

Nor'Sea27 Owners' Newslines

#2 May 1996

What a thrill to see the response to the first Nor'Sea Owner's Newslines. We have about 36 in our list of owners and many more who were curious or interested.

I would like to apologize to boat #44, Ed & Ellen Zacko's "Entr'acte" which is the only boat #44. John and Beth Lewis's "Proper Motion" is #19 and not #44 as I printed in the first issue.

To make it easier to figure out your hull numbers that are at the stern of the hull, the first three letters indicate the manufacturer - HLK - Heritage and NMI - Norsesea. The next five digits are the hull number with 00076 being hull 76 and the last 4 digits are the month and year the hull was laid 0478 is April of 1978.

'Coastal Cruising, May/June 1996 issue quotes a letter on page 24, from one of our Nor'Sea 27 owners, Tad Michel #145

'We would gladly receive any articles that you think might be of interest to others in the Newslines. Please note our E-Mail address or I can accept either 3.5 or 5.25 disks in WordPerfect 5.1. We have Windows 3.1, but sure prefer DOS. Editors N & G

Dean Wixom, our founder, and his wife, are living in Plantersville, Texas, and are currently en route to their summer residence in Franktown, Colorado. Our recent phone conversation established that Dean would be glad to write a column for future editions of the Newslines. He would be willing to address any questions you might have.

When Dean founded the company his desire for a trailerable cruising sailboat led him to choose the design submitted by designer Lyle Hess. The highway restrictions in 1977 limited the width to 8 feet. Due to a heavy advertising campaign, the boat was an instant success.

Dean has hull #77 "Chinook" in dry storage in Northern Florida. "After 16 years and 40,000 plus miles, we recently spent 2000 hours giving her a new diesel and complete refit. She will soon be ready to go anywhere again."

His address in Colorado is P.O. Box 160, Franktown, Co 80116. His Texas address is P.O. Box 370, Plantersville, TX 77363. 409-878-2308

I thought you would enjoy sharing excerpts from some of the responses.

' We bought a bare hull in 1983 and are building our own interior. Estimated date of completion? - When it gets done. K.J. #203 "Solitaire"

' Page 21 of CW for April 1996 shows Norman Lahti who responded to our Newslines with a description of his sail to Hawaii along with several beautiful photos. #18 - "Sara Finn"

' We are planning a 3 week trip in June from Newport News, VA to Washington, D.C.- G.D. "Guenevere"

' I own a 77/78 which I completely refitted over the past two years and have many good and many frustrating experiences. M.E. #2

' I am interested in keeping abreast of sale and offering prices (not that I would ever sell mine) but to know its worth. M.H. #155 - "Ark"

' When I picked up my boat in 1991, several items were not complete including sails and boat cushions. I was able to purchase my choice. I hope enclosed check helps with expenses. B.C. #373 "Island Girl II"

' We've owned #8 since 1987 and plan to sail from S.F. Bay to La Paz, Mexico this year and next year - where ever. J.H. #8

' I just bought the 1988 boat in Oct 1995 from Bob Eeg in Dana Point, CA, who was selling it for owners. We look forward to the Channel Islands this summer. Would love to see ideas for mounting an Autohelm ST2000. V.M.

' We just launched "LaPetite" in Aug '94 in Florida. Had her trucked from California to Florida. At the end of Jan '95, we sailed on our shakedown cruise to the Bahamas - it was absolutely great!!!. We have now sailed to the Bahamas 3 times and are leaving again next week. We hope to sail to Europe in Spring of 2000. D.K. #438 "La Petite"

' I knew very little about NorSeas when I bought mine, but at first glance I was in love. T.S.

' We recently purchased our NorSea which is in need of quite a lot of refurbishing below due to sitting last summer all closed up for an extended period of time with 3-4 inches of water over the cabin sole. We had wanted a NorSea for 15 years. B.H. #43

' I am one of the six NorSea 27 owners that got our 6 boats out of the Ontario Factory before it closed last May 1995. "Warm Rain" will be launched this summer near Orlando. B.S. "Warm Rain"

' Last week I returned from a two week sail with H. Tabor on his NorSea from Rio Dulce to Roatan. My "Lady J" is currently getting some topside work and rigging done. D.H. #25 "Lady J"

' I have owned #130 since she was built in 1979 and have sailed southern California, the Bahamas, the Gulf of Mexico and Galveston Bay. Three ventures were included in the biannual Regatta de Amigos sailing race from Galveston to Veracruz. You are all invited. G.W. #130 "Saker"

ICE BOX DRAINS-2 SOLUTIONS

John Lewis #19, writes that his ice box solutions were several. He started by installing a drain in the floor of the box. "Using a hole saw, I cut a 1.75 inch hole in the bottom of the box. I did this by hand - very carefully. After the hole was cut, I had to scrape out the old insulation under the box where the drain hose would go. The drain fitting itself had to be compact because there is not much space under the box. I used a 3/4" PVC slip-fit-to- 1/2" thread elbow fitting. One side had a hose barb threaded into it for the drain line and the other I epoxied in place under the hole using West epoxy thickened with microfibers. I smoothed out the epoxy mixture on the inside of the box so that it formed a funnel into the fitting.

After the epoxy set, I filled the gaps around the hose and PVC fitting with refrigeration foam out of an aerosol can and routed the drain hose under the galley cabinet and through the bulkhead into the engine compartment. It drains into the bilge.

This drain has been in place for almost 10 years and has only needed occasional cleaning with a blast from the dock hose. There is no sign that the epoxy joint has ever leaked."

John also closed off the trough that ran behind the sink as he was tired of fishing beer cans out of that slot.

John did screw the front door of the ice box shut, in order to eliminate the great loss of cold air each time the door is opened.

John's detailed instructions are available by request.

Michael Hulett, #155 of Lovettsville, VA adds that he solved the refrigerator drain problem by drilling a small hole inside the right front corner through the fiberglass down behind the cabinet facing. "Then I siliconed a flexible tube of the same diameter inside the hole, with the end of the tube flush with the top of the hole. Although I could have run the tube to the bilge, I elected to cut it off about six inches long. Crimping the tube (I bend it back on itself and secure it with a twist tie) keeps the water from draining until I'm ready to catch it in a bucket. The tube tucks neatly out of sight behind the woodwork."

CONSUMABLE ICE - Put a case of frozen cans of beer in the bottom of the ice box at the start of a cruise and load the food and ice on top. Take care not to get food that you don't want to freeze near the beer, because it is much colder than ice. This won't change the taste of the beer, but don't try it with pop. John Lewis #19 gave us this suggestion, but we haven't tried it yet.

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A product that works for us to increase the efficiency of the ice box is called "The Cold Blanket" which is manufactured by Mainstay Designs, 42 Margaret Ct, North Suite, Toms River, NJ 08753 908-255-1995. It is essentially a thin blanket of flexible closed cell foam rubber that you lay on top of your ice and items. It keeps the cold air from trying to fill the entire ice box. They come two (2' x 2.5') to a package for about \$30.00.

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To you who wear bi or trifocals, purchase a pair of the full size strong reading glasses, not half glasses, from the drug store. Use these instead of your trifocals when you are lying on your side trying to work on the engine, or looking up at any label or wires. This will save you from the stiff neck syndrome.

by Gale W. Saint #76 "No News"

As a lawyer with some 34 years of experience, there are very few things that intimidate me. The clear exceptions now days are melanoma and diesel engines aboard sailboats.

Aboard "No News" we have a 1978 2 QM 15 Yanmar with a 3-blade, non-folding prop.

While sailing across Lake Michigan early last June from Holland to Racine, Nancy made the comment "I just realized that you are the only diesel mechanic we have on board." This naturally would strike terror in the hearts of anyone who needed to depend on me for diesel maintenance or repair.

My past experience was not a cause for optimism. Prior to acquiring a Norsesea 27 in 1991 we had been avid sailboat

racers; in Wayfarer, Snipes, Y-Flyers, Flying Scot, San Juan 21 and a San Juan 23, with just an 8 h/p auxiliary outboard gasoline engine.

Nancy found an organization located in Union, New Jersey, called "Mack Boring Company" 908-964-0700. Thus for my 60th birthday, I received a tuition (\$95) paid one-day school enrollment, plus the round trip air fair to New Jersey, to be educated and updated on diesel engines.

Thirty-five students spent an intensive eight hours learning about Yanmar engines. There was some description of diesels in general, but primarily the focus was on Yanmars since Mack Boring Company is the Yanmar distributor east of the Mississippi. I learned little tricks of the trade, such as the proper way to bleed the lines and whether it makes any difference if you put the intake water impeller in with the blades pointing clockwise or counter clockwise. It doesn't. It will self adjust as soon as the engine starts up. In short, the school gave me a great deal more information and confidence, but certainly did not turn me into a diesel mechanic.

With that introduction, I thought it would be helpful to offer this column to cover information, comments and suggestions regarding engines. Hence, the name. Please submit any tips or comments or questions or an entire article to be published in this column, even if your engine is other than a Yanmar.

Incidentally, as I became hooked on learning about diesels, Nancy has become increasingly concerned about my obsession to checking every port for the availability of Yanmar filters and belts for our engine. My grandest trophy of our circumnavigation of the south end of Lake Michigan last summer was a brand new copy of the parts manual for the 2 QM 15 which we found in a tiny Yanmar dealer's shop in St. Joseph, Michigan. If anyone else needs a parts catalog for a Yanmar, please feel free to drop me a line and describe the year and make of the engine and I will attempt to locate a parts catalog for you.

In later columns I will pass along some of the Mack Boring instructor's tips regarding the maintenance, care and feeding of your diesel.

In order to help us keep in touch with one another, please complete the attached database information sheet as completely as possible. Use the back of the page for additional information about your boat and return the page to: Nancy Saint

Bloomington, IL 61701

You may include a color photo if you wish. We will then make copies of each owners information page and make it available to all of our owners who are willing to pay \$5.00 for postage and copying of the complete set. This information could be put into a 3 ring binder. This info should NOT be provided to any outside companies or used for a commercial purpose. Make your check to Nancy Saint.

1. We think we can upgrade our stove to propane, but where do other owners keep the propane tank???
2. If anyone is carrying a dink, what size is it and where are they storing it?
3. Owners with refrigeration, where did you place the pump/condenser?
4. What is the solution for screens on the oval ports?

We welcome your answers to these first few inquiries.

Nor'Sea Owners Newsline

Gale & Nancy Saint

Bloomington, IL

One of our owners, Greg Delezynski prepares very official papers for those guests who visit their NorSea 27, "Guenevere". You may have noticed these on page 206 of Cruising World, April 1996. The three-panel information folder answers some of the common questions, as well as gives basic safety rules. A certificate is awarded at the end of the voyage.

Greg is willing to reproduce these for your NorSea at a cost of just \$5.00. Please place your order through the Newsline. He would need your boat name, as well as your name, address and boat location.