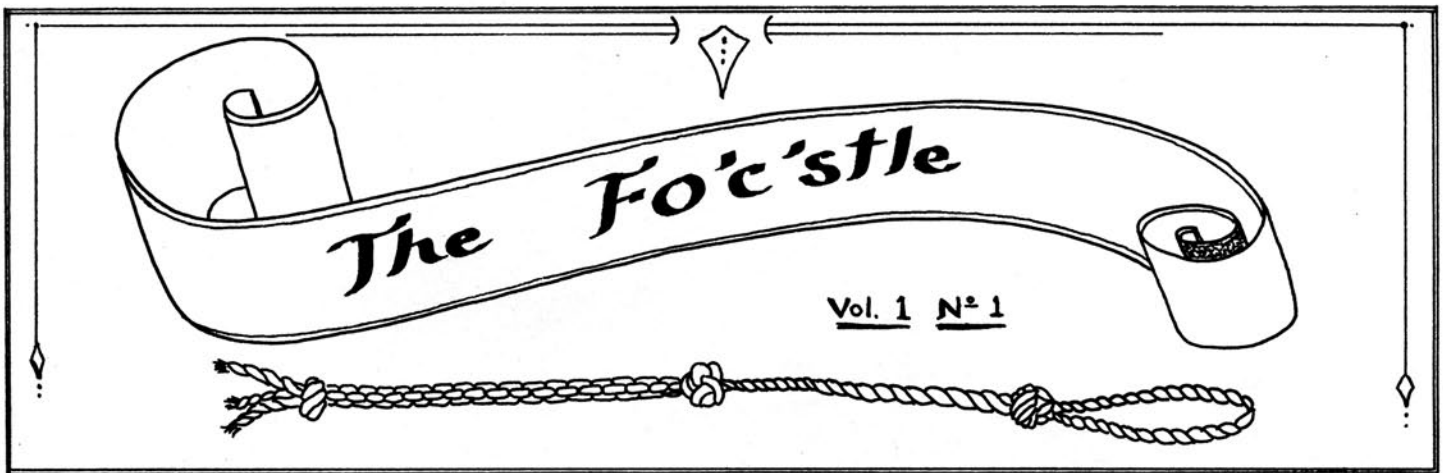


CRAMER MARINE

"DEDICATED TO THE PERSONALIZED CARE OF YOUR FINE SAILING YACHT"

635 E. ERIE ST., MILWAUKEE, WISCONSIN, 53202

414-272-5998



DEFINITION

"forecastle: (foe-kuh-sull) the forward most compartments below decks on a ship. The traditional crews' quarters on early sailing vessels and the source of most rumors and scuttlebutt.

EXPLOSION AT CRAMER MARINE !!!

Recent months have witnessed an explosion of growth at 635 E. Erie Street, home of Cramer Marine. Incorporated in 1989 by Gene Cramer, a local Milwaukee sailor and long time affiliate of the Milwaukee Sailing Community. And "dedicated to the personalized care of your fine sailing yacht", Cramer Marine has rapidly grown into a first class, if little known, operation. Meeting area sailors boat yard need and more.

The boat yard itself on Erie Street has doubled in size in the last year and will be doubling again in the fall of 1991 at which time Gene and his Crew will have the capacity to serve over 100 local sailors storage needs. A 25 ton mobile crane which has been custom adapted to the special handling requirements of sailboats and their rigs is at hand. Coupled with specially constructed cradle casters and all paved storage areas, safe handling and positioning of vessels is assured. The boat yard also provides all traditional services such as winterizing and cover, expert fiberglass and wood repair, auxiliary engine service, plus sales installation of all variety of equipment and accessories.

Cramer Marine is a factory dealer for Harken roller furling and reefing systems, "Sailtainer" main sail reefing and storage systems, Sportsman boat trailers, as well as all ordinary marine hardware, equipment and supplies. Cramers' offers wallside dock space with 110v and water for boats to 60' in length x 20' beam conveniently located at the mouth of the Milwaukee River. The company rents and sells moorings, has local bareboat or skippered charters, sells and brokers boats, and in short, can provide virtually any service offered by other boat yard.

The real difference to be found at Cramer Marine, in this reporters view, would be that it is a sailors' boatyard. The owner, the manager, the crane operator, and all of the dock crew are sailboat owners and sailors. They speak the sailors tongue, they like sailboats, be they 10' day boats or megabuck classics. And the care and service a sailor receives here reflect that. If you and your fine yacht deserve no less, we recommend you give Cramers' a call.

MOORINGS OFFER ALTERNATIVES

Economy and value, safety and reliability, privacy and security, all can be had by making use of a fixed mooring to berth your boat during the sailing season. As opposed to the \$800 and up charged to rent one season use of a dock, a mooring can be purchased outright for \$300 to \$500 depending on the size of your vessel or rented by the season for as little as \$100. Availability is not an issue and no waiting list hassle is in store for the mooring customer. In a storm or high surge conditions the boat may be left unattended without the anxiety associated with the crashing into docks or walls, no fenders necessary. The novice boater will find leaving and returning to his/her mooring much easier than dock side manuevering and with the bow always directly into the wind, sails can be set & loosely sheeted even before casting off. Coincidentally, the wind vane action working with adequately sized and located ventilators also help to ensure a dry and mold free boat, as well as reducing ultra violet damage by presenting ever varying faces to the sun. At the mooring there are no docksiders passing by inches from your cabin ports. Thieves are obliged to arrive by boat and you'll never be paged to the clubhouse phone. Every new sailor should probably start by mooring. Most experienced skippers would probably benefit by owning one even to back up a cherished dock site. Besides, why pay Vic Tanny to pump a rowing machine when every trip to your yacht can be an exercise in savings and security.



UPGRADES

by: stubby phillips

Its almost impossible these days to open a boating publication pertaining to the Great Lakes and not see something regarding the Zebra Muscle. Yet to date I haven't seen anything in print as how we are going to thwart the onslaught. In the meantime we should initiate measures to protect our investments.

If per chance something was to impede the proper flow of cooling water, whether it is the tenacious snail or not, through your auxiliary engine, and this situation persists undetected, permanent and costly damage will occur in a matter of minutes.

This can be avoided by keeping a constant weather eye peeled at the engine temperature cooling water gauge, or, more reasonably, by incorporating a high temperature audible alarm.

There are a number of these currently available through the discount catalogs, however they have two major drawbacks. First they are usually automotive equipment and therefore the alarm set point is much too high for today's typically cooler running marine engines and second in order to install the sending unit one must either discard the existing analog sending unit or do some plumbing magic in order to get the sending unit in the cooling water flow and then hope it will be effective.

Cramer Marine has discovered a dual function temperature sending unit that not only drives the analog display but also incorporates a high temperature alarm circuit which trips at 205 deg. F. This coupled to a horn or buzzer makes an excellent safeguard against any cooling system malfunction.

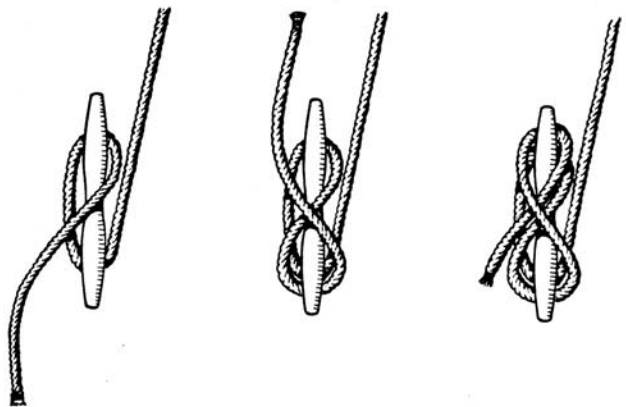
The beauty in this device is in the simplicity of its installation. The existing analog temperature sender is removed and the new one is put in its place. The existing analog gauge is rewired and a horn or buzzer is added and the job is complete. And the alarm sensor is in the head where it should be.

Complete with labor and materials Cramer Marine can install this upgrade for about \$150.00. Undoubtedly a very economical one time insurance policy.

For further information contact either Jim or Gene and in the meantime consider what would happen to your valuable auxiliary if your lubrication system failed while the engine was running and you were not given sufficient warning to shut the engine down.

CLEAT HITCHES

One of the simplest knots, certainly the most used aboard a boat, and possibly one of the most abused, involves nothing more than turns around a cleat. You may not have even thought of this as a knot—but it is. When fastening a line to a cleat, as with many things at sea, a small error at the start can cause problems later. Look closely at the illustration, and see how the dock line at the right comes in at an angle to the base of the cleat. It then goes around the base so that it passes under each horn once. This keeps the strain low on the cleat. The cleat should be mounted at an angle to the direction of strain.



Even half a turn, plus a firm hold on the line, usually creates enough friction to hold a boat at a dock until the whole turn can be completed. In fact, you should always take half a turn around a cleat when a load is coming on the line; this is an essential part of good line handling called "Snubbing". It eliminates the possibility of causing serious injury to your hands. Note in the illustration that snubbing is nearly a whole turn; and also that the crossover that will make the

figure-eight should be made after the line goes around both horns of the cleat.

One and a half figure-eights are enough. More would add no security and just take time to undo later. As with any other knot there is a right way and a wrong way to tie it. The right way provides security and the ability to release. The latter is just as important as the former, however often neglected. There is no more reason to improperly fasten a line to a cleat than there is to improperly tie a bowline.

Welcome to the first issue of the "Fo'c'stle". Thank you for taking the time to read it. I hope it was as enjoyable and informative as we have tried to make it. We are excited about this vehicle which we hope will keep you informed about the rapidly developing Cramer Marine and ways which we feel will help your boating be safer and more enjoyable. If you have any comments or there something you would like to see or contribute, please don't hesitate to contact us.

In our constant effort to improve our efficiency and therefore our ability to serve, I would like to point out two recent changes in our operation which might be of interest. First is the new phone number for Cramer Marine. Note the newsletter letterhead. The business is now listed with Wisconsin Bell and will appear in the soon to be published Yellow Pages under "Boat Repair". You will also be able to reach me at the old number when ever necessary. In response to the feeling I was having in connection with the notion that I am hard to reach I have decided to be at my phone from 7:00am to 9:00am Monday through Friday. You may still call at any time and I will always return your call if I am away. So, don't be a stranger.



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