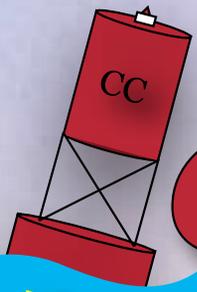


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Carolina *Currents*

The North and South Carolina Sailor's Magazine

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FREE

Cruising Through

Fairwyn Sails to Golden Anniversary Party

Story and photos by Rob Lucey



ORIENTAL, N.C. - When Fairwyn sailed through the Carolinas this summer, owners Stephen and Nancy Carlman were cruising her toward an anniversary party that few yachts have observed.

In 1982, the couple bought the Sparkman and Stephens-designed custom-built yawl from the original Canadian family that had it built in Scotland in 1957. The first owners kept the wooden-hulled boat on the east coast of Canada for 25 years, winning trophies in regattas including a race to Bermuda.

The Carlmans had Fairwyn shipped across the continent to Vancouver where they spent much of the second half of the boat's life upgrading it for their post-retirement dream cruise.

Fairwyn's crew ducked into Oriental for a few nights to dodge a threatening tropical storm on their way up the coast.

They plan to winter in the Chesapeake before heading for Halifax in the spring. There, the boat's original family will reunite with their old vessel for a 50th anniversary party.

"That will complete the circle for the boat and us," Carlman says.

During the past 25 years, the Carlmans have made many modifications both inside and outside.

"If nothing else, they'll recognize the name. It has the same lines," he says.

Before starting their cruise in September 1999, the couple added roller furling, an electric windlass, three GPS units, a single sideband radio, autopilot, radar, refrigeration, a wind generator, two

computers and other amenities that sailors might never have dreamed of 50 years ago. Kerosene models replaced a rudimentary

alcohol cooking stove and a charcoal heating stove. Carlman also built a nav station in place of a massive icebox, reconfigured the cockpit and doubled the lifelines.

"In the modifications, we have tried to pay attention to making it look aesthetically as it was intended," Carlman said. "But in terms of working gear, it's all modern. We do have a sextant on board, and we do know how to use it - sort of. And we still have all the wooden blocks and stuff, but they're in my attic back home. We're cruisers, not masochists."

Before all of the changes, Carlman described Fairwyn's interior as "barn like." "It was designed for six men to race across the ocean for six to 10 days. From the very first day when we lifted it off the truck I saw some things I wanted fixed."



Courtesy Photo

Fairwyn under sail

Stephen Carlman on deck



Fairwyn's galley



The McGruer & Co. builder's plate

Above: Gleaming woodwork and a traditional oil lamp below decks

The biggest job came when a surveyor pointed out some decaying wood in the hull leading to an expensive re-planking job.

Since setting out on their journey, they have sailed down the west coast to Mexico, over to the Galapagos, throughout Central America, through the Panama Canal and into the Gulf of Mexico. They were in a protected marina when Katrina hit Louisiana and suffered only minor damage to a rail. Then they sailed around Florida and up the coast.

s/v Fairwyn

Built - Scotland, 1957

*Design - Sparkman and Stephens
Naval Architects, Inc. N.Y.*

LOA - 42'3" Beam - 11'9"

Weight - 22,500 lbs.

Draft - 4'3" (centerboard up),

9' (centerboard down)

Rig - yawl

Engine - Mercedes OM 636

*Tankage - 60 gallons fuel, 70 gallons
water*

*Construction - Double-planked
mahogany over red cedar with oak
frames*

Spars - Original Sitka spruce

Interior - Mahogany trim

*Deck - Glassed plywood over cedar
beams with canvas top and teak trim*

According to their research, just a half dozen boats were built using the same hull design, and they were all were rigged differently. "We're hoping to see some on the East Coast during our trip," Carlman says. "I think they're all here."

Carlman maintains that classic wooden boats are quieter inside than modern vessels, more attractive and better insulated for more comfortable temperatures.

"It's a pleasure to me when people come by and say 'what a nice boat.' We have met more interesting people through the boat than we would have with a modern boat," he believes. "Would I do it again? I don't think so. Have I enjoyed it? Yes." 

New Products

Cool Boat Stuff



by Gadget Girl

LED Technology: Coming Soon to a Boat Near You

The lightbulb is old hat. Light Emitting Diode (LED) technology is rapidly overtaking traditional lighting, including in the boating world. We've had an OGM LED bow navigation light aboard our boat for over two years and have been extremely happy with it. LEDs draw around one-fifth of the power of a standard bulb. If you are cruising "off the grid" for any length of time this can make a big difference to your power consumption. For some time, OGM has featured USCG-approved masthead tri-anchor lights (drawing 0.5 amp), with costs ranging from \$239 for the base model to \$369 for the model with a light sensitive photodiode and strobe. Their new TriAnchor range (see photo below) has QuickFit Disconnect wiring, allowing removal of the light (e.g.

been using a NightStar flashlight, which we refer to as the "shaky torch". With no batteries, it's charged by shaking it, which moves an inner magnet through a coil. Our unit had a problem with the on/off switch after a year but was replaced by the manufacturer. The sealed unit is waterproof and allegedly floats, though luckily we haven't tested that feature. Don't leave one close to your compass, though, as the magnet will make it go haywire. With brighter LEDs than our original, NightStar II units cost \$34.95 with a five-year warranty. Visit www.nightstar1.com for details.



for mast removal) and ensuring the unit is completely watertight. In addition to the expected LED life of 100,000 hours, the wiring used to power these lights can be smaller gauge than normal due to the reduced power draw. OGM expects to have interior boat lights by the end of the year. Visit www.orcagreen.com for details.

As well as navigation lights, LED technology has also made it to the humble flashlight. For four years we have



One of the smallest flashlights around is the Pak-Lite which clips onto a 9-volt battery (see photo above). Different color combinations are available including the Boatman with green and red LEDs which the manufacturers say can double as an emergency navigation light or a chart-reading light. They also claim Pak-Lites have survived a washing machine, being frozen in ice and dropped from a plane, though we haven't tested those claims! Weighing 1.5 oz. (including the battery), Pak-Lites are small enough to keep in your pocket. The Boatman costs \$29.99 with a 9-volt standard battery which should last over 30 hours. Add \$5 for a lithium battery that will power two LED's for 200+ hours. Visit www.9voltlight.com for details.