

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VIII NUMBER 66

SPRING 1995

FAR AWAY sails the Northern Bermuda Triangle

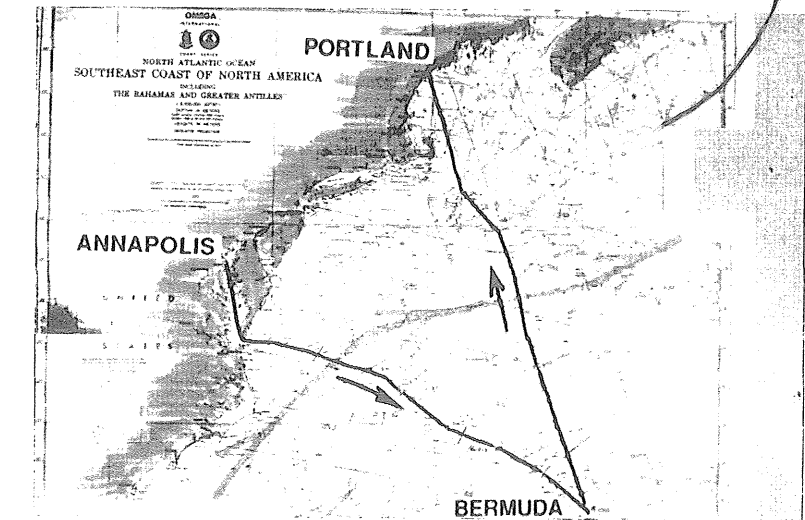
By David Freeman

David and Linda Freeman live in Potomac, MD, and for the past 25 years have kept a sailboat on the Chesapeake Bay. Dave is a professor at the University of Maryland at College Park, teaching chemistry and an honors course on Chesapeake Bay, and for many years has carried out research activities in analytical and geochemistry.

FOREWORD

In the fall of 1992, I bought *FAR AWAY* (T-37, hull #237) in Maine and thought to keep it there to maximize our sailing time in those waters. Doing just that the next summer, we came to care about this boat so much we could not imagine parting company and so we sailed it back to our home waters in the Chesapeake Bay.

Over the past two decades we had tried to find new ways to sail back and forth to summer New England waters, once passing through the dangerous Nantucket shoals outside Cape Cod. But, what about Annapolis to Maine and back by way of Bermuda, a northern Bermuda triangle? That sounded very interesting and besides, it would be a spiffy way to get both the boat and me prepared for other serious ocean sailing. I considered myself an experienced sailor, one who had passed



Power Squadron courses, studied navigation, and held a ham radio license (N3RQR). But I had little idea of how much more there was to learn. The preparations process and the ocean sailing itself were so enriching for me personally, I wanted to share at least a few glimpses of what it involved in a first-time adventure of this kind.

PREPARATIONS

Selecting the crew was easy. I announced the trip in our annual Christmas letter and a surprisingly large number of stormworthy sailors volunteered, including some willing standbys. Six well-qualified friends definitely wanted to go. Among us we had experience with boat owning, boat construction, repairing, racing, and overseas chartering, though we were still a little wet

behind the ears when it came to offshore trip planning and execution. My plans were facilitated with Linda's help (my supportive spouse) and mariner friends like Bob Klein and George Emmenthal, the latter having just returned from a three-year sail around the world.

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Rendezvous Roundup

Are you planning a Tayana rendezvous? 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.

Georgetown, Exumas, Bahamas

The second annual Bahamas Rendezvous was held in Georgetown, Exumas, on 26 February. Those in the area and expected to attend were: *CURRAGH*, Bern Collins; *DUBLIN DRAGON*, Prospective members; *EVANGELINE*, Ted and Evelyn Van Allen; *KAMALOHA*, David Downs and Mary Quade; *KEEN SPIRIT II*, Dave and Kathy Keen; *MARIAH*, Randy Myers; *OWLHOOT*, Mac and Linda McBroom; *THE CHANCE*, John Kraft and Karen Hurt; *THE GOOD NEIGHBOR*, Chuck and Judi Huffman; *WANDERLUST*, Dick and Kay Heckman; and *ZEPHYR*, Ed and Cherie Strom.

Chesapeake Bay

Rendezvous on the Chesapeake Bay are normally held around Memorial Day in the Spring and the weekend after Labor Day in the Fall. We are in need of Chesapeake Bay sailors who would volunteer to be the host boat for these get-togethers. Hosts get to choose the date, pick their favorite anchor spot, and mail flyers/invitations with labels furnished by TOG. Does anybody want to come out and play together this year? Let your editors know. We want to help.

Florida

If anyone would like to have a Tayana Rendezvous in Florida this year, please contact Bruce Walasek at (813) 787-1332 or drop him a note with your interests to P.O. Box 903, Crystal Beach, FL 34681. One might be put together.

BOAT/US Perks

TOG has a cooperating member accord with BOAT/US, which permits our members to enjoy a special membership rate. One must only refer to our TOG membership number (GA804465) when joining or renewing his/her BOAT/US membership to receive one half off.

For those in the Chesapeake area, BOAT/US members receive a discounted price on cellular phones, access fee, and on-air charges through QUINTEX, a Bell Atlantic Mobile Service. If you're interested, call 1-800-285-5660.

The Radio Shack

New FCC Service

(From ARRL Bulletin 74) The FCC has instituted a toll-free phone line at its Gettysburg, PA licensing division for customer service entries. Amateurs may call 1-800-322-1117 weekdays from 0800 to 1630 ET to access an automated information system with recorded messages on interference complaints, form requests, and amateur call sign assignments.

"Another born every minute"

Beware of a company that sends out "official-looking" letters from Gettysburg that infers that you must have all the FCC regulations on board, "next to your radio", and then offers to send them to you for the amazingly low price of about \$24.00. This is being viewed by many as a scam. There is no such requirement, only that you understand the rules. Full copies of the FCC regs are available from the Government Printing Office at a lesser cost for those who really want to "dig into the regs".

Code Practice Tips

Some believe that learning code is "too hard". We will publish some "how to" suggestions from those who have done it. Watch for more tips in coming issues.

1. Learn code using the Supermorse program (BBS shareware) on an IBM compatible. Practice for 15 minutes, 3 times a day (morning, noon and night). In two months you can go from no code to 17 WPM. There is no problem passing the 12 WPM test and then move up to 20 WPM. Use a speed of 17 WPM nearly from the first and never miss a practice session.
2. If you already know the basic code, then W1AW code practice is very good. Any copy of QST magazine will have the practice times and speeds. Practice 20 minutes in one sitting, once in the morning and once in the evening. Longer than that is counterproductive.

TOG News is published quarterly by the Tayana Owners Group, P.O. Box 213, Mt. Vernon, VA 22121-0213, (703) 799-4422/Fax (703) 360-0869.

Editorial Staff: Rockie and Bill Truxall
Subscription Rates: \$20/year in the U.S. and Canada; \$25/year elsewhere.
Back Copies: \$5/issue. A complimentary copy of the TOG News Index (Issues 1-60) is available upon request.

Disclaimer: TOG makes every attempt to avoid endorsing specific products or otherwise commercializing the content of this newsletter. We take no responsibility for the statements of contributors or for claims made regarding products which they may recommend.

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

AMBROSE LIGHT, a 1986 T-37 (hull #470) is for sale by Dan Lee of Fairport, NY. She is off-shore equipped, with light, fresh water use. Call (716) 381-4002.

EOWYN, a ketch rigged T-37 (hull #249) is seriously for sale by Hugh and Barbara Thompson. She's a well cared-for, 1979 boat with a Perkins 4-108 engine, air conditioning (new compressor), Adler-Barbour refrigeration, almost new electric windlass, Pro-Furl on the jib, aluminum masts (about 5 years old), Autohelm 3000, Loran, 9 sails, new blue cushion covers, and lots of varnish. Asking \$68,900. Located in New Orleans, LA. Call (504) 899-8766.

HALLELUJAH, a T-37 Mark II (hull #520) is for sale by the original owner, Bill Gutzwiller. She is bluewater ready and in mint condition with Yanmar engine (1350 hrs), Grunert refrigeration, ham radio, electric windlass, and more. Moored at St. Thomas Yacht Club, U.S. Virgin Islands. Call (809) 775-1580 or (414) 775-1580.

Barry Adams aboard **KAMA** (T-37, hull #14) is looking for line drawing views of CT-37s, in particular 3/4 views or exploded views. He would like to see how other boats have been laid out in order to draw ideas for interior and exterior design work. Please send to P.O. Box 2696, Washington, NC 27889.

LITTLE BY LITTLE (T-47,) has a brand new (never been used) Neil Pryde 135% genoa for a V-42 with foam luff for reefing and gray UV cover. Asking \$2000. Contact Allen Kuettner at (414) 662-4141 in Waukesha, WI.

MARIEKA, a 1983 T-37 is for sale by owner, Arthur Weitzel. She is cruise equipped and ready to sail. For full details and layout, write P.O. Box 4112, Eastport Station, Annapolis, MD 21403

MOONSHADOW (T-37, hull #72) a proven world cruiser on second circumnavigation (over 90,000 miles cruised all oceans) is for sale. She has been exceptionally maintained,

upgraded, and modified for extended cruising, with custom teak interior & exterior, LPU paint, Yanmar-44 engine, Balmar alternator, Monitor wind vane, ProFurl, Pryde sails, cruising spinnaker, watermaker, Icom HF, SatNav, GPS, Avon life raft, dinghy & 8HP OB, plus pages of extras. Located in Cyprus ready for cruising Greece and Turkey this summer, Red Sea, Thailand next? Owner, Tom Beard will meet buyer in Cyprus and help them set it up. Call (206) 452-9940 or fax (206) 457-5952.

ORIKI III has her Nilsson Windlass H400M for sale, using up to 3/8 inch short link chain. Installation/operation instructions, bow sprit mounting hardware, chain stripper, nuts, and bolts included. Good operating condition. Price \$250 (firm). Contact Richard Kemper at 101 Rivers Edge Lane, Palm Coast, FL 32137.

PASSION (T-37, hull #547), Jerry and Audrey Foster have fiberglass cowl vents for sale. Call (707) 745-1798.

RECLUSIVE, a cutter rigged T-37 (hull #261), is for sale. She is equipped with Sheiffer spars, LAM and North sails, including genoa, a Yanmar freshwater cooled diesel, Dickinson oil fired stove, water, and cabin heater, two enclosed heads, refrigeration, and autopilot. Built in 1980, she is in excellent condition. Call James Gifford (203) 795-5592 in Orange, CT.

RIYALITY, a 1987 V-42 is for sale or possible trade for a T-37 or similar boat. Interested parties call Sam or Caron Brown (410) 268-5677 in Annapolis for more information.

SEAGULL TWO, a V-42 (hull #144) built and christened in 1988 is now available for \$158,000. She is a totally equipped bluewater cruiser in outstanding condition. Please contact Charles and Marianne Schuler at 3495 Cedar Creek Run, P.O. Box 245, Little River, SC 29566-0245 or telephone (803) 399-3459 to receive complete details.

SOULMATE, Jeff and Terri Horne have the following for sale: (1) original TaYang stainless steel davits with teak cross piece (\$450); (2) 9.6 foot fiberglass dinghy (\$325); (3) 1991 4 HP Evinrude outboard (\$550); (4) Avon Redcrest inflatable (\$200). They may be reached at (717) 367-1039 (PA).

New members Duke and Donna Chandler, having just sold their last boat, are now in the market for a rear cockpit V-42. They have been looking for several months and are ready to move into a nicely kept, post '86 V-42. If you have one for sale, or know of one, please contact Duke at (305) 486-4734 or fax him at (305) 764-7447.

Dick and Joan Worsfold of Toronto, Canada are looking for a Tayana 37 with fuel tank in the bilge and a large engine. Please call collect at 905-849-4265.

News from the fleet...

Tim and Christina Akers [(305) 767-0878] purchased *WAYWARD*, a 1985 T-37 six years ago. They have cruised the Bahamas, Florida Keys, and the Yucatan (Mexico) and are now moving ashore. The boat is for sale, in excellent condition, and listed with Bollman in Ft. Lauderdale, FL. (1/95)

Jill Anderson and Mike Rice are currently in the USVI onboard their T-37. They have enjoyed meeting many friendly and interesting Tayana owners. (2/95)

Tom and Carolyn Beard have their T-37 *MOONSHADOW* (hull #72) for sale in Cyprus (see Ship's Store). They report, "We are going to Taiwan in February to look at a T-52 or something like it." (1/95)

Graham and Belinda Berry have bought *BESADA* (T-37, hull #352) from Anne and Rudy Cerny and are delighted with her. She now has a new name - *OASIS*. Graham writes, "I spent January onboard fitting out for our proposed crossing to the UK later this year and ran out of time after tearing a muscle in my back. Our crew will consist of us two, plus a good sailing mate from London and a newly fitted Monitor Wind Vane! Hopefully, we will make a video of our first long distance passage, but I have a feeling all spare time will be spent installing equipment I didn't get round to finishing." Graham also wants to write for the newsletter about "life, the universe, and [their] lovely yacht." (2/95)

Tom Bowers writes from Nipomo, CA, "My wife, Ann and I cruised our T-37, *MACBEE* (hull #396) from Port Townsend, WA to Glacier Bay, AK and returned last summer. We have tentative plans to cruise down the Pacific coast next summer to Morro Bay, CA." (1/95)

New members, Harry and Laura Burkholder write, "Our boat was previously owned by members of TOG, Bob and Ann Louittit of South Carolina. We traveled across country to see *LOUDEMER* (T-37, Hull #371). We now have *LOU DE MER* docked in San Francisco and enjoy every minute on her that we are able to break away." (1/95)

Susan Canfield, *AEOLUS* (T-37, hull #305) just finished working on a booklet, titled "Pump Don't Dump" for the America Boat & Yacht Council (ABYC) and Maryland's Department of Natural Resources. "In light of the current interest in sewage holding tanks within the marine community, I thought TOG members might be interested in a copy

of the booklet." Please make requests direct to Susan, 187 Severn Way, Annapolis, MD 21012, tel. (410) 626-8545 or fax (410) 626-7578. (2/95)

Ed Dochoda, *SOLIDARITY* (T-37, hull #374) from Houston, TX shared, "John and Dianne Andrews (T-37 *CHINOOK WIND*) visited with us in December and we talked at great lengths about the Tayanans. Best wishes for 1995." (1/95)

Bob and Bonnie Gebeaux onboard their T-37 *MALULANI* (hull #489) spent five months last year, beginning in June, cruising to Venezuela. They write, "We did not see any hurricanes, but unfortunately we were robbed twice. Both times we were aboard at anchor and asleep below. We lost lots of gear, but fortunately no one was hurt. Robberies aside, we truly enjoyed our visit to Venezuela.... The highlight of the trip was a tour to Canaima National Park and Angel Falls (the highest falls in the world)! We flew in a six-seat plane from Barcelona to Canaima and the falls. The scenery was spectacular. The lagoon at Canaima has a pink sand beach lined with palm trees. Our group hiked up to El Sapo Falls and we actually walked behind the falls on a rock ledge carved out by hand.... truly a unique experience. We flew alongside the steep (6,000 feet) Tepuis (tabletop mountains) walls, down a lush valley, circled the falls several times, and then over top the large Tepuis. It was a trip we will not soon forget. In November we sailed back to Puerto Rico, our home away from home. We are now in the Virgin Islands." (12/94)

New members, Donald Kopyc and Susan Vangeli have cruised the coast of Maine extensively.... A cruise to Nova Scotia is in the planning stages... They would enjoy meeting other Tayana owners who want to or will be cruising the Maine Coast. After they refurbish/reoutfit *HAWNALEA*, their T-37 (hull #236) pilothouse, they plan to head for the Bahamas. (3/95)

John Kraft and Karen Hurt onboard *THE CHANCE* (T-37, hull #478) continue their adventures in the Bahamas. "...we had a hair-raising week at Great Stirrup Cay in the Berry Islands during Hurricane Gordon. Uncomfortable, lots of tension, but no permanent damage. We had a nice week in Nassau. Nice trip down thru the Exumas, catching some fish, picking up some conch, and even a lobster. Coming through Conch Cut into Elizabeth Harbor at Georgetown, Exumas, (see chartlet opposite) we found large NE swells--I would say 12-15 feet. We were second through, behind *EVANGELINE* (T-37, hull #294). Wild scene as we looked behind us at even bigger swells approaching. *PRIMO*, a Pearson 44, only 1/4 mile behind us was caught in a breaking wave. The boat was knocked down (180 degrees) and disappeared in the froth as we watched. The owner was washed overboard. His wife held on. Luckily, he was able to climb back aboard as the boat slowly righted itself--mast broken off at the spreaders and four feet of water below, since, like most of us, the boat was not buttoned up because the swells did not look that bad from

outside the cut. Fortunately, their engine started, billowing black smoke, and they were able to motor on through the cut to calmer water. The owner suspects that the engine is shot and much of their gear was lost or ruined. A local boat came out from Georgetown about 15-20 minutes after they were through the cut and *PRIMO* accepted a tow across the harbor to the marina. The local, later identified as the Harbor Master here, got a pump to pump the boat 'dry' and checked on the boat through the night. Later the owner got his bill (which I saw)--\$950; he objected to these charges, but we understand the Harbor Master refused to make any adjustments. According to other sources, he routinely charges double the fair price for towing or piloting. I guess he figures he has the upper hand, so the sky is the limit. I am told that if you ask him to quote a price in advance, he answers with a big smile in a congenial way, 'Don't worry, Mon; we talk about that later.' Note that the Bahamas does not abide by standard International Salvage Regulations. If you abandon ship here--or even if you accept help for your crippled vessel--the tower can claim salvage rights on the basis that if he had not towed you, your vessel would have sunk! We have always been treated fairly by locals here--even getting a free tow by local fishermen in the Berry Islands in bad conditions--but beware of accepting help--especially in Georgetown, unless you have deep pockets!" (12/94)

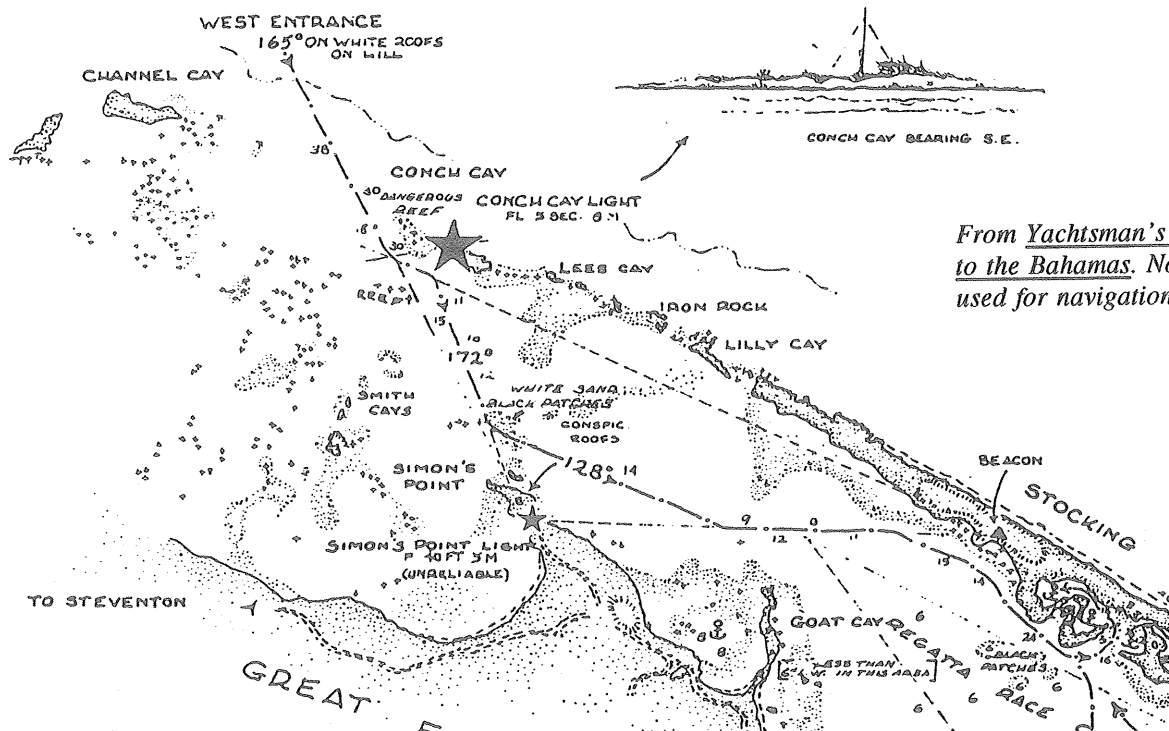
Charley Molyneaux reports, "*C'ESTSIBON* (T-37), is still sailing south. Stopped in Charleston, SC on the way south from Annapolis, MD. A new marina opened north of Charleston on the Cooper River, named 'Daniel Island Village Marina'. I stopped to avoid Hurricane Gordon and decided to stay. So I am taking a little longer visit than planned. No rush, I'm retired!" (1/95)

Jo and David Philips sent greetings from St. Ives in England. "We worked solidly on *SYBARIS* (CT-37, hull #10) from January to August, but then had a series of difficulties which prevented further work for the year. The consequence is that we shall not be launching next spring as anticipated....However the boat is gradually taking shape and the emphasis is upon construction, rather than destruction....Well done to Trevor and Lesley Hodgson for the index of the first sixty issues of *TOG News*--a great help in our situation." (11/94)

Michael Sanborn is back in Hampton Roads, VA, after spending a couple of years in Denton, TX. He is living aboard his T-37 *PAGAN CHANT* (hull #473), which he had left behind while in Texas, working, saving, gradually refitting, making repairs, and planning... (1/95)

Gilbert and Eileen Smith have moved onboard their V-42, *RUNNING FREE* (hull #101) and have left to go cruising. (1/95)

Richard and Martha Szwarcrocky are still in Virgin Gorda, BVI after six months. They write, "When we arrived and found our *ARAWAK* (V-42, hull #48) after two and one half years in the boatyard, we learned a hard lesson. You can't leave a boat for that length of time without many repairs. So this was the time to roll up the sleeves and upgrade, repair, paint, etc...If you need to work on your boat in the BVI, parts and equipment are expensive and labor, if you need it, is more so. Some parts you have to wait weeks. It is better to work on the boat in the USVI or Puerto Rico. Another few weeks and we hope to be in the water. Then on to the Leeward Islands." (2/95)



From Yachtsman's Guide to the Bahamas. Not to be used for navigation.

Maintenance and equipment comments and questions...

REFRIGERATION

Barry Adams owns *KAMA* (CT-37, hull #14) and has been busy completely rehabilitating her for his live-aboard status in Washington, NC. "I have completed the rebuild and conversion of the Tayang ice box into a functioning, chest-style refrigerator-freezer with 4-6 inches of polyurethane insulation. I used Nigel Calder's book, Refrigeration for Pleasure Boats as my main reference, along with Living on 12-volts with Ample Power by David Smead. The twin holding plates, housed in the freezer, were built for me by Dole Refrigeration, Inc. The plates contain dual refrigerant circuits and are served by both an engine drive system and a 110-volt AC system. I selected Rich Beers products for the engine-drive system and a 1/3 hp hermetically sealed AC unit purchased locally from a refrigeration supply house for the 110-system. Two ducts (one with fan) are used to move cold air to the refrigeration side and are located in the top area of the freezer. Achieved box temperatures are both use and weather dependent. The freezer maintains a temperature range of 0-20 degrees F, while the refrigerator side ranges from 36-40 degrees F. I have nothing but praise for the two systems and the products that make them up and would be happy to discuss the subject with anyone."

V-BERTH TANK

Barry also writes, "I would like to eliminate my V-berth water tank and install water tanks elsewhere in the boat. I would be very interested in talking with anyone who has done any kind of major work on the V-berth tank."

SCUPPER STOPS

Having enough water to run the boat isn't a problem when you're at a marina or have access to a hose. When cruising, getting enough water isn't always easy. The T-37 is designed to catch rain water by simply closing the scuppers and opening the deck fill. Bern Collins on *CURRAGH* (T-37, hull #329) suggests using Ethafoam to close the scuppers. This foam is found as packing material on computers or other electronic equipment and can be easily shaped by a sharp knife. (See photo right, courtesy of Chuck Huffman, *THE GOOD NEIGHBOR*) Of course, letting the rain do a good rinse job helps keep the tank clean.

INTERIOR TEAK

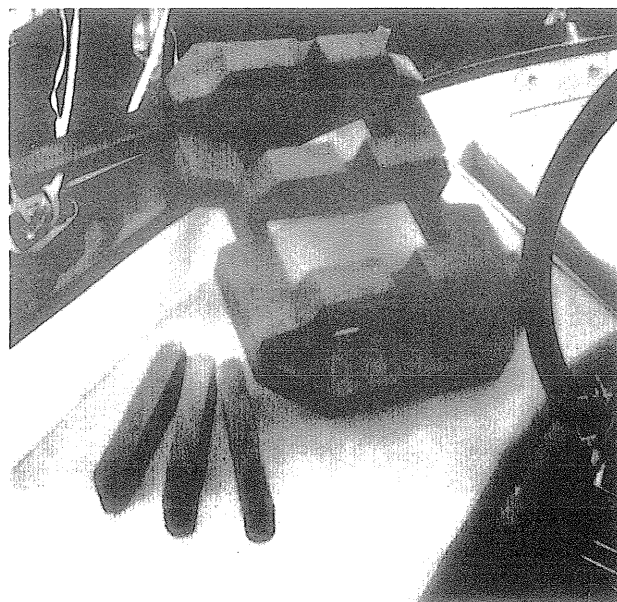
In response to a query from John Hussey on this subject in the Winter '94 issue (Vol 8, No 65), Scotty Gardiner on *TWOEMCAS* (V-42, hull #82) writes, "We used WD40 on our interior teak finish. Works beautifully--after 1-2 days hardens to an iron-finish that you could shave in. Cleans while it shines and smells nice too. Try it, you'll love it!"

INFLATABLE PAINT

John Kraft from *THE CHANCE* (T-37, hull #478) comments on various items after some blue water cruising experience. "I vouch for the new MDR black inflatable paint. Check the waterline of your inflatable boat when it is floating and paint right up to that line. First, clean the bottom well and then apply two coats. I did this and the painted area has remained clean! We have only cleaned the area above where I painted. I will also paint my speedo paddle with this paint."

AUTOPILOTS

"Though we have heard good reports about CPT Autopilots, ours has always been unreliable while motoring in calm conditions, but generally okay under sail or motoring in rough conditions. We tried all suggested remedies and finally returned it to the factory. CPT says they are fixing it for free (3 years old) and wants us to sea-trial it to make sure we are satisfied."



TRAWLER LAMP

John continues, "The big 18 inch Trawler Lamp we got at West Marine is great. It puts out enough light to write or read by, even with regular 1-K kerosene. And it puts out enough heat to take the chill off the cabin in 40 degree weather, without firing up the big heater."

ELECTRICAL/INVERTER CONFIGURATION

"If the positive line from the wind generator is fed through the main feed to the 12 volt panel, the wind generator can supply 12 volt power to run lights and instruments, even when the battery switch is in 'OFF' position. One can also direct charge to either or both battery banks.

"Karen figured out that with the battery switch on 'House' and the inverter on, we were drawing power down in our 'starting' battery. This baffled me because the positive line from the inverter was connected to the 'Both' terminal on the switch. After considerable testing, I moved the positive inverter wire to the 'House' terminal. Now when the switch is on 'House,' it draws amps from the house bank only. However, the inverter will go on even if battery switch is set on 'Both,' 'Starting,' or even 'Off'! I only run the inverter on 'House' batteries now."

STAYSAIL RIG

David Phillips is doing major restoration on *SYBARIS* (CT-37, hull #10). He asks, "I want to make the staysail self-tacking without a boom. Any ideas? Failing that, how do most people rig their staysail for short-handed working? What alternatives do I have? Also, does there seem to be a general consensus of opinion on the size and positioning/combination of storm sails?"

TILLER STEERING

After several short shakedown cruises on *TUMBLEWEED*, a ketch-rigged T-37 (hull #169), Gerald and LeAnna Spear found the lack of room aft a bit irritating. "The big, rusty, ugly hot water heater and the cable steering took up most of the room below deck. The cable steering seemed spongy and I just didn't trust it. In any case, we went the opposite direction of most folks and deep-sixed the water heater and cable steering. I built from scratch a stainless steel/laminated mahogany tiller (pictured right). The square socket from the emergency tiller was used and a heavy swivel arrangement welded to it, fabricated from a 3/16 inch 304 stainless

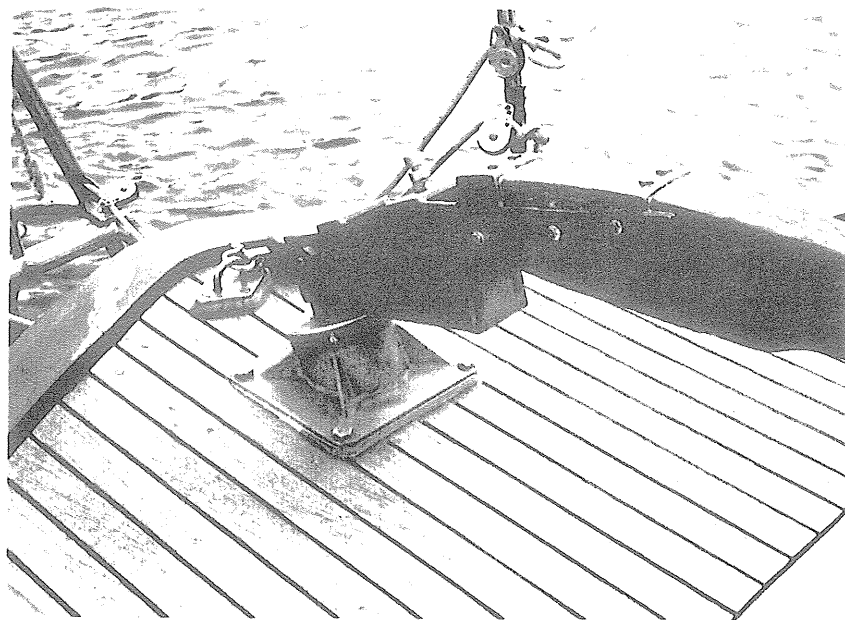
plate. I like 304 stainless because it's easy to hacksaw, welding is less critical for an amateur, and I don't mind a little discoloration. I was originally going to fit only a seal at deck level, but after trying out the tiller, found there was quite a lever arm between the top bearing and deck level, so I decided to fit a top bearing/seal arrangement. It's a stainless fixture for a bearing holder throughbolted to the deck with a 1 inch thick split aluminum bearing (probably should have used bronze). Before installation, I sandblasted all the stainless to a matt finish to hide any imperfections. Total length of the tiller was limited by the mizzen mast, so we opted for 5 feet 10 inches. There is lots of room down below now. We plan on fitting an Alpha Autopilot below deck to the square section on the rudder shaft vacated by the steering quadrant."

INTERIOR CLEANERS

Rockie and Bill Truxall on *SEAQUESTOR II* (T-37, hull # 547) recommend an arsenal of three spray bottles to keep the interior of your boat clean and shiny. Point and spray Dow Bathroom cleaner in the head and galley and with a quick wipe all stainless steel and fiberglass surfaces are clean. The wood gets Murphy's Oil Soap in the spray bottle. The last bottle is Windex, which removes mold and dirt from glass, plastic, and plexiglass surfaces. And none of these require you to use any water.

MAST WEDGES

Jane and Bert Zink and on *BELLES ANNEES* (T-47, hull #23) commented, "We read Far Niente's story with great interest! We too were commissioned in Annapolis and our Mast Wedges Stops also fell out (there were only five)! We have since learned, through experience, that it is best to install as many as possible. We have 12 wooden wedges now."



FAR AWAY...

Continued from page 41.

It took all of nine months to prepare for the trip. I began by having the rudder quadrant of 25 cm radius changed to 36.5 cm (14 inches) to make it easier to handle the wheel. The prop was adjusted to bring it up to a maximum 2700 RPM. I removed the club foot and added a second pair of winches, Lewmar #24 (and a ratcheting winch handle) for controlling the staysail trim. I created a computerized to-do list based on an instructive professional survey provided by fellow Tayana owner, Susan Canfield of Annapolis, MD. Frequent updating helped me through insurance surveys and many outfitting tasks. I read a lot, asked a lot of questions, received a lot of help, and gathered many ideas.

On the boat, every through-hull fitting was serviced. I had the fuel system plumbed to provide for an auxiliary fuel pump and for an easy connection to a jerry can. I inserted an inside shutoff valve into the fuel tank vent line to prevent sucking seawater while motoring in severe sea conditions. During the rigging survey, Bob Turner at Annapolis Harbor Boat Yard astonished me by showing me how the rigging does a St. Vitus's dance when you shake the forestay vigorously with your hands. His words to remember: "Don't overstress it. Keep in touch with the compression post; it will talk to you."

When considering the life raft, I visited a reconditioning shop, was briefed on all the failures they repair, and formed a detailed picture of countermeasures should it deploy improperly or fail in service. I required the crew-to-be to take the U.S. Navy's Safety at Sea Seminar and participate in team-building, including a trial weekend that verified our choices on the provisioning list. The crew and I met weekly for six weeks to take and reduce sightings until we could trust our sextant skills in case of an electronic equipment failure. All in all, the preparations were intensive.

We all knew the Bermuda passage was famous for possible punishments--from getting becalmed to being demasted or worse, all of which we had taken very seriously in planning and equipping. But, we all had a lot of curiosity and wanted to make the trip, since none of us had.

FIRST LEG: ANNAPOLIS TO BERMUDA

We started out with a friendly escort from Bob and Marge Klein on *WANDERLUST*, a sister T-37, who joined us in the

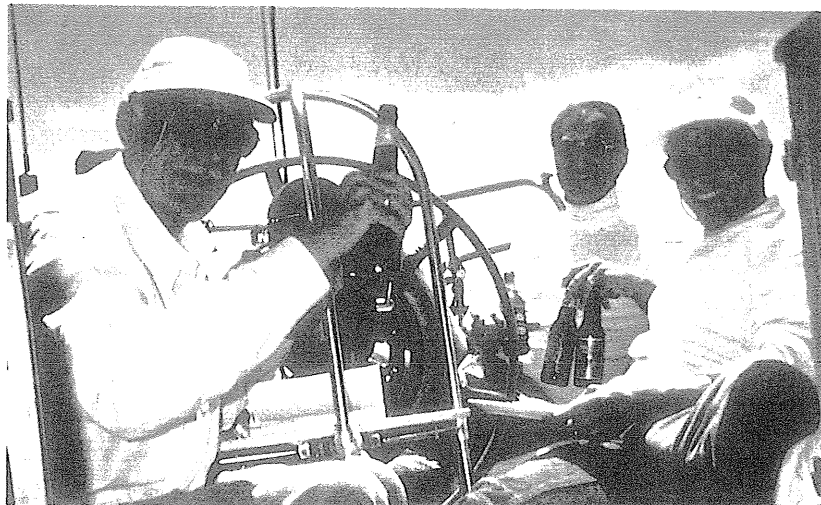
Severn River and waved goodbye as we motored southward into gentle headwinds for a 20-hour trip to Cape Charles. At Cape Charles, we refilled our fuel and water tanks. We put up the sails just outside the Chesapeake Bay tunnel/bridge and began the ocean part of the voyage. Pre-arranged ham radio contacts were made. We headed and followed a track 30 degrees north of the rhumb line. Winds increased to force 5, our speed was six knots, waves six feet, rigged with a single reef in the main and a half furled jib. We were carrying plenty of good food and excellent ale, but we ate next to nothing and no one even thought about the ale!

By the third day, the winds were force 6, seas ten feet; we were flying a double reefed main plus staysail (no jib) and holding at 6.5 knots. We were 50 miles north of our rhumb line. As the wind veered a bit, we could point closer to our destination. The ocean's color slowly changed on entering the Gulf Stream and we gazed for hours at its hypnotic fluorescent dark blue color. As a Coast Guard plane flew overhead, we contacted the pilot on VHF-16 and learned there were glassy seas to the south. He counted ten boats all heading the same way, but we could see none of the others by sight or on radar.

The heeling in serious waves at various 15-20 degree angles brought unpredictable movements of the boat and prolonged bracing and tension among the crew. Each of us learned to plan each footstep and hand position before moving so not to fall. Sharing a can of beans for breakfast seemed like a dumb idea, but it brought back our appetites.

What seemed almost frightening a few days ago, now seemed almost routine. The course of the last three rough days could be summed up: we were getting our sea legs!

We began to have some high moments as we gained appetites and laughed to upbeat music on short-wave from Europe. I made ham radio contact with the Waterway Net, "Please relay: all is well. We have 250 miles to go." At noon



Crew from Annapolis to Bermuda included (l-r) John Waugh, Steve Wrage, and Will Freeman, getting their sea legs...and a brew!

on the fourth day, I announced to boats within VHF range that we were launching a red parachute flare. (Why? Bob Klein said, 'do it to learn how,' and I'm glad we did.) I placed the explosive charge securely on deck--that's important--and then BANG! The ignition filled the cockpit with smoke. Look to the sky...spectacular!

We heard Hans Tolman on *CUILOMBO*, a 50 footer sailing to the Azores, trying to reach another boat on VHF. He wanted a weather report, so I gave him the most recent one from the Waterway Net. He said he'd put up his jib after learning we were flying ours okay.

As darkness came, the wind increased to 35 knots with seas to 16 feet (force 7). We donned life jackets and connected harnesses to safety lines. The main came down; the staysail stayed up (is that how it got its name?). I checked and felt shuddering in the compression post; it was talking to us. Clipped to deck lines, I went forward and brought the running backstays to set in their aft positions. I'll never forget glancing at that dark sea roaring past. It reminded me it is only a possibility, not a certainty, that if one falls overboard one *might* be recovered again. In these heavy seas, we kept the helmsman tethered and outfitted with a MOB light. At least one other person was always present topside, also tethered. The autopilot was damaged (a wire caught by a foot?), so we steered the old fashioned way, and thanks to the quadrant modification, it was easy and often fun.

On the fifth day, the loran started giving us inexact positions and we paid closer attention to the GPS. So far, navigating by GPS had been remarkably simple and reliable. It was time to use a smaller scale chart with Bermuda at the SE corner; the track on this chart was more precise-looking and I felt reassured. The afternoon brought more favorable winds from due south. But along with that, some sporting waves came in extra large sizes from the wrong direction, struck explosively, were surprisingly loud, and brought unexpected deluges of water. At dusk I saw a mirage: were those harbor lights far off to the NE? We all know Bermuda was on our nose to the SE. I brought the RDF topside and zeroed in on five radio stations--all to the SE, all on our nose, and none to the port side where the lights were. After further observations, we deduced that the lights were on a very large cruise ship!

Flying toward "NE Light" in the early dawn of the sixth day, we plotted our approach to avoid the reefs. In response to a cordial Bermuda Harbor Radio operator, we gave the number of people on board, our inventory of safety gear, etc. He provided specific directions into St. George's and left off with a heart-warming, "Welcome to Bermuda!"

To be concluded in our next issue.

Rites of Spring

Last fall we published a winterization checklist developed by Bob Klein for WANDERLUST (T-37, hull #513). Here is his "springzation" checklist.

ENGINE

- ✓ Check reconnecting of engine seawater cooling line
- ✓ Open seawater cooling thru-hull valve
- ✓ Check engine oil level
- ✓ Check transmission oil level
- ✓ Check engine coolant level - top off with 50/50 mix (coolant & fresh water)
- ✓ Check diesel fuel pre-filter; drain water out
- ✓ Remove tape seals on air filter & exhaust line
- ✓ Start and warm engine; may require use of starter spray

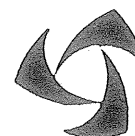
PLUMBING SYSTEMS

- ✓ Shut drain on hot water heater; remove by-pass hose and connect water
- ✓ Run fresh water pump; catch potable solution from taps; check both hot and cold water lines
- ✓ Open bilge pump discharge thru-hull valve
- ✓ Pump bilge dry; pour fresh water in and flush
- ✓ Operate manual bilge pump; flush through
- ✓ Clean debris from bilge suction area
- ✓ Open galley and head sink drains
- ✓ Fill/flush fresh water tank
- ✓ Remove & clean speed log fitting & reinstall
- ✓ Verify all thru-hull fittings open

ON DECK

- ✓ Remove tarp covers
- ✓ Remove vent blanks; put in cowl vents
- ✓ Clean/lube sail tracks (use Joy dishwashing liquid)
- ✓ Reinstall sails, attaching sheets, halyards, & lazy jacks
- ✓ Put on sail cover(s) and remount dodger
- ✓ Re-install/mount electronics/instruments; verify operation
- ✓ Reload provisions
- ✓ Single up lines

GO CRUISING!!!



Caribbean capers: two tales

By Bert and Jane Zinkand

Here's a tale of the adventures aboard *BELLES ANNEES* (T-47, hull #23). I have tried to keep it short, but it's hard to cram two years into less space.

We left Annapolis in January 1992 and sailed to Fort Lauderdale for a final provisioning before leaving for the Bahamas. On our way we sailed through a 47 knot gale. With only a double reefed main, we surfed at 11+ knots down 12 to 15 foot swells. What a white knuckle ride!

The Bahamas are uncompered in the Caribbean for cruising in clean water and lots of good things to eat right under your boat! We quickly became very good at catching lobster, conch, grouper, flounder, etc. We spent February, March, and part of April adjusting to life afloat in this idyllic country, stopping at half of the islands.

After leaving the Bahamas, we meandered down through the Turks and Caicos Islands. On the way, we filled our freezer with mahi mahi and lobster. What great eating! Next stop was the Dominican Republic. A real eye-opening third world right in our back yard! We sailed into Luperon, A TINY town on the north coast about 50 km from Haiti. We saw Columbus's first town in the new world, La Isabella; then off on a passage to Puerto Rico during which we experienced a (friendly) boarding by the U.S. Coast Guard. When the captain heard from the boarding crew that Al, our six year old son, wanted to see how 'fast that baby would go' (30 knots), they did 360s at their top speed for us! Incidentally, we passed inspection with flying colors.

We spent May and June in Puerto Rico getting our Balmar equipment fixed and seeing the island. The old Spanish Fort "El Morro" is the best in the whole Caribbean, thanks to the U.S. Park Service. A beautiful island with spots to get away, up in the mountain coffee plantations. We spent the 4th of July in the British Virgins and moved on in a two-day sail to the French Island of Guadeloupe. We had intended to sail further south (to get out of the hurricane belt), but our Profurl roller furler broke at 0400. How come nothing ever fails in the daylight?! We figured (correctly) that parts might cost much less on a French island. Bert got to practice his French and did beautifully!

By this time we were beginning to feel like we were getting the hang of the Caribbean! We could understand and trade with the locals. We knew the five different words for conch and three for lobster! We knew how to pick out the good mangoes and guavas in the market and had accepted the

fact that we were going to pay more for ours. We stopped in St. Lucia in time for a Friday night jump-in, in Bequia in time for the whole island to shut down for vacation, in Carriacou for the Family Island Regatta, and in Grenada for the August hurricane!

We spent ten hours stripping the decks of *BELLES ANNEES* and dumping all the equipment through the back hatch to completely fill the master stateroom. Hurricane Bret was thankfully never upgraded to a full-blown hurricane and we spent the next ten days putting all the equipment back. Grenada is one of our favorite spots in the Caribbean. Every tree, bush, and plant holds something edible. The people of the island are kind, make friends easily, and like Americans. St. Georges is exactly what you'd picture a Caribbean city to be: red tile roofs and Hibiscus sliding down the hillside to a turquoise harbor!

In Venezuela, after a three-day sail southwest, we dropped anchor in the harbor of Porlamar on the Island of Margarita. This is where all the pearls for the Spanish Monarchy came from and they still dive for pearls in the harbor. We can't say enough good things about Venezuela. The people are very friendly and there are many natural wonders to see while you're there, including Angel Falls (the tallest waterfall in the world) and the Andes Mountains. We sailed the entire northern coast as we wandered our way back east to Trinidad, finding many abandoned Spanish fort ruins along the way. Venezuela has beautiful water, lots of big tasty fish, and plenty of uncrowded harbors. Christmas and New Year's were spent in Trinidad with many cruising friends, who tend to gather at that time of year to get ready for Carnival. Many of the cruisers join Pan Bands and participate in Carnival in February. The children even marched in the Children's Parade. However, the crew of *BELLES ANNEES* pushed on to meet friends in Martinique in February. On the way back north, we stopped at islands we had missed, seeing and trying lots of new things. We loved the French islands. They do cater to tourists, and after fending for yourself in many of the other islands, it was nice to be pampered there!

We left San Juan for the trip north at the end of April 1994. We made a three-day passage into San Salvador, Bahamas, the most beautiful water in the whole Caribbean! Club Med built their flagship hotel there for a reason! We sailed to the spot where Columbus put ashore and dinghied into the beach. We spent the next week snorkeling, fishing, and getting to know the locals. Planning to get back to the Chesapeake before hurricane season, we moved on again.

We sailed and motored up through the out islands of the Bahamas and had progressed through the Abacos Is-

lands by the end of May. We intended to make a three-day passage to Beaufort, NC, but had more Balmar equipment breakdowns. We made repairs underway, as we had so many times before, but Jane got careless on the second night out and broke her wrist in four places. She reset it herself, splinted the wrist, and called the Coast Guard to make us a slip reservation in Charleston. The ship's surgeon checked with us every hour of the 20 that it took us to sail into the city. They met us at Ft. Sumpter and put two "coasties" on board to handle lines and bumpers (Jane could steer, but couldn't throw lines or tie up). The folks at the Charleston Yacht Club listened in on our check-ins and waited to take her to the hospital. More wonderful friends to add to our long list! Ten days later we made our last hop to Annapolis to complete our 6,000 nautical mile journey.

You know it's ironic. We sailed all the way to Venezuela and only experienced one 47 knot gale. We got back to the Chesapeake and were greeted by a 67 knot blow. But through it all, the boat was great. We experienced no structural or rig failures of any kind. 200-mile days on long passages were very common for us. Needless to say, we would go anywhere in *BELLES ANNEES*!

By Lin and Barb Fuller

Here's a vignette from our log, giving some flavor of life aboard our V-42, *JESSIE*.

25 Dec 93 - 1 Jan 94: We spent our first Christmas and New Years at anchor in Georgetown, Exuma, Bahamas. During this period we walked the beaches, read, snorkeled, and made repairs so we would be ready to leave when the next window of weather came. We also went to "Two Turtles," an outdoor bar and restaurant, where lots of sailors go to just sit around and talk about each others adventures. Winds remained very strong.

2 Jan 94: Departed for Long Island, where we anchored in Calabash Bay and enjoyed the clean white sand beach at Cape Santa Maria, the northern most point of Long Island. There aren't many people in this area. Long Island has bold headlands, towering cliffs, and rolling hills. It is a dramatic island.

3 Jan 94: Sailed on to Conception Island. About 8 miles out, Lin caught a nice size dolphin and a small tuna. He had a thrilling time bringing them in and getting them aboard, as we were completely under sail. Our speed today was as high as 8.2 knots.

6 Jan 94: Due to wind conditions, we stayed at Conception Island a few days, but increased pitching and rolling and an injured hand of someone on another boat forced us to press on to Rum Cay, where we heard over the radio that there was a nurse aboard one of the boats. We

carefully traveled in tandem with two other boats and were escorted into the marina, because the entrance was littered with coral heads and very dangerous if you didn't know where to go. Rum Cay is the "Sleeping Beauty of the Bahamas," with its historic ruins and lovely rolling hills. It has a necklace of coral reefs encircling its shores. We found PARADISE!!

7 Jan 94: Bobby Little, owner of Sumner Marina, took 20 of us in the bed of the dump truck to a beautiful beach where we snorkeled and swam. Two people caught two of the largest lobsters we'd ever seen. That evening we had a bon-fire and pot luck dinner at the marina. Bobby made conch fritters for everyone. Some Bahamians came with their music, plus yachtsmen and local folks. Tables were set for food and we all shared a happy time.

8-13 Jan 94: During this period we visited with our friends, went snorkeled and swimming, tasted new foods (like coconut tarts and conch salad), got a shorter haircut, went to St. John's Baptist Church for Sunday service, sewed some canvas projects, cleaned the boat, took walks, and read a lot.

14 Jan 94: Eight boats decided to leave the marina, which is only set up to hold about six boats. There were 12 of us here. Bobby took the four remaining boat people to the salt pond for a day of lobstering. We got 11 lobsters and had a feast.

15 Jan 94: A cold front came through; the weather is cool and the sky overcast. We listened to the SSB to hear about the boats that had left. One had blown out her mainsail and taken a wave over the stern, another had autopilot trouble, one lost their flags, and another lost their wind indicator. We were glad we hadn't followed along.

16-18 Jan 94: One cold front comes after another. A motor yacht brought our mail from Georgetown; we spent hours reading the letters over and over. There are no newspapers here; we heard about the California earthquake via Voice of America. There is an airstrip on the island with seven airplanes and several cars. There is only one telephone and it is available from 0930 to 1200 and from 1400 to 1700, when the circuits are working.

19 Jan 94: It is sunny and still today; got a phone call through to the US. We dinghied to the salt pond and played for several hours. The sun made the sea sparkle an emerald green, like jewels on the water. We caught 13 lobsters and 6 conch; saw an octopus and a moray eel.

20-26 Jan 94: We have had rain everyday for a few hours. We wrote letters, prepared our taxes, and read. A shipment arrived from the US, including a bright red wet suit for Lin; he looks like Captain America. Lin caught his first LARGE lobster (5 lbs); it must have been the red wet suit! We plan to leave Rum Cay in a few days. We want to head south to the Turks and Caicos to see the humpback whales that come to that area in February.

Service & Support

Last Fall the importing of Tayana yachts to the U.S. was assumed by a new team in Annapolis, MD. The new team, made up of Thom Wagner, Curt Stevens, and Bob Heilig has made a lot of changes and brought a new style of doing business. They want to deal with their customers fairly, openly, and with integrity. By working directly with the factory, they will save you money.

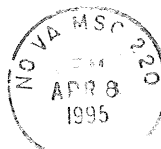
In addition to offering a new perspective on outfitting and commissioning Tayanas, their new mission to Tayana owners includes a dedicated service team and support office. Headed up by Jim Kayle, this office has been created to work closely with new and existing owners, whether you purchased your yacht through Tayana Yachts or through another distributor. You can reach the new Service and Support Team through this toll-free hotline number: 1-800-394-8014 in the U.S. For service from overseas, call 1-410-268-6924.

We welcome this new team! For the last several years there has been a question as to where one should go for assistance in replacing Tayana-unique fittings and components. Aegis Marine has been a great help and now we look forward to this responsive group serving as a representative for TaYang in the United States.

TOG NEWS
P.O. Box 213
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New Members

Tim and Christina Akers, *WAYWARD* (T-37), Ft. Lauderdale, FL
Robert Bean and Cynthia Hammer, (*Prospective Owners*), Niantic, CT
Sam and Caron Brown, *RIYALITY* (V-42), Annapolis, MD
Harry and Laura Burkholder, *LOUDEMER* (T-37), Sacramento, CA
Bob Fritz and Jan Mohlhenrich, (*Prospective Owners*), Milwaukee, WI
Harry and Rita Hammond, (*Prospective Owners*), Gatlinburg, TN
Bob Hughes and Marilyn Geraghty, (*Prospective Owners*), Barrington, RI
Don Kopyc, *HAWNALEU* (T-37), South Portland, ME
Steve Lieberg (*Prospective Owner*), Issaquah, WA
George and Betsy Marburger, *ZORRA* (T-37), Lemoyne, PA
John and Larie Nelson, *MAKANI* (T-37), Houston, TX
Steve and Suzie Nesbit, *BEAUTIFULDREAMER* (T-37), Beaumont, TX
Richard and Nancy Sequest, (*Prospective Owners*), Sacramento, CA
Eddie and Cherie Strom, *ZEPHYR* (V-42), Franklin, TN
Bruce Walasek, *BLACK CORAL* (T-37), Crystal Beach, FL



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