

The Day Sailer is for cruising--

Robert Milligan  
(#1. *The One*)

A proper launching requires a bottle of champagne, a prow upon which to break it, a Brass Band, several lengthy speeches of good cheer, good intent, good luck, etc., etc. Since this new Department doesn't rightly have a prow, your editor disposed of the bottle in the only other way - mixed with brandy and lemon juice. This takes care of the champagne and Brass Band. As for the speeches, at least we will keep them brief.

To begin with, our prospectus: The name of the department tells why we are here. The purpose is, of course, to convince one and all that the name is accurate. To do this we will publish in each issue of "The Day Sailer", first, a feature article plus notes and comments on some facet of Day Sailer cruising. Secondly, as many accounts of Individual (and group) cruises as we can squeeze in.

Now then, some words on launching from our General Editor, Hans:

"I just wish to say that I can't think of a better man to edit this new department. Secondly, I am going to use his by-line, even though he himself thinks the editing ought to be carried on anonymously. Finally, I trust all of you, Fleets and Independents alike, will support Bob in his task by sending in accounts of your own experiences, procedures and solutions to problems. Best of luck!"

In keeping with our format, we include here an article on how one sailor (the Cruising Editor) converted his boat for cruising.

"To make our Day Sailer livable we added....."

To cruise in any boat demands first that the boat be capable of transporting a crew from one point to another with some degree of safety and the crew be able to live aboard during the cruise with some degree of comfort. A Day Sailer, as it comes from the factory, certainly will carry you from point to point but to attain that degree of safety requires additional equipment such as life preservers, compass, paddle, horn, to name but a few items.

In the matter of living aboard, its conceivable that a person could curl up under the cuddy with a raincoat and a bag of peanuts... but I can't imagine anyone calling this living with any degree of comfort. So that, here again, equipment must be added.

Beyond certain basic items of both safety and comfort the list of equipment that might be desired becomes almost endless. However, the available stowage space in a Day Sailer quickly cuts any such list down to size. Other factors also govern the selection of equipment - the extent of the cruises planned, the locale, the size of the crew (no more than two, please) and, always, the pocketbook of the owner. In our boat (a very early model) there was considerable space beneath the seats into which we built lockers fitted to take specific pieces of gear - stove, metal food box, a holder for dishes, etc. On top of our centerboard well we built a small, narrow locker with a hinged top to hold binoculars, dividers, parallel rules, as well as cigarettes, matches, bottle opener, etc. This locker also provided a firm base for a main sheet jam cleat and our compass. It serves also as a very small table for breakfast, cocktail, chart, etc. To reach the

inside of the transom (to mount the motor bracket) we installed a water tight door in the stern flotation chamber. This area serves as additional dry storage and provides an excellent location for the 6 volt "hotshot" battery which powers our running lights, compass light and dome light in the cuddy. To round out our fixed stowage space we built a twelve inch shelf at the forward end of the cuddy and added a Pullman clothes hammock on each side.

I come now to the list of equipment which we carry when we cruise. The list does not include the standard items of gear such as sails, rudder, docking lines, etc. - nor is it complete down to the salt shaker and sail needle but, in general, this is what we carry;

Floor boards ...of solid marine plywood (rather than slatted) provide a flat, level surface on which to sleep.

Motor ...2½ HP- #40 Plus, British Seagull (standard shaft). I feel that this is an essential in this day of crowded harbors and tight schedules. This motor fits nicely under the forward end of our starboard seat when not in use.

Cockpit Cover,...we used to have a conventional type of boom tent but found it rather dark and confining. Several years ago we made a box shaped cover which stretches over the boom and two collapsible aluminum frames which mount in sockets in the combing. This arrangement looks rather weird but it does give us sitting head-room and light (through four vinyl windows sewn in the canvas).

Gas Can ...This stows in a ventilated locker under one seat. There is room for a spare which we carry on longer cruises or in remote areas.

Tool Kit ...this stows in another under seat locker (along with a fire extinguisher, distress flares, spare line, and stuff) and contains the usual spark plugs, wrenches, pliers, wire, string and so forth.

Stove ...again in an under seat locker along with a skillet, medium sized sauce pan and a small coffee pot. We use a portable single burner, L.P. gas stove. The stove has been satisfactory for the most part but it has clogged on occasion (usually when the chops are half cooked). It takes two wrenches and a very fine piece of wire to clean it.

Dish Sack ...In still another under seat locker. This gadget holds the required plates, cups, glasses, etc. and has a drawer for knives, forks and spoons.

Metal Food Box ...this fits into the last of the under seat lockers and holds most, if not all, of our non-perishable food supply.

Ice Chest ...the portable type which will hold fifty pounds of ice. Ours (manufactured by Coleman) will keep ice up to four days depending on the weather and the amount of beer we are cooling. The box stows forward when we sail and aft when we sleep.

Water Tank ...this tank holds four gallons and stows on brackets under the forward end of the port seat. It was made to fit the space and is removable for filling. There is a small faucet on the forward end.

- Anchors (2) ....an 8 lb. Danforth and a 10 lb. navy type. This navy job does not have the holding power of the Danforth but it serves as a spare and when a situation calls for two anchors. Each anchor has 50 ft. of 3/8" nylon rode - when we need more scope, we shackle on one or more docking lines. The small navy anchor and its line stow away completely under the water tank but the Danforth presents a problem we have yet to solve --- usually we just put a duffle bag on it and hope it doesn't slide around too much.
- Chart Case ....this is merely a plastic bag with a zippered top to hold a roll of charts. It stows on a set of aluminum brackets mounted to the underside of the deck. These brackets also hold the paddle, spinnaker pole and fishing rod case.
- Radio ....a small but good battery powered transistor set is a must for keeping tabs on the weather reports. A three band short wave set would be better but the childrens' shoes came first.
- Life Preservers ....the cushion type we carry would not do for racing but they are comfortable to lean against on a long run and they double for pillows for sleeping.
- Flashlight ....a sealed beam lantern that hangs on a hook under the deck.
- Horn ....a portable freon type - it hangs on another hook.
- Bilge Pump ....ours is smaller than it should be but it will get rid of the little bit of rain and/or spray we take aboard. It stows in the locker with the Tool Kit.
- Plastic Bucket....this could be used in a pinch for bailing, but that is not why it is here. Comment: when cruising in a Day Sailer, the crew should be (a) of one sex, (b) married or (c) very, very good friends.
- A duffle bag to hold two sleeping bags and two air mattresses.
- A duffle bag (or two) for clothes.
- A small waterproof bag ( we use an army mussette bag) for odds and ends --- cameras, film, cards, tide tables, etc.

As I said before, the list is not complete but it does cover the major items,.. A casual cruiser could do with less --- a distance man would want more --- for us, it has worked out well.