



# The Nor'Sea 27 Owners Newsline

Issue #25

The newsletter for Inspired Nor'Sea 27 Owners

April, May, June 2001

## Editor's note:

Whew!! This activity is taking me longer than I thought, but it sure is fun. I'm looking for more articles from all you closet Hemingway's out there as well as any feedback you wish to share with me.

The online version of the newsletter goes to Adobe Acrobat format this issue, makes this part of the process much easier for me and hopefully easier for you to download at a single click.

Next issue will have an article on my new bow thruster, more tech stuff from Bob Loacono and maybe some more installment's of Freya, Mind's Eye, or whatever you send in...

Keep sailing and may the winds be always at your back or at least abaft the beam. Bob Garbe

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## Mind's Eye on the East Coast

Hello to Family & Friends,

As I begin this letter, we are bobbing and swinging at anchor in Cape May, NJ harbor. Winds are 25-30 knots from the north and seas outside are nasty. One boat which had left this morning to go up Delaware Bay to the C&D Canal came back and said they were going to wait out more favorable conditions, hopefully on Wednesday.

I last wrote on Sept. 8th so have a little catching up to do. We did get our mail that day and then began our trek south. The first stop was at Portsmouth, NH for the night before sailing the entire next day, 50 miles, to Marblehead, MA where we planned to explore for a couple of days. However, after listening to the weather forecast decided to take advantage of a "window" and sailed the next morning down to Cohasset, MA where we anchored for the night. Twenty knot SE winds the next day allowed us to sail to Provincetown on the tip of Cape Cod and we anchored outside the breakwater and behind the tip of Cape Cod for protection from the wind that had switched to the SW. The next morning, 9-13, we started sailing south toward Sesuit to rendezvous with our friends, Bob & Virginia. The wind died about half way there

and so we motored on. Bob & Virginia sailed out in their boat and met us. The next couple of day we spent there. Bob had located and bought a TNC on eBay on the Internet and we got that installed and operating. This now allows us to send and receive email on the boat using our SSB short-wave radio thru HAM radio stations on shore. The process is slow, 1200 baud, and like watching grass grow, but it's really neat and allows us to maintain contact with the family with short messages. I've currently been using a HAM up in Nova Scotia. Leaving Sesuit, we sailed over and down thru the Cape Cod Canal heading for Woods Hole, MA for the night. Leaving the canal did we ever have some excitement. Winds were strong out of the SW and blowing right into the canal AGAINST the ebbing tide we had ridden thru the canal with. This combination set up standing waves that were steep, deep and close together. For a few minutes we were pitching so bad the prop was coming out of the water and the bow was being buried. It was only until we could get to the end of the breakwater on both sides of the canal and we could get out of the channel. I still need to check the engine alignment, but I think it is

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## Freya's frolicking adventures—Part 3

Freya's Frolicking Adventures  
Kids and Kiwis

Oh my I'm bit behind, so as Majken takes her nap I will do my best to catch up. Now I could bore all of you with every little astonishing, magical, accomplishment that our amazing Majken has done, but I will spare you, a little. After Majken's birth Doug and I settled into our rented hotel/flat and spent a glorious week getting to know our daughter. There were 2

hair pulling nights when my milk had not yet come in and Majken was not satisfied. We know that we would be sleep deprived but no sleep at all! A call to our midwife confirmed that this was normal and that all would be fine in a day or two, and it was. My mother came to stay for a month. So knowing we would have help, Doug put Freya on the hard, right outside our little flat. What a com-

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OK. After the night in Hadley Harbor near Woods Hole we moved on to Newport, RI where we ended up staying 3 nights waiting for favorable weather. Tried to leave the 1st morning, but the wind shifted and the 10-15 foot swells we were getting from Hurricane Gordon would have made the passage thru a narrow area going to Mystic very interesting. We reminded ourselves once again we were retired and didn't need things that interesting. So, we went to shore and had a belated 40th Anniversary dinner at a nice restaurant right on the harbor. We could watch the 12 meter boats out sailing around already practicing for the next Americas Cup races to be in New Zealand in 2002. From Newport we moved on to Mystic, CT where laid over and spent Saturday the 23rd visiting the Mystic Seaport Museum which was quite interesting and fun. Toured an 1800s whaling ship and saw how they lived...no thanks. Continued on to New Rochelle, NY stopping just inside the Conn. River for one night and then 2 nights in Black Rock Harbor near Bridgeport to wait out passage of a weather front. The 1st night there we spent anchored in the outer harbor and it was very rough and little sleep. The second night we tied up to a floating dock in the inner harbor and slept much better. It really rained and blew. Motored to New Rochelle the next day in very lite NW winds and was able to get into the friendly boatyard we stayed at on the trip north. We had to raft next to a boat that was in the outside slip, but since it was free who are we to complain. Got acquainted with Rosemary & Richard Haggblad on the "Gratitude" who were having work done on their boat. They had a car and took us shopping at Costco. Deanna and I had hiked a mile or so to a Home Depot in the morning and had seen the Costco nearby. They were not members so we had them buy what they wanted as our guests. Neil arrived that night and he kept us apprised of his delays via email with him using his Palm Pilot and us contacting the Nova Scotia HAM station every so often on the SSB radio. He didn't get to the boat until 1:30 AM, but we woke him up at 8 and we had breakfast before casting off for the trip down the East River past Manhattan. The weather was great. No clouds and light winds. We arrived at Hell Gate just after high tide slack current and rode the ebb down to the Hudson River. We went by the Statue of Liberty on the way to our marina and took pictures. We arrived at the marina about 2: PM and after checking in we took showers and did laundry.

Liberty Landing Marina is located across the Hudson River from Manhattan so on Saturday morning we took a water taxi over to the World Trade Center. From there we caught a cab to the Metropolitan Museum of Art where we spent the rest of the day. Had dinner at a nice restaurant before taking the subway back to the WTC and the last water taxi of the day at 9:15 PM. Sunday we again took the water taxi over to Manhattan and caught the subway up to Times Square where we stood in line and got tickets to a matinee off-Broadway play called "I Love You, You're Perfect, Now Change." We then had lunch in a small French cafe before seeing the cute, funny play. After the play we took the subway down to Greenwich Village and wandered around there before having dinner at an Italian restaurant. Again we caught about the

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*(Freya continued from page 1)*

forting joy to have my mother stay with us. Doug worked on Freya's bottom paint bright work and completed several little projects. Birth certificates, passports, certificates of birth abroad, and several other documents had to be compiled for Majken's NZ and US passports. All that was easy compared to getting her passport photo. Everytime we went to get the picture taken she would fall asleep and not be roused. The passport pass out! My mother's month in NZ was spent hiking, long walks, visiting friends, and just playing with Majken. Majken has a special bond with her grandmother, and would often fall asleep on her arms. Four days after seeing my mom off, Doug, Majken and I boarded the plane for California. She's a born traveler. Majken did quite well on that long flight and on several other plane trips while in the USA. We were greeted by my parents and my maternal grandmother, the original Majken. Our 6 months in the states was spent with both sets of parents, friends and a short trip to Kentucky to see Doug's father, Sig and Kristi. Majken really enjoyed her cousins, aunts, uncles, and really bonded with the Bokisch family. As much as we loved being with every one in Ca we were longing for the 3 of us to be in our own space and to start traveling again. We once again boarded the plane for another long flight. We were a little apprehensive about how Majken, who was now somewhat mobile, would handle this 12 hour floght. As I took a walk down the aisle to stretch my legs, a man accosted me with "does your baby ever cry!" I politely smiled and said, " no". Ahh summer again, but a humid one in Whangarei NZ. Our first week on Freya was rough. Freya was in great shape and welcomed us back, but Majken was having trouble adjusting. At one point Doug was ready to go home to CA. Majken was fussy, not smiling, and would not eat more than 3 spoonfuls. We were very concerned. A visit to the Plunket Nurse ( a nurse specializing in childrens welfare) set us straight. Majken was ready for some independance. She wanted to crawl around on the floor, pull herself up and practice standing, give walking a try, and she wanted to feed herself. Wow! what a difference enlightenment makes. So we have been busy getting Freya back in shape for cruising and finishing up a ton of projects. It is good to see old friends and to make some new ones. In a couple of days, we plan to sail down to Auckland and then out to the Great Barrier Island. Hopefully we will find some enchanting anchorages along the way. We will then return to Whangarei to pick up our mail, make adjustments, and complete a few more projects. Then we are off to the Bay of Islands. By early May we will be staged to sail to Fiji. Ok I feel the need to give one paragraph to Majken , who is now 9 months old! She is soooooo adorable. Just today , as we were walking home she flashes me this big beautiful smile and keeps on smiling. Today she stood by herself for a whole 3 seconds. She greets everyone with a smile, waves goodbye, and claps to the beat of the music.

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last water taxi back across the river to the boat. Neil's plane out of NYC wasn't until late afternoon on Monday so in the morning we took another ferry over to Ellis Island and went through the museum that's been set up there telling the stories of what immigrants endured to come into America. It was really interesting. Got back to the boat for lunch and then saw Neil off on the water taxi. Deanna and I then worked at getting ready to depart the next morning, filling the water tanks and re-stowing gear after having made room for Neil to sleep in the aft cabin. So, Tuesday, October 3rd, we sail for an anchorage 15 miles south to get a jump on the long leg down to Barnegat Inlet. We got to Atlantic Highlands early afternoon and anchored behind the breakwater out of the 15-20 knot NW winds and rested. Went to bed at nine o'clock. Then, at 2:30 AM, Deanna heard something and it was the trawler nearby raising it's anchor. The sky was clear, there was light from NYC. The winds

were calm so we got up and were on the go by 3: AM. Motored the 60 miles to Barnegat in lite to no wind and dropped anchor about 1: PM near the Coast Guard Station. Then I called an old Motorola salesman buddy, Les Figular, who lived in Tom's River, NJ, about 20 miles away on the VHF radio using our Maritel account.

He was home and we decided to motor into and up the ICW to his place the next day. In the morning we headed in the channel leading to the ICW and as soon as we got to it I again called Les and he suggested we meet in Forked River, NJ, which was really close to where we were at that moment. So, we made a left turn and followed a narrow channel into Forked River and tied up at docks provided by the Captain's Inn at a nominal cost... and they also had showers available. Since the season is over we were the only boat there. Les arrived about 2: PM and he brought with him another retired Motorolan, Mitch Baker, with whom I had also worked in years past. We had a great visit and we plan on stopping for a longer stay next year. We stayed the night after having dinner at the Captain's Inn and then the next morning hiked over a mile to a Mail Boxes place to send our Visa bill FedEx so it would be on time. We then motored the 7 miles back over to Barnegat Inlet. It was time to change oil on the engine so this I did after lunch. The weather forecast for the next day, Saturday the 7th was for 15-20 knot NW winds and clear skies, This was a great forecast so it was up early and out on the Atlantic by 6:30 and heading south with a beam wind. We had put up the intermediate jib and were glad we had. By the time we reached Atlantic City 30 miles south of Barnegat, we had triple reefed the main and were doing 6.5 knots with spurts to over 7 knots in wind gusts over 25 knots. Because we were doing so well and not uncomfortable, we kept on going and went the full 65+ miles to Cape May, NJ all under sail, arriving off the channel breakwater at 6: PM, 30 minutes before sunset. That's when "Murphy" joined the crew and when I started the engine to motor into the harbor, no cooling water came out. So, while Deanna steered the boat to hold us in position, I worked at

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She loves to feed the ducks. She went to the beach yesterday. She loved playing in the sand (and eating it too). Though she was a first afraid of the sound of the crashing waves, she was brave enough to test the water. Soon she was splashing about. What a glorious child! Hope all is well with all of you! Love, Jennifer, Doug , and Majken

#### Dennis Kimmel's First Trailering Experience

I left Ohio on Tuesday (2/7/01), stopping in the Chicago area to visit my parents that evening. My Dad (92) and Mom (82) seemed to be doing okay. The next day my brother and I met in Rockford and immediately left for Denver. As we traveled through Iowa we encountered freezing rain which resulted in tens of cars and trucks being in the ditches on both sides of the highway. We stayed overnight in Council Bluffs and headed for Denver the next day, again running into freezing rain and as we approached Denver, snow. With temperatures below zero I had to plug in the truck's headbolt heater in order to start it. Denver traffic was brought to a slow, bumper to bumper crawl for the two days we were there. Bob Garbe, bless his soul, was our salvation. He met us at the boat yard and drove me around town until we found an adapter to connect the trailer's five pin brake plug to the truck's seven pin plug (The adapter I had purchased wasn't the correct one). When we tried to hook up the trailer we found that which ever way the shank was turned (either up or down), it was either too high or too low so Bob gave us his to use (I still have to get it mailed back to him). If he hadn't been there to help I'd probably still be in Denver. As we traveled east into Kansas, the roads became very treacherous, snow packed and icy. Again, lots of vehicles were in the ditch. This remained the case until we reached the northern border of Oklahoma. Whenever my brother relinquished the wheel to me, he was a basketcase!! I think he won't be making any boat towing trips with me again.

Not having any experience with trailering, I wasn't always as careful as I should have been to consider the path the trailer was going to travel as I turned the truck. As a result we had one occasion where I was sort of wrapped around a parked car such that I couldn't back up or go forward without hitting it with either the truck or the boat. Fortunately, the young lady who owned the car was able to maneuver her car from its parking space with a series of back and turn, forward and turn motions. This cleared the path the boat insisted on traveling so we were able to resume our departure from the motel were this happened. We reached Punta Gorda without further incident and I learned to be more careful!!!!

I didn't tell you I had to wake the young lady at 6:00 am to ask her to move her car. She had been out the night before until 2:00 a.m. partying. I had left a note with the management (which was given to her when she came in) asking if she would move it or wake me to help her move it before she went to bed, but she decided it wasn't necessary. So she got up earlier than

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getting water flowing. My usual ploy of blowing into the water intake hose didn't work at first, and then it started pumping and I don't know why. I'll need to talk to someone when we get to Rock Hall and try to find the cause. We did get into the harbor, but by then the sun had set. Having been here on our trip north we were familiar with the place and so we anchored in the first place east of the Coast Guard Station with some other boats. Had to be careful because the whole harbor is pretty shallow. Got the anchor set and then had our usual celebratory can of Dinty Moore Beef Stew we always have after a late arrival from a long passage. Slept good until the fishing boats all started to go out the next morning. After breakfast we moved to our present location west of the Coast Guard Station and closer to the marinas and docks so we can use the dinghy to go to shore. We did go ashore, twice. The first time we hiked half a mile to a Texaco station and got the empty propane tank filled so we don't have to worry about running out. Then it was back to shore to find the "market" we had heard about. We found it, but it was just a big convenience store. So here we sit, bobbing and swinging at the end of 60 feet of anchor chain in 20-25 knot winds, gusting to almost 30. Too choppy to really think about taking the dinghy ashore unless we want to put on our foul weather gear, and it's cold outside. I have finally put oil in the lamp and used it to heat up the cabin this morning. The weather forecast for tomorrow isn't any better so will be on board thru Tuesday at least.

Tuesday, October 10, 2000

Did not get off the boat yesterday at all. It was cold, very windy with showers. Today we did take the dinghy to shore in 20 knot winds and only getting a little wet and walked about 2 miles to the downtown area. Here we took a tour of the Victorian houses for which Cape May is on the Historical Register. Went thru one of them that had been completely restored. Then we picked up a few groceries and walked back to where we had tied up the dinghy. It was much drier going down wind back to the boat. After supper we went over to the boat next to us for a visit with a Canadian couple who are also on their way to the Bahamas. I'm sure we will see them on the way south.

Tomorrow we will check into a marina so we can get diesel, pump the holding tank, fill the water tanks, do laundry, do email and take showers. Then on Thursday, AM, beginning to look like we will get the weather window we need to get up the Delaware River to the C&D Canal, and then down into the Chesapeake and Rock Hall where we will do some needed maintenance on Mind's Eye. We've been in Rock Hall now since October 16th and working from dawn to dusk doing maintenance on Mind's Eye. The weather has been getting chilly, down to the low 40's in the cockpit and 50 in the cabin. Deanna has me get up first and turn on the small heater fan to take the chill off before she crawls out of the sack. Our departure from Cape May, NJ came at 4:00 AM on Oct 12th and we motored up the Delaware Bay into 15 knot winds and choppy seas. The forecast had been for lighter winds but once out we decided to keep plugging

along. Other, bigger boats who had left at the same time could go faster and they forged far ahead of us. We did get up to the Cohansy River by mid-afternoon and so went on up the river a mile and dropped anchor for the night. The next best place to spend the night was another 40 miles and no way would we make it before dark and we would be going against the tide. We had come with the tide so far. Just after we anchored another boat came down the river to leave. It was "Decaf" and they had left Cape May the previous day, but problems forced them to stop at Greenwich, about 4 miles upstream. As they left the mouth of the river they went aground on the bar, hard, and had to call quickly for a towing service to get them off as the tide was going out. After getting freed, they decided it had cost them too much time and so came and anchored near us. They then invited us over for a visit and we met John & Wendy Mead.

The next day we motored the 40 miles to the C & D Canal and to Chesapeake City where we spent the night. We got there just early enough to go visit the museum there that still had the steam driven water wheel and engines that had filled the locks back before the canal was made a sea level one. The next couple of days were spent exploring the Sassafras River since we didn't want to get to Rock Hall and the marina on the weekend when we figured they would be extra busy with folks getting their boats hauled for the winter. Nothing exciting, but I did go aground a bit going into Turner Creek for one of the nights. Fortunately we were just creeping and I was able to back off and get back into the channel. Arriving in Rock Hall on the 16th we started working on our to-do list so we could get trucking south. We ended up putting the boat up on the hard on jack stands to really check to see why the engine had been overheating. While out of the water we decided to put on two coats of bottom paint, re-bed all the lifeline stanchions. This led to several add-on projects such as painting the decks where I made mess of re-bedding the stanchions, repairing the cable to the radar after I drilled into it while re-bedding the stanchions... and the list went on and on. Needless to say we think we've gotten everything pretty much done and ready. They just put us back in the water this afternoon, Oct 31st, and we are at the laundromat doing laundry. Need to get to the bank and get some money and we should be pretty much set to leave in the morning. The current plan is to get down to Norfolk, VA, and then go in the ICW (IntraCoastal Waterway) down to Florida.

Today is Sunday the 26th of November and we are at anchor in a small river off the ICW in Georgia. We came 51 nautical miles (60 statute miles) in just 10 hours. We had both help and hindrance from the tide which can generate 2.5 to 4 knots of current either with you or against you. Today we were lucky and it mostly helped. The forecast is for clear and cooler weather which makes up for yesterday when we sat out rainy/windy weather just outside Savannah, GA. We've done pretty good, having left Rock Hall on November 2nd. The trip got off to a great start and there has only been 2 or 3 days of inclement weather. It has gotten cold a couple of days... down in to the lower 30's. Leaving Rock Hall we took 3 days to get down to

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Yorktown, VA where we met up with a cousin of Deanna's and we had a good time with cousin Debby showing us around the area. From Yorktown we went to Norfolk and then entered the ICW (IntraCoastal Waterway) via the Dismal Swamp route. Now, the Dismal Swamp was anything but dismal. It was the height of the fall colors and the trees were red, yellow, orange, etc. At the first lock that raises boats to the level of the swamp we met Jim and Harry on Jim's beautiful aluminum sailboat. Harry was helping Jim take the boat south. This was a very fortuitous, since Harry is a gourmet cook and he always made too much for just the two of them. Deanna and I had dinner on Jim's boat twice. Mostly it has been a push to get south where it will be warmer. A couple of times we have stayed at anchor through a second night to let a weather front pass. Just outside of Charleston we (me) got snookered by a short term weather outlook and we raised anchor and proceeded to head into a marina where we had reservations. This is when it really hit the fan and the rain came down in buckets. The wind was blowing so hard it was blowing the tops off the waves and generating advection fog. Visibility dropped to less than a quarter mile and I thought my face was going to freeze as we came up across Charleston Harbor. We got up into the lee of the city and things eased a bit and we got into our slip at the marina. My hands were so cold I couldn't tie the boat to the dock. The first thing we did was go take wonderful HOT SHOWERS.

Spent the next two days resupplying and exploring the city. Both Deanna and I agreed that Charleston is one of the prettiest cities we've visited. A weather front caused us to hole up the past 2 days just outside Savannah so we will visit that city when we make our way back north in the spring.

Tomorrow, Monday the 27th, we will get to Jekyll Island where we will stay a couple of nights so we can visit the 20 bedroom "cottages" once owned by the likes of the Rockefellers and Vanderbilts back in the 1920s. Hopefully we will get this sent from there, but our modem is acting up so we will see.

Leaving Jekyll Island we made our way down the ICW to the Fort George River and anchored there for the night before going on to Jacksonville Beach. A couple of miles before reaching Ft. George, we came upon a big 42 foot ketch that had turned to go up a channel to anchor for the night and they had missed the channel by about 5 feet and gone aground. He must have been going pretty fast, because the boat was really in shallow water and leaning at about a 45 degree angle. We talked to him on the radio, but not much we could do. We did persuade him to call Towboat/US and when he was not able to make radio contact I was able to act as a relay until they found a frequency that would work. They finally got him off at midnight. The next day we finished going on into Palm Cove Marina in Jacksonville Beach where we have left "Mind's Eye" while we are here for the holidays. The first thing I did was change engine oil and re-pickle the water maker. Then, because Deanna had found a leak, I proceeded to remove the forepeak chart box and overhead and reseal the foredeck drain... a whole day project. The weather had been cold so we were happy to be able to

plug into shore power and run the small heater fan we brought. The marina is very new and very nice facilities, close to shopping. One of the first nights we were there we did see the NASA Space Shuttle take off from the Kennedy Space Flight Center 100 miles to the south which was neat. Saturday, December 2nd, we rented a car to be able to do some shopping and cruising around. Sunday we drove down to St. Augustine and toured the oldest city in the USA. Too bad the day was so cold. Monday we dropped the car off on our way to the airport and had them take us to the airport. When I told the driver to drop us off at America West we

were told that airline did not fly into Jacksonville. After a few minutes of consternation we found out we were on a Continental flight with whom America West has a cross agreement. All is well.

Here we sit, tied to the dock at the Titusville, FL city marina. The wind is blowing right in the harbor opening at 20 knots, gusting to 28, and every boat here is rocking at the dock. It isn't bothering the pelicans, however, they are wheeling and diving into the water behind the boat and I watch they swallow their wriggling catch. We got back to the boat, which we had left in Jacksonville while going home for the holidays, on January 8th. "Mind's Eye" was OK and my worrying about possible problems because of the freezing, mid-20's, temperatures experienced in Jacksonville were for naught. The warm 54 degree water kept the boat warm enough. The day we returned was in the low 70's, but the next night saw a cold front go thru with mid-20 temperatures again. We were happy to be able to plug into shore power and run the small electric heater we carry. Left Jacksonville after a couple of days of getting fresh supplies and motored down the ICW to St. Augustine where we anchored south of the Lion Gate Bridge in an area of fast moving current. Because of this and the number of boats, we set two anchors to limit our movement. In this process I managed to do something to my right shoulder and it was painful and hard to sleep comfortably. (I have gone to a local doctor and he prescribed some medication and told me to give it a rest and not stress it.) Made our way own to a place called Flagler Beach where we anchored in a narrow slot intended to be for homes with docks, but somebody screwed up and the next slot was too close so neither could be used. So it has been abandon... made a good anchorage. New Smyrna Beach was our next destination and we tied up at the local marina since the nearby anchorages looked a little exposed. Our last leg here to Titusville, FL was in ICW water so shallow we had to turn off the shallow water alarm (set at 4 feet) on the depth sounder as it was going off so much. Rented a car and drove to Tampa to visit my high school buddy Ron Holt and Millie for lunch at their place. Had a real good visit and then they took us to the local Costco where we stocked up. The next day, Tuesday, 2 other cruising couples packed into our car and we all went and spent the day at Kennedy Space Center. What an outstanding place to visit. A shuttle launch scheduled for the 18th had been postponed which did allow tours out toward the launch area, but the bad news was we would not get to see the launch as hoped. Wednesday we drove to Orlando, 50 miles, to go to Epcot Center at Disney World and were there

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from 10:AM to closing at 11:PM. Went on most of the rides and walked for miles. Had dinner at a French restaurant that really brought back memories of our work tour in France back in the mid-80's. Thursday we drove back to Orlando and went to the MGM Studio/Disney amusement attraction. Really enjoyed the Indiana Jones show and we both even went on the roller coaster ride and elevator drop ride in the "Hollywood Horror Hotel." The roller coaster ride took us upside down and went so fast I had to keep my eyes shut. It only lasted about 60 seconds, but I was never so happy than for it to end. Friday we found and went to a Motorola insurance approved doctor's office to get my shoulder checked out. To minimize possible further damage we have decide to rest here 2-4 weeks and give the shoulder a chance to heal. Yesterday we had a real good visit with another couple who have the same kind of boat we do.

Turned in the car this morning, Tuesday, so tomorrow we will move to another marina with nicer facilities and closer to shopping we can walk to. We would have moved today except for the strong winds which would have made handling the boat difficult. The winds are supposed to die by morning. By staying, we should be able to have a front row seat for the February 6th shuttle launch. We'll let you know how it goes.

Remember ... everyone take care of each other out there.

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she wanted to, but was very good natured about the whole thing. I could have hugged her after it was over, but I think she wouldn't have understood so I had to settle for shaking her hand. She knew I appreciated her sacrifice. Tonka's former owner was in Florida on vacation at this same time so he volunteer to help us get her into the water and rigged. This was most welcome and appreciated. She was launched on Friday without incident and we motored across the harbor at high tide to Fisherman's Village (going aground twice in the channel). That night the patrons of the few bars on the wharf kept us up until 2:30 in the morning with their screaming, yelling and engine revving. The guy in the next slip said, "Oh, this goes on all the time; Fridays, Saturdays and Wednesdays being the worst. I wasn't very happy about this because I thought I was going to be in a peaceful setting. There had been no warning from the management of Fisherman's Village. Rain fall in Florida has been very minimal for quite a long time. As a result the river which feeds Charlotte Harbor is significantly below its normal level. When the winds are out of the north or east, water is blown out of the harbor. As a result, there were times (especially during low tide) when Tonka sank so far into the mud that we could not get off the boat. We actually needed a ladder to climb up to the dock or down to the boat. I wasn't very happy about

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### **Report on LED lamps for use as replacements for some Marine Signal Lights.** By Bob Loiacono

Lets take a practical look at LED lighting. We are all familiar with incandescent lighting, which we will compare LED lighting to. To understand what we are comparing we also need to refresh our understanding of incandescent lighting as well. Incandescent lighting involves heating a thin tungsten wire to a temperature at which it glows white hot. The wire has mass, and so it is possible to calculate the power required. It also has a surface area, which weighs into the equation. After all the arithmetic is done, it takes many watts of power to heat the filament to a color-temperature where the light is called "white". The light emitted from the filament accounts for less than 5% of the power provided and the rest produces heat. The good part is that the light covers a broad bandwidth, including colors red, yellow, amber, and some green and a little blue. The bad parts are dominated by the wasted power. The bad points of the incandescent lamp are in order of concern. First, power consumption is an issue. Especially when you understand that the light produced is equip to less than five percent of the power used. The LED lamps do not produce their light from heat but from another process by which electrons change state in a semiconductor. The current flow is simply providing excitation for this to happen and does not have to heat any mass white hot. To arrive at a signal light with a good field of view that replaces a 10 watt bulb requires at least twelve LED's. These are in an array that covers 360 degrees. Two planes are required so as to have a vertical aperture that is acceptable for viewing as you roll and heal. In other words, a circle of 6 that "aim" slightly up and another that "aim" slightly down. This is somewhat more complicated than the incandescent bulb, which is more omnidirectional. With a total of 12 LED's, the test unit I made draws 88 mA or 0.088 Amps while the incandescent it replaced clocked in at 0.812 Amps (see illustration on page 7).

Durability is an issue. Incandescent filaments and glass can break from vibrating and shaking. This is especially an issue up on the masthead! This is the most common cause of lamp failure and is unpredictable. Some I have spoken to have had masthead bulbs live beyond ten years while others have to replace them regularly. The LED light sources do not have any glass seal or filament suspended inside. They are a small chip of semiconductor material imbedded in a clear epoxy blob or "case". This is firmly soldered into a circuit board (on properly constructed units). It can handle incredible vibration and shock.

Another issue, is corrosion. My mast lighting never seems to work. The socket mounting system for lamps, in my opinion, has no place in the marine environment! Corroded sockets present the most difficult aspect of mast mounted lighting failure. Once sockets corrode, replacing lamps and cleaning the sockets results in only temporary reliable operation. LED lights last so long that properly designed, the fixture will be ready for replacement long before the LED light sources are expired. In this case there is no desire for troublesome sockets. The fixture can be hard wired.

LED lighting fixtures can be made extremely light in

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weight and smaller in size. Since there is no heat issue, the fixture does not have to contain so much air as to provide for ventilation cooling. No glass is needed and using lexan, a nearly unbreakable, completely sealed and extremely light weight fixture can be made. The low current does not lend towards high voltage drop and therefore can eliminate the heavy gage wiring running in the mast. Wire of 20 gage is more than adequate for the small amperage of the LED fixture, provided the proper size fuse is used to protect the wire. A 5 amp maximum fuse size is recommended.

The LED lights are not, however, well suited to illumination. They do not provide a broad bandwidth of light and while they appear extremely intense when viewed directly, the narrow band light they emit does not make it easy for the human eye to "see" things. We are adapted to see in sunlight and the Sun is a full spectrum light source. It is harder for our optical system to piece together what we are looking at under narrow band light. This can lead to eye stress if a cabin were lit with LED lights or if they were used for reading. Experimentation is currently under way to arrive at a light source containing a mixture of colors and light sources that will provide the best compromise between cost, power used, and light quality for illumination. Products already on the market advertised for illumination are various but none achieve the desired goals. One in particular mixes an incandescent bulb with several LED's. In this case the LED's contribute little to the end result while the incandescent being present makes sure the power reduction is not representative of the LED light technology. In my opinion it is better to wait until these designs mature. It appears people are dreaming

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this either and had not received any warning from either marina. As a result of being in the mud, areas of bottom paint are permanently discolored. My poor brother had never been on a sail boat before, let alone one of this size. He wasn't prepared for how conveniently located everything is!!!!

The long range weather forecast for the west coast of Florida is pretty much the same until summer. My plan was to stay at that marina and learn my boat, but I was ready to go home. I reasoned, why should I spend money to go home and then return to Florida just to have more of the same. I didn't think I knew the boat well enough to start off voyaging down the coast alone. So, I decided to "pack it in," and head for home. Because of the wind direction, I couldn't get back to the marina/boat works where Tonka was to be extracted for several days, but did finally manage to get there. They lifted the mast without me being present (without my authorization) and put it on the boat backwards so I can't raise the mast for next launch. The bottom of the mast is at the bow and the top is at the stern. They would have charged me a second time to pick it up and turn it around. They insisted that this is the way all masts are oriented when laid on the boat's rails. I left on a Saturday morning and arrived in Akron on Monday afternoon. The trip went well, although driving through the torrential rain storms in Alabama wasn't too much fun. Not knowing how bad the mountains in West Virginia and Tennessee are for routes 77 and 75, I chose to come north on route 65 to Louisville and then 71 home to Akron. I believe it was about 200 miles further in length but there were no mountains to negotiate which made me happy. Although averaging 8 to 9 miles a gallon is a little hard to swallow, the truck was great. It definitely is up to the task and comfortable to drive, as well.

So, that's the story. It's nice to be home.

Dennis Kimmel

**Running an Anchor Light**

	Milliamps	AH for 9 Hours	AH for 7 Days
Incandescent 10W	810	7.29	51.0
LED	88	0.79	5.53

**Lighting Characteristics—LED's vs Incandescent**

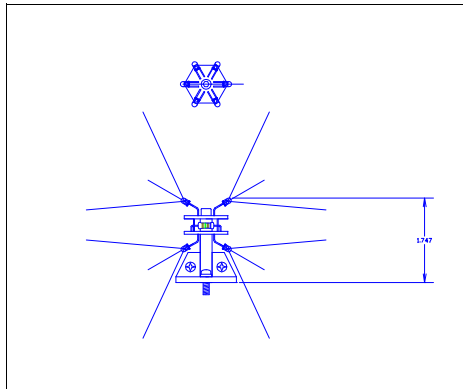
	Incandescent	Typical	LED	Typical
Cost	Low	\$2.00	High	\$60
Power consumption	High	830 mA	Low	90 mA
Life expectancy	Poor	3 Years	Excellent	20+ Years*
Use as signal	Excellent	10+ Miles	Excellent	Est. 10+ Miles
Use for illumination	Good	Cabin and spreader lts	Poor	Chart light
Size	Medium-large	3x 3 Inch fixture	Small	1 inch possible
Heat	High	34 BTU	Low	4 BTU
Durability	Low	Filament breaks	High	Solid State
Temperature range	Wide	-40 to 150F	Medium-wide	-10 to +150F

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of things that do not yet exist while marketers rise to the call with not-quite-perfected items to sell them.

For now consider LED's for signal (mast head, running, etc) and chart light or night-light use. LED's that appear white are made by using semiconductor materials that produce several colors that together appear somewhat blue-white. This light, if passed through a colored filter like a red lens, does not produce much red. So when a red lens is used, red LED's need to be selected. LED's colors are not made by colored plastic. The materials used in the LED actually produce red or amber or green, etc., light. The light has a very specific color or wavelength is called "monochromatic" or "One Colored". For this reason, you can understand why specific LED's have to be chosen for specific lens colors. Red for red, green for green, and so on. This again supports that LED lights should be considered a light and fixture design and not a device that replaces the bulb in an existing fixture.

High intensity or "ultra Bright" LED light sources are made to be as intense as they are using some tricks. These impart a cost on their use. The light is concentrated. Where a flashlight bulb would emit its light in a full sphere pattern, the LED chip is shaped into a "reflector" shape and focuses all the light into a small pattern. For this reason, in the case of a marine signal lamp, in order to un-do this effect, the lights need to be arrayed in a ring with some overlap of coverage to insure the desired visibility from 360 degrees of viewing. The LED's are available in 10, 20, and 70 degree beam angle. Obviously the narrower the beam the more intense the light but the more LED's would be needed to cover the area needed. This is where there is no free lunch. The brightest appearing of the LED's is of the least usefulness.



The white LED's have an operating voltage of about 3.5 volts. Lighting these, I have used three in series and found that if battery voltage goes below 10VDC, they can get quite dim. Your incandescent lamps dim also but possibly to a lesser degree. As a test I connected my Makita cordless power pack to the lamp and ran it for 4 days. I conclude that in an emergency, due to the small power consumption, one can always find a way to power these lights. The actual power used is comparable with the output of some inexpensive solar chargers. A small separate power supply can in fact be built using NiMH batteries, now available at Home Depot, and a small solar charger that can make the running, masthead, anchor and other signal lights independent of the Boats main battery system.

As I mentioned the LED's operate on lower than 12 Volts, observing the manufactured products I see that they are not all wiring the LED's in series. That is foolish as the same current that lights one can also flow through and light others at no additional power cost. Some use resistors to dissipate off the rest of the voltage and power while others use a switching power supply to pulse the LED's. The resistor method is least costly and does not lead to the production of local radio interference. The use of a pulsed power supply risks producing radio interference and putting it into the 12V system on board. Plus it does not permit series connection to be used to full advantage.

The different designs also can use the LED's at different current levels. Life expectancy of the LED lights in normal use is about 11 years at full rated current. Reducing the current slightly can increase life beyond 30 years. That may require adding a couple more LED's but may be well worthwhile. I have decided to do so in my design.

The Ultra Bright LED's cost from \$1 to \$4 each in large quantities (a million units). The most costly is the white and this is what is driving the cost of white LED products at this time. For example, twelve of the \$4 white LED's cost \$48. That's the bottom line from the actual manufacturer, and in production quantities. For comparison, the common LED's used as indicators on appliances and toys costs from less than a penny to about \$.03 in these quantities. I believe as the technology and the market matures, cost of these will come down. Another signal that says "WAIT" before spending!!

And if shopping, I would measure the fitness of the design by looking for:

- Sealed enclosure.
- Colored sources where needed.
- Hard wired connection, no sockets.
- Warranty (no reason why not a 5 year warranty with these!)
- And current of about 22 mA for every three LED's (44mA for 6, 88 mA for 12, 176 mA for 24, etc.)

Remember that a mA or Milliamp is 0.001 Amps. These add up over time. However many amps are used for how many hours reveals how many amp-hours are stolen from the batteries. Knowing this you can see how frequently you may have to run the engine to recharge, and how far your diesel may take you!

Also noteworthy, the narrow beam LED's are exceptionally well suited to making small hand held flashlights that can last incredibly long on battery power. These are probably as advanced as they are going to get for some time and are worth buying now as their presence aboard is obviously desirable.

Hope to see these on the water!

For in-the-cabin illumination, you can not yet beat a small, efficient florescent light for power efficiency!

-Bob Loiacono



Picture of a raft up in a far away place... It was an article on the Flicka on the left, but you just got to notice the beautiful Nor'Sea in the middle. Anybody know whose Nor'sea is in the picture???



A couple of pictures from the Florida get together(s) this spring...



Dean tells all

Cockpit stuffing contest



6202 Chimney Rock Tr.  
Morrison, CO 8046

### *Nor'Sea 27 Newsletter*

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HTTP://NORSEA27.TRIPOD.  
COM/

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#### **NOR'SEA'S FOR SALE**

1993 "Ladyship" \$90,000 Class Sea Yachts 1225 SW 51st Terr Cape Coral, FL 33914, USA Tel (941) 540-3410 Fax (941) 540-3471 Email [journeyon@msn.com](mailto:journeyon@msn.com); [norm@yachtbroker.net](mailto:norm@yachtbroker.net)

1991 Price: US\$ 39,900 Located in Long Beach, CA. Contact Flying Cloud Yachts. 6400 Marina Drive Long Beach, CA 90803, USA Tel (562) 594-9716 Fax (562) 594-0710 Email [fcyachts@earthlink.net](mailto:fcyachts@earthlink.net)

Year: 1977 Price: US\$ 42,000 Located in SAN DIEGO, CA Continental Yachts Ltd. 333 West Harbor Drive San Diego, CA 92101, USA Tel 619-696-7400 Fax 619-696-8029 Email [yachts@n2.net](mailto:yachts@n2.net)

1977 Hull #68, aft cockpit. It is in excellent condition. We live in Maine. \$34,500. Ed Girvin; [eag@acadia.net](mailto:eag@acadia.net)

1987 Aft Cabin model. Cream hull and deck with burgundy boot stripe; Yanmar 2Gm20 with 1200 hours. 3-12 volt batts, Inverter, Shore power system with Batt charger. Roller Furling, Self Tailing Winches, CNG stove, Battery/ AC refrigeration Salt and Fresh H2O foot pumps, Autohelm autopilot/depth sounder/wind indicator/speed and distance log Good condition canvas GPS/VHS, Custom cockpit cushions. This boat has been maintained to the highest standards both cosmetically and mechanically. Located in North Florida. Contact; Duncan Williams 904 461 6879 [Helmsmen1@aol.com](mailto:Helmsmen1@aol.com)

1978 aft cabin , new engine - Yanmar 20hp, new stainless fuel tank, yacht saver, mast rewired, tri-color masthead light replaced, deep stainless sink, Origo alcohol stove, Dickinson solid fuel fireplace, smart battery charger, new depth sounder, teak companionway doors, interior bulkhead with teak louvered doors added similar to new Norsesea's configuration, dodger, 100 ft chain anchor rode and 250 ftline. Berthed in Seward, Alaska. \$40k [lon.zimmerman](mailto:lon.zimmerman@zimco.net); [Zimco@gci.net](mailto:Zimco@gci.net)

1977 aft cabin model. Good shape, but needs a little cosmetic work and a few upgrades. six sails, 9 hp Farryman diesel, heavy keel version. Presently seaworthy, but if I were to keep it, I would soon get a bottom job, new standing rigging, and new cushions. Has new running rigging. Asking \$27,000 because it needs a little work. Berthed in San Diego, no trailer. Picture at [www.meer.org/ns.htm](http://www.meer.org/ns.htm). If interested, contact Steve at [swshaner@yahoo.com](mailto:swshaner@yahoo.com)