



RIDE

**1983 Nelson/Marek Morgan 36R
\$15,000**

I presume you have seen my website at <http://dmmoyle.com/Rforsale.asp>. I would be happy to answer any specific questions you may have, if you are potentially interested in buying the boat.

First off, *RIDE* is a racing boat. I have done some cruising with it, but that is not what it was designed for. She takes a lot of attention from her crew, and does not have the simple sail handling, interior accommodations, creature comforts, or luxury of a true cruising boat. That said, I find *RIDE* to be a fun boat for casual sailing, and there is a lot to be said for a boat that can go anywhere, in any weather, with speed.

HISTORY

RIDE has always been a freshwater boat. It has never seen salt water. It was bought new (1983) by a stockbroker in Chicago on Lake Michigan. It was named Pizzazz then, and the owner had a lot of local success racing it against what was then a very hot Lake Michigan IOR fleet. Then it was sold to a guy in Bayfield, Wisconsin (Lake Superior) who raced it for just a year or two before going broke. A boatbuilder, Doug McEnnery, got it from the bank and did well with it, until he sold it to Murray George and Dean and Don McCall of Duluth in 1991. They re-named it "*Midnight Express*" and raced it both round-the-buoys and in the Lake Superior "Offshore" series.

I fell in love with the boat the first time I saw it... it just has such beautiful lines, those wide sidedecks, and that huge cockpit. I've always been an IOR man, so maybe I was a bit prejudiced. I crewed on *Midnight Express* for 15 years, until the owner got too old to race sailboats.

It broke my heart to see the boat sit on the hard for 3 years, so I eventually bought it myself in 2009,

renamed it "*RIDE*", put new sails on it and raced it for two years. Had to train in all new crew, too, so we did not do too well the first year, but got some silver the second year.

Now I have an X-Yachts One Ton and *RIDE* is back on the hard, where it does not belong. It needs a new owner, someone who appreciates the IOR characteristics of a boat like *RIDE*; the classic style and machismo.

CONSTRUCTION

RIDE is a truly tough and solid boat. The bottom is SOLID fiberglass, more than an inch thick. How the builders got that much tough into 11,900 pounds... I do not know.

The deck is cored composite sandwich, mostly klegecell, except in way of the winches and other hardware, where it is cored with plywood. We had to replace the plywood core in those areas 10 years ago because it had gotten waterlogged over the years. That is inevitable with plywood. I also had the klegecell in the cockpit and around the mast professionally re-cored 3 years ago.

There is currently a small area of moderate softness in the companionway step. Nothing that needs to be addressed right away, and it is a small area, but something the new owner will have to watch. Other than that the deck is absolutely solid, unlike so many boats in this price range.

PERFORMANCE

RIDE will take far more rough weather than the crew can stand. Like all classic IOR boats, *RIDE* is at its best upwind in waves. Well-sailed upwind in big waves and heavy winds... it will correct over everybody.

Downwind, you have to cut an angle and go for VMG. It does not like going dead down until the wind is over 18mph true, and in light wind, you are going to have to put the pole almost to the forestay. But we've had it to 11 knots dead downwind with the heavy spinnaker.

Relative to its handicap, the boat suffers downwind or on a broad reach in light to moderate air. You have to make up your time on other boats, on the upwind leg. But, you can with *RIDE*

You will need a good man with some arm strength on the mainsail, who knows how to shape the sail and who can play the backstay tension and the running backs. The mast is meant to be bent. You tune the diagonals very firm at the beginning of the season, and just leave them.

In serious wind, upwind, you can outpoint, **and outfoot**, everybody else in your fleet, including boats that owe you 10-20 seconds a mile. Run up to about 3000 pounds on the hydraulic backstay... don't be afraid to put 2-1/2 feet of bend in the mast, to keep your forestay sag down to 8 inches. Then shape the main with the windward running back and checkstay. Play the mainsheet and traveller to keep the rail a foot out of the water and the tiller less than 5 degrees off center.

The main likes to be surprisingly firm in the leech in light to moderate winds... it does not look right, but it works.

It's an IOR boat, so you absolutely MUST keep extra weight out of the bow. Even just moving the sails aft makes a remarkable difference.

RIDE is not a great light air boat; modern lightweight boats have an advantage when the wind is under 5 mph. But of course, those sportboats are not so stable in big wind, and get killed going upwind in waves. In light wind, if you can get them behind you at the start of the race, and blanket them for a while, its enough to make up the difference. Other than that, keep the weight forward and just take your lumps in the light stuff.

I have single-handed *RIDE* for a few deliveries. It is doable, but not really what the boat is designed for. There's just too much to do for one person. It can be easily and safely handled by three, but to get the most out of the boat, you need a crew of six, and they need to know the boat..

SAILS

The sail inventory is good, and I think it is the biggest selling point for this boat, compared to other similar boats on the market. I am aware of identical boats to *RIDE*, with better cosmetics, for several thousand less than I'm asking for *RIDE*. But *RIDE* comes with \$17,000 worth of new UK TapeDrive upwind sails (Main, 155% #1, 105% #3) with less than two years of once-a-week 5-mile W/L racing on them. Three good spinnakers. Combination staysail. Storm sails.

Main New in 2010 and has less than one season on it. UK Tape Drive. Excellent condition
Drifter 155% Old but still a lovely sail. Use it up to 5 knots apparent... it fills in next to nothing and moves the boat

Light #1 155%. Old and crappy looking, but it won races for us

Mid-Heavy #1 155% New in 2009, has less than two seasons on it. UK TapeDrive. Excellent condition
#3 105% New in 2009 and has less than two season on it. UK Tape Drive Excellent condition

2 oz spinnaker. Tough as nails, narrow shoulders. Use it downwind up to 25 true and go like stink, or on a beam reach up to 20 apparent if you have the heart for it, and a good helmsman.

1.5 oz spinnaker Full size. Use in 15-20 true

3/4 oz spinnaker Not in great shape, but it still works. Be gentle with it.

1/2 oz spinnaker. My favorite. Use in under 8 true. Put the pole high and 6" from the forestay and steer to your apparent angle. *RIDE* is not a great light wind boat, but this sail will keep you in the race.

Combination staysail It is in good shape, but I did not use it, so I can't say much about it.

There is also a substantial pile of old sails in my garage, including at least a mainsail, a heavy #1, and #3.

HARDWARE

Ten winches.

Harken ball-bearing inside genoa tracks, and Lewmar outside pin-stop tracks.

Pinstop track along the rail.

A large assortment of blocks, sheets, guys, shackles and such... a full set in good shape.

Hydraulic backstay

Hydraulic boomvang.

Tiller.

Dual compasses.

Full-race instrumentation (see below).

Spinnaker pole.

Three genoa halyards.

Anchors, lines, bumpers, etc, all go with the boat.

ELECTRONICS

RIDE has Signet analog performance instruments. The system is pretty old, but its complete, to include a multi-function timer. Knotmeter/log, windspeed, wind direction, windpoint, and depth. There is also a GPS installed, and of course a radio.

INTERIOR

RIDE's interior is open and simple. It sleeps 8 comfortably, but not with any privacy. There is plenty of room to move around in the cabin, and it's still small enough that you can brace yourself in rough weather. Also, of course, you want to move the sails out of the forepeak when you are racing, so it is nice to have an open-plan cabin space to put them in.

The head is open to the forepeak, and if you will have females on your crew, you might want to add some privacy for them... a simple curtain would do it. I had the head area completely re-built, with a layout that makes it easy to keep clean and work on. Honestly, it is not as elegant as I would have liked, but ease of cleaning is better than pretty

The two-burner compressed natural gas stove is GREAT... safe, reliable, clean, easy to use in a seaway, nicely gimbaled... and very hot.

The Nav station is very functional, though small. Actually, I find that I like the smallness... it's easier to jam yourself in securely when the boat is heeling over.

The boat is set up with a freshwater tank, but I never used it and disconnected it to simplify the plumbing. There is also currently no sink, but it would be easy to add one. The original through-hulls are still there for the sink and faucets.

I removed the through-hull for the head waste... it would no longer be legal to use it anyhow. The waste goes to an easily accessed holding tank now, and of course there's a pump-out fitting on the deck.

RIDE was not designed to be a "cruising" boat. I've done a bit of cruising with it, and it is comfortable. It does not have the elegant joinery of a cruiser and it does not offer the privacy that couples might want. You could modify the cabin to provide that... in fact the manufacturer actually built a cruising version based on the same hull, but a "shoal-draft" keel.

When I bought the boat, I found that the non-structural interior plywood had never been waterproofed at the factory. Some of it was in pretty bad shape, either rotted completely away, or so soft that I could literally pull out gobs of it with my bare hands. So I re-built it myself. It will never rot again; I waterproofed the snot out of it. I'm not a professional carpenter, so it looks a little amateurish, but it is SOLID.

If you wanted to trim it out some (I have a whole bunch of teak trim pieces you can have with the boat) it would improve the cosmetics a lot.

The bulkheads are also plywood, but I see no sign of any rot.

POWER

The motor is a Universal Model 25, 22hp diesel... tough as nails. It is under the companion way, The sides of the engine compartment come completely away, so access is better than most. My only complaint with this engine is that it chews up its seawater impeller every few years. A new impeller is a 10-minute, \$16 fix, so basically you just replace it every Spring and don't worry about it.

Also, see the note under "Deficiencies" below.

Annual maintenance on the engine is less than two hours.

DEFICIENCIES

There are a few things that I think the boat will need in the next few years (We could include this as part of a purchase agreement):

-Put a head gasket in the diesel; the coolant is showing a few bubbles. I think a reasonably competent backyard mechanic can do this, though I would not attempt it myself.

-New bushings on the folding prop. I think most any machine shop can do that in an hour, if you take it to them.

-If you want to race offshore (as opposed to windward-leeward courses), or just do extended performance cruising, you might want to add an asymmetrical spinnaker for broad reaching. It would probably make almost a knot difference, though only in a fairly narrow APA band.

-The 3/4 ounce spinnaker is towards the end of its useful life. Still flies well and holds a fast shape, but it is old, porous, and thin, and rips too easily

Get back to me if you are interested. I'd be happy to talk to you.

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