



The Nor'Sea 27 Owners Newsline

Issue #26

The newsletter for Inspired Nor'Sea 27 Owners

July November 2001

- BEST LAID PLANS -

Well... Here it is, early DECEMBER for an issue that was supposed to be out around the Middle of SEPTEMBER. Does the newly coined phrase 9/11 ring a bell. I am ashamed and chagrined to be doing this so late, but perhaps better late than never, I guess. Being a Federal Employee with expertise in biological stuff and such, I have been spending more time out-of town than in... I barely got my precious Endorfyn out of the water before the first freeze and after the marina was closed. She was the last boat in the water in a closed up marina, if you can believe that. I'll try to do better next time.

Inside this issue:

Founders Feature	1
Computing on Board	1
Bow Thruster	5
Nor'Sea's for sale	6
Plea for Articles	3

Founders Feature by Dean Wixom

Ramblings on Cruising

To those who dream of voyaging as a life style; your reality won't be anything like your dreams, so forget your expectations and be open to what comes.

Of those who go off voyaging, only one in ten will be still at it three years later, regardless of early expectations. Don't burn bridges behind you. Keep your options open. Nine out of ten will need them. Most will quit due to relationship problems.

Voyaging is the worst place in the world to solidify a relationship. If you have relationship issues now, they will be huge issues out voyaging, out where there are no resources to help. Don't put all your investment in your boat. It will still be there years from now. Your relationship

may not. Invest resources for your problems now, where you have the resources available.

A ship at sea cannot be a democracy. Every seafaring nation has recognized the need for an ultimate authority on board; a Captain. Make whatever arrangement works for you, Captains alternate days, whatever, but avoid an attempt at democracy. Arguing every aspect of boat handling is not only unwise but dangerous.

It will take at least a year to sort out how you feel about voyaging, to set your body clock to cruising standard time. Make no judgments, keep your options open for at least a year.

(Continued on page 2)

Computing on Board By Greg

Computing On a Nor-Sea

As most of you know, Jill and I have been living aboard our Nor-Sea 27 Guenevere (and a small houseboat off & on during extensive work on Guen) for the last five years. During that time we have thought extensively

about computers and there use aboard.

I am fairly computer literate. The first computer I bought was a Sinclair ZX-80, a LONG time ago. We have now had six computers during the

(Continued on page 2)

(Founders Feature, continued from page 1)

To repeat myself, the first skill you should learn is to anchor securely, and be able to leave your boat with peace of mind. If you don't get off the boat often, it will become your prison.

I have known people who have sailed the world having hardly set foot upon it. Their boats were always for sale at the end of the voyage. The ocean looks the same anywhere; it's people and places that make memories.

Take with you some interest other than boats and just being tourists. My hobby of recording indigenous music led to the most memorable moments of my voyages.

Don't fear the ocean. In sensible latitudes at sensible seasons, your Norsea, properly hove to, will handle anything that comes at you. The farther you are out at sea the safer you are.

Respect but don't fear freighter traffic. Remember these things are only fifty or a hundred feet wide. At full throttle you can cover fifty feet in seconds. The only freighter that can harm you is the one you don't see. If there are two or more of you, always stand watch. Always. Forget shipping lanes - your fear is fishing boats that could be anywhere and that move unpredictably.

Once you get over the fear of the unknown, of how you will react under extreme stress, of how you will cope with your first "storm" at sea you will find cruising a remarkably simple and easy lifestyle. In fact, the only hard parts are the basics of living; getting good food, water, diesel and repair parts. I left cruising because I got bored, not scared.

You will voyage better and longer the simpler your boat. CHINOOK's Nav station looked like the cockpit of a 747 when I left. One by one as the gadgets stopped working due to corrosion, I chucked them, losing weight and gaining storage. The only thing that was still working after four years was the depth

(Continued on page 3)

(Computing, continued from page 1)

time we have been living aboard. One, on the houseboat only, is a normal sized house computer. We have not tried to take it on Guen at all!

First, we need to let you know how we feel about computers aboard our Nor-Sea in general. We **STRONGLY** feel that they should be considered a luxury **ONLY**. They should **NEVER** be counted on! After all of our experience with computers I will **NEVER** stake my life (just what you are doing when going to sea) on one! Navigating and communication are too important to leave to the vagaries of a computer! It's nice to look at all of the charts moving on the screen and know to within a few feet of where you are, but I make sure I have transferred that data to paper as often as I can!!

Having said all of that, let me tell you about our computers.

We first bought a Texas Instrument laptop when we first moved aboard. It was bought at a local computer store back in 1996. At that time we talked at some length and decided that we could use and discard 3 more like it for the cost of a "marinized" unit. It worked fairly well but we still worried about it getting wet during bad weather. Even though it was a laptop, it took up a lot of space to set up, use & store. When we had that computer we were at a marina and had a "land line" for our phone. It worked, but not all that great. It also had a 2 meg hard drive. That was big when we bought it, but soon filled up with modern programs. The battery life was also not that great.

We next got a "marinized" laptop computer at a **VERY** reasonable cost. Even at that, I think the cost was way out of sight for a simple coating they put on the motherboard. It's also no smaller than the TI we first bought and much heavier.

About that same time Jill bought a new (at the time) Palm Pilot. Her address book had filled up

(Freya continued on page 3)

(MindsEye continued from page 2)

sounder. One good hard two-week passage to windward will induce more corrosion than ten years in a marina.

If you go voyaging for a few years, you will come back irrevocably changed. You will never see life as you did before, you will never be the same.

No one can predict what kind of change will occur, only that it will be profound. In my case I came back knowing that it is possible for me to live a life doing what I wish to do, that what I live is far more important than how I live.

Voyaging to distant lands is the most exquisite freedom a person can know. The price of that freedom is an abandonment of fear. For some, that price is too high, the fear is necessary to their lives. For those who choose freedom over fear, life will never be the same.

Fair winds!

I NEED AN ARTICLE TO PUT HERE:

Please consider writing me something for the next issue, I have several from Dean Wixom and I need more stuff from you...

PLEASE:

and she could not get new refills for it, so she decided to try the Pilot. About a year or so ago she moved up to a new one. A Palm IIIx. I also picked up a Palm IIIxe. The X she bought has 2 meg of memory. The xe I have has 4 meg in it. They both run off of 2 AAA batteries for up to 3 months or more.

In case you have not used a Palm Pilot or PDA, let me explain a bit about it. It's a small hand held computer with a small screen that you can write directly on. It has an address book, schedule program, to-do list and memo pad program all built in. It comes with a small stand that it can sit in that connects to a regular computer. They call this stand a cradle. Once connected to the computer, and you have loaded in a small program, you are ready to go. On the cradle is one (1) button.

This button is the real magic to the Pilot! after you have used the Pilot for a bit and have added some appointments and address to it, you set it in the cradle and press the magic button. EVERYTHING from the pilot is copied into the main computer. If you have added an address to the address book on the main computer it is saved to the Pilot! If you have added some to each they are copied to the other. If you change the same record on both, the program tells you, and asks you to delete the wrong one! It's a smart machine.

At one point I dropped and smashed my Palm. I sent it in for repair. When I got the new one back, I dropped it into it's cradle, pressed the button and like magic, ALL of my data was back. Nothing was lost!

In case you have not guessed it by now, our on-board computer is now a Palm Pilot! It's sized just right for a Nor-Sea!

Now let me tell you the items we have added, hardware & software, to make this a GREAT boat computer.

We first used the built in programs to help out

(Continued on page 4)

around the boat with maintenance. We used the schedule program to let us know when we should be doing normal scheduled maintenance. You can tell the pilot you want to do something like change a battery in a clock. You can then tell it you want to do it every six months and you can put it in once and it will remind you forever, well at least until the year 2032, every time you need to do it. On the to do list we added all the one time items. This also works very well for items aboard that expire. When we purchase flares, or medical items that have a limited life, we add them into the schedule to replace a few months before they will go bad. We also made a list of the items we plan to purchase the last 6 months just before we depart on our cruise. If I think of something during the day, I just add it and it's in one place, not on odd scraps of paper. Then, at the end of the day (or when you think of it) we "beam" the info to each other so we both have ALL of the info.

Some time ago when I was surfing the net, I found a few sites that had programs and hardware for the pilot. Two of the sites are:

<http://www.handango.com>

and <http://www.pda.tucows.com/palm.html>

Next we found a few other programs that came in VERY handy around the boat. One free one is "Tide Tool" once downloaded and installed on the palm, a very simple process, we have the tides and currents for anyplace (well most places) in the world until the year 2032! We have been using it for over a year now and it's a GREAT tool!

We also "Planetarium" a great tool to find and or identify stars & planets. A real fun thing for use in the cockpit after dark or, for that star sextant sight we plan to do tonight.

Speaking of that sextant sight we plan to do, we next downloaded a program called "Pilot Navigator". It has three programs in it. They are Sights, Piloting, and Sailings. The "Sights" does just that. It works out your sextant sights and will do a sun line directly. Piloting does currents & winds, calcs

are also in there for "Time to Degrees", "Time Speed Distance", and "Length of a Degree". The Sailings module has to/from distance & direction calculations and an area for doing your "Dead Reckoning". What a program! And it's shareware, meaning, if you use it they ask you to send them \$10.00. Needless to say, I sent them the money!

We also picked up a modem. It connects to the bottom of the Palm, uses one AAA battery and allows us to connect to the net and pick up our e-mail and reply to it. It's not fast but it works!

The next item we got was a "GoType!" keyboard. It comes with a word processor.

So as you can see, the Palm Pilot is now the work-horse computer aboard Guenevere. We will get a small laptop, under 4 Lbs. to use to backup (Hotsync) our palm pilots to. We can keep it in a Tupperware container except for the once a month Hotsync and weather fax duty as required.

As you might have guessed, this complete article was typed on our Pilot!

As a last thought, Jill found her favorite program called "CountDown". So as I sit here writing this I know we have 862 Days 8 hours 35 Minutes and 20 seconds till we retire and are ready to depart!

Ed Note: Greg forwarded to me an Email with a web site for your further consideration as an addendum to this article.

Bob,

Something you can add to that computer article I sent. If you go to: <http://www.marineplanner.com/>

You can actually download current nautical charts (for as little as \$2.90 per chart) and view them on a Palm and/or PC. Naturally a color palm would be best for this.

Greg

Bow Thruster -

Am I crazy or what. While I consider myself a competent helmsman and boat handler and have been handling all manner of both power and sail craft over the 40 years I have been on the water, I always cringe with fear as I am trying to maneuver my Nor'Sea around the crowded confines of a marina. I love my Nor'Sea and the way it sails and the gentle motion it has in a seaway, but it is perhaps the worst boat I have ever tried to maneuver around tight spaces, especially when there is a cross breeze up. The long full keel, which resists turning, the aft hung rudder, which has only a few degrees of swing, and the cutaway forefoot all add up to very interesting experience around the dock. The Nor'sea has the same turning radius as the Queen Mary. Obviously, we all love the Nor'Sea for the way she sails, not the way she docks, comprende???

Well, what if you could have your cake and eat it to, and I think I have accomplished just that. This spring I purchased, with the help of Ebay, and installed a Vetus 23kgf bow thruster. This is the smallest unit that Vetus makes, is 12 volt powered and has a 5 3/8" diameter tunnel. It is installed just forward of the setee berth at the entrance to the forward sail locker.

The difference in how my Nor'Sea maneuvers is nothing short of extraordinary; so much so that now I back into my slip and



have no fear at all of "losing control" over the bow when coming into a dock in a crosswind. Pretty extraordinary. You can even use it when tacking in lieu of backing the jib to get the bow around.

The most nervous part of the project, and one that I contracted out, was the drilling of the bow tube holes and fiberglass work associated with the bow tube installation. I know many of you Nor'Sea' owners out there are fanatical about thru hull fitting and such, and probably think I should be committed, but the bow tube is a very substantial GRP tube that can be very strongly glassed into the hull, and I believe presents very little, if any risk, of sinking. But, of course, drilling two 5 inch holes in the bow below the waterline is not for the faint of heart. For my own part, I view the risk if sinking from this installation as many orders of magnitude less than the chance of smashing up the boat trying to get into a slip in a cross wind, and a lot less frequent.

After having the bow tube installed by my friend Jim Bradley at the Drydock II here in Denver, I had to make an installation jig to center the prop and transmission (eg right angle gears) into the exact center of the tube. The wiring run for my boat was about 20 feet from the electric motor to the batteries in

the engine compartment, so I used 2 ga Ancor marine wire, Ancor terminal, and adhesive shrink wrap. The current draw is 70 amps, but usage time is very low, on the order of a few second to maybe a minute for each docking experience, so the overall amperage draw from my two 4D gel cells are minimal, and of course the operation usually occurs when the engine is running and offsetting the current draw anyway. The positive cable has a 100 amp slow blow fuse and



a switch installed in it for safety, since the cable connects directly to the battery. There is also a four conductor control wire that goes to the control switch, which I install to the starboard side of the companionway right below my knotmeter/depth gizmo's. This is a good location because you can reach the tiller (which actually becomes pretty superfluous when docking) and the engine controls all simultaneously.

Cost of the unit from Ebay, since it was used and at auction, was \$450, plus I paid Vetus \$80 to service the motor. New units retail for around \$1500, I think. The tube installation cost me close to a \$1,000. Wiring, bow tube and incidentals were about \$300. So the total cost to me was about \$2,000, which I figure is about the cost of one good crash at the dock or maybe less. Using a new unit would have been about \$3000, I guess, and if your very handy at fiberglass or epoxy and have a place to do it you could do the tube installation yourself.



I, for one, am very happy with the results of the project and on the safety side of the coin, I think this device rivals many



of the things that we buy for our boats, such as radar, etc. Plus, I use it twice every time I head out of the marina. For those of you that are exclusively "on the hook" the benefits are much less, of course, but even the

most die hard mariners come to the dock or have to maneuver in a tight spot sometimes, I should think.

I think I may have the worlds only Nor'Sea with a bow thruster???

Bob Garbe NS27 Hull # 396 "Endorfyn"



6202 Chimney Rock Tr.
Morrison, CO 8046

Nor'Sea 27 Newsletter

WE'RE ON THE WEB
WWW.TRIPOD.COM/
~NORSEA27/INDEX

Nor'sea 27, 1978. Hull #116. Aft cockpit. Very good cond. Interior not completely finished. New bottom paint, no through-hulls below waterline, 7 bronze opening ports, 6 sails in very good cond., 2000 Yamaha 9.9 Hi-Thrust long shaft 4-stroke with less than 6 hours, Whale Gusher manual bilge pump, CQR 25 and Bruce 16.5 with rodes, autopilot, brand-new Garhauer mainsheet traveler system, running rigging, headstay and Schaefer 1110 furling unit. In Michigan. \$29,000 OBO. Kirk McAnsh 989-471-5207 or 989-471-5141 ktmcansh@voyager.net

Nor'sea 27 1991. Hull# 354. Fresh water. Aft cabin, ProFurler, full-batten main, 150 genoa, Heart 1800w inverter, battery charger, 3 new batteries, Adler refrig, pressure water, Navco atuopilot, dodger, Bimini, 2GM Yanmar, CQR plow, spinnaker, 3-axle EZ Loader trailer with new tires. Excellent cond! New survey. In Minnesota. \$67,000. Call for more info. Fred Armbruster 763-424-4354

NOR'SEA 27, 1979. Factory built, one owner. Excellent condition. Covered storage for many years. Extensive inventory. Many spare parts, ready to cruise. \$42,500. Call (510) 234-6587.

NOR'SEA 27, 1979. Aft cockpit cruiser. Beautiful hull, new interior. Roller furling, Autohelm. Yanmar engine, low hours. Hot/cold water, stove/oven, storage, new upholstery. Loran, VHF, dodger. \$30,000/obo. Please call (707) 935-6292 or email:abraxas@sonic.net.

Nor'Sea 27 Construction started in August 1993, first launched in August 1994. Aft Cabin model. Hull number 438. Bruce 33 anchor, Gas systems two burner + broiler propane gimbaled stove. Yamar Diesel (GM20F) new table from factory \$65,000 (price was 62,000 and will go up as more equipment is added, This boat is young and very well kept For more information call George at 510-387-3892

27' Nor'Sea Aft-Cabin Sloop, 1978, \$45,000 Located: MA <http://www.anchoryachts.com/nor027s001.htm>