The Anchoring Issue *starting on pg16* | **Bad Metal** *pg49* | **Review : Passport 42** *pg8*

Good Old Boat

Inspiring hands-on sailors

GoodOldBoat.com

$8.00 US $8.00 CAN

06

0 62825 97035 7

Issue 138: May/June 2021


Boundless
SAN FRANCISCO

Passport 42

Checking all the Boxes

BY BRANDON FORD

After only a few dates, Scott Voltz and Connie Bunyer knew two things: They liked each other, and they liked sailing. Well... Scott knew he loved sailing; Connie was pretty sure she would, even though she'd never been. Scott worked as a computer guy for Seattle's Harborview Hospital and was a part-time sailing instructor for the University of Washington's sailing club. Connie was a musician and single mom soon to have an empty nest. Scott invited Connie to join him and some friends on a sailing charter in Mexico.

"The boat was an old Morgan called *Seascape*," Scott says. "We called it *Seascrape* because the bottom was covered with mussels and barnacles that would scrape you bloody when you were swimming and brushed against it." The boat left much to be desired, but they loved the experience.

They decided to look for a boat that would be comfortable to live aboard and could cruise Mexico and beyond. Scott had owned a Newport 27 for many years, and his work as a sailing instructor had informed his opinions about boats. Connie trusted she would know The Boat when it presented itself to her.

"We looked at about 30 boats, but none of them were just right," Scott says. Then they spotted a 1981 Passport 42 for sale in San Diego. For Scott, the Passport 42 checked all the boxes. She was a heavy-displacement cutter, and inside she had a spacious galley, staterooms fore and aft, and plenty of headroom for his 6-foot 2-inch frame. With a canoe stern and a pleasing sheer, she was the very profile of a no-nonsense, serious cruising boat.

The boat's original owner loved her but had aged out of boat ownership. The couple's plans for the boat thrilled him, and everyone happily made a deal. Scott and Connie quit their jobs, sold everything that wouldn't fit on their new boat—named *Traveler*—and began their adventure. They sailed from San Diego to Ensenada, Mexico, to begin a five-month refit. The following October, they began a four-year cruise of the Sea

***Boundless* shows off the handsome profile and solid seakindliness the Passport 42 is known for.** Photo courtesy of Julian Jones, sailboundless.com

of Cortez and Mexico's Gold Coast.

While in La Paz, they decided to sail to Hawaii on their return to the Pacific Northwest. They made a 21-day, 2,700-mile crossing from Cabo San Lucas to Hilo, Hawaii. After a bit of island hopping in Hawaii, they sailed 21 days north and east to landfall in Ketchikan, Alaska.

They made their way down the coast of British Columbia to Washington, where they lived aboard in Olympia for a year, then acquired a small home and moved off *Traveler*.

Eventually, they bought a small day-charter business, named it Mystic Journeys on *Traveler*, and worked for the next two years booking up to 80 charters annually. Most were "three-hour tours" sailing on Olympia's Budd Inlet, but if a client wanted something different, they tried to make it happen. For instance, one couple only wanted to dine and sleep aboard. Scott and Connie set them up in the afternoon and left them to enjoy *Traveler* until the next morning.

For most of their clients, it's the first time ever on a sailboat, and both of them find it deeply rewarding to introduce new people to sailing. In 2020, the pandemic prevented them from working their business, but they plan to resume as soon as possible.

The teak decks and cabintop, typical of most Passport 42s that were built in Taiwan, often need repair after 40-plus years, at top left. Photo courtesy of Two the Horizon Sailing, @twothehorizon.

***Traveler*'s guests enjoy the view from the foredeck while touring the waters of Olympia, Washington.**

History and Design

Designed by Canadian Stan Huntingford, the Passport 42 first came off the line at Solar Marine in Taiwan in 1980 and sometimes was referred to as the Solar 42. In 1983, Miracle Marine took over construction, and by 1987 production moved to Hai Yang Boat Building. A variety of importers marketed them in North America, and about 50 boats were produced under the Passport 42 name between 1981 and 1988.

Huntingford's other designs were largely built in Taiwan and Canada during the late 1970s and early '80s, including the Slocum 43, which differs only slightly from the Passport 42, and a 51-footer for Passport in 1982. He also designed the Cooper 353, 367, 416, and 508; the Maple Leaf 42, 45, 48, and 54; and several other cruising boats in the 35- to 50-foot range.

With its sharp bow and canoe stern, the Passport 42 resembles Robert Perry's Valiant series, though on closer inspection, the Passport carries the 12-foot-10-inch-wide beam further aft, providing a roomier interior. The stern is not the refined Nordic-style shape of many Perry designs, but rather a fuller, more hemispheric profile. Scott says it does a fine job of keeping water out of the cockpit in a following sea.

Underwater, the Passport 42 has a lot going on—a deep forefoot that blends into a fin keel with a long chord, and an elongated, molded strut with bearing to support the prop shaft. Further aft is a beefy skeg protecting the rudder. The maximum draft is 6 feet 4 inches. This tried-and-true configuration is reassuring to many bluewater sailors, but it also racks up a lot of wetted

The cockpit layout is designed with offshore security in mind. Photo courtesy of Julian Jones, sailboundless.com

surface that, combined with relatively small sail area, can make the boat sluggish in light winds and through a tack.

The design weight of the Passport 42 is 25,500 pounds with ballast accounting for 9,000 of that. With ample stowage below and cruising sailors as its primary market, it's a safe bet that most boats are a good deal heavier—probably closer to 30,000 pounds. Scott says the weight of the boat gives him confidence and provides an easy motion at sea.

Construction

One of the things Scott and Connie like most about their Passport is the robust construction. The fiberglass hull seems to be thick in the right places. Like most Taiwanese boats, the interior teak joinery is impressive. Scott was even more impressed when he was able to remove and replace two 55-gallon black iron (carbon steel) diesel tanks from under the cockpit sole. They just fit through a locker door in the aft cabin without removing any joinery.

Scott and Connie's Passport came with teak decks and cabintop—a ubiquitous feature of Taiwanese boats of this period. Forty years of hot Southern California sun, plus time in Mexico and Hawaii, have had their way with them. This is a common refrain in these teak-decked boats; the caulking used to seal the teak bungs over deck screws deteriorates and allows water to migrate down the screw, past the layer of fiberglass underneath, and into the deck core, potentially causing rot and a spongy feel underfoot. For many, the cost and skill to repair is prohibitive. The good news is that if the core is still solid, the fiberglass deck can be made perfectly serviceable. Scott and Connie are removing the boards a section at a time, filling and fairing the screw holes, and painting with white non-skid paint. The teak boards on the cabintop are in the best shape, and Scott and Connie are considering leaving them for now.

The ballast in the keel is fully encapsulated with fiberglass, which obviates the need for keel bolts. Construction and layup varied with the sundry builders; one owner says the hulls are solid fiberglass below the waterline and cored with foam above, and that the deck is cored with 4-inch teak squares to limit water migration.

The interior is stick-built with bulkheads tabbed to the hull. The shower/tub assembly is a fiberglass module, as are the interior walls of the head. During a haulout in Mazatlán, Scott and Connie hired a yard to strip the hull for blisters and reseal it with vinylester resin.

Chainplates on the Passport 42 were glassed in, a practice that most boatbuilders discontinued in the 1960s. Glassing over stainless steel is a bad idea because of crevice corrosion, the inability to inspect, and the difficulty replacing parts. Many Passport owners have dug out the old chainplates and replaced them, but it's a big job. Scott and Connie got a quote for $10,000 and are saving their pennies to get this done.

Below Deck

The companionway is off center to starboard to allow more space for the portside aft cabin. "From Mexico to Hawaii and Hawaii to Alaska we were always on the starboard tack," Scott says. "So it was nice to climb down into the cabin on the high side. The combination of a low dodger and bridge deck made it tough for me to get through the hatch, but once I did, it was easy to descend the stairs facing forward."

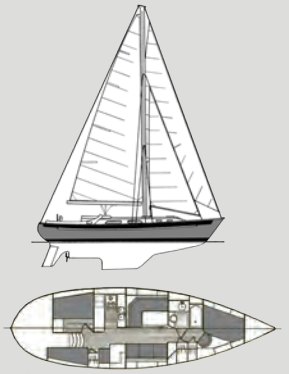
At the bottom of the stairs to port is an aft cabin with a large double bunk and reasonable storage. A small hatch and two portlights keep it from feeling like a teak-clad cave. To starboard is a quarter berth with a navigation station featuring a large chart table. The arrangement allows quick access from the cockpit to the navigation station and a comfortable, secure berth for the off watch.

Forward of the aft cabin is the galley. Its U shape and size make it easy for the cook to feel secure in a seaway. It is just large enough that a second person can wash dishes or chop vegetables, what my wife calls a "two-butt galley." The double sink is on the centerline of the boat. The refrigerator and freezer are huge, with access from the top and the side.

Forward of the galley is a roomy dinette, which faces a settee long enough to serve as a single bunk. The keel-stepped mast is at the end of the forward seat of the dinette and close to the bulkhead for the head.

The head is on the port side and is spacious enough to have a small tub, though Scott and Connie say they have only used it as a shower. In some Passports, this feature is replaced with a dedicated shower stall.

Starboard of the head is a hanging locker and stowage. Forward of that is a cabin with a double bunk on the port side and a comfy seat built in to



LINE DRAWINGS BY ROB MAZZA

Passport 42

Designer	Stan Huntingford
LOA	42'0"
LWL	34'10"
Beam	12'10"
Draft	6'4"
Displacement	25,500 lb
Ballast	9,000 lb
Displ./LOA	269
Sail area	764 sq ft
Sail area/Displ.	14

starboard. Overall, the layout is traditional, practical, and spacious for a 42-footer.

Mechanicals

The steering on the Passport 42 is a wheel with chain-to-cable and a heavy bronze quadrant, providing peace of mind for sailors enduring prolonged difficult conditions.

The boats came with a Perkins 4-108 diesel mounted below the cabin sole near the sinks. This location keeps the weight low, although it increases the risk of water from the engine exhaust getting sucked into the engine cylinders—the dreaded waterlock. And, for full access to the engine, you need to dismantle part of the cabinetry. Scott says he has spent a lot of time on his belly working on the engine. Considering the age of the boats, those with an original engine will most likely need a transplant; *Traveler*'s was tired, cranky, and leaked oil, so they repowered with a Beta.

Traveler has tanks for 150 gallons of freshwater and 110 gallons of diesel. This may differ in other Passport 42s. *Traveler* and other sisterships have had problems with leaky tanks. There have been cracks reported in the fiberglass blackwater tank, and in addition to replacing the black iron fuel tanks on *Traveler*, Scott and Connie also had to deal with the stainless steel freshwater tanks under the cabin sole developing pinhole leaks. They fixed them by cleaning and applying a spray sealant to the interior of the tank. Good inspection and cleaning ports in those tanks made that fix possible.

Comments From Owners

We love the cutter rig. Initially the boat came with a large 120 percent genoa, which was a challenge to tack through the relatively narrow slot between the foresail furler and the staysail furler, and we traded this for a new high-cut foresail that complements the staysail and gives us better heavy weather options and less flogging in light airs. The boat is very stiff. Even in a blow, she does not heel excessively, and inspires tremendous confidence under sail.

We love that *Boundless* is a double-ender, and we appreciate the Monitor self-steering gear mounted to the stern, but there are times at anchor when we would be pleased to have a walk-through transom for easy access to the dinghy or swimming. We are stuck with storing our dinghy on the foredeck.

—**Julian Jones**
San Francisco, California

My hurricane encounters at sea were as fierce and demanding as one could think. The heavy displacement gave me confidence and comfort to ride out the situation. Had it been a lighter displacement boat, I may not have survived. The cockpit has high coamings which are more than adequate to serve crew and myself, a singlehanded sailor. Everything is within reach at the helm or nearby.

Peregrine has a hard dodger, which, after taking several big ones over the bow, was a lifesaver. Had it been canvas, it'd have been a total disaster. Stowage is quite ample as I provisioned for more than a year. Lots of space for tools, spares, and books.

—**Michael Berry**
San Francisco, California

We cannot praise the build quality enough. The floorboards don't creak and bounce. The interior craftsmanship is top notch. The louvered cabinet doors keep everything dry, and we have yet to encounter any mold issues.

Our biggest challenge is engine access. The galley sink cabinet lives on top of the engine bay. The cabinet shelves are removable for quick access, but we still have to bend into a pretzel to work on our Kubota. For bigger engine repairs/maintenance, the entire sink cabinet can be disassembled and removed completely. Also, when lying down on the cabin sole, we still can't reach the bottom of the bilge, so be careful not to drop anything.

Our main problem was the leaking steel fuel tanks. They are located under the cockpit sole in the lazarette space, and from inside they are behind a lot of cabinetry.

—**Jack Patton** and **Sonya David**
Safe Harbors, California

Most deck hardware is mounted on raised bosses so water can't puddle around the attachments. Stanchion bases are attached to inside face of bulwarks rather than the decks. 1¼-inch stanchions and bow/stern pulpits. Substantial mast pulpits with 1½-inch diameter tubing and three legs. The embedded steel plates in the deck for hardware attachment are mild steel. The steel rusts and stains the deck wherever water can breech the bedding compound and migrate to the steel. The genoa T track is mounted on top of the teak cap rail and can't be removed for maintenance because the nuts underneath are loose. It would be necessary to remove the teak cap rail for access to the nuts.

—**Gary Wilson**
Olympia, Washington

Sails like a dream. Large water tanks—185 gallons. Large fuel capacity at 120 gallons. Large chain locker; we carry 400 feet of ⅜-inch BBB chain on the primary and 50 feet of chain and 200 feet of rode on the secondary.

—**Ed** and **Cindy Lowrie**
Kemah, Texas

Three-quarter-inch solid fiberglass below the waterline, and 1⅛ inches total above the waterline (⅝-inch foam core), at least based on the two holes I've drilled in the hull. You're going to drop a ratchet, socket, or toolset into the bilge one day. Fabricate a few different sticks with magnets on the end. My favorite is a length of bailing wire with a large neodymium magnet epoxied onto the end. Get a grabber stick for non-magnetic items. Check the deck scuppers; the bedding failed on mine and soaked my inverter on a particularly boisterous passage from San Miguel Island to Morrow Bay—also a great way to fill up your bilge quickly.

—**Mathias Schmidt**
Emeryville, California

On Deck

The cockpit is small and secure. Behind the wheel, the helmsman stands on a raised portion of the sole to allow better viewing over the cabintop. While a good idea in terms of enhancing visibility, during our sea trial I stumbled on it every time I moved from the main part of the cockpit to behind the wheel. That was mostly because I'm clumsy, and it's the kind of thing that wouldn't be a problem after I got used to the boat. The cockpit seats, while long enough to recline, are not long enough to lay down and sleep.

The sidedecks are wide and the shrouds terminate near the toerail, so going forward is easy, generally unobstructed, and secure with good handholds. The cabintop is also a nice height for sitting, something Scott and Connie use to good effect during their day charters. They festoon the cabintop forward of the mast with cushions and stadium chairs, and that's where the guests usually hang out for the duration of the voyage. *Traveler*'s stability and the high double lifelines make everyone feel comfortable.

Underway and Conclusion

The Passport 42 has a cutter rig, a favorite of cruisers with bluewater ambitions. The mainsail and foretriangle have a combined square footage of about 765 square feet, which feels conservative for a boat this heavy. The right staysail and jib or genoa combination could jazz things up considerably. Scott and Connie have an asymmetrical spinnaker that helps a lot in light winds.

We went sailing in a light breeze, typical of sunny days on Puget Sound. *Traveler* ghosted along nicely under main and a roller-furling genoa. She was slow to accelerate and had to be coaxed through some of her tacks, but otherwise performed well. Scott says she really sings when the wind picks up and doesn't have any bad habits.

Despite the predictable issues that are typical with boats of this era, the Passport 42 remains a coveted catch among those who want to know that they can take safely to blue water or even just cruise coastally in comfort. Depending on the boat's age, upgrades, and background, they can range quite widely in price. A brief check of the used boat market found a 1981 model for sale at $72,000, and a 1988 for $146,500.

The designer of the Passport 42 was a conscientious craftsman who set out to answer the needs of bluewater cruisers. *Traveler* is a case in point: She is seaworthy and has an extensive list of features that serious offshore sailors value. She checks nearly every box—some of them twice.

Brandon Ford, a former reporter, editor, and public information officer, and his wife, Virginia, recently returned from a two-year cruise to California, Mexico, and seven of the eight main Hawaiian Islands. Before their cruise they spent three years refitting their 1971 Columbia 43, Oceanus. *Lifelong sailors, they continue to live aboard* Oceanus *and cruise the Salish Sea from their home base in Olympia, Washington.*

The saloon of *Boundless* highlights the beautiful interior joinery typical of these boats, at left. Photo courtesy of Julian Jones, sailboundless.com

Although these galley configurations are slightly different, each provides a secure space for the offshore chef. *Boundless* photo (bottom left) courtesy of Julian Jones, sailboundless.com and *Gemini* photo (below) courtesy of Two the Horizon Sailing, @twothehorizon.

Passport 42

. . . and Two More Performance Cruisers

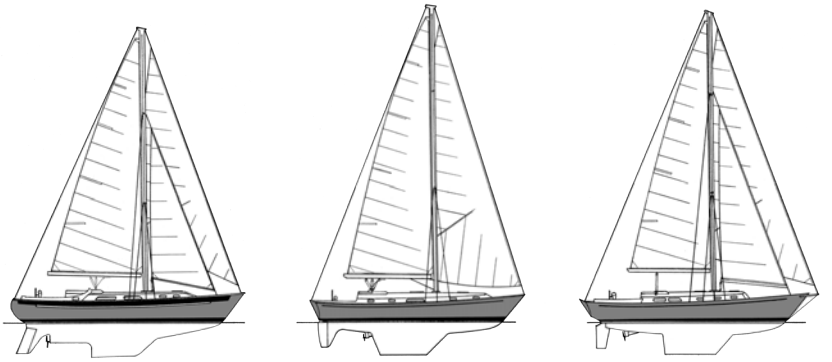
STORY AND ILLUSTRATIONS BY ROB MAZZA

I assumed the Passport 42 would be a Bob Perry design, an assumption further reinforced when I saw she had a Valiant 40-style canoe stern. However, despite the fact that Bob designed *seven* boats for Passport, the 42 is a Stan Huntingford design, as is the 1982 Passport 51, also with a canoe stern. I wish I knew more about Huntington, a fellow Canadian, but our paths never crossed, and there is a distinct lack of information online.

The 1973 Perry-designed Valiant 40 would seem to be the logical boat to compare to the Passport 42, but that would be too obvious and would be comparing boats from different decades, despite their similarities. I thought it best, instead, to compare her to a later Perry design, coincidently by the same builder as the 42, the 1980 Passport 40. This would allow the inclusion of a Perry design contemporary with the Huntingford design and perhaps one more representative of Perry's evolved thinking on the breed. The third boat in our comparison is the Mark Ellis-designed, George Hinterhoeller-built, Niagara 42. The 42 was in the tooling stage when I joined Mark in 1985, so I was not directly involved in her design, although I did become involved with interior liner discussions and details.

The term "performance cruiser" is a good way to describe these three boats because they all incorporate split keel and rudder, as well as other design features introduced on race boats. With regard to rudders, note that the Passport 40 and 42 incorporate a small, leading-edge skeg, while the Niagara employs an all-movable rudder. The rather exaggerated angle of rudder rake on the Passport 42 contrasts with the more vertical rudder shafts of the Passport 40 and the Niagara 42. This rake seems more in character with boats from the '70s than the '80s.

The performance aspect of cruising is also illustrated in their rigs, each using tall, double-spreader, cutter rigs with large foretriangles and



	Passport 42	Passport 40	Niagra 42
LOA	42'0"	39'5"	42'0"
LWL	34'10"	33'5"	32'6"
Beam	12'10"	12'8"	12'9"
Draftt	6'4"	5'9"	5'8"
Displ.	25,500	22,771	19,800
Ballast	9,000	8,500	9,100
LOA/LWL	1.21	1.18	1.29
Beam/LWL	.37	.38	.39
Displ./LWL	269	272.3	257.5
Bal./Displ.	35%	37%	46%
Sail Area (100%)	764	788	849
SA/Displ.	14.08	15.66	18.52
Capsize No.	1.75	1.79	1.89
Comfort Ratio	35.6	33.96	29.18
Year Introduced	1981	1980	1984
Designer	Stan Huntingford	Robert Perry	Mark Ellis
Builder	Passport Yachts Inc.	Passport Yachts Inc.	Hinterhoeller Yachts

relatively narrow mainsails. I have shown the Passport 40 with an open foretriangle, but a quick Google search shows a large number with staysail stays. The challenge in any cutter rig is determining how best to adequately support the mast in way of the staysail stay hounds. Running backstays are the most efficient method, but a nuisance, so it is interesting to see the Passport 42 and the Niagara use fixed staysail shrouds set aft of the lower shroud chainplates. This restricts the amount the main can be eased off the wind but greatly simplifies tacking and jibing.

The size of these three boats is reflected in both their waterline lengths and their displacements. The Passport 42 is the largest at 34 feet 10 inches waterline length and 25,500 pounds displacement. The Passport 40 is next at 33 feet 5 inches and 22,771 pounds, and the Niagara 42 the smallest at 32 feet 6 inches and 19,800 pounds. The performance aspect is also evident in their displacement/waterline length ratios, with a low of 258 for the lighter Niagara, and 269 and 272 for the Passport 42 and 40, respectively. Traditional heavy-displacement, full-keel cruising designs are generally well over 300.

Sail areas are a consistent 764 and 788 for the Passport 42 and 40, and a much higher 849 for the lighter Niagara 42. The Niagara is the only one of the three that uses a bowsprit. This increases the J dimension substantially over the other two boats, helping to generate that larger sail area. Those numbers produce a range of sail area/displacement ratios from a low of 14.08 for the Passport 42, a moderate 15.66 for the 40, and a performance-oriented 18.52 for the Niagara 42.

Ballast weights are consistent, ranging from a low of 8,500 pounds for the Passport 40 to a high of 9,100 pounds for the lighter Niagara 42. This reflects itself in the ballast/displacement ratios of 35 percent for the Passport 42 and a high of 46 percent for the Niagara 42. (That high ballast ratio, low displacement/waterline length, and high sail area/displacement ratio causes me to suspect that the Niagara's published displacement may be on the light side.)

Beams are also consistent, varying only 2 inches for all three boats, producing narrow beam/waterline length ratios of .37 to .39. These relatively narrow beams on moderate displacements yield very safe capsize numbers of 1.75, 1.79, and 1.89, all comfortably below the threshold of 2 and all in inverse proportion to the displacement figures. Comfort ratios for the three boats decline in direct relation to displacement, with the heavier Passport 42 coming in at 35.6, the lighter Passport 40 yielding 33.96, and the lightest Niagara 42 coming in at a slightly less comfortable, but still respectable, 29.18.

All three exhibit classic shear lines, traditional transom configurations, narrow beams, moderate overhangs combined with straight stems, and relatively tall rigs, indicating a satisfying combination of traditional CCA aesthetics with the less egregious aspects of IOR performance. In that regard, it's hard to pick a winner among these three, but if I had to, I'd lean towards the Niagara, while acknowledging my obvious bias.

Good Old Boat *Technical Editor Rob Mazza set out on his career as a naval architect in the late 1960s, when he began working for Cuthbertson & Cassian. He's been familiar with good old boats from the time they were new and had a hand in designing a good many of them.*