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# TOG NEWS

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A NEWSLETTER FOR TAYANA OWNERS

VOLUME VII NUMBER 57

WINTER 1992

## JANEV cruises the Atlantic en route Christmas in England

*This past summer, Jan and Jim Vogt sailed their T-37 JANEV (hull #445) from Key West to England via Bermuda, the Azores, Spain, and France. The following is their Christmas letter.*

1992 was a great year for us and we hope yours was too. Ours started in the winter of '91 with a fun three-month shakedown cruise to the Bahamas. We returned to Key West for final outfitting and a haulout. Jan passed the General HAM radio license test (KD4MUH) prior to leaving.

In May, we bid the Keys adieu and headed for Bermuda. Leaving the Keys turned out to be more difficult than we imagined. Saying good-bye to friends was bad, but strong head winds against the Gulfstream all the way to Cape Canaveral can be worse. The wind then backed and we had good sailing (Key West to Bermuda in ten days). Bermuda is beautiful and clean, but overcrowded. The jogging and social life were great; a good ten day layover. We left Bermuda in an impromptu fleet of 20 boats bound for the Azores, 2200 miles east-northeast. A daily radio network was set up for each to report position, weather, and chitchat. The fleet subsequently spread over a thousand miles. JANEV made it to Horta in 14 Days; 19 hours ahead of the second boat in our fleet! Thanks to good weather inputs and luck

(skill?), we chose a southerly route on a fast reach (20 to 30+ knot winds) through the normal doldrums. Those who took the usual northern route had three gales and calms. Battered remnants of our group were arriving ten days later, just in time for the party! We stayed five weeks in the beautiful, remote Azores, visiting five of the nine islands. We met wonderful people, climbed the highest

**"JANEV made it  
to Horta in just 14  
days..."**

mountain on Pico (7713 feet) and visited the lava cave on Gracioso, where a local insisted on giving us a driving tour. We jog-toured six to nine miles every other day for close-up and personal sightseeing.

JANEV had an easy seven day passage to La Coruna in northwest Spain. August in Spain is wonderful! It's festival time; fireworks every day and a multitude of festivities. We tasted wine, saw championship motorcycle racing on open city streets, artificial rock climbing, antique auto rallies, and hot air ballooning - all for free. The gourmet delights of Spain are fabulous. From La Coruna, we port-hopped in about 30 mile hops along the rugged north coast of Spain. Noteworthy are the ports of Ribadeo, with Figueras and Castropol across the river. These

ports are old, beautiful, and well kept, with good reasonable food. Each has a fleet of immaculate one-design sailing dinghies (17 and 19 feet) that had been working spiritsail fishing boats. This was a two-day sailing regatta just off JANEV's anchor, with 30+ boats racing and more daysailing.

Alas, time was pressing for a September rendezvous with LUCINA on France's north Breton coast. So, it was off to Belle Ile near Biscay. Half way across, the sun of Spain disappeared and a strong southwest wind combined with the ever present Atlantic swell to make our life a little uncomfortable. Our arrival on the last weekend of August was perfect timing, the end of the French vacation period! Most French yachts were already enroute home and the normally overcrowded walled harbor was manageable. Crews not already enroute were

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# Ships Store

*Ship's Store regularly highlights items that members would like to purchase or sell, as well as product news of particular interest to Tayana owners. Listings in this column are free to TOG members and will be carried for two issues (unless we hear that an item has already been bought or sold). Non-members may place an advertisement for \$10. We do not accept advertising from commercial businesses. Write/ call TOG, P.O. Box 213, Mt. Vernon, VA 22121-0213, (703) 799-4422 to place your item.*

**EOWYN, Hugh and Barbara Thompson** need a fiberglass cowl vent and a teak double block for their mainsheet. Write to them at 1312 Eighth St., New Orleans, LA 70115.

**KAMPESKA, Roy** Olson has an 8' hard "plastic" dinghy for sale. New would be \$4-500, asking \$175. Call (301) 279-0459

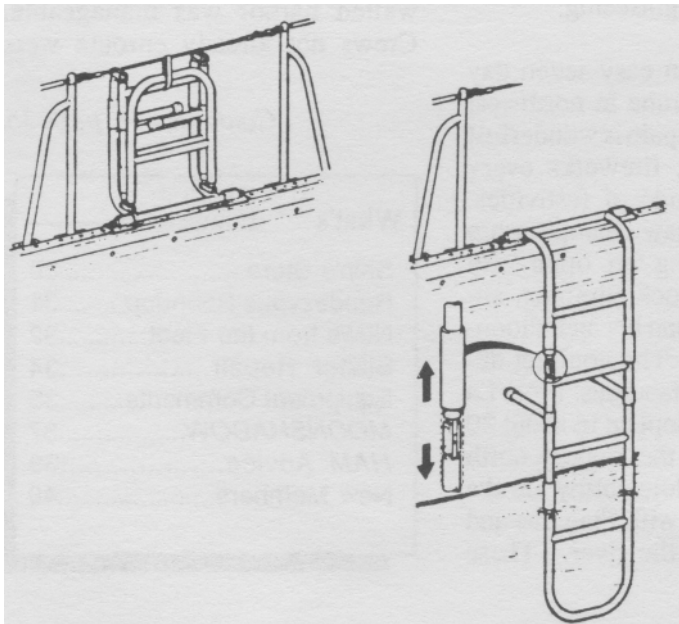
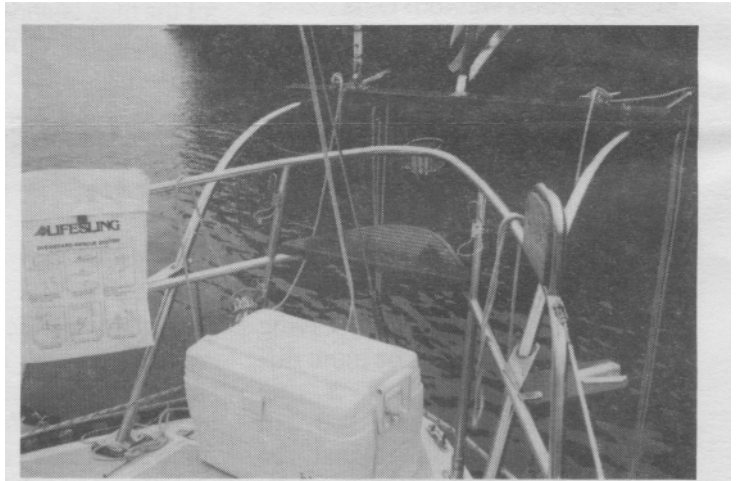
**PASSION, Gunter Kremer-Minati**, writing from Turban Marina, Bodrum, Turkey would like to hear from T-37 owners interested in selling their boat. Write to him in Germany: c/o Gerd Lorenz, Am Fronberg 3, D-4000 Dusseldorf 31 (Tel 0211/407176 or Fax 0211/490414).

## Looking for a good idea?

Every Tayana rendezvous offers those who attend a chance to see how others have customized their boats. Two good ideas on view at the Northern Chesapeake rendezvous last May included an amidships boarding ladder carried by **John Kraft** onboard **THE CHANCE**, and a stern pulpit seat built by Bill Troumbley for his V-42, **LADY'S CHOICE**.

John's Stepaway amidships boarding ladder from Metal Design Inc. is made of welded and polished marine grade stainless steel. The ladder is mounted using sockets welded to genoa track cars. The cars enable the ladder to slide into any convenient position along the track. In the ladder's middle section, legs lock into position so that it stands off the hull for ample footroom. Gravity-action sleeves slide over the ladder's hinges and making it a rigid unit. For additional information, contact Metal Design Inc. at (800) 535-1355 or 296 Taugwonk Rd., Stonington, CT 06378..

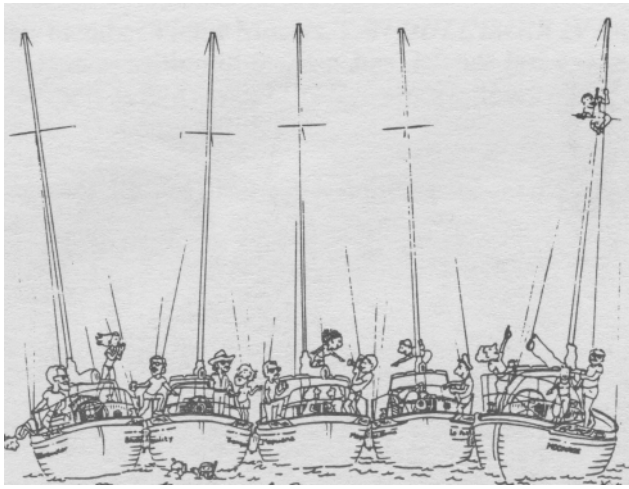
Bill Troumbley made the "catbird seat" on **LADY'S CHOICE** for his wife, Pat. He used a solid teak board and routed out grooves to give it a "planked" non-skid surface. Many coats of varnish help to preserve its beauty.



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## Tayana Rendezvous Roundup

*Are you planning a Tayana rendezvous, in 1993? Please contact TOG so that we can provide you with a mailing list of members in your area. Let us know about your plans so that we can help with publicity.*

### Puerto Rico and the Virgin Islands

Bill Gutzwiller (KP2T), T-37 *HALLELUJAH* (hull #520) wrote to request a list of Tayana owners in the U.S. and British Virgin Islands plus Puerto Rico, in an effort to setup a rendezvous. If you plan to be in the islands this winter, contact him at 6501 Red Hook Plaza, #201, St. Thomas, VI 00802-1306, Tel (809) 775-1580.

## Rendezvous Recipes

*by Susan Canfield, AEOLUS*

### Horatio's Sesame Chicken Salad

*As served at Horatio's in Honolulu, HI*

1 lb Chicken mix (recipe follows)  
 1/2 C Green onions, sliced  
 1/2 C Celery, chopped  
 1 1/2 oz Romaine greens, chopped  
 3/8 C Sesame dressing (recipe follows)  
 1 T Toasted slivered almonds

**Won Ton Strips:** Cut won ton wrapper into strips. Deep fry in 350-365 degree oil for 1 to 1 1/2 minutes until won tons are golden brown. Drain on paper towel. (*You may also find that you can buy these already fried from a Chinese restaurant in your area.*)

**Chicken Mix:** Cook whole chicken in simmering water. Drain. Pull apart into bite size pieces.

## Chesapeake Bay

Mark your calendar now for these upcoming rendezvous:

- 23-24 May Harness Creek (South River)
- 3-5 July Reedville (Great Wicomico River)
- 11-12 Sept Tilghman Creek (Wye River)

Host boat assignments will be made at the Chesapeake TOG's Winter Rendezvous to be held Saturday, February 6, at Mears Point Marina, Kent Island, MD.



**Horatio's Salad and More! Taste testers include (left to right) Karen Hurt (*THE CHANCE*), Mike Sissenwine (*INTERLUDE*), Dianne Andrews (*CHINOOK WIND*), Mike's wife Pam and daughter.**

**Sesame Oil Dressing:**

1 1/2 t Sesame oil  
 1 T Vegetable oil  
 3/4 C White wine vinegar  
 1 1/2 C Granulated sugar  
 Salt and pepper to taste

Whip together sesame oil and vegetable oil. Add white wine vinegar and sugar. Whip until ingredients are combined and sugar is dissolved. Season to taste with salt and pepper.

In a tossing bowl, combine chicken, green onions, celery, won ton strips and romaine greens. Add sesame oil dressing. Lightly toss until all ingredients are evenly coated with dressing. Mound ingredients in a bowl to serve. Top with slivered almonds.

*Do you have a great rendezvous recipe to share? Earn culinary renown for your specialty by sending it to TOG, P.O. Box 213, Mt. Vernon, VA 22121-0213.*

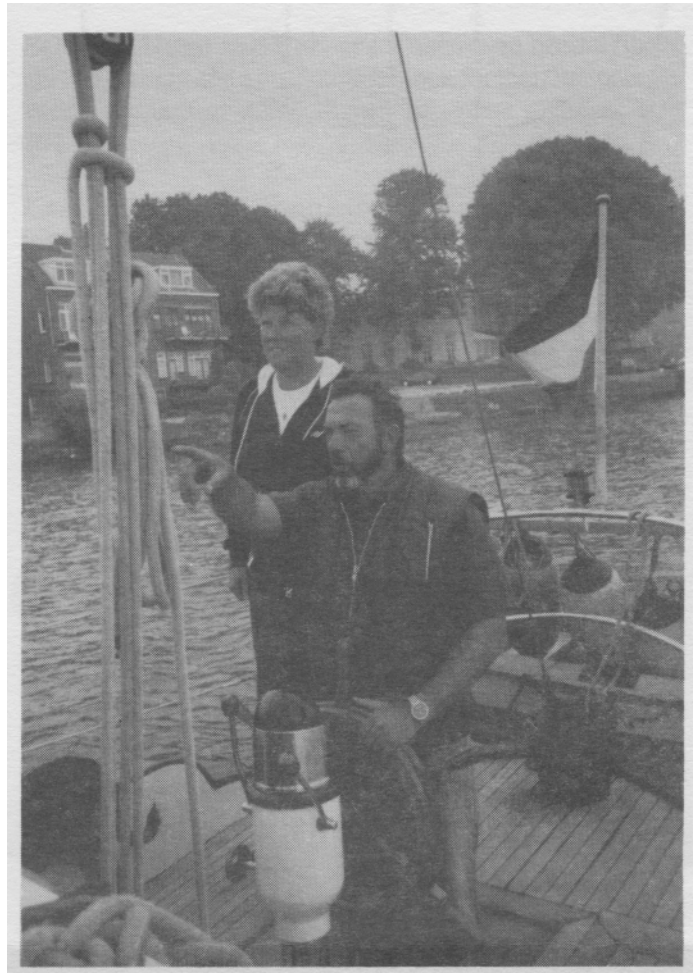
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# News from the fleet

**Ken and Isobel Duxbury**, T-52 **KWENDA**, are currently soliciting other Tayana owners in Hong Kong to join TOG. A frequently cited concern, since all the Hong Kong boats are T-52 's or T-55 's, is the lack of input from TOG members who own boats larger than the T-37. (So if you own a V-42 or larger, please take time to share your sailing experiences with the rest of us.) Ken and Isobel have commissioned Bob Perry, who designed their Tayana 52, to draw a 52' pilothouse version based on the Pilothouse 47. Ken has been to the Tayana yard in Kaohsiung and reports that they are prepared to do the tooling to build a pilothouse 52, as long as they receive an initial order for three boats. Anyone interested in purchasing a pilothouse 52 should contact the Duxburys at P.O. Box 3, Sai Kung Post Office, Sai Kung NT, Hong Kong. The Duxburys also report, sadly, that **Dr. Stuart Ranu, T-65 WATERWITCH**, died of a heart attack in August. His widow has the boat on the market in Hong Kong. They will pass along any inquiries concerning the boat to the agent.

New members **Bob and Bonnie Gebeaux**, T-37 **MALULANI** (hull #489), homeported in Norfolk, VA, wrote from Roosevelt Roads, Puerto Rico. "We are hanging out at the Naval Station getting teeth fixed and medical check ups. After a couple of hard weeks of work, we got the boat back into sailing condition and have managed one visit to Culebra and Vieques. We certainly want to spend more time in this area cruising the Virgins and Puerto Rico. Our plans are to stay in this area until early June, and then to go "somewhere" south for hurricane season." *Bob is an active HAM radio operator. His observations and opinions on satisfying long range communications needs while cruising on a small auxiliary sailing vessel will be featured in future issues of TOG News.*

**Roger and Lynn Griffith**, T-37 **WELUVIT** (hull #393) have been cruising in the Caribbean since November '90. They were recently in Trinidad along with T-37's **FLYING SCOT** and **GRACE**, and just left **LA SIRENA** in the A<sup>v</sup>es and **SHENANIGAN** in Margarita. The Griffiths have logged almost 23,000 miles in **WELUVIT** and she's still going great. They write, "The Yanmar 3QM30 is wonderful. For the last two and a half years it's been driving a 120 amp alternator and a CAT 277 pressure pump to supply the 750-800 psi needed by our custom water maker, designed and installed by Phil Leveton, who is NAVCON, Inc. in Ft. Lauderdale. We only have to go to a dock for diesel fuel, and in Bonaire and Curacao, we "jerry jug" it anyway. Got scuba certified in August '91 and can't wait to get our current refurbishing in Trinidad done and get back to Bonaire. After reading the article in *TOG News* (Vol. VII, No. 55) on wooden spars, we're sure



**Prettige Kerstdagen en een Gelukkig 1993!**  
"Merry Christmas and a happy New Year to the TOG clan. May the winds be fair and their drinks be cool." **Jan and Marry de Leewe**, who live in Rotterdam, report that they plan to move aboard **T-37ZEELEEUW** (hull #129) on the first of May.

glad we have aluminum! We run our staysail boomless on a Cruising Design roller furler. Greatest retrofit ever, and here in steady 15-25 knot winds, we use it a lot, in conjunction with the reefed main."

**Trevor and Lesley Hodgson**, T-37 **SYMPHONY** (hull #463), hope to finally make it to a rendezvous this next year, either on Long Island Sound or the Chesapeake. So far, other commitments have always kept them from participating.

Cruisers **Gary and Nancy Larson**, onboard T-37 **ENCORE** (hull #156), wrote from Tonga in October. "We are in Nuku Alofa waiting for a weather "window" to sail for New Zealand soon. We have been out since May '91, Canada, U.S. West Coast, Mexico, Marquesas, Tahiti, and associated islands. We then visited the Samoas and now the Kingdom of Tonga. Our cruises have been truly great, some better than others. Tonga is our favorite so far. We've had few problems, all easily solved with money!"

New member **Victor Morris, T-37 *DULCIMER IV*** (hull #494), was sailing in the San Juan islands last summer when he was told about *TOG News* by a fellow Tayana 37 owner. Good recruiting!

**Karen and Roy Olson** will be moving aboard their V-42 ***KAMPESKA*** (hull #136) in April '93. They will be adding a GPS, wind generator, and miscellaneous cruising gear to begin a year-long cruise of the Intracoastal Waterway and West Indies. Currently, they are at Herrington Harbor South, Rose Haven, MD. If anyone has recommendations on the performance of different wind generators, please contact them at (301) 279-0459.

**Rob, Elaine and Amanda Osborn** write that they still don't own a boat, but continue to enjoy sailing vicariously through *TOG News*. Anyone need crew? The Osborn's new address is 71 Seabee Lane, Discovery Bay, Lantau Island, Hong Kong, Tel 852-987-9584.

**Charlie and Karen Peterson, T-37 *ANNA MARU*** (hull #346), report "After four years in the Pacific Northwest, we've been "parked" for over a year on San Francisco Bay. Live aboard. Love our boat. Love TOG. Getting ready for Mexico and beyond."

**Ed Sacher** of Anacortes, WA, reports that T-37 ***ARAWAK*** (hull #48) was recently sold to **Richard Szwarcrocky** of Laguna Beach, CA.

Hugh and Barbara Thompson, T-37 ***EOWYN (ex-FINAL FREEDOM)*** (hull #249) returned from England in August and are now living in New Orleans.

New members **Roger and Nancy Ann Thorne** live in Malin, OR but berth T-37 ***GWENNAN OF CAMBRIA (ex-TANNHVAL)***, (hull #139) at the Chula Vista Marina in Chula Vista, CA. They are busy getting their boat ready to cruise and hope to leave next Fall for Mexico and points beyond.

Jan and Jim Vogt's Christmas card was postmarked Chichester, England. Jan writes, "Came home last evening to find another Tayana owner on our doorstep, **Dave Phillips, T-37 *SYBARIS*** (hull #10). Spent an enjoyable evening discussing T-37's. I will write my thoughts on HAM radio later, but basically I love it. I keep in touch with friends we met this summer, usually through maritime mobile nets (U.K., Atlantic, and Caribbean). I am a new HAM, so am still learning. Also, we run our weather fax through the transceiver (ICOM 720)." *Ed. note: The Vogt's recap of their 1992 voyage from Key West, FL, to Bermuda, the Azores, Spain, and France onboard T-37 *JANEV* (hull #445) appears on page 29.*

**Emanuel and Helgard Wirfel, T-37 *ADELANTE*** (hull #361), send holiday greetings from Phuket, Thailand. Emanuel writes, "While in New Zealand last spring, I had a new 110% genny and a new mainsail made. The sails we

replaced were still in fair shape, but I decided to get new ones because the next few years will see us in Southeast Asia (where competent sailmakers are few and far between) and Europe (where new sails are expensive). Since I had no room for the used sails, I gave them to a sail broker in Auckland to sell on commission, but have not heard from him in almost a year. If David Berry is still looking for a used sail, I am willing to let him have any one of those for nothing, i.e., for the cost of shipping from New Zealand. I should mention though, that the genny is a hanked-on sail, as I use a Mariner furling system, which has the sail hanked onto the forestay. If there is any interest, write to me at 4212 Melinda Dr., Chattanooga, TN 37416-2103." The Wirfel's Christmas letter, complete with stories from their travels this past year (New Zealand, Australia, Indonesia, Singapore, and Malasia), will appear in the next issue of *TOG News*.

## From the engine room...flexible couplings and more...

**Jim Skipper, T-37 *EX LIBRIS*** (hull #357) wrote from St. Georges, Grenada, to tell Har<sup>y</sup> Crouch that a flexible coupling for Yanmar diesels can be obtained from Mastry Marine, 2895 26th Ave. N., St. Petersburg, FL

¶  
"Speak to Rick in the Parts Department and specify your engine model. The cost is about \$85 plus shipping. I have found Mastry to be the most reliable source for all Yanmar parts."

### STEERING QUADRANT

Jim seconds Audrey Foster's comments in our last issue, "The factory installed bolts for the steering quadrant on T-37's are entirely too small in diameter. By the time threads are cut, there just isn't enough bolt left to take the load and flexing. Remove the quadrant and have a machine shop install larger bolts."

### EXHAUST SYSTEM

He continues, "Any original T-37 stainless steel exhaust system should be replaced immediately. They all pack up eventually and you don't want it to happen (as it did to us) off the coast of Venezuela."

### OIL/WATER ALARM & STARTER SOLENOID

"Do you have problems with your boat's oil/water alarm not working, or difficulty in getting the starter solenoid to operate? Take a look at the fuse box on the engine. The spade connectors may be cracked or corroded."

# Correct hull preparation is key to successful blister repair

For the past ten years and more, the boating industry has sought to explain why the bottoms of fiberglass boats blister and how best to repair the damage. Since 1979, there have been 17 references to Tayana owners' blister problems in *TOG News*. The chemical process that produces blistering in fiberglass boats is too complex to describe in detail here. Suffice it to say, however, that fiberglass boats are not waterproof! Not only does water permeate the gelcoat, it also migrates through the laminate and right into the interior of the boat where it normally evaporates. Osmotic blisters occur in the gelcoat when water, passing through the fiberglass laminate, links with certain water soluble molecules (WSM's) such as glycols, salts and starches, to form larger molecules, which can no longer pass harmlessly through the laminate. These "swollen" WSM's can also cause hull delamination through the process of hydrolysis, which breaks down and ruptures the laminate itself.

To better understand the process, consider what happens when you boil a salty hotdog and water is absorbed into the water soluble salt molecules. The hotdog swells as these molecules enlarge and may eventually burst its skin. While this is a simplistic analogy, it certainly illustrates the principle of osmosis - the migration of a solution through a semi-permeable membrane due to an imbalance in the concentrations of that solution on the two sides of the membrane.

What can be done with a seriously blistered hull? There are conflicting views on how best to solve the problem. The choice of approach may well depend on who will make the repair - the owner or a contractor. In either case, it is an arduous and time consuming project. John Kraft of *THE CHANCE* and Mac McBroom of *OWL HOOT* both did the job themselves in 1989 and 1992 respectively.

Correctly preparing the hull is the key to success. The process includes:

- 1) Removing the bottom paint and any barrier coat to get to "clean" gelcoat. This requires sanding, grinding or sandblasting. (John Kraft recommends two passes with the sandblaster, the first one lighter)

- 2) Depending on the extent of blistering, stripping the gelcoat as well as any underlying damaged laminate. This is accomplished by hand grinders, by sandblasting with harder grit abrasives, or by using mechanical "peelers" that strip off thin layers of fiberglass.

- 3) Regardless of the method used, additional grinding or digging out of any areas of "fiber whitening" may be necessary. "Fiber whitening" is caused by hydrolyzation. If these areas are not removed, the deterioration will continue and repairlamination will not bond well.

- 4) Drying out the hull with heat and dehumidifiers. (Note the air-tight tent in the photo on opposite page. It remained in place for three weeks during the drying process.)

Once the hull has been thoroughly dried, recoating is next. Several methods are generally accepted in the industry:

- 1) Epoxies, such as the West System used by John Kraft, the PPG amine catalyzed epoxy that Emanuel and Helgard Wirfel of *ADELANTE* had applied in Cumana, Venezuela, or the Interlux 2000 series of barrier coats that Mac McBroom used.

- 2) Vinyl ester resins are becoming increasingly popular since they are easier to apply than epoxies and more compatible with the polyester resins. Therefore more coats may be applied giving good corrosion resistance and higher strength.



**SANDBLASTING GETS TO CLEAN GEL-COAT.** First pass removed all paint and barnacles, as shown above right. Second pass being made opens all blisters to begin the drying process.

3) Ceramic gel, an alkaline solution of silica compounds, that is applied with spray equipment. This is a new barrier coating made by Aquachelle International

Wherever layers of laminate have been removed, they must be replaced by some type of matting to provide structural reinforcement. These recoatings generally serve as the barrier coat to inhibit or slow the hydrolization process. A good repair job may last for ten years or more, but no permanent solution has been discovered.

When Dick and Martha Miller found blisters on V-42 *EVOLUTION*'s hull after three years in the water, Dick sandblasted the hull and allowed it to dry out over the winter. He then faired the hull with Awl Fair, applied Porter primer, two coats of Porter coal tar epoxy, and two coats of bottom paint. After four years, he reports no recurrence of blisters.

How can blisters be prevented? Improved process control during hull construction (to minimize WSM's in the epoxy), the application of low-perm barrier coatings on new hulls, hauling your boat for a significant period each year (wintering on the hard), keeping your boat in colder, fresh water, and periodically cleaning your hull and repairing small blisters will go a long way toward minimizing blister problems.

*References used in preparing this article included TOG member inputs, a recent 3-part series in Professional Boatbuilder magazine, and information provided by Zahnisers Sailing Center of Solomons, MD and Mr. Blister of Deale, MD. A list of other references on blistering can be obtained from TOG upon request.*



**DRYING OUT.** Airtight tent built around and under hull, plus heat and dehumidifier aids the drying process.

# Maintenance and equipment

## SAIL EFFICIENCY

**Richard Bennett**, T-37 *PANGAEA* (hull #474) asks, "Has anyone seriously compared a T-37's speed under full complement of working sail (main, working jib and staysail; versus under main and working jib alone at various windspeeds and angles? If there really isn't much difference, short handed voyagers might just as well fly a storm trysail in lieu of the staysail. Not in the doldrums of course. My boat seems to go well even in light air without a big foresail, just the working jib."

## AUTOHELM 6000 AUTOPILOT

"Maurice Beauvais (Vol. VII, No. 56, p. 20) asked for information on the Autohelm 6000 autopilot. Mine works well, is very strong, uses considerable electricity, and is reliable after all major components were rebuilt about six months after installation. It has automatic tacking and wind feather."

## CLEANING INFLATABLES

"Up to now, I have used Armor-All Cleaner and Protect= to clean and polish my Achilles inflatable. Now it appears that Armor-All and other silicones penetrate the fabric and loosen seams. An inflatables repair shop in Ft. Lauderdale advocates using Soft-Scrub to clean and Johnson's Future acrylic floor wax as a sealer, which needs no polishing and is non-skid. Use a sponge to apply."

## CONSERVING SOAP

"A utility spray bottle filled one-fourth with your favorite dish detergent and three-quarters with water makes a more manageable way to dispense detergent than the full strength syrupy stiff dripped from a stopper. A fine spray can take a sheen off the water in case of a minor fuel spill and a heavy squirt is an easy way to measure a dose for a dish sponge. Further the diluted detergent is easier to rinse off. Soft handsoap is more easily used if it too is diluted about 1:3 or 1:4. The soap spreads, washes and rinses more easily."

## HEAD DISCHARGE ETIQUETTE

"So far, the tubing from the head to the through-hull on my boat has never filled up with crystals. I have seen many people slamming tubing on the dock to break up the

*Continued on page 36.*

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# More maintenance and equipment comments and questions...

deposits and I can only attribute this difference to the practice of making sure that all effluent is cleared from the boat. Pumping 30 times is adequate in my installation. Since urine and salt water combine to make the crystals, the head and hose must be flushed completely every time. The process of clearing the hose of urine eliminates odor problems as well. To measure the amount of water pumped with each stroke, empty the head of all standing water. After it is pumped dry, pour in one gallon of water and again pump it dry, counting the number of strokes it takes. A gallon contains 231 cubic inches, so to find how many cubic inches of water you pump per stroke, divide 231 by the number of whole strokes it took to empty the head the second time. If you have a 1 1/2" hose, divide the cross sectional area (1.77 sq. in.) into that to find the length of the water slug you are pushing through the hose per stroke. Divide that length (in inches) into the total hose length (in inches) to find the number of strokes needed. On my boat, the total length of hose from head to through-hull is about 14 feet (believe it or not!) with a big contribution to its length from the up and down of the hose to the antisiphon valve. Remember the complete flush comes only from those strokes after the bowl is emptied. And it doesn't hurt to throw in a few extra strokes. For the reluctant to enter into the program enthusiastically, tell them it's all part of the onboard exercise program. Some friends had to beat their hoses on a coral beach in the Bahamas to get the crystals out. They ended up with a very porous, sieve-like hose!"

## BARLOW WINCHES

**Tom Egan**, T-37 *DAYDREAM* (hull #375), says he was discussing winches with a cruising friend and mentioned that the two Barlow 16's on *DAYDREAM*, mast were always stiff. His friend said that Barlow miscalculated the coefficient of expansion of the plastic bearing surface and that Tom could have it replaced for free. After some research, Tom learned that Barlow had been purchased by Barient and then both companies went out of business. Barient was subsequently purchased by International Marine (Kenyon, Isomat, Lewmar, etc.). Tom called IM and was told that parts are still available from Barlow's dwindling stock. The plastic pieces Tom needed would have cost about \$40; at that price, he decided he could live with a little stiffness, but suggests that anyone with Barlow winches should pick up spare parts now while they're still available. He noted, "I always court disaster whenever I service my winches. Now that I know parts will be difficult to find, pieces will probably fly everywhere!"

## GALLEY SINK STRAINER

**John and Sandy Emery**, T-37 *DUCHESS* (hull #253), wrote in response to Paul Zack's note in Ship's Store (Vol. VII, No. 55, p. 10) to say that he'd found a replacement galley sink strainer at a local recreational vehicle store (probably designed for a travel trailer). John also reports, "*DUCHESS* has a new Imron deck and spars redo - looks like new, as noted by many dock walkers."

## FLEXIBLE COUPLINGS

**Audrey Foster** responded to Har<sup>v</sup> and Diane Crouch's question concerning a potential source for a replacement flexible coupling (Vol. VI, No. 56, p. 23). She suggests they contact Barbara Campbell, owner of Golden State Diesel, 352 Embarcadero, Oakland, CA. Audrey reports that the Foster's T-37 *PASSION* (hull #547) was recently hauled at Svendsen's in Alameda, CA to replace the original packing gland, which had always dripped. They were advised to consider removing the flexible coupling at some time in the future and having a new shaft made. At this point, however, their flexible coupling is in good condition.

## COTTER/SPLIT RINGS

Bill and Mary Gutzwiller, T-37 *HALLELUJAH* (hull #520), wrote from St. Thomas, VI to share a valuable "lesson learned". "After we lost our top port shroud in a 20 knot breeze last year, we swore off the stainless "cotter" spilt rings that Tayana furnishes with the boat. We had religiously been securing the rings to the turnbuckles with rigging tape to protect them against anything inadvertently grabbing and extracting them. But apparently that wasn't good enough. Somehow the pin through the chainplate had lost its split ring and fallen out, releasing the shroud. The result was a slight but permanent bend in the mast at the spreader, which we've been reasonably successful at tuning out by playing with the turnbuckles. After that experience, we replaced all split rings with regular cotter pins and feel we've eliminated another Achilles heel in the rigging. If you haven't done the same, we recommend you consider it."

*Thanks to the enthusiastic response from our readers, we have received more letters with comments and suggestions than we can accommodate in this issue. But don't despair! We will publish what you send as soon as possible. Thanks for helping us to continue 12-page issues.*



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# MOONSHADOW...

*Continued from our last issue.*

*On May 16, at 1136, the Tayana 37 MOONSHADOW with Carolyn and Tom Beard from Port Angeles, WA, completed an eight year circumnavigation. Their 80,000 mile voyage included three trips to Hawaii, the West Coast from Alaska to Panama (with two canal passages), the Galapagos, Marquesas, Wake Island, Japan, Okinawa, Hong Kong, Borneo, Singapore, Cocos Keeling, Mauritius, South Africa, the South Atlantic islands of St. Helena, Ascension, Fernando de Noronha, islands of the eastern and western Caribbean, and coastal southeast from Louisiana to South Carolina.*

We met with more adventures and less disaster cruising the South China Sea. Our favorite spot was Kota Kinabalu, Saba (the east end of Borneo). Weather windows pushed us on, so we missed much of the area. We did get a little coating of ash, however, when Mt. Pinatubo erupted. And the Gulf War caused a major change in our proposed routing. Planning must be accomplished for some passages as much as a year and a half in advance so as to be in the proper location for crossings at suitable times. We decided to go the South African route instead of the north Indian Ocean/Red Sea route. This cut over a year off our cruising time and, of course, we missed the Mediterranean.

The island of Cocos Keeling is a delightful surprise for most yachties. Even with advance information, we were amazed by the tropical splendor of this atoll. Here was the epitome of the south seas island to which dreamers hope to sail. It was here that we met a group of other yachties who were to become our extended family for the next year. The South Indian Ocean was not a pleasant trip, especially when we had more than 2,000 miles to go anywhere when the water vane broke off the steering gear. We did emergency repairs and slowed the boat from her usual 7-8 knots to 5.5 knots to relieve pressure on our "fix." With big swells surging up from the "roaring 40's", we sailed to Mauritius in 25-45 knot winds and 14 to 24 foot seas.

It may sound as if we get smacked by storms on every passage, and well, I guess we do, though we did miss one. With a storm moving quickly up the east coast of South Africa, we elected to boost our speed and raced it to Richards Bay. We arrived four hours ahead of the storm. The other five boats sailing with us elected to continue at their current speed. We were only about 60 miles off. They arrived three days later, and two had to be towed in. They had stories to tell!

Cruising is not all sailing. In Japan, we toured resorts and parks, and climbed Mt. Fuji. We flew into mainland China from Hong Kong, and took tours including a river

boat trip. Borneo was a fascinating experience. We toured mountain jungles and parks. On one trip we were quite literally the first "white people" to visit one mountain village. While they assured us that head hunting was no longer practiced, the comment always ended with a grin. In Borneo, a storage house built of bamboo stands on bamboo stilts in the middle of every rice paddy. According to local custom, a human skull *must* be part of the contents of this rice storage shelter. And in the lowland jungles, Carolyn had an orangutan stroll out of the bush, grab her hand, and walk along with her as a child might swinging arms.

We also climbed 14,000-foot Mt. Kinabalu, the highest mountain in Southeast Asia. We would take tours (including safaris in Africa) at every stop. On the tiny island of St. Helena, we toured in a 1928 Chevrolet convertible bus. Overall, we tried to schedule no more than one day at sea for every three ashore. This seemed to be a good ratio, though we had more sailing than we like this past year as we journeyed from Hong Kong to South Carolina.

The boat now has over 80,000 miles under her keel and is ready to continue. It was hauled in June for the first time in three years for summer storage. The only work I need to do is replace the zincs and repaint the bottom. We use Pettit "Trinidad" and have had good success when others with us were hauling as frequently as every six months with fouled bottoms.

General comments on equipment: Our Lasdrop shaft seal was a valuable change; it is a must. The Power Survivor is an absolute must. Ours did fail with a broken piston just after we gave a large load of water to two boats off Brazil. Water is often difficult to obtain and the quality is likely questionable. We had a contaminated water tank for several months, which eventually gave me a chronic internal infection. Fortunately, both were discovered by a U.S. Naval hospital in Japan. Roller furling is essential. We have a Hood 915 Sea Furl. Our genny has about 640 square feet, and based on our experience, I feel the Hood is a little too small for the task. We broke three feed tubes. When I installed the last one, I noticed that Hood had changed the design, and it did survive for the last 9,000 miles, more than twice the distance of the others.

Some comments on electronics: Often, over the years, I've read that salt air and electronics do not mix. We find that not the case now. Even hand-held calculators, carried aboard half a dozen years, still work faithfully...though the numbers and symbols are mostly worn off the buttons. Our policy is to turn on the navigation and communications equipment we plan to use for a passage a day before departure and leave it on for the duration. We began cruising with a depth sounder, radio direction finder, and

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faced with the realities of having to get back to work. The wind was blowing 50+ mph outside, while in the harbor, crews in safety harnesses/life jackets put triple reefs in mains and hanked on storm jibs as they headed out - a hardy lot! Belle Ile lived up to its name with beautiful cliff paths (jogging trails), secluded coves, sandy beaches, and a citadel overlooking the walled harbor. A boisterous daysail to Ile de Groix revealed another charming island with a walled harbor. Here we rafted French style, 40 sailboats tied with bow lines to a single central buoy like petals on a daisy, with lines to boats on either side, and only a few lines to peripheral buoys to keep the raft from spinning. From Groix, we daysailed to the mainland and coast-hopped north. At each port, we stayed a few days or just overnight. On each hop, the tide heights and currents became greater and the offshore rocks more numerous and the channels more hazardous. It is amazing how many rocks a 30 foot tide can cover or uncover. Many ports and channels are accessible only a high tide. One spends hours planning the next hop, juggling departures, enroute channels and arrivals against predicted tides, currents, hazards, and visibility. It keeps your interest up and makes your goal more rewarding.

We kept our rendezvous with Caryl and Peter on *LUCINA* in the Morliax River and spent a delightful week cruising in company. We carried the tide eight miles upriver and locked into the historic city of Morliax. We had a great sail northeast to the River Trieux. The river entrance was a challenge; nothing like wind, current, and rocks to get the adrenaline going! The "admission fee" was rewarded, as we carried a partial tide seven miles upriver to Chateau Roche Jagu. We anchored to await the next high tide and to visit this ancient "fortified farmhouse" situated on a bluff above the river bend. It was beautiful and, to our surprise, had an excellent exhibit on "500 Years of Man and the Sea", a history of Breton seafarers. On the next tide, we continued upriver, locking into the village of Pontrieux, which was so friendly and charming that we will go back. We visited the lock at low water and saw nothing but mud and a trickle! We met two English couples who kept their sailboats there year around. (Both couples have visited us here.)

After three days in Pontrieux, we reluctantly departed. We went down river where we moored to a buoy so we could leave in the dark hours of the morning in order to have favorable tides and daylight on arrival at Guernsey, British Channel Islands, 70 miles north. The Channel Isles are beautiful, interesting, historic, and tidy. They have a high concentration of medieval and WWII German fortifications. There is also lots of shallow water and up

to 12 knot currents. We spent two weeks cruising and jogging these isles and then overnighted across the English Channel into Chichester Harbor (2 October). We will winter here, living onboard in this Seattle-like climate. We bought a 1988 Russian Fiat and are only 20 minutes from Jan's parents and 45 from brother Dick's family. We've had great times with both. There are lots of public footpaths to jog. The local running club has introduced us to cross country racing and a Hash House Harrier group has runs every other Sunday. The yacht club (with reasonable restaurant/bar) is in the marina and was kind enough to let us join as temporary members.

We're having trouble finding time to work on *JANEV* especially now with the holidays coming. Speaking of the holidays, Carol and Lisa and Carol's friend, Jed, are joining us. Everyone is excited about our first English Christmas in 20 years. We wish you all a very Merry Christmas and a Happy New Year. If you come this way, we will be here until May '93. Come see us.

*Ed. note: the Vogt's winter address is 12 Sea Way, Middleton-on-Sea, West Sussex PO227SA, England. Their permanent mailing address is 106 NW 22nd Place, Portland, OR 97210.*

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sextant. All are still onboard and unused now for about six years. We have used Loran, SatNav, and GPS. Loran, where coverage exists, is still better in some ways than GPS. But there is no question, GPS was our primary navigation tool. I think there should be two sets onboard at a minimum - one fixed set, one hand-held.

For communications, I recommend, as a minimum, two VHF radios that will transmit and receive on all channels; one should be hand-held with multiple antennae and interchangeable connections. The other required radio is a SSB-HF. While ham equipment is cheaper, it is also less reliable and effective. A separate all-band receiver is also good to have for news, weather and as a standby receiver for message traffic on SSB marine frequencies. We had both a computer-adapted weather fax and a dedicated weather fax unit. The first was never usable, while the second proved invaluable to us and others (I was able to pass along data via SSB). We also carried laptop and notebook PC computers, though it wasn't practical to use them at sea. A more permanent, built-in computer installation is recommended. They did not suffer from their exposure to cruising, however.

For many years, we were alone at sea from the time we left port until weeks later when we arrived in a new harbor. Now that we travel with many others via SSB, life at sea has become a totally new experience. We often spend two or three hours a day visiting with or listening in on people sharing their sea experiences (like unusual sightings, encounters with whales, or even birthday parties). For example, we traveled up the Atlantic from Africa to the U.S. with more than 20 boats in several groups within about 3,000 miles of each other. Though our varied destinations included Brazil, the Caribbean, the U.S., and Europe, we were as close as our last shoreside party together.

One question Carolyn and I are always asked is, "Would you do it again knowing what you know now?" The answer is a simple "yes". Five days after landing back in the U.S., we looked at each other and with the same thought in mind, blurted out together, "what about going around the world the other way!" The second question we always hear is, "Would you use the same boat?" Again, since it has served us so well, and we haven't seen any other in its size that offers anything better for all around service, we'll stick with our old *Tayana*.

*Tom Beard is a former Navy pilot. After returning from Vietnam in 1965, he left the Navy and joined the Coast Guard, retiring ten years later. After leaving MOONSHADOW in Charleston, SC and spending the summer at home in Port Angeles, WA, he and Carolyn plan to return to their boat to complete a major refit, and perhaps a little cruising in Florida, before heading north up the coast next summer.*



## Advice from a dedicated HAM operator...

*Paul Sheldon, JOSAM G, responds to an inquiry from Charles Huffman, THE GOOD NEIGHBOR, following publication of an article on HAM radio in TOG News (Vol. VII, No. 55, p. 13).*

Congratulations on your entry into Amateur Radio. You've begun to give yourself a wonderful communications capability. That's the good news. The bad news (so to speak) is that you really need a General Class license if

you're going to do any cruising. The ten meter band, the only high frequency band your Technician Class license permits you to use with code, is unreliable and will be getting more so over the next few years as the sunspot cycle degrades. General Class gives you privileges on all HF bands.

You'll find most of the maritime nets on 15 and 20 meters, while medium range communications is usually effected on 40 meters. There are many hams, myself included, who will not run anything but emergency traffic if the other operator is not licensed for that band. This definitely applies to the maritime mobile nets, and is one of the reasons people have SSB aboard and not ham equipment for which they are not licensed. It really behooves you to upgrade to General Class before you leave and give yourself the minimum band access necessary for maritime HF operation.

Unfortunately, the FCC has not seen to having the same type acceptance parameters for both marine SSB and Amateur Radio. If you have the proper amateur licenses (station and operator combined) and you obtain both the station license and operator license for Marine SSB, people have been known to clip two small diodes to unmask ham radio for SSB use or vice versa. There is some question as to the legality of this, however.

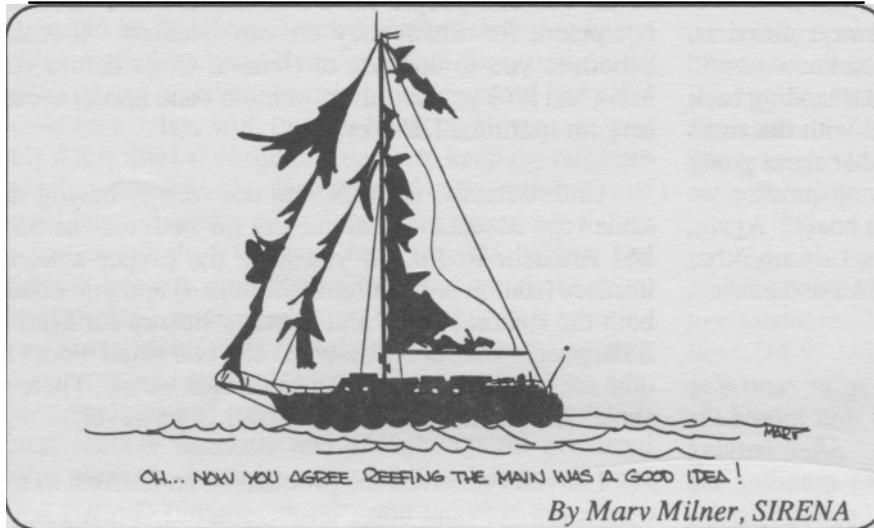
I haven't resolved the problem of an antenna in my own mind yet (and don't let anyone tell you it's not a problem). For a number of reasons, I'm not sure I want to insulate my backstay and have been looking into using an upper stay or shroud. If I do insulate a stay, I will use Norseman or Staloc insulators as I feel only these have the necessary redundancy. Unfortunately, they are relatively expensive. SGC has a very good vertical antenna that you can mount on the stern rail. While expensive, it may be a better option than sectioning the backstay. This antenna can be tuned for 10-160 meters. SGC also has a wonderful automatic tuner that will tune any "long wave antenna" (i.e., your backstay or the SGC vertical) 23 to 80' long for anything from 10-160 meters. SGC equipment is highly recommended by Gordon West, and I think with good reason. It is built to military specifications and is extensively used by the military for mobile communications.

As far as radios are concerned, I admit to a bias toward the ICOM 735. This unit is designed for mobile operation and has a number of highly desirable features, including dual VRO's and an excellent general coverage receiver for weather fax or other specialized reception. SGC also has a very good Marine SSB radio that some people have unmasked for ham operation. Tuning however, is very different than rotating a dial.

I hope I've been of some help to you. Please feel free to contact me if I can further assist you. Best of luck to you in your preparations to leave next year. Fair winds and QRM, QRN, and QSB free communications.

# New members

Bob & Bonnie Gebeaux, **MALULANI**, Norfolk, VA  
Dick & Martha Miller, **EVOLUTION**, Arnold, MD  
Victor Morris, **DULCIMER IV**, Seattle, WA  
Roger & Nancy Thorne, **GWENNAN OF CAMBRIA**, Chula Vista, CA  
Jay & Jennifer Young, **MOONSHADOW**, Nazareth, PA  
Roy & Karen Olson, **KAMPESKA**, Rockville, PA  
Richard & Martha Szwarocky, **ARAWAK**, Laguna Beach, CA  
Jack & Hermelinda Vogt, **IWA**, San Diego, CA



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## Planning a move?

Don't forget to send your new address to TOG!

## Our next issue...

- **ADELANTE's** travels from New Zealand to Thailand via Australia, Indonesia, Singapore, and Malaysia.
- **Bob Gebeaux's** comments on Marine SSB vs. HAM radio.
- As we go to press, **Randy Studer, SPIRIT OF IOWA (T-37)** has just returned from crossing in the **America 500**. His story will be featured.