

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VIII NUMBER 62

SPRING 1994

ADELANTE treks westward from Phuket to Djibouti

By Emanuel Wirfel

Last year, we sailed with Emanuel and Helgard Wirfel from New Zealand to Australia, Indonesia, Singapore and Malaysia. Now, in their Christmas 1993 letter, we join them once more to travel onward to Thailand, Sri Lanka, Oman and Ethiopia.

Once again it is time to let ADELANTE's friends know where the winds have blown us this past year, not only as a holiday greeting to those with whom we have shared time in the past, but just as much, I suppose, as a thank you to the countries that have allowed us into their borders and the many people who have welcomed us into their lives this year.

Last year's letter ended just before our Thailand Christmas which we enjoyed too much not to write about here. Altogether, we rank Thailand among the most enjoyable places we have been. It has great natural beauty, a proud heritage (the Thai call theirs the "Land of the Free", never having been under colonial rule), an abundance of the most beautiful sacred buildings, an impressive record of spiritual integrity and, above all, the happiest and most outgoing people one could ever hope to meet.

During our stay, we left our boat tied to a sturdy mooring at the Ban Nit marina in Phuket and flew to Chiang

Mai, the capital of Thailand's northernmost province of the same name. With its favorable climate, this city of almost 200,000 has traditionally been the country's summer capital, with the royal summer palace, Thailand's second largest *wat* (monastery) and enough government buildings and business branch offices to make it

"We rank Thailand among the most enjoyable places we have been"

practical for all the really important people to escape the sweltering heat of Bangkok. Although we were in Chiang Mai during the winter, it still wasn't cold and we enjoyed the off-season prices.

During our 10-day stay, we visited the above mentioned Wat Phrao (a magnificent temple and monastery on Thailand's highest mountain), went to the nearby centers of Thai silk and cotton fabric manufacture (where we had a hard time trying not to buy all the beautiful fabrics in sight), saw an elephant training camp (these highly intelligent animals continue to play an important role in the mountain logging camps as well as in heavy construction work, for which they can

be rented by the day), photographed scores of lesser Buddhist temples and enjoyed the huge outdoor day-and-night market.

Unfortunately, the royal palace was closed to visitors as the Queen was in residence, having come to Chiang Mai as the sponsor of some international women's sports competition. (Incidentally, the Thai royal family enjoys great popularity among the population. Pictures of King Bhumipol and Queen Sirikit are prominently displayed in every store and public building and, as far as we could tell, in every home as well. Although as constitutional monarchs their role in government is narrowly circumscribed, it appears that the moral authority they wield significantly exceeds that which the House of Windsor commands in the UK these days.) We were compensated by a rather different experience.

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*Plus a new updated
TOG News index!*

Ship's 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 or call TOG, P.O. Box 213, Mt. Vernon, VA 22121-0213, (703) 799-4422 to place your item.

BESEDA, a T-37 (hull #352), is for sale. She is fully equipped for cruising. Call or write **Rudy and Anne Cherny**, (201) 948-6922 or P.O. Box 310, Little River, SC 29566. **BESEDA** is berthed at Myrtle Beach Yacht Club in Little River.

FLYING DUTCHMAN II, a 1989 aft cockpit V-42, is for sale; asking \$156,000. Yanmar 55 hp diesel, refrigeration, CNG stove, microwave, B&G instruments and autopilot, Furuno Loran/plotter, Furuno color radar, SatNav, Sea SSB, TV/VCR, stereo, inverter, VDO fuel gauges, Profurl roller furling, whisker pole, electric windlass, deck washdown system, teak decks, cradle plus many other features. Located on Lake Superior; call **John Vanden Bergh** at (612) 436-7093 evenings.

MASSETER, a 1988 aft cockpit V-42 located in Racine, Wisconsin, is for sale. Full B&G instruments and autopilot, Loran with repeater, Furuno radar, VHF; three 120 amp batteries. Custom all teak interior, refrigeration, CNG stove/oven, microwave, stereo. Teak decks, new bimini/dodger, Hood furling, fully battened main, lazy jacks, custom steel cradle and heavy canvas cover. Contact **Randall and Catherine Moles**, (414) 632-9393; asking \$145,500.

PUFF, **Allen and Cherne Badner's** 1979 T-37 (hull #216) is for sale as they have ordered a new T-55. This one owner boat spent her first 10 years on Lake Michigan and the last four years cruising the Caribbean. With her distinctive unvarnished exterior teak (cabin top and sides, deck and bulwark) she is a head turner in any anchorage. Equipped with a 1990 Perkins M60 (59 hp) diesel, 110V/engine driven refrigeration, Autohelm 6000, B&G instruments, watermaker, inverter, and airconditioning. Asking \$72,500; price is negotiable depending on equipment required. Located in Ft. Lauderdale; call (708) 966-1370 and leave both day and evening phone numbers.

T-65 (1990) presently in Hong Kong is for sale. Owner is forced to sell boat quickly due to unforeseen circumstances. Serious inquiries, call TOG.

TRELAWNEY, a T-37 (hull #264) owned by **Tom Delaney**, is up for sale. Cutter rigged, she's powered by a 50 hp fresh water cooled Perkins diesel, and equipped with Autohelm and CPT autopilots, windvane, loran, mylar genoa, Hood roller furling, dodger, awning, winter cover and frame, two VHF radios, stereo, and more. Write Tom at 15 Kilmer Rd., Larchmont, NY 10538 or call (914) 834-6243 for a complete listing. Asking \$72,500.

Vancouver 42 (1984) center cockpit for sale; asking \$139,000. Features include teak decks, large aft cabin, generator, GPS/plotter coupled to autopilot, SatNav and Raytheon 20X radar. Contact TOG for additional information.

News from the fleet...

Norm and Annie Demain planned to leave their home in Sattelite Beach, FL, in April for a six month RV trip to Alaska. Norm writes, "My current interest is video. My novice level "editing suite" allows me to convert slides and photos to video, delete unwanted scenes, add new live action to existing video, and dub in music and/or a narrative. I use a small 8 mm camcorder on trips. For titles and special graphics, I plan to use one of the new Mac's."

Linda Daugherty, **KUI II** (hull # 149), planned to leave San Diego in March, arrive in San Francisco in April, then head toward the Pacific Northwest. "We hope to cruise for at least two more summers and winter in Anacortes, WA. There seem to be several other Tayanas up north; we hope to meet them...unless they like warm weather and have crossed paths with us!"

Jack and Helen Fox, **PRUDENT LADY** (hull #96) wrote from Green Cove Springs, FL, "Has anyone replaced

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Editorial Staff: Susan Canfield, Rockie and Bill Truxall

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St. Ives, Cornwall, as depicted on Jo and David Phillips' Christmas card.

the headliner in a T-37? If so, what materials did you use, and what were the results?" They closed with this suggestion, "To change a cutless bearing, use a 1 1/2 in. outside diameter socket and extensions to drive out the old bearing...slow but sure."

Bruce Martin is still refitting his T-37 *SPARHAWK* (hull # 221) for a planned trip to the Abacos next Fall. He'd like information on autopilot installations for boats with worm gear steering. "Also, has anyone changed from the bow fuel tank to another configuration? How about the stainless steel water tank below the cabin sole? Any known problems?" *Ed. note: ABYC standards require that stainless steel tanks used for diesel fuel be cylindrical with domed heads and have a capacity of less than 20 gallons.*

Jo and David Phillips, spent the winter overhauling their T-37, *SYBARIS* (hull #10). "Talk about a labour of love!", David wrote, "If my long suffering wife wasn't actually involved in the dust, grime, oil, diesel, wood drippings, fibreglass, epoxy, cold, damp, sweat, frustrations, planning and implementation on a daily basis, she would think that I had gone mad to take on such an extensive restoration. While it's taken twice or even three times as long as we originally anticipated, I think that we are gradually getting there.

"What have we done? The question should be what have we not done. The keel diesel tank is out (found to be pinholed) and a new one made. The port and starboard water tanks are out and being replaced. All wiring came out and a new distribution board was made. The bilge was

thoroughly cleaned, given two coats of epoxy and three coats of bilge paint. The engine was taken out; "engine room" was rubbed down and given four coats of paint. Deck leaks are still a problem; used epoxy in a syringe "up the bulwark cap". Previously used expanding foam, only partially successful. Now down to about three leaks; difficult to find the source. New gas locker and battery shelf; numerous improvements to storage. All deck fittings removed and to be rebedded. Yet to come...new steering gear (old one broken), possibly a new engine, new rigging, one full-height bulkhead and one half-height locker bulk-

Continued on page 5.

And a special note of apology...

If your Spring issue arrives in August, can Summer be far behind? Fortunately, no. Bill and Rockie Truxall volunteered to put together the Summer issue of *TOG News*, and at last report, had it nearly finished. I expect to have the Fall issue in the mail by mid-September. Unfortunately, I got swamped this Spring after taking over an existing marine survey business. The only day I've sailed this year was when *AEOLUS* moved to her new mooring in July! Hope to realign my priorities and make the Chesapeake *TOG's* Fall Rendezvous across the Severn in Round Bay, September 10-11

Susan Canfield

Tayana cruiser's survey results

By Bill Truxall

Last year we asked those TOG members who have been or are cruising to let us know how they are outfitted and what their experiences have been in a number of areas. What do we talk about when we meet at a TOG Rendezvous or whenever two or three of us get together? What works, what doesn't, and why. Where to find the good stuff and places to avoid. What you really need to get away.

I'm reminded of an old Navy friend who sailed his Hans Christian 36 around part of the Pacific and across the Atlantic into the Med, much of it solo. He says, "You don't need all this fancy electronic equipment. I only had a UHF radio and a sextant; that's all you need." He also didn't have a liferaft and other things most of us today consider necessities. So what should those of us who have not yet "gone cruising", or who haven't gone cruising for a while, put on the list? Elizabeth Prata in *CHINA DOLL* makes a very good case when she writes that she and Mike Salvetti do things simply, but "Cruise now! So the boat isn't perfect. So you don't have everything you think you need. Leave anyway!"

We have watched quite a few of our Chesapeake group leave in the last year, and to a crew, they all say, "We just don't have everything done yet, but we're going anyway." When Mac and Linda McBroom left last Fall in *OWL HOOT*, he said the same thing, and I don't know a boat that looked better than his. The sophisticated electronic and electrical systems were beautifully crafted by Mac, but he still wasn't quite satisfied.

We received over 30 wonderfully detailed responses to our questionnaire. The gathering together of hundreds of years of cruising from around the world! Thank you all for sharing your experiences and your philosophy. I wish we could put all the letters in *TOG News*, but there just isn't room. We will attempt to summarize as much as we can.

Navigation/Charts

Those who commented on charts said they carry as many as they can, and keep them as current as possible. Elizabeth Prata in *CHINA DOLL* says, "Charts are your only way of seeing what's ahead!" As many cruising guides as one can afford are also helpful when transiting unfamiliar waters. Chartlets that appear in publications, like the SSCA Bulletin and other guides to various areas, are also benefi-

cial, even when "not to be used for navigation." Discussions with other cruisers on radio or ashore can help with navigation problems before they occur.

Most have a sextant (some have two); one-third carry SatNav receivers of various types. All but two have at least one Global Positioning System (GPS), with Trimble being the most popular. A third of those who responded have radar and as many have Loran. Four have a weather fax, as stand alone equipment or hooked up to a computer and Ham radio. Most with GPS have found world charts are not as accurate as we would like them to be. But the accuracy of GPS is a real plus, especially when returning to a latitude/longitude previously entered as a way-point.

Ground Tackle

Respondents report carrying at least three, and as many as six anchors, with primaries weighing 35 to 66 lbs. and at least 100 ft. of chain and 200 ft. of nylon rope rode. Ground tackle usually includes a 35-45 pound CQR, a Danforth "lunch hook" and increasingly, a Fortress as an backup or stern anchor. Surprisingly, there were positive comments on electric windlasses; half of those responding to the survey had one.

Communications

Almost everyone has a single side band radio; most are Ham radios with the "MARS" modification. Some reported creative antenna rigs other than the standard dipole or insulated backstay. All have at least one VHF radio installed and most carry at least one hand-held VHF radio.

Safety/Security Equipment

Twenty percent of respondents carried a revolver or other defensive equipment. Suggestions ranged from alarms to mace, baseball bats and machetes; controversy over the legality and effectiveness of these options rages on. Most have personal life jackets (SOSpender-type life jackets are becoming more popular), a man-overboard pole/module, EPIRBs, jacklines for securing safety harnesses, and life rafts. Some feel that liferafts are a "calculated luxury" and operate their boat "as if it were the lifeboat." Half of those who responded carry a Survivor watermaker.

Sails

Most of our respondents carry the full standard set of sails, plus a genoa and one or two storm sails (storm jib and trysail). Most have the headsail on a roller furler/reefing system. Only one reported still having his staysail boom, while several said they were sailing as sloops (with no staysail at all). One-third of those who responded have fully battened mainsails; several others have cruising spinnaker/drifter-type sails.

Fuel and Water Systems

A number of cruisers have invested in a generator, from 1 kw to 4 hp! As noted earlier, most have water makers. Those who have installed charcoal filters with silver granules are very pleased with their water systems. **John Kraft and Karen Hurt** on *THE CHANCE* have rigged a water collection system using their sunshade.

With regard to fuel systems, **Sandy and John Emery** on *DUCHESS* add diesel treatment to each fill and change Fram filters every six months. **Gary Larson** on *ENCORE* says, "you will get bad fuel in Mexico," so he has a Y-valve and two fuel filter systems.

Electrical Systems

There are as many different equipment suites as people responding. One thing is sure, everyone increased their alternator output to 75-150 amps; most have installed some type of power management system, like Ample Power or Quad Eagle. Over one-third of our respondents invested in gel batteries with no complaints. Four installed wind generators. **Bob Gebeaux** on *MALULANI* hasn't been real happy with his Windbugger; it has broken a number of times over the last (about) seven years. He says, "it worked fine for about 1.5 years; now have replaced most components. Working after installing a new \$350 generator." SSCA's 1992 Equipment Survey seems to corroborate Bob's complaint. Bob says he'd recommend the Four Winds unit to others. It has half the reported breakdowns.

Because everyone likes or needs power-hungry equipment. Three batteries (or battery banks) seem to be the norm, including two house batteries of about 200 amps each and a single engine-start battery. Those with inverters love them; **Bob and Chesley Logcher** on *CYGNET* have two!

Provisioning

When cruising, most keep at least one and up to three months of provisions in reserve. **Jim and Jan Vogt** on

JANEV figure they will travel 100 miles per day when passagemaking and provision accordingly. When you arrive, shop the local markets to replenish, mindful of possible differences in food quality and sanitary conditions. Maintain a record of what and where you have stowed food, parts, etc. Some have a locator book; others maintain a database on their computer.

Personal Affairs

Most full time, liveaboard cruisers have sold their houses and do not own a vehicle. Of those who reported that a relative was handling their business affairs, it was always a daughter...no sons! **Don and Bev Rock** on *AUF WIEDERSEHEN* remind us that all mail is subject to loss or theft. Most have enlisted a professional mail forwarding service and use a VISA debit card. Several still use traveler's checks; some use credit cards to obtain cash. The most unique response in this category was "BROKE"!

We could fill a book with the wisdom in the returned questionnaires. Many of you spent a lot of time to frame your responses and we intend to use them in future articles. **Jim and Jan Vogt**, by virtue of their in-depth discussions in each category, take the prize of a complimentary TOG burgee. They are still cruising and have many innovations on their boat, some of which they have shared with us. (See *TOG News*, No. 61)

Fleet news...

Continued from page 3.

head to be taken out an replaced, new deckhead...ply? Or can you think of something better? Boat to be insulated with 1/2 in. closed cell foam on inside of hull from deckhead to waterline. Manufacturer (Insulsheet) tells me that this will keep temperature okay to below zero. Want to get a Dickinson heater but prices over here are much greater (in St. Ives, Cornwall) than in the States.

"Have been in contact with *JANEV* (**Jim and Jan Vogt**) a number of times. Last saw them in Falmouth, now wintering in Chichester. *JANEV* is the only other Tayana I have seen. Have also heard from **Barry Adams**, on T-37 *KAMA* (hull #14) in Washington, NC. Similar problems, but he's got a head start on us. If you hear of any T-37 coming our way, we would be interested to meet them."

Bob and Bonnie Gebeaux wintered in Puerto Rico onboard *MALULANI*. They "picked up a set of wheels" and explored the countryside, "rain forests, streams and waterfalls. Truly a tropical paradise."

ADELANTE treks westward...

Continued from page 1.

Looking through the local calendar of events, we ran across an invitation to the Christmas service of the German Protestant community of Chiang Mai. So we spent Christmas eve singing German Christmas carols and enjoying a nativity play performed by the German kindergarten of Chiang Mai.

On the way back to Phuket, we took the train as far as Phitsanulok, riding first through lush green hills and then through the intensely cultivated upper flatlands of the Chau Phraya River, watching the farmers and their water buffalo working the fields, admiring the old farm houses built of solid teak wood, forever enchanted by the colorful temples gracing the landscape with their gently curved triple roofs. From there, an hour's bus ride took us to Sukhothai, the ancient capital of the Kingdom of Siam, where extensive ruins of temples, palaces and government edifices are reminders of the period of greatest cultural and civic achievement in the country's history - an equally favorite travel destination for foreign visitors and high school classes from all over the country.

On the practical side, independent travel through rural Thailand required a lot of nonverbal communication as very few people speak a western language and Thai script remained a mystery to us. Yet such is the genuinely friendly nature of the people that we never had a bit of trouble, never felt insecure or threatened, always eventually found someone who figured out where we wanted or needed to go, and at mealtime, always ended up enjoying delicious food at modest prices. No wonder many cruising folk stay in the region for years, shifting back and forth between Thailand and Malaysia as required to satisfy immigration rules, occasionally traipsing back to Singapore for parts or high tech maintenance needs, but always returning to Thailand and pronouncing it their favorite place.

Alas, for us the end of the year meant saying good-bye to Phuket. On January 2, we headed out into the Indian Ocean. The early northeast monsoon carried us across the Bay of Bengal to Galle, Sri Lanka, in about 10 days.

Sri Lanka proved something of a letdown after the positive experiences we had collected in Southeast Asia. The countryside, particularly in the central mountains, is rather nice. The ruins of temples, palaces and irrigation schemes speak of an impressive past civilization. But the new towns and villages are in a sad state of neglect. Most buildings show signs of decay, serious poverty is everywhere and the people are rather sullen as a result.

From what I can piece together, the population of the island did not fare well under colonial rule. First the Dutch and then the British concentrated their efforts on establishing and running large coffee (later tea) and rubber plantations, using mostly imported labor in the form of indentured Tamils from India (said to be much harder workers). The indigenous Sinhalese were left to subsistence farming on land unsuitable for plantation operations. The fact that the colonial administration was located far away in India only led to further neglect.

When the British left after World War II, there was neither an existing power structure in place nor any concept of democracy existing among the population. The new government was formed by a few opportunists who proceeded to line their own pockets and those of their relatives at the expense of the rest of the country. When these guys were finally thrown out, their place was taken by a group of perhaps well meaning socialists who immediately nationalized every viable enterprise in the country. This led to an

"Add ... twenty years of civil war between the Sinhalese majority and the minority Tamils, and no wonder it's an economic basket case."

angry exodus of Europeans and subsequent destruction of the country's economic base at the hands of a bloated bureaucracy. Add to this 20 years of civil war between the Sinhalese majority and the minority descendants of the imported Tamils (still the harder working group apparently), and it is no wonder that one is looking at an economic basket case.

Only recently has the government made attempts to attract some export industries by establishing free trade zones, and to make the (still publicly owned) tea plantations profitable once more by turning their management over to private corporations. Anyhow, we did see some of the country, talked to some of the people, acquired an extensive supply of "Ceylon" tea and ate lots of rice and curry (enough to last us several years).

Heading west once more, we decided to break our trip across the Arabian Sea by making a stop at Mina Raisut, the southern commercial harbor of Oman. This would give us the opportunity to visit one of the oil producing countries of the Near East at the cost of no more than a 150 nm detour from the shortest route to the Red Sea. This leg of the trip brought us some strong winds under clear skies. We covered the 1,700 nm in less than two weeks.

Oman, similar to the more publicized Saudi Arabia, actively discourages the westernization of its society and, as a result, permits no tourism. The country does, however, maintain the tradition of open ports. This meant that after an inspection by customs officers (who placed the bulk of our alcoholic beverages under seal), we were given permission to anchor inside the seawall for the requested two weeks. We were issued daily shore passes that allowed us to leave the harbor security area and go to nearby Salala between the hours of 8 a.m. and 6 p.m.

Salala, with a population of about 15,000 is the third largest city in Oman. It turned out to be a rather new and very well kept city with wide streets. A core of modern office buildings and mosques is surrounded by a wide expanse of single story shops and residences, remarkably similar in design (white or ochre exteriors, flat roofs, small or nonexistent windows, everything strictly functional for desert conditions). With the town about 15 miles from the port and no public transportation, we had to hitchhike through the sand dunes every morning. It was very easy to get rides (apparently an adaptation of the legendary desert hospitality towards strangers) and took the opportunity to talk to as many people as possible.

From what we learned and could see for ourselves, just over half of the country's two million inhabitants are Omani. The balance are "guest workers" from other countries, predominantly Pakistan and Islamic parts of India. These can never attain citizenship and do not qualify for most government subsidies. They do, however, enjoy a standard of living significantly higher than they would at home. (Oman has a per capita GNP about 16 times that of Pakistan.) Since a good part of the true Omani belong to Bedouin tribes living in the desert, the importees from the Indian subcontinent predominate in the towns where they are the tradesmen and shopkeepers.

"We tried one of the local restaurants and discovered why there are no Ethiopian restaurants in any of the big cities around the world"

As there were a number of boats such as ours in the harbor at the same time, we were able, with permission of the harbor police, to arrange a one day bus tour in the vicinity. We saw a lot of sand and stone desert, a shrine said to house Job's tomb (?), an oasis and some beautiful private gardens. All in all, we left the country with good feelings, the officials having been polite and helpful and everyone we

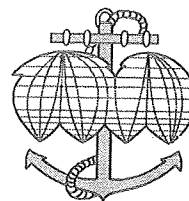
had casually met genuinely anxious to make us feel welcome.

Continuing slightly south by west we soon entered the Gulf of Aden. Having read Jimmy Cornell's evaluation of the ports at the entrance to the Red Sea, we opted for Djibouti as our provisioning stop prior to starting the trek north.

In Djibouti we got to see some of the real poverty of Africa. This tiny country, which once derived its economic base from trade with the interior of Northeast Africa (e.g., it is the seaward end of the rail line to Addis Ababa), has declined in proportion to the collapse of Ethiopia and Somalia, both of which at this time supply it mostly with refugees from the various war zones. As a result, Djibouti is a crumbling place with soaring unemployment and a decaying infrastructure. The literacy rate is 12% and begging appears to be the most prevalent profession. There are many people literally living in the streets everywhere; a flattened cardboard carton is one of their most valued possessions as it makes a bed on the sidewalk. A good thing it almost never rains. Everywhere we saw people going through garbage cans looking for food; a depressing sight.

Even so, Djibouti must be better off than most of the surrounding areas as it sports a large French navy base and a sizable contingent of French expatriates, which must bring in some income. It also, as a result, has some well stocked supermarkets, a good selection of wines, and excellent restaurants, albeit with European (i.e., slightly above U.S.) prices. We had planned to rent a car for a day's drive into the interior, which reportedly is of some geological interest, but were warned off by a German speaking local entrepreneur. He indicated that outside the city there was no law and order to speak of and recommended that if we did indeed go, we should leave an itinerary with the French Foreign Legion post, so that they would come looking for us after a few days if we hadn't returned. Well, that ended our ambitions right then and there. We confined ourselves to the city and our activities to laying in stores for the trip ahead. We also tried one of the local restaurants for some real Ethiopian food, and thus incidentally discovered why there are no Ethiopian restaurants in any of the big cities around the world - the stuff is just plain awful!

We will continue our journey with the Wirfels in future issues as they sail the Red Sea to Sudan and Egypt, transit the Suez Canal and travel onward to Israel, Cyprus, Turkey, Germany and Czechoslovakia. The Wirfels spent Christmas 1993 with their family in Chattanooga, TN.



Rendezvous Roundup

In March, John Kraft and Karen Hurt on *THE CHANCE*, wrote, "There are nearly 400 boats anchored in the Georgetown area and the number seems to grow each day. The 14th annual Georgetown Regatta begins March 5. On Sunday, February 27, a group of Tayana sailors gathered on Russ Anderson's *BLUE CHIP*. Other Tayanans represented included: *BARENTINE*, *ECLIPSE I*, *EVANGELINE*, *PEACOCK* and *THE GOOD NEIGHBOR*. I would guess we were the only group of boat owners that had a get-together, testimony to the binding force of *TOG News*."

Just three weeks later, John and Karen reported a second Tayana gathering in Georgetown. "*BLUE CHIP* and *ECLIPSE* left, but four more Tayanans have arrived: *PUFF* (T-37, Allen and Cherne Badner), *CARIOCA* (T-37, Dave Hemmel), *ENCANTADA* (V-42, Owen Lovejoy) and *MARIGOLD* (T-37, Bruce and Mary Miller with Ed and Wilma Potter aboard as guests). Unfortunately, *ENCANTADA* and *MARIGOLD* left the harbor this morning, but the rest of us gathered at Weather Rocks Yacht



Club, a broken down picnic table at Volleyball Beach." (Photo courtesy of *THE GOOD NEIGHBOR*.)

Are you planning a Tayana rendezvous in 1994? 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.

TOG NEWS

P.O. Box 213
Mt. Vernon, VA 22121-0213



Schuler, Stan & Marilyn
1198 Navigator Drive #144
Ventura, CA 93001