



A simple fabric curtain that you can switch from one side of the cockpit to the other will help keep you dry when the spray is flying

BOATKEEPING

Reversible Weather Cloth

When sailing in rough weather, cresting waves can send buckets of seawater flying into a cockpit. Some people pay big bucks to install full curtains all the way around their bimini tops, but I found a cheaper, more practical way to keep my cushions and crew dry.

My weather cloth, as I call it, is a simple water-repellent fabric barrier that I snap in place along the windward edge of my bimini top and the outboard base of my cockpit coaming. The forward edge snaps to my dodger; aft I lash it to anything convenient. When it's time to tack, I shift the same cloth to the other side of the cockpit. My weather cloth goes up in a minute, even in a blow. If you like, you can incorporate slits or cutouts to accommodate turning winch handles, sheets and other lines led aft. Adding one or two windows so watchkeepers can check the windward horizon without getting a face full of spray is also a good idea. —TOR PINNEY

MAINTENANCE

Raw-Water Manifold

When I bought my boat it had 18 through-hull fittings. To reduce the number of holes in the hull (I ultimately cut them by half), I first re-plumbed the drain hoses from my sinks, scuppers, bilge pumps and shower sump so that they could share many fewer outlets. I then removed the remaining unused fittings, feathered back the holes inside and out with an angle grinder, and filled them by layering on a succession of round fiberglass patches of increasing diameter.

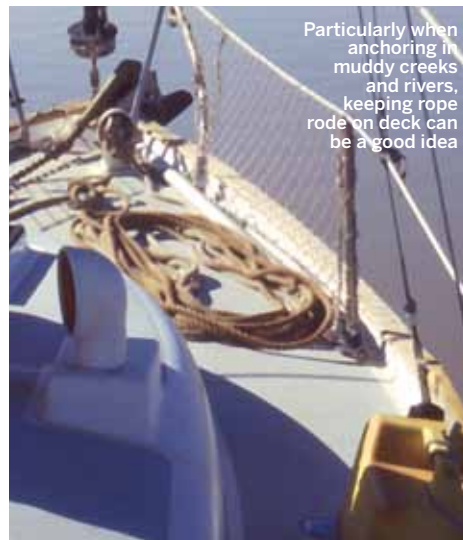
I also reduced the number of intake seacocks to just two—one for the engine's raw-water intake and one that

ANCHORING

Storing Rode On Deck

This is a trick I learned crewing for a fellow in Florida who always stored not one, but two, rope anchor rodes on his foredeck while cruising. He even kept them there on offshore passages, lashing the coils of rode to stanchion post bases, and never had a problem. The big advantage of doing this, if you have a boat with a belowdecks rode locker rather than a modern anchor well, is that it saves you the bother of pulling all the rope down the hawsehole.

If you're cruising somewhere with lots of mud on the bottom, storing your rode on deck also keeps all the mud that clings to it out of the interior of the boat. Unlike a chain rode, which can be easily rinsed off as it comes aboard, a rope rode tends to want to stay attached to its mud, at least as long as it is wet. Much of the mud will fall off after it dries and turns to dirt, and if the



Particularly when anchoring in muddy creeks and rivers, keeping rope rode on deck can be a good idea

rode stays on deck, the dirt will too.

When I was cruising on *Crazy Horse*, my Alberg 35 yawl, which I always anchored on rope, I often kept my rode on deck when cruising up and down muddy rivers and creeks. Like my old skipper, I just kept it in coils on the foredeck, although some people may prefer to store it in a bucket or a bag.

—Charles J. Doane

I plumbed to a manifold that services every other appliance that uses seawater. On my boat this includes the galley sink foot pump, the toilet intake, the watermaker, the deck wash-down pump and a short bilge sump wash-

down hose. I made my manifold from off-the-shelf PVC tubes and valves and installed a sea strainer between the seacock and the manifold. It has functioned perfectly for six years now.

Note that if you install a simple manifold, as opposed to a sea chest, to service multiple systems, the through-hull must be large enough to meet the likely maximum demand. A sea chest, which has a tank (capacity is typically a gallon or more), can more easily accommodate surge loads when more than one system is drawing water at the same time. —TOR PINNEY



Plumbing multiple raw-water feeds through a single manifold is a smart way to reduce the number of holes in your boat