

# *The Typhooner Newsletter*

*March 2025*

## **The Editor's Reflections**



The snow and ice are gone, the daffodils have bloomed, and I've made great progress over the winter on my various projects at Cappy's Boat Shop. Typhoon #1298, which I have renamed Little One, is coming along well. She is a "modern" Typhoon which I will sail around Eastern Long Island Sound this summer.

My "classic" Typhoon is Radiance which is a 1969 Cape Dory Typhoon #19 which was in storage for the last twenty-five years awaiting restoration. She is one of the first series of Typhoons that Cape Dory produced and is similar in many ways to the original Alberg Typhoons produced by Naugus Fiberglass Industries in the early 1960s before they sold the Typhoon molds to Cape Dory. She has a faux wooden transom that is actually a wood grain paper imitation that was molded onto her hull. While it's showing its age after 56 years, I hope to retain it. I look forward to sailing her in classic events like the Camden Classic Cup in Maine this summer.

The Typhoon Class Association (TCA) has been very busy since the last *Typhooner* was distributed. The TCA Steering Committee has met three times via Zoom and has accomplished an incredible amount of progress including TCA Steering Committee approved By-Laws and preliminary Racing Rules. We have found more Typhoon fleets and are putting together a 2025 Typhoon calendar. The primary events on our calendar include the East Coast Championship on May 3 at the Rappahannock Yacht Club, The Camden Classics Cup on July 24 – 26 where we will have our own one design Typhoon class, and the Newport Yacht Club's annual Mitchell Regattas on Memorial Day and Columbus Day weekends which include an informal, laid-back race from Newport, Rhode Island to Block Island. We are also considering a rendezvous at Mystic Seaport with an informal cruise/race around Fishers Island during September.

Various members of the TCA community have written articles for regional sailing magazines. There was an article in the March issue of WindCheck- a New England magazine, (<https://www.windcheckmagazine.com/article/calling-all-typhoons/>). Another was published in SpinSheet in Annapolis, Maryland (<https://www.spinsheet.com/uploads/SpinSheet-Magazine-March-2025.pdf>) page 72, and in the Great Lakes Scuttlebutt Magazine (<https://digitaledition.greatlakesscuttlebutt.com/>) page 72. These articles are helping us find Typhoon owners and fleets.

We had a photo contest on the Cape Dory Typhoon Owners Group Facebook page which resulted in the submission of many excellent photographs. Since the selection committee could not pick one winner, it chose three outstanding winners who were offered one of our new Ty hats. We now have a selection of Typhoon swag that is produced by Albatross Embroidery and is available to all Typhoon enthusiasts. I have included pictures of our hats and shirts that are available directly from them- <https://albatrossembroidery.com/>. We just starting working with the Maine Flag Company to produce Typhoon Class racing flags and a TCA burgee. They maybe be contacted at: <https://maineflagcompany.com>.



The Typhoon Class Association (TCA) is working with the Cape Dory Sailboat Owners Association (CDSOA) to provide a web home for our new association as well as supporting the TCA financially and administratively. We look forward to having our material in our own section of the CDSOA website (<https://www.capedorysoa.org/>) as soon as possible. Please consider joining CDSOA which is only \$25 a year and supports many activities.

I'm sorry this Typhooner newsletter is so long, but there were many activities to present and I just couldn't shrink the pictures of Typhoon #1- she is just too beautiful to shrink!

## **Regional Typhoon Fleet News**

### **Centerboard Yacht Club (CYC)**

#### **South Portland, Maine**

Centerboard Yacht Club's in Portland (Maine) harbor will kick off its Wednesday night summer series with a practice race on May 14. Regular racing is scheduled to begin May 21. Typhoons are welcome. For the 2024 season, half of the 10-boat white sails B fleet were Cape Dorys, including Typhoons and TYs finished 2nd and 4th for the season. Wednesday night races are a friendly affair with member-prepared dinner served ashore most weeks after the race. Registration and more info will be posted at [Regattaman](#) and [CYC racing](#).

The Centerboard Yacht Club Race Committee would like to offer a special emphasis to CDSOA and Typhoons for its Bluewater Regatta scheduled for August 16, 2025. For the Bluewater, we would recognize Cape Dories in two ways: 1. We would offer an overall class prize for the top finishing Cape Dory (or Alberg designed-boat) in each class and 2. We would run a dedicated Typhoon Class if 4 or more Typhoons register and show up on the starting line. This race may be held in conjunction with the CDSOA cruise of the Maine coast in August. The format for the Bluewater Regatta is generally one long race starting near House Island/Peaks Island and sailing around the islands between the Shipping Channel and the Hussy in either direction. After the day's sailing, we return to the Club for a traditional Lobster Dinner with Free Beverages and usually live Music! The Race information will be posted [here](#). CYC's own racing site and transient mooring information is [here](#). Please let me know if this is of interest.

Any Typhooner with questions or interest of any kind is invited to contact CYC Typhooner Chip Gavin at [cdtycascobay@gmail.com](mailto:cdtycascobay@gmail.com).

## **Fishers Island/Eastern Long Island Sound Fleet**

We currently have between five and ten Typhoon sailors in the area and are beginning to build a fleet. There are a number of Typhoons who sail in the Stonington, Mystic, New London and eastern Long Island Sound area. We are looking forward to building a Typhoon community in the area.

The Stonington Dinghy Club has been conducting free Wednesday evening racing for small boats for over fifty years. Several Typhoons have been sailing in these informal, fun races for the past few years. This summer's racing starts on June 18 and runs till August 20. The start time is 6:00 pm off the Stonington town dock. There is a weekly dinner at the Stonington Harbor Yacht Club after the races. I look forward to joining them this summer!

We are working with Henry duPont of the Block Island Community Sailing to have a Typhoon class in the Newport Yacht Club's annual Mitchell Regattas on Memorial Day and Columbus Day weekends which include an informal, laid-back race from Newport, Rhode Island to Block Island. Any questions about this fleet maybe directed to Dave Hemenway at: [Typhoon.Class.Association@gmail.com](mailto:Typhoon.Class.Association@gmail.com).

## **Henderson Harbor Yacht Club (HHYC) Henderson Harbor, New York**

HHYC continues to have an active 14 boat Typhoon fleet. Their regular Friday afternoon Typhoon races start on Friday, May 6, and continue thru September 5.

## **Penobscot Bay Fleet Rockport, Rockland, Camden Maine**

Typhoon sailors in the Penobscot Bay areas are coming together to build a vibrant Typhoon fleet. Typhoons have been invited to participate in the Camden Classics Cup which is a premier Penobscot Bay event for classic yachts. The 9th Annual Camden Classics Cup will be held July 24-26, 2025. We will be having our own one design class start for this multi-day regatta and will be participating in the boat

parade around the Camden harbor. Camden Classics Cup information can be found at: <https://www.camdenclassicscup.com/>.

The Rockland Yacht Club has a great, laid back, Tuesday evening racing series that starts on June 10 and runs thru September 16. Typhoons have raced under the PHRF rating system. Hopefully, more Typhoons will join these races and can get a one design class.

The Rockport Boat Club has several members with Typhoons and has two club owned Typhoons that are used by club members and for sailing instruction. Rockport Boat Club's primary goal is to sponsor and promote sailing, boating and other marine-related activities with particular emphasis on educational and training opportunities for children and adults of the community.

### **Rappahannock River Yacht Club (RRYC) Irvington, Virginia**

RRYC is continuing its long tradition of hosting many Typhoon events. The Spring series of weekly Wednesday evening races starts on April 9 and continues to May 28. The Fall series starts on August 20 and continues to October 1. They are hosting the East Coast Championship Regatta on Saturday, May 3<sup>rd</sup>. In addition, there are a number of PHRF races that the RRYC Typhoon sailors compete in. The RRYC Typhoon Fleet Commander is Kevin Stepko who can be reached at [sztopko@gmail.com](mailto:sztopko@gmail.com) or 703-283-2754.

Editor's note: Phil Audet is the son of Henry Audet who founded Naugus Fiberglass Industries which requested that Carl Alberg design an eighteen-foot keel sloop and was the original producer of Typhoon sailboats. *The Typhoon* is very thankful for Phil's efforts to preserve the history of the Typhoon class.

# **The Founder of the Typhoon Class**

By Phil Audet

The Typhoon is a great little boat, one with a loyal following and many devoted owners. Though the class was made popular by Cape Dory Yachts, it was actually started by Henry Audet, my father.

Henry was born in Salem, Massachusetts in 1922, last of seven children, son of immigrant parents from Quebec. A member of our country's greatest generation, he served as a combat medic in Europe during World War II. Afterward, he went to college on the GI Bill, graduating from Mc Gill University with a degree in Chemical Engineering in 1951. While working as an engineer during the 1950's, he gained an interest in sailing and boatbuilding, and started Naugus Fiberglass Industries in 1961. The name was taken from Naugus Head, a part of Marblehead that overlooks Salem Harbor. He asked Carl Alberg to design a boat that my father named the Typhoon. The company started out in a garage adjacent to the family's grocery store and bakery in Salem. However, the fumes of polyester resin didn't endear him to the residents of the neighborhood, so the operation was soon moved to Water Street in Beverly, near the Jubilee Yacht Club. Though the original builder's plates say "Salem," I don't believe any boats were actually produced there.

The first Typhoon was launched from Graves Upper Yard in Marblehead in the summer of 1962. Typhoon number 1 had a white hull and light blue deck. I don't believe any of the Naugus Fiberglass Typhoons had portholes or deadlights on the cuddy. For the next several years, the business flourished and my father built 50 or 60 Typhoons during this period. In 1963 or 1964, a daysailer variant of the Typhoon was produced with no cuddy and a mahogany coaming that carried forward of the mast. This version resembled the Herreshoff 12 1/2, one of my father's favorite designs. I don't know how many daysailer versions were built. I believe that most of the Naugus Typhoons sold for around \$2,000.

During this period, we often went sailing with Carl and his wife Irma. They were wonderful people and a joy to sail with. Carl was a great storyteller. I remember one of his stories about crewing on a racing boat off Marblehead in the 1920's or

1930's, back in the day when white pants, white shirts and ties were de rigueur. Carl was on the genoa sheet during an upwind leg, when the skipper said, "Mr. Alberg, please trim the genoa sheet one click." Young Carl grabbed the tail end of the sheet and gave the winch handle a rather imprecise crank. The next thing Carl heard was the command, "Mr. Alberg, please start the genoa sheet. I heard two clicks." In addition to the Typhoon, Carl also designed an eight-foot yacht tender, which was produced in both sailing and rowing-only versions. I got one of the sailing versions when I was around eight years old. Carl and Irma remained family friends for the rest of their lives.

Sometime around 1965, my father asked Ted Hood to design a 30-foot sloop, the result of which was a boat that was somewhat reminiscent of the Hinckley Pilot. Though this probably seemed like a logical next step at the time, it ultimately turned out to be a decision that led to the failure of the company. The original plan was to build the boat completely out of fiberglass, but my father ended up producing a Cadillac instead of a Chevy. Mahogany interior, teak decks, the works. Three of these boats were built, at a cost that must have far exceeded the agreed-upon purchase price. Though I don't know this for sure, it appears that this design morphed into the Cape 30. The company went under in 1967, at which time the molds for the boats were transferred to Cape Dory.

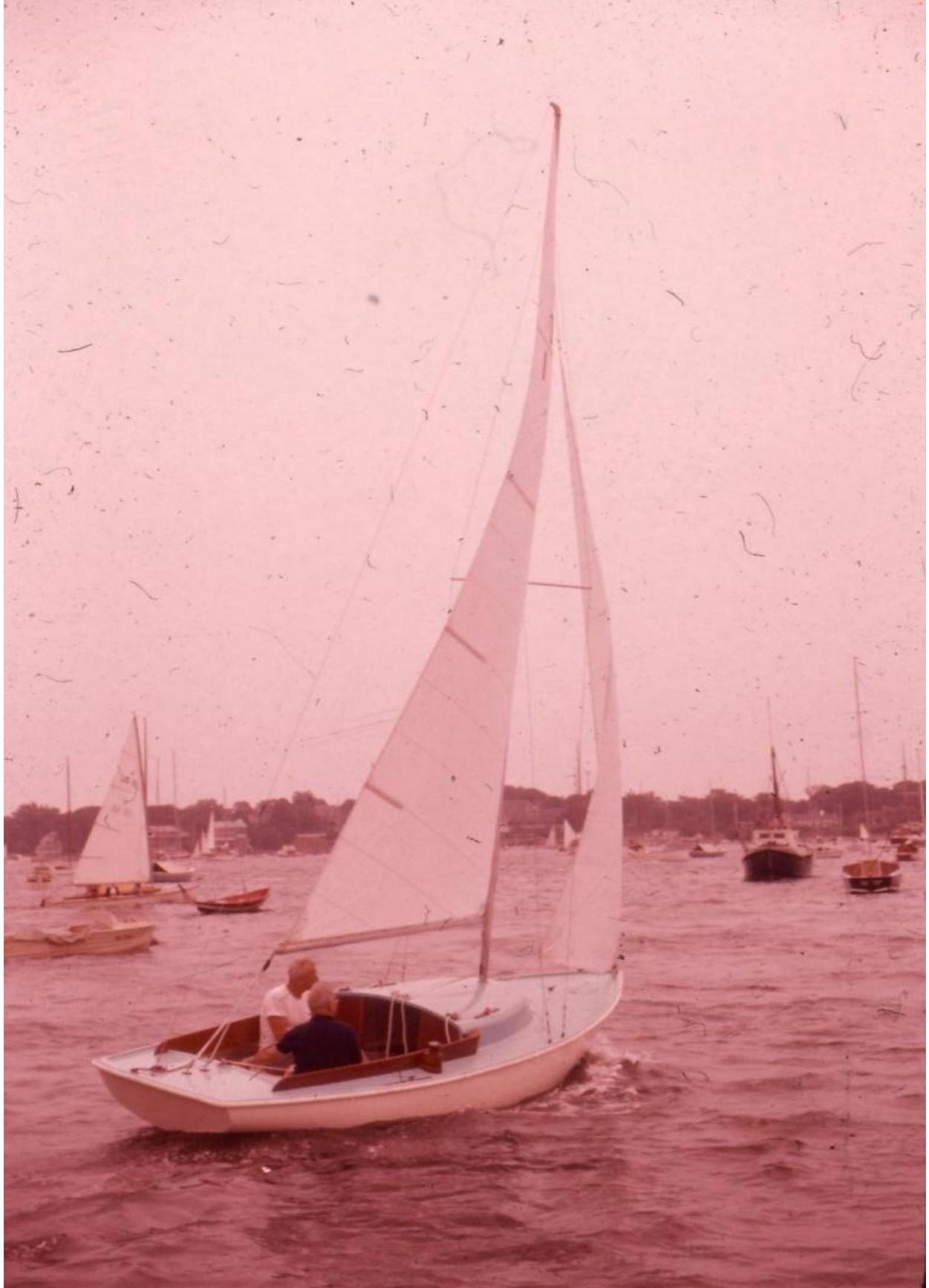
My father went back into engineering, working in the electronics industry in Massachusetts until he retired in 1984. He owned a Herreshoff 12 1/2 for a few years in the 1970's, then bought a Shields One Design, which we sailed and raced together for about 10 years. His last boatbuilding project was a replica Herreshoff 12 1/2, which he completed in 2002, shortly after his 80<sup>th</sup> birthday. He passed away later that year.

Editor's Note: The following pictures that were provided by Phil Audet who has given *The Typhoon* permission to use them. The person in the blue polo shirt is Carl Alberg. These pictures were taken in August 1962 when Typhoon # 1 was launched in Marblehead, Massachusetts.



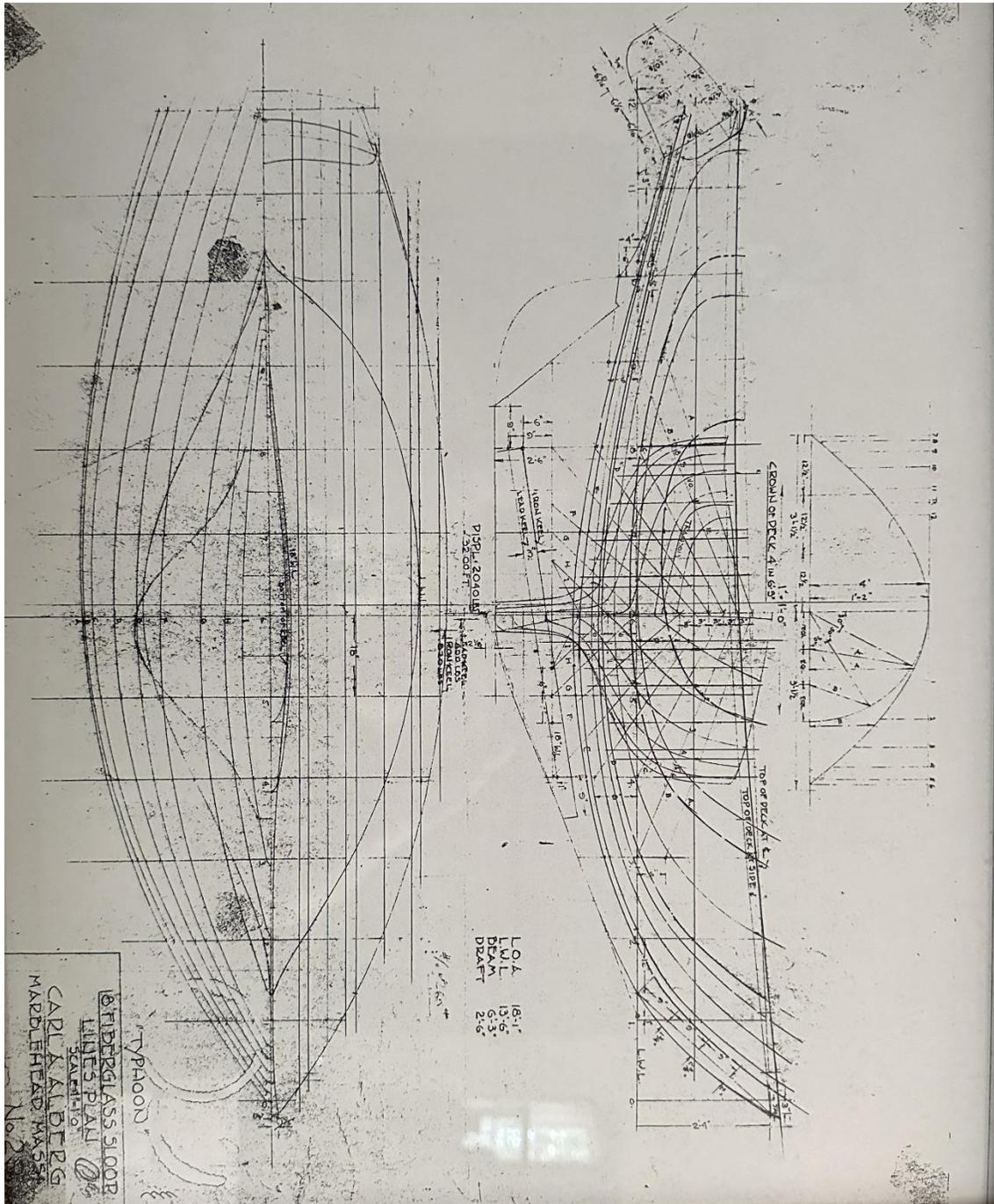








This is one of the first Carl Alberg drawings of his original Typhoon hull designs. Originally, they were LOA 18' 1", LWL 13' 6", Beam 6' 3", and draft 2' 6" according to this drawing which was drawn in 1960. This drawing is in John Lesage's Typhoon collection and is used with his permission.



# Upgrading a Typhoon For Racing In PHRF Races

By James (Jim) Key

Editor's note: Jim has extensively upgraded his Typhoon to race in local PHRF Wednesday night races at the Muskegon Yacht Club in Michigan. He has setup his beloved Typhoon with an asymmetrical spinnaker. Jim provided these pictures and commentary on his modifications.



Jim sailing singlehanded with an asymmetric spinnaker. I have done many updates to my Typhoon. I have raced larger boats for many years and added modifications for my own pleasure. The Cape Dory Typhoon doesn't need many of these modifications to sail well and have fun. I just needed more strings to pull.

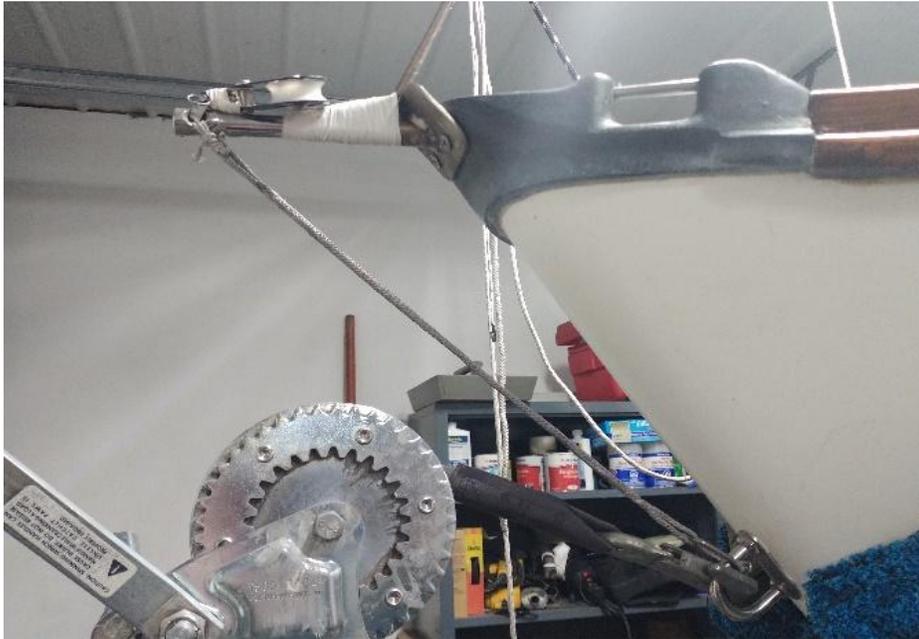
I installed an internal spinnaker halyard. Here are a couple pictures of the upper and lower exits.



The first picture shows the mast support, stainless steel pipe and threaded rod. The bottom under the floor, sits on a stainless steel plate with a welded stud on it. The second picture shows the back stay adjuster, which also makes the mast setup and take down easier as well.



Here is the bow sprint for the spinnaker tack line which is made from an old stanchion. I had to add the winch eye to the bow for the dyneema line. Two small 1/4" bolts hold the sprint to the bow plate. The second picture shows the tack line from the bow to a turning block and to a cam cleat on the side of the cabin.



The first picture shows the spinnaker sheet turning blocks which are thru bolted with large washers on the back side. The second picture shows the spinnaker launch and retrieval bag that can be slid forward on the small line to have access to the cabin.



The first picture shows the main sheet traveler and the second picture shows the inspection port to the stern compartment which allowed access necessary to install the traveler and relocate the rear cleats.



My daughter sailing her dad Jim's Typhoon while her son is following along in his Laser.



I am including the new Typhoon Class Association Bylaws and the draft Typhoon Racing Rules because the TCA Steering Committee would like your feedback on them before we implement them this Spring. Please send any comments to the *Typhoon* Editor and TCA Coordinator, Dave Hemenway, at [Typhoon.Class.Association@gmail.com](mailto:Typhoon.Class.Association@gmail.com). We would appreciate your thoughts and comments.

## Typhoon Class Association Bylaws

Approved by the TCA Steering Committee on February 18, 2025

**The racing rules have NOT been approved by the Steering Committee**

### Article I - Name

The name of this association will be the Typhoon Class Association. The abbreviation of the Typhoon Class Association is TCA.

### Article II - Class Symbol

The TCA class symbol will be a capital T followed by a smaller capital Y which will be about  $\frac{3}{4}$  of the size of the capital T.



### Article III - Purpose

The purpose of TCA shall be:

1. To promote Typhoons as a family boat for recreational sailing and Corinthian racing.
2. To encourage the development and coordination of Typhoon fleets.
3. To establish communication and collegiality between individual owners and groups of Typhoon owners.

4. To hold events and activities for the enjoyment of the Typhoon community.
5. To provide specifications and rules regarding hull, spars, and sails to protect one-design aspects of Typhoons and to ensure uniformity and safety in racing.

#### **Article IV - Membership**

TCA membership will be extended to all Typhoon enthusiasts and each member will have a single vote in all elections.

#### **Article V - Organization**

1. The organization of the TCA will include local fleets, which may be organized according to local customs and convenience. However, fleet Bylaws and Rules should be consistent with those of the TCA.
2. A fleet shall be defined as a group of five or more Typhoons in one area, whose owners have a form of organization for discussion and planning of Typhoon activities in that area. Such a group may apply to the TCA Secretary/Treasurer for designation as a Chartered Fleet.
3. Each Chartered Fleet may select one representative from its membership, to serve as its representative on the TCA Coordinating Committee.

#### **Article VI - Officers and Duties of Officers and the Coordinating Committee.**

1. The elected Officers of the TCA shall be the Coordinator and Secretary/Treasurer. The immediate past Coordinator will serve two additional years as a TCA Officer once their Coordinator term has expired. All Officers must be TCA members. The Coordinator and Secretary/Treasurer can be elected bi-annually by majority vote of the membership and the term of office shall be for two years. Elected officers may serve for only two consecutive terms.
2. The Duties of Officers are as follows: The Coordinator shall preside at all meetings of the membership or Coordinating Committee and will conduct the affairs of the TCA, and shall have such other duties and functions as may be designated by the Coordinating Committee. The Coordinating Committee may appoint special committees as deemed necessary. The Coordinating Committee will appoint an Editor who will be responsible for the quarterly production of the

online TCA newsletter *The Typhooner*.

The Secretary/Treasurer shall be responsible for the TCA meeting minutes, shall maintain the official membership list, manage all elections and be responsible for the financial resources of the TCA. The Secretary/Treasurer shall render a full accounting of TCA's finances at the annual meeting or at the request of the Coordinating Committee for publication to the membership.

The immediate past Coordinator shall assist the Coordinator and Coordinating Committee in maintaining the continuity of the TCA.

3. The Coordinating Committee shall consist of the Coordinator, Secretary/Treasurer, immediate past Coordinator, and one individual from each Chartered Typhoon Fleet. Any individual elected as a TCA Officer, appointed as a committee chair, or is a chartered fleet representative on the Coordinating Committee must be a TCA member in good standing. The Coordinating Committee shall fill Officer vacancies by majority vote for a period not to extend beyond the next Annual Meeting.

### **Article VII– Meetings**

There shall be a TCA Annual Membership Meeting and other meetings as determined by the Coordinating Committee. These meetings may be virtual, in person, or a combination thereof. While all Coordinating Committee meetings are open to all TCA members, votes at these meetings are limited to Coordinating Committee members. All meetings will have an agenda and the meeting minutes will be distributed after the meeting to the membership.

### **Article VIII - Revisions of the TCA Bylaws**

TCA bylaws may be modified or amended by the membership at the Annual TCA Membership Meeting or at a special meeting called by the Coordinating Committee. TCA bylaws changes must be approved by two thirds of the members through an election which must include physical as well as virtual attendees to the meeting.

## **Article IX – Racing Rules**

Introduction: The Typhoon Class Association racing rules have been developed to encourage fair, equitable racing between Typhoons built in accordance with Carl Alberg's original Typhoon design which has been modified by various builders since its introduction in 1962. These rules are meant to encourage Typhoon racing at different clubs and events. Racing Typhoons may be sailed with one or two people. It is expected that all Typhoon owners will follow the event organizer's Notice of Race (NOR) and Sailing Instructions (SI).

1. Basic Rule. Although there are three factory models of Typhoons, the Weekender, the Daysailer, and the Open Daysailer and there were at least four builders of Typhoons, which have manufacturer design variations in weight and rig, the Typhoons shall race as a fleet boat for boat without handicap. Except for these original design variations there shall be no additional variations in the hull, deck, keel, rudder, spar construction and weight, weight distribution, sail plan and equipment unless permitted by these Rules.

2. Owners' Responsibility and Eligibility. It is the owners' responsibility to insure that his/her Typhoon complies at all times while racing one-design with the current TCA Fleet Rules and the Racing Rules of Sailing, and the organizing authority of the regatta.

3. Safety. Owners/Skippers are responsible for the safe operation of their respective vessels. That includes determination of whether or not to participate in a race. While the race organizers will determine if racing will be held and this information will be communicated to the racers as instructed in the Notice of Race (NOR) and/or the Sailing Instructions (SI), it is the ultimate responsibility of the skipper to choose whether to race or not.

4. Sails. Boats are limited to 3 sails while racing: a Mainsail, a Jib and a Genoa. While spinnakers and unattached foresails are not allowed in Typhoon Class Association events, they may be allowed in other regattas. All sails shall be constructed from polyester or Pentex fibers. Only one headsail may be flown at any time (no double headsails downwind). All sails shall not exceed the size requirements as outlined in the Typhoon Class Association sail specifications. A boat may only have one mainsail, one jib, and one genoa during racing.

The mainsail shall have sail numbers not less than 12" tall representing the Typhoon's hull number. The mainsail may have reefpoints. The mainsail can either be attached to a slot in the boom or be loose footed attached to the boom at the tack and clew. The mainsail's batten arrangement is open to the owner's preference. The jib shall not exceed 110% LP and may have no more than 4 battens. The genoa shall not exceed 155% LP. Jibs and genoas may have visibility window(s), tell tales, a leech line and a foot line. The genoa or jib may be hanked on the forestay or run up the groove of a roller furler. The jib and genoa may be sheeted inside or outside of the side stays.

5. Equipment: Required U.S. Coast Guard Safety Regulations for Boats 16 to Under 26 feet must be complied with. All boats participating in a regatta must follow the equipment requirements of the regatta's Notice of Race (NOR) and Sailing Instructions (SI).

6. The following are permitted while racing:

1. The length and location of genoa and jib tracks- including additional drilled holes in jib or genoa tracks may be customized to meet owner's preference.
2. Additional blocks and cleats are allowed to the owner's preference.
3. The backstay may have a tensioning system of blocks. A remotely adjustable device consisting of an upper fiddle block and a lower fiddle block with cam cleat may be installed in lieu of the backstay turnbuckle, whose purpose is to facilitate backstay tension, provided that the backstay cannot be adjusted more than 3 inches.
4. The routing of the mainsheet may be customized to meet the owner's preference. The use of a mainsheet traveler is allowed. Mainsail outhaul, downhaul, Cunningham, and boom vang are allowed. Jiffy reefing and/or lazy jacks are permitted.
5. Bow pulpit, lifelines, stern rail and a boarding ladder are optional equipment that may be installed as per the owner's preference.
6. One whisker pole up to 150% of the J which means 9'-3" for Weekender model and 10'-4" for the Daysailer models. The whisker pole shall be

attached to the mast (RRS Rule 50.2). The whisker pole mast attachment maybe on a sliding car attached to a track fastened to the mast.

7. A mechanical masthead wind indicator is allowed.
  8. Electronic watches, timers, depth sounders, compasses, and speed indicators are allowed. Position sensing devices are permitted provided that the charting capabilities, location of marks (starting line, course, or other), correlations between time and distance, display of position or velocity made good (VMG), are not used on board.
  9. Additional safety equipment and devices to the owner's requirements.
  10. Addition of a compression post and/or coach roof supports are allowed in weekender models.
7. The following are NOT permitted while racing:
1. No adjustments to the standing rigging while racing is permitted except for emergency and/or temporary repairs, except for the backstay adjustment.
  2. Split backstays or hydraulic backstay adjusters are not permitted.
  3. The whisker pole may not be handheld or attached to a side stay.
8. The following Cape Dory Typhoon Specifications and sail plans for the Typhoon Daysailers and Weekenders are provided to guide your Typhoon development.

## Cape Dory Typhoon Specifications

Specification	Daysailer	Weekender
L.O.A.	18' 6"	18' 6"
L.W.L.	13' 6"	13' 11"

Beam	6' 3 1/2"	6' 3"
Draft	2' 7"	2' 7"
Displacement	1,900 lb.	2,000 lb.
Ballast	900 lb.	900 lb.
Sail Area with 100% fore triangle	157 sq. feet	155 sq. feet
I	22' 1"	19' 1"
P	20' 0"	22' 0"
J	7' 0"	6' 2"
E	8' 0"	8' 9"
Main Luff	1/2 barrel	1/2 barrel
Main Foot	1/2 barrel	1/2 barrel
Main Tack Cut Back	2 1/2"	2 1/2"
Forestay- 1 x 19 Stainless Steel Wire	1/8" x 23' 6"	1/8" x 20' 8"
Backstay- 1 x 19 Stainless Steel Wire	1/8" x 25'	1/8" x 27'
Uppers- 1 x 19 Stainless Steel Wire	1/8" x 22' 9"	1/8" x 21' 2"
Lowers- 1 x 19 Stainless Steel Wire	1/8" x 12'	1/8" x 11'5"
Main Halyard	5/16" x 50'	5/16" x 56'
Jib Halyard	5/16" x 50'	5/16" x 48'
Main Sheet	5/16" x 40'	5/16" x 40'
Jib Sheets	5/16" by 26'	5/16" x 32'
Genoa Sheets	5/16" x 20'	5/16" x 20'
Topping Lift	1/4" x 45'	1/4" x 45'

Spinnaker Halyard	5/16" x 45'	5/16" x 40'
Spinnaker Sheets	5/16" x 30'	5/16" x 30'

Note: All wire and line lengths are approximate

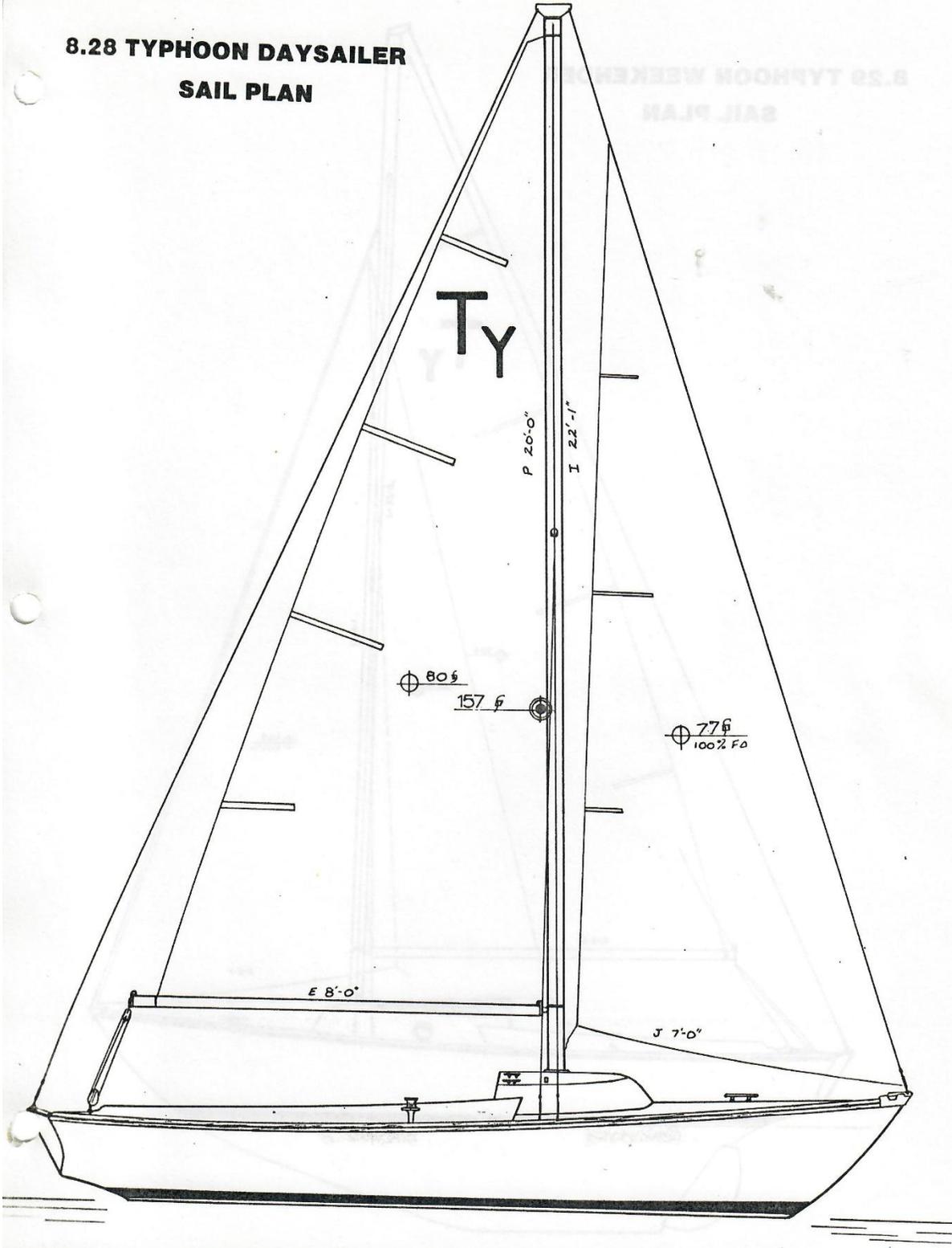
Source: Cape Dory Owner's Manuals

Analyst: Dave Hemenway

File: Cape Dory Typhoon Specifications

Date: 3/25/2025

**8.28 TYPHOON DAYSAILER  
SAIL PLAN**





## Available and Wanted Typhoons

1970's Typhoon. Multiple outboard motors. Fairly new sails with low milage. Boat is solid and has had only 2 owners. No trailer. Location near Portland Maine. Asking \$3k. More specifics are available upon shown interest.

Contact Paul at [ecorapja@hotmail.com](mailto:ecorapja@hotmail.com) or text Paul at 603-988-6767



## Typhoon Weekender #1260 located on Cape Cod

Original main and newer one, sail cover

Original jib and a newer one

Genoa

No 'head' just hook ups

No cushions

Newer, forestay, aft stay, two of the four side stays

5 hp long shaft Mariner outboard, two stroke, 1997 which was mostly used to get back and forth to the mooring during launch and haul out.

Please contact the owner, Joanne Goudreau at [goodrow.jo@gmail.com](mailto:goodrow.jo@gmail.com) to inquire about this opportunity, which is available to offers over \$1,000.





1982 Typhoon Weekender #1860 is available in Lyme, Connecticut for \$3,500. This boat has not been used for a number of years, but is in reasonably good condition for its age and comes with a set of sails and a roadworthy trailer. The owner is Paul Gianquinto who may be contacted via email at [pagianquinto@gmail.com](mailto:pagianquinto@gmail.com) or via phone at 860-434-5731 (home) or 860-304-8829 (cell).





## CAPE DORY TYPHOON DAYSAILER

**FOR SALE: \$6,500**

Year: 1981

Hull No: 69

LOA: 18' 6", Beam: 6' 3" and Draft: 2' 7"

Location: Irvington, Virginia

Call/Text Owner: 703-623-0198

*Venturi* is a full keel Cape Dory Typhoon Daysailer that has been summer sailed and raced in the local Rappahannock River Yacht Club Typhoon series. Equipment includes:

- Tidewater Trailer
  - Outboard (2 hp long shaft Honda) with transom mount
  - Ullman Main, Genoa and Jib
  - Cockpit Cover
- 
- Parts for Furling Jib conversion available
  - Anchor and Rode



## **Wanted:**

Tom Settanni is interested in buying a Typhoon Daysailer (no projects), preferably with a road worthy trailer. Boat will be sailed on a lake in South Carolina.

[thomassetanni@hotmail.com](mailto:thomassetanni@hotmail.com)

239-677-7801

## **Letters to the Editor**

Typhooner Editor,

I was greatly encouraged by your outstanding relaunch of the Typhooner. What a terrific resource to bolster the Typhoon community. I look forward to future editions.

Fair winds,

-Chip Gavin, Centerboard Yacht Club, Casco Bay Maine  
*Unforgettable, #739*

*The Typhooner* editor, Dave Hemenway, may be emailed at  
[Typhoon.Class.Association@gmail.com](mailto:Typhoon.Class.Association@gmail.com).