



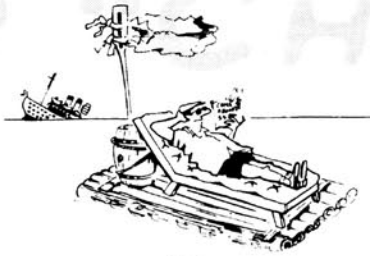
The Fo'c'stle

The Newsletter of Cramer Marine * Winter 1999-2000

Up grades Stubby Philips

Everybody knows the importance of a cooling system for the continuous operation of their auxiliary engine. The loss can destroy. However, the cooling water loss has a more immediate effect on the exhaust system. Upon a loss of exhaust cooling water, long before the engine "goes critical" the hot exhaust gasses, which also rely on this water for cooling, can at best destroy the exhaust system and at worst cause a life threatening fire.

A high temp alarm in the engine's cooling water may trigger a warning after the fact. To avoid this possible late warning, all cooling water systems should have some form of flow detector installed between the engine and muffler annunciating to a light or better yet a light and audible signal.



"Danger - Danger" Gene Cramer

Currently in the repair shed are 2 boats undergoing extensive keel repair. These are not the result of their skippers inadvertently running aground, but the hard impact with a submerged object in what was presumed to be safe sailing depths. These are repairs five and six to go through our repair process. Each skipper, when questioned, believes their approximate position at the time of impact to be north of the

North Gap about 1/2 to 3/4 mile off shore in about 20 ft. of water.

At Lat. 043° 03.50'N, 087° 51.92'W lies the abandoned, submerged city water intake crib, locally named the "Love Rock". Several years ago this structure was removed and the foundation dynamited.

Checking chart #14924 reveals some interesting facts. This location appears to be where all skippers believe they were at the time of their impacts, the site is not buoyed and there is no "Depth of Water" note assigned to this site as it is for the "crib" at 043° 00.15'N, 087° 51.15'W on the very same chart.

In phone conversations late last year with Milwaukee Base Coast Guard Commander, Ross, and Navigation Officer, T.J. Jones, I was told that there were no current plans to put a buoy on this site but a boat would be deployed to investigate.

As of this publication no investigation by the Coast Guard had occurred, that we are aware of. A personal trip has also been postponed because of the nasty weather.

Stay tuned for future developments and in the mean time plot a danger bearing and "Steer Clear".

R o a d T r i p t o c h i c a g o



Make reservations with the cramer marine bus trip to strictly sail at navy pier
7:30 am Boarding
8:00 am Departure
February 5 th
\$19 per person
call 272-5998

Thanksgiving Sail By Francis Morton

It was a great day out on the lake. The sun was bright and warm with the wind steady out of the south, south west. With an early start the Thanksgiving Day Armada was on the lake for the best sailing time of the day.

At first, everyone was bundled for the worst a winter day might offer. With each leg it seemed

more of the layers came off, as we soon found a perfect day for a sail under all those



cloths. It could have easily been this cold crossing the lake at night in June, In fact a June night crossing would have been colder. I know it all has to do with water temperature.

The fleet left the main gap after testing the waters in the harbor for awhile. From the main gap we sailed to the Windpoint buoy, rounded and headed home. Everyone held close formation as if they were trying to sail together than sail apart. It was like we were holding close to stay warm. Every boat held the lead position for a little while on both the outward and homeward legs. The honor constantly changing made every one a winner this day. After

the sail we all gathered on the MYC dock to exchange cold weather sailing stories and season memories.

The sailing season was really stretched this year. It was hard putting the boat on shore for the winter, thinking there might be just one more day like Thanksgiving.

The Boats that took part in the 1999 Thanksgiving Day Sail are, and in no particular order; Vertu-Mike Madden, Irie- Tony, Terri & Francis Morton, Christa-Dan Agnew, Cavale-John Gilling, Lyra-

Gene Cramer, Imrama- Curt Crain, Challenge- Pat Wilbourn, Peach-Bill Cramer, Kamehamcha- Tim & Deb Bierbach, and Drake-James Bishop.



Yanmar
By Gene Cramer

I am pleased to take this opportunity to announce that Cramer Marine is currently finalizing negotiations to be Milwaukee's area Yanmar dealer. We will be stocking replacement parts and manuals. Jim Bishop

Turn that basement stuff into cash!

Cramer Marine will accept marine hardware on consignment. Some items currently **FOR SALE:**

Edson wheel
150% genoa, 33 footer
Mast & boom 1/4 Ton
On demand water heater
Whale hand bilge pump
Mooring buoy
14' wood boom
1-1/4 SS Genoa track
Jabsco Head
Flare gun
Atomic II & Atomic IV
Martek Prop
Hall Spar – Double Spreader
2 Barrient Winches #10
Barrient #22 Two Speed
3 Bank Battery Charger
Twin Axial Trailer for 27' – 30' footer
Chicago to Pensacola Chart Set and Guides
Blocks, cleats, and other msc. hardware.

will be our in house factory trained service technician available to assist you with all your needs. Stop by and visit us at the Yanmar booth at the Strictly Sail, sailboat show.

Stay tuned for the future announcement of an owner's workshop.



Devil Down Below

By Jim Bishop

Sailors who easily fetch a distant harbor or regularly round the mark a boat length ahead often frustrated by balky engines as frequently baffled by that tangle of brightly colored spaghetti tied away in locker and bilge.

We all respect the wires in the walls at home and rarely question the wisdom of leaving their care to an electrician. Something about 12 volts, "it won't shock me", causes sailors to fearlessly forge ahead. Accidentally short out a battery post and you quickly learn its true power. A 12 volt battery can reduce a boat's entire wiring system to smoldering embers in minutes.

The Insurance Institute and the U.S. Coast Guard list electrical fires as second only to drowning as the leading cause of loss of life on recreational boats. Standards for every component in a system even to the wire itself have been created by these and other agencies for our mutual bene-

The unfused accessory, tapped in, after market devices and who only knows who that did the work are the problems waiting for the wrong time to happen.

Let's all take a closer look this spring. Open that locker, follow some wires, check for fuses on all devices. Secure and insulate that battery. If something doesn't look right it's probably not.

Tame your low voltage system to a helpful shipmate, not a devil down below.

Services Available at Cramer

Storage
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Woodwork
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Sails- New & Repairs
Rigging
Engine Repair
15 ft. of water at dock
Painting
Sea and Land Delivery

CRAMER MARINE INC.



THE SAILBOAT EXPERTS

Cramer Marine is now stocking:
Air, Fuel and Oil Filters, Belts,
Impellers, and Tune up materials for
the following:

Yanmar

1GM, 1GM10, 2GM, 2GMF,
2GM20, 2GM20F, 3GMF, 3GM20,
3GM30F

Universal

M2-12, M-15, M-18, M-25, M3-20,
5J411, Atomic 4

Volvo

MD1, MD1B, MD2, MD2B,
MD2BHY, AQD2B, MD3B, MD6A,
MD7A, MD10A

Palmer

IM-40, P-60

Dahl

61, 101

Racor

2000SM

320, 220R, R12S, R24S

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BROKERAGE

Listing your sail boat with
sailing specialists allows for
the personal attention you
deserve.



STRICTLY SAIL CHICAGO

February 5th

7:30 AM On Board

8:00 AM Departure

\$19 PER SEAT

ONE SEAT PER PERSON

CALL CRAMER MARINE

414-272-5998

Newsletter Published by Olive Press call
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CRAMER MARINE BROKERAGE

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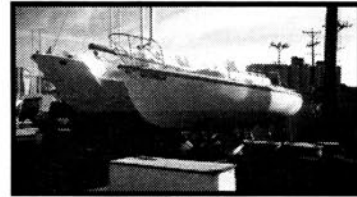
20 Balboa	\$1,500	30 Catalina	\$44,000
23 San Juan	\$8,000	26 Columbia	\$2,500
26 Westerly	\$9,000	32 Islander	Offer
27 Catalina w/ trailer	\$10,900	10' ft Dyer Sailing Dink	\$2200



23 San Juan



32 Islander



20 Balboa

WE ARE LOOKING FOR CLEAN BOATS TO BROKER. IF YOU ARE INTERESTED IN SELLING YOUR BOAT WE ARE OFFERING A GREAT OPPORTUNITY ON OUR LIST.....CALL FOR DETAILS!



THE LAKE SCHOONER "CHALLENGE"

CRAMER MARINE INC.

880 W CANAL STREET
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