

# *Cabin Fever*



# Cabin Fever



*Cabin Fever* is a 23' Paceship, a trailerable pocket cruiser. It is particularly attractive to the cruising couple or family of four because it provides maximum inside volume for living quarters and is still manageable for trailering.

### **The Cabin**

The living quarters are divided into two sections. In the bow, the forward stateroom has a V-berth, a hanging closet, an installed head, and the forward hatch opening overhead. A sliding door provides privacy. The main salon includes a small galley with sink and running water, a folding table with a laminated surface, and full-length settees which double as single berths. These berths are unusually comfortable for a boat this size because only a quarter of the berths extend under the cockpit seats.

The folding table is supported by a hinge on the forward bulkhead and a post in the center of the salon. The post contains the block, tackle, and cleat for the centerboard. The centerboard well is on the underside of the hull, so it consumes no interior space.

Cabin storage includes the hanging closet, a cabinet under the sink, a food locker, a galley shelf, and six tubs under the cushions. More storage is available below the tubs in the bilge for items that can withstand wetness, such as the spare anchor. Two hanging nets, one forward and one in the salon, provide airy storage for clothing or other soft items.

Switches for the cabin lights, running lights, and anchor lights are mounted in the galley. There are three, individually switched cabin lights, one in the forward stateroom and one over each berth in the main salon. The VHF radio is mounted on the port side of the galley cabinet for quick access from the cockpit.

Long ports, two to each side, run almost the full length of the cabin and provide more than adequate sunlight. Curtains are provided for privacy.

### **The Cockpit**

The cockpit is U-shaped, with the mouth pointing aft. Four people can sit in comfort; six can be accommodated. Non-skid vinyl Dri-Deck panels on the cockpit sole keep feet dry and provide sure footing. The cockpit is self-bailing.

There are two large lockers in the cockpit. The port locker is currently used for stowing the main anchor, mooring lines, and spare manual bilge pumps. It also provides access to plumbing and engine control lines. The starboard locker provides access to the fuel tanks, battery, and electrical panel. The switch for the electric bilge pump is mounted on the electrical panel. Emergency oars, mops, nets, and the swim ladder are also stored in the starboard locker.

The rudder is transom-mounted and controlled with a tiller.

### **Sail Plan**

The boat is sloop-rigged. The 28' aluminum mast spar is stepped onto the cabin roof in a tabernacle with two pins. It is supported with the forestay, split aft stay, and two shrouds port and starboard. For trailering, two people can lower the rig in about 20 minutes and raise it in 30.

The main and jib halyards are routed inside the mast to a block at the bottom of the mast. The sails are thus raised with upward pulls, which allows secure footing; the halyards are tied off on mast-mounted cleats.

Both jibs are flown from the forestay. The working jib's sheets are routed through blocks mounted on travelers just inside the shrouds and aft of the mast, then aft to the winches or directly to the aft cleats. The genoa's sheets are routed to fixed blocks adjacent to the winches, then up to the winches or aft to the cleats. A stainless bow pulpit provides security when rigging the jibs. The two jibs are stored in color-coded sail bags.

The main sheet runs through blocks on the boom, then directly downward to a fiddle block and cam cleat secured to a pad eye mounted on the cockpit seat directly in front of the cabin companionway. The mainsail includes battens and one reefing point. Storage bags are provided for the mainsail and battens.

Winches are mounted on the coamings, one on each side toward the forward part of the cockpit. There is one winch handle.

A tarpaulin is provided which can be used as a sun cover for the cockpit.

### **Auxiliary Power**

The Johnson 9.9hp outboard motor is mounted on the transom and provides more than enough power to bring the boat to hull speed, about 6 or 7 knots. In addition, the engine has electric start and an alternator to charge the battery. The battery is a Sears DieHard Marine battery which was placed in service in May, 2005.

The engine was purchased in 2000. It is in excellent mechanical condition. It has been regularly maintained.

The propeller was purchased in 1990. It is specifically designed for sailboats and has been provided as standard equipment on all 1989 and later Evinrude/Johnson sailboat outboards. It has a 10" diameter and 7" pitch for high thrust in forward. It also provides sufficient power in reverse, which previous propellers did not.

Remote controls are mounted on the port side of the cockpit well, avoiding the need to reach back to the engine when motoring.

Fuel is supplied by a standard, metal tank for outboards secured in the starboard cockpit locker. A new tank went into service in 1999. The two-stroke, two-cylinder engine burns standard marine gasoline, leaded or unleaded, and requires outboard oil to be mixed in the ratio 48:1 or 50:1.

### **Ground Tackle & Mooring**

Two anchors are supplied. The main anchor, a Danforth Deepset D-1150, includes 6' of chain and a 200' rode of ½" line. The anchor provides holding power well in excess of that required by the boat, by at least a factor of two, and safe anchoring in waters up to 30' in depth (assuming the recommended 7:1 rode/depth ratio). The backup anchor is a Danforth Standard #8, equivalent to the S-600. Although the anchor is older, it is in excellent condition with 6' of chain and a 150' rode of ½" line. Its holding power is well within safety margins for the boat.

An anchor holder is mounted on the bow pulpit and will accommodate either anchor.

The boat includes about 10 ½" lines for use in mooring. Four 6" bronze boat cleats were added to the boat in 1988 to make mooring easier and safer. The boat now has 3 cleats forward and 4 aft.

### **Water System**

A 13-gallon polyethylene tank is located directly under the cockpit sole, with a flush deck fill mounted on the port coaming. Usable capacity of the tank is 12 gallons. Water is obtained in the galley via a manual Whale Flipper pump. Water drains aft to an outlet mounted low on the transom. The drain hose and the cockpit drain were replaced in 1999.

The entire supply water system, except for the pump, was installed in 1989. A new Whale Flipper pump was installed in 2004.

### **Sanitation**

The head is a Raritan PH-II marine head.

### **Safety**

The boat is equipped with seven (7) life vests, including one child's vest, and one (1) standard life ring.

The required complement of emergency flares is included. In addition, a complete set of expired flares which will probably still fire can be used for backup. Please note that flares do expire and must be replaced every few years to meet Coast Guard regulations.

A fire extinguisher meeting Coast Guard requirements is included. Please note that the extinguisher should be checked periodically and recharged as required.

A Standard Communications Horizon Eclipse + marine VHF radio provides marine service for the US, Canada, and international locations. The Eclipse radio, installed in 1999, replaced an older model. A 38" Shakespeare antenna is mounted at the masthead.

The maximum calculated load for the boat is 13 adults as calculated using Chapman's (length x beam)/15 method. The maximum recommended load is 8 adults for a day sail or 4 persons overnight (six if two bunk in the cockpit). The boat is very comfortable with 4 aboard.

### **Electrical System**

The entire electrical system on the boat, including mast wiring, was overhauled in 1989. Loose connections were cleaned and repaired. New, heavy-gauge wire was run from the battery to the engine, which was fitted with quick-release lugs. The wire from the battery to the fuse box was replaced. A new wiring strip was added to accommodate changes and the addition of the radio.

### **Miscellaneous**

The top part of the rudder was rebuilt and varnished in 1988 after the original wood rotted. The aluminum sheath was strengthened in 1989. The tiller was stripped and varnished in 1989 and re-varnished in 1990 and 1991. The rudder was disassembled, checked for dry rot, and varnished in 1990. Because the wooden portion of the rudder is the most vulnerable to the elements, it should be checked at least every three years.

The mountings for the upper portion of the rudder were adjusted in 1998.

A new thru-bolt and wrench were fabricated and installed in 1999. The thru-bolt connects the upper part of the rudder with the lower part.

A tiller cover has been in use since 1991. In 1993, a custom canvas cover was made which protects both the tiller and the upper portion of the rudder. This protection should limit the need for re-varnishing to once every 5 years.

### **Radio License**

The Ship Radio Station Operating license is not transferable and is no longer required for boats not required by law to carry a radio (see [wireless.fcc.gov/marine/fctst14.html#SEC2](http://wireless.fcc.gov/marine/fctst14.html#SEC2) for details). The new owner may voluntarily obtain his/her own license and call letters.

For more information, please call the Federal Communications Commission at 888-225-5322 or see [www.fcc.gov](http://www.fcc.gov).

### **Boat Identification**

Name: *Cabin Fever*  
Registration: MD 7222 T  
Hull Number: 148PAYY3B48M74H

### **Specifications**

Make: Paceship Yachts  
Year: 1974  
Length: 23'  
Beam: 8' 6"  
Draft: 6' centerboard down;  
3' board up, rudder down;  
2' board up, rudder up  
Clearance: approximately 32' to top of mast,  
35' to tip of antenna  
Sails: Main w/ battens, 130% genoa,  
working jib, sail bags  
Auxiliary: 2000 Johnson 9.9hp outboard  
with long shaft, 10" x 7" prop,  
electric start, 5 amp alternator,  
Sears DieHard deep-cycle marine  
battery.  
Fuel: 6-gallon portable  
Consumption: 1 gallon per hour (*estimated*)  
Endurance: About 6 hours per tank  
Range: 30 miles per tank (*estimated*)  
Water: 12 gallons, Whale Flipper pump  
Head: Raritan PH-II  
Equipment: VHF Radio, emergency flares,  
fire extinguisher, life vests, life  
ring, mooring lines, two anchors,  
alcohol stove, ice chest, spare  
10" x 5" prop, boat hook, electric  
bilge pump, hand bilge pump,  
spare lines, spare parts, tool kit

*Note: Some personal items will be removed from the boat prior to transfer to the new owner. However, the boat should be considered fully equipped and ready to sail.*

### **Slip Location**

Slip 528, Maryland Marina, 3501 Red Rose Farm Road, Baltimore (Essex), MD 21220.

***From the water:*** Middle River to Frog Mortar Creek.

***Driving from Baltimore:*** From the Baltimore Beltway (I-695), take exit 2, US Route 40, east. Turn right onto Martin Boulevard, MD Route 700. Exit onto Eastern Boulevard east (second ramp). Follow Eastern Boulevard past Martin Airport and Bengies Drive-In. Turn right onto Carroll Island Road, then right onto Bowley's Quarters Road. Turn right onto Red Rose Farm Road.

For more information about Maryland Marina, please call (410) 335-8722. The Marina has my permission to release maintenance information.

### **Owner**

Will Fastie  
7110 Sheffield Road  
Baltimore, MD 21212-1629  
(410) 821-1036 office  
(410) 340-1049 cell

### **Price & Terms**

Best offer.

Cabin Fever must be promptly moved from its slip upon transfer of title or arrangements must be made for the new owner to obtain the slip.

Sail away or Will Fastie will deliver for \$150 north of the bay bridge, \$250 to the West River or St. Michaels, or \$350 as far south as Cambridge.

Note: The mainsail cover shown in the photos has been misplaced and may not be included in the sale.

