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# TOG NEWS

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A NEWSLETTER FOR TAYANA OWNERS

VOLUME X NUMBER 82

SPRING 1999

## Cruise of a Lifetime

by Alexandra Filia

*Alexandra Filia and Paul Kelly, Tayana owners from New York City, have made their dream come true. She relates their experiences with great wit. We hope you enjoy their adventures.*

Many of you, I am sure, have dreamed about leaving it all behind and sailing off into the sunset. Paul and I decided to make this dream a reality. We had no boat, no savings, and no idea where to start from. Now, several years later, we are veterans of living aboard having owned our beautiful T-37, NIKIA (hull #184) since 1995. In May 1997, we quit our jobs and departed. Our first leg took us to Bermuda, from there to Halifax, Nova Scotia and back to Long Island. Our goal is to achieve the slowest circumnavigation ever!

Sailing around the world is bound to be fun, so we will take you with us through a series of letters. For those of you have not met us, we are in our early thirties, and previously worked in publishing. Paul has lots of experience in sailing and has been patiently teaching me to handle NIKIA by myself. NIKIA backs up like a drunken elephant, so docking has occupied a great deal of my sailing lessons.

Paul and I have struck a balance in our boat duties, which has made boating expeditions not only fun, but relaxing. When we are underway we are both captains; Paul is the captain of the exterior, and I am the captain of the interior. The captain of the interior com-

mands great respect with the crew, since it is she who distributes the granola bars and french toast with maple syrup.

After nine days of fitful sleep, indeterminable night watches, endless beating to windward, and incredible seasickness, we reached Bermuda. Needless to say, we feel tremendously proud of feat and are very glad to be here. In many ways we feel like a new mother who has been through nine months of preparation, the pain of la-

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*On watch:*

**"Crouching under the dodger, wrapped in a wet sleeping bag, I scanned the horizon."**

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bor, and finally the joy of holding her new baby, which makes it all worth it. However, let me tell you about the labor part before I forget how awful it really was.

I guess the first thing I ought to say to everyone who thinks their boat is dry as a bone: this just isn't so once

you are out there in the big blue sea. Two days out of New York and upon approaching the Gulf Stream the first storm hit. My watch had just finished, so I happily went below and told Paul to put on his foul weather gear because things look wet out there. I put on my pajamas, buttoned down the hatches and without a worry in my mind, curled up in the bunk. A half hour later I woke up drenched to the bone. The hatches were still closed, but it was raining hard inside the boat. NIKIA felt like she was being lifted out of the water and then violently dropped. In the pit of my stomach I felt the familiar call of seasickness approaching, and to top it all off, by the time I was completely unable to move from my drenched bunk, the heavy reference binders decided to take a spin around the cabin. To this moment I remember with awe how quickly the interior turned from cozy to pure hell. Green with seasickness, I sat there staring as water sloshed around the cabin floor, dripping from the ceiling, and jumped out of the cabinets. As I was trying to beat the nausea and start securing the flying objects, the 600 page maintenance manual leaped off the shelf and landed on my head. In disbelief I laid back down and went to sleep.

The storm lasted 24 hours. Despite the fact that I could not go far without clutching a little yellow bucket, I managed to do most of my watches. Crouching under the dodger, wrapped in a wet sleeping bag, I scanned the

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# TOG Notes

## THANK YOU

You may note that *TOG News* keeps getting fuller, which is due to the excellent input from you, our members. We are truly amazed at the fine quality of writing that arrives daily in our mailbox (both literal and virtual). And we vicariously enjoy the wonderful odysseys that you all embark upon. It is difficult to leave out anything, but sometimes we must, so please allow us some leeway in editing. The bottom line is, thank you for your marvelous inputs.

## CYBERSPACE

There have been some good exchanges on the Sailnet chat room for Tayanas at <tayana-list@sailnet.com>. For those of you without the benefit of a computer and/or the internet, we have attempted to paraphrase some of the exchanges we feel are of particular value in our **Maintenance** section (beginning on p. 84) so they may be useful to all members.

The TOG Website at <www.tognews.org> has added two new pages: **TOGNotes** contains all the latest news from your editors and **TOGLinks** is a list of internet contacts we felt may be useful to you. We will be adding more new pages to our site in the coming months. **TOGGear** will provide pictures of TOG merchandise and the form that may be downloaded to order items. **TOGPubs** will have publications available for members to download. One of these will be the *T-37 Owner's Manual*, which is also available on CD, should you wish to order it.

## OOPS!

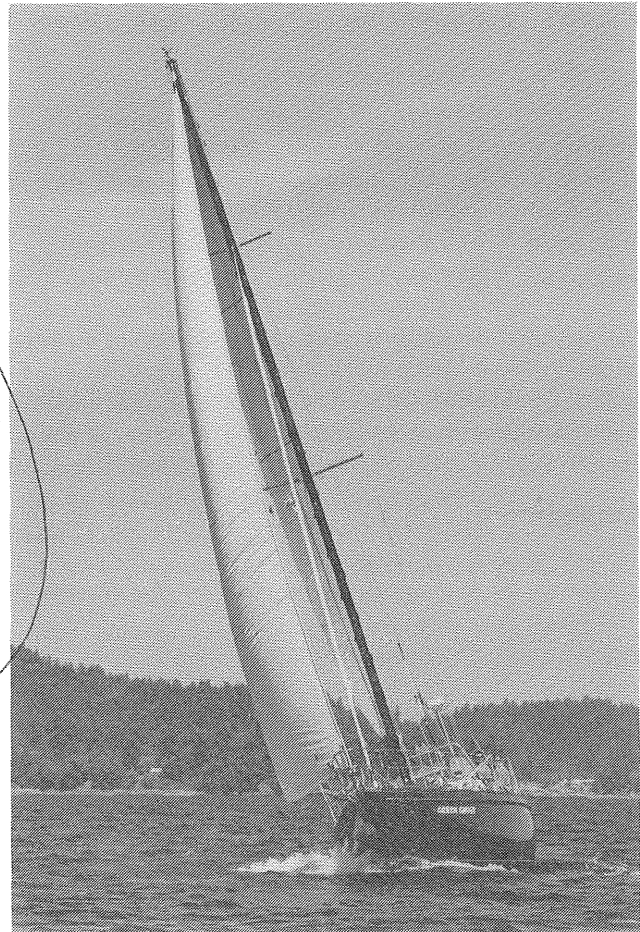
We misunderstood the meaning of "biere locale" in *ARGONAUTA's* story in the Winter '98 *TOG News*, middle of page 60. It is not coconut bread, but "local beer". According to author, Sally Whitbeck, it is "a real mean concoction that has little resemblance to beer as we know it, sort of island moonshine. I had visions of one of your readers in the Pacific ordering "biere locale" for breakfast and getting a real surprise."

## SHIP'S STORE

You will note that **Ship's Store** has grown also, to four pages. It is certainly indicative of a buyer's market in fine cruisers and sailing gear. In order to include everyone's ad, we are asking that when submitting your ad in the future, try to limit it to about 150 words.

## PHOTO COMPETITION

After much consideration of all the fine entries, our winner this quarter is *GREENGHOST*, V-42 owned by Alex Nikolajevich and Jennifer Smith of Vancouver, B.C. The photo credit goes to Tiro Clarke as the boat was departing Ganges Harbour, Saltspring Island, B.C. Congratulations to Nik and Jennifer and thank you for sharing your photo with us all.



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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.*

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# A Note from the Designer

by Robert Harris

*Bob Harris, designer of the V-42, offered these comments after reading the account of KAMPESKA in the cover story of the Winter '98 TOG News.*

I was distressed to learn of the loss of KAMPESKA and perhaps even more so of the injuries and terror her crew went through. There is a sea that can get any boat and, and as boats go, the V-42 is not a large one.

The most I have sailed a V-42 is in eight knots of wind on Lake Union near Seattle, WA, so I cannot say what I might do in a V-42 in similar conditions. One thing is for sure; one must expect to be rolled if you are out there long and/or often enough and you want to be prepared for it. One must surely have a powerful storm stays'l, drogues that really work, and a strong weather-tight dogged companionway opening....A life raft is an absolute must, slung out aft, clear of all for ready access.

On a transatlantic crossing in a 60 foot cutter Frank McLear and I designed, we had a force 10 gale and used a drogue. Being that much bigger than a V-42 made her less lively, but like the V-42, she was canoe-sterned and rode well before the gale with the iron stays'l well reefed and the main down and parbuckled.

I am well satisfied with the V-42 design. I would take her anywhere so long as she was outfitted properly.

# Rendezvous Roundup

*It has been a quiet winter and not much organized TOG social activity. However, we have several rendezvous' in the planning.*

## Chesapeake Bay, MD

Howard and Mary Eckert of SIRENA (V-42, hull #160) have graciously agreed to host the Chesapeake Fall Rendezvous sometime in September (probably early enough to allow the "snow geese" to head south for the winter). More information will be detailed in the Summer issue of TOG News and on the home page, as a date and location are determined.

## Long Island Sound, NY

Bruce and Gail Barton of ORIENT EXPRESS (T-37, hull #237) have volunteered to host a rendezvous in Essex, CT over the weekend of 20-22 August. Please contact them at 86-2 Cove Road, Lyme, CT 06371 or call (860) 434-8257 or e-mail <orientexpress@freewwwweb.com>, if you would like to attend.

## San Diego, CA

We do not have confirmation of a rendezvous in the southern CA area, but a number of people have expressed an interest in getting together. Anyone wishing to host this event, please contact TOG for further assistance.

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# New Members

Van Anderson and Candace Sullivan, *RENAISSANCE* (V-42), Escondido, CA

Doug and Pat Barron, *SECOND CHANCE* (PH-37), League City, TX

Ted Cameron and Karen Barber, *MACHRIHANISH* (CT-37), Seattle, WA

Brian Coyle, (*Prospective Owner*), Jacksonville, FL

Dennis and Nancy Davidson, *NEBULA* (T-37), Vashon Island, WA

Imants and Elsa Golts, (*Prospective Owners*), Port Townsend, WA

Kit Hanes, *WIND RIVER* (T-37), Spokane, WA

Mike and Jan Hilley, *CHINA PEARL* (T-37), Stamford, CT

Tim and Sharon Jacobsen, *KING'S X* (T-37), Bozeman, MT

Rob and Amy Kerr, *PRUDENCE* (CT-37), Seattle, WA

Jim Kulas, *SOLUS* (PH-37), Anchorage, AK

Mike Lennon, *ATLANTIC HIGH* (T-37), Heathsville, VA

Knoxie and Mickey Lewis, *REBEL* (V-42), Corpus Christi, TX

Tom and Shirl Maxson, *HARMONY* (V-42), San Francisco, CA

Bob Norman, (*Former Owner*), Seattle, WA

Joe and Carol Roddy, *SEAESTA* (PH-37), Austin, TX

Dan Spencer, [*No Name*] (T-55), Naples, FL

Fred Mitch Treese and Michelle Stearns, *CERULEAN III* (V-42), Vashon Island, WA

Ben and Anja Tresoor, *D'ROOM* (T-37), Pottstown, PA

James R. Wall, *BEAUTIFUL DREAMER* (T-37), Baytown, TX

# 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 379, Reedville, VA 22539-0379, (804) 453-5700 to place your item or e-mail at <to/news@crosslink.net>.*

**ASYLUM** (V-42, hull #156) is being outfitted for an extended cruise and has the following for sale: 1) stern pulpit for an aft-cockpit V-42. It's 1 1/4 inch stainless steel in perfect condition. It can be shipped UPS. Asking \$550 OBO. Includes stern-mounted aluminum pole with block and tackle on swing-arm for lifting OB engine. 2) A full winter cover for a V-42 for \$50. 3) Dodger, bimini, and sail covers in Sunbrella Dubonet Tweed. The dodger window panels are very clear and have covers; front panel rolls up. The cockpit can be fully enclosed with clear side and aft panels and a dodger-to-bimini clear bridging panel. Also included are full-length side panels of white mesh. These items are in reasonably good condition (a couple of zippers need attention). Frames included. Will fit with no modifications. Dodger aft edge is about 45 inches off the forward cockpit seat. Mainsail cover was designed for a two-wire Dutchman system that we never installed. \$850 OBO. Located near Annapolis, MD. Shipping to be paid by purchaser. Will consider trade credit for charts of New England, Bahamas, Caribbean, Tobago, Trinidad, and Venezuela (also courtesy flags). Contact **Jim Coolbaugh** at (240) 401-0062 or <coolbaughs@att.net>.

**AUF WIEDERSEHEN**, a custom 1983 T-37 (hull #328) is for sale in Pensacola, FL. She is completely outfitted for serious cruising with a new Yanmar 3JH2 engine (34 hours); SeaFrost refrigeration (engine drive and AC); Shipmate propane stove with oven and broiler; Trimble GPS; Statpower inverter and charger; Autohelm 3000; Dutchman system on main; roller furling Yankee and staysail; RADAR, VHF, SSB/HAM w/auto-tuner; Lighthouse electric windlass; three anchors, one with 250 feet 3/8 inch chain; cruising spinnaker and reacher-drifter, both w/sleeves; storm jib and storm trysail; oversize SS/ST Enkes winches; Nexus Marine Silva 3000 instrument system w/multifunction wind, depth, speed, log, water temp, connected to GPS; aluminum fuel tank; SS water tanks. Other recent upgrades include a SS hot water heater; two manual bilge pumps; an automatic electric bilge pump; Bimini and dodger; cockpit VHF speaker; new hull paint (white); new heavy duty upholstery. Asking \$96,800. Contact **Bev and Don Rock** by tel/fax (850) 453-0678 or e-mail <don4sail@2cowherd.net> for further information, viewing, or flyer.

**CURRAGH**, 1983 T-37 MK II cutter (hull #329) is for sale. She looks like a Baba 40 with her soft beige color and burgundy bulwarks. She has had numerous upgrades since we launched her in 1983 and was carefully equipped for offshore cruising in 1994. All standing rigging, lifelines, and bowsprit rigging were professionally replaced with Norseman fittings and US cable. She has an aluminum mast with separate trysail track, a Profurl system on her Yankee headsail, fiberglass decks, an eight-coat epoxy barrier system on her bottom and never had blisters. She has a professionally maintained Yanmar 3QM30 fresh water cooled diesel engine with very low hours. Extensively equipped for cruising w/wind generator, redesigned anchor rollers, and others (replacement value over \$150,000). She is beautifully maintained and as clean as a new boat. For a detailed list, please write **Bern and Maggie Collins**, P.O. Box 4065, St. Thomas, USVI 00803 or contact them c/o Caribbean Connections, FAX (284) 494-4744 or leave a phone message at (284) 494-3623. Pictures are available. Asking \$97,500 for delivery in FL or \$89,900 for purchase in the Virgin Islands.

**DOWITCHER**, a well-loved 1988 T-37 (hull #534) is offered for sale by **Janet and Barry Acker** in Washington State. She is in excellent shape and looks nearly new. A list of features includes: aluminum spars; roller furling headsail, club-footed staysail, full canvas; aft stateroom, nav station; RADAR; GPS; AP; SSB; Datamarine depth, speed, and wind speed instruments; VHF; watermaker; davits; inverter; LINK 2000; built-in microwave; cold-plate reefer and freezer; diesel heat; great shower stall; Cetol brightwork; 8' Trinka sailing dinghy; and a ton of gear that all goes with her. Contact **Janet** at (360) 376-3082 or <excedus@pacificrim.net>. Asking \$116,000.

**ESPERANZA** (T-37, hull #451) is for sale by **Henry and Joanne Miller**. She is a 1985 MK II cutter, the '97 Caribbean 1500 winner, and fully equipped for bluewater cruising. She was featured on the cover of *Blue Water Sailing*, Jan '98 issue. ESPERANZA has been constantly upgraded and improved, and will be returning from the Virgin Islands to the Chesapeake Bay in May '99. A partial equipment list includes: Perkins 4-108 diesel, feathering prop, 7 sails, Dutchman reefing, 4 anchors, manual windlass, Autohelm ST-50 RADAR, Magellan GPS, Horizon VHF, Blaupunkt compass & binnacle, masthead tricolor w/emergency strobe, Powerline high output alternator and smart regulator, Statpower smart battery charger, 440 amp house bank w/custom battery enclosure, 3 deck prisms, hand carved doors, marble counters, no teak decks, SS tanks (fuel, water, and holding), 4 teak dorade boxes w/SS ventilators and dorade guards, SS dinghy davits, new dodger, bimini, and cockpit cushions, 4 self-tailing sheet winches and 4 halyard & reefing winches, keel stepped 56 foot aluminum mast, 1/19 inch SS rigging, new varnished bowsprit. Asking \$115,000. Contact **Henry Miller** by e-mail <hymiller@hotmail.com> or leave a message at (908) 284-9781.

**EXLIBRIS**, 1984 T-37 MK II (hull #357) is offered for sale by **Jim Skipper**. She has fiberglass decks, aluminum keel-stepped mast, and all tanks in bilge. She has been maintained and continually upgraded by live-aboard original owners. This well equipped cutter is now based below the hurricane belt with access to all parts of the Caribbean. Write Jim c/o Moorings, Box 11, St. Georges, GRENADA or fax him at (473) 444-2090 for a complete equipment list. Asking \$88,500. Purchaser will be given an allowance for an inspection tour.

**FLYING DUTCHMAN** (V-42 aft cockpit, hull #47) owned by **Bob Matlock and Barbara Wood** is for sale in Houston, TX for \$129,000. Just back from a year-long cruise, it has a great layout for a live-aboard couple, with lots of storage. Features include Marine Air 19,000 BTU cool/heat air conditioning, 4 kw generator, Heart 2800 inverter, VHF w/ hailer, SSB, weather-fax, RADAR, LORAN, GPS, cold plate refrigeration (engine drive plus 115 volt), watermaker, three anchors, electric windlass w/200 feet chain rode, Profurl roller furling, five sails (mainsail, 150 genoa, staysail, yankee, and cruising spinnaker), movable inner stay, mast pulpits, lightning ground system, custom dodger and bimini w/sun screens, hatch and companionway screens, three-burner stove w/ oven, microwave, TV, telephone jacks, innerspring mattress, and vinyl ester barrier coat. Optional equipment includes hand-held GPS, hand-held VHF, folding bicycle, AVON 8-man liferaft, inflatable dinghy, and outboard engine. Call (713) 781-9702 or write P.O. Box 37305, Houston, TX 77237-7305.

**INTREPID** (T-37, hull #461) has the following items for sale: 1) Almost complete set of Tayana standing rigging with original closed barrel-type turnbuckles (not including backstay or inner forestay). Excellent condition, due to upgrading rigging from 5/16" to 3/8". Estimate total weight at 150 pounds; probably too heavy and bulky to ship. Price \$50.

2) Fiberglass rowing dinghy with wooden oars and oar locks. Teak seat in stern and midships. Made in Taiwan and fits nicely on Tayana davits. Length 8.5 feet; beam 3.5 feet; weight approximately 85 pounds. Price \$400. Too big to ship.

3) Tayana all-teak boarding ladder. Hangs on either port or starboard side and is hinged in middle. Price \$25, no shipping included. Contact **Patrick Maslen** at 212 Stow Road, Harvard, MA 01451, phone (978) 456-3804 (H) or (781) 370-1525 (W), or e-mail <72451.1251@compuserve.com>.

**KOCHAB**, a V-42 (hull #28), 1981-82 aft-cockpit cutter is for sale. She was in fresh water until 1994. She has a modified fin keel, skeg-hung rudder, Perkins 4-108 engine, Adler-Barbour refrigeration, Autohelm 5000 w/cockpit remote, Heart 2800 Inverter, Profurl roller furling jib, Cruisair drop-in AC, etc. She is cruise ready, a lively sailer, and a beautiful boat to liveaboard. For further information and photos, call John at (561) 467-2537.

**MALULANI**, a 1986 T-37 (hull #489) is for sale by **Bob and Bonnie Gebeaux**. This proven world cruiser has a custom interior, lots of stowage, teak decks, and 3QM30 Yanmar engine. Comes with dodger, bimini, sail covers, and newly painted mast & boom. Asking \$89,900. Price includes a rigid inflatable w/15HP OB. Located in Kinsale, VA. Call (804) 224-4144 or e-mail at <bgebeaux@crosslink.net>.

**MAPUANA IV** (T-37, hull #495) is for sale by original owner, **Poul Oxenbol** in Port Townsend, WA. She is a 1986 MK II model w/white hull, tan non-skid deck, deck stepped mast, Profurl roller furling on both headstay and inner forestay, quarter berth, head w/shower, forward V-berth, engine driven refrigeration system, salt water pump for anchor wash down, Microlog LORAN, Ray Jeff VHF, hailer and fog horn, Autohelm 6000 autopilot, teak cockpit table, dodger, 3000 Watt ARDIC diesel heater (by Volvo), hot water heater, three-burner stove w/oven, 33 HP Yanmar 3QM30F fresh water cooled auxiliary w/50 amp alternator. 8 Lewmar winches, Midship SS fuel and water tanks. One plow and one Danforth anchor. Davits for dinghy. She is well maintained and was surveyed in May 1998. Report is available to potential buyer. Asking \$95,000. Phone (360) 379-9414, fax (360) 379-9780, or e-mail <oxenb@waypt.com>.

**MARIAH** (T-37, hull #407) is for sale by original owner, **Randy Myers**. She is a 1984 MK II model, white w/blue trim, keel stepped mast, and Yanmar 3QM30 engine. Well equipped for cruising, including: roller furling on both headstay and inner forestay, GPS, LORAN, RADAR, Balmar alternator, windbugger, autopilot (2), VHF (2), SSB, refrigeration, freezer, electric windlass, 3 anchors and rodes, inverter, diesel heater, 10 foot RIB, and 10 HPOB. Replaced original sails, bow sprit, engine exhaust, water tank (w/2 SS tanks), hot water heater, and more. Randy is looking for a Tayana V-42, aft cockpit, trunk cabin. He can be contacted by leaving a message with his parents at (281) 485-5159.

**MIAMORE** (T-37, hull #252) is for sale. She is a MK II model with 3QM30 Yanmar engine, aluminum spars, equipped for offshore cruising and club racing. Equipment includes roller furling genoa, refrigeration, diesel heater, instrumentation, davits, and many extras. The vessel is federally documented and has annual Coast Guard inspections. **Joe Tosta** is the original owner asking \$79,500. Call Joe at (954) 782-1880. Avon 2.8, 8HP Evinrude, and 4-man liferaft negotiable.

**MINERVA**, a 1989 T-52 aft cockpit (hull #40), is for sale by **Ken and Sandy Stafford**. She is a fast, high quality, custom built boat with encapsulated lead keel (5' 11" draft), three double staterooms, two heads w/showers, and increased storage. Just returned from a one year Canada to Venezuela family cruise, she received a \$40,000+ upgrade/refit in '97. New equipment added includes Furuno RADAR, ICOM SSB w/ autotuner, West Marine wind/speed/depth/log/repeater in-

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## Ship's Store...

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struments, two Garmin GPSs, Sony/Bose sound system w/10 CD player, Cape Horn wind vane steering, 75 lb. CQR, 66 lb. Claw, 300 feet chain, all canvas (dodger, bimini, weather cloths, UV sail covers, fender covers), custom cockpit cushions, Ultrasuede interior, new foam interior cushions, Harken BattCar system, trysail (and track), storm jib, SeaMate LORAN, Weather Fax and Navigation software, 3-blade MAXPROP, 120 Amp Balmar alternator, ARS-II regulator, six new batteries, 1500 Watt inverter, custom fitted sheets, running rigging, insulated backstay, dual galley foot pumps, and much more. Specification/equipment list also includes Profurl headsails (110% Yankee, 135% Genoa), 100% Staysail, fully battened Main, 6-man Viking Offshore life raft (inspected July '97), all safety equipment (PFDs, harnesses, strobes, EPIRBs, MOB w/strobes, flares, emergency watermaker, etc.), 10 foot inflatable w/8 HP Mariner (both new in '92), towed generator, Marin Air air cond/heat, 250 gal. water, 165 gal. diesel, Perkins 4-236, Adler-Barbour refrigeration, 33 lb. Bruce stern anchor, etc. Lovingly maintained by mechanical engineer owner. The ideal upgrade for the T-37 sailor wanting Tayana quality/strength and Perry design with more room and more speed (9 knots in 15-20 knot winds). Asking \$250,000. Contact <SSMinerva@aol.com> or call (503) 636-1197.

**MORNINGDEW** (T-37, hull #382) will be upgrading and has the following items for sale: (1) one double and four single teak blocks; (2) Fico Freeway traveler car and controls; (3) teak destroyer-type wheel; and (4) Aries windvane. Contact Willy or Pat Piessens at (508) 758-6048 or fax them at (508) 758-3912.

**MYSTIQUE**, a 1998 T-55 (hull #88) is for sale. She has been lived aboard by the owners, Carey Campbell and Dale Herring since May 1998. She has a white hull w/blue stripes, center cockpit, two staterooms, Forespar in-mast mainsail roller furling, massive teak toe and cap rails, white Sunbrella bimini & dodger, all navigational equipment coordinated to the laptop for electronic charting, a Spectra 360 watermaker, and a Vetus bow thruster. The 140 HP Yanmar engine and a 12 kw Northern Lights generator are housed in a truly stand-up & walk-in engine room that also contains a 18.6 sq. ft. work table. If interested in buying her, call (888) 626-3765 or e-mail <Neptune\_Asso@msn.com> or <Neptune\_Asso@hotmail.com>.

**ODYSSEA**, a 1977 T-37 (hull #63) is for sale. Always a fresh water boat from the Great Lakes. Currently in Rochester, NY. Teak decks and sitka spruce mast and booms. Classical beauty with all brightwork finished w/Sikkin Cetol. Great boat in excellent condition. Divorce forces sale. Asking \$65,000. Contact Mark Williams at (716) 865-2267 or <mwilliams@rghnet.edu>.

**ROYAL DAWN**, a 1986 T-37, is for sale by Dwight Sauter. She is a MK II with an aft stateroom, v-berth, and separate shower, aluminum spars, Perkins 4-108 engine, 100 gal. water in keel, 100 gal. fuel amid-ships, no teak decks, professionally maintained brightwork, new dodger and canvas, new bottom paint & trim. Equipment includes Raytheon R20 RADAR, 4-burner propane stove w/oven, microwave, Adler-Barbour refrig, electric windlass, 45 lb. CQR with all chain rode, 35 lb. CQR with chain/rope rode, 23 lb. Fortress with chain/rope rode, Autohelm autopilot, Monitor self steering vane, Ritchie Globemaster compass, VHF, Signet depth & knot meters, self-tailing Bomar winches, 400 Amp/Hour batteries, Honda 1000 generator, Par electric quiet-flush head with manual conversion, Force 10 BBQ, swim ladder, 10' Avon, and Nissan 8HP OB. HAM radio optional. Asking \$95,500. Call (310) 833-5976 (W) or (310) 519-0546 (H) ore-mail <dsauter@coop-ads.com>.

**RUNNING FREE**, a 1985 V-42 center cockpit (hull #101) is for sale for \$169,900. She is tan w/teak decks, has two cabins, two heads, and a real shower. Equipment includes Simpson Lawrence electric windlass, Kobata 4kw diesel generator (fresh water cooled), 40 gph water maker (driven by the generator), two 150 amp alternators, Heart 2 kw inverter, Four Winds wind generator, Avon 6-man liferaft, Espar diesel forced air heater, Furuno RADAR, Furuno weatherfax, Trimble GPS, and more. Heavy duty ground tackle includes 300 feet of 3/8 inch HT chain for 66 lb. Bruce, 45 lb. CQR, 50 lb. Danforth, or 65 lb. Luke, plus 12 foot sea anchor on 600 feet of 1 inch nylon, and a big drogue (Gale rider type). Sails include a fully battened main, 135% jib, and a big spinnaker. She carries 150 gal. fuel in three tanks and 175 gal. water in two tanks. She is powered by a Perkins 4-108 engine w/18 inch MAXI 3-bladed prop. Tons of spares for all gear. Interested parties can contact Gilbert Smith at (252) 633-9821 or <runningfree1@juno.com> or write to Gil at P.O. Box 1209, Alief, TX 77411.

**SAILIN' SHOES**, a 1981 V-42, center cockpit is for sale by John and Roxanne Jensen. She has four opening bronze ports in the main saloon, teak decks (re-caulked in 1997), Perkins 4-108 engine, Hurth gear box, complete new Awlgrip paint, new rigging; Monitor windvane; Robinson AP, Profurl furling headsail, RADAR, Windbugger, electric windlass, 60 lb. CQR w/250' HT chain rode, Datamarine instruments, eight sails, four Prevailor 4D batteries (900 amps), Hi-output 120 amp Alternator, 12 v refrig, 2500 Watt Trace Inverter/Charger, new interior upholstery & cushions, 2 Siemens 75 watt solar panels, Avon dinghy w/OB, Givens lift raft, plus spare parts and more. In excellent condition. Asking \$125,000. Leaving Trinidad 1 April to arrive in Ft. Lauderdale, FL by 1 July '99. Contact John by e-mail at <jjrox69@hotmail.com> or leave a message at (402) 373-4537.

**SHALAKO**, a 1986 V-42 (hull #125) is for sale. Paul and Nancy Rerucha are completing three years of cruising the Caribbean and returning to Florida by February 1999.

**EXLIBRIS**, 1984 T-37 MK II (hull #357) is offered for sale by **Jim Skipper**. She has fiberglass decks, aluminum keel-stepped mast, and all tanks in bilge. She has been maintained and continually upgraded by live-aboard original owners. This well equipped cutter is now based below the hurricane belt with access to all parts of the Caribbean. Write Jim c/o Moorings, Box 11, St. Georges, GRENADA or fax him at (473) 444-2090 for a complete equipment list. Asking \$88,500. Purchaser will be given an allowance for an inspection tour.

**FLYING DUTCHMAN** (V-42 aft cockpit, hull #47) owned by **Bob Matlock and Barbara Wood** is for sale in Houston, TX for \$129,000. Just back from a year-long cruise, it has a great layout for a live-aboard couple, with lots of storage. Features include Marine Air 19,000 BTU cool/heat air conditioning, 4 kw generator, Heart 2800 inverter, VHF w/ hailer, SSB, weather-fax, RADAR, LORAN, GPS, cold plate refrigeration (engine drive plus 115 volt), watermaker, three anchors, electric windlass w/200 feet chain rode, Profurl roller furling, five sails (mainsail, 150 genoa, staysail, yankee, and cruising spinnaker), movable inner stay, mast pulpits, lighting ground system, custom dodger and bimini w/sun screens, hatch and companionway screens, three-burner stove w/ oven, microwave, TV, telephone jacks, innerspring mattress, and vinylester barrier coat. Optional equipment includes hand-held GPS, hand-held VHF, folding bicycle, AVON 8-man liferaft, inflatable dinghy, and outboard engine. Call (713) 781-9702 or write P.O. Box 37305, Houston, TX 77237-7305.

**INTREPID** (T-37, hull #461) has the following items for sale: 1) Almost complete set of Tayana standing rigging with original closed barrel-type turnbuckles (not including backstay or inner forestay). Excellent condition, due to upgrading rigging from 5/16" to 3/8". Estimate total weight at 150 pounds; probably too heavy and bulky to ship. Price \$50.

2) Fiberglass rowing dinghy with wooden oars and oar locks. Teak seat in stern and midships. Made in Taiwan and fits nicely on Tayana davits. Length 8.5 feet; beam 3.5 feet; weight approximately 85 pounds. Price \$400. Too big to ship.

3) Tayana all-teak boarding ladder. Hangs on either port or starboard side and is hinged in middle. Price \$25, no shipping included. Contact **Patrick Maslen** at 212 Stow Road, Harvard, MA 01451, phone (978) 456-3804 (H) or (781) 370-1525 (W), or e-mail <72451.1251@compuserve.com>.

**KOCHAB**, a V-42 (hull #28), 1981-82 aft-cockpit cutter is for sale. She was in fresh water until 1994. She has a modified fin keel, skeg-hung rudder, Perkins 4-108 engine, Adler-Barbour refrigeration, Autohelm 5000 w/cockpit remote, Heart 2800 Inverter, Profurl roller furling jib, Cruisair drop-in AC, etc. She is cruise ready, a lively sailer, and a beautiful boat to liveaboard. For further information and photos, call John at (561) 467-2537.

**MALULANI**, a 1986 T-37 (hull #489) is for sale by **Bob and Bonnie Gebeaux**. This proven world cruiser has a custom interior, lots of stowage, teak decks, and 3QM30 Yanmar engine. Comes with dodger, bimini, sail covers, and newly painted mast & boom. Asking \$89,900. Price includes a rigid inflatable w/15HP OB. Located in Kinsale, VA. Call (804) 224-4144 or e-mail at <bgebeaux@crosslink.net>.

**MAPUANA IV** (T-37, hull #495) is for sale by original owner, **Poul Oxenbol** in Port Townsend, WA. She is a 1986 MK II model w/white hull, tan non-skid deck, deck stepped mast, Profurl roller furling on both headstay and inner forestay, quarter berth, head w/shower, forward V-berth, engine driven refrigeration system, salt water pump for anchor wash down, Microlog LORAN, Ray Jeff VHF, hailer and fog horn, Autohelm 6000 autopilot, teak cockpit table, dodger, 3000 Watt ARDIC diesel heater (by Volvo), hot water heater, three-burner stove w/oven, 33 HP Yanmar 3QM30F fresh water cooled auxiliary w/50 amp alternator. 8 Lewmar winches, Midship SS fuel and water tanks. One plow and one Danforth anchor. Davits for dinghy. She is well maintained and was surveyed in May 1998. Report is available to potential buyer. Asking \$95,000. Phone (360) 379-9414, fax (360) 379-9780, or e-mail <oxenb@waypt.com>.

**MARIAH** (T-37, hull #407) is for sale by original owner, **Randy Myers**. She is a 1984 MK II model, white w/blue trim, keel stepped mast, and Yanmar 3QM30 engine. Well equipped for cruising, including: roller furling on both headstay and inner forestay, GPS, LORAN, RADAR, Balmar alternator, windbugger, autopilot (2), VHF (2), SSB, refrigeration, freezer, electric windlass, 3 anchors and rodes, inverter, diesel heater, 10 foot RIB, and 10 HP OB. Replaced original sails, bow sprit, engine exhaust, water tank (w/2 SS tanks), hot water heater, and more. Randy is looking for a Tayana V-42, aft cockpit, trunk cabin. He can be contacted by leaving a message with his parents at (281) 485-5159.

**MIAMORE** (T-37, hull #252) is for sale. She is a MK II model with 3QM30 Yanmar engine, aluminum spars, equipped for offshore cruising and club racing. Equipment includes roller furling genoa, refrigeration, diesel heater, instrumentation, davits, and many extras. The vessel is federally documented and has annual Coast Guard inspections. **Joe Tosta** is the original owner asking \$79,500. Call Joe at (954) 782-1880. Avon 2.8, 8HP Evinrude, and 4-man liferaft negotiable.

**MINERVA**, a 1989 T-52 aft cockpit (hull #40), is for sale by **Ken and Sandy Stafford**. She is a fast, high quality, custom built boat with encapsulated lead keel (5' 11" draft), three double staterooms, two heads w/showers, and increased storage. Just returned from a one year Canada to Venezuela family cruise, she received a \$40,000+ upgrade/refit in '97. New equipment added includes Furuno RADAR, ICOM SSB w/ autotuner, West Marine wind/speed/depth/log/repeater in-

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## Ship's Store...

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struments, two Garmin GPSs, Sony/Bose sound system w/10 CD player, Cape Horn wind vane steering, 75 lb. CQR, 66 lb. Claw, 300 feet chain, all canvas (dodger, bimini, weather cloths, UV sail covers, fender covers), custom cockpit cushions, Ultrasuede interior, new foam interior cushions, Harken BattCar system, trysail (and track), storm jib, SeaMate LORAN, Weather Fax and Navigation software, 3-blade MAXPROP, 120 Amp Balmar alternator, ARS-II regulator, six new batteries, 1500 Watt inverter, custom fitted sheets, running rigging, insulated backstay, dual galley foot pumps, and much more. Specification/equipment list also includes Profurl headsails (110% Yankee, 135% Genoa), 100% Staysail, fully battened Main, 6-man Viking Offshore life raft (inspected July '97), all safety equipment (PFDs, harnesses, strobes, EPIRBs, MOB w/strobes, flares, emergency watermaker, etc.), 10 foot inflatable w/8 HP Mariner (both new in '92), towed generator, Marin Air air cond/heat, 250 gal. water, 165 gal. diesel, Perkins 4-236, Adler-Barbour refrigeration, 33 lb. Bruce stern anchor, etc. Lovingly maintained by mechanical engineer owner. The ideal upgrade for the T-37 sailor wanting Tayana quality/strength and Perry design with more room and more speed (9 knots in 15-20 knot winds). Asking \$250,000. Contact <SSMinerva@aol.com> or call (503) 636-1197.

**MORNINGDEW** (T-37, hull #382) will be upgrading and has the following items for sale: (1) one double and four single teak blocks; (2) Fico Freeway traveler car and controls; (3) teak destroyer-type wheel; and (4) Aries windvane. Contact Willy or Pat Piessens at (508) 758-6048 or fax them at (508) 758-3912.

**MYSTIQUE**, a 1998 T-55 (hull #88) is for sale. She has been lived aboard by the owners, Carey Campbell and Dale Herring since May 1998. She has a white hull w/blue stripes, center cockpit, two staterooms, Forespar in-mast mainsail roller furling, massive teak toe and cap rails, white Sunbrella bimini & dodger, all navigational equipment coordinated to the laptop for electronic charting, a Spectra 360 watermaker, and a Vetus bow thruster. The 140 HP Yanmar engine and a 12 kw Northern Lights generator are housed in a truly stand-up & walk-in engine room that also contains a 18.6 sq. ft. work table. If interested in buying her, call (888) 626-3765 or e-mail <Neptune\_Asso@msn.com> or <Neptune\_Asso@hotmail.com>.

**ODYSSEA**, a 1977 T-37 (hull #63) is for sale. Always a fresh water boat from the Great Lakes. Currently in Rochester, NY. Teak decks and sitka spruce mast and booms. Classical beauty with all brightwork finished w/Sikkin Cetol. Great boat in excellent condition. Divorce forces sale. Asking \$65,000. Contact Mark Williams at (716) 865-2267 or <mwilliams@rghnet.edu>.

**ROYAL DAWN**, a 1986 T-37, is for sale by Dwight Sauter. She is a MK II with an aft stateroom, v-berth, and separate shower, aluminum spars, Perkins 4-108 engine, 100 gal. water in keel, 100 gal. fuel amid-ships, no teak decks, professionally maintained brightwork, new dodger and canvas, new bottom paint & trim. Equipment includes Raytheon R20 RADAR, 4-burner propane stove w/oven, microwave, Adler-Barbour refrig, electric windlass, 45 lb. CQR with all chain rode, 35 lb. CQR with chain/rope rode, 23 lb. Fortress with chain/rope rode, Autohelm autopilot, Monitor self steering vane, Ritchie Globemaster compass, VHF, Signet depth & knot meters, self-tailing Bomar winches, 400 Amp/Hour batteries, Honda 1000 generator, Par electric quiet-flush head with manual conversion, Force 10 BBQ, swim ladder, 10' Avon, and Nissan 8HP OB. HAM radio optional. Asking \$95,500. Call (310) 833-5976 (W) or (310) 519-0546 (H) ore-mail <dsauter@coop-ads.com>.

**RUNNING FREE**, a 1985 V-42 center cockpit (hull #101) is for sale for \$169,900. She is tan w/teak decks, has two cabins, two heads, and a real shower. Equipment includes Simpson Lawrence electric windlass, Kobata 4kw diesel generator (fresh water cooled), 40 gph water maker (driven by the generator), two 150 amp alternators, Heart 2 kw inverter, Four Winds wind generator, Avon 6-man liferaft, Espar diesel forced air heater, Furuno RADAR, Furuno weatherfax, Trimble GPS, and more. Heavy duty ground tackle includes 300 feet of 3/8 inch HT chain for 66 lb. Bruce, 45 lb. CQR, 50 lb. Danforth, or 65 lb. Luke, plus 12 foot sea anchor on 600 feet of 1 inch nylon, and a big drogue (Gale rider type). Sails include a fully battened main, 135% jib, and a big spinnaker. She carries 150 gal. fuel in three tanks and 175 gal. water in two tanks. She is powered by a Perkins 4-108 engine w/18 inch MAXI 3-bladed prop. Tons of spares for all gear. Interested parties can contact Gilbert Smith at (252) 633-9821 or <runningfree1@juno.com> or write to Gil at P.O. Box 1209, Alief, TX 77411.

**SAILIN' SHOES**, a 1981 V-42, center cockpit is for sale by John and Roxanne Jensen. She has four opening bronze ports in the main saloon, teak decks (re-caulked in 1997), Perkins 4-108 engine, Hurth gear box, complete new Awlgrip paint, new rigging; Monitor windvane; Robinson AP, Profurl furling headsail, RADAR, Windbugger, electric windlass, 60 lb. CQR w/250' HT chain rode, Datamarine instruments, eight sails, four Prevailor 4D batteries (900 amps), Hi-output 120 amp Alternator, 12 v refrig, 2500 Watt Trace Inverter/Charger, new interior upholstery & cushions, 2 Siemens 75 watt solar panels, Avon dinghy w/OB, Givens lift raft, plus spare parts and more. In excellent condition. Asking \$125,000. Leaving Trinidad 1 April to arrive in Ft. Lauderdale, FL by 1 July '99. Contact John by e-mail at <jjrox69@hotmail.com> or leave a message at (402) 373-4537.

**SHALAKO**, a 1986 V-42 (hull #125) is for sale. Paul and Nancy Rerucha are completing three years of cruising the Caribbean and returning to Florida by February 1999.



*SHALAKO*, which means "renewal" in Zuni, is fully outfitted to continue bluewater and offshore cruising, with oversized standing rigging, watermaker, Yanmar 4JH75 HP turbo (1985) with 1100 hours, Balmer alternator, Alpha regulator, Fourwinds wind generator, all navigational electronics, sat-phone, SSB, VHF, Autohelm 7000 linear drive, Fleming wind vane steering units, bimini, sunawnings, raincatchers, rebuild kits, and more. Asking \$149,500. For full details, contact Paul Rerucha at <shalako@accessone.com> or leave a message on their voice mail at (206) 256-9633.

*SHENANDOAH* (T-48 CC, hull #37) has a dodger for sale. It should also fit a T-47 CC. Stainless steel frame, toast colored canvas in excellent condition. Three elk hide-covered grab rails. Middle front section rolls up; two side panels on front are scratched and need replacing. Made by North Sails in Annapolis, MD; used only three summers. Make offer to Kerry and Fay McCluney, 304 Harbor Pointe Drive, East Peoria, IL 61611 or call (309) 698-7873. Scratched glass can be replaced before shipping.

They also have a stainless steel bimini frame for a T-48 (or T-47) CC for sale. It is in perfect condition. Used three summers. Best offer.

*SHENANIGAN* (T-37, hull #402) is for sale by Robert McAuliffe and is currently anchored in Porlamar, Margarita Island, Venezuela. Everything has been replaced except the engine, the six-man Givens life raft, and the Maxwell Nielson windlass. She has all new rigging, Harken roller furling on both heads'l and stays'l, new life lines, and a new bowsprit made of Brazilian mahogany laminate. The Yanmar 3QM30F engine has been overhauled while in Trinidad two years ago. New bottom paint and propeller shaft, plus thrust bearing within last six months. Aluminum Isomat spar system, 90 gal. diesel port and starboard tanks amidships, 100 gal. water midship on the keel. Shipmate stove (3 burner w/oven), Adler Barbour refrigeration, electric windlass, 35 lb. CQR with 200 feet chain rode, 33 lb. Bruce w/200 feet rope rode, 75 lb. Luke storm anchor (no rode), Autohelm autopilot, Raritan head (just installed new pump system), Force 10 BBQ, swim ladder, SSB Icom radio. Sale price \$85,000. E-mail Bob at <Shen@enlared.net>.

*SHILOH* (V-42, hull #144) 1988 aft-cockpit cutter is for sale. She is well equipped, cruise-ready, and has all liveaboard amenities, i.e., A/C, awnings, Webasto heater, etc. Updated electronics. Asking \$175,000. Contact Duke and Donna Chandler at (954) 527-5117.

*STRIDER* (T-37, hull #522) is looking for some used stainless steel cowl vents that are in reasonably good condition at a reasonable price. Contact Randy Prentice at <sailstrider@juno.com> or by mail at 60 Canterbury Court, Suite 520, Orange Park, FL 32065 or call (904) 278-3896, ext. 520.

*SUZANNE*, T-37 pilothouse cutter (hull #219), an extensively renewed and equipped Alaskan cruiser for living aboard, is for sale. Full heavy duty canvas (Topgun) winter cover. Sound fiberglass decks and Cetol treated teak in good condition. Recently rebuilt Perkins 4-108 and reduction gear, new heat exchanger, new shaft, coupling and 3-bladed prop. New yankee jib and recut Lam staysail. Probe forward scanning sonar. Aluminum deck-stepped mast with steps, new 80 gal. aluminum fuel tanks, 130 amp Silver Bullet alternator, Quad Cycle regulator, Prowatt 800 inverter, Navico 8000 autopilot, and Avon 2.8 l roll-up dinghy in stern davits w/8hp Nisson OB. New Lewman winches, rebuilt steering, rebuilt Adler-Barbour refrigeration, Furuno 663 color sounder, 1720 RADAR, and LC90 III LORAN, and many other outstanding features. Asking \$84,000. Contact Paul Peyton at (907) 586-6070 (days) or (907) 463-4972 (evenings) or e-mail <pfpeyton@ptialaska.net>.

*VIXEN*, a 1986 T-52 aft cockpit is for sale at \$269,000. The customized, varnished interior features a queen berth in large forward stateroom w/private head & shower, and two aft staterooms w/double berths. The galley is appointed w/ Grunart holding plate refrig & freezer, Force 10 stove, microwave & convection oven, and custom task lighting. Interior upholstery is spotless. Electronics include five 4D gelcell batteries, smart regulator & high output alternator, 85 watt solar panel, two ICOM VHF radios, SSB & auto-tuner, cell phone, two custom stereo systems w/Bose cockpit speakers, B&G Network System w/cockpit repeaters, B&G type 2 autopilot, two Raytheon GPSs interfaced to a Raytheon 40XX RADAR, and more. On deck equipment includes Harken hardware, Lewmar winches, Maxwell 3500 (reversing) windlass, 110 lb. Bruce w/all chain rode, full sunbrella cockpit enclosure, davit & OB motor crane supporting a 12 foot Nourania RIB w/25 hp OB, full compliment of North sails (ProFurl roller furled headsails & fully battened main w/lazy jacks), plus a Hood cruising chute. She is powered by a Perkins 4-236 turning a 3-blade Max-prop. She carries 350 gal. fuel plumbed through a Racor 1000 filter system, 250 gal. water, plus a Village Marine 400 gpd watermaker, and 40 gal. propane. She has a stunning dark blue Awlgrip hull and gray non-skid decks. She has been maintained with an open checkbook and is currently cruising the Caribbean w/plans for the Chesapeake in the summer of '99. VIXEN needs nothing. Contact Larry Gahagan at <Gahaganlw@aol.com>, message service (281) 442-2383, or postal address 1429 Kowis, Houston, TX 77093.

*YAB YUM* (T-37, hull #485) has two slips for rent on Weems Creek off the Severn River in Annapolis, MD. Beautiful view, quiet, private, 8 feet of water at low tide, 30 amp power. \$900 semi-annually. Call Bob Parker at (703) 354-4689.

Imants and Elsa Golts are interested in purchasing a used Tayana PH-37 with fiberglass decks. Contact them at (360) 379-1676 or <golts@olympus.net>.

# News from the fleet...

Fred and Susan Abel have sent several e-mail messages from *ABELLADY*, their T-47 (hull #17), as they have made their way from St. Petersburg, FL to Georgetown, The Exumas. Fred's messages are full of detail and drama, but this message is from Susan and gives the female point of enjoyment/endurance. "Our life at sea has destroyed my nails, my hair is SHORT, and has more curls than Shirley Temple does...a whole new look for me. The black and blue marks have lessened...now I only get two every other day, rather than the five initially. I've never cooked three meals a day in my life, nor do dishes for all those meals. I am a galley slave! There are pink and blue things to do on this boat and I'm trying to learn more blues so there can be more frequent trade offs. I love living on the boat; she is not confining and has many more luxuries than most...watermaker, generator, freezer. We are spoiled! People make the difference for me and the group of five, sometimes six boats that we're traveling with are great! Thirteen people making decisions and we still like each other! The women are impressive; know a lot about weather and navigation. I comprehend, but have lots more to learn. I'm also the oldest!

Fred is a genius! The group calls him Mr. Wizard, as he seems to have solutions for the never-ending boat problems and maintenance. I call him names too, but that's for another letter. Fred also reports the weather a couple times a day to the group, which has been everything from 80 degrees and sunny to cold and windy. It seems we are headed further south in search of the "endless summer".

The high point so far has been enjoying the locals...clearing land on Christmas Day for an 87 year old gentleman living on Chub Cay, cooking with the warden's wife at Exumas Land and Sea Park, and a brief assist as bar tender and waitress at Lorene's Cafe at Black Point Settlement. My only fears now are Fred hurting himself and his liking the Bahamian food so much!" (1/99)

Dave and Sandy Alexander on board *ALEXUS* (V-42, hull #115) share, "We are living aboard on Lake Travis, TX (also home to *CHINOOK WIND*, T-37 owned by John and Dianne Andrews) and readying the boat for our move to Clear Lake, TX in the fall. Dave doesn't retire until October." (1/99)

New members, Doug and Pat Barron, purchased their pilothouse T-37 (hull #372) in 1996, and named her *SECOND CHANCE*. They report from Kemah, TX, "We're getting the boat ready to head for the west coast of FL for [the 1999] hurricane season. Then to the Bahamas and down the

island's chain to Venezuela and Panama.... Then decide whether to head to Belize and back to FL or through the canal and west." (2/99)

When Walter Bruj and Ellen Eckler were ready to purchase cruising gear for their completely refurbished *Alberg 35*, they found through the internet their *Tayana 37* (hull #170), *SOLTARA*, loaded with gear. They sold their CA home, bought an ocean cargo container to store the things they wanted to keep (bless Mom and Dad for that land to place it on), sold the vehicles (except the VW camper bus), bought an old van with no AC or PS and packed it to the gills with gear and set out for TX. They write, "We have been in Kemah above Galveston Bay since the middle of September. (See *Maintenance*, p. 84 for the rest of the story.)

We are already behind schedule (isn't that what the cruising life is all about?). Knowing that we can leave as late as March is somewhat comforting, but believe me after almost four years of refurbishment on our *Alberg*, two years of undoing life in the fast lane in Silicon Valley, and now working our butts off on *SOLTARA*, we are ready to get out of here ASAP!

Our documentation is going to be changing to Seattle as our home port. We hope to be cruising for a few years and possibly do a circumnavigation should time/money allow. We do a lot of writing and photography and hope to submit some articles in the future. Right now, it is pretty much WORK, EAT, SLEEP, WORK..." (11/98)

Carey Campbell and Dale Herring report from *MYSTIQUE* (T-55, hull #88), "The River House in Kentucky did not sell, the river wall fell in last summer...so we have resolved to sell *MYSTIQUE* and try to rescue our finances. (See *Ship's Store*, p. 74) We have finally gotten the "bugs" worked out of the boat. The autohelm main computer was finally changed in Trinidad during September and now the Autopilot works like a dream. It has not cut out once since the change. I finally replaced the "NEW" bilge pump and that system is now working correctly. It has amazed me, that so much "new" stuff has to be replaced.

We will be at the San Juan Marina docks (slip A-95) all of January and February and possibly two weeks into March, before heading up through the Bahamas. We plan to be on Florida's East Coast before hurricanes start up for 1999. If we have not arranged a sale by July, we will probably put *MYSTIQUE* on the hard and return to the Tennessee River Bank House in Kentucky." (12/98)

Bern and Maggie Collins on board *CURRAGH* (T-37, hull #329) catch us up with this news. "1998 was a rather frantic year with much illness in both our families. We have done lots of cruising since leaving the Chesapeake in '94, spending most of the last four winters in and about the British Virgin Islands. We think the BVIs are the greatest cruising

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grounds and recommend the area to anyone. We, however, have decided we must sell the boat (see *Ship's Store*, p. 72) and move back ashore." (2/99)

**John and Ann Doerr** pen, "Winter has been wonderful here in Southwest Florida. The house restoration is proceeding very well, but *SPIRIT* (their T-37, hull #388) needs wax, varnish, and general TLC. We will be going to the Everglades this month for a short cruise, then in February back to the Keys--this time hopefully to the Dry Tortugas. Last summer the boat was stored at Sneed Island Boat Works on the Manatee River off Tampa Bay, a very professional yard with the capability of handling any job. However, it is NOT a do-it-yourself yard. It is good for long term storage in an enclosed, paved area with 24 hour security and no work in the storage area. Not a cheap place, but all work [they did] was of very high quality and on time." (1/99)

**Earland Dana Dunham** are recent members of TOG, but have owned *INTERLUDE*, their T-37 (hull #97) since 1986. They share, "In 1988-89 we took a year off and with our then 12 year old daughter, went down the IntraCoastal Waterway to West Palm Beach, FL, to the Bahamas, and then to the Virgin Islands. We wintered in the U.S. and British Virgin Islands and returned to our home on the Chesapeake Bay by way of Bermuda in the summer of 1989. I am a ham radio operator with the call sign KJ400. Currently retired and [living] on the boat." (12/98)

**Tom and Conny Egan** dropped this note from *DAYDREAM*, their T-37, hull #375. "Our retirement date is the middle of July and we are preparing *DAYDREAM* to be an eventual liveboard/cruising boat. We have owned her for ten years, but the difference between outfitting her as a weekend sailboat and a full time cruising boat is tremendous. And what I thought was going to be a quick six month process, almost looks overwhelming. This winter I installed heat/air and I am in the midst of installing an anchor windlass, which will necessitate putting on a larger alternator, which necessitates a new external regulator, and the list gets longer and longer. New radios have been ordered, new sail covers, new lifelines, a dodger, EPIRB, more chain, more charts, new V-berth cushions (our bed), new instruments, laptop for communications, mail forwarding, store household, store cars, and the list continues. What looked to be the hard part, derigging *DAYDREAM* and moving her from Lake Texoma to the Chesapeake, almost looks easy compared to everything else. Being a military family, we are used to moving, but this move seems so different. It's more final and somewhat intimidating. It is exciting and frightening all at the same time. I can't wait for it to happen and I feel like we need more time, all in the same breath. I am sure that other cruising Tayana owners have gone through the same anticipation and anxiety as I am going through now. I am equally sure that after our first sunset at anchor, and not having to be anywhere the next day, it will all bring meaning to this six months of insanity.

This weekend at the lake, while contemplating the meaning of life and how many frying pans we will need, I looked up and lo and behold there was *SPIRIT OF AMERICA*, a T-37 pilothouse cutter. It was like seeing an old friend after a long separation. When we first purchased *DAYDREAM*, this boat was kept at the same marina in Corpus Christi and we both went through Tayana growing pains together. We lost track of her until she showed up at our lake. The new owners, the Clarks, purchased the boat in Houston from the Mulherns. They were elated to see another Tayana on the lake, but disappointed to hear we are leaving. The lake is just not big enough for two Tayanas!

We are looking forward to being part of the rendezvous planned for the Chesapeake. From there we plan on moving south with the warm weather and eventually ending up in Biloxi, MS, or not." (2/99)

**Doug Frisby and Angela Treiterer** write, "We acquired *WAYWARD*, our T-37, in September of last year and are planning on a complete refit beginning this summer. After the refit is completed, we intend on taking a sabbatical from our careers and doing some extended cruising. We are both very excited and look forward to this adventure!" (1/99)

**Charles Hodges**, owner of *WINDSPIRIT* (T-48, hull #33) is one of the two men who found a shipwreck worth some tens of millions in treasure off the east coast of Africa. The adventure began in 1983 when the Hodges were on a year's sabbatical, sailing in the Caribbean, and met some South Africans who had been to the Bassas da India reef that claimed the Portuguese Indianman *SANTIAGO* in 1585, the flagship of the fleet and one of the premier ships of the 16th century. After some research, Charles and his longtime friend began their mission, which took them to five countries, traveling 22,000 miles, risking perilous ocean currents, battling hurricanes, and spending \$40,000. The treasure hunt is over, but the search for an influential official to intercede on their behalf to salvage the *SANTIAGO* goes on. [Editor's Note: For a more complete account of the story, see the June '88 issue of *Treasure Diver*, p. 12. In a recent conversation with Charles, he indicated he did return some ten years later. We hope he will fill us in on "the rest of the story."]

**Drum King** owns T-37 *PYEWACKET* (hull #310) based in Rock Hall, MD. He offers these comments on the '98 Caribbean 1500. "I was a crew member on an Island Packet 44 by the name of *SLOWDANCING*, which was fast enough and the crew members skilled enough, that we managed to get east of Mitch's storm track by hammering close-hauled through fairly heavy seas and winds up to 40 knots for about three and a half days. The Island Packet suffered some damage as a result of the pounding. The cabinetry in the forward cabin came loose from the hull and started flying around. We hove to for about six hours for repairs. Fortunately, we were fast

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## More News from the fleet...

*continued from page 77*

enough to be several hundred miles ahead of the main storm track, and thus avoided the pounding that some of the other boats suffered through. (See issue #81 of *TOG News*, p. 49) Eventually the wind shifted to the North; we put up everything but our underwear, sailed wing-on-wing downwind with a pole on the jib and the autopilot set for wind vane function, hit speeds surfing on the waves over 12 knots in winds to 30 knots, and three days later toddled into Virgin Gorda, with handicap first place overall. Our total time was eight days and nineteen hours. Six days later some of the boats were still enroute. There was one 28 footer and one T-37, but most of the boats were large, up to 77 feet.

By the way, there is a lady who tracks the Gulf Stream and the eddies, warm and cold, which the Gulf Stream throws off. We had satellite photographs made available to us, although most of the boat crews really did not know what to do with them. Our navigator plotted the location of the eddies; we put Eastbound current points in the GPS waypoints, and we got a very considerable speed boost by picking up the Eastbound current on the south side of two large cold water eddies. A bunch of other boats ended up on the opposite side going virtually backwards. I never had much interest in speed while in a sailboat, however, in the Carib 1500 it became clear that the ability to go fast can be enormously important for purposes of safety. We averaged better than seven knots for the entire trip, and that included about twelve hours while we were hove to and some light air at the start.

Steve Black, who operates out of Newport, is the organizer of the Carib 1500. All boats report in by SSB radio on conditions twice a day and try to be helpful to each other, although the only help is largely some advice over the radio. It is really a fun event and a great way to transport a boat down to the Caribbean for the winter, and the race aspect is of no great significance. However, every year they seem to lose a couple of boats, although I do not think they have ever had a fatality. They have a volunteer crew list and anyone interested can send in a resume and maybe get a call to join a crew. There is a considerable differential in boat condition and crew ability between boats; I got lucky and ended up on a boat with people who knew what they were doing. I could have just as well have ended up seasick on a German freighter. Oh, by the way, patches are available by prescription again and not taking some would be very foolish." (1/99)

John Kraft and Karen Hurt on board *THE CHANCE* (T-37, hull #478) sent the photo (right) taken at Angel Falls [Venezuela]. They report, "We plan to spend summers of '00 and '01 on the Chesapeake Bay and then return to Venezuela and head to the northern Caribbean for three to four years." (12/98)

New members, Tom and Shirly Maxson purchased *HARMONY* (V-42, hull #20) in October 1981 and have lived aboard her for almost 18 years. They reiterate, "During her [*HARMONY*'s] first 10 years while we were working and planning for extended cruising she managed to carry us up and down the California coast and to Mexico and back twice. We left California after early retirement in 1991, and have been traveling slowly since then. We do have a plan, but it keeps changing. The current version is to leave Florida this November for the Eastern Caribbean and spend the next hurricane season in Trinidad and Venezuela. Since 1991, *HARMONY* has traveled south from San Francisco, spending a year in Mexico, then through Central America to the Panama Canal. After six months in Panama we entered the Caribbean and went east as far as Cartagena, Columbia in South America. At that point we remembered that when we left California we were on our way to Hawaii and Alaska, so we turned around, retraversed the Panama Canal, and went north to Puerto Vallarta and then to Hawaii. After three months in the islands we went north to Sitka, AK. We spent two seasons in southeast Alaska with the worst of the winter in British Columbia and Washington. Returning to San Francisco to pull the mast and rewire, we remembered that we did not get to see the Eastern U.S., so while the mast was down, we had her shipped to Beaufort, NC. The last two years we have traveled from Nova Scotia to the Bahamas and back. We are now on our second trip south, but this time only to the Dry



Tortugas. *HARMONY* has over 40,000 miles on her, almost 7000 hours on the original engine. As we expected, we have replaced many items, sails, rigging, and electronics, but we still marvel at how well this vessel has met our needs." (2/99)

Mac McBroom and Becky Hess aboard *OWLHOOT* (T-37, hull #496) are in the Caribbean. They write, "We sailed out of Beaufort, NC for Bermuda on 15 October 1998 and had a beautiful five day trip. While there, we joined the Caribbean 1500 cruising rally group out of Newport, RI for the camaraderie. On Thursday, 5 November, we heard that tropical storm "Mitch" was heading in our direction. It was moving fast but predicted to pass to the west of the islands. We moved *OWLHOOT* around behind Smiths Island and set two anchors. On Friday, Mitch passed to the west as predicted, much to our relief. The highest wind gust we saw was 58 knots. The holding behind Smiths Island was excellent. We left Bermuda on Sunday the 8th and had an almost uneventful six and one half day sail to Virgin Gorda, BVI. We hove to once to let an "almost waterspout" go by and we had a few rain squalls with 30-40 knot gusty winds.

We spent Christmas in Maho Bay on St. John with a great group of cruisers from the Seven Seas Cruising Association and the Caribbean 1500. Of course, if you're in the neighborhood, you have to do Foxy's on Jost Van Dyke for New Years, so we did. After spending a little over two months in the Virgins, we left for St. Martin. We are presently in the Simson Bay Lagoon. We plan to be in Antigua for Race Week and then in the Grenadines or further south before hurricane season.

We have a new modem for our e-mail and it's a wizz-banger. It does Pactor II and passes messages up to 30 times faster than Sitor. Our new e-mail at sea address is <KD3TN@bna.win-net.org>." (3/99)

Pat and Willy Piessens purchased *MORNING DEW* (T-37, hull #382) from Jake Olszewski, who had started to upgrade her while living on her at Lockwood Boat Works in South Amboy, NJ. They report, "Jake moved the mast forward on the advice of Bob Perry and replaced the standing and running rigging while keeping the rest of the boat in ship-shape condition. We plan to go south in the fall, after the birth of our first grandchild and keep on going for a while. We have installed an electric Lofrans windlass, Monitor windvane, Air Marine wind generator, Village Marine watermaker, and SEA235 SSB, to list the major items. We are poor, but ready to go!" 1/99)

Diana and J.R. Prentice aboard *STRIDER* (T-37, hull #522) e-mailed, "This will be our third Christmas at Jekyll Island, a great place for the holidays. From here we'll try to go directly to the Abacos. It's great to know we've adapted well to this lifestyle. The only thing we have on our agenda is to have the boat in Nantucket by late June. There our son and his fiance will be married onboard *STRIDER*. They couldn't

have picked a prettier location for the ceremony--and Nantucket's not bad either." (12/98)

Cynthia and Tom Pride announce, "We have a new crew member, Nathaniel Dylan Pride, who was born on 20 May 1998. We presently live aboard *SEPTEMBER SONG* (T-37, hull #557), which we purchased from Raymond Puhl." (1/99)

Darrell and Dorothy Rocke, owners of *ISLAND PRINCESS* (V-42, hull #77) inform us, "We left [San Diego] on 1 November and took 45 days to get to La Paz, stopping for repairs and to enjoy the scenery in Turtle Bay, Magdalena Bay, Cabo San Lucas, Los Frailes, and Los Muertos. Next stop! Mazatlan for New Years." (12/98)

Don and Bev Rock have sailed *AUF WIEDERSEHEN* (T-37, hull #328) since 1983. They report, "Although lifelong sailors, the long life is catching up with us and Bev's post-polio syndrome makes it harder and harder for her to function. We have trawlerized our lives by getting a Kady-Krogen 42 and still enjoy cruising. In fact, we just returned from an 850-mile maiden voyage wherein we picked up the trawler in Daytona Beach and brought her over to Pensacola. With a smaller mast (25+ feet) and reduced draft (4+ feet), we can now explore much of Florida that has been denied us with the parameters of the *Tayana*." (1/99)

Mike and Yvonne Rose note from *PACIFIC GRACE* (V-42, hull #168), "We're presently in Georgetown, Exuma. Just in this anchorage, *Tayanans* are well represented and we've all met: *SUMMER WIND* (PH-37), *WELLENTANZEIN* (T-37), *PENGUIN* (T-37), and *TAMARAK II* (V-42). After we get our head working and a few other problems fixed, we'll be on our way south." (2/99)

Ken and Sandy Stafford recently completed a one year family cruise aboard their magnificent T-52, *MINERVA* (hull #40). Receiving their Winter '98 *TOG News* reminded them of one of the trip's highlights. "John Kraft and Karen Hurt aboard *THE CHANCE* (T-37, hull #478) were headed to the Macareo River in Venezuela. We also sailed up this river (and the Tucapita River) in May 1998. Fantastic is the one word description we have for it; unspoiled, exotic, and adventurous also come to mind. It is tricky getting through the uncharted, rough, shoal water in the Serpent's Mouth to enter the river. The "current" Admiralty Chart #481 shows a Macareo Channel, which simply does not exist and certainly has no channel markers as depicted! In fact, this chart has the entire coastline misplotted by about 1/2 nautical mile! We were able to find an older oil exploration chart that showed a different channel and offset shorelines. Based on our conversations with four other yachts that tried to get in based upon the Admiralty "channel"...and all ran aground in six feet of water more than a mile offshore, we decided to carefully try the other chart. Using dual GPSs and continuous RADAR mapping of

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# ARGONAUTA goes 'Down Under'

by Sally Whitbeck

*When we last left Jon and Sally Whitbeck on board their T-37, ARGONAUTA, they had just arrived in New Zealand. It is December 1994. This segment of their story will tell us how overwhelmed they were with the rugged beauty, unusual wildlife, and friendly locals during the 7+ months they were "Down Under".*

Friends from Annapolis, MD were travelling on around-the-world airline tickets, and their New Zealand stop coincided with ours, so they hopped aboard ARGONAUTA for a Bay of Islands cruise. We had a great time exploring the endless number of peaceful anchorages around the islands and feasting on lobster and scallops. We then joined them in their rental car to explore the North Island. We followed winding roads lined with wildflowers, past green hills dotted with sheep, stopping at friendly "homestays" along the way. One night we stayed at a huge sheep farm where the farmer, a national champion dog trainer, gave us a demonstration of what his amazing herding dogs can do.

We saw the steaming thermal pools, geysers, and boiling mud of Rotorua and hiked to a waterfall in Tongariro National Park with views of the snow-capped volcanoes. In Wellington we said goodbye to our friends, who went on to the South Island while we had a train, bus, and hitch-hiking adventure getting back to our boat in Opuia.

In the historic little village of Russell we befriended some college students who joined us on board ARGONAUTA as we sailed to a small uninhabited island known for its outrageous New Year's Eve parties. It was a big bash with flowing kegs and live music, and our new friends thought the time aboard our yacht was awesome. Later in January we crewed in the Russell Tall Ships Race, in which 70 boats, including classic yachts and tall ships participated. Other crew members were a world cruiser from Belgium and a New Zealand woman who had just completed a seven-year circumnavigation with her son. Afterwards we had a big feed at a "hangi," which is heaps of food cooked in an underground oven, Mauri style.

In mid-January we bought a used car to do some land cruising. At the end of the month, Sally's parents arrived with a huge bag for us, causing them to be detained by customs. They were held in a room with a one-way mirror, while the bag was searched. Thankfully they were finally released to their worried daughter.

We had a fun adventure with them, exploring the sights of Auckland, visiting beautiful Lake Taupo, watching bungy jumping, and seeing the steaming rock cauldrons and bub-

bling mud pits in Thermal Valley. From Wellington, we took the ferry across Cook Strait up into the dramatic fjord-like Marlborough Sound. The winding roads went from merely treacherous on the North Island to downright life-threatening on the South Island. As we negotiated the steep mountains and hairpin turns with frequent washouts, our lives were in Jon's hands, as he skillfully drove on the left. We worked our way south down the east coast, staying in unique and hospitable homestays and B&Bs, getting to know New Zealand by getting to know our terrific hosts.

Our favorite place was Foxdown Farm, 3,500 gorgeous rolling acres with 5,500 sheep. We were lucky enough to arrive in time to see the sheep shearing. Also, Farmer Fox took us on an extensive tour over hill and dale in a rattly station wagon, pointing out the many species of unusual trees, with the flutey warbling of magpies as background music. Sheep scattered out of our way, yellow hammers fluttered around the hillside, and rabbits dove under grassy tussocks.

We enjoyed historic Christchurch with its outstanding Botanic Gardens and Canterbury Museum. We went on to the Banks Peninsula to picturesque Akaroa, then set out across the rugged Southern Alps in a pouring rain, mist rising out of the steep valleys, waterfalls plunging from every cliff, and dripping ferns lining the roadsides. In the middle of this soggy wilderness our alternator belt broke and we limped into a lonely gas station with little hope of finding help. The station's owner, a character weighing at least 300 pounds, dug through one of his many junk heaps and miraculously found a belt for us, which was quite a relief since we were beginning to feel like we were in a sequel to "Deliverance." Jon helped with the repairs while the three of us gazed on the total wreck just towed in. It had plunged over the last cliff we passed.

The beautiful Tasman Sea on the west coast was a welcome sight. We worked our way north through the jade and gold mining towns along the rocky shoreline. The scenic drive provided views of sheer cliffs with pounding surf and rising mist below. At Cape Foulwind we saw a large seal colony where we watched the seals and pups sunning themselves on rocks and playing in the swirling surf.

On the north coast we hiked in the Abel Tasman National Park and fished for trout in a nearby river. Working our way back north, we stopped at many small restaurants and marveled at the New Zealand custom of always adding a slice of beet to hamburgers and never having iced tea available. On North Island we visited Waitomo Caves, where we glided

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through an underground river to view the strange sparkling glow worms on the ceiling of the cave. Weird!

On Waitangi Day, which commemorates the signing of the Waitangi Treaty between the British and the Mauris (New Zealand's native people), we went to the town of Waitangi to see the celebrations. For the Mauri people it was not a day to celebrate, but a day of protest, as they continue to fight to be compensated for land that was taken from their ancestors. For an outsider it was an amusing scene, with the ever-so-proper British officials sweating quietly beneath their wide-brimmed hats while ranting tattooed Mauris performed an aggressive war dance, jabbing pointed canoe paddles angrily into the air, and sticking out their tongues. We read in the newspaper afterwards, that poor Dame Catherine was "spat upon" and mooned with "tattooed buttocks!" Darn. We left early and missed it.

After sailing in the Bay of Islands with the folks, we sadly said goodbye. However, in late February, more friends arrived from Baltimore, MD bearing more supplies and mail. Their arrival happened to coincide with a huge wine festival in Auckland, which of course we investigated.

The four of us explored more of the North Island, hiking in the mountains of the Coromandel Peninsula. We stopped at orchards and gorged on luscious avocados, kiwis, and macadamias, hiked to a waterfall, and went horseback riding up into the hills overlooking the Bay of Plenty. One interesting stop was Hot Water Beach, where holes dug in the sand fill with steaming water from thermal springs below and you can wallow in your own natural jacuzzi.

One of our farm stays had an odd menagerie of animals, including deer, sheep, elk, cows, pigs, turkeys, pheasants, goats, ducks, chickens, and one opossum. In the Hawkes Bay area we stopped in the town of Napier, known for its Art Deco architecture and excellent wineries. After a day of vineyard hopping and sampling we worked our way back towards Auckland.

The city gave our guests quite a send-off on their last night with a fantastic display of fireworks over the harbor. They were also lucky enough to experience a "backpacker" hostel with us before leaving. New Zealand has a great system of cheap places to stay for the traveller on a shoestring, and being the unemployed bums that we are, we stayed in several and usually with no complaints. However, one night we stayed in a moldy basement of a ramshackle house, and at 0200 a very drunk man crawled right through the window into our room! As we were all in a bit of a stupor (for different reasons) a hilarious conversation took place in the darkness before showing the man the door. Travel with us and you travel in style!

In between visits from friends and family, we managed to do some hiking amidst the giant Kauri trees and huge ferns

along New Zealand's wonderful trails. We also met a dairy farming couple who were on holiday in the Bay of Islands. They showed us all the best spots for finding lobster (crays), clams (pipis), scallops, and mussels. While Allan and Jon were diving for lobster, they were able to swim with porpoises who happened by. They invited us to their farm for their son's 21st birthday party, traditionally a big event in New Zealand. After touring their farm, we sat beneath a stand of totara trees while a whole sheep roasted over an open fire and beer flowed from kegs in the back of a pick-up truck. Soon mountains of food appeared and we were impressed once again with Kiwi hospitality.

In March we sailed our boat to Whangarei where we hauled it out to begin tackling our never-ending list of boat maintenance projects. I can't say it was all work though, as we had time for hiking, rock climbing, and swimming.

In mid-April we reluctantly left New Zealand to begin our trek across the dreaded Tasman Sea. Luckily, the Tasman was in a fair mood and did not dish up the worst for us. We had a rolly, uncomfortable passage, but no serious problems. After six days at sea, the dramatic peak of Ball's Pyramid appeared on the horizon. A mammoth 1,800 foot high jagged point of solid rock, it is a strange sight to see rising straight out of the ocean. Just to the north of it is beautiful Lord Howe Island, where we were escorted by porpoises to the picture perfect lagoon in the shadow of towering green mountains. Our rubbery sea legs got three days of exercise as we hiked and biked all over the small island.

We set out into the Coral Sea, experiencing high winds, big waves, and tough navigating through the many reefs. We stopped briefly at Middleton Reef, sobered by the sight of many wrecked ships, then on to Lady Elliott Island. Gratefully, we dropped the hook and slept like logs for about 12 hours. Our first anchorage along Australia's coast was in Pancake Creek, where we stopped alongside a shrimp trawler and traded a 12-pack of New Zealand beer for over two kilos of enormous "prawms."

Customs checked us through at Gladstone. Then we enjoyed a week of luxury at a marina there. During that time we rented a car and drove down to Brisbane to buy a "new" (to us) dinghy, since our old dinghy had reached a grand total of 32 patches and could no longer be trusted! Sailing north from Gladstone, we celebrated Jon's 40th (eek!) birthday rafted up to a Swiss couple's boat while anchored in a remote mangrove-lined creek. Our Swiss friends had dinner and cake with us and presented Jon with wine and Swiss chocolate.

From there we island-hopped up to Airlie Beach where we (almost literally) ran into a cruising friend whom we hadn't seen since French Polynesia. We spent some time exploring the gorgeous Whitsunday Islands, most of which are com-

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## ARGONAUTA...

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pletely uninhabited, teeming with birds and surrounded by coral reefs. We had a couple of days of nice weather which allowed us to anchor out at Bait Reef, one of the many reefs along the Great Barrier. The diving was out of this world!

More Annapolis friends met us back at Airlie Beach with a big bag of goodies from home. We cruised with them back through the pretty anchorages of the Whitsundays, where we hiked to see ancient aboriginal cave paintings, then anchored out at Line Reef, part of the Great Barrier. We spent as much time in the water as we could, being in one of the greatest diving areas of the world. We then sailed on to Townsville. From there we joined a cruising buddy and sailed in tandem for the remainder of our trip in Australia. We continued north to Cairns where we took a scenic train ride through the mountainous tropical rainforest to the town of Kuranda and learned to throw a boomerang and play the digeridoo. Sailing north again, we stopped at Cooktown, the first civilization along the Queensland coast.

The coastline from Cooktown north to the York Peninsula (over 350 miles) is completely unspoiled wilderness; all of it national parkland and aboriginal reserves, with miles of empty beaches. All along this section of Queensland, beyond the reach of tourists, we found perfect little islets surrounded by crystal clear water and gorgeous coral. It was hard to believe we had these idyllic anchorages all to ourselves!

Off the York Peninsula, we stopped at the remote outpost of Thursday Island in the Torres Strait, where we were whisked off by local customs officials and taken to a wild rugby party. I've read that Australia has the largest per capita beer consumption in the world, and from what we've seen, it's probably true.

From Thursday Island we went west across the Gulf of Carpentaria to Australia's Northern Territory. It is as remote and wild as the movie "Crocodile Dundee" made it out to be. Although it occupies one-sixth of the continent, only 1% of the population lives there. The coastline along the Arafura Sea is completely uninhabited except for the scattered tribes of aborigines living in the reserves. We felt privileged to be able to see a part of the country that few tourists (and few Australians, for that matter) ever see. The beaches are secluded and pristine and the water is a milky emerald color. We caught lobsters in the Wessel Is-

lands (see photo below), which is salt-water crocodile territory, and found great shells in Coburg National Park.

Although we never visited any of Australia's wildlife parks to see the unique animals of the country, our habit of getting off the beaten track allowed us to see many of them in the wild. We watched koalas feeding in a fragrant forest of eucalyptus on Magnetic Island, saw crocodiles sunning in the mangroves and even swimming near the boat, goannas slithering along the dusty paths of the aptly named Lizard Island, hundreds of blue butterflies in Butterfly Bay, poisonous spiders as big as your hand, six-foot tall emus, flocks of white ibis, flying foxes hanging in the trees in downtown Cairns, fruit bats by the hundreds in the Tablelands, and nervous wallabies coming out after dark to feed in the outskirts of Darwin.

When at sea we saw huge venomous sea snakes, porpoises, white pelicans, and of course, the multitudes of strange and beautiful animals on the Great Barrier Reef. We woke in the mornings to the raucous laugh of kookaburras and screeching parrots and cockatoos. The brilliantly colored rainbow lorikeets were so tame they perched on my hand, half a dozen at a time. We were often accompanied at sea by tropic birds, frigate birds, boobies, and black noddies, who also sometimes hitched a ride.

Boats from all over the world were gathering at Darwin when we arrived on 7 July, preparing for the annual Darwin to Ambon Race. This year part of the fleet, including us, raced to Bali instead of Ambon, although both races (140 boats) started simultaneously. The time in Darwin was an exciting and busy week of provisioning, preparing, and partying. One rowdy night at the Sailing Club, Jon won second prize (\$50) in a joke-telling contest, entertaining the Aussies with his Yankee accent.





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On 15 July the race commenced in a foggy calm; boats of all shapes, sizes, and nationalities drifting aimlessly with the tide, sails drooping pathetically. Eventually though, we all drifted away from Australia and out into the Timor Sea. The race to Bali is 960 miles and we are well on our way with the spinnaker flying. We've been visited by porpoises and Jon's been catching fat tunas. It's been a peaceful passage with a continuing parade of sunrises, sunsets, and starry skies.

We're reluctant to be leaving Australia, but excited about what lies ahead. The fun of being half way around the world is that it's as enjoyable looking forward as it is looking back.

*To be continued...*

# Transiting the "Erie Canal"

*by George Brooks*

*George and Joan Brooks purchased WANDERLUST (T-37, hull #513) from Bob and Marge Klein in November 1997. They recount their trip to the Great Lakes from the Chesapeake Bay.*

We had a very good experience with the Kleins, who were most helpful during the transition. They even stored things for us in their basement, as we were keeping the boat in Maryland for the winter. After spring commissioning, we headed for Michigan in mid-May. The trip took almost five weeks and we had a variety of experiences. First of all we ran aground leaving anchorage off the C&D Canal. We had sneaked in with inches to spare by hugging the left side, as the guides suggest, in order to avoid a shoal in the middle of the entrance. However, as we were leaving at about 0400 the next morning (just after high tide), we ran aground and were unable to get off with the falling tide. We spent an uncomfortable day, but got to talk to lots of people who came by to chat. Among them were some folks from the Corps of Engineers who informed us that two years ago they had dredged the middle of the channel to get rid of the shoal, but had left the area near the bank. We got off on the next high tide and left the following morning by going right down the middle of the channel. We continued through the night and arrived at Sandy Hook, NJ the next afternoon. The night off NJ was the sailing of the whole trip and we liked the 'feel' and motion of the boat. We then spent a night at a marina in NJ across from Manhattan with a spectacular view. While we were there we had the pleasure of meeting **Bob Hughes and Marilyn**

**Geraghty of BRIGHT STAR (T-37, hull #295).** They live in the area and came down to the marina to greet us and we spent a pleasant evening with them.

The trip up the Hudson River was very nice; the scenery is great and we found some nice spots to anchor. We took the mast down at Catskill without too much trouble, but I was concerned about how I was going to get all those wires back through the mast step. They were hard enough to get out! The NY Barge Canal was quite an experience. Some of the locks were quite difficult because of the turbulence, which, we were told, was often due to inexperienced operators. The roller furler was banged into the wall a couple of times and then we completely lost control of the boat in one lock and thought we damaged the end of the mast and the roller furler, but somehow they survived. Other people we met were less fortunate and suffered hull damage. One morning as I shifted into forward to leave the wall we had been tied to overnight, the shaft between the lever and the cable broke. I was thankful it had not happened while we were maneuvering in a lock. I got a new shaft made at a local machine shop, but it still would not shift. It turned out that the problem was caused by a worn cable. I had a new one shipped overnight from West Marine. After five days we were on our way again. At Oneida Lake we were delayed for two days by strong westerly winds. The weather had changed and we had storms and westerlies for the rest of the trip. West of the lake the bridges over the canal are much lower. I had to take the Loran antenna off the radar arch and the blades of the wind generator cleared some of them by inches. The trip through the canal is pleasant (apart from the locks) and the scenery is varied and interesting. We resteped the mast at Tonawanda at the only (and rather run-down) marina. It was difficult getting the wires through the mast step, but with some dishwashing liquid for lubricant, they eventually went through.

The trip across Lake Erie was mostly upwind motoring. Fortunately the storms were mostly at night when we were docked, as some were quite strong with 50+ knot winds. The only storm we were caught in was off Belle Isle in the Detroit River. It is a bad spot as it is narrow and the shipping lane takes up most of the channel. The visibility was minimal and three freighters came by us during this time. The next day we arrived at our marina in Sarnia, almost a week later than expected. But that's what sailing is all about!

We are now preparing the boat to be our home. We had a new barrier coat put on the bottom and also decided to have the topsides Awlgripped. At this time we also decided to change the name to *ISABEL*. We had an inner spring mattress made for the V-berth, as this will be our bed for a long time and we decided we might as well be as comfortable as possible. We are getting ready to sell the house and plan to move aboard by late June. We will travel through the NY canals and down the Hudson River to the East Coast and hope to be in the Bahamas for next winter. After that there are a number of possibilities, but no firm decision has been made.

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# Maintenance and equipment comments and questions...

## HULL TO DECK JOINT

Denis Beaudry of *TAYANA* (T-37, hull #8) asked, "Is it plywood under the caprails? and if so, can rot in this area be repaired? Can anyone describe this area to me?"

TOG provides the description of the hull to deck joint in the *T-37 Owner's Manual* on page II-5, with a drawing (Figure II-1) on the following page.

Chuck Harris of *BLUEMOON* (T-37, hull #95) has an intimate relation with it. He writes, "I have a very good drawing of the hull to deck joint. I can tell you that the joint is really substantial. Along its entire length, it has at least three bolts and/or lag bolts in every six inches of the joint. It looks to me as if the joint is comprised of the outer hull folded in with the innerdeck folded over it to about 1/2 inch away from the edge. Envision two Ls upside down, overlapping and that's the glass portion. Then the caprail is on top with the bolts through it all, plus the wood inside is every bit of 3/4 inches thick. All the wood is encapsulated in fiberglass. Seems to me you could easily check the wood by drilling into it and just fix the holes. I tried to remove one of the bolts in the jib track and it broke off rather than come out, so I quit right there. My boat has access panels the length of the track on the inside of the gunwale. I removed them to paint them and thus accessed the thru bolts in the track. Every other one or every third one is thru bolted. My opinion of the track is, it's there forever."

## HEAVING TO

Tom Bowers, owner of *MACBEE* (T-37, hull #396) offers this information in regard to the Fassnacht's problem of getting their V-42, *PERSEVERANCE*, to heave to. "Did they have a furled jib on the forestay at the time? Lin and Larry Pardey point out in their *Storm Tactics Handbook* that any sail forward of the mast would result in the wind blowing the bow off to the extent that the boat will lay a-hull. If they have not read the Pardey book, they may find it of interest."

Gil Smith, owner of *RUNNINGFREE* (V-42, hull #101) also offers, "I have hove to three or four times. I find the best combo is staysail and two or three reefs in the main. The boat is brought to close haul, staysail in hard, main trimmed close. Then tack, DO NOT release the staysail. Point close to the wind on the new tack. When the boat stops making way, turn the wheel like you want to tack again and lock the brake on the wheel. Now move the traveler (do not let off the main

sheet) to find the closest you can make the bow point to the wind. I have done this in 45 knots and it worked fine. The boat did 3/4 knot of sideways/backwards travel, with the bow close to the wind. I have sailed with the same combo in 50 knots of wind, close reaching in 15-18 foot seas, only because I was within making it to land in a few hours in the Sea of Cortez. Every tenth wave would go completely over the boat. That was the last time I ever made a schedule to meet someone in port!"

## ENGINE ROOM ORGANIZATION

When Walter Bruj and Ellen Eckler bought their T-37, *SOLTARA* (hull #170) they found her in dire need of a lot of maintenance below the floor boards and in the engine cavity. "It seems that all of the original rubber hoses were barely intact and there were lots of rotted shelves and supports. Walter has completely refurbished the engine room. Our Perkins 4-108 and NL generator sparkle as well as all new shelves, supports, hoses, strainers, and the like. Because there is SO MUCH going on there, we decided to label everything. I searched and finally decided that a fine tip 'Sharpie' on a label was best. Then we doubled up with clear packing tape to create a sealed label. We then punched the labels with a single hole punch and used tie straps to secure them in place. We also added some colored dots that we just happened to have in our office supplies."

## EXTERIOR TEAKWOOD TREATMENT

In addition to helping Walter, Ellen has been busy on deck. "Our teak decks were in fairly good shape, however, in need of some attention. I first trimmed all raised black caulking to wood level in order to make a good assessment of whether it needed to be repaired or replaced. I have done some of both. I found that by mixing my own caulk I was able to control the thickness, which allowed me to use a real syringe with needle to inject thinned caulk into cracks, if they were not really bad. Otherwise I dug it out and replaced it. I treated all cracks with penetrating epoxy and let them set 24 hours before adding/replacing any caulking. Of course, now I have some counter-sinking to do on a few screw heads where bungs have come off and there is little depth for replacing them. So far, I am very pleased with the results, which have been scrutinized and blessed by some local boatwrights. I am working with Jasco stripper, removing old caked-on varnish. We will be selective on our application, meaning we will be leaving the decks, bowsprit, handrails, bullworks, and ... raw. Our spars are all wood and heavily varnished, although in really good condi-

tion. I will be using Armada on the cabin trim, as well as hatches, turtle and butterfly hatch.”

## TANKAGE

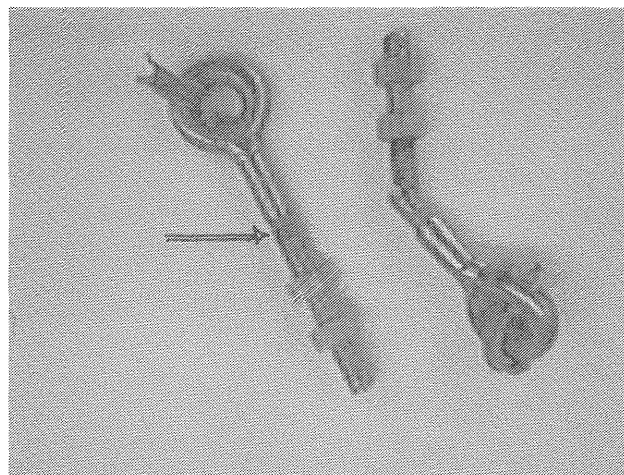
Ellen continues, “Fuel tank inspection and cleaning is next. Hopefully cleaning is all it will need, except some ‘ospho/paint’. [Then] we will be left with pulling our main water tank. Apparently this is the original, fills up the entire bilge (not much to our liking) and because it rests so far into the bilge, there is corrosion on the bottom. If it is salvageable, we plan to shorten the tank so the bilge can be seen through the grate just below the companionway steps. This will leave us with about 80 gal. in our main tank and our watermaker has a 30 gal. pre-tank. We also have a couple of unused bladders that we may put into use later.”

## STEERING CABLE EYEBOLTS

Chuck Harris and Nancy Eitapence are extensively restoring their T-37 (hull #95), *BLUEMOON*. Chuck advises, “As I was putting our steering system back together, I considered re-using the eyebolts that connect the steering cables to the quadrant. On a second glance a hairline crack was spotted in one of them. (See photo above right.) It was enough to allow me to simply break it in two with a gentle twist. Just goes to show that the axiom of not re-using old stainless steel is probably a very good idea when fixing up an old boat! That eyebolt was shot through with rust inside that you could barely see.”

## TEAK DECK REMOVAL

Chuck and Nancy also caution, “Those who are considering removing teak decks: we did just that and it was very difficult! We probably took at least four months and \$4,000



to do it, not counting what it took to gelcoat the deck because we would have done that anyway. (Below is a good picture of the job.) The core was in sections about 2x4 inches and 3/4 inches thick. After we cleaned the fiberglass of the old polysulfide caulk, we cut a section of the top layer of FRP out in the bow area and one at the aft about two feet square. The core was wet throughout so we cut 3/4 inch holes in the deck every foot or so in all directions and then built a PVC frame to support a plastic cover. It dried out within a week, as it was summer and plenty hot! We then had the surveyor check it and the moisture readings were all below 2 percent, which was acceptable. Then we ground down the lines of old screw holes on deck (1,300+) and laid in strips of fiberglass. We then faired all that in with resin and micro-balloons and finally had it ready to gelcoat after 4-5 sanding/fairing sessions. Sounds so easy now that we’re done, but let me tell you it wasn’t easy!”

## BOAT HANDLING/ DOCKING

Chuck and Nancy also comment, “The difficulty in backing up cruising sailboats is a problem shared by many of us. Rumors to the contrary, it actually isn’t any different for the *Tayana* than it is for any other full keel, heavy displacement sailboat. They all kick their stern to port when backing and to starboard when forward. But a keel boat is even more stubborn than most, as it doesn’t have a nice fin keel that might otherwise allow it to spin in place.”

Harvey Karten, owner of *NIGHT HERON* (T-37, hull #84) suggests, “*continued on page 86*”



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## More maintenance and equipment comments...

*continued from page 85*

you buy a little book by Charles T. Low on docking your boat, you will understand many of the sources of difficulties and maybe even learn how to overcome them! With the help of Low's book, I finally am starting to learn how to handle a keel sailboat under power and even in reverse. Get Low's book. It's the best \$15 I ever spent. Better than Valium and less toxic as a means of reducing anxiety."

### FUEL GAUGES

In return, Harvey seeks information about checking the level of fuel in his tank under the V-berth. "We have a 90 gal. fuel tank in the bow. There is no fuel gauge on this puppy, which means I have to lift up the mattresses in the V-berth, pull up the dip stick, which is made of shiny metal, and try to guess where the fuel level is in the tank. The fuel is nearly transparent, so it invariably takes several attempts before I decide to grab a piece of wood which gives me a better idea of the level of the fuel. I can't find any commercial fuel gauge transducer that will fit in place of the dip stick. Has anyone found a solution to this problem? The way it is now, it not only is a pain in the neck to try to read the level, but it invariably drips diesel fuel in the v-berth area and leaves the lovely odor of diesel fuel on our bunk."

Mike Hilley, a new member from Stamford, CT and liveaboard on *CHINA PEARL* (T-37, hull #324) suggests, "Use the clear hose trick. Run a hose from the bottom of the tank to a higher spot. The level of the fuel in the clear hose will be the level in the tank."

Don Murvine, owner of *LITTLE CHRISTIAN* (T-37, hull #21) writes, "I have the same problem. I noticed that there is a drain plug on the aft bottom of the tank. It might be possible to mount a sight glass and run it up to the bottom of the mattress. The sight glass could be made out of a clear piece of hose. The problem with fuel gauges and other methods of measuring fuel is that they cannot take into account the shape of the tank."

Bryan Biesanz, owner of *SERENDIPITY* (T-37, hull #405) expounds, "We had to replace the 90 gal. iron tank in the bilge as it had rusted through.... We replaced the tank with an aluminum tank, and for a few pennies more, had the manufacturer install a sender. We then installed a gauge where we could pull one floor board (with the key on) and see how much fuel we had. After filling the tank at 1/4, 1/2, and 2/3, the gauge is real close to accurate. I discovered that the tank was not 100 gal. in the process; it is closer to 85 gallons."

Finally, Graham Berry responds, "Last spring before running out of money, we fitted a "Tank Tender" system to *OASIS* (T-37, hull #352) to measure the contents of her two fuel and two water tanks. It works by pumping a small amount of air from the reading unit to a banjo connector screwed into a tapped hole in the inspection plate of the tank. Two small diameter hoses connect to this fitting. One runs vertically down to near the bottom of the tank and the other returns to the reader unit. Once all the connections are made, you fill the tank from empty in say five gallon measures, pumping the system after each fill and taking down the reading in either water or diesel inches of pressure from the dial. Now you never have to dismantle the boat to find the dipstick or drip diesel on the bunk again. It is simple and probably accurate to within half a gallon or less. The basic system switches between four tanks, but you can buy a unit that measures more tanks, if needed, including the holding tank. The only drawback is the price. They aren't cheap. Available through Hart Systems, phone (253) 858-8481 or fax (253) 858-8486."

### BRIGHTWORK

Harvey is also looking to remove the verdigris and oxidation from his bronze portholes. "I have done some of the interior surfaces using copper/bronze wool and toothpaste (as a mild abrasive). I wonder if there is a better way to do this?"

Jim Plummer, owner of *PLUMAIR* (T-37, hull #338) responds, "My wife, Bonnie did an amazing job of cleaning the oxidation (green) off the bronze using a salt-lemon juice mixture. She soaked the parts to be cleaned in the mixture, but I think it would work by making a thicker slurry and slowly working it onto each port so it stayed wet using a sponge. However, it might bear trying on an inconspicuous part to make sure the results are what you want. Bonnie doesn't believe there was a specific recipe; at least if there was, she didn't follow one."

Al Donatto of *NUBIAN* (T-37, hull #264) offers, "To refinish the bronze (or all metals on the boat), I was recently introduced to 3M Marine Metal Restorer and Polish, part #09018. I have only used it on some rusty stainless steel and the results were amazing. Just use a mild scotch brite pad and a little dab of this stuff; a little elbow grease and the metal will look like new. A scotch brite pad can also be purchased that will fit on a drill to make those big jobs go away sooner."

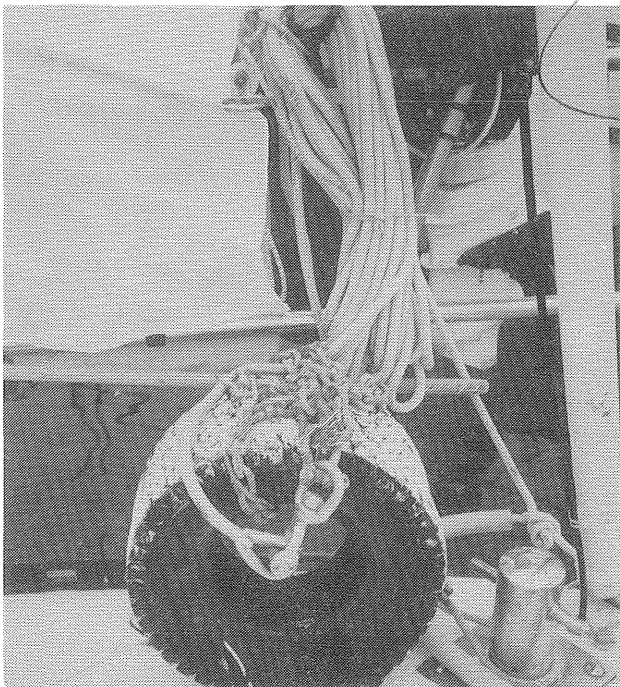
Ed Potter, a former Tayana owner, suggests, "To clean bronze portholes try Amway metal cleaner. Also, very careful use of HCl acid diluted with water about 50 percent may help with really bad spots."

## UNDERDECK AUTOPILOT

Pat Maslen has purchased an under deck mounting WH autopilot and is in the process of installing it in *IN-TREPID*, his T-37, hull #461. He is seeking information. "The drive method is a 1/4 hp hydraulic pump connected to a hydraulic cylinder (actuator). The output piston on the hydraulic cylinder connects to the rudder shaft via an Edson tiller shaft adapter. This is a fairly standard arrangement for under deck autopilots. I am seeking some guidance on how to fasten and support the hydraulic cylinder. The cylinder can generate as much as 1,277 pounds of force before the pump's relief valve and bypass are activated. If there are any T-37 owners out there with any similar autopilots, who would like to share the details of their particular installation, I would greatly appreciate hearing from you." Pat can be contacted at 212 Stow Road, Harvard, MA 01451, or call (978) 456-3804 (H) or (781) 370-1525 (W), or e-mail <72451.1251@compuserve.com>.

## DROGUE ANCHOR

In response to the problems of heaving to reported in the Winter '98 *TOG News*, p. 57, by Jack and Abbie Fassnacht on their V-42 (hull #126) *PERSEVERANCE*, Tom and Shirl Maxson tell of their experience in gale force winds with *HARMONY*, their V-42 (hull #20). "We have hove to many times while waiting for daylight to enter a pass or harbor; once we hove to for eight hours in the Gulf of California to stand by while a boat we were traveling with tried to free itself from a shark net wrapped around its keel. Winds were 15-18 knots, as I remember, and we used a reefed main and the staysail. We endured five days in a Force 10 storm on a drogue anchor, as pictured below. We were not able to heave to and it wasn't safe to ride on bare poles as we were hitting 13 knots in the



trough. A drogue worked fine with it set on the second wave astern and the helm up just slightly. The waves were too high to estimate, but we had jelly fish embedded on the mast at the second spreader. We finally fore reached off to the south on the storm sail set on the staysail stay to get out of the way of the stalled storm. After that the gales were good sailing weather!"

## BUTTERFLY HATCH GASKETS

Michael and Gretchen Morrissey, recent owners of *SYMPHONY* (T-37, hull #483) query, "Anyone dealt with leaks around the butterfly hatches, overhead? I have looked all over for the square, extruded neoprene-like material that fits into the rabbeted slots. Home Depot and other hardware stores stock a very soft neoprene that I'm sure won't do the trick. I've found neoprene sheets, like the stuff that seals the icebox lids, but it isn't thick enough."

Brooks Atherton on *TILLICUM* (T-37, hull #113) had the same problem finding material of a proper thickness. His solution was to "cut the thinner rubber into strips of the proper width and glue them together with black 5200 to achieve the proper thickness. Works great!"

Harvey Karten of *NIGHTHERON* (T-37, hull #84), recommends, "Try Downwind Marine in San Diego. They sell an excellent gasket material for the same width channel, but in continuous lengths. It is a bit pricey, about \$3.25/foot. It is specifically designed for use on offshore boats like the *Tayana*. Excellent people to deal with."

## REFRIGERATOR GASKETS

John Pazera on *COMPANIA* (V-42, hull #117) asks, "Has anyone replaced the refrigerator front door gasket? If so, what did you use and where did you find the replacement?"

Donald Murvine on board *LITTLE CHRISTIAN* (T-37, hull #21) offers this suggestion, "I took some gaskets out of old refrigerators. They seem to be holding up great. You will have to make sure you get the right thickness though."

## STEERING PROBLEMS

John also comments, "We lost our steering due to the cable popping off the pulley. Luckily, we were in our harbor, had no wind, and were doing only about one knot. After crawling around on top of our generator and going in through the aft locker, my wife and I solved the problem. It was a couple of loose bolts attached to the pulley on the under side of the cockpit floor. So check your steering cable pulleys!"

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## More maintenance and equipment comments...

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Former Tayana owner, Tom Beard further advises, "In addition to not keeping proper tension on the cables, the cable can pop off if the cable lead to the pulley or sheave is at an angle. You still need a certain amount of slackness and the cables do stretch over time. Cables on both our T-37 and T-52 led at an angle to the sheave, causing rapid wear to the bronze sheaves. Check for fine bronze filings beneath or in the grease on the cables. On the T-52, the cables could not be aligned due to the placement of the brackets, so a 'pull--pull' cable system had to be installed, bypassing all sheaves."

*[Editor's Note: It is recommended you periodically check your steering system. If you have a rudder shaft that is round where it meets the steering quadrant, it should have a machined groove or keyway with a bronzed 'key' in it to prevent rotation of the shaft independent of the quadrant. Some newer models have been found without the key and have lost steering in a seaway. Generally, the T-37 shaft is squared-off where it meets the quadrant and this alert is not of concern.]*

### TURBO YANMAR ENGINES

Ed Potter, former Tayana dealer and owner, offers this advice, "For those who have turbo Yanmar engines, look in your owners' manual for the cleaning procedure for your turbo charger. It will describe a cleaning process that should be done about every 150 hours. Many owners neglect this procedure. Don't! Several owners have had to have the turbo replaced at considerable cost because they didn't clean it."

### WINCHES ON MASTS

Paul Rerucha on SHALAKO (V-42, hull #125) warns, "One of the things that failed, although they might not have been installed well in the first place, was the winch mountings on the mast. Our mast winches are all secured with 1/4 inch machine screws to aluminum plates, without an isolating barrier between the brass and the aluminum. We never noticed any problem until we were re-rigging the boat in Trinidad. The jib winch came off as Nancy was cranking it down. I removed both the jib winch and the staysail winch, both of which had a load of corrosion between the winch base and the aluminum plate, cleaned all the corrosion, made barrier plates of plexiglass, and then through-bolted and bedded all surfaces. I recommend to all members frequent inspections of the winch mountings and placing a plastic or wood barrier plate at the first signs of corrosion."

### LOCKER DRAINAGE

Nick Sciarro, owner of ECLIPSE (V-42, hull #173) offers an idea for draining lockers. "I have a stern locker that, when it rained would drain directly into the locker space through holes drilled into a slot/groove along the deck edge and where the deck lid closes. This way to drain water soon caused mold, rust, and a bit of anxiety on my part, since the water drained ultimately into the bilge. What I did was insert into the existing grooved drain hole a 1/2 inch hose near flush with the fiberglass, (glued around the bottom of the hole) to a drain through-hull plastic fitting just below the blue gunnel stripe to drain the rain water overboard rather than into the bilge. The 1/2 inch plastic drain hoses are on both sides of the stern locker to accommodate water accumulation due to listing of the boat from wind and sea conditions. The existing drain hole on the locker flooring that drained directly to the bilge was left in place, just in case a down pour occurred and the 1/2 inch hoses couldn't handle it. Time taken to install both sides was less than one hour and the cost was less than \$6 for two fittings, 1 1/2 feet of half-inch hose, and a small amount of glue. It took me a few minutes to decide where to drill the holes, since I always worry about drilling holes in my boat. Since the fittings were white, the white hull area was the obvious choice. Results showed that the locker remained dry during light to medium rain storms, but when heavy storms occurred, some moisture entered the locker."

Nick also poses this problem. "When the main hatch of the V-42 is slid closed, an opening around the forward side and top part of the hatch (approx. 1/16th inch) allows rain water into the overhead and other areas potentially causing staining and moisture problems. If anyone has resolved this issue, please let me know by e-mailing me at <njs@mail.maricopa.gov>." or by letting TOG know so that all may benefit.

*[Editor's Note: This is probably a class problem.]*

### SHOWER LEAK

Jennifer Smith and Alex Nikolajevich, owners of GREEN GHOST (V-42), pose several questions regarding their maintenance problem. "We live aboard our V-42, which means the shower is in constant use and it also means we seem to be in a constant battle with water leaking from the shower into places it should not be. First, we dealt with water leaking out of the sump into the bilge, then water leaking through the base of the bulkhead that separates the main saloon from the head, now we see that water is seeping into the teak and holly sole and into the joints on the solid teak grate. The water damage is destroying the look of the woodwork, both inside the head and outside, where water has wicked up the vertical paneling in the saloon. Surely, the water is also rotting the wood in places we cannot see.

We have sealed the sump and the teak and holly shower floor with epoxy resin; that helped the sump, but has not kept the floor water tight (most of the holly is turning black). We have sealed every crack and corner with clear silicone sealant, which has FINALLY stopped the leak between the shower and the saloon, but the saloon paneling, I'm afraid is permanently water-stained. Unfortunately, the silicone sealant looks like hell because it seems to grow black mold like a petri dish. Also, we have literally plastered the stuff on so it is not particularly professional looking. The teak and holly shower floor is now warped.

What to do? What to do? Sometimes I think we should rip out the entire shower floor and somehow peel the lowermost two feet of Formica off the shower walls. Then I imagine replacing the floor with epoxied plywood and sealing the lower walls and floor with more epoxy. I imagine possibly adding a layer of fiberglass cloth wetted out with even more epoxy, sanding the works, then painting it all with a high gloss paint. This would be almost like creating a bathtub out of the lower part of the shower. But then, I ask myself how this is going to happen while we live aboard and work full time?! Besides, my plan may produce a very tacky-looking result, particularly compared to the beautiful woodwork everywhere else on the boat. Does anyone else share the leaky shower problem? Do you have any helpful hints or shower rebuild suggestions?

Please respond to TOG for sharing in TOG News or directly to Jennifer at Box 208, 101-1184 Denman Street, Vancouver, B.C. V6G 2M9 CANADA; or e-mail <g\_ghost@istar.ca>."

## INTERIOR CONDENSATION

Elaine and Charlie Williams aboard *WALKABOUT* (T-37, hull #320) have been fighting mildew and sweating in all lockers this winter. They write, "We get some relief using "Dry Bunk" cut to fit over books, etc. and "Damp Rid" in huge quantities. We also try to keep a small fan running as often as possible, but we still sweat! We would appreciate any ideas other T-37 owners have found helpful." Send responses to TOG for sharing.

Before you asked, TOG received this answer from Dave and Sandy Alexander on *ALEXUS* (V-42, hull #115). "When it gets very cold outside, we run the heater, of course, but get lots of condensation on the interior, especially around the ports and hatches. [We] came up with the idea that inserting a double layer of bubble wrap between the port glass and the screens might give extra insulation and...it WORKS! An added plus [is] the wrap still lets in the light of day, but also works as a good privacy shade and isn't an offensive interior design flaw!"

Kent Lewis, owner of *QUE TAL* (T-37, hull #165) offered this solution, "The prior owners of our T-37 installed Goldenrod heaters in all the closets and they seem to work well. They are a gold colored rod about 18 inches long with a heating element inside, designed for enclosed spaces where it keeps the temperature slightly higher than the surrounding areas to keep condensation from forming. They are advertised in boating magazines and used in pianos to keep them dry and in tune. Actually they call it a Goldenrod dryer and may be obtained from Buenger Enterprises, P.O. Box 5286, Oxnard, CA 93030. However, you are limited to using them when you are connected to shore power, because you have to keep them connected to 120v for them to work."

Former Tayana owner, Tom Beard, advises, "We lived aboard a T-37 for 16 years in all climates world wide from temperatures in single digits to triple numbers. We had no problems with condensation, but we had to do two things: first, keep the air moving in ALL spaces, and second, limit the amount of moisture that gets into the air.

For ventilation, I installed an engine room blower beneath the forepeak berth that ran all the time the engine was running. It exhausted via the vent hose running back to the engine compartment and I added a teak louver at floor level in the bulkhead sealing off the berthing area/fuel tank space to allow air into this space.

I installed small vents throughout the boat leading into every space and the top of lockers. These vents were about 3 by 5 inches, a small teak frame surrounding a piece of chair bottom cane. They were about 3/8 inch thick and were just screwed over holes I cut into the bulkheads. They were attractive additions to the interior joiner work and no one ever noticed that they were not part of the original construction. Holes were cut through all other bulkheads between compartments and left uncovered where they were not visible. Just get a hole saw and go to town in the sides of lockers.

Every berthing area had fans and other areas where crews congested or spent any time. In cold temperatures, an electric heater with fan was used and space fans added to circulate the dry heated air.

To reduce the amount of moisture put into the air, we would not take showers aboard when temperatures were below 80 degrees. Cooking by boiling was limited and the use of the propane stove reduced in very cold weather. A microwave was substituted for a lot of cooking.

Sleeping bodies give off a tremendous amount of moisture during several hours in a confined space. This can't be prevented without drastic measures, but forced circulation of air in the sleeping compartment is absolutely necessary when cold; during warm periods open hatches, but take measures to prevent rain and mosquitoes from entering."

*continued on page 95*

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## More News from the fleet...

*continued from page 79*

the shoreline, we eased in. It worked! We met with a minimum depth of 10.5 feet at a fairly low tide condition. Once in the river proper, we found depths of at least 25 feet and up to 85 feet. This is an incredibly exciting place to cruise. You can go hundreds of miles inland. We have put together a three-page "cruiser's guide" of sorts that tells you how to enter, navigate, anchor, and interact with the native Warao Indians, English-speaking contacts, items for trade, etiquette, etc. We'd be glad to provide a copy of this to anyone who wants to check this out. Just e-mail us at <SSMinerva@aol.com> or write to the Staffords at 2155 Ridgewood Road, Lake Oswego, OR 97034-3609. (1/99)

Roger and Nancy Ann Thorne sailing on *GWENNAN OF CAMBRIA* (T-37, hull #139) disclose an account of their tour of the *USS Constellation* while she was in port in Mazatlan, Mexico. "Our harbor master had arranged for the cruisers in the harbor and two marinas to have a tour of this famous US Aircraft Carrier. We thought it was to be a private tour, but not so. 75 cruisers piled into two busses for the 30-minute ride to the port district. We pulled into the gates of the commercial docks, we were amazed to see lots of covered booths selling t-shirts, bottled water, food, pictures, hats, rugs, and everything else you could imagine. There were signs up all over welcoming the US Navy. There were many large busses coming and going from the docks. All sported signs reading "US Navy Personnel Only". They were full of young men, some headed to town for their leave and more coming back to get on the shore boat headed back to the mother ship. These guys looked like kids to us. Does this mean I am getting old, or are they really that young? When we got off our busses and started walking to the pier area, we noticed long lines of Mexican folks holding some kind of tickets. We wondered who they were and what they were waiting for. Well, we found out--they had tickets for a tour of the *USS Constellation*. As we lined up on the other side of the docks, we were told that the ticket holders were going to be allowed on the launch first and that our wait would be about one hour. With that information, about 25 people left the group. We had planned to have fun that day and there was no sense going back to the boat to work, so we decided to stick it out and we are really glad we waited.

We visited, bought bottled water to keep cool, and had a great time in line. There was the usual joke teller to keep us laughing. Some of the old salts told us of their sailing experiences. One cruiser had been on the *USS Constellation* during his Navy days in Vietnam; he was eager to get back on to see the changes. Finally it was our turn to board the launch and make the 15-minute trip to the mouth of the harbor and over to the ship. Getting off the launch and onto the ship was quite exciting. There was about a three foot swell and we were

to jump a little ways from the launch to a floating platform. There were strong hands to help us. Then we walked up really tall stairs that were rolling back and forth as the ship and the platform did a little welcoming dance.

Wow, is that ship big. She is really the smallest of her class of aircraft carriers, but at 1079 feet of flight deck (that is 4.5 acres) and 17 stories from keel to control tower, she surely seemed large to us. This was a training mission for on board systems, so there were only a few planes to see. But we had a nice tour and learned about the catapults arrested recovery system. The catapults can launch a plane from 0-170 mph in less than two seconds, and this only with a 310 foot catapult launch stroke. They can launch an aircraft every 30-45 seconds using their four catapults. We were very impressed. We also learned that the pilots keep a little above stall speed when approaching the carrier, but as soon as the plane hits the deck they put in full power. That way if they miss the arresting wire or it breaks or something else goes wrong, they can get safely airborne for another try. One of the pilots told us that all this happens while the ship is going through its pitch, yaw, and roll in the seas. I can only imagine what it would be like to try landing. It seemed like so much room standing on the flight deck, yet the pilot said when you are in the plane about to land it looks like you are putting a freight train on a postage stamp.

All too soon it was time to get back on the returning launch and head for the marina. It was a grand day and we were so glad we went. We have nothing but admiration for our military, but meeting them and hearing about their jobs and lives made us all the more sure that we have a great country and they are working hard to keep it that way." (1/99)

Don and Peg Watson report from *SEAING'S BELIEVING* (V-42), "While in Galveston Bay, we were hit by a tropical storm in late August [1998] that flooded our marina for 72 hours. The storm sat down on the coast line about mid-way between Houston and Corpus Christi and then pumped LOTS of water and 70 mph winds across our boats. Luckily, we had floating docks and did not lose power while waiting out the storm. Then in late October, we brought our V-42 out into the Gulf [of Mexico] with the intention of making it across to Pensacola. Unfortunately, Mitch was down in the Southern Gulf and a STRONG high pressure system was sitting over Central Texas. That means we were caught in the middle, and our first attempt to move out into the Gulf failed when we had to turn back after covering about 70 miles. We were hitting 15-20 foot seas and making only two to two and a half knots. We turned around and went back to Kemah, where we waited two days and then headed out again. Our second attempt turned out much better and by the second day out seas improved nicely and we were able to make the 500 mile trip in three and a half days. We certainly learned some good lessons and first among them was the serious seaworthiness and integrity of our Tayana, which we had bought in April. It may have been built 15 years ago, but we learned it is a very stout boat! We're now at the Palafox Pier Marina in Pensacola and already have



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met another V-42 owner in the area (Chuck Cook). We're looking forward to many years of sailing our Tayana..." (12/98)

The crew of *WALKABOUT* (T-37, hull #320), Elaine and Charlie Williams, is at the beautiful Ortega Yacht Club Marina on the Ortega River near Jacksonville, FL. They write, "We stopped here for safekeeping while on a month-trip to Italy. We returned and were married on the beach at Fernandina on 21 November! Our friends, Diana and JR Prentice aboard *STRIDER* (T-37, hull #522) noted recently that our boat (formerly *C'EST SI BON*) had been owned by a Charlie (Charlie Molyneaux) and that he and Joni had also married while cruising. Must be the Love Boat! Soon we will begin a very slow amble up the coast to the Chesapeake Bay where we hope to participate in the rendezvous." (2/99)

Paul Zack and Mary Taylor on board *AVVENTURA* (T-37, hull #358) report, "We have finalized our departure date for our next cruise. As you may (or may not) recall, we spent 1993-1995 cruising 10,000 miles in Mexico and Hawaii before returning to Long Beach, CA to give Paul a bionic hip. All is healed and he can retire in June 2000. Our plans are to head north out of Long Beach to the Channel Islands, probably the Delta and maybe other points north and then in October 2000

head south to Mexico. We'd like to spend another summer in the Sea of Cortez (gluttons for punishment, aren't we?!) and then head south to Peru and see Machu Pechu and the Galapagos and then west to the South Pacific. If we keep having fun, we'll keep sailing into the sunset until we reach the east coast of the U.S. Still haven't decided whether we will do the Suez Canal or Cape of Good Hope--but that will become evident as we get closer to the decision point.

The boat's coming along pretty well for the trip. (See *Maintenance*, p. 95 for some upgrade information.) We're in the process of putting on a Maxwell 1200 power windlass. After that we need to add a new watermaker, finalize some solar panel and staysail details, add a back-up autopilot (to our Robertson), and refresh interior cosmetic details." (2/99)

Gisela and Eckard Zehm assure us, "There are other Tayana 37s in the Aegean! Our T-37, *KARIN* (hull #255) started out in Croatia last May [1998], spent the months June to September in the Greek Aegean and is now in a boat yard in Bodrum, Turkey. On the island of Leros, Greece we met Alessandro and Carla on their T-37 *SPINAWAY*, and in Marmaria, Turkey we found Hans on board his T-37 *FESTINA LENTE*. From April 1999 on we will slowly be sailing back through the Aegean to Majorca. (1/99)

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## Wreck of the *ANTARES*

by Jorge Villard

*Jorge Villard reports the loss of his T-37, ANTARES, built in 1982 and purchased by Jorge in 1987. He sailed her from New York to the Galapagos in 1987, returning to Ft. Lauderdale, FL in 1988 where he left the boat with a broker at Harbor Island Yacht Sales.*

The news of the *ANTARES* reached me while I was traveling in Ecuador. My Tayana 37 had struck a reef and sunk off the Island of Mayaguana in the Bahamas. I could not comprehend how a yacht moored at the Harbor Island Yacht Brokerage in Ft. Lauderdale could flounder 300 miles away.

The explanation given by the broker, Mr. Bob Richardson was that the brokerage was relocating to St. Thomas and unbeknownst to me, the yacht was being sailed to the new location when it struck the reef. It was battered for two days without any other boat or the Coast Guard coming to its rescue, and it was finally abandoned.

I was shocked by the news, but I did not doubt the veracity of the story. I then went to Ft. Lauderdale where I found that the brokerage had not relocated, but had instead

been dissolved, and the broker was not to be found. Suspecting foul play, I presented a complaint to the police, but I was told that unless I had proof of the yacht still being afloat, or of it having been sold by Mr. Richardson, they would not prosecute. I hired a private investigator to travel to the Island of Mayaguana, but nobody on that small island had any knowledge of the wreck of the *ANTARES*.

The boat has an enclosed aft cabin on the starboard side and a large chart table with five drawers just forward of the aft cabin. The vessel is documented out of New York with number 664749.

If the boat is still afloat, perhaps under a different name, I want to recover it. If any one has seen the *ANTARES* or has any knowledge of the events leading to its loss, please contact Jorge Villard, MD at 85 Sixth Avenue, Apt. E, Brooklyn, NY 11217; tel (718) 857-8218 or fax (212) 734-1795.

## Cruise...

*continued from page 69*

horizon. Our normally dry bilge had to be pumped constantly, and if it wasn't for the dedicated and miraculous performance of our self steering vane, I think we would have turned around and gone back. The hull was making noises we had never heard before and our water supply turned an ugly brown. The Gulf Stream kicked up walls of grey water all around us and presented us with waves that did not appear to be coming from any particular direction. They were just there.

We were never really scared. We felt that despite the water coming in and the creaking noises, *NIKIA* was strong enough to take much worse. However, we were exhausted, wet, and I was tremendously seasick. Taking *NIKIA* out in the ocean taught us more about her in 24 hours than a year in Long Island Sound did. Other than that first storm the trip was not uncomfortable. We duct-taped around the hatches and dried off everything. The drinking water became clear again and we discovered that the creaking we heard was just the formica in the head pushing against a nearby wall. Most of the water in the bilge turned out to have come from the anchor locker and the 600 page manual seemed to have suffered little damage despite its collision with my Greek head.

We spent the rest of the trip trying to get as much sleep as possible. When the sun would come out, we would bask in the cockpit looking at the vastness of the ocean. Portuguese men-of-war sailed past us as we tacked endlessly on our approach to Bermuda. We saw spotted dolphins jump our bow wake and the most incredible sunrises and sunsets would greet us during our watches.

When Bermuda finally appeared under a thick cloud that signified land, the experience was almost religious. Ocean sailing turned out to be an immense experience. We saw plain as day that staying alive was to a great extent due to the good graces of the sea gods and when these gods became unhappy, we had only each other to depend on. Very primal. We loved it.

Next stop Halifax...greetings from Nova Scotia, where on a warm July day the temperature reaches 70 degrees, but most of the time it hovers around 60. On 18 July, I had the first birthday ever dressed in full winter gear, including mittens and a wooly hat. *NIKIA* is condensing in protest and we are shivering in our long johns. As a matter of fact, it wasn't for the weather, Nova Scotia could lay claims to being one of the prime vacation destinations in North America. Be that as it may, so far we have found it to be too cold for sailing, too hilly for biking, and too remote for shopping (not that we have any money to spend). Reports that fishermen will motor by and throw lobsters in the cockpit of visiting yachts are greatly exaggerated, but short of that regretful shortcoming, we

found Nova Scotians to be well versed in all other matters of social etiquette.

Upon arriving in Halifax, after a seven-day, fast and uneventful ocean trip from Bermuda, we were directed to the wharf of the Maritime Museum of the Atlantic (right downtown), where we could tie up for free for as long as we wanted. Good weather persisted for a week, so we decided to go just a little further east to what was there. On 19 July, we left under bright sunny skies wearing shorts and t-shirts. Within the hour we were in ski jackets, straining to see past our bowsprit. The weather station kept insisting that visibility was excellent, except in areas of fog. Apparently, we managed to remain in those areas for the rest of the day and succeeded in anchoring at Murphy's Cove exclusively by RADAR.

Murphy's Cove should really be called Murphy's and Beaver's Cove, since half the residents are called Murphy and the other half Beaver. That means 43 Murphys and 43 Beavers for a total of 86 residents. All 86 knew we had arrived in the fog the previous night; even though we could not see our bowsprit, they managed to see our entire boat swinging at her anchor. After a two-day stay with the Murphys and the Beavers and upon receipt of a favorable weather forecast (excellent visibility except in areas of fog), we departed for Liscomb Harbor. I cannot say enough wonderful things about this harbor. We anchored deep in a river, surrounded by a thick spruce forest on either side and small uninhabited islands waiting to be explored. On a rowing dinghy expedition, we discovered Liscomb Lodge at the head of the river. Liscomb Lodge has a small dock and a couple of moorings. As soon as we tied up, a man came running down the dock. Being New Yorkers, we fully expected to be shooed away. Instead, we were treated to a complimentary use of the showers, the swimming pool, the tennis courts, and the whirlpool. Finally, when we were ready to leave, the marina launch towed us back to *NIKIA*.

After almost two months of cruising, we have found the experience to be as fun and rewarding as we expected. So far, we have spent \$1,000 mostly for groceries, dinners, maintenance, telephone calls, and mail. I am not sure what to say when people ask what we do all day, but we never seem to have a moment to spare. Socializing with other boats seems to take a great deal of time. We seem to drink with the French crews, eat and drink with the Americans, and spend a great deal of time trying to understand the Scandinavians.

35-40 feet LOA seems to be the norm among cruising boats, although we were surprised by the variety of crews we encountered. So far we have met a boat full of French doctors heading for Holland, a rusty boat with a Fin going around the world singlehanded, and four British boys in a small wooden schooner heading for the Chesapeake. Trying to elicit more details in a discrete way, we asked one of the French doctors if he had a wife and children. "I have all that," he said. We

waited for him to say something more, but he seemed to have concluded all he had to say in the matter.

We are now headed for Cape Breton and the Brad'Or Lakes at the eastern tip of Nova Scotia. From there we will head offshore to Maine. Maine is where the star spangled banner proudly flies usually from the opposite direction of the one we are heading towards. Despite having to tack into the prevailing southwesterlies most of the time, we can wholeheartedly say that Maine is the most beautiful cruising area we have seen yet. One may be inclined to dismiss this statement and wrongly accuse us of being overly taken by our return to the good old USA. Well, to a certain extent we are glad to see brands we recognize in the supermarket, but there is more to Maine than that!

We arrived at Bar Harbor, ME after a five day offshore trip from St. Peter's, Nova Scotia. This was our third offshore trip and we are discovering with great delight that things do get better with experience. For example, now I know that during an ocean voyage I will need my little yellow bucket, so I try to keep it nearby for when I need it. I have also learned to do this task in secret because it greatly distresses Paul when I become weak and incapacitated. We made great use of our RADAR both at night and in fog, while trying to dodge several large commercial fishing boats. Going to Nova Scotia without RADAR is a little mad.

At any rate, our first impression of Maine was the same as our first impression of Nova Scotia. An off-white landscape, without any land in sight, except when one is close enough to read the "Welcome to Maine" signs. We managed to anchor among all the little green blips on the RADAR and launched our dinghy, *NATALIA*. A short while later, we looked up and found ourselves surrounded by high spruce covered hills and steep granite rocks surrounding the harbor. A brass band started playing on the porch of nearby hotel, I'm sure to welcome us--and miracle or miracles, the sun came out. We had made landfall in the midst of happy hour and we were happy!

From picturesque Bar Harbor, we sailed up Sommes Sound, the largest fjord in North America, going deep into Acadia National Park. We anchored at the head of the Sound in a tiny harbor calm as a pond. Our dingy expedition soon had us gathering free mussels, which seemed to be growing everywhere. We found out that seafood dealers only pay \$6 for 60 pounds of mussels, so the local fishermen do not find gathering them worth their while. It was certainly worth ours. We ate steamed mussels till we could eat no more. A short walk towards the village brought us to a New York City-sized bookstore. We asked them to point us in the direction of the village. "This is the village" they said.

McGlathery Island, our next anchorage, provided an unlimited amount of free clams on a sandy beach studded

with large boulders. I think for an entire day we thought we were Adam and Eve in an undiscovered paradise. We are not sure what happened, but on the second afternoon, no less than 30 sailboats came in our small cove and anchored all around us. Oh well, maybe it was not undiscovered, but it was paradise.

The trip from Maine to Greenport, NY was riddled with delays. One hurricane, two storms, one boat show, and one engine problem. Hurricane Edward rendezvoused with us in Gloucester, MA during Labor Day weekend. We were there for the famous annual Schooner Festival. Although *NIKIA* is not a schooner, we made a passable imitation and got invited to all the events. A great time was being had by all until Sunday night when it became clear that Edward was heading directly to Gloucester. By Monday morning, anybody who had somewhere to go cleared the harbor and went home. We had nowhere to go, so we prepared as best we could and decided to weather the blow in Gloucester proper.

Preparations took us a full day. We set four anchors and stripped the topsides to reduce windage. Finally we taped the hatches and made extra thick chafe guards using old towels and duct tape. We set up our sea berths, made a batch of brownies and began the long wait. So we waited, and waited, and waited. The weather broadcast insisted that Edward was coming, but during our 24 hour wait we did not see or hear of Edward, nor do we regret not making the acquaintance of the 110 mph visitor. We did have a visit by the U.S. Coast Guard who wanted us to evacuate. We said thanks, but not yet. The admonishment was harsh: "Don't call us when the wind is 60 knots." Got to love these boys.

During our travels we became familiar with another extra unit of the U.S. Coast Guard. We believe it is called the "Rowing Dinghy Control Unit" and their motto must be "no rowing dinghy shall escape justice". Let me give you an idea how these fearless officers ensure the safety of the U.S. coasts. One evening Paul and I were rowing our dinghy *NATALIA* across a 200 foot channel in a harbor that shall remain nameless. Like good citizens, we looked to the left, looked to the right, and seeing no traffic we darted across at a dazzling rowing speed. One third of the way into the channel we saw the lights of a large boat coming toward us. Immediately, we turned around and started rowing back. In response to our attempt to escape, the boat turned on a huge spotlight and pursued us at full speed. Paul rowed like a champ and managed to get *NATALIA* back into the mooring field before the maniac ran us down. We sought shelter behind a moored boat and to our amazement, the large motorboat made straight for us. A loudspeaker announced the identity of the pursuer. U.S. Coast Guard (Rowing Dinghy Control Unit) in a routine safety inspection mission. Got to love these guys!

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## Cruise...

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At any rate, we finally made it back to New York where we gave our dinghy a new sailing rig, earned some money doing odd jobs, and disposed of the rest of our earthly belongings in a giant tag sale.

After three weeks in New York the cold weather chased us south. On 16 October, we left New York for Norfolk. In Cape May we lost our prop shaft and were forced to continue to Norfolk under sail alone. For three days we bobbed up and down in the ocean waiting for a little wind. On the fourth day our prayers were answered in abundance and we finally arrived in Norfolk with two reefs in the mains'l.

During our approach and being unfamiliar with the harbor, we called the Coast Guard for advice on an anchorage easily accessible under sail. Of course they helped us, but first we had to answer twenty questions. Here are some of our favorite ones: "What is your home phone number?" "Do you have a First Aid Kit on board?" "How many U.S. citizens on board?" Got to love these guys. Let me say that although the incidents above are described exactly as they happened, we have great respect and gratitude for the Coast Guard. Hey guys, we are very glad to have you looking out for us, even in the extreme. And this is the honest truth.

*[Editor's Note: We will continue to join Alexandra and Paul on NIKIA in succeeding issues of TOG News for more tales of the deep.]*

# Cruising Events

## Florida to Mexico

22 April will begin the 31st Annual "Regata del Sol al Sol" race from St. Petersburg, FL to Isla Mujeres. For information on this enjoyable race for cruisers, contact St. Petersburg Yacht Club at (727) 822-3873 phone, (727) 895-4779 fax, or e-mail <stpeteyc@aol.com> or <www.spyc.org>.

*[Courtesy of Caribbean Compass]*

## Florida to Cuba

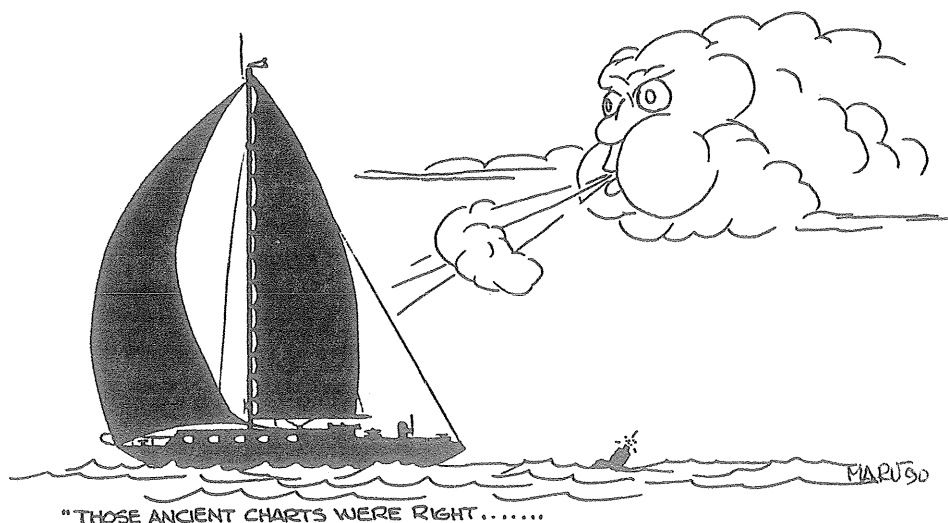
The 1999 "Havana Cup" will start 28 May in Tampa. Sponsored by the Hemingway Marina in Havana and recognized by the U.S. government, this is enjoyed by all who have participated in the past. Registration is limited. Contact Ocean Racing Ventures, P.O. Box 2825, Tampa, FL 33601 or visit their website at <net.com/~icuncuba/orv.html>.

*[Courtesy of Caribbean Compass]*

## America's Cup

The first Round Robin begins 18 October 1999, the second round on 6 November 1999, the third on 2 December 1999, and the Challenger finals begin 25 January 2000, with the America's Cup beginning 19 February 2000 in New Zealand.

*[Courtesy of Spin Sheet]*



## More maintenance and equipment comments...

*continued from page 89*

### ENGINE REMOVAL

Paul Zack and Mary Taylor have been doing some upgrades to *AVVENTURA*, their T-37, hull #358 in preparation for their next cruise beginning in 2000. "We had our Perkins 4-108 engine rebuilt. We became experts at removing and reinstalling the engine at our dock in Alamitos Bay. We used the boom and a come-along to lift the engine off the dock (see photo below), swing it over our side, and then lower it through the companionway. One of the nice features of the T-37 is that it is possible to remove the engine through the companionway and we are so experienced that we can even do it without putting a scratch on the cabinetry."

### INTERIOR UPHOLSTERY

Paul and Mary also note, "We had our interior cushions upholstered with Ultrasuede in 1992 and they have held up and cleaned up just fine from almost seven years of full-time living aboard and/or cruising."



## TOG Notes...

*continued from page 70*

### INFORMATION ON *FANTOME*

In the Winter '98 *TOG News*, we mentioned the tragic destruction of the four-masted schooner, *S/V FANTOME*, which was lost in Hurricane Mitch in October 1998. There were no survivors nor is there an adequate explanation for her loss. Anyone having any information on the loss, rebuilding, maintenance, route plans, or operation of the *FANTOME* is urgently requested to contact Reese Palley, the author of a book being prepared on the tragedy.

Input from passengers, former crew, or anyone who observed the *FANTOME* during the hurricane or during her previous travels could assist in seeking out the truth in an area where information is extremely difficult to obtain.

Contact information: Reese Palley, 156 Sea Lane, Key West, FL 33040; e-mail <reeczpalley@aol.com>; phone (305) 295-0700; fax (305) 295-0414.

### ADDITIONAL MAILINGS

Your *1999 TOG Roster* and list of E-mail Addresses will be coming to you soon. Watch your mail box for these handy reference documents.

### DEALER UPDATE

It's important to know who the Tayana dealers are, because often they are the ones who can order items from TaYang for you and get it shipped for (next to) nothing in a vessel being delivered.

Currently there is no dealer in the Pacific Northwest, but here is the list of authorized dealers/importers:

San Francisco Bay Area, *Pacific Yacht Imports*

*Neil Weinburg*

San Diego/Southern California, *Cabrillo Yachts*

*Dan and Kay Peter*

Annapolis/Mid Atlantic, *Wagner Stevens Yachts*

*Tom Wagner*

Florida/Southeast, *Offshore Atlantic Yachts*

*Stan and Sylvia Dabney*

The Dabneys are the latest ones to have been designated as dealers. They have been TOG members for a number of years, having owned a V-42 with Sylvia's father. They started in the boat business about 30 years ago when, in partnership with Bob Perry, they designed and built the Valiant Yacht Company. Sylvia and Stan are very supportive of Tayanans and their owners. Welcome.

# BOAT/U.S. Reports



## Charters

After an eight-month absence, the owners of a 38-foot sailboat slide back the boat's hatch and soon discovered that every metal surface inside the boat was corroded. One of the owners began to feel ill and had to be taken to a doctor. Ten days later they returned and found a bottle of Boat Armor's Boat Bottom Cleaner that had been leaking into a sternlocker. This time they both began to feel ill and quickly left the boat. The bottom cleaner contains 28 percent hydrochloric acid, which creates vapors that had affected the owners and chemically etched all the metal surfaces. The product label mentions the corrosive effects of the cleaner, but the substance of the warning, including ventilation recommendations, is devoted to the harmful effects on humans, not metals. Every metal component on the interior of the vessel had to be replaced, costing more than \$25,000. So, READ LABELS!

*NAMASTE*, (V-42, hull #122) is available for charter with owner **Chris Catt**, a USCG master. Chris hosts Educational Sailing Expeditions in West Coast waters from Monterey, CA to Mexico. Chartered sailing cruises from two to fifteen days for up to six crew members can be booked. You can reach Chris at (408) 423-7245 or e-mail at <sail@cruzio.com>. Check his website at <www.pacificsail.com>.

*NIKIA*, a T-37 (hull #184) will be looking for charter guests who want to experience different parts of the Mediterranean on a Tayana during the Spring and Summer of 1999. Price is \$1,500 per couple for seven days of sailing, including three dinners on board, as well as all breakfasts. People who want to join **Alexandra Filia** and **Paul Kelly** in the Med should e-mail them at <nikia@compulink.gr> to receive a schedule and pick the week you prefer. They are fun people in their mid-30s, plus Alexandra is a fantastic cook.

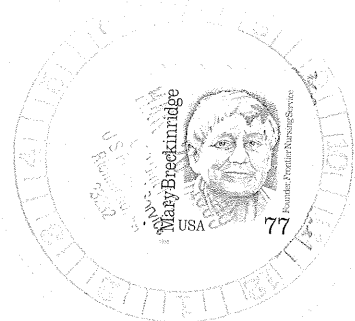
*ROBIN*, a T-37 (hull #316) owned by **John Sams** is available for bareboat charters in the uncrowded fresh waters of North Carolina's Albemarle Sound. For details call John at (252) 221-8555 or check his website at <http://host.sohoweb.net/yachtcharter>.

### TOG NEWS

P.O. Box 379  
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Address correction requested