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**FUJI 35 - #061**  
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*Swallows & Amazons  
Forever!*

The time has come where I need to pass “Swallow”, a 1974 ketch rigged Fuji 35, on to her new owners and to new adventures. Due to multiple reasons, I have been unable to sail her for the past 12 years. She is a John Alden designed Blue Water cruising yacht and needs to feel the waves under her bow once more. A new, owner can hopefully give her the attention she needs and return her to the open sea. I may be contacted by email at [bill@ashenart.com](mailto:bill@ashenart.com) or by phone at 713-252-0409.

Details are at the end of this document but first I want to give some background.

*Swallow* is from the board of Niels Helleberg at the historic John G Alden Yacht design firm. She is a classic full keel, 35 foot on deck, ketch rig with a beautiful lines that can be identified as an Alden design by anyone who sees her. She was born in 1974 as Hull # 061 in the Fuji Yacht Builders yard in Yokosuka Japan.

Owners #1 – In 1974 she was delivered to her first owners, Hugh Miracle and Peggy Forshey in Seattle Washington and was registered with the USCG as *Sienna III*. They sailed her for eleven years in the Pacific Northwest area.

Owners # 2 - Patrick and Kathy Martin were her next owners located in Anchorage Alaska. In their word's from and email they sent, *“We are the second owners of Sienna and sailed her for 11 years between Seattle Wa., Seward Alaska and Cabo San Lucas Mexico. We have lived aboard her for as long as 8 months at a time. She is a strong sea worthy vessel, she has sailed some of the most storm infested water of the North Pacific and Gulf of Alaska.”*

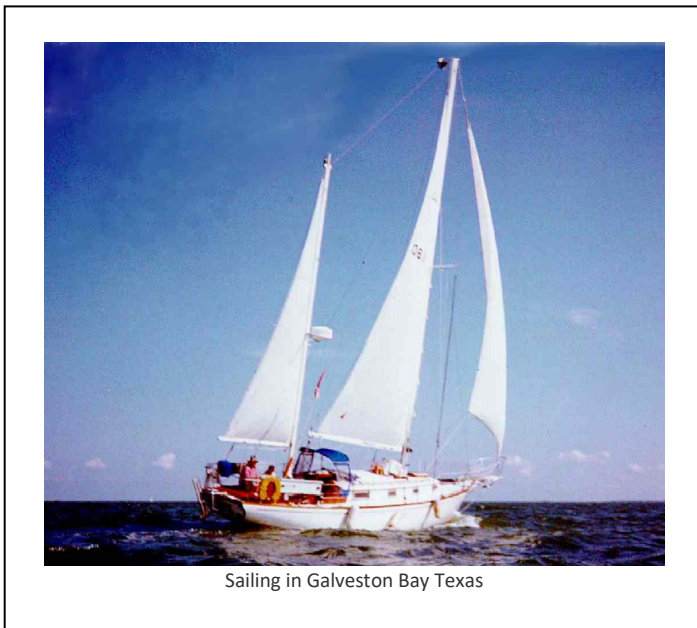
Owner #3 - Don Belfield purchased her from the Martins. Don sailed *Sienna III* in the Sea of Cortez / Baja California before eventually taking her thru the Panama Canal under her own power and across the Gulf of Mexico.



While crossing the Gulf, Sienna III encountered a storm off the coast of Belize where Don suffered several broken ribs after being injured by a fall during the storm. He continued across the Gulf until he arrived at his destination of Gulfport Mississippi. At this point he decided that although Sienna III was a stout and capable cruising yacht and could handle the storms, he was now in his mid 70's and could no longer sail her single handed. After his ribs healed, he sailed her from Gulfport to Clear Lake on Galveston Bay Texas which is where I found her (or she called to me).

Owner #4 - I purchased her in April of 1997. SIENNA III was and still is documented with the USCG. This necessitated that she be re-documented in my name upon purchase. When I sent in my documentation papers I debated about renaming her or not. I finally decided that I would rename since I had told myself years before that I would someday name a boat "*Swallow*" after a boat in one of my favorite books from when I was a child. Swallows and Amazons, written by Arthur Ransome is what got me interested in sailing so many years ago. I applied the appropriate renaming procedures, a shot of rum on the bow and another to Poseidon, etc... and *Sienna III* became *Swallow*.

I had a fantastic time sailing Swallow but after the purchase I discovered that age was catching up with her also. Previous owners had delayed some maintenance of minor issues which were now becoming major issues. The most significant were water leakage thru cracks and holes in the fiberglass skin on the cabin top and deck. This leakage was causing rot in the underlying mahogany plywood. Also, hull blisters on her underwater surfaces were beginning to show up.



I recruited some of my friends and replaced the foredeck and side decks where the bulk of the soft spots were located. I continued sailing until I decided it was time for another bottom paint job to be done in the summer of 2005. After thinking about it I decided to rent a covered storage unit, move her into storage and do a

proper blister repair job on the bottom by grinding the blisters out and then allowing the bottom to properly dry out before refilling them.

Swallow was hauled from the water in July 2005 and placed under cover in storage area. Assorted blistering of the bottom was ground out and the hull was allowed to dry out for an extended period of time. The fiberglass on the cabin top was removed in a couple of areas to repair what was thought to be minor rot due to water penetration. I then made the decision to totally strip the cabin top and sides of all gear, remove all the fiberglass and place new plywood over 75% of the cabin top. The cabin top was then re-fiber glassed using DBM-1708 stitch mat and epoxy resin. DBM-1708 is OC Double Bias Fabric stitched to a chopped strand mat offer superior structural performance. 6 Oz fiberglass cloth was then laid over top of the DBM-1708 to provide a smooth finish.

Then life happened. I bought another house where I spent a year renovating before moving in. I became busy at work. Our daughters presented us with 5 grand-daughters. I kept coming up with multiple excuses about working on Swallow “*next week end*” but next week is always pre-empted by other excuse.

Additional information about Fuji Yachts may be found at <http://www.fujiyachts.net/> .

Valuations for Fuji 35’s can be found at <https://www.yachtworld.com/> and then searching for the manufacturer “Fuji”.

***So now with all that back story it is time to provide some details about why Swallow is the boat for you.***

At the very end of this long document is list of what needs to be done to complete her refit and return to the water.

The particulars:

Yacht Name: Swallow

USCG Doc Number: #593978

Hull Number: 061

Build Date: 1974

Builder: Fuji Yacht Builders (Yokosuka Japan)

Designer: John G Alden Yacht Design, Boston Massachusetts

Dimensions:

LOA: 34' 7"                      LWL: 26' 0"                      Beam: 10' 0"

Displacement: 16,302 lbs.                      Draft: 5' 0"                      Ballast: 5,500 lbs.

Engine: Perkins                      Engine HP: 50                      Engine Model: 4-108M Low Line

Tankage: Diesel Fuel: 40 gal. Main tank plus 15 gal auxiliary tank.

    Fresh Water: 60 gal.

    Black Water Holding: 30 gal.

The layout of the Ketch rigged Fuji 35 is simple and a time-proven winner. The woodwork is of high quality and is one of the main selling points of the Fuji line. Starting at the forward stateroom, there is a large double berth with access to the anchor locker through double doors at the foot of the berth. Storage underneath with many drawers and a center bridge for sleeping comfort. Large hanging locker to port. The hanging locker door swings 90 degrees to become the privacy door for the forward cabin. The large head is located to starboard and features double door access from the forward cabin and the salon. There is a Jabsco head, vanity with sink and an opening port. Shower water drains through tiled floor. The salon features settees on both port and starboard sides, with roomy storage bins behind the cushions. The starboard settee in combination with lowering the table sleeps two, and the port settee also sleeps one with storage underneath. There is a large dinette table that 4 to 6 (if you are all friends). On port is the functional galley with plenty of storage. The vessel sleeps five comfortably.

All Port holes have curtains on stainless-steel rods.

Two kerosene lamps – with one hanging over the dinette.

#### Galley

The L-shaped galley features an opening port that looks out into the cockpit. There are many storage lockers and a deep refrigerator with freezer inside.

- Force 10 3-burner LPG stove with oven and stainless steel surround
- Xintex Propane Monitor with safety solenoid
- Adler Barbour refrigeration with top access and freezer unit. (functioning of refrigeration system is doubtful due to age)
- Magma propane kettle grill
- Qty 2 Aluminum LPG tanks in custom storage box in cockpit
- Single stainless steel sink with h/c pressure water

#### Electronics

- Standard Horizon Marine VHF

#### Electrical and Plumbing

- Fuel, water and holding tanks are all fiberglass and placed as low as possible for a low center of gravity.
- Guest 10 amp battery charger
- Electric bilge pump
- Partial copper plumbing
- 110V outlets
- (4) 6-volt house batteries (Will need replacement due to age)
- 6 gallon water heater
- Gusher manual pump empties both bilge and holding tank

- Stainless steel sink in head with h/c pressure water and shower wand

### **Sails and Rigging**

Swallow features aluminum masts, mast spreaders and booms. Both masts are deck-stepped with compression posts. Sails are original and serviceable but will need replacement prior to any extended cruising..

- 80% jib with renewed stitching
- Jib sail
- 2 #24 primary winches
- 1 #16 mainsheet winch
- 1 #16 jib halyard winch
- Mainsail with 2 sets of reef points
- Mizzen sail
- Mainmast has (3) winches

### **Exterior**

Swallow was hauled July 2005 and has been sitting out of water under covered storage since that time.

- Teak cabin grab rails
- Teak framed hatch over v-berth
- Canvas covers on all teak
- Heavy-duty windlass
- Lee cloths for stern rail
- (2) Teak dorade boxes with PVC cowl vents
- Teak toe rails
- Teak cockpit grating
- Teak wheel with Stainless steel rim
- Dodger with canvas covers over windshield
- 35lb. Plow anchor on bowsprit w/125' of chain and 75' rope rode
- 25# Bruce Anchor with chain. (Due to age, anchor chain needs to be re galvanized or possibly replaced.)
- 13lb. Danforth anchor on stern rail mount with with chain rode
- 5 spacious lockers

### **Mechanical**

Swallow has a reliable Perkins 4-108 Lowline diesel. Access to filters and impeller is easy through the large access hatch in the salon.

- Perkin 4-108M Lowline Diesel
- Borg Warner Velvet drive transmission
- Worm-gear steering
- Single-lever operation for throttle and transmission
- Books and manuals for all equipment

## **So what needs to be done to finish and get her back in the water?**

The boat has been sitting for about 24 months without any work being done on her. It is dusty and dirty and needs to be cleaned. So first scrubbing and cleaning!!

The bottom need a very light scuff sanding job and then 3 or 4 coats of barrier coat should be applied. I purchased and have on hand 5 gallons of Interlux InterProtect 2000E in a combination of white and gray colors. This is a 2 part epoxy coat which will seal the bottom and prevent further blister issues.

Anti-fouling paint needs to be purchased and then applied over the barrier coat.

The cabin top needs to have a final finish sanding job and then a primer coat and paint applied. After paint, apply a nonskid paint job using granules in the final paint.

The forward hatch needs to be bedded and reinstalled.

The dorade boxes need installing.

The Bomar opening ports are currently out of the boat and need to be reinstalled. They have been thoroughly cleaned and the surfaces repainted. New Plexiglas has been cut and is ready to be reinstalled back into the frames. The porthole screens need to have new screen wire installed.

The masts have had the hardware removed and tagged. The masts need to be scrubbed, sanded, primed and repainted. The hardware such as the winches, boom track and mast climbing steps can then be reinstalled.

The standing rigging should be replaced due to its age. I have the old rigging coiled and labeled so it can be used as a template for fabrication of the new rigging.

The Monitor brand wind vane is currently off the boat and in storage to protect it. Reinstallation of the wind vane is simple by reattachment with 4 bolts.

Slide hatch rails for the main cabin hatchway need to be reinstalled.

Cabin top grab rails need to be refinished and reinstalled.

The slide hatch and forward hatch have new smoked Plexiglas already installed.

The main batteries need to be replaced due to age. They are qty 4 - 6 volt golf cart batteries. Best place to obtain them is at Sam's Club or Costco. About \$85 each for good quality Interstate batteries.

The storage unit cost \$110 per month including electricity. The owners are boat friendly so sanding and general work is not an issue. The only prohibition is that "spray" painting

is not allowed due to the proximity of recreational vehicles and travel trailers. That are also stored in the facility. The facility is located in southwest Houston near the intersection of the Sam Houston Toll Road (Beltway 8) and US Hwy 90 (South Main).

My "honest" opinion at this point is that to complete the cleaning, sanding, painting and refurbishment could be done in about 200 to 500 hours of work depending on the final level of workmanship you want to achieve. This is finish work that a capable, handy-person could do themselves. If you have a partner, spouse, teenager (willing or unwilling) to help then possibly even a shorter time to completion. If you want to hire someone, be prepared to pay about \$30 to \$35 per hour so completion labor can be expensive. If you do the work, labor is free, right?

Material wise, the major items to be purchased is bottom paint ( ~ \$300), topside paint (\$200 to \$400) depending on what type you want, standing rigging (~ \$1,200) if you purchase from internet and have cut to order. New halyards would be a good idea but not absolutely required initially since the old once should still be serviceable and can be replaced as needed. Throw in varnish, screws, cleaning supplies, coca-cola or beer for the helpers and total materials should be less than \$3000.

The diesel in the fuel tank should be pumped out and replaced due to its age. A new impeller should be placed in the raw water pump on the engine. The engine should have its oil changed and be slowly turned over by hand with a wrench before trying to crank it.



Side view before removing old bottom paint



Side view showing repaired blisters





Fiberglass of cabin top in progress



Cabin top after new fiberglass installed and in process of being sanded smooth for painting