

Fine Tuning Impulse III or IV

(I have lost track which. It's easier just to think of it as the red one.)

by Chip Cunningham, crew and budding Boatwright. I also take my commission as your Vice Commodore very seriously. As Nick says, "You must lie awake at night thinking about it." Indeed.

Spring 2015 The ice has cleared here in Detroit, if you get my drift, and Nick and I are pumped to begin our northern sailing season. Along with checking Impulse III or IV's rig tension, rake, and prebend, I decided to surprise Nick with a little innovation of my own. I found an old Coca-Cola type wall-mount bottle opener and suddenly knew just what to do.

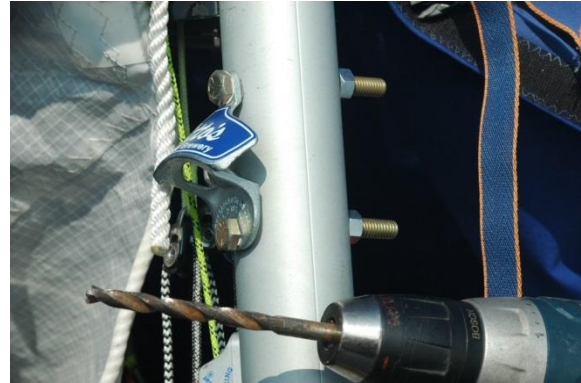
There is a tag on the Proctor mast we have that warns something about drilling additional holes—a caution I took to heart: I turned to the web for help. I posted my concerns in the technical section of an online sailing forum. The best answer I got was from a guy who said he had never had anything to do with boats, but that he had once attempted to build a gun cabinet in junior high shop class which turned out pretty well except that he gave up when he couldn't get the doors to fit. He didn't see why a few more holes in the mast would be any problem and that "they're making much better aluminum these days anyways." So I went with it.

I spent a good bit of time going over which side of the mast to put the opener on, and then it came to me: of course, the starboard side! This is mainly a safety consideration, the idea being that when sailing on starboard, not only is the opener most easily accessible, but the boat is also enjoying right-of-way privileges, thus providing both convenience and ease of mind.

Next was how high off the deck to mount the opener. At a nearby party store I bought the biggest bottle of beer they had. They called it a double magnum—"A Whole Six-Pack In One Bottle!" I placed it on the deck, held the opener slightly higher than the top and drilled the holes.

One thing I learned is that it is better to drill the mast from each side and not all the way through from one side: the internal halyards can wind up on the drill bit! What a mess!

When I paused for a congratulatory quaff I discovered that double magnums are screw-cap which makes sense when you think about it. Anyway, in case they ever start making them with a regular cap, they'll fit.



It took a little while to talk Nick down when I showed it to him. The way I look at it is that not having the lanyard on the hand-held opener we used to use getting wound around the mainsheet and/or our feet anymore is a good thing. He has suggested, and I agree, that we cut off the excess bolt lengths so they don't catch stuff.

Also, he said he wishes I had talked to him about it first. That I just did it without asking him is kind of my passive aggressive response to the name he gave our beautiful "Sunset Boat," i.e., the one we plan to sail into the sunset.



She's an International Tempest—another brilliant Ian Proctor design. "A dinghy with a keel," Nick says. "You know, one of these days we will be too old to right a Wayfarer—but not yet. Pass me a beer."

Three times is the Charm?

Ray Merrill, FS4322

Vice Commodore, Carolina Sailing Club

Pirates on the Pungo Regatta in Belhaven, NC is one of those away regattas that draws me because of the good times promised by the one design classes that participate. In 2012, the Carolina District Flying Scots explored the possibility of adding the venue to their traveling series known as the Helmholtz-Singletary Series where the best sailors in the district travel to other clubs to compare skills and share stories. The venue attraction gets better for me