

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME IX NUMBER 70

SPRING 1996

Summer Shangrila: Baltic Cruise Highlights

by Jim and Jan Vogt

The Vogts spend their winters on board JANEV (T-37, hull #445) at Chichester Marina in West Sussex, England. Last summer they sailed the Baltic Sea and only scratched the surface, so will be going back this summer. The joy of cruising the rugged, spectacular isles, complex channels, and beautiful anchorages made it Shangrila. Their 1995 highlights follow.

Kiel Canal: JANEV arrived on the eve of the Canal's 100 year festival. There were 26 tall ships, bands, ship & street parades, antique boats and cars, food and beer, carnival amusements, and a triathlon. Great fun! We left after three days, towing a classic "one-design" yawl 54 nautical miles (nm) through the canal so they could race at Kiel.



Ertholmene (a minuscule island cluster, 15 nm north of Denmark's Bornholm): Its two inhabited islands (Christianso & Frederikso) total 1/10 sq. mi. and form a natural harbor with a connecting swing bridge. In 1684, this was the Baltic's most important naval base. Made obsolete in 1885, it is still Denmark Navy property and its 104 residents are fishing and artisan families with a manager, doctor, and teacher; a store, nine-room inn/pub, museum, and campsite. The last new construction was in 1884, but all buildings, fortifications, and cannons are pristine.

Archipelagos: JANEV day-sailed for 30 days in 5-50 nm hops, north on Sweden's east coast for 344 nm (to 50 nm north of Stockholm), then 31 nm east to Mariehamn (cosmopolitan capital of Aland, pop. 10,400, an autonomous state), and east for 279 nm to Finland's

capital. We often anchored with no other yacht in sight or maybe a few scattered on the horizon. Swedish law allows all to hike/camp on any public and private land, if not near homes and no harm is done. Some remote, but popular isles, are not as "free", but equally beautiful and challenging with good trails. Yachts in this tideless sea use a unique bow-to-the-shore anchoring, which is contrary to normal anchor logic: enter cove and look for a likely spot on the rocky shore, head towards it, drop stern anchor (detailed on p. 88 of the Winter '95 TOG News), and keep going until Jan signals "stop" because of underwater rocks or she can step ashore and tie bow lines to trees or self-driven pitons. (See photo on page 12) Snug up lines with the stern anchor holding JANEV just a step off the shore. Wow!

Elisaaren (22 nm west of Helsinki): Four Finns said this is a "must go"! What an exquisite isle with nature trails,

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Rendezvous Roundup

[Editor's Note: We all support the concept of TOG Rendezvous. This year we have a Columbia River Rendezvous and Gulf Coast Rendezvous in the planning stages. We need volunteers in areas with more than just a few Tayanas, to coordinate a rendezvous. Anyone in the San Francisco Bay area, Puget Sound, Southern California, Chesapeake Bay, Florida, New England, please contact us and we'll help get the ball rolling.]

Galveston, TX

Preliminary plans have been made for a second annual rendezvous in the Galveston, TX area. (See Flyer below.) They have chosen a lovely fall weekend on the Texas Gulf Coast. With a larger facility at their disposal, they want to include all sizes of Tayanas. Make your plans early and get in touch with John and Barbara Ferrell or Ernst and Fran Voigt. More details will be provided in the Summer issue, as plans develop.



Mark Your Calendar Now
for the
Second Annual
**Gulf Coast
Tayana Rendezvous**
October 4-6, 1996
To Be Held At
Lakewood Yacht Club
Seabrook, Texas

For Further Information Call
John and Barbara Ferrell
Aboard *Salubrious*
713-474-7476
or
Ernst and Fran Voigt
Aboard *Tusen Takk*
713-367-6847

Chesapeake Bay, MD

Bob and Marge Klein hosted the Chesapeake Bay Off-the-Water Winter Rendezvous at their home in North Silver Spring, MD, on Sunday, 28 January. Members attending were Sue Canfield (AEOLUS), Bruce Empey (NEIL PRYDE SAILS), Fred & Linda Hixon (MAGIC DRAGON), Art & Judy Mensch (SEPTEMBERSONG), Dick & Martha Miller (EVOLUTION), Roy & Karen Olson, Bob & Suzy Parker (YAB YUM), Ted & Diane Stevens (REVERIE), Bill & Rockie Truxall (SEAQUESTOR II), and Harvey Walters & Ellen Callins (SEA WHISPER). After partaking of the many potluck dishes brought by the attendees, Bruce Empey of Neil Pryde Sails in Annapolis, MD, shared information on construction, care, repair, and use of various sails, and answered many questions from Tayana owners (photo below). If you were unable to attend and/or still have questions about sails, don't hesitate to call Bruce at (410) 263-5864 or (800) 689-5864.



On Thursday, 1 February, West Marine in Annapolis, MD, hosted a Fleet Night for TOG members in the Chesapeake Bay area. Manager, Jack Snyder and staff graciously provided refreshments and information about products on display in the store from 8:00 to 10:00 p.m. Special discounts were available on many items. The lucky winners of the door prize for the evening, a Lifesling valued at over \$100, were John and Ann Doerr. Others in attendance were Jay & Jennifer Young, Bill & Rockie Truxall, Derek Rhyme, and Sue Canfield. You may want to contact a West Marine store in your area to arrange for one of these Fleet Nights.

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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.

AFFIRMATION, a fully equipped, state-of-the-art, and ready to go yacht (T-37, hull #304) is for sale by Marianne Renz and Roger Pond. Recently returned to Southern California, after just two (too) short years in the South Pacific, this offshore cruiser deserves to go again. Raytheon R20X Radar, Technautics Dual Refrigeration (AC & engine driven), Siemens Solar Planes, Quad Cycle, Trace Inverter, Maxwell 1200 Electric Windlass, Monitor Windvane, Alpha 3000 Autopilot, B&G instruments, Trimble GPS, Kenwood TS130S Ham Radio/SSB with Smart Tuner, Force 10 Stove and Cabin Heater, and more. Everything is first class and she is beautiful. Asking \$97,000. Call Marianne at (310) 493-3110 (H) or (310) 568-6723 (W). [See photo on p. 5]

BELLES ANNEES, a 1993 T-47 (hull #23), is for sale by Bert, Jane, and Al Zink and in Bradenton, FL. She is a meticulously maintained blue water veteran. Her equipment includes a Yanmar 62 HP diesel, Cruisair, Glacier Bay refrigeration/freezer, Balmar 2500 watt inverter, Balmar Aqua Pac generator, Autohelm 7000 autopilot, Wind System, Tridata, Navcenter, Raytheon GPS, Koden 40-mile radar, 8-man life raft, PC with weather fax programming, Icom 600 SSB, Pro-Furl roller furling, fully battened main with Harken batt-cars, and a serious ground tackle and sail inventory. Call (941) 723-3055 for a complete inventory.

DUCHESS (T-37, hull #253) at 14 years has need for a new 20 amp circuit breaker. It is three and three eighths inches long overall with a large green button and a smaller red button. On the green button is a triangle symbol with "SK" in a circle. The name on the unit is Pico Stotz. A few of our owners have talked about putting in complete new panels and maybe they have the old parts they would be willing to sell. Contact John Emery, 1467 Forsythia Circle, Jamison, PA 18929

EGRESS II, a 1988, aft cockpit, V-42 (hull #150) is for sale by John and Jean Beazley. She is in excellent condition. Teak decks, autopilot, cold plate refrigeration, Force 10 stove, 24-mile radar, Ioran, VHF, electric windlass, Pro-Furl, tanbark sails, cruising spinnaker, and more. Located in San Diego, CA. Call (805) 682-9415 for complete listing.

MOONSHADOW (T-37, hull #72) a proven world cruiser (over 90,000 miles cruised on 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 windvane, ProFurl, Neil Pryde sails, cruising spinnaker, watermaker, Icom HF, SatNav, GPS, Avon lift raft, dinghy & 8HPOB, plus pages of extras. Located in Cyprus ready for cruising Greece and Turkey this summer. Owner, Tom Beard will meet buyer in Cyprus and help them set it up. Call (360) 452-9940 or fax (360) 457-5952.

Bob Muenckler, owner of **MARY C** (V-42, hull #152), is looking for advice on equipment, the do's and don'ts of leaving the country, tax problems, living on your savings, etc. He is also looking for a cruising partner before the dream is gone. He's 43 years old and would like to sail around the world for about ten years. All ports of call of interest. The bottom line is: have boat; have dream; need help to make it real! All advice and recommendations cheerfully accepted. Contact Bob at P.O. Box 21535, Long Beach, CA 90801, or phone (213) 495-2118.

PANACEA, a 1984 T-37 is for sale by Mike Rice and Jill Anderson after sailing the Bahamas and Caribbean. A proven blue water cruiser, ready to go. Many custom features; no teak decks. Located in Vero Beach, FL. Asking \$79,000. Contact Mike Rice at beeper (407) 235-8076. Also listed with Southern Trades Brokerage, (809) 774-7174, broker: Jaye Tullai.

TEHANI (T-37, hull #545), owned by Rus Pyros, is preparing to sail to the Mediterranean in June. Rus needs a crew for the trip. Anyone interested, please write him at P.O. Box 194, Huntington, NY 11743.

Patrick Maslen in Harvard, MA, is looking for a 1985 or newer T-37 or a 1980 or newer V-42. He doesn't mind a boat that needs some work. Call (617) 622-1177 during the day or (508) 456-3804 in the evening.

New members, Rick Clow and Mary Boyko are looking for a T-37, 1985 or newer. You may contact them at P.O. Box 84, Stafford, CT 06075-0084 or call them at (806) 684-4125.

Roy and Karen Olson, former owners of a V-42 and experienced cruisers, find themselves ready to return to the cruising life in about a year. They are in the market for another V-42, aft cockpit, preferably built after 1986 in good condition, and suitably equipped. If you are contemplating the sale of your V-42, please contact Roy or Karen at 15704 Mahogany Circle, Gaithersburg, MD 20878, or by phone, (301) 258-5701 at home or (301) 762-9009 (Roy's work).

Dick and Joan Worsfold of Toronto, Canada are looking for a Tayana 37 with the fuel tank in the bilge and a large engine (44 or 50 HP). Please call collect at (905) 849-4265.

News from the fleet...

Barry Adams, "Captain of and Slave to *KAMA*" (T-37, hull #14), plans: "This year's boat projects include new rub rails and an Awlgrip paint job. Both to be done by me." (1/96)

Dan Baker is in the process of refurbishing *CHE BELLA* (T-37, hull #196), which he bought six months ago. He writes, "I am very pleased with the boat, but she needs a lot of TLC. I just discovered where the holding tank is. It had been disconnected. I am learning more everyday that I can take off from work." (1/96)

As listed in Ships Store, Tom Beard is selling *MOONSHADOW* (T-37, hull #72). He says, "The sale of this boat does not mean we are swallowing the anchor, nor are we leaving the ranks of TOG. Glad to be aboard for another year! We have to sell our beloved T-37, because we just ordered a T-52! It will be *MOONSHADOW III*. We will keep our BaBa 30, *MOONSHADOW II* for home waters. Our plans are to pick up the new Tayana next winter in Taiwan and complete a hole in our world cruising, that is the southwest Pacific. These plans started last year when we went to Taiwan and visited the TaYang yard." (1/96)

David Berry reports, "*BEAR* (T-37, hull #500) is sleeping at Dutch Wharf Boat Yard in Branford, CT. She'll be back out at Block Island, RI in the summer months." (1/96)

Harry Burkholder writes, "Laura and I currently are living and working in Sacramento, CA, and keep *LOU DE MER* (T-37) by our home on the Sacramento River for work sessions. We spend the rest of the time sailing the boat in San Francisco Bay, where she is most at home. We plan on sailing a lot more this time next year, as I will be out of work after 37 years with Procter and Gamble here in Sacramento." (1/96)

John Button rattled off these few sentences about *BOUTONNIERE* (T-55, hull #59). "1995 began for me in the BVIs and ended with a great New Year's party in Auckland, New Zealand. I haven't totaled the miles yet, but *BOUTONNIERE* was a true lady. She moved in light air even while the great Pacific swell was causing the sails to slat. When we had ten knots or higher, she flew. 180-mile days were routine. Our best leg was Tonga to Fiji, when we covered 550 miles in two days and 20 hours. That included about two hours trying to rescue the crew on a fishing boat who decided not to be rescued. (A good story for cocktail time.) Tayana was well represented in the Southern Pacific fleet this year.

We are now tied up in the Gulf Harbour Marina, a brand new 1000+ boat marina located ten miles north of Auckland. They have already sold all the slips and none are available to lease. Every Kiwi seems to own something that floats. They are a very hardy, enthusiastic group of sailors, who go out in all weather, fair or foul. Across from me is my sister ship, *DEMENZA* (hull #60), and on the next dock is a T-37 from Oregon, *KARINA*, who is undergoing a major refit. New Zealand is a good place to find skilled craftsmen. I am paying US\$13 per hour for an excellent shipwright. On the other hand, if you need imported materials, they are very dear. I paid US\$85 for a port running light listed in the West Marine catalog for \$43. No one in New Zealand provides service close to West Marine.

At the end of the hurricane season, *BOUTONNIERE* will depart for Tonga, followed by Western Samoa, Fiji, Vanuatu, New Caledonia, and Australia. We'll also stop at several island chains along the way, as the winds permit." (2/96)

David and Pat Greenshields report from *O-BE-JOYFUL* (T-37, hull #48), "We were based in Clear Lake off Galveston Bay until January 1988, when we moved our cruising base to Solomons, MD on the Chesapeake Bay. We retired in October 1993, moved aboard, and began full time cruising. We plan to continue until we tire of it or get too old." (12/95)

Harry and Rita Hammond recently purchased *ORIKI III* (T-37, hull #437) from Richard Kemper and have renamed her *KISMET*. "We expect to cruise the Florida coasts and keys this spring and head to the Bahamas this fall. After that we expect to take the Thornless Path to the Eastern Caribbean. We spent a couple of days with Bruce Van Sant, author of the *Gentleman's Guide to Passage South* and will try to follow his advice. We look forward to meeting other owners and TOG members." (2/96)

Naval Architect and yacht designer of the V-42, Bob Harris wrote, "I still bike into an office where I share space with several straight line architects. Across the hall is a Naval Architect firm by the name of Pete Hatfield. They do larger commercial vessels. My work at the moment includes a 39' cedar strip catamaran sloop, a 42' GRP catamaran motoryacht, a 42' custom pilot house sloop, a 30' paddlewheeler, a 12 passenger excursion boat, and in the wings is a resort for fishermen on a barge. So you see, I'm far from retired. We often sail with good friends on their V-32 Pilot House built by Tayang, my favorite monohull cruiser." (1/96)

Trevor and Lesley Hodgson sent an account of their voyage last year to England aboard *SYMPHONY* (T-37, hull #463). [The complete story will appear in the next issue of *TOG News*.] Their plans are "to return to *SYMPHONY*, currently at the marina at Kingston-On-Hull on the northeast coast. This year we intend to use the Caledonian Canal to reach the west

coast of Scotland and the Hebrides. We hope to return to Hull by passing north of Scotland, stopping to enjoy the Orkney Islands and then southward along the east coast of Scotland and England. We have a long list of places we want to visit. We will do well to see them all." (3/96)

Charley and Judy Huffman shared their recent cruising experience to Cuba on board *THE GOOD NEIGHBOR* (T-37, hull #549). Look for their complete story in the Summer '96 issue. In the meantime, "we have decided to go down toward Venezuela this spring and summer during the hurricane season and work our way back north during the winter of next year." (2/96)

Charles Molyneaux on board *C'ESTSIBON* (T-37) is currently in Trinidad and making preparations to sail back to the Virgin Islands for about three months and then return to Trinidad prior to the hurricane season. (3/96) [Charley's story of keeping ahead of last year's hurricanes in the Caribbean will be run in the next issue of *TOG News*.]

Dana and Deborah Otte sold *SEA TURTLE* (T-37, hull #484) in December to Jeff and Darla Aufill (see New Members, p. 13). They are looking for a larger Tayana with an aft cabin to accommodate their son, born in February 1995. (1/96)

New members, Mitch and Andrea Page bought *TRANQUILLITY* (T-37, hull #481) from Ihler and Frances Grimmelmann. They write, "This is the first boat we have owned and we have lived aboard since purchasing her in November 1995. Currently we are in Wrightsville Beach, NC, but by mid-April we should be headed north. We plan to spend summer 1996 between Chesapeake Bay and Groton, CT, and go south to the Virgin Islands for the winter. We hope to go on to Trinidad and from there wherever the wind blows us." (3/96)

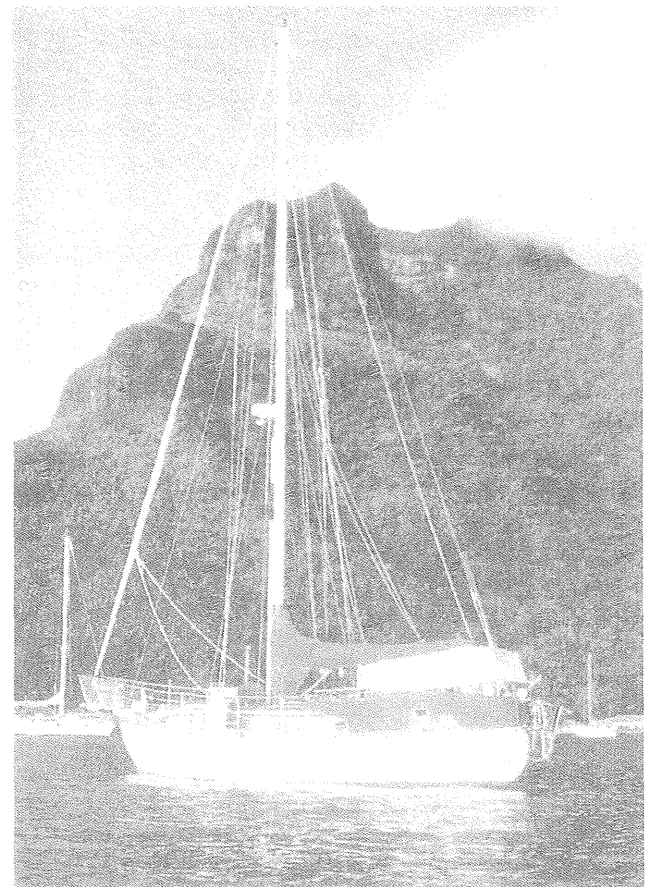
Ken and Carol Pierick are currently enjoying another cruising season in Mexico on board *INTERLUDE*, their T-37, hull #281. "We have been cruising the Pacific Coast from San Francisco to Acapulco for the past five years and are beginning to think about our next life." (2/96)

Ray Puhl reports, "I purchased a T-37 in November. She is the *SEPTEMBER SONG* located in Tortola, BVI. An '87 model, she will have been out of the water on a cradle for 20 months by the time I can float her in April. At that time I will be retired and plan to cruise for the foreseeable future, along with my fiancée, Donna Mullins." (2/96)

Marianne Renz and Roger Pond have just returned from a wonderful cruise throughout the South Pacific. This was the realization of their cruising dream and they report that *AFFIRMATION* (T-37, hull #304) pictured opposite, performed flawlessly. (1/96) [See listing in *Ship's Store*, p. 3]

Susie and Dan Riedel write, "Happy New Year from the crew of *FAR NIENTE* (T-48, hull #32)! We have put a lot of water under our keel in the past few months. We left Annapolis on 15 October with a newly refitted boat and a new engine (runs great). We arrived in Hampton, VA, on 22 October and spent the week in preparation for the 1995 Caribbean 1500. It was a lot less hectic than last year, since we're now considered 'Old Timers'. Our crew this year was great; besides being excellent sailors, they kept us laughing all the way. In addition to Pete Shaw, our old sailing chum from Indiana, we were joined by Erik Nelson, Assistant Editor of *Sail Magazine* and Bob Oates of West Marine, sponsor of the rally. Erik is writing a story about the Caribbean 1500, which should be in the April issue. The rally started in good weather and we had a reasonable passage through the Gulfstream (except we lost use of the autopilot--like losing a crew member). The winds were behind us for three days and then switched to our nose. Finally we ran out of wind completely and had to motor the last 48 hours to reach Tortola, BVI. We completed the passage in ten days, one whole day longer than last year.

We finished third in line honors (not bad for a 25 ton slug). Most of our competition finished 2-3 days later and no one had any fuel left. When we filled up, we took on 118 gallons of diesel, which means we had two gallons left!



AFFIRMATION at anchor in Bora Bora.

Continued on page 6

More news from the fleet...

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We said good-bye to our crew and left Tortola six days after our arrival, sailing through Salt Island passage and through the Anagada Passage. It was the first major passage (over 500 miles) we have done single-handed. We fetched in to Saba the next morning, but then were hit with 25 knots on the nose and 10-12 foot seas, making the trip to Antigua miserable. We stayed in Jolly Harbor that night and left the next day, sailing overnight to St. Lucia and arriving late afternoon. Cay Electronics looked at the Autohelm 7000 installation and proclaimed it insufficient. The linear drive ram is designed for a 36,000 pound-displacement boat and we displace 50,000 pounds. Needless to say, we have ordered a new B&G hydraulic ram pump (designed for 60,000 pound displacement), so the next time we go passage making, we'll have an autopilot on which we can rely.

We continued to Bequia, and from there to Tobago, with an overnight in Carricou, where we treated ourselves to a four pound lobster purchased from a fisherman in a little wooden boat. We spent a week sailing around Tobago (beautiful island, but very roilly anchorages). The fishing there is great and our dragged line kept us in enough tuna to feed six on a daily basis. From there we did an overnight to Trinidad to work on the varnish (a never ending task) and prepare for the kids arrival. Jonathan and Molly, our two youngest, joined us and we sailed to Grenada. Jon caught a Dolphin on the way - his birthday present. We spent a week in Grenada, said good-bye to Molly and then sailed to the Grenadines. The Tobago Cays are fabulous; we could spend a month there and not get bored. The water is so pure and the horseshoe reef has great diving. Susie saw a shark. Jon flew out Christmas morning and we had Christmas dinner with all the 'Yachties'. The potluck was delicious and the gift exchange was great fun, but like they say, 'There's no place like home for the holidays'. We're home in Ohio now and certainly getting our snow-fix!

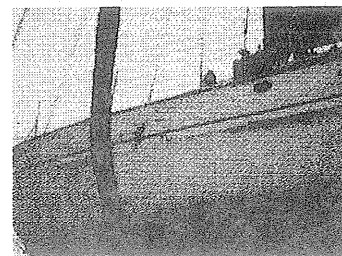
We left the boat at the Trinidad and Tobago Yacht Club for some minor outfitting, which includes woodworking. We're installing a leeboard in the forward berth, and the salon settee berths are being modified to slide in and out and will also be equipped with leeboards--much better seaberths in the main cabin, either on a port or starboard tack.

We will be back on the boat by 1 February and look forward to carnival in Trinidad on 19-20 February. After a brief trip to Venezuela to buy a new hard-bottom dinghy (we sold our Avon to a South African sailor who lost his dinghy in the Ascension Islands), we will go up-island through the Windwards and will end up in Antigua for race week the last of April. Then back to Trinidad where we will put the boat on the hard for the summer (out of the hurricane belt).

It appears we have worked all the kinks out of the good boat and can now concentrate on traveling to far away places and enjoying life. We plan on staying in the Caribbean for the next couple of years; it's a wonderful playground for sailing with hundreds of islands to explore." (12/95)

Bev and Don Rock, in Pensacola, FL, sent us the following report about *AUF WIEDERSEHEN* (T-37, hull #328) from Hurricane Alley. "We really don't know at this stage if we're Hurricane Hunters or simply Hunted by Hurricanes. We have gone through three of these storms in 1995, riding out the first one, Allison by name, while we were cruising this spring down in Apalachicola. We followed the shrimp boat fleet up a meander of the Apalachicola River, tied off to some big trees and set our anchor and prayed. Actually, of the three storms, riding it out this way was the easiest for us and the boat.

The next storm, Erin, came right through Pensacola and did a lot of damage. Our house came through with just a few branches and a lot of yard debris, but the boat, while we had it had been well secured, was sadly damaged by a neighbor's boat that was not as well prepared. His bow line broke and the boat came charging over into our slip and proceeded to chew up our rubrail, toerail, stanchions, and a goodly portion of our port side. Damage estimates came to over \$10,000 and it appears that the insurance company will not honor their commitment, because it was an act of God. Two days later a tornado/water spout touched down in the marina and did more damage, ripping up docks, breaking pilings, and overturning many boats that had been hauled to the relative safety of dry land.



AUF WIEDERSEHEN's Portside Damage

The last storm, Opal, glanced by Pensacola and really hit just to the east of us. This storm's damage was caused more by a high storm surge than wind, although when the eyewall passed through the town below us, it was clocked at about 144 mph. We really had the boat snugged down for this one and took the precaution of tying up the boat next to us and setting her anchor as well. We had a ten foot surge pass through; some of the docks were damaged in our marina, but most boats rode it out pretty well. We drove around to some of the other marinas and there was a great deal of damage, with docks and piers ripped out, boats sunk or driven ashore quite a distance inland. We were ordered to evacuate since we live pretty close to the water, but the evacuation procedure was handled so poorly that in two and one-half hours after leaving home, we had driven less than six miles. Listening to the car radio, we learned that the evacuation routes were backed up

over 20 miles. With the storm's speed of advance over 20 mph and our average speed about two mph, we realized there was no way we could outrun the storm and we did not want to get caught on the highway, so we turned around and came home. We were probably the only people in the entire neighborhood. Of course, there was no power, but we had gas and running water, so with candles and battery powered lights we were cozy and secure, cooking hot meals, and keeping an eye on our property. It's a shame that in times of natural disasters some people take advantage of other's misfortune.

Rather than wait for the painful, expensive, and dragged out legal process, we made our own arrangements at the Pensacola Shipyard and had the boat hauled in mid-October. It was *AUF WIEDERSEHEN*'s first haulout since we sailed her from Taiwan in May 1993. The yard did an excellent job in the replacement of the caprail, the rubrail, and the repairs to the hull. We treated the old girl to a new paint job and a new bottom. She really looks great, although we might be a tiny bit prejudiced.

After we put the boat back in the water, the sailing has been excellent, right into the first week of December. We're now planning our cruises for 1996. We hope to do some long range cruising. Cuba, perhaps? We're not getting any younger." (12/95)

Don Roddy retired in February 1995, after 26+ years as a pilot for World Airways, and moved aboard *CYGNUS* (T-37, hull #337) in July. He shares the following information. "*CYGNUS* had been in Charleston, SC, since the previous September (1994), when Elaine and I moved her down from Philadelphia. We spent the summer, fall, and early winter at Stone Marina, John's Island, SC, living aboard and getting *CYGNUS* ready for serious cruising. In late fall, we received a nasty surprise from Charleston County: a personal property tax bill for nearly \$2,400 on a valuation of \$78,000 for a 1982 Tayana 37! We talked to the Charleston County tax people and their position is if your boat is in Charleston County for more than 60 days, you are liable for a full year's (exorbitant) tax, regardless of your state of residence, registration, or whatever. We did manage to get them to reclassify *CYGNUS* as a residence, which reduced the tax by about 60%. Anyway, be careful about how long you stay in Charleston County.

On 30 December 1995, we finally departed Stone Marina, heading south on the ICW, looking for warmer weather. Our ultimate goal is to arrive in the Bahamas sometime this winter. So far, the cold weather has been keeping up with us. We've been traveling quite slowly, stopping here and there to wait out the worst cold snaps and occasionally stopping long enough to let our mail catch up with us. We arrived in St. Augustine, FL, about five days ago and thought we had finally outrun winter--the temperature was in the 70s. The next day, NOAA forecast hard freeze warnings into central Florida and near freezing temperatures as far south as the Everglades. I guess we'd better move a little farther south!

While stopping at Jekyll Island Marina for fuel and lunch, we met Sheila and "P.Y." Boggs and toured their CT-37, *SPIRIT WIND*. They recommended we drop anchor in the vicinity of Sea Camp Dock at Cumberland Island. We enjoyed the National Park so much that we spent a week there. Today we are going ashore and check out St. Augustine." (2/96)

Richard and Nancy Wilder are the new owners of *AMBROSE LIGHT* (T-37, hull #470), which they purchased from Dan Lee. They sailed in the Caribbean 1500 and report, "We spent seven weeks, twelve hours a day preparing for it and learning about the boat, but it was great fun! We intend to cruise through the Windward and Leeward Islands this winter (BVIs in January, then non-stop to Grenada, in Trinidad for Carnival in February, and back up the islands), then maybe back to the East Coast of the U.S. via Bermuda in the spring. We are a black hull with tanbark sails. You can't miss us. We invite you to stop and say hi." (12/95)

Paul Zack and Mary Taylor share their Pacific cruising experience on board *AVVENTURA* (T-37, hull #358). "We left Long Beach, CA, in November 1993, turned left outside the breakwater and nearly got hit by a 25' powerboat. He missed us, but rammed the 40' Fairweather Mariner belonging to our friends, who had taken their boat out for the first time in over a year to send us off. \$50,000 and one year later they were back to normal, but it was a very sobering start for what turned out to be an absolutely wonderful two-year experience.

We took about three weeks to get to Cabo enjoying stops nearly every night in the various anchorages on the outside of the Baja. We did all the usual things, including trading for lobster, spending a few days in Cedros Village, and passing freshly baked bread to fellow cruisers while under sail off Mag Bay.

We spent about 15 months in Mexico and truly loved all the experiences. The Mexican people were gracious with a natural dignity that we could all emulate. The cruisers were a very social group and we made many friendships that are still active today through the ham radio. We spent nine months in the Sea of Cortez, which Paul described as training ground for Hell. We started in Muertos on the east side of Baja and went as far north as Isla Angel de la Guardia (about 850 miles) and back to La Paz. Actually, we enjoyed the dramatic, stark beauty of that area as well as the outstanding diving. We probably spent up to five hours on any day between scuba and skin diving. It was so hot we had to stay in the water!

We spent the two winters on mainland Mexico going as far south as Zihautanejo, where we spent six weeks over the Christmas 1994 time period. We visited Puerto Vallarta, Mazatlan, Chacala, San Blas, Chamala, Tenacatita, Las Hadas, and lots of lovely anchorages in between.

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Maintenance and equipment comments and questions...

ISUZU PISCES DIESEL

Jeremy Bell, owner of *FLYING CLOUD* (CT-34, hull #40), offers the following: "I've begged and borrowed information on the Isuzu Pisces 27 Diesel, so I can offer copies of the Isuzu Manual and Parts List (still available, I think) and copies of copies of the Pisces Manual (long unobtainable, as Pisces went out of business in the mid-80's)." Anyone with an Isuzu in need of documentation may contact Jeremy at (305)221-3580 in Alameda, CA.

V-42 QUESTIONS

Brian and Deborah Brooks own a V-42, hull #97, which is undergoing a change in documentation and name. She has been removed from US documentation as *SKYBIRD*. Her Canadian registration as *TAMARAK II* is in process. They are seeking information about the seven topics following. Anyone with feedback for the Brooks can contact them at their office (705) 949-0153; by fax (705) 949-4186; leave a message at (705) 942-2214; or write them at 488 Albert Street East, Sault Ste. Marie, Ontario P6A 2K2.

PACKING GLANDS

"What is the correct size of flax packing material for the prop shaft and rudder shaft?"

HARD DODGER, COLLAPSIBLE BIMINI, RADAR ARCH

"Has anyone had any of these fitted to a center-cockpit V-42 and would they share diagrams and construction information or the name of the company that built theirs?"

SELF-STEERING WIND VANES

"What models work best and how is one installed for a center cockpit? We would like to hear success stories."

FOLDING COCKPIT TABLE

"Our pedestal has the three-legged guard rail. Stock cockpit tables won't fit. What have other owners done?"

GROUND PLATE/SSB COUNTER POISE

We have to add both and would like to hear from others who have done likewise."

RIGGERS

"We are looking for a professional, competent rigger with V-42 experience in Michigan, upper peninsula, if possible."

STEERING WHEEL SHAFT BEARINGS

"We would like to find a source for obtaining bronze bearings to replace the plastic steering wheel bearings inside the pedestal."

BOOMLESS STAYSAIL RIGGING

Laura and Harry Burkholder purchased *LOU DE MER* (T-37) used from Bob and Ann Louittit and share the following information on changes made. "The staysail boom had been removed. Two short tracks were added to the cabin top with blocks leading both sheets aft to sheet stoppers and the winch on starboard. The staysail sets great and is easy to handle."

TANKAGE

The Burkholders continue, "Our bilge stainless steel water tank (approx. 90 gal.) was converted to fuel, as the forward mounted mild steel tank had rust problems! This arrangement is working fine with a small electric lift pump to the existing Yanmar pump. An 'Auto/Manual' switch was installed, which makes operating and bleeding the system easy. We added dual stainless steel water tanks under the port and starboard settees, approx. 80 gal., with separate hoses to a manifold with globe valves. This spring I am going to build an additional 40-50 gal. tank to be placed forward under the V-berth, where the old fuel tank was removed. This third tank will be V-shaped and take advantage of the awkward lower space while still allowing storage."

MAST RAKE

"As purchased, the mast rake was decreased by extending the back stay. This has greatly reduced the weather helm. If anyone is interested in additional information, we would be glad to send pictures or a sketch of the changes." Drop a note to Harry and Laura Burkholder at 2399 Garden Highway, Sacramento, CA 95833.

SHOWER DRAIN

Ed and Jacque Cantin live aboard *LADY J*, a 1988 aft cockpit V-42 (hull #161). Ed is looking for a solution to his problem. "The head has a shower room with a seat that opens from the top to provide a very handy wet locker. The locker is not water tight, but has a drain built in with a brass strainer countersunk into the fiberglass. The problem is it doesn't drain. I have to bail out the locker after every shower. I have not been able to get under this locker to figure out if this drain is plugged or not hooked up or what! Can anyone help me before I start tearing things apart?" Answer directly to Ed at 410 Birch Street, Wisconsin Rapids, WI 54494 or call (715) 424-4494 (H) or (715) 421-1515 (O) or (715) 423-8552 (FAX).

PACKING GLAND

John Kraft shared this recent tip from *THE CHANCE* (T-37, hull #478). "During our last haul-out, I replaced all the old stuffing with new packing. I had bought packages marked 3/16 inch, but it was actually 1/4 inch. I discovered that it fit nicely and made the mistake of using it. On the way down the ICW, I was constantly tightening the nuts on the stuffing box and it kept dripping and dripping...fast! Eventually I decided the 1/4 inch stuffing--being too large--created so much heat that all the wax had melted out of the stuffing, causing the constant dripping. I removed the 1/4 inch and replaced it with 3/16 inch, which is the right stuff(ing)."

T-37 REFIT

This is the first in a series of inputs about a young lad with more ambition than sense or money. Derek Rhymes had done extensive coastal cruising in a 1978 Valiant 32, *IRISH MIST*, but sold her several years ago. We all know that once bitten by the boat bug, scientifically proven to be incurable, one can go only a few years without diving headfirst back into the nautical waters of fantasy, frustration, and financial ruin.

"Having realized my mistake of selling the *IRISH MIST*, I unsuccessfully tried to purchase another 1978 Valiant 32 from a retired couple. That same morning, I had seen a Tayana 37 in the paper for what I thought to be a very low price. I eventually got through to the phone number listed and found out how to get hold of the owner (the answering machine was full of frantic phonecalls from interested buyers, some with cash offers, sight unseen). The owner was a flight instructor at a local airport and was working, so I drove to the airport and waited for him to land. He did, and we drove to Annapolis to see this Tayana 37 that everyone wanted to buy.

What we found was *SOULMATE* (CT-37, hull #123). She had been blocked up on land for five months. She had some significant water damage, wooden spars that needed replacing, and an interior gutted of everything but the teak furniture, which had been recently steam cleaned - Ouch! But

the hull was sound and fair, the decks solid, and the interior restorable. We shook hands and agreed on a price (his - don't forget the full answering machine). Two weeks later she was mine and the bank's! Two weeks after that, winter breezed into town. That wasn't in my plan. Oh yes, I had a plan, as all sailors do.

The Plan was do a quick bottom barrier coat epoxy job --it was bone dry having been out of the water the whole summer--close the seacocks, splash her in the water, and go to work with the boat afloat. I hate climbing up and down ladders with heavy parts and tools, not to mention sleeping on a boat up on the hard. But that's what I had to do for the next six months, so the Plan changed, and I stuck to it. And my girlfriend stuck to me; she know she had to if she ever wanted to see me again.

In the six months on land, I accomplished the following: major overhaul of the Perkins 4-108; completely rewired all AC and DC systems, including new panel, wiring, batteries, and everything electrical; lifted, stripped, and painted black iron fuel tank; outsourced all new interior cushions; completely cleaned, sanded, and varnished entire interior, including 36 louvered doors and 21 drawers (mostly done by girlfriend); refurbished boat hull, including fairing a previous do-it-yourself sandblasting, applying eight coats of Interprotect 2000 barrier coat, and compounding/waxing the hull to a restored, albeit paper-thin luster. These were just the big ones. There were lots of other little things, mostly done in the cold, up on land.

In the two years since I bought this 1978 CT-37, I have come to some definite and clear conclusions about these early boats. For starters, you get a lot of boat for the money. Being a Bob Perry design, she sails quite well for a full keeled, heavy, bowsprited yacht. And if she's in sound condition, you can sail anywhere, except in water much less than six feet. The varied interior arrangements are typically very comfortable, offering more storage than most 40 footers. These boats are aesthetically the epitome of what many people consider to be a 'yacht'. The fiberglass laminates are structurally pretty good. And if I ever get to pick a powerplant for a boat this size, it'll be the Perkins 4-108. It's a great engine and well matched to the T-37. This past summer, on a two week trip from the Chesapeake to New England, we motored 700 of the 1000 miles because there was little wind and we didn't have the luxury of time; the engine didn't miss a tick.

Now for some conclusions about problem areas. First and foremost in my mind, because of physical appearance, is the gelcoat. It appears that during construction [of my boat], after the gelcoat was shot into the female mold, the fiberglass mat was laid up on top without rolling out the air bubbles. This results in the gelcoat pushing through/cracking when walking about the deck, leaving a terrible eyesore, not to mention that the gelcoat on the hull is onion-skin paper thin - easily compounded through.

More maintenance and equipment comments...

Continued from page 9

Second on the list is the installation/sealing of plywood on the exterior: companionway hatch, seahood, forward hatch, cockpit locker lids, under the steering pedestal, and the forms over which the dorade boxes fit. All of this plywood had to be replaced, not so much at great cost, but at great pains (mainly cuts and splinters). The teak decking installed over top of the hatches and lids were held on via dozens of fasteners, leaving holes in the plywood for water to seep in and rot to follow. All of these pieces were rotten and had to be replaced. It cost only about \$100 in materials, but well over 100 hours in labor.

The third major area of concern was the arrangement of the wiring and breaker panel. The breaker panel is located directly underneath and behind the companionway steps, resulting in smashed gauges from misplaced feet and water damage from rain and spray. A simple Lexan shield fastened to the backside of the companionway steps now protects the new panel from both. In the locker behind the panel, there was a two foot terminal block that had AC and DC, positive and negative all fastened to it. The wiring didn't follow any color codes, was not labelled, and shared a locker with the pressure water pump and the bilge pump. The wiring was of proper gauge and had good connections, but out it all came, along with the pressure water and bilge pumps.

Another major problem is the manufacturer's attempt to coat wood with gelcoat. It may look good for a while, but the bond will fail with age and exposure to moisture. My boat has another unusual gelcoat-over-wood application--the spruce bowsprit. When the gelcoat started cracking on the butt end, rot soon followed.

Last but not least of the idiosyncrasies is the installation of the diesel using a water jacketed stainless steel exhaust. Eventually the stainless pipe will crack due to vibration from the engine, allowing raw water to run back into the cylinders via the exhaust manifold. And the whole contraption must weigh 80 pounds or more."

Discussion of the corrective measures taken to fix the problems on deck follows. Detailed discussions of overhauling the rigging, electrical, and mechanical systems may be found in future articles.

GELCOAT

Derek continues, "The deck and cabin trunk structures are to be refinished with Awlgrip in the near future. In the interim, I squeegeed white gelcoat resin into most of the pinholes and voids. This restored the exterior appearance to some degree and saved on future prep work when it's time to

paint. Make sure the gelcoat you buy has wax in it. Otherwise you will need to stir in a wax additive to allow for curing in an exposed environment (not air-free)."

PLYWOOD

"The most difficult part of replacing the structural plywood was dismantling items without destroying the teak wood parts you want to reuse. You will find a significant amount of polysulfide caulk that proves to be more of an adhesive than a sealant. For the companionway hatch, seahood, cockpit locker lids, and forward hatch, the first step is to pop out all of the bungs from the top perimeter teak pieces and remove the wood screw fasteners. Using a razor knife, cut the black polysulfide caulk that separates these pieces from their adjacent cousins. With a putty knife or wide/sharp chisel, pry up the perimeter teak pieces, starting at the ends. A few taps of the hammer might be required to get started. As careful as you try to be, a few teak planks may break and will need to be replaced. Once these are removed, there will be another series of fasteners holding the plywood substructure to the teak frame. Once these are removed, the whole lid should come off, usually with a bit of effort due to the caulk. To get the companionway hatch off, I had to remove the forward frame cross member. However, the seahood had to be completely disassembled, piece by piece, because the caulk was so abundant, which took a couple of hours. After everything was disassembled, I used 40 or 60 grit sandpaper to clean off all of the excess glue and caulk.

Do not be disturbed to find you may have to disassemble even the teak frames to replace the plywood. Using the original plywood, or teak frame (if there's nothing left of the plywood) make a pattern for the new piece. I used exterior grade A/C plywood that cost \$20 a sheet. After cutting the new piece using the pattern, fit it to the reassembled frame. Once you are sure that everything fits, drill the least amount of holes necessary to attach the plywood to the frame. Now disassemble everything and coat the plywood with neat (no filler) epoxy (a squeegee works better than a brush), making sure to coat the predrilled holes. Once cured, sand lightly with 80 grit to roughen the surface. Using C-clamps and strap-clamps, reassemble the frame and plywood. Use a thickened epoxy (WEST #404 filler) between all of the joints. Clean up any excess resin to reduce sanding later.

Next comes the addition of the teak planks on the lid. To reduce the chance of future rot and to keep from weakening the plywood, I did NOT use fasteners to hold down the teak planks. Instead, I glued them with thickened epoxy. Make sure to apply even pressure from the top with lead weights or other large objects. You may not ever be able to disassemble

the piece again, but you shouldn't have to, if properly repaired. Once everything is cured, pay the seams with black polysulfide, two-part being the best. After allowing the caulk to properly cure (may take weeks depending on product and temperature), sand the whole unit with 80 grit. I used an 8" circular sander with a foam pad and then hand sanded to remove any swirl marks. The finished pieces looked beautiful once the raised grain of the old teak was sanded smooth and the fresh color restored.

For my companionway and forward hatches, I decided to replace the teak lids with smoke colored Lexan (1/4' or 5/16" thick). This resulted in a tremendous amount of natural light in the galley and V-berth. For those who like to sleep-in, a dark canvas cover will be required over the forward hatch.

The dorade boxes were fit around plywood forms fastened to the deck. Unfortunately, the vent pipes passing through the deck were caulked to the top of the plywood forms and not to the deck. When the plywood rotted, water ran straight in through the overhead into the cabin. I decided not to replace these forms with plywood. Instead, I fastened lengths of 1" x 1" teak stock to the cabin trunk and then fastened the dorade boxes to the teak stock. It is important to make sure that the vent pipe is well caulked to the deck. While I had the dorade boxes off, I also replaced the bug screen over the top of the vent pipes."

If you have any questions about the discussions above, or anything else mentioned, feel free to call Derek Rhymes at (703) 418-3339 during working hours (0800 - 1700 Eastern Time) or write him at P.O. Box 4473, Annapolis, MD 21403.

AUTOPILOT MODIFICATION

A worthy innovation installed on *SINICURE* (T-37, hull #419) is an autopilot system that uses a simple Tillermaster unit to replace the windvane portion of the Monitor steering gear (see photo below). This eliminates the need for a more powerful, expensive, and high-power-consuming autopilot. Owners, Bud Sengstake and Joanne Klebba say they learned of this steering arrangement from Tom and Carolyn Beard of *MOONSHADOW* (T-37, hull #72).

COCKPIT COAMING REPAIR

New member, John Watts owns *WAYWARD* (V-42, hull #180). He asks, "Does anyone have information on repairs to cockpit coaming, where the teak cap meets the vertical rise, allowing water to enter coaming?" Send replies to John at P.O. Box 1067, Lynnwood, WA 98046.



SINICURE's Tillermaster mounted on lower sternpulpit rail.

Summer Shangrila ...

Continued from page 1

campground, and wood-fired saunas. Unexpectedly, two of the Finns who told us of this place were there and helped us moor, showed us around, and reserved a sauna for us. Each sauna's an entity on its own with wood shed, wood, axe, well and pump, bathing bowls, brooms, and a beach. The sauna has a cast iron heater/integral water tank, a sitting/dressing room, a front porch, and benches. A session is one and a half hours! On arrival, the fire was going, water tank full, and all spotless. It was a delightful experience.

Helsinki: We moored at NJK's tiny island yacht club, a water taxi hop to city center). Great sauna! We enjoyed Helsinki's hustle, bustle, and super veggie, fruit, and fish markets. None finer! Finland is ultra expensive with Europe's highest cost (and standard) of living! We left JANEV at NJK and took a train to St. Petersburg (Peter-the-Great's opulent capital) for four days.

St. Petersburg: Exciting to see during the transition from communism to capitalism, dictatorship to democracy. Having been devastated in WWII by a 900-day German siege, most treasures have been restored, e.g. The Hermitage (world's largest museum). It is a city of contrasts: very ostentatious shops next to one that is only a small open window. Our runs revealed areas that look as if WWII just ended, yet every sidewalk and street is hand broom swept and tanker washed every morning. We especially enjoyed: (a) "Lost Impressionists" (74 works by Van Gogh, Mateus, Gauguin, Renoir, etc.) and WWII acquired and forgotten in Hermitage vaults for 48 years (the owner of each is yet to be determined in court); (b) Peterhof, a summer palace (a 30 min. hydrofoil ride) captured, pilfered, and burned in WWII, now resurrected to conspicuous opulence by USSR (thousands of life-size statues, many gold plated, and artwork were recreated; the palace and formal gardens are unbelievable); (c) folk music and dancing in an exquisite St. Pete manor house with complimentary caviar, champagne, and vodka.

Estonia: Russian troops just left in January '94. It is the capital of Tallin, 46 nm south of Helsinki. Old Tallin, a grand medieval walled city, is undergoing an "embassy frenzy" with countries buying/renovating old buildings. 95% of Estonia's coast was a prohibited area until '94. JANEV visited the two large western isles of Hiiumaa and Saaremaa. (Russia had 4,000+ tanks on them and many patrol boats, with signs of Red paranoia everywhere.) JANEV was the first ever US yacht in Triigi. These isles are gorgeous and basic, except for Saaremaa's capital, Kuressaare, 16,000 pop.).

Visby (a medieval jewel on Sweden's Gotland since 1810): We came for "Medieval Days" with citizens in medieval dress, siege machine demos, jousting contests, sword duels, concerts, and parades.

East Germany's **Rugen Island**, city of Stralsund and Darsser Ort (ex-secret patrol boat base): Intriguing! Extraordinary white sand beaches for 20+ miles. No wonder Germans have such a healthy disregard for bathing suits.

Dutch Canals: We cruised together for four days with a German couple enroute to their Dutch home port for 100 nm of scenic canals, locks, and inner sea. They knew many neat places and enchanting old East India Co. trading centers (now inner sea harbors). These harbors surround you with history and truly picturesque old warehouses. Each evening the harbors fill with dozens of old Dutch sailing barges, resurrected by young entrepreneurs for a flourishing charter trade.

Return trip: It was mid-September and the equinox with prevalent strong SW winds and fair winds of short duration. We had 280 nm to go to the SW. "Being retired and cruising" is being able to wait for weather "windows"! Good theory! We locked into the North Sea at Ijmuden. Fair winds held most of the way. At the Netherlands-Belgium border, we saw a rare sight motor in our direction, another T-37, **CHRISTINA**, of Holland. Being under sail, we only had time for a few words. Just off Blankenburg, Belgium, a thunderstorm hit (normal occurrence when entering port). Later we saw a ghost of Jim's past flying out of the mist at 43 knots: the Boeing Jetfoil "Princess Stephanie" enroute from Ramsgate to Oostende. Our return from Dunkerque was a storybook! After waiting three days for weather, we crossed the Dover Straits with fair tide and an 18 knot northeast wind. We overnighted to Chichester Harbor (144 nm) and spent that night anchored off the Dunes. We woke to a fine sunny day. After a morning jog, we cleaned up JANEV, had a glass of bubbly, and motored five nm to our winter home (until mid-May '96). That night we had 35 knot southwest winds and rain!



JANEV's Baltic anchor "pitons".

More news from the fleet...

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When we realized it was necessary to return to California, we looked at each other and decided that a trip up the outside of Baja into the weather was simply something we didn't want to do. So we did the only logical thing--we took a 5,000 mile detour via Hawaii!

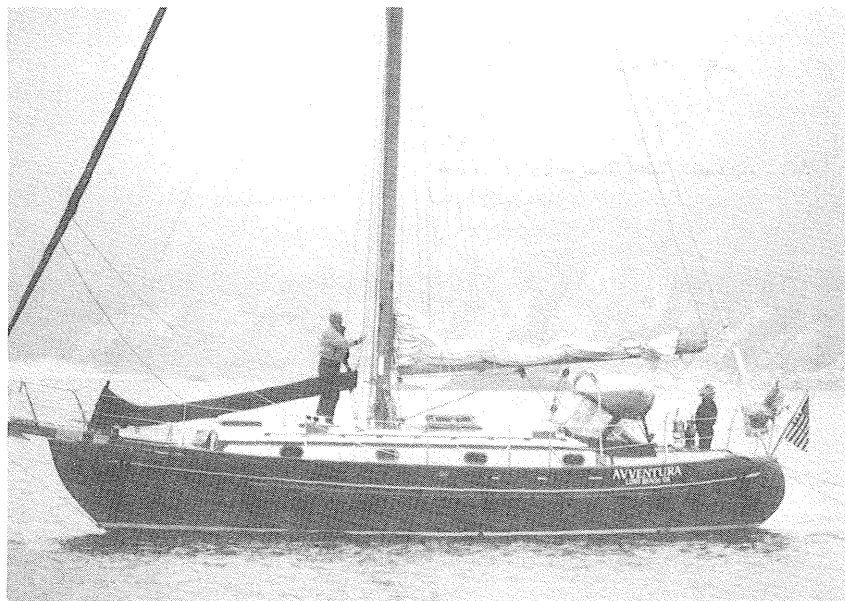
The 25-day sail from Puerto Vallarta to Hilo, Hawaii was relatively easy. We had only one gale and about ten days of what we described as 'death rolls'. They came from wind off the stern quarter, high swells, and lack of wind when we got in the troughs.

We spent about two and one half months cruising through the Hawaiian Islands. It was much different than Mexico, but wonderful sailing with 20-25 knot winds the rule. On 15 June 1995, we left Hanalei Bay, Kauai for California and took 27 days to get to Santa Cruz Island. Again, we had one gale, seven days of flat calm, and no wind when the Pacific High snuck up on us. We roared into Santa Cruz Island on 40 knot winds to meet several friends who came out to welcome us home. We languished as long as we could to avoid returning to 'normal' life, but had to face reality and sailed back into Alamitos Bay on 25 July 1995.

The Tayana was wonderful throughout the trip, but it really proved its worth on the crossing to and from Hawaii. We used either an Autohelm 3000 or a Robertson autopilot 99% of the time and as the boat roared through the ocean, you had the sense you were riding on a freight train. We truly learned the value of reefing often and soon. We are pretty conservative sailors and we made sure we were never overwhelmed. We figure we were lucky with the weather, but we also were careful to use weatherfax and other weather sources before making choices and while underway.

The black hull was obviously hotter than a white one while we were in the high temperatures of the Sea of Cortez--we figure about five degrees or so--plus the teak decks did radiate the heat down into the lockers. Actually, that wasn't a problem as it kept our clothes nice and dry. We just had to be careful what foodstuffs we kept in certain lockers. I eventually lined the lockers with a foil covered bubble insulation, which was pretty effective. During the winter and in Hawaii there was no problem with the dark hull, though I have to say that on a few starless nights after celebrating ashore that it was a bit difficult to find a black hulled boat.

We did travel with our cat, Joey, aka the Baja Beast. He was fine in Mexico and thoroughly enjoyed the seafood delicacies, but we thought it best to ship him home with friends when we decided to go to Hawaii. We finally had to agree with most of the advice we received that it's probably best not to travel with a pet. We enjoyed him immensely, but we did have to make compromises. He's back on the boat with us now and you would think he had never left.



AVVENTURA's black hull proved to be hotter than a white hull.

We are now living on our boat in Long Beach, planning and saving for our next adventure in about three years. Hopefully, that cruise can be open-ended." If anyone is interested in more information on cruising in Mexico or Hawaii, feel free to contact Paul and Mary at (310) 435-0311 or write them at P.O. Box 3981, Long Beach, CA 90803. (1/96)

New Members

Jeff and Darla Afill, *SEA TURTLE* (T-37), Kemah, TX

Richard Clow and Mary Boyko, *Prospective Owners*,
Stafford, CT

Paul and Judith Horton, *RECLUSIVE* (T-37), Norfolk,
MA

William and Angela Logsdon, *SIRENIA* (T-37), Alameda,
CA

Rick Ludeman, *DANCIN' BARE* (T-37), St. Augustine,
FL

Mitch and Andrea Page, *TRANQUILLITY* (T-37),
Wilmington, NC

Carl Parvin, *SENTIO* (V-42), Reno, NV

Robert Pauly, *BRIANA* (T-37), Toccoa, GA

Lucien and Billie Jo Roux, *NINA DEL MAR* (T-37), Daly
City, CA

John Watts, *WAYWARD* (V-42), Lynnwood, WA

Long Term Storage

by Tom Egan

Tom and Conny Egan are a military family and own DAYDREAM, a 1983 T-37 (hull #375). The boat will be their retirement home in the future and they have spent the last few years dreaming about that eventuality, hence the name. As anyone who has ever been associated with the military knows, changing your address is a fact of life. Last spring they were given three weeks official notice of a pending assignment to Misawa Air Base in Northern Japan. This is their story of what they went through regarding their boat.

At first we thought this is exciting, but reality set in when I thought of the boat. My options were: 1) leave DAYDREAM with a yacht broker for them to sell; 2) leave her in the slip and have someone look after her; 3) ship her to Japan to use there; and 4) put her in long term storage for up to three years.

Store, ship, or sell? I wanted to keep the boat, but economics and good sense said, "Sell it and buy a newer boat when we return." Three weeks is not much time to sell a boat, so I called around to various brokers and asked their opinion. Of course they said, "Just bring the boat over and we will look after it until it sells, and..... Oh no, we can't take any actual responsibility for your boat after you're gone. You will have to find someone to move it if a hurricane threatens." Though some brokers were very helpful, the whole experience did not leave me with that warm fuzzy feeling I wanted to have. Decision number one made! Selling was out of the question. I'd have to store it or ship it!

If I left the boat in her slip at a public marina in Biloxi, MS, she would have to be moved if a hurricane threatened, which is a real possibility in Biloxi. I didn't feel comfortable leaving a boat in the water, and most of my trusted friends are as nomadic as we are. Storing the boat locally was not a viable option.

Ship it to Japan? As a military family, we do not have a lot of spare change lying about. If apples cost \$5 apiece in Japan, what would a boat slip cost? Another option nixed.

The fourth option, long term storage, now appeared the most attractive. The big question was 'Where?' In the South we almost never haul-out, except to do bottoms, so the local boat yards are not geared toward long term storage and most of them in Biloxi have been displaced by Dockside gambling casinos. I needed a place to store it on land away from hurricanes.

I dragged out my road map and decided that the Tennessee-Tom Bigbee Waterway from Mobile, AL to the Tennessee River looked like a good place to look for a hurricane-proof marina. I found only two marinas with the capability of hauling my boat and only one of those seemed interested in the business. The decision was made! Go to the Demopolis Yacht Basin in a sleepy little town 250 miles up the Tenn-Tom, a marina run by good people eager to help.

I lowered the mast into wooden braces on the deck and rigged up an anchor and running light, as well as an antenna mount for the VHF for the 300 mile trip from Biloxi, MS to Demopolis, AL (60 foot mast vs. 52 foot bridges). I offset the mast near the cockpit to allow for the helmsman to stand. Given the time restraint I was forced to hire a captain with crew to move it. The trip up the Tenn-Tom went well, even though it rained 12 inches in 24 hours the first day. Needless to say, I met a very soggy bunch in Demopolis five days later, when I took possession.

The first preparation I made for storage was to label, then remove all standing and running riggings. I washed the running rigging in a commercial clothes washer with detergent and fabric softener. I then air dried and coiled the lines for storage. The standing rigging was pressure washed, lightly oiled, and coiled for storage. I also washed and coiled all the lines on the boat, including the anchor and dock lines.

The engine had run for four days in fresh water getting to the marina--another plus for the marina location. I changed the oil and oil filter while it was still in the water. I added an oil conditioner (sold by West Marine) designed to prepare the oil for long term storage. The diesel fuel was treated with a fuel conditioner. I then changed all of the fuel filters and ran the engine per instructions to get the treated oil and fuel where it needed to go. I filled the diesel fuel tank to the top of the tank, as it is black iron and given to rust from condensation otherwise. I will need to drain the fuel and refill the tank when I recommission her. A small price to pay vs. a new tank.

Everything that was removable was removed from the boat. This included the anchors, bimini and frame, galley equipment, microwave, TV, stereo, cushions, radios, life vests, spares, - everything! I didn't know we had so much stuff on that boat. All of it was labeled, cleaned, and professionally stored.

The dinghy was removed, cleaned, and stored. The outboard was run in fresh water with treated fuel, the engine fogged with engine fogging oil, and the carburetor drained. It was then cleaned, waxed, and stored.

When we hauled the boat out of the water, she was thoroughly pressure washed and the exterior scrubbed. The water tanks were drained and the water system treated with potable anti-freeze. All of the drains were treated with potable anti-freeze, as well as the bilge, which was pumped through. The raw water intake on the diesel was removed, placed in a bucket with a 50/50 mix of auto anti-freeze, and the mixture pumped through the engine and exhaust by running the engine. Just before I shut the engine down, I sprayed some fogging oil in the intake. The batteries were disconnected and left in place. New ones will be needed on recommissioning.

The interior was thoroughly scrubbed and all of the surfaces treated with an appropriate wax: Pledge for the varnished teak and Johnsons Clean and Shine for the formica and fiber glass. I thought of removing all of the bulbs and spraying the sockets with WD-40, but my wife was going to have me committed for terminal anal-retentiveness, as it was.

The boat was ready to button up. I opened all of the cabinets and drawers and raised the floor boards to allow for a free flow of air. I opened the ice-box and engine compartments as well. The dorades and other vents were left open. The mast was left in its 'crutches' on the deck and, though not common procedure for the South, the boat was 'shrink-wrapped' with large openings at either end for ventilation. I checked the boat stands, insuring the locations were correct and the chains tight. I said a little prayer and left. I had a nagging feeling that I left something important out. If anyone has had experience with long-term storage, I would like to hear about it. I would also like to know if I should do anything now (long distance) that absolutely needs to be done for long-term storage.

You can write directly to Tom at PSC 76, Box 4414, APO AP96319-4414.



The Egans hold on to their DAYDREAM.

The Radio Shack

by Bob Gebeaux

Sparky sez: "Wouldn't it be comforting to know that others could track your actual progress as you transit in blue water from one destination to another?" Bob Gebeaux (KA3OCS) of MALULANI (T-37, hull #489), a preeminent HAM, has been working with a number of other HAMs in the Caribbean to encourage the use of a tracking and reporting system that most of us could afford and use in open ocean passages. This system, the Automatic Packet Reporting System (APRS), is used in conjunction with your computer and Ham radio. Bob's description follows.

The APRS is a "real time" system meant to track the positions of objects or people as they move about. APRS displays these positions on a series of maps that cover the world in some detail. APRS also shows a number of tables summarizing the data that has been reported. It can be used to track boats at sea or any object that can be given a latitude/longitude. It uses non-connected packets, which means that several stations can participate in the network, transmitting and receiving real time data, much like what is done in a voice net. APRS assumes data is time sensitive, so after the initial report, the data is repeated at increasing larger intervals until it is only transmitted every 15 minutes or until a change is made.

APRS requires the same equipment as does VHF or an HF packet: HF radio, Terminal Node Controller (TNC), GPS, and computer. It is unique in that it is not a connected system and is more like a voice net because you are free to add your information at anytime and share it with others monitoring the net. A series of packet beacons is used to broadcast information, position, and messages. APRS operates on the following frequencies throughout the world: 10, 151.0; 7085.0; and 145.790 (if you have an AEA TNC, you must tune up .510 khz on the HF freqs!)

Differences between APRS and a Bulletin Board System (BBS) are: (1) APRS gives a visual display of participants, their beacons, and movements through a series of displays and maps. (2) More than two stations can communicate/participate as the network uses unconnected packets vs. the connected packets in normal packet operations. (3) BBS is used to pass messages to and from individuals, whereas APRS is for position reporting and real time informational display. In that regard, it would be very useful in time of natural disasters to report status to all concerned parties who are monitoring the network.

The APRS program is shareware written by Bob Bruninga (WB3APR) of Glen Burnie, MD, and is available on several bulletin boards. More on this in the next issue.



TOG Notes

SOUND OFF

We continue to receive excellent response from members contributing information/stories for *TOG News*. Thank you. Enclosed is a preaddressed "Sound Off" form for your use in sending us your input. Submit your questions, comments, recommendations, and material for publication. And don't forget to send pictures!

TOG ROSTER

You will receive your 1996 TOG Roster in a separate mailing. There was too much material to include it with this issue. Please send us missing boat names & hull numbers.

NEW! COZIES AND MUGS

In response to requests by members for drink cozies, we now have available for \$1 each TOG Cozies for your summer cruising in four colors: green or blue with white logo, yellow with black logo, and black with gold logo. Additionally, we have a few ceramic mugs, black with metallic gold logo, for \$5. As usual, shipping is no extra charge to you. A new expanded order form will be included with your TOG Roster.

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

BUSINESS CARDS

The response to the TOG business cards introduced in the Winter '95 *TOG News* was wonderful. If you wish to take advantage of this complimentary service, but have not received additional cards, please let us know. Card holders are also available upon request.

BROKER'S FEES

If you plan to sell your boat through a broker and advertise in *TOG News*, you may wish to advise your broker that the price appearing in *TOG News* be with broker's fee deducted for TOG members.

REQUEST FOR COMPUTER INFO

More and more people are using computers as an integrated part of their living aboard, sailing, navigating, and maintaining their boat. We would like all who use or are planning to use computers in their nautical pursuits to provide us with feedback in the following areas. (1) For what purpose do you use your computer? (2) What programs are you using and what is your assessment of them? (3) Describe your "system", including the electronic nav systems, radios, etc., incorporating line/block diagrams. We'll publish a summary for all members in a future issue.



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