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**¡BIENVENIDO
A BAJA!**

SMALL IS BIG ON THE
C-RANGER 25





Cruising On A Small Boat

C-RANGER

A QUICK SUCCESS

Story And Photography By ROBERT M. LANE

R25

Peeering through the mist that followed a hard morning rain, I searched in vain for my unusual date: a 25-foot boat that would challenge my views about what kind of craft is needed for the cruising life.

Finally, far out in the dawn-gray waters of Lake Washington, I spotted a moving speck. It drew closer, but I turned away after judging the oncoming boat was too large to be the one I awaited. That's not the C-Ranger R25, I decided. She's too big; there's too much bow. It was, I concluded, someone aboard a 30-footer coming in for a look at the park or for a snack at one of the small restaurants on shore.

As she came closer and turned to dock alongside a finger pier, her distinctive profile came into sharp focus, and it became clear I was indeed watching the C-Ranger R25, a compact tug yacht whose Seattle-area builders are trying to fill a void in the market left by yacht makers

who have chosen to focus on larger, more costly craft.

We may believe that a "cruising" boat is going to be significantly larger: 35, 40, 50 feet or more. Only a few months earlier, I had written an article about *Sonata*, a 62-footer (see *PMM* Sept. '06). Until now, the smallest boat I'd reviewed was the recently revived 34-foot CHB, featured on *PMM*'s cover in August.

The challenge for those of us who normally cruise in larger boats is to avoid adopting an elitist (also spelled "snobbish") view and simply writing off the idea of boating in 25 feet. People do cruise safely, successfully, and contentedly in these pocket yachts; I've seen them all along the Inside Passage, in the waters of British Columbia and Southeast Alaska. Small in no way suggests an inferior or unsafe vessel.

Cruising is more about the experience than about the boat one chooses. It is a lifestyle, a spirit of adventure, an expression of a need to explore and to enjoy the natural



Left: A transom gate offers good access to the swim platform. A cabinet is to the right. The hatch opens to a storage space. Right: Reminiscent of old workboat styling, the blue eyebrows are decorative and deflect rain from the window.

world. Large boats do not make those experiences any more memorable.

But this story is about a 25-foot boat, one small enough to put aboard a tandem-axle trailer yet large enough for the cruising life. Its price is one-tenth that of *Sonata* and a little more than half that of the 34 CHB.

THE FIRST IMPRESSION

I first saw the C-Ranger R25 at a Seattle boat show, where a horde of larger craft obscured her charms. Her distinctive styling—a timeless tug yacht with a lingering hint of expedition—was a sharp, pleasing contrast to the curves and swoosh of her very contemporary neighbors. Although her builders hope she'll replace the 26-foot Nordic Tugs, out of production for several years, she doesn't look much like that cruising icon.

Bill Parlatore, editor-in-chief of *PMM*, first saw her much earlier at a boat show on the East Coast. Later, on a visit to western Washington, he visited the Ranger

factory in Auburn, a suburb of Seattle. He was impressed and handed me the assignment.

A few days after the September Seattle boat show, I was standing at the end of a park pier on Lake Washington, not far from the Boeing 737 assembly plant in Renton. I had a date with the Ranger R25.

She is the first craft from a joint venture that brings together the skills and experience of two builders of small boats: C-Dory Marine Group and Ranger Tugs. C-Dory provides marketing and promotional skills, while Ranger, which operates under the corporate name of Fluid Motion, builds the boat.

Ranger is owned by the Dave Livingston family, which years ago organized a firm that built and sold the ever-popular Livingston dinghies. The family sold that business and acquired the equally well-known Ranger firm.

Scott Reynolds and an investment group purchased C-Dory in 2000, and Jeff Messmer, a lifelong friend of



Windlasses are not seen often on small cruisers. This Lewmar is an extra-cost option on the Ranger 25. The stainless bow railing provides good foredeck protection for crew.

Scott's who piloted the 25 on the damp morning I came to visit, became a partner in 2004. (When Scott and Jeff were kids, their dads, both in retail boat sales, brought small craft home for the boys to fix during summer vacation.)

C-Dory builds outboard-powered fishing boats and cruisers to 25 feet, and Ranger also builds a 21-foot pleasure tug. C-Dory Marine Group owns Skagit Orca, another Pacific Northwest outfit that builds small craft to 27 feet.

C-Dory and Ranger are based in the Auburn area, a suburban community south of Seattle. The idea for the Ranger 25 came to Jeff, C-Dory marketing and sales manager, and John Livingston, Dave's son, in conversations over lunch.

Dave and John Livingston were instrumental in drawing the lines for the C-Ranger R25.

Their creative efforts, bolstered by comments from

others, I'm sure, produced a boat that looks strong and salty. The design, successfully taking on the lines of larger boats, is a classic tug yacht, with a fake smokestack and stylish tug-like eyebrows over the windscreen and side windows. The design suggests this is a pilothouse boat, but she's not.

Her hull is navy blue and the deckhouse is white, with an accent band of beige fiberglass grooved to resemble vertical planks used on tugs long ago. The brows are blue. She's a petite, handsome, compact craft.

The builders displayed an unfinished boat at a show in Seattle in January 2006. Nine months later, they had a backlog of 30 orders, suggesting that the joint venture's idea of crowding into a hotly contested field with a pocket-sized tug yacht was bankable. The base price of \$110,000 obviously was part of the appeal; a fully equipped version will cost about \$130,000.

Messmer said those ordering the C-Ranger R25 include people who are new to boating and a number of experienced cruisers who are "buying down" from larger yachts.

THE WHOLE DEAL

A notch in the port bulwark, with an inset teak step, looked inviting, and I walked aboard. (The starboard bulwark has an identical opening.) The step was almost at the same level as the pier, so there was no effort or danger involved in boarding, and a stainless-steel grabrail made it easier. Older boaters and the disabled often have problems boarding boats. It should be easy going for them on the Ranger. All deck surfaces are fiberglass, with a molded nonskid surface.

The cockpit, also rimmed with a handrail, has space for a couple of director chairs. The Yanmar diesel engine is beneath a large, central hatch cover. A second hatch houses a bank of batteries, and there's a small storage space beneath a third. A transom gate opens to the boarding platform.

A nice aftermarket addition, I mused, would be a dodger over the cockpit. It would provide protection from too much sun and showers and, in effect, make the main cabin seem much larger.

A teak-trimmed cabinet on the cockpit's aft bulkhead is topped with a fiberglass box that can be used for general storage or as a bait box. The cabin top is raised over the door to permit entry without ducking or bumping heads.

Windows? The C-Ranger R25 has lots of them. Most are large, black-trimmed windows by Diamond/Sea-Glaze, and they flood the interior with light. The windscreen consists of four windows, and, on this boat, each has a wiper. There's a large window to the right



Top: A pantry shelf in the galley with an opening portlight. Above: Portlights are a strong design feature on the R25. Seen from the outside and the inside, they are salty and practical, and they open for improved ventilation.

of the helm and another on the port side, where a lookout would sit.

Also on the port side, where the dinette table is placed, Ranger added a long window over the table and flanked it with a pair of round bronze portlights that are reminiscent of tugs and other craft built years ago. The starboard side is different. Immediately aft of the helm window is a single portlight, which is followed by two square windows: one at the galley and a second in the small head.

If there are rules dictating the symmetry of boat windows, Ranger ignored them. Standing in the cockpit and looking forward at the aft wall of the cabin, the evidence jumped at me. On the port side of the wall is a rectangular window. Nearby, centered in the door in that aft wall, is an elliptical window with heavy teak trim, another feature hinting of long-ago craftsmanship. On the right, opening to the head, is yet another bronze portlight. I don't have the design sensibility to know whether this mix of windows is good, but it makes the boat instantly identifiable.

If the windows don't offer enough light and visibility, start counting skylights. There are four overhead in the main cabin, one in the head, and a sixth in the forward sleeping area. Those in the cabin open for ventilation and are equipped with screens.

Stepping into the cabin, the head is immediately on the right. It is a "wet" head, with a handheld shower, a toilet, and a sink. Forward is the galley area, with a Wallas diesel-burning countertop stove that can be used for cooking and heating. There is a stainless-steel sink and a 2.8-cubic-foot refrigerator (with a freezer box) under the counter. I counted six small storage cabinets in and around the galley and noted a wall-mounted teak storage rack (with that starboard portlight centered in it) above the sink.

The helm is ahead of the galley, and the skipper's seat rests on the forward edge of the galley counter. It tips forward, however, to provide more counter space for meal preparation.

The dinette will convert to a berth. The lookout seat crowds the forward edge of the dinette when it is in use, but it folds away to open the seating area.

Kids will like this: the Ranger 25 has a cave. The opening is at deck level on the port side just inside the cabin, and it stretches forward under the dinette. The builders say an adult (or maybe two kids) could sleep there, but considering the small amount of storage space available on the boat, I think it likely will become a locker.

All the way forward are two berths in the V of the bow. They looked a bit short, so I kicked off my shoes and climbed in. There is 6 feet of space, maybe a little more, and I could stretch out. I predict a tangling of toes at the bow, however. A curtain provides privacy, and a center cushion in the V-berth pulls away to create a seat.

With limited stowage in the berth area, the cave beneath the dinette probably will be the place to stash socks, T-shirts, and jeans.

Ranger installed a teak-and-holly veneer on the cabin sole and covered the side walls with a fuzzy



A joint venture by two Pacific Northwest builders of small craft, the Ranger has proved a hit on the market, with more than 30 sold in less than a year. You will no doubt see this boat cruising on many of America's waterways.

fabric. That fabric is common on many small boats, but it is not a wise choice for the backsplash in the galley or along the dinette table. Cooking spills and splashes are to be expected, and food and coffee stains may prove to be indelible. A plastic laminate would clean up easily and look better.

The demo boat, which had been sold to a customer in Connecticut and was to be trucked away the next day, had a shiny Lewmar windlass at the bow. The windlass mount includes a molded box for rode storage. There is a windlass switch at the helm. A stainless-steel railing encloses the bow area. With the narrow side decks, going forward to work the anchor will require great care.

NICELY DONE

The helm is one of the Ranger's best features. It's tight on the starboard side ahead of the galley, but the space works well.

I was pleased to see that engine gauges for oil pressure and coolant temperature and the tachometer had been placed in a panel to the right of the helm,

creating space directly forward of the helm for a 12-inch navigation monitor, right where it should be. Some builders still believe that the most important space at the helm should be cluttered with the least important instruments, those reporting engine operating conditions. The folks at Ranger know what works best here.

(Although the demonstration boat had no electronics on board, Ranger will install a Raymarine package as an extra-cost option.)

The Ranger has a single engine-control lever. AC and DC circuit breaker panels are near the helm. (The boat has a 30-amp shorepower connection.) Three storage spaces (for guidebooks, folded charts, and binoculars) are in a cabinet above the windscreen. Although there are no doors on the cabinet, the openings have raised edges that should keep things from sliding out.

This Ranger, the fourth built, has bow and stern thrusters (added at an additional cost), and the controls are within easy reach at the right of the helm.

The helm window, as well as the lookout window



Top: Big windows provide excellent all-around visibility. The teak finish has been lightly oiled. Above: The boat's best storage is in the teak-faced galley cabinets. The head door is to the right. The teak shelf above the sink can be used to store seasonings and other cooking supplies.

opposite, slides open. Messmer demonstrated how the seated lookout can deploy a small fender as the boat nears her moorage, saving someone a walk along those narrow side decks.

Fiberglass and wood joinery were well done on the demonstration boat. The interior teak had been given the lightest possible coating of oil. Other than the bulwark steps, there is no exterior wood on the Ranger 25.

Ranger used vinyl ester resins in the hull to reduce the likelihood of osmotic blistering. The hull is solid fiberglass, handlaid. Nida Core foam is used in the deckhouse for stiffness and insulation.

The engine is mounted on foam-filled fiberglass stringers, which run from the transom most of the way to the bow, to stiffen the boat and minimize the likelihood of flexing or twisting.

A SPIN ON THE LAKE

Lake Washington is more than 20 miles long, and a brisk wind will generate a stiff chop. After the morning rain, the air was calm and the lake placid for our trial run.

The demo boat has a 125hp Yanmar 4JH4 diesel, a mechanically controlled engine. To meet federal emission requirements, newer Rangers will have turbocharged, Tier 2-compliant, electronically controlled Yanmar



Top: A nicely arranged helm, with the navigation monitor front and center. The helm seat tips forward to enlarge galley counter space. Above: Framed by teak entry panels, the V-berth has sleeping space for 6-footers.

engines. The standard will be 75hp, although a 110hp version will be available as an extra-cost option.

With a beam of 8 feet 6 inches and a dry weight of 5,800 lb., the Ranger 25 can be placed on a trailer and

hailed to a distant launching point. Transporting the boat by highway requires a tandem-axle trailer and a 3/4-ton pickup truck or large SUV. (Prices quoted for the boat include neither trailer nor truck.)

With her larger optional engine, the Ranger quickly demonstrated a comfortable cruising speed of about 12 knots at 3200 rpm. At full throttle (3800 rpm), she topped out at 16.6 knots, as measured by GPS.

Messmer said he expects similar levels of performance from the electronically controlled engines because of higher torque.

I shoved the throttle full ahead and cranked the wheel hard to starboard, my usual get-acquainted stunt. The Ranger 25 heeled slightly to the right and then leveled off. I've run small boats that heel so far in a turn that the skipper can see only sky and water out the side windows; because of her stability, the Ranger wouldn't have spilled a cup of coffee in that hard turn. With all those windows, visibility was superb.

She handled as well at 8 knots as at 16, always responsive and steady, thumping lightly and easily through her own wake. I asked John Livingston why she performs so well.

The boat has a large rudder, making her responsive; a reverse chine aft contributes to stability in hard turns, and a flatter central section provides much of the lift. Hmm, I thought. This sounds familiar. Yes, the bottom of the Ranger is much like that of the 26-foot Lynn Senour-designed Nordic Tugs, with similarly efficient performance at all speeds.

C-Ranger obviously hopes to fill the void left by the Nordic Tugs 26, now out of production.

"We saw an opportunity to slide in and take up" that part of the market, Messmer told me. "We have a better design-and-production side than the Nordic Tug 26, and we have a lot of experience with trailerable boats, with manufacturing, engineering, and production."

With the Yanmar engine far aft in the cockpit, I measured 78 A-scale decibels at the helm at 3200 rpm and 12.4 knots. This is tolerable, but a bit noisy. At 3500 rpm and 14.5 knots, the noise level fluctuated between 79 and 80dBA. At WOT, I tallied 82dBA; fortunately, few will run long at that speed.

Messmer estimated fuel consumption with the new engines will be 3.5–4gph at a speed of about 12 knots. With 75 gallons of fuel aboard (in a plastic tank), the owner of a Ranger 25 will need to make a fuel stop about every third day.

This is OK, because the galley will need restocking, the 30-gallon plastic water tank will need filling, it will be time to pump the 30-gallon holding tank, and a visit



Top: The four-cylinder Yanmar diesel sits neatly in an uncluttered engine space. This is a mechanically controlled engine; future engines will be electronically controlled to meet federal emission standards. Inset: A no-no in the engine room. An assembly of straight- and tapered-thread piping is not a substitute for a seacock and is subject to damage or breakage if stepped on. The builder agrees and will provide proper through-hull fittings on future boats. In addition, stranded, insulated wire will replace the solid bonding wire attached to the fitting. Left: The cockpit battery compartment has space for a quartet of series 27 batteries that support engine starting, lighting, and thruster operation. The wiring, however, is messy and not up to ABYC standards.

to the Laundromat may be necessary. While the boat's smallness may be a liability (cabin fever may develop after a few days under way), it also provides the incentive to go ashore, explore new areas, and browse small ports that may prove interesting, offering an opportunity to make new boating friends and become acquainted with local history. Someone may even reveal the best places to get crab and shrimp.

Small craft with little draft (the Ranger 25 draws only 26 inches) also may explore places that large boats can't. They can tuck into a cove behind an island that is off limits to their big sisters or wander up shallow rivers. Cruisers will find people and places



they'll long remember, including secluded anchorages and quiet beaches.

We returned to the park, and Messmer, using the bow and stern thrusters, moved the C-Ranger sideways into the pier.

A LOOK BELOW

The engine hatch cover in the cockpit is light and easy to open, but I looked in vain for some way to lock it upright. I doubt it would fall, but a cord or snap of some kind would guarantee that it would stay open. The hatch is edged with deep gutters and a drain to keep rain and sea spray out of the engine space.

On hands and knees, I leaned over the hatch and checked out the engine space. It was clean and neatly put together. The Yanmar was within easy reach; I noted that it's linked to a ZF25A reduction gear, which turns a 1-1/4-inch shaft. The prop is 17 inches by 14 inches.

It's a long, single step down into the engine space, but once the step is taken, there's sufficient room for routine maintenance and repair. One risk in such a long step is that someone may slip and come down hard on the through-hull fixtures alongside the engine. Because they are not proper seacocks, there is a risk that one might break under a sharp blow, causing flooding.

Ranger, like other boatbuilders, mixed thread and pipe types—straight threads on the through-hull pipe and tapered threads on the 90-degree elbow attached to it—instead of using a seacock. Those mismatched threads tighten for only a few turns, but it's not a good fit. The thin locknut holding the through-hull fixture to the boat's bottom has only a few threads that don't provide a solid grip.

The accumulation of plumbing parts does not meet recommended standards of the American Boat & Yacht Council (ABYC). Messmer agreed and said future C-Rangers will be fitted with properly installed seacocks.

Ranger installed a bonding system throughout the boat but used solid, uninsulated copper wire. ABYC standards specifically call for the use of stranded, insulated wire throughout a vessel's electrical system. Additionally, crimp fittings are not designed to be used with solid wire.

After my tour of the boat, Ranger engineers conferred with ABYC representatives regarding this issue. Messmer says stranded, insulated 8-gauge tinned marine wiring will now be used for the bonding system on all new C-Ranger R25s, in accordance with recommendations issued by ABYC.

Next, I peered into the battery box in the cockpit. I found four Group 27 batteries and a mess of wiring. Why four batteries? For engine starting, house lights,

and the big load of operating bow and stern thrusters simultaneously.

There were too many cables on single battery posts (I counted five on one post and four on others), and the maze of wires blocked easy access to a thruster switch just beyond the batteries. Also, electricians improperly used wing nuts to hold cables on posts.

It would have been easier and neater to install a bus fed by one cable from one battery post. Runs to individual loads could be fed from the bus.

A SUMMATION

No question, the C-Ranger R25 is a small boat. But there are advantages to owning a pocket yacht.

It can be stored on a trailer, on the hard, and the owner will avoid the high cost of wet moorage.

With a truck and trailer, the boat can be hauled to the end of the road and launched. This approach can lead to beautiful and secluded boating throughout the United States, while avoiding waters that are known for nasty behavior.

In my part of the world, small-boat owners yearning to explore Southeast Alaska can avoid difficult and time-consuming cruising by trucking their craft to Prince Rupert, British Columbia, or to other northern

C-RANGER R25

LOA	24' 7"
BEAM	8' 6"
DRAFT	2' 2"
WEIGHT (DRY)	5,800 lb.
FUEL CAPACITY	75 U.S. gal.
WATER CAPACITY	30 U.S. gal.
HOLDING CAPACITY	30 U.S. gal.
STANDARD POWER	80hp Yanmar diesel
OPTIONAL POWER	110hp Yanmar
CRUISE SPEED	12–14 knots
TOP SPEED	16-plus knots
BASE PRICE	\$110,000

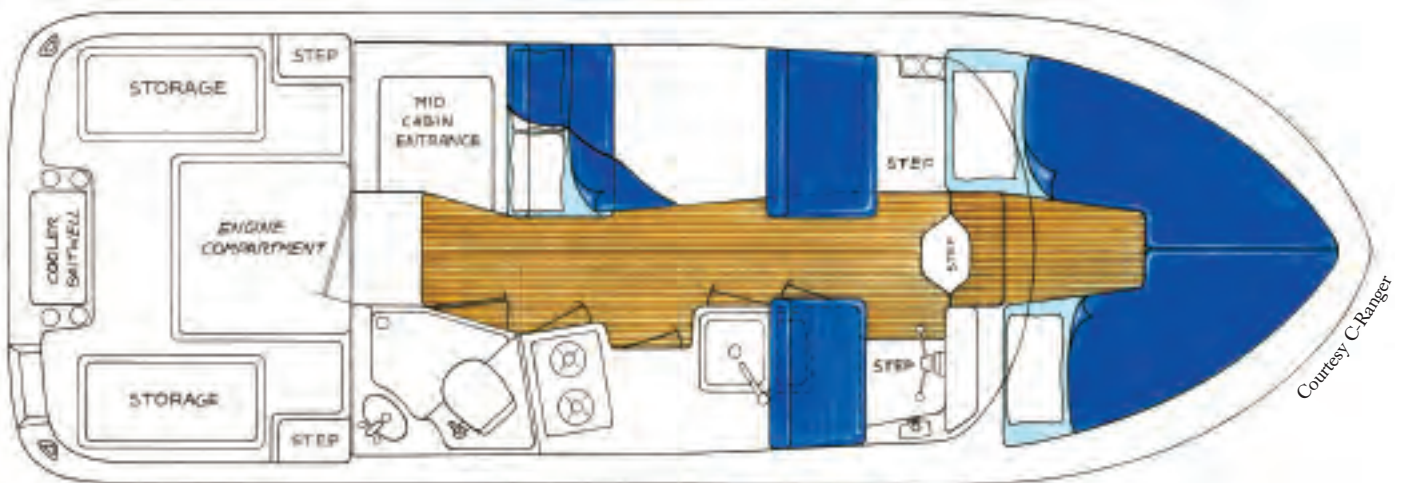
For more information:

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Tug-yacht styling gives the Ranger 25 the look of a pilothouse cruiser and a traditional appearance. A hard chine and a flat middle hull area give the boat good stability. The accommodations are ideal for couple's cruising.

ports in the province. They will avoid a number of crossings that can be dangerous even for much bigger boats, including the Strait of Juan de Fuca, Georgia Strait, Malaspina Inlet, Johnstone Strait, Queen Charlotte Strait, and Queen Charlotte Sound.

This will leave them facing only one imposing watery obstacle: Dixon Entrance. With 12–14 knots of speed, a small weather window is sufficient for that crossing.

Once across, cruising will be cool, most of the time.

Snowbirds should love these small boats. As fall approaches, they can winterize the boat and park her

on a trailer in a protected place, hook the truck to an RV, and head south, leaving winter woes behind.

Small-boat cruising must be smart cruising. Storage limitations force one to pack lightly and to think ahead about menus (because it's not possible to store crate after crate of food aboard).

I wonder how one would stow the necessities of Northwest cruising, including fishing gear, crab and shrimp pots, and the long coils of line and floats they require. Where do we put a dinghy?

Resourceful boaters who go cruising will find answers. ■■■



SMALL-BOAT CRUISING

You've got to envy the lifestyle enjoyed by Dixie and Brent Betenson. And Pat and Patty Anderson. And Bill and Ellen Fiero. And many others.

- The Betensons, of Richfield, Nevada, have a Ford F450 truck with a custom camper mounted on it and a 25-foot Tom Cat by C-Dory on a trailer following behind.

They tow their catamaran-style pocket yacht to Lake Powell, along the Utah-Arizona border, for freshwater cruising. They've towed her to Mexico to explore the west side of the Baja coast. Last year, they loaded up and drove to Anacortes, Washington, where they launched the Tom Cat and began a 55-day cruising adventure up the Inside Passage into British Columbia. This year, you may see the Betensons and their boat in the waters off Texas and the west coast of Florida. They're entertaining the idea of joining a C-Dory fleet for the ocean jog to the Bahamas.

"We prefer saltwater cruising, and we've always had a trailerable boat because we want to go different places," Dixie says. "We both retired five years ago, and we're still young enough to enjoy it. It's really cool."

- The Andersons, who live in the foothills of the Cascade Mountains east of Seattle, own a single-hull C-Dory 25, which they cruised to Southeast Alaska last summer. "It was beautiful. We had a marvelous time," Pat says.

There often were three aboard the Anderson boat. "And there was elbow room for all three of us," Pat says. Would they do it again? "Absolutely. In a heart beat. I loved it." While Pat's ready to go north again, his wife, Patty, looks longingly to the warmer climate of the Sea of Cortez.

- Ellen and Bill Fiero, who sold their home 20 years ago to go hiking, travel Europe, and boat under sail and power, have accumulated 23,000 miles of cruising on their 22-foot C-Dory in six years. In the summer of 2006, they made the long haul to Southeast Alaska, with their son and grandson on board for much of the trip. If you're wondering about sleeping arrangements, the Fieros had the V-berth in the bow, their son took the cabin floor, and their grandson enjoyed sleeping in the cockpit. They came home still good friends, Bill reports.

- (My wife, Polly, and I moored our 42 Grand Banks next to the Fieros in Lagoon Cove, British Columbia, on a chill and wet day in May 2006. They were among the crowd that helped with our lines, and we remarked later about their cheerfulness despite the drizzly weather.)

Before they bought their C-Dory, named *Halcyon*, the Fieros lived for three years aboard a 20-foot Flicka sailboat and traveled 13,000 miles with her along the East Coast.

For the Betensons, provisioning for the Inside Passage cruise was more challenging than what they were used to, but they were ready. "We needed clothing for warm weather and clothing for cool weather," Dixie Betenson says. "And I have an aversion to public laundries."

Because they anchor most evenings (they were on the hook 35 of the 55 days), Dixie and Brent packed dried, bottled, and canned foods and carried a limited supply of perishables in the boat's small refrigerator. "We could go a long time without provisioning," Dixie says, adding that "fresh vegetables and meats were a real treat" when they did go ashore.

The twin-hull styling of the Tom Cat offers more storage space than might be found on other boats of 25 feet, allowing the Betensons to tuck away provisions, parts, and clothing. Dixie describes the storage capacity as "incredible." C-Dory was able to squeeze a queen-sized berth (with storage beneath it) into the bows of the boat, and Brent, who's 6 feet 4 inches tall, says he fits nicely.

The Betensons have space for an inflatable dinghy that can be stowed on a stainless-steel rack above their pair of 135hp Honda four-stroke outboard engines. They also found space to stow folding shrimp and crab traps, and they keep a portable Honda generator in a box in the cockpit. While solar panels power the boat's refrigerator, they often use the generator to heat water for showers when anchored.

The Tom Cat carries 150 gallons of fuel. Although the boat will cruise at 18 knots, while traveling the Inside Passage, the Betensons often throttled back or ran on one engine simply to enjoy the scenery and the adventure of cruising. As a result, fuel consumption averaged 2.4 miles per gallon over 1,140 miles of travel. They bought fuel when it was available but could run for a week between stops at gas docks.

Before they began cruising, the Andersons installed a canvas cover, also known as a camper back, that encloses the cockpit of their C-Dory. It provides more living area and a place to stow damp foul-weather gear. A cooler in the cockpit handles overflow from the small refrigerator. They also have found places to stow folding crab and shrimp traps and a dinghy.

"We carried a lot of food with us, but bought food as we went along, too," Pat says. He says he didn't pack enough clothing, while one of the crew packed too much.

Pat and a business associate, David McKibbon, along with David's son, Alan, ran the boat at full zip from Blaine,



SMALL-BOAT CRUISING

Washington, to Ketchikan, Alaska, in six days. Patty joined Pat for a week of exploration near Ketchikan. Pat and David brought the C-Dory home.

Another C-Dory 25 accompanied the Anderson boat north. Incredibly, neither carried a small outboard as a get-home engine. Their faith in the single 150hp Honda outboard on the transom was justified. Neither boat had mechanical problems.

The Andersons also were pleased with their countertop Wallas diesel-burning heater, which opens to create a cooktop. A fan kicks on when the cooktop is closed, and the vented stove acts as a space heater. "It heats the boat great," he says. "We needed it every night." (Pat installed a carbon monoxide sensor as a safety precaution.)

The Fieros, who learned to pack light while backpacking along eastern mountain trails, carried plenty of food for daily meals as well as a two-week supply of emergency rations. They enjoy fruit and vegetables in their diet, and they went shopping whenever they touched shore along the Inside Passage.

"We believe in simplicity in boating, and that means the smallest boat you can live on," Bill told me. "It's not just for the economy, but because you can go where you please in a small boat."

Dedicated birders, the Fieros enjoy secluded nooks beyond the reach of large yachts.

I found them in an unusual place for such seasoned travelers: a rented condo in Colorado. They had just returned from cruising the canals of England on a chartered boat.

The Fiero boat is powered by two 40hp Honda outboards. While the boat can run up to 27 knots, they usually cruise their 22-footer at 10–12 knots.

Alaska travelers face miles of cruising in the Pacific Ocean. Pat Anderson says he slowed down the boat in the big swells. The Fieros described the crossings as dragons—to be respected—and said ocean cruising in such a small boat requires patience enough to wait for the best weather.

"If you don't have a timetable, you avoid difficulties," Bill Fiero says.—Bob Lane

Editor's Note: We are working on a trailerable trawlers article for a future issue of PMM. If you own a trawler that you trailer to various destinations, we'd like to learn about where you've gone with your boat and for how long, your preferred trailering truck and accessories, and information about the boat and your cruising experiences. We are also interested in photos of you and your boat. For more information on submitting your story and photos, please contact Natalie Friton at natalie@passagemaker.com.