

## The Boat

(from our webpage/blog back in 2012): <http://sailinghelia.weebly.com/boat.html>

Helia is a Slocum 43 Pilothouse cutter designed by Stan Huntingford...a heavy displacement fiberglass boat with a canoe stern, encapsulated keel and large skeg hung rudder. Taiwanese built, the boat has lots of hardwood in the interior, but a controlled amount on the exterior (rubrail, toerail, eyebrows, handrails and companionway).

The interior has a large salon area over the engine and water tanks with a second steering station. Galley, dinette, head and two bunks are forward, while the stateroom and quarter berth are aft.

Principal Dimensions: L.O.A. 44 ft. 4 in., L.W.L. 35ft. 10 in., Beam 12ft. 11in., Beam W.L. 11 ft. 9 in., Draft 6 ft. 4 in., Headroom 6 ft. 6 in., Displacement 28,104 lbs., Ballast 9,000 lbs.

Spar: is an Isomat anodized aluminum made in France.

Rig Dimensions: I 51, J 18.5, P 45, E 15, ISP 51, JSP 18.5

Engine: Yanmar 4JH2-HTE 76 hp diesel

Fuel: 120 gallons

Water: 150 gallons

## Improvements 2009-2012

<http://sailinghelia.weebly.com/systems-and-improvements.html>

Fiberglass deck/core repair, resurfacing and painting after teak removal (Mattapoisett Boatyard, Mattapoisett MA)

Arch davit, stern rail/seats, chain plates, hatch/companionway safety bars (Titone Metal Works, Tiverton RI)

Batteries, Monitor, Inverter, Electric Windlass/Winch, Solar, Wind (D400s), Alternator  
(Ferris Power Products, Bourne MA)

Raymarine Electronics, SSB, Nav lights, Hailer, Tank sounders (Cay Electronics, Portsmouth RI)

Heat (Espar), Refrigeration (Sea Frost) and Water Maker (Sea Recovery) (Ocean Options, Tiverton RI))

Head (Vacuflush), Holding tank, Monitor and Macerator (HeadSync, Newport RI)

Dutchman system, bimini, dodger, connector, cushions & curtains (Eastern Sails, Mattapoisett MA)

Standing rigging, running backstays, traveler, vang, whisker pole (Rigging Only, Fairhaven MA)

Hatch repair (acrylic lens, seals & gaskets), lexan & glass windows (Select Plastics, Norwalk CT)

## Fuel tanks replaced in 2021

(Atlantic Coastal Welding, Bayville NJ)

## General Note:

The original teak deck was removed in 2009-10 and the deck was resurfaced professionally in Oster White and non-skid patterns on all surfaces. At the time of resurfacing, all chain plates were removed and inspected, and 4 were replaced out of an abundance of caution. All standing rigging and lifelines were replaced and running backstays were added at the same time. A 3 blade 18" Maxprop feathering propeller was also fitted. All hatches were resurfaced and resealed in 2011, have screens and had removable security bars added that can be locked with disc locks from inside.

## On deck (from the bow):

In the bow, the electric windlass (Lofrans 1500 Capstan) can be controlled by the foot switches on the bow or from the cockpit controller that also monitors the quantity of rode deployed. The primary anchor has 400' of chain attached to 400' of line. There is a seawater washdown attachment to starboard.

A whisker pole is permanently mounted to the mast and a spare spinnaker pole is stored on the deck to port. The staysail sheets run back to standup blocks on midship tracks on either side of the mast, then to cheek blocks on the pilothouse cabin top and back to a dedicated winch forward of the cockpit. (Without a jibboom, this setup allows an 11' dinghy to be loaded upside-down on the deck when going offshore.) All running rigging for the main (sheets, halyards, reefing, vang, topping lift and cunningham) run under the 6 person liferaft and the dodger to individual rope clutches just forward of the Lewmar electric winch on the cabin top just forward of the cockpit.

In the cockpit, the sheets to the headsail (130% genoa, 100% genoa or yankee jib) have large dedicated winches and the roller reefing lines for the headsail and staysail both have their own dedicated smaller winches. Running backstays and genoa blocks are also controlled from the area just forward and outboard of the headsail winches, all accessible from the cockpit. In addition to the anchor controller, Electronics in the cockpit include a Raymarine E90wide chart plotter with speed/depth/wind and autopilot displays, a command mic VHF as well as a spare autopilot by Alpha marine. Also in the cockpit is a shower attachment with pressurized H/C water, outdoor speakers and a propane hose extension for the cockpit grill. The standalone bimini and dodger have a connector piece (as seen in the uploaded sailing photo on yachtworld) and side sunshades for optimal sun protection. The arch davit supports the twin 170 watt solar panels and two D400 wind generators, and radar, wifi and other antennas. Kayaks, paddleboards or windsurfers can be stored above the dinghy davits or on the accessory supports up higher that also have block and tackle for lifting.

The large forward cockpit locker to starboard stores the swimming ladder, the companionway safety bar insert and water toys, and provides easy access to the wind generator regulators/switches. A smaller cockpit locker to starboard stores fenders and provides access to the area where the Espar heater is mounted. Outboard stern lockers store two propane tanks and dock lines, while the large middle locker supports the captain's seat and provides access to the steering quadrant, autopilots, stern anchor, storm sails and sea drogue. (The Jordan Series Drogue can be attached to custom chainplates on either aft stern quarter before going offshore and remain in the locker until deployment.)

## Down below:

The companionway is slightly offset to starboard. The quarter berth to starboard has its own hanging locker and removable privacy curtain, and stores all spare sails underneath the berth. The aft stateroom to port has its own standing area, a full-length mirror and maximum headroom (6' 6"). The berth has built in drawers below it, and the water heater, water maker (needs a new membrane) and storage for the asymmetrical spinnaker beneath it. Facing aft, there is more storage as well as access to the valves for the two 60 gallon aluminum fuel tanks (new in 2021). To starboard in the aft stateroom is another storage locker that also has access to the solar regulators/switches. Below the two floorboards in the aft stateroom provides access to 4 of the 6 Lifeline extra-large 6V batteries (900 amp hours total), the fuel filter and stuffing box.

The large salon area is one step up and forward of the quarterberth/entrance area and is over the 75 HP Yanmar engine and the two 75 gallon stainless-steel water tanks. The Engine has easy access when three floor boards are lifted and the space above the water tanks is accessed when two other floorboards are removed. The "L" shaped settee has storage

underneath, stretching deep to port under the drawers and wine rack behind the seatbacks and aft of the TV. Settee storage to port was modified with a false floor that provides access to an open area below for bins of spare parts and tools. This weight from ample storage to port is balanced by the inverter, starting battery and final 2 6V batteries to starboard, underneath the navigation station. When fully lowered, the inside captain's chair swivels to face the chart table or the salon table, and when raised it faces forward for full visibility at the helm. Another E90wide chart plotter, a wireless autopilot control and a multifunction display are at the helm station, along with the Yanmar instrument panel. The chart table has drawer storage to the sides, the AC/DC circuit board, VHF and SSB, as well as radio/DVD/speaker and water maker controls. There is ample legroom underneath the chart table, even if a ditch bag is stored there outboard. The salon table swivels 180 degrees to open up knee room for those sitting to port and to create walking room forward of the table. The table also can be fully lowered to turn the settee into a very large double berth. The outside captain's chair can be brought inside and installed next to the inside helm seat for additional seating capacity.

Two steps down and forward of the salon is the U-shaped galley to port of the mast. It has a separate fridge and freezer (both by Seafrost, air or water cooled, and temperature controlled both in the box and at the cold plate), a three burner stove with oven/broiler, a microwave and a double sink with pressurized H/C water, water via foot pump and Seagull water filtration. To starboard is the lower sitting area with a game table between to bench seats. The table has been converted to telescoping so that when lowered it becomes another double berth. There is ample drawer and open storage below the bench seats, in addition to a drawered cabinet and full hanging locker forward of the sitting area. Across from the hanging locker is the enclosed head with freshwater electric toilet (Vacuflush) with a black water tank monitor, a sink (with pressurized H/C water, water via foot pump and Seagull water filtration) and a half-tub shower with standing headroom and pressurized H/C water. (Floor boards in the galley and by the lower sitting area can be removed to gain access to the freshwater pump, the seawater washdown pump, the Vacuflush pump as well as the valves for the water tanks.)

The forward cabin contains bunk beds to port that can convert to a forward settee when the upper bunk is lowered to become the backrest for the settee. There is open storage below the lower bunk, while across from the bunks/settee is a built-in drawered bureau and another full hanging locker. Forward and above the upper bunk is access to the anchor locker and removing the floorboard in the cabin provides access to the shower sump pump.