

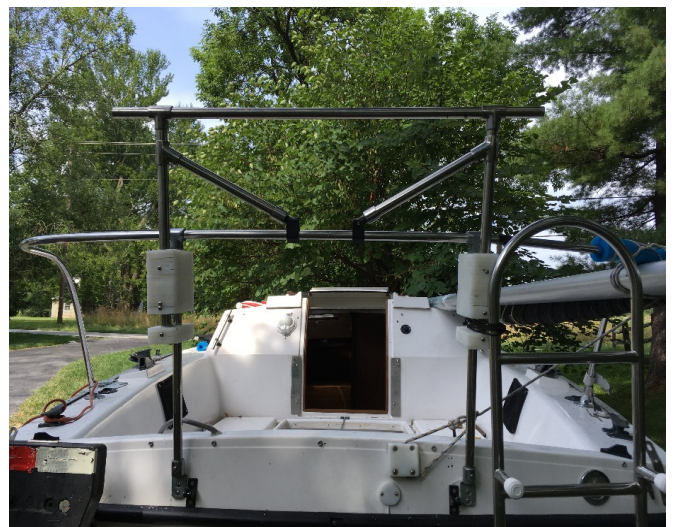
## Sailing Italy Pre Departure

There has been more than administrative challenges to get the boat over to Italy. There have been a number of projects that I have wanted to do since first moving on to the boat back in June of 2015. Over the years I have owned the boat I have made improvements to make it more of a real pocket cruiser. These following projects I felt I needed to do before going to Italy since I have some access to tools where we are staying with my sister-in-law.

**Solar Mount** The most recent projects involved improving on the temporary mount for the new 100W solar panel that we purchased on our way to Mexico. The panel now runs port to starboard and is mounted on the pushpit. I had some random pieces of 1" SS tubing that was taken off of our Catalina 387 that we are now living on in the winter. I asked a plastic place how much to machine 2 blocks of Starboard 3" by 5" by 7". They had to drill 2 holes vertically, one 7/8<sup>th</sup> of an inch to match the Rhodes aft stations and another hole 1" to match my SS stock. There were a couple of ¼ holes and a cut longitudinally on



each block. The quote came at \$400! Not in the kitty. Ended up using 2 cutting boards 15" by 20" from WalMart for \$13 each. I had to cut 40 switch plate size wafers that I then drilled using a jig, and joined 2 stacks of 20 with screws and a bolt. I did have to get the appropriate hole saws for \$15 because I had sold



almost all my tools when we moved aboard the boat. Oddly, I did not have to cut a single piece of tubing and use the salvaged fittings to piece much of it together, so no cost there. Each block was then slid onto the aft stanchions by removing them from their base fittings. I then slid the 1" vertical solar supports into



the parallel hole. Finally I drilled through the plastic blocks into the tubing and tapped them with 10-24 thread. I was able to attach some braces that made the whole mount very sturdy. Lastly a cross piece keeps the panel up out of the way and allows the ladder to function. The clamps that have variable friction allow the panel to be tilted. The blocks themselves were salvaged from an old solar array on the big boat.

**Security** For a long time I have felt that the boat really wasn't very secure against petty theft. The thin teak boards that the companion way hatch slides behind were attractive but a skinny screwdriver could pop them off the hatch. I replaced them with some 2 1/2" by 3/16<sup>th</sup> stainless steel (316 grade) and drilled through the bulkhead and backed with a plate then secured them with SS carriage bolts. I also through drilled the SS plate so I could reinstall clip on points for a tether. I replaced the Phillip's head screws on



the piano hinge with tamper proof screws, very spendy though. The lock was non-functioning. Steve Jacobs in Washington State had a very robust but simple lock setup but it would make stowing the hatch for me a problem. I order a new lock and installed it; thanks for the info on the list. I also installed a motion alarm in the cabin and a simple contact alarm for the lazzerett. I have never lost anything from the boat but it would be such a pain to try to replace the stuff when I'm overseas.

## Shipping Stowage

**Internal** The process of getting the boat from Baltimore to Livorno Italy means that it will be in a storage yard for a couple of days stateside and again when it discharged for 4 days in Barcelona before being picked up by another ship bound for Italy where it may sit until customs clears it. Kind of vulnerable.

I am the first to admit that I carry a lot of "stuff" or "crap" depending on one's point of view. Alice and I have both expanded and pared down what we carry after many, many months on the little boat. I know of some boats that were shipped and were broken into and a lot of gear was taken. My goal was to make



it very difficult to get to the most valuable equipment (motor, electronics, tools and spares). Most of the items that were inside the boat were placed in the space just aft of the forward flotation where the water tank is located. There is enough space to accommodate most of the stuff. There is another storage box outboard of the porta-potty (see archives for that storage project). Once packed in, the plywood underlayment that supports the fo'castle cushions was screwed down with a dozen screws. The solar panel and storage bins were place in the fo'cstle, filling it up and complicating access the storage area below.

The **motor** was placed in an almost upright orientation where the porta-potty would go. This required a lot of maneuvering with very little margin to spare. It was then secured with a heavy cable lock through the forward half bulkhead, very difficult to remove. The boom, bow pulpit and mast crutch were placed in the cabin and the bimini frame also. These were then all chained together and secured to a bulkhead. This now makes it impossible to remove the motor without a very time consuming and difficult effort. Stick in all the cushions, and more miscellaneous junk and even I am afraid to go in the cabin.



**Laz** This was not as secure as I would like but I did not have the time to add a more aggressive lock method and had to settle for the contact alarm. The 3 fuel tanks, rudder and rudder head, both batteries, fenders, and mic junk rounded out any available space. Again the presence of a “blocker” in this case the rudder, is difficult to remove unless you know the trick so it acts as a barrier, at least time wise.



**Exterior** To reduce the cubic volume of the boat I removed the bow pulpit. I also moved the mast off the center line of the cabin pop top and placed it on the fixed cabin top to starboard, securing it by one of the chain plates. I did have to remove the front mounting bracket and grab rail to accommodate the mast.



Almost all of the weight of the mast is supported by the cabin roof. I secured the mast head to the underside of the stern rail with it projecting aft about 2 feet. Forward the mast projects about 6” short of the trailer tongue, I wasn’t comfortable having it too near the end of the hitch. It probably cost an extra two hundred bucks or so. Forward of the cabin roof I made a support from some scrap wood, creating a broad base and 1 foot channel for the mast. The mast was then secured at the forward cleat and bow fitting. Other than the mast, there were no items on the deck or in the cockpit or underneath. Even the cubbies were emptied.

**Tongue Weight** The shipping company was concerned that the tongue weight would be 12% and 15% of the total weight. The current 1985 Triad trailer is lighter than my previous 2003 heavy duty trailer. On the other hand, the boat does have a lot of stuff. The boat, contents, motor, and trailer probably weighs in at around 4,000 pounds. So having just weighed myself, and using some basic physics I made a lever, marked off the length and found that after moving some stuff from the fo’castle to the cabin, the tongue weight was about 490 pounds.



**Supplies.** I’ve included some photos of 95% of all the stuff that is on this boat. These things allow us to go many weeks without having to go into a marina or boat yard. I was able to do all maintenance and repairs for the summer in the San Juans and Canada and after some work at the boatyard in Mexico the winter in the Sea of Cortez.

I will also use the photos to create a list for Customs, this might make things go easier for them and me too.

