
TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

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SUMMER 1996

Newark to Newark

SYMPHONY sails home

by Trevor Hodgson

Trevor and Lesley Hodgson are the third owners of SYMPHONY, their T-37, hull #463. TOG members know them best as the creators of the TOG Index, but they are also passionate sailors, as the following account reveals. The story and pictures are protected by copyright and any reproduction of either is forbidden without the consent of the author.

For many years we nurtured dreams of sailing across oceans. *SYMPHONY*, our sturdy eleven ton cutter was built for such cruising, but there were always forces combining to keep us close to home: bills to pay, a home to maintain, a family to care for, work to be done. Last year, a conjunction of favorable circumstances allowed us to leave. Lesley's father urged us to make

our destination Newark, England, where we were both born. Initially, we were skeptical. Newark is on the River Trent, sixty miles from the sea. The river is difficult to navigate for an ocean-going sail boat. The bridges are low and the water is shallow. We could solve the problem of the bridges by taking down the mast, but the water depth was more difficult. It was very dependent on the amount of rain and on judicious use of the rising tide on the lower tidal section.

Now we needed a suitable starting point. Newark-On-Trent is the parent of all thirty-two Newarks around the world, and Newark, NJ, the first-born of the offspring communities, was a natural choice. It too is on a river, the Passaic, which flows from nearby hills into New York harbor. It is one bay over from Manhattan and just forty miles from our American home. Our decision was made.

As our planning proceeded, we became aware of an impending reunion called Newarks of the World. This Newarkfest, a biannual event, was scheduled in Newark, England, just a couple of weeks after our own planned arrival. It was to add a very special dimension to our homecoming.

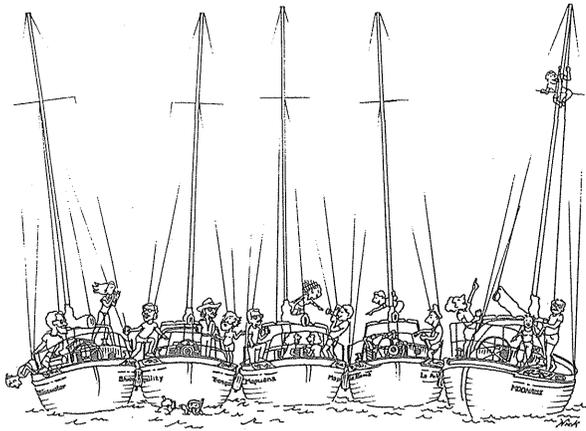
The Passaic River is not on the radar screen of the majority of cruising boats. There are no marinas there. Newark's Mayor Sharpe James responded generously to our appeal for somewhere to start our voyage and *SYMPHONY* berthed at the city's fire academy alongside the fire boat, *RENAISSANCE* (see photo below). The academy proved to be a truly first class berth; no group of people could have been more helpful than the fire chief and his associates; no marina could have been more welcoming or more interested in our endeavor.



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Rendezvous Roundup

[Editor's Note: We all support the concept of TOG Rendezvous. This year we have a San Francisco Bay Rendezvous and Gulf Coast Rendezvous in the planning stages. We appreciate volunteers to coordinate rendezvous. Anyone in the Puget Sound, Southern California, or Florida areas, please contact us and we'll help get the ball rolling.]

Chesapeake Bay, MD

In the last issue of *TOG News*, we inadvertently omitted Howard and Mary Eckert (*SIRENA*) from the list of attendees at the Winter Rendezvous held at Bob and Marge Klein's on 28 January. Please accept our apology.

AFall Rendezvous will be held on 5 October in LaTrappe Creek. Plan to anchor no later than 5 p.m. and bring a potluck dish to share. If not in the anchorage behind Martin Point, host boat *AEOLUS* will be found upstream near Sawmill Cove. Bring your dinghy and plan to explore. Susan Canfield is planning a two-week Chesapeake Bay cruise prior to this rendezvous. Contact her at (410) 626-8545, if you're interested in joining *AEOLUS* for all or part of the trip.

Long Island Sound, NY

George Palazzo is interested in hosting a regional rendezvous at the East Greenwich Yacht Club in Rhode Island. Interested attendees may contact George at (401) 949-3113.

San Francisco Bay, CA

If you keep your boat and/or live in the San Francisco Bay area, and are interested in attending a rendezvous of Tayana owners in that area, please contact Harry "Burk" Burkholder for details at (916) 391-2859 in Sacramento, CA.

New Members

William and Theresa Burkhardt, *RAMOTH* (T-37), Largo, FL
 Randy and Lorraine Newnam, *Prospective Owners*, Dallastown, PA
 Greg and Kathleen Nickols, *FOUR WINDS* (T-37), San Rafael, CA
 George and Catherine Palazzo, *Prospective Owners*, Johnston, RI
 Selden Parmelee, *CHARDONNAY* (T-37), Alameda, CA
 Margita and Kris Wallgren, *MARGIZ II* (T-37), Penetanguishene, Ontario, CANADA
 Ray Walshe and Betty Francis, *WINDFREE* (T-37), Jacksonville, FL
 Steve and Sally Williams, *S & S FOREVER* (T-37), New Smyrna Beach, FL

TOG Notes

In the last issue we requested information on the use you may be making of computers onboard your boat. We received little input, so are repeating our request. For what purpose do you use your computer? What programs are you using and what is your assessment of them? Describe your "system", including the electronic nav systems, radios, etc., incorporating line/block diagrams.

For the protection of our membership, we wish to remind everyone that the TOG Roster (mailed with the last issue) is not to be used for commercial purposes.

We have received some requests for line drawings of Tayanas in digital format. We are working on this with JR Design and will soon have available 3 1/2 inch diskettes for use on either PC or MacIntosh, with line drawings of each hull type T-32 through T-65, plus the TOG logo. There will be a charge for the diskette, but you should find this useful in designing personalized business cards, letterhead, etc.

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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.

ADELANTE (T-37, hull #361), built in 1983, is for sale by her first owners, Emanuel and Helgard Wirfel. Excellent condition, long range cruise equipped and ready for a second circumnavigation, sensibly priced. Currently located at Charleston, SC. Interested parties invited to call (409) 295-0962 for information package.

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 Panels, Quad Cycle, Trace Invertor, 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).

BLUE WATER (V-42, hull #65) is for sale by Dan Williams. It is a center cockpit, cutter rigged, built in 1983. Equipment includes: Marinaire 19K BTU reverse cycle heat/air-conditioning, separate Espar forced air heating system, custom dodger & awning, custom stainless steel davits, cockpit cushions, Perkins 4-108 engine, Borg Warner velvet drive transmission, 2-speed anchor windlass, boom vang, pedestal guard with custom teak cockpit table, 2-burner propane stove, extra opening hatch above galley, microwave, Grunert refrigeration, 6" interior cushions, wired for telephone & cable TV, stainless steel dorades and ports (in lieu of bronze), screens, mast pulpit, Data Marine instruments, Heart 2800 invertor, Micrologic LORAN, Furuno LC-90 LORAN, VHF, two anchors, full sail inventory, and much more. She has been in storage for the past three years; a beautiful vessel, maintained by a loving and fastidious owner, with an interior that shows like new. Located on East coast of U.S. Asking \$145,000. Contact Dan at P.O. Box 1386, Chelan, WA 98816 or call (509) 682-0701 or (410) 263-3278.

KUIII (T-37, hull #149) is for sale by Fred and Linda Daugherty. She is a lovingly-maintained cruising veteran, just returned from Alaska, with an earlier trip to Mexico. She

is equipped with an Isuzu 40, Pro-Furl, 150% genoa, cruising spinnaker, heavy manual windlass, large battery bank energized by solar panels, GPS, LORAN, radar, refrigeration, Force 10 Slimline cabin heater, and many amenities that make living aboard comfortable. Located in San Diego. Call (619) 589-5316 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 liferaft, 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 (206) 452-9940 or fax (206) 457-5952.

NAMASTE, a V-42 (hull #122), owned by Chris Catt and Jami Omellas is being offered for crewed charters. See their entry in News From the Fleet, p. 20.

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. Listed with Southern Trades Brokerage, (809) 774-7174, broker: Jaye Tullai.

PUFF (V-42, hull #126) finally went to roller furling, therefore has a fully battened mainsail and a Zip Stop mainsail for sale. The battened main was used four seasons; the Zip Stop used one season. The battened main dimensions are: luff 48'3"; leach 50'0"; foot 16'3". It is 9 oz. soft dacron, triplestitched by Sobstad Sails, with 7/8" internal slide taped to grommets on covered rope luff and covered rope foot for slot. Reef points at 8'0" and 14'9"; takes four full length battens (included). The Zip Stop measurements are: luff 47'11"; leach 49'1"; foot 16'1". It is 9 oz. dacron, quadruplestitched by UD, with 7/8" internal slides taped to grommets on covered rope luff and loose footed. Reef points at 6'4" and 13'0". Contact Nancy and Dave Gipe at P.O. Box 3295, Annapolis, MD 21403 or call (410) 280-3824.

TILICUM (T-37, hull #113), a proven cruiser is for sale by Robert and Ron Gilden. A one family boat, *TILLI* has sailed from Maine to the Caribbean. The Volvo engine was replaced with a 66 HP Yanmar in 1993. With 150 gallon fuel capacity, 100 gallon stainless steel water tank, seven deep cycle batteries, two outboards, LORAN, GPS, and many spare parts, this boat is geared for both coastal and blue water cruising. With new non-skid and canvas, her wooden mast, and rails, she is a classic. We are looking for a worthy new owner. If you qualify, please call Ron at 1-800-538-0016. Asking \$83,000. Laying in Miami Beach, FL.

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News from the fleet...

Bill and Theresa Burkhardt have realized their dream of becoming full-time cruisers, after more than 15 years of saving and planning. They write, "In May 1995, we purchased our 1990 T-37 (hull #559) in Cape Coral, FL, and sailed her north to St. Petersburg for a full-time, five month fitting out process. Our goal was to turn this capable cruiser into a home. Re-christened *RAMOTH* (a fictional Dragon), our T-37 went through a substantial metamorphosis. Modifications and additions included Lazy Jacks, a Freedom 10 Invertor and Link 2000R monitoring system, two additional battery banks, electric windlass, wind generator, solar panels, outboard motor hoist, 650-watt microwave with cabinet, fold-down storage boxes, and many other interior changes too numerous to mention.

Since we left the St. Petersburg area in early November of 1995, we have cruised the West Florida coast, visited America's most remote National Park (the Dry Tortuga's), made stops at Key West and Boot Key Harbor in Marathon. When we entered Marathon, we were amazed at the number of Tayanas already in the harbor; six, including *O-BE-JOYFUL*, *DUBLIN DRAGON*, *VICTORIA*, *VIXEN*, *LOCHIVAR*, and *THE GOOD NEIGHBOR*, who were a wealth of knowledge and helped us make the decision to enter the Bahamas for the winter months.

We left Marathon on 27 December and after a 33 hour sail and an overnight Bahamas Banks anchorage off of Russell Light, we cleared into the Bahamas at Chub Cay Marina. The facilities there are still recovering from being devastated by a hurricane several seasons ago, but the docks are in excellent repair and the Customs official still comes to the Marina office to clear all yachts entering the Bahamas. The Cay Bar at the end of the docks still serves cold beers and mixed drinks. Range markers erected several years, make entering the narrow channel easy.

After the compulsory stop in Nassau, we sailed to Allan's Cay in the Exumas and island hopped our way south to Georgetown, our current location. Our future plans call for a spring visit to the Abacos and a return to the U.S. coast in late May. A leisurely cruise north on the ICW is planned with the Chesapeake Bay as our summer month's destination.

Although a bit wet (too much weight in the bow, with 90 gallons of diesel there) our Tayana sails well and doesn't cringe at 20+ knots of wind, as other lighter production boats

do. Her steering is responsive and she has a good turn of speed in moderate airs. Her capacity to carry stores is seemingly endless and her sail plan (cutter rig) gives us numerous sail combinations for most wind and sea conditions.

Our long term plans call for extending our cruising range further afield until the adventure isn't fun anymore. A friend tells us the only difference between adventure and adversity is attitude. We hope to continue to approach our new life with the right attitude for years to come." (3/96)

Chris Catt and Jami Omellas communicate their adventures since purchasing their V-42 (hull #122), *NAMASTE* (formerly *ALLEGIANCE*) in Ft. Lauderdale, FL. "We threw the dock lines on 6 February, headed for the Bahamas. When we reached Georgetown, we met the Tayana owners of *CELEBRATION*, *MARIAH*, *CINDY LEE*, and *THE GOOD NEIGHBOR*. Then we headed off for the Caribbean with our first stop in St. Maarten. Needless to say going to weather is not the most fun.

We found the Alpha Spectra hydraulic autopilot to be our best friend and most cherished electronic. It worked flawlessly, drawing small amounts of power. After just two and one half months of cruising, some of our favorite features are the galley layout, large with the double sink in the corner, and voluminous storage with the tanks all located under the floor. This is a real necessity for cruisers, since provisions cost so much less in Ft. Lauderdale than in the Caribbean, and the selection doesn't compare. Another nice addition is the cockpit fresh water shower I installed. Now we use the shower stall for dry vegetable storage.

We have planned to operate crewed charters with *NAMASTE* to help us keep up with payments, maintenance, and provisions. Currently, we are in the Grenadines and were planning to stay in this area for a few years, but now are considering the South Pacific and Hawaii. Anyone that has input or is interested in joining us in the Caribbean, South Pacific, or Hawaii is welcome to contact us at our communications headquarters: P.O. Box 717, Kalkaska, MI 49646 U.S.A. Voice mail/fax: (616) 258-2164. Cost will be approximately \$100 per day per person, gourmet food included. We are young, energetic, and like anything from adventures to relaxing activities." (4/96)

Rob and Claudia Host write as new TOG members and prospective Tayana owners, "We are moving to the east coast to summer with family in the Hamptons. We've rented our Hermosa Beach home and pared down our belongings to what will fit into a Honda Accord. Our next move will be onto our Tayana. We will continue to search for a Tayana V-42 from Southampton, NY. (See Ship's Store, p. 27) We look forward to each TOG News, scouring the Ship's Store for our boat and reading about the high seas adventures we hope soon to have ourselves." (5/96)

Kim Larson and Kay St. Onge continue to upgrade *AIRSTREAM*, their T-37 pilothouse (hull #187). They share, "Unfortunately, the fully battened mainsail we had made by Hong Kong Sails was made to fit a regular Tayana 37. It wasn't until we reinstalled it that we realized the original sail had been cut to clear the pilothouse. We are considering raising the gooseneck of the boom some 12-13 inches, as we believe the sail will fit with this adaptation. We would be interested in hearing from other T-37 pilothouse owners, as many of our problems arise from the fact that our boat is the pilothouse version. Nevertheless, we like the bright interior and layout of this version.

We hope to head for the Bahamas by Fall of '96 and leave the boat at mooring the following spring and summer, possibly in Georgetown. In this way we hope to sail the Caribbean six months at a jaunt, leaving the boat at moorings for six months. We would appreciate hearing if other boaters have found such a plan feasible and suggestions for ports in the Caribbean where a mooring service of this type is available and relatively secure." (10/95)

Selden Parmelee is a new member in the San Francisco Bay area, but has owned *CHARDONNAY* (T-37, hull #466) since it was built in 1986. He writes, "Great Boat! Someday I hope to go out the gate and take a left. I bought a neat 110% jib (7 oz.) with double leach and foam luff on a ProFurl. In Bay summer winds, I hardly need to put up the main when I single hand the boat. I do hull speed at 15-18 knots and reef it at 25-30 knots. The boat tracks great with just the jib; the Autohelm 3000 belt drive hardly works." (6/96)

David and Jo Phillips pen from England, "We went to pay our annual visit to Jan and Jim Vogt on *JANEV* (T-37, hull #445) in Chichester a couple of weeks ago. They are preparing for their second season in the Baltic. We had a surprise visit while working on *SYBARIS*, [our T-37, hull #10] last year from Brian Roberts (ex-owner of *STARRY NIGHT*, T-37, hull #4). Apparently due to various difficulties with the authorities in the British Virgin Islands, he sold *STARRY NIGHT* for \$17,000. Someone got a good buy! Apart from these two, we have no other association with or even sight of Tayanas." (5/96)

Mike and Yvonne Rose report from *PACIFIC GRACE* (V-42, hull #168), "After a lot of planning and preparation, we are finally casting the lines and beginning the long anticipated journey. We will leave [Seattle] on 1 May and slowly work our way north up the inland passage into Alaska. Returning to Seattle in late July, we will fix everything that broke and provision for a trip south in late August. After reaching San Diego, we will prepare for a winter in Mexico and then go south to Central America. Our hope is that we never have to fire up the heater. That is our measure of a successful cruise." (4/96)

Jack and Hermelinda Vogt commissioned *IWA* (pronounced Eva) themselves in August 1984. Their T-37 (hull

#386) has a custom interior built to their design. Jack shares, "Several of the features include: no V-berth (the head is forward); our main berth is a Pullman to port with 10 drawers underneath. We have an 85 gallon stainless steel tank for diesel in the keel and twin 50 gallon stainless steel water tanks under the port & starboard settees. I designed a stern pulpit, which Taiwan executed perfectly, hence no dinghy davits. I mounted a seat of plywood back there and it also serves as a platform for the upper part of an autohelm windvane. Another feature is the destroyer-type wheel from the V-42, which we had covered with thin teak strips for a warm feel. We went to Koahsiung in May 1984 to have a look at the yard and our dream in the making. We were treated like royalty, with dinner at a different restaurant each night, compliments of the sales manager.

We have lived aboard since commissioning *IWA*. At present we are in a slip at Silver Gate Yacht Club in San Diego. In March 1991, we sailed to Mexico, as far south as Manzanillo, working our way back up to Puerto Vallarta. From there we jumped off to Hawaii, via Isla Socorro. Island hopping across the chain, we visited all the islands and left Hanalei Bay on Kauai for Sitka, AK on 10 July. The first two days were some of the best sailing of our lives--approximately 50 degrees off the wind--150 miles the first day and 160 miles the second. Nineteen (19) days later we were in Sitka. We could have made it in 18 days, but spent one day running south from a dangerous low pressure system forming on top of us. Let me summarize by saying the entire trip took seven months and we put over 9000 miles on *IWA*. Looking forward to leaving again in about three years. Hopefully open ended this time." (4/96)

Ray Walshe and Betty Francis bought *WINDFREE* (T-37, hull #325) from Larry and Patti Lewis in February. They write, "A friend has been sharing TOG News with us and we enjoy it very much. In fact, we bought a Tayana because of the information we got from owners through the newsletter. What a wonderful boat. On our first trip from Fort Lauderdale to Jacksonville, we went 25 miles out into the Gulf Stream with S.W. winds 20-25 MPH. We made it home to Mayport in 36 hours, 18 minutes." (4/96)

New members, Steve and Sally Williams, purchased a Tayana 37 (hull #485), formerly named *PUFFINS*, from Keith and Kathy Marty in mid-March and renamed her *S & S FOREVER*. Steve writes, "We have been sailing the new love of our life for the past couple of weeks. We planned to prepare her for one week and then sail around Florida to her new berth in New Smyrna Beach, FL. We left St. Petersburg, FL on 23 March and headed for Key West for a 48 hour jaunt. Sally and I were married in September 1995, and although I have owned sailboats for the better part of 20 years, Sally had never even been on a sailboat before. Some would say that this was the perfect formula for divorce, or at least disaster!! Well, the gods must have been with us because the winds

Continued on page 29

Maintenance and equipment comments and questions...

ELECTRICAL/ELECTRONIC SYSTEM

Capt "P.Y." and Sheila Boggs share some of the upgrades they have made to *SPIRIT WIND* (T-37, hull #119) since purchasing it from Larry Conner in October 1994. "We have an all new electrical system with four golf cart house batteries and a gel cell starting battery; a Heart 2000 inverter; Garmin 210 GPS and chart plotter interfaced to log, speed, depth, and wind, with a New Alpha autopilot; new VHF; and Autohelm Seatalk."

RIGGING/GROUND TACKLE

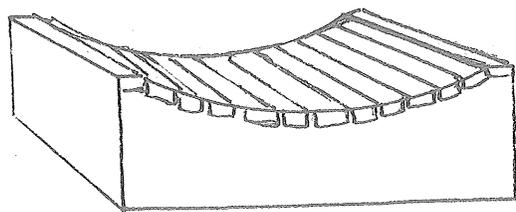
P.Y. continues, "We have a new aluminum mast by JSI and all new standing rigging with staloks. We have all new running rigging and added more ground tackle: a 45 lb. CQR on 120 feet of chain and 200 feet of 1/2 inch rode; a 45 lb. Danforth with 50 feet of chain and 300 feet of 1/2 inch rode; a 25 lb. Danforth with 25 feet of chain and 200 feet of 1/2 inch rode; and we are planning to add a 33 lb. Bruce."

ENGINE SUBSIDIARIES

"We replaced the stuffing box and engine mounts; realigned the shaft, as it vibrated at 2200 RPM; and replaced the exhaust elbow, which was corroded through."

STEERING

Capt Boggs reports, "We kept the worm drive steering, but put in an Edson pedestal and binnacle for our new Ritchie Navigation Compass and the autohelm displays. I had to have a new steering shaft made (lengthened), so I can now sit behind the wheel. I also made a helmsman seat from teak strips and painted the sides with white epoxy (diagram below). I put



a piano hinge on the back so that the seat can be flipped back to get to the steering gear or be removed. So far this has worked beautifully and looks great! I kept the wooden wheel, which I love!"

SEA ANCHORS

Tom Bowers onboard *MACBEE* (T-37, hull #396) asks, "Has anyone had experience with heaving-to in a T-37? If so, what sails were used? Has anyone had experience with a sea anchor on a T-37 in rough weather? If so, what size sea anchor and what length rode? Any problems?" Send responses to 1246 LaQuinta, Nipomo, CA 93444 or call (805) 929-5881.

GELCOAT

Chris Catt and Jami Omellas have had a non-stop adventure getting *NAMASTE* (V-42, hull #122) ready for cruising. They write, "Fortunately it was suitably equipped, but there is always a list of gear and repairs to be accomplished. There were thousands of pinhead blisters on the bottom with slightly larger blisters at the waterline. We decided to have the gel coat peeled and fortunately there was no moisture through the gel coat with the exception of the rudder. As the gel coat came off, it was very thin (less than 1/16") and full of air holes and dirt. It seems the gel coat started popping off rather than osmosis. We repaired the hull using 6-9 coats of West system's barrier coat. We also painted the top sides with Sterling two-part polyurethane, applying the roll and tip method. The results, to our surprise, fooled a lot of professionals who thought we had it sprayed."

RIGGING

Chris continues, "Once we were back in the water, living aboard, we pressed on to provision and get everything working and installed. We replaced all of the standing rigging, since we found four cracked swages. We changed the toggles to left hand and used 5/8 inch open turnbuckles for all the shrouds with stay-lok fittings. We also removed the jumper strut and the staysail boom. Now we use running back stays when necessary, which are not too much extra work. The staysail sheets through a stand-up block mounted just inside the forward foot of the push-pit on each side. It seems to work well when beating to beam reaching and also when the staysail is reefed. A track would offer a little more versatility, but more holes through the deck. We have a removable inner forestay, but have not yet figured out where to tie it off when we remove it. Any ideas? Also we had the roller furling genoa tack and head fitted with webbing instead of grommets for the ProFurl system and foam sewn in the luff, which significantly improved the sail shape when roller reefed."

REMOTE OIL FILTER MOUNT

Lonnie Dunham owns *VOYAGEUR*, a T-37 pilothouse (hull #442). He offers a couple of maintenance tips. "The best thing I did for easy engine oil change on my Perkins 4-108 is install a remote oil filter mount. Don't call Perkins; it costs twice as much! Total cost should be approximately \$60 - \$70 at any auto parts store. I can now replace my oil filter without the mess. The beauty of a remote oil filter mount is that you can mount it anywhere you wish for easy access. No more standing on my head to change the filter!"

TEAK DECK PRESERVATION

He suggests, "Forget all the Marine Store teak applications for decks. After cleaning decks with TSP and oxalic acid, I apply two coats of semi transparent wood preservative stain made by Sherwin Williams (Clear #104-5764). In the Pacific Northwest it lasts one year between applications."

PROPELLERS

Lonnie also asks, "Does anyone have advice about props for a T-37 with a Perkins 4-108? I have a 16x10 three-blade prop, which seems to work fine in forward, but handles like a drunk elephant in reverse. Has anyone installed a variable pitch autoprop? If so, how does it perform?" Answer Lonnie at Oregon Yacht Club #19, Portland, OR 97202 or call (503)232-8211.

CIRCUIT BREAKERS

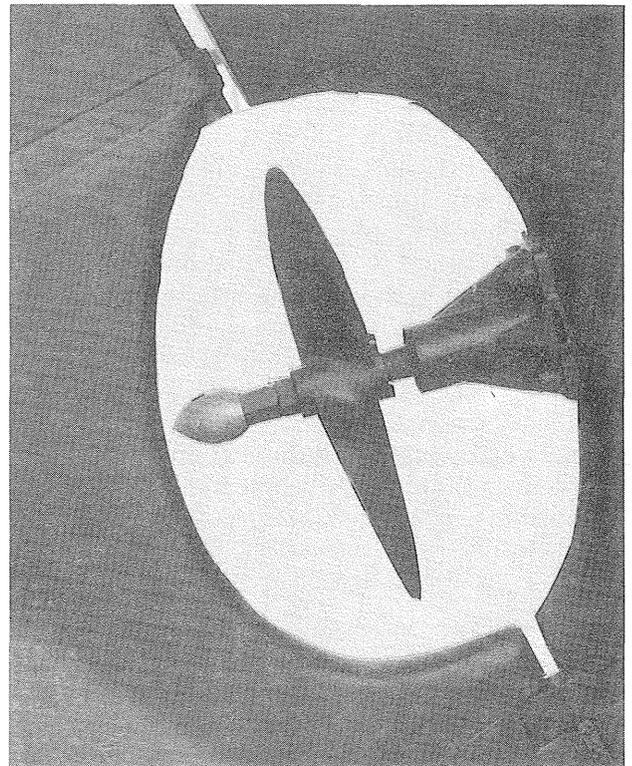
John Emery has been in search of circuit breakers for the original control panel of *DUCHESS*, his T-37, hull #253. The results, "I heard from Bob Matlock, who had looked into tracing down the supplier. It turned out to be a German company, ABB Stotz-Kontakt, in Heidelberg. They have a product center in Singapore, which probably explains why they are found on our Tayanas. The product is still available, but the U.S. distributor wants a minimum order of 100 pieces. For the record, they are a Miniature Circuit Breaker S91-B..S2. Therefore, we'll keep looking and hope someone doing a rebuild doesn't throw 'em away."

ANTI-SYPHON VALVE

Martin Koshar, owner of *CARPE DIEM* (V-42, hull #175), writes, "I recently had a large repair bill as a result of corrosion caused by a leaky anti-syphon valve. The valve is mounted on the bulkhead under the galley countertop. Both the valve and one of the clamped connections leaked slowly. The water flowed down the bulkhead to impinge on the aft surfaces of the engine and onto the transmission oil cooler. The latter had to be replaced. Is this common installation on the V-42 or is it unique?" Send responses to Martin at P.O. Box 618597, Orlando, FL 32861 or call (407)257-4544.

SHAFT ZINCS

John Kraft provides us with a steady stream of equipment evaluation and maintenance items on board *THE CHANCE* (T-37, hull #478). "I recently switched from a standard 1 and 1/4 inch doughnut shaft zinc to a large bullet zinc made by Sussex Zinc in Sussex, CT. (Photo below) The advantages are (1) it allows the shaft to slide in and out when alignment is required, and (2) it can be easily changed underwater (no Allen Wrenches required). Always drill through nut and shaft and secure nut with a heavy cotter pin. The arrangement I have is available through Seafarer's Locker, 1402 Colony Road, Pasadena, MD 21122, ph. (410)437-6666."



THERMOMETER

John reports, "RODCO Products, Inc. (1-800-323-2799) makes a digital thermometer unit, "Compu Temp Plus" with a rotary switch module that can accommodate up to seven remote sensors. This unit runs on a 9 volt battery and can sense temperatures in a variety of locations. At a glance it displays my refrigerator and freezer temperatures. I used a probe to check the temperature of my engine coolant (item on overheating engines following). It costs approximately \$100."

BILGE PUMP

John continues, "I went to great pains to install a RULE 4000 High Capacity computerized bilge pump with 2 inch ID hose running under 1000 pounds of batteries. This type of
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More maintenance and equipment comments...

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pump is supposed to cycle on and off every 2 and 1/2 minutes. If it senses resistance, it is supposed to stay on to pump the bilge out. In spite of the fact that I installed the pump some 18 inches above the deepest part of the bilge in an area where it never got wet (a back-up for dire emergencies only), two of these have malfunctioned. I am replacing it with a model that has a manually operated electric switch."

OVERHEATING ENGINE

John cautions, "Unless you have a real temperature gauge, your engine could be running at 195 or 210 degrees F and you wouldn't know. The warning light and audible alarm only come on at 212 degrees F. You should suspect that your engine is running too hot, if you must add coolant regularly. Check a running engine's coolant temperature with a thermometer, if you want to be sure of the temperature. Drain and flush annually, using a 50/50 mixture (no more than 50% anti-freeze). In the end, I soaked the heat exchanger in muriatic acid in a plastic box (have a water hose ready). After all the bubbling and fumes subsided, I realized two things: (1) Even though the heat exchanger tubes appeared clear, they had been insulated with calcium deposits, which the muriatic acid dissolved; (2) I should have removed the aluminum jacket. It survived, but it turned black! After immersing in muriatic acid, submerge the heat exchanger in baking soda to neutralize any acid residue. Use chemical resistant gloves during this operation, or if you are land based, take the heat exchanger to a radiator shop."

REGULATORS

John Kraft also cautions, "Beware of Powerline 3-Stage external regulators. They have some faulty units out there, and are apparently content to use unwary customers as their quality control department. We now have an ALPHA 3-Stage Regulator, but it makes no provision for the "charge" warning light and audible alarm that is standard on Yanmar engines. I am presently trying to figure out how to re-activate those features by use of a relay."

T-37 ELECTRICAL REFIT

This article is part two in a series about the restoration of a 1978 Tayana 37, *SOULMATE* by Derek Rhymes. Conditions existing in this particular hull may not be endemic to all T-37s. Both the designer and manufacturer have made numerous changes and improvements over the years. The manufacturer's willingness to customize each hull to the buyer's specification is unheard of with U.S.-based mass production yacht builders.

Derek writes, "As mentioned in the previous article (*TOG News* #70, p. 9), the electrical systems on *SOULMATE* had a wide array of deficiencies from AC and DC on the same terminal block to water and shoe damage to the breaker panel. There were not any electrical appliances on the boat when I acquired her other than overhead cabin lights and a rusted up refrigeration unit. My first instinct was to determine deficiencies and rebuild the master panel. It didn't take long to come to the conclusion that it all needed to be removed and replaced, with the exception of the wiring of the overhead lighting. Since much of the interior was disassembled at this stage, the job was relatively easy. In fact, almost fun.

I bought a book by Nigel Calder, titled Boatowner's Mechanical and Electrical Manual. This book was a tremendous help with things like identifying proper sized wire for a given amp load over a certain run (a copy of the wire chart is reprinted on page 31, courtesy of ABYC). It is the most technically thorough and qualified book I have read on yacht systems, a must for every yacht owner's library. It even uses pictures of a Perkins 4-108 as graphics during discussions on diesel engines.

PANEL

My master electrical distribution panel is located on the bridgedeck bulkhead underneath the companionway steps. I selected a Marinetics brand 30 amp AC/DC panel that incorporates separate voltage level and amp-draw gauges for AC and DC, as well as a polarity check for the 110v AC circuit. Marinetics is a popular high end manufacturer that will arrange the breakers in the order, and at the amp level, the buyer specifies. I ordered it and other big ticket items through Fawcett's in Annapolis, after setting up a frequent customer account, and saved about 20% off list price. BOAT/US and other mail order houses will special order items like these at similar prices, but I feel a bit more confident talking to knowledgeable sales staff prior to special ordering expensive items. To protect the panel from spray and feet, I fastened a piece of clear Lexan behind the top step of the companionway stairs.

WIRING

I went with Ancor brand pre-tinned wire and crimp fittings. This is the best I could find. Having a proper wire stripper and mechanical crimping tool (US\$40) is also essential to doing a professional job. Some people use the heat-shrink crimp connections and some people solder the connections after crimping. These are both certainly better than just mechanical crimps, but I feel that well executed mechanical crimps using pre-tinned wire and terminal fittings is more

than adequate for 95% of the wiring in a yacht. Anything that will likely be exposed to salt spray or weather should use the heat shrink crimp connections. These special crimp parts have a sealant that is activated by heat that seals the connection from the inside out. You also have the option of using double crimp terminal fittings where the terminal fitting is crimped to the wire jacket, as well as the wire itself. A special crimping tool is needed for this.

I set up a 12 gang positive buss bar for all 12v interior lighting and fans. This buss bar is connected to one breaker labelled "Interior lights/fans". It stays on all the time unless I'm gone for more than a week. Opposite this buss bar I installed a 24 gang negative buss for all 12v negative wiring. This negative (ground) buss has four critical connections to it, other than the negative leads from appliances: (1) a lead straight to the negative terminal of one of the house batteries; (2) a lead straight to the engine block; (3) a lead to a separate zinc bolted to the hull; and (4) a jumper connection for the 110v ground (green) buss bar. This last connection is a must have and is specified by ABYC. Without this you could easily be shocked if you are plugged into a shore power outlet that has a defective ground, especially if there is reverse polarity.

AC

I installed a six gang negative buss bar located on the opposite side of the compartment from the AC positive connections to the panel and DC buss bars. It is critical to properly and clearly label these components. I used black permanent marker to write on the compartment walls, identifying each unique component so there's no hooking up your new expensive knot/log to AC, and certainly to prevent the likelihood of electrical shock. After running, fastening, and securing all of my new wiring, I cut a piece of heavy clear plastic (from an old dodger window) and made a cover for the back side of the electrical panel. I fastened it at the top with several screws and at the bottom with a single screw to facilitate access for future additions or changes. This plastic cover is critical to prevent shock when working in the compartment with the electricity on, which should be avoided.

For the AC wiring, I used everything from 10 gauge to 16 gauge triplex wire, depending on the intended use and length of wire run. The 10 gauge wire was used for the run from the panel to the AC inlet. It's important to replace the shore power inlet receptacle when you replace everything else. It may look fine, but after 15 years of exposure to the elements, it's sure to have developed resistance. I found out the hard way and had to replace a shore power female plug after it began to melt from a 20 amp draw. For AC outlets, I used top quality household units, ensuring that the first outlet in each series is GFI protected. Even though there are marine grade outlets available, the cost is extremely high (\$20-\$40 each vs. \$2-\$10 for UL listed household). I set up four AC breakers for outlets: Galley, Nav Station, Outlets Forward Port, and Outlets Forward Starboard. Since I live in a region with cold

winters, each outlet breaker is 15 amps to be able to handle a portable 1500 watt heater (not to be left unattended). I also have the battery charger and water heater on their own individual breakers.

DC

On the battery side of things, a standard size 4D lead acid battery wouldn't fit the fiberglass battery boxes that came with the boat, so I removed the boxes and rebuilt the battery shelf under the quarterberth with proper tie-downs for the two new 4D batteries. However, at the recent Annapolis Sailboat Show I found a battery that I believe would have fit the original boxes, but I imagine these batteries would have to be special ordered. For cable leads from the battery, I went with 1/0 gauge pre-tinned wire with heavy duty mechanical crimp terminal ends. Soldered end fittings would be preferred, but it is difficult to do with such large wire. I connected the batteries to the electrical panel and engine starter via a Guest heavy duty four position battery switch. I researched installing isolators, a "starting" battery, and other features, but the bottom line was that they complicated the system and added expense. I could keep adding batteries, but I think I'm better off with only a few quality large batteries with fewer connections and short wiring runs. I installed a Newmar automatic 30 amp AC charger to keep the batteries topped off. Further enhancements to the electrical system might include a variable or "smart" charging system that allows fluctuations in the way your batteries are charged by your alternator, a small diesel generator with a high output DC alternator, and/or a Heart Interface, as funds allow.

MAST WIRING

As part of my refit, I also found a used aluminum (double spreader) mast to replace the deteriorated wooden spar. It needed refinishing and rewiring. I used Ancor brand duplex and triplex wiring, as well as new coax for the VHF antenna. In hindsight, I could have probably used single wiring without the plastic casing on the duplex and triplex wire (the 1 inch PVC wiring conduit inside the mast was pretty full when I was finished). The original mast wiring ran outside the mast at the base and through the deck to a terminal block at the top of the compression post (I'm deck stepped) and then had another terminal block at the top of the compression post. I led the new wiring all the way to the panel/negative buss bar without any interim connections. Anyone who has ever tried to hunt down mast electrical troubles would qualify this step as critical. Take into consideration the length of the wiring runs from the top of the mast to the panel and the amp loads that each light or series of lights draws. You will find you need to run up to 70 feet of wire sized from 14 to 10 gauge (10 gauge for spreader lights).

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Newark...

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The hazy morning of our departure was filled by a gathering confusion of good wishes, farewells, and reporters' questions. Attracted by the oddity of a sailing boat on the river, cameramen filmed and interviewers questioned, with an awe appropriate for a whale stranded on a beach. Why had this strange craft dared stray upstream? The mayor's office presented us with a huge, magnificent flag of the City of Newark to carry to the 'other' Newark. We hoisted it, cast off the lines, and started our journey. *RENAISSANCE*, crewed by smart firefighters in dark uniforms and orange life preservers, escorted us down river through two heavy swing bridges and two more that lifted high, clear of *SYMPHONY*'s mast. Before turning back, her hoses charged, she honored us with the traditional fire boat salute. Jets of water surged aloft in a display that the QEII would be pleased to receive. We were delighted and deeply flattered.

Our dream was happening. The preliminaries over, we basked in the reality of ocean cruising. The days were sunny and warm, winds were light, variable, and generally astern. Everything aboard was working. A generator towed astern charged the batteries. Positions from our first sextant sights were erratic, but we slowly improved and became confident we could find England without modern electronics, if necessary. Watch schedules were adopted with four hours on and four hours off. This established the shipboard routine. Dolphin playfully rode the bow wave and whales slid through the waves, blowing clouds of dark vapor into the sky. Warblers, swallows, and tropical birds paid visits, some resting on board before continuing their long, lonely migrations. We were filled with the wonder of the ocean and the sheer ecstasy of being there. Relatively slow progress toward England was not important.

The second week at sea, four hundred miles south of Nova Scotia, the weather changed. Clouds covered the sky, cheating us of both sun and stars. Brisk winds raised high waves before dissipating to leave us floundering in the swells without steerage way. The weather radio station gave a gale warning. Following one deceptive lull, the wind struck with sudden savage fury. *SYMPHONY* raced downwind at eight knots under bare poles. Waves rose in high masses; the sea became white, as spume flew downwind from the crests. Sounds of surging water filled the air, obliterating all else. One huge wave crashed over the stern, carrying away safety gear and leaving us submerged and breathless. When calmer weather eventually returned, the cabin was uninhabitable. A cupboard door hung open, one section of floor boards had been flung from its place. The violence of the motion had

tossed books, papers, fruit, vegetables, jars, and cans into a rolling mass on the floor. Water had poured below and destroyed some of our electrical and camera equipment. Rice and sauce, cooked and abandoned in the rapid onset of the storm, was plastered everywhere. The storm shocked us into momentary inactivity, then served to stiffen our resolve to sail away from the area of low pressure as rapidly as possible. Sedentary cruising was over. Gales continued for 4 more days and a cockpit of water became routine. A series of lows swept us along toward England until unusual easterly winds drove us northeast toward Ireland. Fortunately, a short break in the pattern eventually allowed us to move north of the Scilly Isles and on to Falmouth. Our landfall was at night with our first sightings being the powerful lights on the Scillies and off Lands end. As fog rolled in, our first sight of land was just outside Falmouth harbor.

After 5 days of shaking the stiffness from unused walking muscles, replacing some of the lost equipment, drying the water that still lurked in every corner, and exploring this quaint and historic seaport, we continued eastward through the English Channel. The wind persisted on the bow, so we motored. In the Dover Strait, dense fog shrouded our passage. We sorely missed the radar, which had not worked since our brief career as submariners. In this busiest of all waterways, we saw no other boats; only mournful, menacing horns revealed the presence of ships in the nearby traffic lanes. The South Goodwin lightship, conjured from the fog by the magic of GPS, was a welcome sight and a vindication for electronics. The North Sea was alive with ferries, passenger ships, freighters, and fishing vessels. Brisk winds with clear skies drove us toward the River Humber in a grand, exuberant finale to our offshore passage. Places familiar from childhood vacations passed as distant blurs on the coastline to the west of us.

The River Humber, the estuary of the Rivers Trent and Ouse, is as brown as the Gulf Stream is blue. It seems that England is washing out to sea. The estuary is wide and the shores low; the aspect is open and spacious, despite the industry lining the banks. White smoke flies with the wind from tall brick chimneys, over docks and oil terminals.

With the mast stored safely at Hull, we continued up the River Trent. Views in the lower reaches of the river are restricted by high banks and tall grass. Cranes at occasional wharves swung pallets of lumber from freighters flying ensigns from Scandinavia or Poland. Upstream views are wider and more pastoral. The summer had been dry; the water level was low. By this time, the British Waterways Board was committed to getting us to Newark on time. They asked if we would like a river-pilot to guide us through the really low sections. The offer was instantly accepted. Chris, in his bright green British Waterways uniform, joined us at a wharf and navigated us along the channel, all the time sharing his thirty years of experience on the river.

Twice *SYMPHONY*'s bow bobbed and she slowed as her keel plowed the thick bottom mud. We held our breath. We couldn't be stopped here after coming so far. Soon Chris found deeper water. We passed through 2 huge concrete locks and then the tall spire of the church of our hometown rose over the trees ahead. We set the flag from Newark, NJ.

In the large lock, below the ruined twelfth century castle, we basked in an extraordinary hometown welcome. A band greeted us with "Life on the Ocean Wave", the town mayor, resplendent in red robe and opulent gold chain of office, flanked by other civic dignitaries, including personnel from the Newark, NJ mayor's office, offered welcome and congratulations. A huge cake and champagne promoted a festive atmosphere among the three hundred welcomers and ourselves. Newspapers and TV crews recorded the event for history. We felt very much over praised.

There followed a week of family gatherings, visits to places familiar from childhood, the town's historic open air market, church, and museum. School friends unseen for thirty years found us through the publicity. Newarkers paused by *SYMPHONY* to see the "boat that came from America" and ask about our voyage. We were privileged to be included in many of the Newarks of the World Reunion events. The two Newarks gave us gifts we will cherish: framed pictures of our fire dock departure and the civic reception on our arrival. We had a very special homecoming.

Ship's Store ...

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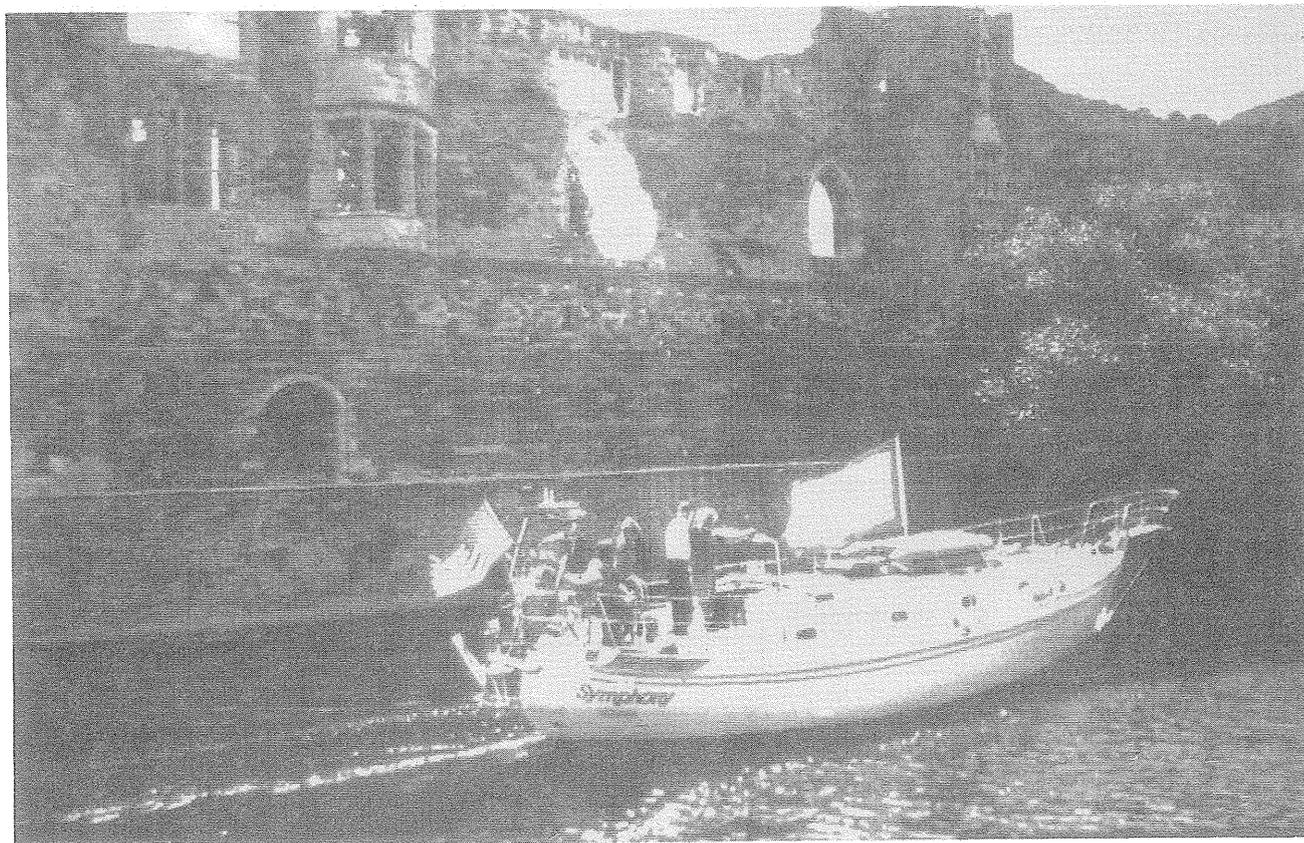
Prospective owners, Rob and Claudia Host, are actively searching for a well maintained V-42 aft or center cockpit. If you are interested in selling your V-42, please contact Rob and Claudia at 23 Hampton Road North, Roses Grove, Southampton, NY 11968 or by phone at (516) 283-3864.

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.

Randy and Lorraine Newnam in Dallastown, PA, are looking for a T-37, 1984 or newer, in good condition. Call (717) 244-1429 or (717) 244-2402 anytime.

George Palazzo from Johnston, RI, is looking to purchase a T-37, cutter rig, black hull preferred. Must first sell his 1971 Pearson 35 with black hull and Atomic 4 engine. Ready to trade, plus cash, for the right T-37. Call (401) 949-3113.

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.



With the Newark, New Jersey flag flying proudly, SYMPHONY motors past the 12th century castle as she arrives at Newark-On-Trent.

Picking a Path through Hurricane Alley

by Charles Molyneaux

C'EST SIBON, a T-37 owned by Charles Molyneaux, made the crossing from Ft. Lauderdale on Easter Sunday 1995 to the Bahamas. After spending a weekend at Riding Rock, San Salvador, Bahamas, I was ready to go to sea again. Thank goodness I have a weather Fax machine aboard, because I had been watching the 1000, 500, and 300 mb out of Norfolk and all looked good. So on Monday, 1 May 95, I took the Thorny Path south since I'm no gentleman and a true sailor at heart. I was ready for the waves, wind, and large seas. Would you believe it was flat calm, 400 nm to the east, then 300 nm to the southeast? *C'EST SIBON* had to motorsail all the way to St. Thomas, USVI, arriving Sunday, 7 May in Charlotte Amalia Harbor!

After three months of touring the USVIs and BVIs, it was time to head south for the hurricane season. Hurricane Erin started out as just a gust of wind as it went north of Roadtown, BVI. *C'EST SIBON* almost stopped too long in Roadtown while waiting for weather to get better, but finally departed for Grenada (the very tip of the Windward Islands) on 5 August 95. Everybody said go to Grenada and wait out the season until December because those islands hadn't had a hurricane in a long, long time. It sounded good to me, so off *C'EST SIBON* went, sailing merrily along. We sailed all night, waves smashing over the bow, water flying everywhere, boat heeled over, lots of fresh warm air; it was great!

The next morning as we sailed past Saba Rock and Saba Bank, it was like looking at a fairytale island rising out of nowhere. The lure of the islands had gotten to us and the trip to Grenada was soon forgotten. After all, we wanted "Adventure"! *C'EST SIBON* changed course to Nevis just south of St. Kitt. We arrived at 0300 on 7 August, after sailing 48 hours straight. We quickly dropped anchor and fell into bed, sleeping until noon. We awoke to a beautiful white sandy beach dotted by palm trees with a lush green volcanic terrain behind. It was a fairytale view, with clear blue water down to 30 feet on a sandy bottom. It was like the sirens singing to you as in the Greek myths to please come ashore and enjoy their company. But we realized the hurricane season had started and we needed to keep heading south.

We set the sails early the next morning and headed southwest toward the island of Montserrat. Once again we experienced the beauty of ocean sailing. Winds slowly rose to 30 knots and ten foot seas slowly climbed over the bow, as *C'EST SIBON* tacked a southeast course toward Montserrat. By now there is a volcano brewing at the south side of the island and things started to pick up on the horizon as we sailed

southeast. *C'EST SIBON* arrived just prior to the setting of the sun at a lonely black sandy beach at the northwest corner of the island. There was another sailing vessel at anchor, flying a French flag. The couple on the other vessel came out and started yelling at us to go away, as if this were their private beach. They wanted us to move north about a mile and a half to the next anchorage. At first I thought they were joking and I went about my business of cleaning the boat after a long day's sail. I explained to them that we would be underway at first light and would not disturb them. They became even more vocal, so we just ignored them and moved to the cockpit to watch the beautiful sunset. The next morning we raised anchor and set sail for Guadeloupe. As we sailed past the south end of Montserrat, we could smell the sulphur fumes from the volcano drifting over the water. We talked via VHF radio to another sailing vessel around the corner from where I was anchored and they said I was smart to anchor where I did, because their vessel was covered with soot from the fallout of the volcano.

The sail to Deshaies (pronounced De-hay), Guadeloupe was another wonderful day, but now we were surfing because the wind and waves had shifted to the north and *C'EST SIBON* was sailing southeasterly. We arrived at a picture perfect anchorage on 9 August with flat calm waters. Customs and immigration were easy. No one was in the office; just a sign saying to please fill out the entrance form and place it in the mail slot and have a nice visit in French speaking Guadeloupe. We did! We stayed a week. No fees. French bread, wine, and beautiful beaches. We finally left with a sad heart because of you know what--hurricane season. We set our course to Isle des Saintes just to the south of Guadeloupe. This is the big resort of the rich and famous--a beautiful little island tucked away in the Caribbean. We stayed three days.

From "the Saints" we continued southeast past Dominica to St. Pierre, Martinique, arriving on 19 August. The bottom didn't become shallow until *C'EST SIBON* was less than 50 yards offshore. I thought I was going to have to drop anchor on the beach! We awoke after two hours of sleep to the smell of the city and drank our coffee while we watched the fishermen preparing to go out.

Since we had not received an English speaking weather report in several days, we cleared customs in Fort de France, Martinique and then sailed to the Riviera of the Caribbean, Anse Mitan--another rich and famous topless French resort. The next day weather reports started coming in on my weather fax, indicating something was brewing. We headed for the

southeastern part of Martinique, St. Anne and the famous hurricane hole, Cul-de-Sac Marin. The city was charming with nice shops, fresh baked baguettes, and wonderful French wine (also cheap). We stayed two weeks (21 August - 3 September). This was because there actually were hurricanes out in the ocean. Hurricane Iris and Tropical Storm Jerry tried to visit the hurricane hole while we were there.

On 3 September we left a beautiful anchorage off St. Anne, Martinique and sailed directly to Bequia, St. Vincent, sailing past St. Lucia. We had planned to stop at the southern part of St. Lucia for the night, but something inside me said "no". So *C'EST SI BON* kept sailing. About 0300, just midway down St. Vincent Island, the electrical alternator bearing started to smoke, so I shut the engine down. The wind was from the stern and we had been motorsailing up to this point. Now we had no other choice but to sail into Bequia Harbor. Plotting our course put *C'EST SI BON* in the harbor right at sunrise. Perfect. We would have light to see when anchoring. As we turned (or tried to turn) up into the dying wind to drop anchor, nothing happened. *C'EST SI BON* just kept going straight toward another boat in the anchorage. I jumped up to the mainsail and started pushing back and forth. Finally at the last minute, *C'EST SI BON* turned, clearing the other boats at anchor by inches. We were able to get turned around and headed to the town docks. Almost out of nowhere, a small skiff pulled up on my starboard side to lend a hand. It was from *JAMMIN*, the boat I almost ran down at anchor; he turned my boat around and pushed me back across the bay to anchor properly.

Later I discovered, Bequia is the #1 friendliest island in the Caribbean. We ran into more Americans who have retired on this charming little island. At one end of the island is a place called Moonhole. It is a rather isolated community, where the American architect, Tom Johnson, is king. He has built a community of houses out of rock. There is seldom glass in the windows and the breeze is constant. There is no electricity. It is a special kind of vacation home for people who stay to themselves. When they do come to town, they are interesting to talk and party with. Tom Johnson's son and wife run the place, providing tours for the cruise ships that come to the island. The island life picks up during Christmas and New Years. While we were visiting, it was one big party, night after night (and they said it was the off season)! The people adopt you and it is hard to pay for anything. They are the most friendly people I've met so far in the island chain.

By the way, I carried an extra alternator and had it replaced within an hour after arrival in Bequia. Also, I had the damaged alternator repaired. Just in time, too, as Hurricane Luis started brewing by 1300, 4 September. Both the wind and the seas picked up quickly and for the next two days we rolled from side to side. We spent most of the time securing the inside of the boat to keep things from flying all over the place.

The following week, Hurricane Marilyn showed up on the scene. She was forecast to make landfall just north of Bequia. We took up a mooring ball, placed three anchors, removed all canvas, then waited, and waited, and waited. We were spared again. She had turned north and spread destruction from Dominica to the USVIs and Puerto Rico.

After three weeks in Bequia (a hard place to leave), the hurricane season pushed *C'EST SI BON* out of the nest to Tyrell Bay, Carriacou, in the northern part of the Grenadines. We stayed at anchor for a week and then set sail for St. Georges, Grenada for one night and then on to Hartman Bay at the southern tip of Grenada.

On 8 November, we made our night crossing to Trinidad with four other sailboats. We've had an absolutely delightful time here. The Trinidadians are friendly and helpful. We have had a good bit of maintenance done since we've been here, from bottom painting to pulling the head to replacing the injectors. In every instance, the work has been performed thoroughly and professionally.

As of March 1996, we're heading north for a quick trip to the USVIs, but plan to return here by July to avoid this year's hurricane season, then move on to Venezuela.

More news from the fleet...

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were fairly kind and we had a fabulous sail as we watched the beautiful comet that was in the sky last month. Actually, when we were approaching Key West, I was ready to touch land for a few hours, but Sally voted to continue on for another two days to New Smyrna Beach. I prevailed and we stayed the night in Key West and played tourist for the next couple of days as we headed up the Keys. At Key Largo, we were ready for another overnigher and then headed for the Gulf Stream. What a ride it was. We were registering 11.6 knots velocity-made-good on the GPS with a healthy kick from the Gulf Stream. After 26 hours of the greatest sailing ever, we turned into Port Canaveral just as a furious storm hit. It was part of that late storm that hit the Northeast so late in the spring and it was complete with hail and tornados. Fun was not the descriptive term I would use to describe our docking that evening!

Throughout the trip, *S & S FOREVER* performed to near perfection. The previous owners babied her every step of the way and it shows in every detail. The Martyrs have been extremely helpful in providing information on the boat, and readily admit, 'We will miss her'. Our dark blue hulled *S & S FOREVER* is berthed at our home on the ICW, about 20 miles south of Daytona Beach, across from marker #20. TOG members are invited to give us a call (904) 428-2311 as you head north or south along the ICW." (4/96)

A GOOD NEIGHBOR Visits Cuba

by Charles Huffman

Having done extensive cruising on the Eastern seaboard of the U.S. and in the Caribbean for the last two years, Charles and Judy Huffman decided to visit Cuba on their T-37 (hull #549), THE GOOD NEIGHBOR. Their story follows:

On 7 November 1995, we sailed from Marathon to Key West, and waited for a new front to come and then catch the second day of the weather pattern to sail South. As when going to the Bahamas, the Gulf Stream must be crossed enroute to Cuba. We were lucky in picking a good window and the crossing occurred in good weather. It was a lumpy, but fast ride, and we were five miles off Havana at 0200. We heaved-to until dawn and were at the Customs Dock at 0800. This was our first visit to an acknowledged socialist state and we promptly found some things are done differently here. The State employs a lot of people. To clear into Cuba, we were inspected by a medical doctor, two customs agents, a Coast Guard agent, an immigration agent, an agricultural agent, a veterinarian agent, and an interior agent (he took Judy's pistol with him when he left). We were welcomed to the country by each of these officials. This took a couple of hours. Lots of cheap paper was filled out, some in triplicate, many questions were asked that we didn't understand, so we answered "no comprendo". A feeling of welcome was very apparent as we went through the entry process. One of the customs agents had his hand out, but we pretended not to notice. We left the Customs Dock and went into Marina Hemingway. Hemingway loved Cuba and the Cuban people, and the people here still love him. The dockage is alongside a canal that is a couple hundred feet in from and parallel to the ocean, very nice! The surf hit the shore line, causing some spray and the palm trees swayed in the breeze; such a pretty place.

The U.S. Government prohibits its citizens from spending any money in Cuba. As we didn't need to use a hotel for habitation or restaurants for food, we didn't feel we were violating the spirit of the Embargo by being there. It is not a place to come to shop. A lot of stores boarded up and empty shelves in the open government stores indicated many things are in short supply or absent. We were surprised to find no toilet paper in the bathrooms, especially the first time. There are "dollar stores" that are well stocked, but they won't accept the Cuban pesos, only dollars. The Cubans are now allowed to own dollars and shop in these stores. How the people get dollars is an interesting story in itself. In addition to the empty government stores and the well stocked dollar stores, there is a very active Black Market here. In spite of the rules against it, we saw a lot of free enterprise capitalism. Many rode bicycles imported from China and many old U.S. cars were

seen on the roads. On a walk through a residential neighborhood, we saw a '56 Pontiac Chieftain in good shape with a diesel engine in it.

There was so much neglect. I found it a challenge to overlook the disrepair of the material things and the focus on the people. When the Revolution of 1959 occurred, all land and buildings were nationalized. Many of the buildings have not seen any maintenance in nearly 40 years and they show it. There were many areas where products we take for granted just don't exist. For example: no soap, no supplies for schools like paper, books, chalk, or chalk boards. There is health care for the people, but no medicine or first aid supplies, like bandages. There are dentists, but no anesthetics for his drill. When a woman has a baby, she has to take her own sheets and medicines to the hospital. The main weakness of the socialist system is they cannot create new wealth and they can't feed their own people. All it can do is redistribute existing wealth and ration the food it can produce. By removing the profit motive, material growth stops. On the plus side of socialism, is its ability to raise up an underdeveloped people through a strong authoritarian government. Pre-Castro, few could read or write or had access to health care. There has been a constant flight of the most capable people from this country for nearly 40 years. The educated classes left Cuba and went to Spain, Mexico, and the U.S. Those remaining were the poor. The literacy rate in Cuba now is higher than in the U.S. and the infant mortality rate is also better than ours. The people are still very poor, but they are better off now. Not everyone would agree with me on this evaluation.

We found the people to be most friendly and polite. When they found out we were U.S. citizens, many asked us about cities in the U.S. where their relatives reside. However, my answers were difficult for them to understand, as my ratio of Spanish words spoken to English words spoken is about one to four, even though we have been studying Spanish.

We stayed in Cuba for eight days. The museums were interesting and we were lucky to find a taxi driver with some English skills to help understand the materials displayed. Museums are good visits wherever we go.

The check-out process was similar to the check-in process. The weather, however, was against us. The Gulf Stream was a mess, but there didn't appear to be anything better coming, so we headed out. It took us twice as long to get back to Marathon, FL, as it did to get to Cuba. The waves were 8-12 feet and wind 20-25 knots right on the nose. We tacked and bashed all the way and arrived in Marathon at sundown the next day, salty and tired, but happy for the adventure.

The Radio Shack

by Bob Gebeaux

Since Bob Gebeaux (KA3OCS) retired from the Navy in June 1986, and started cruising on MALULANI (T-37, hull #489), he has used the club's net to make position reports and float plans for offshore trips. Over the years this has become more and more difficult due to the number of boats making reports. While in the Caribbean, he was introduced to the Automatic Packet Reporting System (APRS), which looked like the boater's answer to hassle free position reporting. Below he shares his success story of using APRS for a trip from Puerto Rico back to the east coast of the United States, via Bermuda.

I wanted to file a float plan with APRS and make all my reports via that system. Jim Johnson (WB4GQK), ashore in Florida, agreed to take the float plan, so I sent him a packet with the boat's description, equipment list, next of kin addresses/phone numbers, and our intended track and ETA. I wanted to use APRS to make the position reports automatically, so I interfaced my Apelco GPS with my laptop serial port and set the update time-frame for every 15 minutes. So once underway my position, course, speed, and a short remark would be beacons on the APRS net for all to copy.

We left Culebra at noon on Friday, 12 May. Once I cleared the reef, I turned on my rig and the APRS system. Within minutes I was in contact with WB4GQK; he had my position and opened my float plan. From that time until we were at the customs dock in Bermuda, I was in regular contact with Jim. Never more than 12 hours would elapse between acknowledged reports. Generally, I would send a short message with my position and weather conditions every three to four hours. This was in addition to the regular APRS beacons that I had set for every 15 minutes. If Jim failed to hear from

me in over a 24-hour period, he had instructions to call my next of kin for directions. My rig was not in heavy use, as the beacons are only transmitted every 15 minutes and the remainder of the time you are in the receive mode, monitoring other hams' reports. I was pleased at how easy it was to keep Jim up to date, but what was more interesting was that there were now scores of other hams on the APRS net that had an interest in my voyage. My computer was buzzing with reports and messages from hams all across the country!

As we pulled into Bermuda harbor, I left my APRS system running. The Bermuda map in the APRS system was a good one and Jim was able to tell when we had tied up safely to the dock without a word from me! After clearing in I noticed on the APRS log that Jim had me safe and sound and my float plan was closed. The system worked! I turned it off for two days until I could pick up my reciprocal.

Some of the advantages of using APRS to file a float plan and make your daily position reports are:

1. You can open/close/report at your convenience, not the net's convenience.
2. The mean time between position reports is much less than daily reports via the net.
3. The multitude of shoreside stations that can act as a relay for your beacons should assure your being heard.
4. You can still report in via SSB, if you so desire.
5. The system can be left in automatic while you go about other sailing duties.
6. APRS will give you an extra insight into weather conditions.

All in all, I had a lot of fun running APRS while sailing from the Caribbean and recommend the system to all sailors. Think how easy the Fleet Captain's job would be, if we all had APRS and how much more time we would have during the net time for other traffic! Join the fun and dust off that TNC.

Conductor Sizes for 3 Percent Drop in Voltage.

(Total current on circuit in amps.) (Length of conductor from source of current to device and back to source—feet)

	10	15	20	25	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170
12 volts																			
5	18	16	14	12	12	10	10	10	8	8	8	6	6	6	6	6	6	6	6
10	14	12	10	10	10	8	6	6	6	6	4	4	4	4	2	2	2	2	2
15	12	10	10	8	8	6	6	6	4	4	2	2	2	2	2	1	1	1	1
20	10	10	8	6	6	6	4	4	2	2	2	2	1	1	1	0	0	0	2/0
25	10	8	6	6	6	4	4	2	2	2	1	1	0	0	0	2/0	2/0	2/0	3/0
30	10	8	6	6	4	4	2	2	1	1	0	0	0	2/0	2/0	3/0	3/0	3/0	3/0
40	8	6	6	4	4	2	2	1	0	0	2/0	2/0	3/0	3/0	3/0	4/0	4/0	4/0	4/0
50	6	6	4	4	2	2	1	0	2/0	2/0	3/0	3/0	4/0	4/0	4/0				
60	6	4	4	2	2	1	0	2/0	3/0	3/0	4/0	4/0	4/0						
70	6	4	2	2	1	0	2/0	3/0	3/0	4/0	4/0								
80	6	4	2	2	1	0	3/0	3/0	4/0	4/0									
90	4	2	2	1	0	2/0	3/0	4/0	4/0										
100	4	2	2	1	0	2/0	3/0	4/0											

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More maintenance and equipment comments ...

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RUNNING LIGHTS

The bow running lights that came with the boat as original equipment were deemed not in compliance with the latest USCG regulations by my surveyor. They were separate lights mounted to plates on the sides of the pulpit. To reduce the amount of wiring, amp draw (2 amps vs. 4 amps), and cost of new fixtures, I chose to install a single Aquasignal Series 41 bi-color bow light. While I had my pulpit off to repair the bowsprit, I had a welder fabricate a simple plate that he welded onto the forward center section of the top rail, set just far enough back to prevent breakage if you bump the rail into a piling. And of course, while the railing was off, I ran new wire. I also have installed an Aquasignal tricolor light at the top of the mast for use offshore.

ZINCS

There's no single solution to cathodic protection using zinc anodes. However, you don't want to overdo it or underdo it; over-zincing can have a reverse affect on the protection. The zincs I found on this vessel were a collar zinc

on the prop shaft and two odd plate zincs on the rudder with neoprene gaskets. I replaced the collar zinc, but had to shave down its thickness to leave clearance for water flow into the cutlass bearing. The zincs on the rudder were not deteriorated at all and according to the previous owner had never been changed! I bought two new ones (made by Camp) and installed them without the gaskets and made sure they had good contact with the copper bonding strap. They now deteriorate as expected.

I also installed a 8 x 3 x 3/4 inch flat bar zinc bolted directly to the hull on the starboard quarter adjacent to the stern tube, outboard maybe one foot. In addition, I installed a 3/4 inch threaded fitting and zinc on the end of the prop shaft. When buying zincs, pick shiny ones. From everything I've read, they will be far more effective than the dull looking ones that have been in a bin at a chandlery for three years.

The bottom line with electrical systems is the same as with anything else on a cruising boat, use top quality parts and keep it as simple as practical. Anyone who has been cruising will tell you the number one failure and the root of much frustration and concern, is electrical systems. Designing it yourself and installing it to your own exacting standards will help ensure many failure free years of living the dream."

Anyone who has questions about the above discussions can contact Derek Rhymes during the week at his office at (703)418-3339.

TOG NEWS

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