure that the engine did not shift while the mount



fasteners were being tightened.

7. Replace the coupling fasteners. These should also be checked for tightness on a regular basis.

8. Readjust the stuffing box to allow approximately one drop of water every 10 seconds...while the shaft is turning.

A little care with alignment will save a lot of heartache later on. Our owners manual recommends that alignment be checked several times during the first season and annually thereafter. So let's all go out to buy a feeler gauge at a local auto parts store...and let's learn how to use it.

J. Howard Means, II
Cape Dory Yachts
Product Manager

Clive M. Dent — Naval Architect,



British born designer Clive Dent came to the U.S.A. in 1975 after being apprenticed to the design department of the world renowned yacht yard of Camper and Nicholsons LTD. During his apprenticeship at C & N, he qualified in Naval Architecture at Portsmouth Polytechnic. Shortly afterwards he was elected as an Associate Member to the Royal Institution of Naval Architects.

From 1975 to 1983 Clive worked for the Massachusetts based yacht design firm of Carter Offshore Design Incorporated. There, working in collaboration with Dick Carter, he produced many and varied designs for racing, cruising, and specialty sailing craft, production as well as custom.

One of his most notable projects was drawing the lines for the remarkable 126', Italian built, steel cruising schooner "Felicita" seen in Newport, RI towering over last year's Rendezvous.

Since joining Cape Dory Yachts in August of 1983, Clive has headed up the Design and Engineering Department, bringing a wealth of knowledge and experience with him.

His first complete design for Cape Dory was the 300 Motorsailer. This innovative 30 footer based on the previous Cape Dory 24 Trawler, was well received and has become a mainstay of the Cape Dory product line.

Following the CD-300MS was the modern, full keel, Cape Dory 30MKII. This roomy, family cruiser, introduced in the fall of 1986, has also become an integral part of the Cape Dory line.

In 1987 Clive began working on the design of a 36 foot, moderate V, hard chine powerboat. Working closely with the Cape Dory prototype crew, he was able to produce this magnificent poweryacht in time for an enthusiastic reception at the fall boat shows.

Recently Cape Dory introduced another in a series of Dent designs (see CD-33 seatrial report). Clive is now back in the design office working on the next Cape Dory product.

Cape Dory 33 Convertible: Seatrial/ Performance Report



In late March, the Cape Dory Research and Development team completed extensive seatrials on the latest addition to the powerboat fleet, the Cape Dory 33 Convertible.

At the dock she is every bit the impressive big sister to the popular Cape Dory 28 Cruiser. It is immediately apparent why 33' is such a popular size; she is large enough for cruising comfort...yet small enough to maneuver easily in a tight spot.

The seatrials confirmed that her full keel enables the new 33 to maintain a stiff, comfortable ride throughout a wide range of speeds and conditions. Her hard chine, moderate "V" hull comes up on a plane easily, allowing her to cruise comfortably at 20 knots. Available with single or twin engines, gas or diesel, she can be powered to speeds in excess of 24 knots.

Cape Dory's New England style craftsmanship is evident throughout the bright, airy interior. The luxurious salon, richly appointed with fine teak joinery, is surrounded by large tinted windows; the spacious U shaped galley is complete with ample, easily accessible storage; the large head has a

separate stall shower. The owners stateroom accommodates a couple in grand style.

The Cape Dory Convertible joins the Cape Dory 280 Sport, Cape Dory 28 Open Fisherman, Cape Dory 28 Flybridge Cruiser and the Cape Dory 36 Convertible in Cape Dory's successful powerboat fleet.

Eric J. Brehm

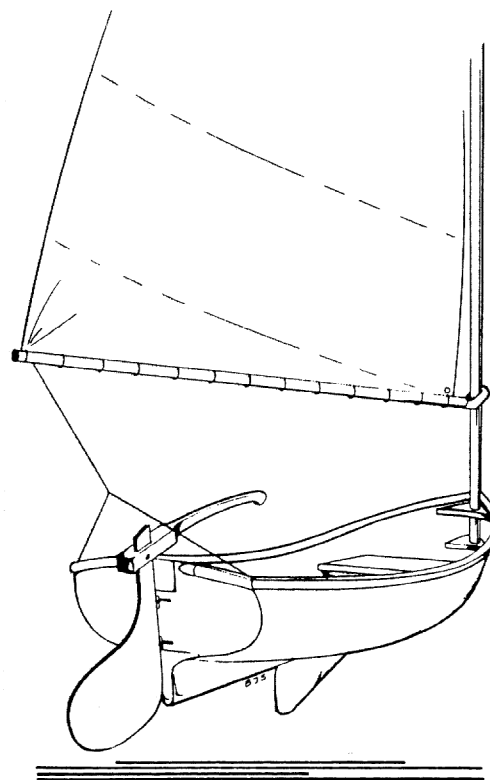
Cape Dory 30MKII — Successful First Year of Production

After her debut in the 1987 model year, the Cape Dory 30MKII has outpaced each of the other models in units produced.

It is interesting to note that half of the CD-30MKII's have been built for Cape Dory 25, 26, 27, 28 and 30 owners who wanted to step-up within the line to a larger, more comfortable cruising boat.

After a year of cruising, many of the owners have raved about our newest model's performance ("She points higher and sails faster than my last Cape Dory, yet I still enjoy that stiff, stable full keel ride") and her cruiseability ("The head is wonderful, the galley is well designed...and there is a phenomenal amount of storage space and elbow room!").

Clive Dent has designed the perfect family cruiser!



Cape Dory 10... A Classic Reborn

Robinhood Marine Center, Inc., a Cape Dory affiliate, is building the Cape Dory 10 to our traditional standards of quality and beauty. With full foam floatation the CD10 is unsinkable and can accommodate 3 adults.

- We can ship anywhere
- 10% discount to Cape Dory owners

The versatility of the CD10 makes her a perfect boat for all ages. Childrer can learn to sail with confidence, while adults are delighted by her spirited performance. For information, contact: Betsy Lewis, Robinhood Marine Center, Robinhood, Maine 04530, (207) 371-2525.

Please help us update our list by sending your name, address, boat model and hull number.

Thanx,
Rita Hochstetler
CDOA Coorindator

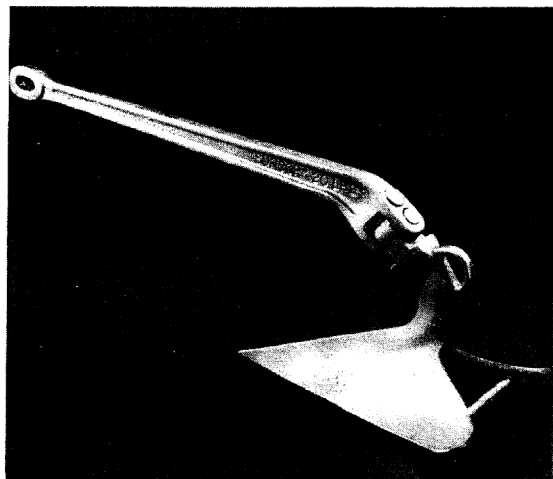
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30'-35'	35 lb.	\$222.00	\$155.40
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*Includes shipping and handling

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C.D.O.A. Group Insurance

The 1988 boating season is almost upon us. Many of you are probably giving your boat the "once over"; carefully examining, adjusting and fine tuning your boat for optimal performance.

Perhaps you should take a moment to give your insurance policy the "once over". Is it delivering optimal performance? The C.D.O.A. Insurance

Program offers a comprehensive package of coverages and very competitive rates. The program recognizes the quality of your Cape Dory and your good sailing experience.

If you should have any questions on your insurance or would like to compare your present program to the Association please call Ms. Kristy Selberg, Yacht Program Manager for Inland Underwriters, at (207) 772-0762.

CAPE DORY YACHT OWNERS' GROUP INSURANCE PROGRAM



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