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**Cruising The
Persian Gulf**

**Demolition
Regattas**

**How To Walk
Down A Dock**



In the old Herreshoff yards we did a lot of winter lay-ups, and we did them right. The Old Man, Captain Nat Herreshoff, used to say to me, "Sonny, you're wasting your time doing a thing unless you do it right."

Well, he believed that a boat belonged in the water, right out in the wind and weather. If you take and put your boat in some moldy dirt-floor barn or a cement-and-tin shed, all wrapped up in blue plastic, that boat's going to want air and water, and she'll go looking for them. That's how the rot sets in.

You take a boat like *Beaux Eaux*—a New York 30, Captain Nat's favorite

Proper Winter Lay-Up

By Bugs Mackinac

design—and you can see how she wants to stay in the water *no matter what*. You can cover everything up and stow it away for the mildew and the mice and the termites to find, or you can leave it free to breathe. You know, wood breathes the same as everything else that's alive, except, of course, it's dead. But a boat has got to breathe, and a smart boat owner will go right ahead and let it.

That's why we old-timers don't hold with these new two-part paints—they do too good a job. Believe you me, you can't tell what's happening to your wood if you can't see the grain and seams in your planking. *Beaux Eaux's* paint and varnish let you see and feel the wood underneath. That's what I call doing a thing right.

Now there are a few tricks to laying up right, but mostly they're just instinct at the end of a long season when the days are short and gray and wet. The owner who's on the ball will just go home and rest up until next spring when fitting out time comes around.



1. This hull can breathe from the inside out. The bilges and the floor timbers have been left to the air here; snow-melt and rainfall can evaporate easily, although the wise owner keeps a bucket handy for any excess. There will be no need to re-compensate the compass for the next season—it has stayed right where it belongs. The easily accessible over-size pump system is an outstanding design feature.



2. A boat should always be left as open as possible during extended periods of non-use. Sails bent on, lines a-ready, this Herreshoff classic is just about set to go come spring. Note the use of duct tape and small pieces of polyethylene as coverings for small openings. These materials "give" under extreme conditions, rather than creating tiny pockets of resistance that can place undue local stresses on the boat.



3. No hidden problems here. Before the next season begins, the owner knows precisely what will be necessary to bring the joinery and brightwork up to snuff. The tongue-in-groove coach roof planking may need some scraping, but otherwise some minor repairs, a bit of sanding and the traditional seven coats of varnish will suffice. The owner should make it a point to align the slots in the portlight mounting screws.

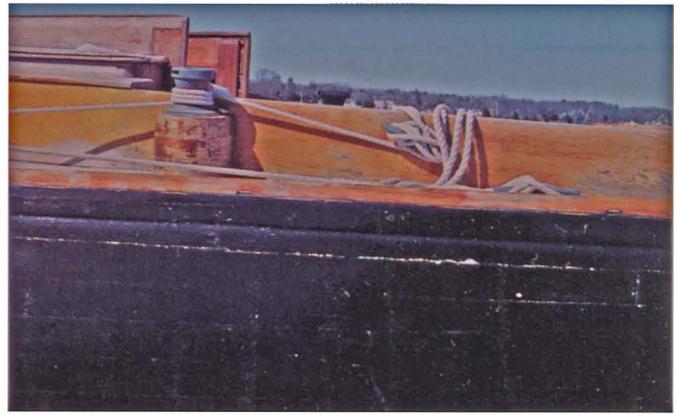
Proper Winter Lay-Up



4. The march of progress in materials technology is clearly evident in this photograph. When *Beaux Eaux* was launched in 1904, chafe was handled by leather pads, canvas and servings of small stuff. Bolts, nails and rivets were the only fastenings; all put great strains on small areas. Eighty years later we have corrosion-proof variable-stress metal strappings and wraps of fiberglass to distribute loads evenly. Easy-to-apply tapes deal with chafing.



5. Simple materials are the best. Too many “sophisticated” boat owners would frown on this use of shredded trash bags as an anti-chafe measure, yet this material is unaffected by the elements, holds its color even after constant exposure to bright sunlight and has a frictional coefficient very close to zero. The same can hardly be said for marline serving or those heavy rubber-and-leather devices sold as “chafing gear.”



6. The genius of Nathanael Herreshoff is obvious in this photograph. The gorgeous sheer of the boat is set off by the care her owner has taken to keep maintenance to a minimum. Note how each seam and plank butt is visible for inspection and repair and how the toe rail drains have been kept free of debris. The bronze fittings have been allowed to weather naturally and have not been worn dangerously thin by excessive polishing.



7. Randomly stowed lines like these will not develop the mildew problems that invariably beset tightly coiled cordage, and the light layer of snow here will protect the wood from sun damage, salt spray and rain. Notice how any fastening problems in the cockpit or the lazarette hatch can be spotted quickly where bungs have been allowed to pop out. A simple scrape-and-paint procedure will do come spring. The paint drip on the tiller jaw should be removed.



8. A masterpiece in her museum. By regularly following Bugs Mackinac's prescriptions for the winter storage blues, you can bring your wooden classic or hot racing machine into this kind of condition.