



**Note:** The above information is for informational purposes only and does not constitute an offer of insurance. The information is provided as a service to our clients and is not intended to be used as a substitute for professional advice. We are just too lazy to shorten by various people from Toronto, America and elsewhere who still open without thinking the earth - Gerry"

### Minuses:

Standard main sheet and winch locations poor. (easily remedied) Boom can be a real head banger. Nothing to lean against in the cockpit. The boat will tend to hobby horse if the ends are loaded heavily. Hint - keep only 100 feet or so of chain in the forward chain locker - keep the rest midships.

Large cabin windows are a liability when offshore. They must be fitted with shutters or replaced with THICK Lexan.

Standard ports are non-opening. The boat gets stuffy in the tropics unless they are replaced with opening ports.

Access to the bilge is poor to nonexistent.

### Things to look out for:

Faryman engine - the stock flex coupler on the propellor shaft is a rubber biscuit that is vulcanized between 2 metal plates. If it is the original, the rubber is probably getting hard and WEAK.

It should be replaced. PRP Farymann ([www.farymann.com](http://www.farymann.com)) is THE source of Faryman parts. If the wire bundle exiting the base of the mast is not well sealed, the compression post will get wet every time it rains. Check for rot.

Chain plates - while they are made of stainless steel, they can still suffer from chloride corrosion where they pass through the teak caprails. They should be removed and inspected every 5 years or so.

Stanchions / Lifelines - The stainless attach bolts can also suffer from hidden corrosion where they are in contact with the teak caprails. It's a bugger, but I would replace all of them before going offshore.

On my boat someone had actually replaced some of them with lag bolts - a definite no-no. Decks - The deck and cabin trunk is of cored construction. I have heard that

some of the Downeasters had a plywood core. This can be very subject to rot. Even if the boat is foam core, check for integrity.

Bowsprit - check the wood hidden by the headstay fitting. This area will collect moisture and rot very easily. A failure in this area will probably cause loss of the rig.

































Carmine Pizzariello

Topaz / 38 Cutter  
/1975

Full keel traditional cruising design w  
comfortable, - a floating apartment. T  
to sail. Slow and poor windward perfor  
Farymann much to small. I am prepar  
compare notes with other Downeaste  
maintenance and upgrades. Early model with  
that I have/will remedy. Major upgrades completed: new  
holding tank, new engine, new lifeline system, new main  
for dolphin stay, full batten main, Dutchman flaking sys  
upgrades: running backstays, new nav. station, collision



































Gerry O'Donoghue/

Lynne Sladky

Eriu / 38 Cutter /1976

Really pleased with the  
She had major upgrade  
plates, Aries, timberwork  
structural problems. Sa



































Scott Perkins

Chip Ahoy / 32 Cutter  
/1977

A very good  
does point  
at her and  
spring, col  
and a sma





































































































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