

I Can See Clearly Now

This is the promised follow-up to my letter that was published in the 'PS Advisor' section of the June 2007 issue, "Plagued by Leaky Ports." In January, we concluded that the size of the original leaky port opening was too large for any nonreinforced window to withstand the flexing of the deck caused by the normal loads associated with sailing and haulout/launch. Therefore, in consultation with Larry O'Rourke of O'Rourke Boat Repair, we decided to have the opening glassed in (see photos at right) and a pair of Lewmar size 4 non-opening standard series portlights installed on each side. Another option would have been custom-made windows in aluminum frames, but the Lewmar portlights matched the boat's existing opening ports in both width and appearance.

Although the work was considerably more expensive than replacing the existing windows with Lexan, it was worth every penny to have windows that don't leak for the first time in 13 years! Not only is the boat now safer, but we think the new portlights look better, and they let as much light into the cabin as did the windows. An unexpected benefit was that the bilge has gone from being extremely wet to nearly dry. The old windows were letting in much more water than was dripping on the cushions. That water must have been



O'Rourke Boat Repair helped reader Bob Davie solve a leaky port problem on his Starflight 38. They glassed in the cut-outs for the original Lexan windows (bottom photos) and installed Lewmar ports (top photo).

running across the headliner beneath the deck and down the side of the hull somewhere that it couldn't be seen.

If any sailors in the Georgian Bay area are experiencing similar problems with their acrylic or Lexan cabin windows,

O'Rourke Boat Repair in Penetanguishene has the expertise to solve the leaks.

Bob Davie
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