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Dear Mr. Jurgens,

Thank you for your most interesting letter. I'll run through it and see if any comment would be useful.

The Lines of PM were drawn in pencil and they have a bad habit of fading out over the years, Weston Farmer says they just evaporate, the lead. I will try and find the plate of ink lines that appeared in my book and send you that if I can find it. As I recall in the art sent to the book that appeared as an 8 x 10 print glossy.

The two pad eyes at aft end of housetop were used to hold the jury rigged "hold-down struts" we used to hold down the poles when the fish was not in the water. As you know the poles must be out to use the main. We did have trouble on our run to Hawai'i with a pole flipping up. The two poles of about 1 1/2" D. with line through them where used for this, fastened to the pole at the lug about 8' out and taken to the eyes where the line was used to tighten pole against pipe boom and hold down. It does not take much to do this, the important thing is to keep the movement from starting, if it does at the end it can be quite violent.

On the bulkheads aft, I would say yes, it would be conventional wisdom to not have such a long portion of the boat without athwartships diaphragm strength of some sort. It depends on what your new rig will be. If it could provide something, say just under the floor or a bit higher it might do. In any case you could certainly find out by taking them out!

I never did work up the kind of graph seen in the book as the knowledge incorporated was not found till after our first cruises. I suggest you work one up from the book and then keep your experience on it. By the way, the curve F-1 is just displacement to the 7/6 power, so you can find this more easily with a calculator with a y^x key, the exponent of course is 1.16666666. On our longest cruise, SD to Panama without fuelling we went at 7 knots and had 400 miles left on arrival.

My wife, Linford, did the mural. The side part is inspired by Greek vase paintings, which she studied there. Originally the cartoons had "ballons" of conversation, which the Greeks used way back, but she decided it was too busy so she took it off. The label on the glass of course is "FIX", which is now their leading beer. The panel aft is just a composition, but I think very good. I cant recall if the tach cable still comes out there but if it does it was originally painted to be a tree limb. They were done with Greek house paint.

The legs were to rig the "single lashed pole" but I never got to it.

- used half bulkhead -

The chainplates are StSt, try them with a magnet. However they have enough iron for a bit of rust. I never tried to stop it, just took care of it in repainting and scrubbing.

I would appreciate a picture of her with the new stripe so I can judge how it changes things, I'm wrestling with this problem on a new design now. I did not have the turn at the bow, although she was originally drawn that way. I left it off in deference to Bill Garden who invented it and was more or less a mark of his designs. Since then it has been used by others so that reason no longer applies.

I'm very much distressed by the news about the screws at bow hood ends. I don't recall paying much attention to them during building, can't recall what the works people called them.

The flush hatch forward never worked properly and was probably designed wrong as well as not built right. It was a constant pain in the neck.

The mainmast was originally fitted with a snatch block spliced into the halliard so when almost up you took a turn of the tail around the cleat and back to the block and pulled boom up with a two part purchase and then pulled down on boom for tightness. All to eliminate winches.

The Westerbeke watermaker never worked right and I see they have abandoned its production. If you do want water the new reverse osmosis sets look very promising and should become quite cheap.

Good luck on keeping your bilge clean. I would like to see a drain at aft end of pan. Fords, being essentially tractor engines where the oil falls on the ground, are quite dirty engines. If you can change oil and filters without a spill you are going to be better than I was. One thing I'm sure of, Bury never changed the oil, someone else did.

Sound shields on Onans have been thrown overboard by many owners. We had to take it off in the Canaries in getting the generator to work and piled it on deck for the trip. Found the high temp cutoff wire broken when we did. I would never have one.

I had the head planed at 5000 hours, Bury had what was described as a major overhaul about '75. You should make sure you have freshwater cooling in the exhaust manifold. I rigged this. It was taken off during its major overhaul and not put back and Bury didn't know anything about it!

A lot of people are going to 110 battery charging, makes sense. You can get out here inverters that will hold 60 cycle AC through speed changes, quite well. They do give square waves and some stuff won't take that, I'm no expert on this.

The Cascover on deck was always a disaster. On the hull it is OK.

In regard to your cruising there should be on board a Panama Canal certificate of measurement which will save you having to do that and paying the much higher cost of these days. A client here is also thinking of going to Costa Rica soon for the same reasons, he is finishing up a 47' Type D of mine. He has some data on the places. If you would like to compare notes his address is: Capt R. lph Arndt USN(Ret) 39 Sierra Vista Drive, Monterey, CA 93940

Please see clipping. In a terrible hurry. Name to finish up a 50' footer by 1 July. Your remarks about Bury are well taken. on the trip back when we ran into so much crap was wrong, we called it "Bury rigged." Like the E/S poles rigged wrong sides.

is OK now -

-removed-

-also OK on w/h and galley trunk.

Bl. Beebe