
TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME IX NUMBER 89

WINTER 2000

Transatlantic Christmas Sleigh Ride in a T-52

by Captain Chris (age 3)

This story, written from the perspective of a three-year-old, offers a great testimony of the sailing characteristics of the T-52. We now join Brian, Lelani, and Chris Ellis on MOONSHINE (T-52, hull#50) for their transatlantic Christmas voyage.

A sure sign that winter was nearly here in the Mediterranean was the Tramontana winds, which now daily swept down onto our dock at 35 knots, rather like nor'easters for days at a time without rest. We were late. Trying to extricate ourselves from a French dockyard on the River Aude, north of Narbonne in the south of France was frustrating. We had eventually taken to redoing properly the things the people in the yard were supposed to have done or taking over what they were supposed to be doing. We knew that our window for leaving would shortly be shut, as winter storms in the Gulf de Lion are no joke, rather like being in a Nor'easter in the Gulf Stream. The only thing we would miss in France was the food and wine, which made up for many of the everyday frustrations.

A boat is never really ready, and there is always an excuse not to go, so

we set a date. At least we knew pretty well that things wouldn't be any worse than a 50 knot Mistral or Tramontana and we would be running before it. We finally cleared the bar at high tide in mid November. We rounded up to wind and put up a main with three reefs and a bit of a jib. As she took off in the direction of Spain, we watched the knotmeter - the needle going past 7, 8, 9, 10, then 11 knots, effortlessly. Whoa or rather wow - surprising but f-u-n when you experi-

on a sea with the wave motion of a five knot breeze and the power of a 35 knot wind.

In the Med the law is: if the wind is from the land, go to the land; if from the sea, then go to the sea. Not only was she doing 10 -12 knots, but she was a joy to helm. Never a feeling of being out of control, and so light on the wheel she could be steered with a couple of fingers! Just like a Ferrari or Porsche - a real thoroughbred. She inspired confidence, too.

On we went through that night past Cape Bear, not a pleasant place to linger, with wind and waves increasing as we transited from France to Spain. They don't call the port there Port Vendre for nothing. In the morning we were in Spanish waters. The mountain chain had given way to Catalonian plains on the other side of the Pyrenees and the Tramontana was left behind. That's the Med, 35 knots or nothing.

We stopped in Barcelona to fix shakedown faults and take on fuel, which we hadn't done in France. This was our first time in Barcelona. Having done most ports to the North and South, we

continued on page 82



Chris and Mum and Dad on night watch.

enced how stable she was. The one thing about the seasonal winds in the Med is that they sweep down from the mountains to the sea. By keeping within sight of the shore, it's rather like sailing

TOG Notes

DUES NOTICE

Once again it is time to renew your membership in TOG. Renewal for 2001 is \$15 for those using addresses with a U.S. zip code and \$25 for all other addresses. For your convenience, a renewal notice has been included with this newsletter. If you have already paid for 2001, please disregard this. If you joined late in the year, we marked you as paid through 2001, and a dues notice will not be included.

E-MAIL VIA RADIO

We are reminded that some of you folks are communicating by e-mail while at sea with your radio (HAM or SSB) at some expense. For those folks who request brevity when receiving e-mail, we will place an asterisk (*) after your e-mail address in the next publication of the **TOG E-mail Address List** due out in Spring 2001. Please note your current e-mail address on the enclosed invoice when you return it with your payment. If you fall into the "request brevity" category, please indicate that as well. We are sure our members will respect this.

PREVIOUSLY OWNED YACHTS

We see numerous ads from those who put their boats up for sale. In many cases, the price asked for them is not necessarily consistent with the price one would have to pay for a new boat, age and condition considered. This is mostly true of T-37s. To purchase a new T-37, one would be looking at a price of about \$185,000, sail away. For those who purchased new boats more than ten years ago, the new T-37 is probably better equipped than yours was with running rigging and some instrumentation. For those selling their V-42s, new ones may come in at about \$250,000. Remember that much of the difference in cost from boats 10-15 years ago is reflected in a higher labor cost, better construction materials, and a greater commitment on the part of the builder and dealer to ensure the quality and warranty on their boats. The Buc Book is the "bible" for some brokers, but if we insist on setting a more reasonable price for our boats when it comes time to sell, we should bring the market up for used boats.

V-42 OWNERS MANUAL

We have received four volunteers to help create/edit an owners manual for the V-42. We will be making assignments after the first of the year so we can get this project underway. We plan to get the architect and the yard involved in the process.

TAYANG COMES "TO TOWN"

TaYang's General Manager, **Nan Hai Chieu**, and Chief Engineer, **Basil Lin**, attended the Annapolis Sailboat Show on October 6, 2000. Their hosts, the folks at Imagine Yachts, were premiering two magnificent yachts, the T-48 Deck Saloon and the T-58 Deck Saloon. Shown opposite (top of page) are **Mark and A.J. Eller** and **Rockie Truxall** discussing the finer points of these two boats with Nan Hai. From there the Taiwanese visitors went to meet with **Dalton Marks**, Tayana dealer in CT.

SHIPPING

When sending items to *TOG News* by express delivery, we suggest you use the U.S. Postal Service (USPS) overnight mail or United Parcel Service (UPS). Because we are at the "end of the road" here in Virginia's Northern Neck, we had an experience with Airborne Express when overnight translated to five days! The USPS and UPS provide better service to our area. The address to use for UPS is 157 Pine Drive, Reedville, VA 22539, while the P.O. box number will work for the post office.

CRUISING WORLD & SSCA BULLETIN BACK ISSUES

Your editors have to "clean out the closet" and have 15 years (1986-2000) of *Cruising World Magazine* and about 12 years of *SSCA Bulletins* to dispose of. If you are interested in back issues of either or both of these magazines, we will be happy to send them to you for the cost of shipping. Hurry, before we have to put them in the landfill!

EDITOR (STILL) WANTED

As reported in the Fall Newsletter, we will relinquish our jobs as editor and publisher of *TOG News* at the distribution of the Winter 2001 newsletter. We hope to have a good transition to the new editor(s) when that time comes. If you want to give back to this organization we all support, please call us and we'll be glad to discuss it.

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Editorial Staff: Rockie and Bill Truxall

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North Tonawanda, NY 14120-1832 or via e-mail at <PETREL5188@aol.com>. Specifically send a detailed description of the leak, location, and any repairs made (successful or not), the year of the boat and the model.

The Leak List Report will then be published both on the Tayana Sailnet and in *TOG News*. Great idea, John.

TAYANA T-41(+2)

We continue to serve owners of many different boats built in the yard of the TaYang Yacht Building Company. The latest is the T-41(+2) Trawler. We have welcomed owners, **George and Susan Levings**, as the first power boat members of TOG. Their trawler, *APRIL ONE* is pictured below.

LEAK LIST

John O'Keefe of *ODYSSEA* (CT-37, hull #63) has been doing some remarkable maintenance to his boat, as evident beginning on page 79 in our **Maintenance** section. He makes it all sound so easy. John has suggested that a Leak List Report be developed so the leaks that develop on our boats can be categorized and methods that successfully correct the leaks be listed. John states that names or hull numbers are not needed, although this may be revised, as manufacturing methods changed over time and that might be important. John asked to be sent any input to him directly at 32 Forbes Terrace,

If you have been thinking/talking about switching from your sailboat to a trawler, you could shift over to "all power" by finding a T-41(+2) in the "previously owned" listings and you can still belong to TOG. (You can anyway; many former owners continue their membership in TOG so they can keep in touch.)

If you agree *APRIL ONE* is a beautiful boat, there could possibly be a ground swell of interest to get TaYang to build some more. The caliber of so many of TaYang's boats is comparable to others in the market place costing twice as much. So it is with this trawler, too.



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 until 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 <tognews@crosslink.net>.

ACADIA, a 1979 T-37 (hull #230) is for sale in San Pedro, CA. She has a Yanmar 3QM30 engine, aluminum deck-stepped mast, teak decks, davits, and five sails. Recent yard work includes bottom paint, new shaft, dripless packing gland, and varnish. No, she's not "turn key", but if you want to customize a solid boat to fit your special needs, this is the one. Priced for quick sale at \$65,000. Contact **Scott Darrell** at (323) 223-1032 or e-mail at <scottd@linchousing.org>. (2/00)

ADELANTE, a 1983 T-37 (hull #361) has the following items for sale by **Jim Goodman**: 1) full-length awning in two sections, overlapping at the mast, blue canvas w/side flaps, \$300; 2) Mariner hank-on roller furling gear for jib and staysail headstays, \$100 each; 3) Avon MK3 4-person offshore liferaft, needs recertification, \$400. Call Jim at (512) 442-1067 or e-mail <sgoodman@hwlaw.com>. (1/00)

ARTEMIS, a 1985 T-37 (hull #455) is for sale by **Lorraine and Bill Milark**. She has a keel stepped aluminum mast, no teak decks, and many wonderful modifications, including new exterior paint. This is a must see boat. She is loaded and truly a get on and go situation. All of the cruising and liveboard gear is included. A complete list of all the amenities is available via e-mail at <Artemis48@juno.com> or call (252) 444-0902 or (252) 241-4583. (4/00)

BLUE MOON (T-37, hull #95) has a mainsail for sale. It has been cleaned and refurbished by Sailcare and impregnated with resins, too. Asking \$500. Contact **Chuck Harris and Nancy Eitapence** at <canvas@iu.net> or call (407) 779-4400 in Indian Harbour Beach, FL. (3/99)

CAPERCAILLIE, 1989 T-37 (hull #574) is for sale by **Paul Sheard**; the first hull off TaYang's assembly line with vinylester resin gelcoat. She has teak decks, marble vanity, and a Yanmar 4JHE with only 1400 hours on it. Other equipment includes Icom M80 radio, Icom 721 RADAR, Ampair 100 windcharger, Neil Pryde sails, 35 fathoms bbb tested anchor chain, Grunert engine-driven refrigeration, 120 amp Lucas alternator w/splitting diodes and two 200 AH batteries. Yard work in the last two years includes seven coats on brightwork, bottom gritblasting, and epoxy coating. Located in Western

Scotland, perfect to start a European cruise. Asking \$162,500; open to negotiation. Both US federal dutiable entry paid and UK vat paid. Call (902) 562-5006 or UK 011-44-141-337-4467 or e-mail <DRMAX@chatsubo.com> (2/99)

CASTAWAY, a 1979 T-37 (hull #201) is for sale by **Richard and Carolyn Johnson**. She has a Yanmar 3QM30 (834 original hours), aluminum deck stepped mast, mast steps, seven sails, including a new fully battened bluewater main with Dutchman, pole with mast track, new sail cover and other new canvas, dodger and bimini, all new standing and running rigging, Harken roller furling, seven self-tailing winches, anchor windlass, CQR 35# chain and 5/8 inch rode, Danforth H-20 chain and rode, teak decks (no leaks), Aries wind vane, Autohelm autopilot, radar arch (new), weather station, Icom VHF, RDF, stereo system, Combi instruments, tri-color w/ strobe (new), MOB strobe, EPIRB, 6-man Avon liferaft recently recertified, Force 10 cabin heater (new), Marine AC/heat, cold plate refrigerator/freezer, 12v/110v system completely replaced, including all wiring and panels, new multi-stage temperature regulated charger, galvanic insulator, 1800 watt inverter, four batteries, poly water tanks (new), Lavoc head (new), flash propane water heater, propane 3-burner stove w/oven, h/c pressure water w/new fixtures, hand fresh and salt water pumps, fresh bottom job, cockpit cushions, spares. Changed plans force this sale at \$79,900. Contact the Johnsons by e-mail at <interlude@pocketmail.com>. (3/99)

CREWREST (T-37, hull #323) built in 1982 needs a 20 Amp circuit breaker, the green push button type. Contact **Doug Anderson** at <CrewRest@aol.com> or call (941) 925-8062. He would also be interested in other amperages. (4/00)

DESPERADO, V-42, hull #36 is for sale having completed a six year circumnavigation of the Caribbean. Built in 1981, she was completely refitted in 1994 prior to leaving the U.S. In excellent condition, DESPERADO has all the bells and whistles, including a Monitor windvane, Robertson autopilot, Pur 80 II watermaker, Heart Freedom 20 inverter, all new North sails (including a cruising spinnaker), cold plate refrigerator/freezer, Avon 6-man life raft, Ideal electric windlass, and many more items too numerous to mention. Priced for a quick sale at \$124,000. Contact **Bill and Donna Croff** via e-mail at <desperadocroff@yahoo.com>. (1/00)

D'ROOM, 1981 T-37 (hull #277) is for sale in Ft. Lauderdale, FL. She is well maintained and the asking price is \$74,500. This includes Monitor windvane steering ('99), 10' Avon inflatable, Yamaha 15 Enduro ('99), new stainless steel water tank ('99), Airmarine wind generator, Balmar alternator, aluminum mast, and lots of new wiring and plumbing, among many other items. Contact owner, **Ben Tresoor** by e-mail at <abtresoor@hotmail.com> or call Whit Weihe of Jordan Yacht at (954) 522-8650. (2/00)

EUDOMONY (T-52, hull #20) has acquired an in-boom furling system and, as a result, has the following items for sale

in Ft. Lauderdale, FL: Boom and boom vang, two mainsails (one nearly new), and a blue mainsail cover. Call Roger Underwood (agent for **Royston and Maureen Lloyd-Baker**) at (954) 764-6001 or fax (954) 764-5977 or e-mail <nanceunder@aol.com>. (4/00)

FAR NIENTE, a 1981 T-37 is for sale by **John Stuhldreher, Jake Adams, and Bill Babington** in Redondo Beach, CA. She is in excellent condition and very clean. She is fully equipped for world cruising and ready to go. She has a Perkins 4-108 engine, 10 sails (2 mains), liferaft, 406 EPIRB, PS35 watermaker, solar panels, Monitor windvane, inverter, RADAR, HAM/SSB, WFX software, printer, full canvas, and oversized die-formed rigging (new in 1992). Too much to list. If you are serious about a T-37 for world cruising, this is the one; just returned from a 14 month cruise through the South Pacific. \$99,000. Please leave a message at (310) 519-5496 or e-mail <Babfree@aol.com>. (3/99)

GRACE (T-37, hull #47), located in Piscadera Bay in Curacao, Netherland Antilles, is in need of a bowsprit. Contact **Bob Miara** by e-mail at <comenencia@yahoo.com> or fax him at (5999) 462-5421. (2/00)

HEGIRA, 1988 V-42 aft cockpit (hull #142) is for sale by **David Laber**. She is a fresh water boat, sailed only in Lake Michigan, equipped with a Yanmar turbo 55HP w/777 hours; Hood SS ports & screens; Bomar hatches; 9 oversized Barent winches; Newmar electrical panel; custom interior; contoured cushions; custom cockpit cushions; dodger plus bimini converts to full 360 protection; SS rubrail, water tanks, binnacle, and cowl ventilators; teak wheel, dorade boxes, deck, and cockpit table; Plath binnacle compass; GPS; full B&G instruments/autopilot; Dutchman fully battened main; 4 sails, plus cruising chute/sock; 3-bladed Maxprop; 16000 BTU central A/C; Force 10 stove/oven/broiler; microwave; refrigeration; 45# plow anchor on HD SS double roller bow fitting; deck wash; storage cover; and more. Three pages of factory extras. Priced at \$195,000. Contact David at (773) 772-2821 or <dament@aol.com>. (3/99)

HONEYTOO (1980 T-37, hull #207) is for sale by the original owners, **Don and Honey Costa**, in Cape Coral, FL. She is fully equipped for serious blue water voyaging. The Yanmar 3QM30 was completely rebuilt this spring and is in new condition. A partial equipment list includes ProFurl roller furling on the head stay, Barlow self-tailing winches (#28 for the jib and #26 for the staysail), saltwater deck/anchor washdown, SL 555 windlass, 45# CQR on 3/8 inch chain and 3/4 inch nylon, 20# Danforth kedge anchor, teak storage box on foredeck, Plath compass, Avon six-man life raft in FG canister, 200 gals. water in three tanks, Force 10 three-burner stove w/oven, Paloma propane hot water heater, propane solenoid shutoff, 400 watt inverter, Garmin GPS, LORAN, VHF, Kenwood TS-430 Ham/SSB transceiver, CPT Autopilot, Aires windvane, cockpit table, teak decks, and Sitka spruce spars. Sails include main, staysail, Genoa, Yankee, drifter with

whisker pole, storm trysail on separate track, storm jib, as well as dodger, sailing and anchorage awnings. Many spares included. Asking \$82,500. Phone (941) 542-7430, fax (941) 542-4686, or e-mail <donhon@msn.com>. (2/00)

LAIVA (PH-37, hull #204) has a full boat cover for sale. It came with the boat and is quite complete with windows, support poles, etc. It is not being used, so make a ridiculously low offer to **Imants Golts** in Port Townsend, WA (the Seattle area). Phone (360) 379-1676 or e-mail: <golts@olympus.net>. (4/00)

MAGIC DRAGON, 1988 V-42 aft cockpit (hull #155) is for sale at \$169,000 by original owners, **Fred and Linda Hixon** in Reedville, VA. She has sailed the Caribbean and is longing to return. Outfitted for long range blue water cruising, she is equipped with engine driven AC generator, inverter, alternator and wind generator, water maker and rain catching awning, dodger and full cockpit cushions, factory installed Grunert refrigeration with separate freezer, microwave, Force 10 propane stove w/oven & broiler, SSB/HAM radio, weather fax, GPS, wind/speed/depth instruments, Yanmar engine, Alpha autopilot, and Profurl headsails on genoa and staysail. The teak salon and galley have an abundance of storage with custom cabinetry. Both forward and aft cabins have double berths. Call (804) 453-7601 (H) or (804) 453-4151 (Linda at work) or e-mail <mcdrgn@hotmail.net>. (4/99)

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 and boom. Asking \$89,900. Located in Kinsale, VA. Call (804) 224-4144 or e-mail at <bgebeaux@crosslink.net>. (1/99)

MOONSHINE, a 1991 T-52 (hull #50) with center cockpit is for sale. She has many extras including teak decks and rubbing strake, cutaway sugar scoop stern, and mast guards. She is probably the fastest, safest cruiser you will find, and pretty as well. She has completed a Med/Caribbean cruise (see cover story on page 69) and we'll sell her at an interesting price to someone who seriously wants to take her cruising again. Real Estate/Business trades may be considered. No broker. For further and fuller details call **Brian Ellis** at (904) 491-8943 or e-mail <atlanticpacific@cs.com>. Serious inquiries only. (4/00)

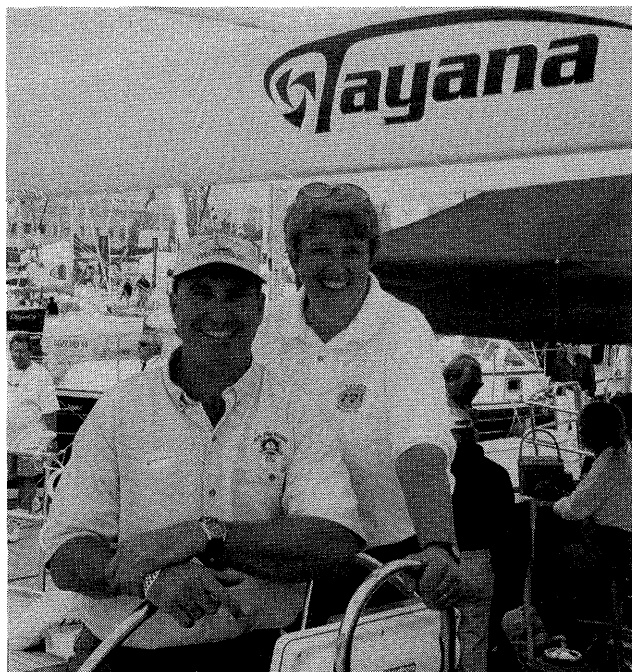
NO PROBLEM (T-37, hull #387) has a set of new green sailcovers for sale. Mainsail cover that laces, staysail cover laces for boom configuration, and large ready bag with zippers. Never used. If purchased new, they would cost \$800-\$950. Located in the Annapolis area. Will sacrifice for \$575, plus shipping. Call **Tom or Nancie Park** at (301) 927-7377. (3/00)

News from the fleet...

Bryan and Linda Biesanz send this report, "We are currently in Sequim, WA, having just driven down the Alaska Highway after spending the summer at home in Alaska. We have airline tickets from Portland, OR to LaPaz, [Mexico]...*TUNDRA SPIRIT* (T-37, hull #405) is on the hard there and just waiting to get her hull wet once again. This year we will be spending November in the Sea of Cortez off Baja, then cross and south to Bara de Navidad for December and New Year's. Then the decision is whether to head back North or do Panama." (10/00)

John Doerr, former T-37 owner, pens, "Ann and I are having a good time. We bought a cottage on Lake Michigan this past summer, went to France last month, and will charter a sailboat in the British Virgin Islands this spring." (10/00)

Kent Dudley, former T-37 owner, was found wandering the docks at the Annapolis Sailboat Show in October (see photo below with TOG Editor). He now owns a Corbin 39, which is a customized boat, like Tayanas. He's happy with his upgrade, but may come back to a Tayana some day. It was great to see him.



Tom and Trudy Feigum just purchased a new V-42, *DAKOTA SKY* (hull #186). They write, "We have sailed for 10 years on Lake Oahe in South Dakota, but will be full-time liveaboards in Ft. Lauderdale, FL, starting in December 2000.

We plan to stay in warmer waters this winter, summer in the Chesapeake [Bay], and then who knows? We'd enjoy communicating with other V-42 owners." (11/00)

Ed Kosakoski and Bill Chapman are trying to put together a three to four person group to purchase a new V-44PH. Ed informs us, "This design is being developed by **Colin Hadfield** of Passagemaker Yachts, Inc., in cooperation with Bob Harris and TaYang Yacht Building Company. We presently are in line for the fifth boat, scheduled for delivery in September 2001. The boat will be berthed in San Diego with plans to cruise locally and the Sea of Cortez in the next few years, and ultimately to circumnavigate in stages as per the group desires. Boat details can be seen at <www.passagemakeroffshore.com>. We are looking for one or two more partners to buy into this venture and bring the dream to fruition. Call me at (858) 487-1664 or e-mail <edandsue@san.rr.com>." (10/00)

New members, **Peter and Julie Kranker**, purchased *SOJOURNER* (T-52, hull #44) from **Heidi Fearon** last year. They write, "We are happy to be a part of TOG. We have run across several people who have known *SOJOURNER* in the past and she is still performing beautifully. We are doing the British Virgin Islands now and will set out for St. Martin in January. In a couple of years, we will pass through the Panama Canal and complete our circumnavigation." (12/00)

Tom and Shirl Maxson report, "We have just returned from an inland trip to Ecuador, Galapagos, Peru, and Bolivia while waiting for the hurricane season to pass. It was a good trip in spite of the political unrest in those countries. Galapagos is a special place! We will pull *HARMONY* (V-42, hull #20) out of the water for bottom painting, and as soon as we dare, will start for the Panama Canal and back to the Pacific. Greetings to all our TOG buddies." (10/00)

Mac McBroom and Becky Hess keep in touch by e-mail from *OWL HOOT* (T-37, hull #496). "Over the past year, Trinidad has been like a home away from home for us. We now know why so many cruisers come to spend a week or a month and leave months later. In our case, it is 13 months later. It's a good place to work on the boat, buy boat parts, and have fun too.

We worked on the boat (were on the hard, hauled out for three months), each took a month long trip to the US, spent almost a month on the Rio Macareo in Venezuela (see Summer 2000 *TOG News*, p. 25) and went back for another week to deliver a radio, experienced Carnival, visited Pitch Lake, a natural source of asphalt, saw the national bird, the Scarlet Ibis, and many others at the Asa Wright Nature Center and the Wildfowl Trust, and went broke saving money.

Mac learned that the English speaking guide on the Macareo would like to have a radio to help keep him in touch with cruisers who plan to visit. It's a plus as far as security is

concerned. A radio came available, Mac repaired it, built an antenna, others made and/or donated various pieces, including a battery with box, and we delivered it. It was a good excuse to go for another visit.

Becky studied and took all the exams necessary to get an Amateur Radio License so she could be legal in sending e-mail via the Ham radio. We are also Volunteer Examiners and able to give the exams, so on 16 September, we gave 20 fellow cruisers a total of 38 exams. Now there are more 'Hamsters' around, and some of the 20 plan on becoming Volunteer Examiners, too.

The next lessons that we plan to take are Spanish lessons, because we'll be in Spanish speaking countries for the next year or so. We'll see how that goes! We will visit the offshore islands of Venezuela, take inland trips, such as Angel Falls, and basically work our way west toward Central America over the next year. There is a lot to see and do and we are very excited about this part of our adventure. There is a group of our cruising friends ahead of us and we hope to see them along the way. We look forward to making new friends, as well." (10/00)

Lee-Ann and Henry McKintuck comment, "We have had *JILLOCASIN*, our T-37 (hull #49) on the hard in San Carlos, Mexico. This is a very professional yard that stores about 300+ boats. It costs \$120 USD per month, quite reasonable we think. Cruising Mexico has been a dream. We have found the people to be generous and kind. We have NEVER been ripped off, but accept paying a little more than a native Mexican. We cannot feel badly about this when the average wage is less than \$4 USD per day. Who else will wash and wax your boat in the hot sun for 10-12 hours and take home possibly \$10 to feed the whole family?! We have certainly met more pirates north of the border than we ever have in Mexico. The only difference is at home they are given a business license!" (12/99)

Robert and Patricia Norquist took delivery of *INDIGO*, a new T-48DS with center cockpit (hull #68) in November from Pacific Yacht Imports in Alameda, CA. Bob proclaims, "It is the first 48 Deck Saloon on the West Coast. Pacific Yacht Imports advises they will be putting *INDIGO* in the Oakland Sailboat Show next April. Patricia and I plan to work until April 2001; after that we hope to be off on a two year cruise to Canada, Alaska, California, and Mexico." (10/00)

Jan and Joe Ohl report from *CABIRI*, their V-42 (hull #131), "After reading in *TOG News* about the dragon, we looked high and low for 'our' dragon. Since we couldn't find one anywhere on *CABIRI*, we decided to shop for one in Seattle's China Town. Even there we were not able to find a nice wood craving like the one described. We decided we were looking too hard and that our dragon would find us. Within a week, as I was exiting our companionway, I took a closer look at the small (one half by three and one half inches)

brass plaque mounted at the top of the companionway -- port side -- that we pass many times each day. Sure enough, what looks like Chinese characters is in fact an intricate dragon, complete with head and tail. I guess the adage of 'looking at things with an open mind, opens new perspectives' is true." (10/00)

Derek Rhymes, former T-37 owner in Annapolis, MD, informs us, "I'm still having fun with the surveying business. Starting to slow down a little for the colder months, but still plenty busy. [I'm] surveying a Valiant 40 this week that has just finished a complete remanufacture of the hull and deck. Should be interesting." (10/00)

New members, **Frank and Gretta Santo** have owned *CELEBRATION*, their T-37, hull #394) since 1985. They write, "*CELEBRATION* has been through the Florida Keys, the Abacos, Biminis, Berrys and Grand Bahama area of the Bahamas, and to the Yucatan peninsula of Mexico. She has made numerous trips between Hernando Beach, FL on the Gulf and her home port of Jupiter in Southeast FL. We hope to take her to Cuba in 2001." (10/00)

Jorge Villard informed us, "I will be serving as ship doctor aboard the *PICTON CASTLE*, a tall ship departing from Nova Scotia on 4 November on a round the world voyage. The trip will follow the trade winds route, stopping mostly at small and remote ports. I will be back in June 2002. Along the route I will make inquiries about my missing T-37, *ANTARES* (hull #340). I am taking the *TOG Directory* with me and hope to encounter some TOG members in remote places." (10/00)

Gary Watkins had his T-37 (hull #302), *WINDSHIP* for sale, but has decided to pull it off the market. He writes, "I have decided to keep her another year. We had a lot of interested buyers, but it seems many people want a lot of quality and boat at a cheap price. I hope other owners who are selling their boats keep prices up since the T-37 is worth far more than the buc value we have to face." (12/00) [See *TOG Notes*, p. 70]

Bob and Lynda Wolf, owners of *TAHOMA* (T-37, hull #189), provided beer to the Bellingham Yacht Club (BYC) Commodore's Picnic. This is the story published in the BYC newsletter, *Jib Sheet* and reprinted here with the permission of the authors, Frank and Margaret Travis on *XARA*, a Cal 34. "We arrived early to the BYC August 25-27 cruise to Prevost Harbor on Stuart Island and anchored near *TAHOMA* from Portland, OR. We learned that the couple on the T-37 (Bob and Lynda) had a serious problem. They had decided to go to Canada the next day and were over stocked on beer! In the spirit of cooperation, we volunteered to accept five dozen cans of Miller's on behalf of the BYC and assured the Wolfs that our members [of the BYC] would rise (or down) to the occasion and see that none of this beer fell into the hands of the custom's authorities! Thank you *TAHOMA* for your generosity and kindness." (10/00)

Maintenance and equipment comments and questions...

LEAKING WATER TANKS

Van Anderson, owner of *RENAISSANCE* (V-42AC, hull #166) seeks advice. "My water tanks are leaking very, very slightly, less than 1/2 gallon per day total. Leaks appear to be on seams that are rusting slightly. Viewing inside through access panels show rusting on seams with other sections of tank in great shape. Has anyone had the same problem and what was the solution? Remove and replace or repair? Any insight would be very helpful."

Tom Cagney, owner of *NEPENTHE* (T-37, hull #256) replies, "Scrub the water tank and clean and dry. If possible wipe down the seams with acetone, mix a quantity of marine-tex, and apply to all seams. I used plastic corner edging that is sold in wallpaper stores to hold the marine-tex and pressed it into the corners. Seal all water tank outlets and install a schrader valve in the vent connection. While the marine-tex is still wet, reinstall the cleanout plate and pressurize the tank to three or four pounds and leave set for about eight hours. Then vent tank and restore all footings. This should force the marine-tex into the holes in the seams. I had leaks in the water tank on my T-37 and used this method to repair the seams. It has held for several years and is worth a try."

Prospective owner, **Matt Helm** cautions, "One thing to keep in mind...Stainless Steel is a strange animal. It has the most galvanically reactive metals all mixed into one alloy, yet it doesn't rust (too much). One problem is maintaining the balance of metals during the welding process. If you look around at all sorts of welded stainless, you'll see more corrosion in the welds because the welded area metallurgy was not well controlled and the weld is actually something other than stainless. I noticed this happening on a welded stainless water lift on my previous boat. The welds failed, displaying pinhole leaks. Stainless tends to corrode more in a moist, oxygen-starved environment, as is happening in the tank welds that are submerged in water. This is one reason I won't put those pretty, tight anti-chafe covers on my shrouds and why chainplates and lifelines fail--moist, oxygen-starved stainless."

Van comes back, "I talked to a guy in San Diego that repairs tanks (mostly fuel tanks, but some water tanks, as well). He is aware of two tank coatings, Ceram-Kote and Plastisol. They are both two-part coatings with great flexibility. Ceram-Kote requires a #80 anchor surface. This would require sandblasting to get to every nook and cranny. Any surfaces missed in preparation would be a problem. Plastisol can be applied to a clean dry surface; no sanding or other

difficult prep necessary. I also asked him about Tom Cagney's marine-tex under pressure method and he agreed that would also work."

Your Editors, **Bill and Rockie Truxall** talked with **Jesse Frederick and Jim Kavle** of Imagine Yachts in Annapolis. They suggest getting a company to build a bladder tank to fit the water tank and then cut a larger hole in the top. Clean out the tank and install the bladder and fittings, manufacturing a larger access plate for the top. However, if Tom Cagney is right, his approach sounds almost too good to be true and should be tried first.

WATER IN ENGINE

Jerry Atkin writes, "When I was winterizing *SAUDADES* (T-37, hull #464) for storage (Michigan), I had a strange thing happen when bleeding the fuel system. After changing the Racor and the engine fuel filter, I pushed the decompression lever so I could turn over the engine to bleed the system. For whatever reason, I could not get the fuel to squirt through the bleeders. I continued to turn over the engine. Then I heard water dripping and noticed that water was coming out of the air intake. I tried to start the engine, but got a clunking sound and the engine stopped turning over. This happened a couple of times. I do have a marginal house and starting battery that are being replaced next season, so I thought perhaps the battery was just not turning the engine. Anyway, I depressed the decompression lever and once the engine was turning over OK, I released it and the engine started. Eventually the fuel came out the bleeders. The engine ran fine and restarted with no problem. My question is where did the water come from out of the air intake? I had already changed the oil and there was no water in the oil, so it is not a head gasket. Would there be condensation in the intake manifold that was running out?"

Rich Hampel, owner of *AQUILA* (T-37, hull #423) replies, "I don't think you're going to like my answer, but your engine just had a near death experience!! When cranking a marine engine that doesn't fire, what typically occurs is that the water lift muffler continues to fill from the raw water injection port, because the raw water pump is still pumping. Sometimes with the water unable to be blown further into the exhaust system because there is NO combustion, the water backs into the exhaust side (exhaust manifold) of the engine. There the water will reside unless one of the exhaust valves is left partly open and the water drains into the combustion chamber! The clunking sound you heard was probably one or more pistons 'hydro-locking' as water is not too compress-

ible. That you heard the clunking sound makes me suspicious that the above scenario actually occurred. Aspirating cooling water (retrograde) into the cylinders from the water lift muffler is quite common unless you properly shut off the intake valve to the water pump inlet when you know the engine will not start OR know that you will be cranking the engine for quite some time without actually starting. Most marine engine manuals have this or some similar caution somewhere in the teeny fine print of the engine operating manuals and shop/repair manuals. Since you state that the engine "finally... started" is somewhat hopeful, but does not prove that water does not remain inside the engine. I hope your engine was run long enough after the incident for all the internal water to dry out. You state you are in Michigan, so thankfully there should be no salt water involved. If you leave salt water in a cylinder, you have a very short time period to remove it before severe and catastrophic damage occurs. Fresh water is bad enough, if you can immediately dry out the engine. If you hear strange noises (slapping or other hard metallic additional noise) the next time you restart your engine, you probably have bent a piston connecting rod, due to too much water being in the cylinder.

I suggest the following steps. 1) Restart the engine. 2) Run it until it's very HOT for quite some time to dry out any remaining water. I'd even restrict the intake raw water to ensure running near 212 degrees or more. 3) Close the raw water intake and immediately shut it down while adding a good grade of FOGGING OIL to the combustion chambers, etc. 4) Immediately change the oil (again). Additionally consider scrupulously cleaning the cylinder head at the area of injectors, then open/remove the injectors and place a few spoonful of "Marvel Mystery Oil", obtainable in automotive speed shops, into the combustion chamber and 'spin' the engine with the starter to be sure you get a good coat of oil and solvent into the compression ring grooves. In your particular situation, I'd carefully look at the consistency of the lubricating oil to see if the water had not further drained down into the oil sump. Look for 'free' water or anything that makes the oil look milky. If free water or a water emulsion is found, you must change the (hot) oil first, then go through the long-term storage shutdown cycle above. Then in the spring-time (pre-season), flood the cylinders with a considerable amount of Marvel Mystery Oil and spin (without starting) the engine periodically over several days. Then finally restart and change the oil."

Rich goes on, "What is the water lift? It is a water injection system in which the water being sprayed into a chamber rapidly collapses the exhaust gases ($PV/T=PV/T$) by virtue of the extreme thermal differences. Since the gases are of significantly reduced volume after the water has been injected...less noise!! What makes a water lift work is 1) the injection volume of water and 2) the exhaust gases themselves. 3) The addition of both 1) and 2) being the motive force to (continuously) empty the chamber. In the case of 'spinning' an engine with a starter and having no combustion and

with the raw water pump still operating is that there will be NO combustion gases to help push the water out of the exhaust system; hence, the excess water will flood over the venter loop, steam pipe, etc. (but backwards)...into the engine.

Finally Rich explains the advantages of Marvel Mystery Oil: "[It] is 'opium' for hot-rodders and engine builders. I have been using it in anything that burns diesel or gasoline since I was a teenager. Back in the 'muscle car' days, we used it to prevent 'scuffing' in a newly rebuilt engine, and to prolong life between rebuilds. (If you seriously raced, you rebuilt often.) If you visit the Atomic-4 NG here on sailnet, you will probably find that about every tenth thread touts the wonders of Marvel Mystery Oil. I have a Jeep with 250,000+ miles on it (one valve job); it still has reasonable compression and doesn't burn oil. Normal price on the east coast is \$15-18 per gallon. You usually need to special order in gallon sizes. Use it as an upper cylinder lubricant, as a fuel additive. The standard dosage is four oz. per 10 gallons of fuel for the purpose of lubricating the exhaust valve stems, the upper cylinder area, and keeping the piston ring grooves free of debris. Keeping the piston ring grooves clean will allow the rings to better flex unimpeded during the piston stroke (especially in an older engine that will naturally have a taper to the cylinder bore), prolongs engine life. Because it cleans the grooves, it will help to reduce oil burning and will increase compression. It also keeps the fuel pumps, injector nozzles free from residue, gum, and varnish. In the Marvel Mystery Oil fraternity (and with reference to marine engines) you can sometimes take an engine that is seized with rust (pistons frozen in cylinder bore), soak the entire engine (internals) for several days in Marvel Mystery Oil to free the pistons. Once the pistons are free, you fill the crankcase with Marvel Mystery Oil (only), intermittently spin the engine with a starter for several hours, then start/run the engine at high speed with NO LOAD for 15 minutes, and drain the Marvel Mystery Oil. That's it. Most times the rust-seized engine is restored to good operation and you didn't have to turn a wrench. When or if you look inside, you will find that most of the area that was seized is now polished (but pitted)! Typically I'll soak a well operating engine like this about every two years (a diesel mechanic I know 'soaks' diesels with transmission oil. Secondly, most folks mix Marvel Mystery Oil to the crankcase oil in a 1:4 ratio, to reduce acids, gums, varnish, clean valve lifters, and to extend oil viscosity when it becomes diluted. When you open an engine that has been run on Marvel Mystery Oil, it usually looks brand new inside. My experience is that a US- or European-built auto engine run on Marvel Mystery Oil will typically get 200,000 miles of good service with perhaps one valve rebuild. My last Atomic-4 ran 15+ years without any significant cylinder wear. Marvel Mystery Oil will however not reverse serious neglect and metallic damage."

continued on page 78

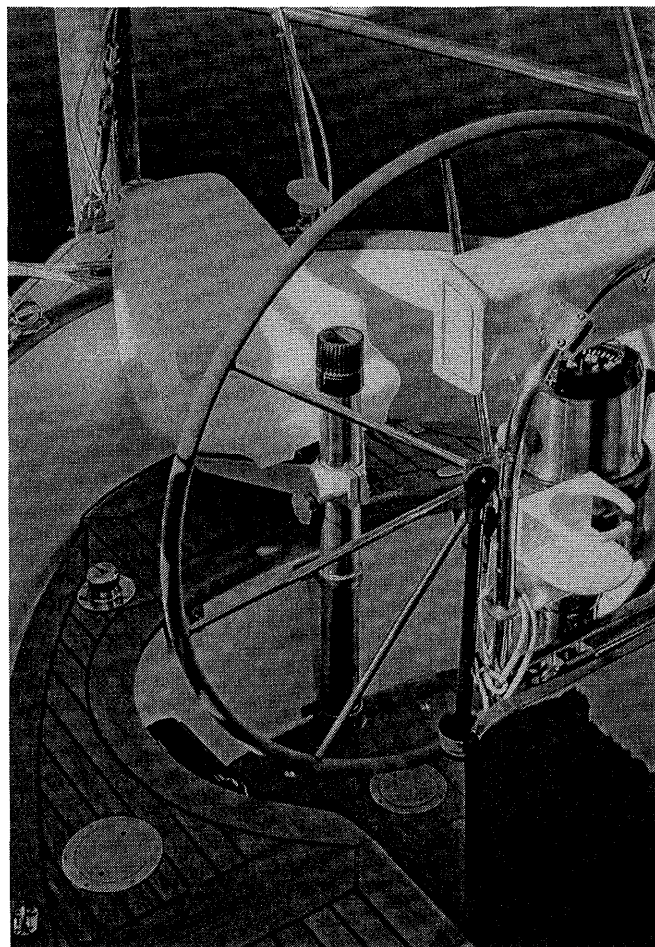
More maintenance and equipment comments ...

continued from page 77

COCKPIT SEAT(S)

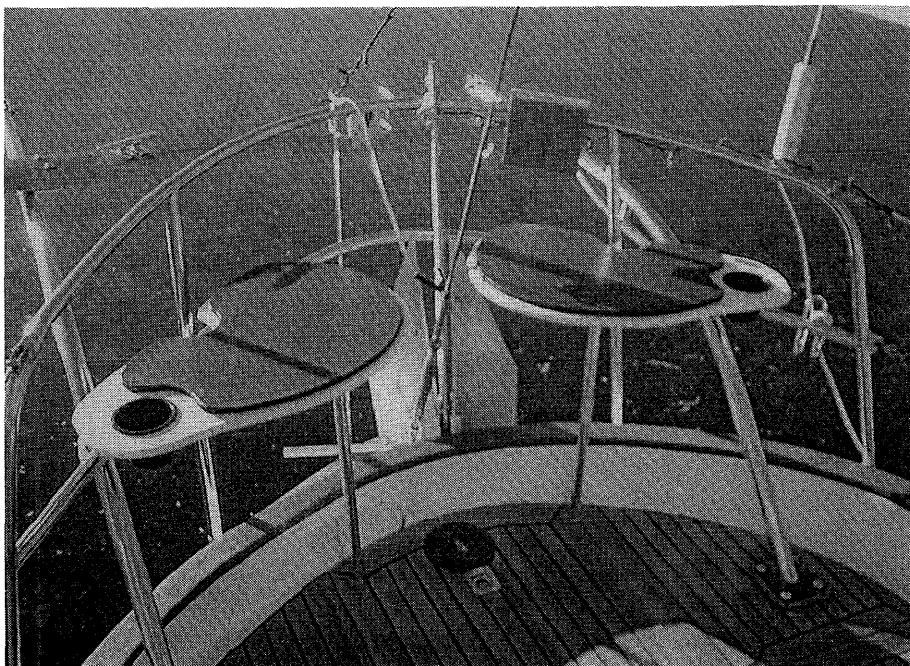
Lynn and Al Chaikin have found a solution for seeing forward from the cockpit of their V-42, *NOW VOYAGER* (hull #132). Al writes, "Traveling down the Intra Coastal Waterway (ICW) from Oriental, NC was a chore until we came up with the pictured solution (right). The post is two and 7/8 inches in diameter (standard for most seats) and is removable by simply loosening the clamps to the lazarette. I find that it is not in the way when sailing with the footrest turned aft and the seat placed behind the post. With the seat and footrest in place it was a piece of cake motoring up the ICW. Even Lynn (my five foot tall wife) could see and do her share of the motoring."

Rockie and Bill Truxall purchased two cockpit seats for their T-37 (hull #547), *SEAQUESTOR II*, to give them some height when doing "lazy sailing on the Bay" (see photo below). "They are called Stern Perches by Marine Innovators of Dallas, TX, and are easy to put on and take off (thumb-screws). They can be made with your choice of seat cushion color. As we found our support legs sit right on the hatch to the 'great abyss', we will move those legs so they are on the cockpit seat area. John Halter, the president of the company is very accommodating and can be found at most boat shows. Lacking that Marine Innovators is on the internet at <www.sail2000.com>."



ARCO WINCHES

Harvey Karten, owner of *NIGHTHERON* (T-37, hull #84), provides an update. "We have the new ARCO #45 ST winches and are extremely pleased with their performance and quality of construction, well matched to the T-37. They weigh exactly the same as the bronze Lewmar and Antal units of comparable size. The price for the #45 ended up being an amazing bargain, about \$550 each, including trade-in allowance on the old Barient's. No charge for FedEx shipment and no additional custom's charges! It took about two to three hours of very careful work to mount each winch. They make a huge difference in handling our new genoa. We haven't had occasion to use them in heavy air, but for example, in a 12 knot breeze, it is a two-finger operation to crank in our 440 square foot genoa, using the low gear. This was hard work with our old Barient's #22 winches (said to be equivalent to a modern category #40 winch, but I seriously question that comparison).



I tried to contact ARCO via e-mail, as I was interested in their furlers and anchor windlasses, if the quality and price were similar to the winches, but had no luck. I finally called them on the phone to learn they had a major computer crash and lost many e-mail messages. I didn't know if this was an excuse in the category of 'the dog ate my homework' or for real. However, since Australia is not quite as pervaded with computers as the U.S., I can well believe this. They are also apparently very busy and have only a small operation, so they aren't as hyped to internet commerce as <Amazon.com>. They also added that their business within Australia has been so heavy that they aren't really pushing hard to expand the Internet trade, but do like selling their stuff, of course.

Bottom line? Great winches, great price, slow on service, but all told, I would go with them again.

Andy Thibeault, owner of *WINDY BLUE* (T-37, hull #??), testifies, "I also purchased an ARCO winch (self-tailing #40) for a main halyard winch. I inspected it closely when it came in. It had the necessary spares, as promised, and a winch handle, because they were late by four weeks. It came with mounting instructions, which were simple enough. It cost about \$600 USD and works fine. It does what it's supposed to do and looks good. If I had a race boat, where weight is important, this is not the winch I would buy, however, the extra few pounds that it adds to the boat is immaterial [to me]."

V-42 WIND VANES

In response to **David Laber's** query about wind vanes for V-42s on page 63 of the Fall 2000 *TOG News*, **Doug Coleman** replies, "I installed a Monitor wind vane on *COSMOS MARINER* (V-42, hull #84) prior to our trans-Atlantic crossing in 1998. I like the Monitor because it is well built, can be repaired at sea (it's simple and has a good spares kit), works well, and has good warranty support. The one problem we discovered was that the vane would not work when the wind was on the stern quarters (+ or - 30 degrees from dead down wind). The problem is that the wind vane would strike the stern pulpit and the self-steering could not correct the heading and we would need to disengage the gear and correct the heading manually. We had to engage the autopilot when running downwind. The solution to this problem and in answer to your question about light wind situations is to install a tiller pilot on the stern pulpit, attaching the control arm to the wind vane mechanism. This is a hybrid steering system using a light weight autopilot for direction and a wind vane system for the power needed to turn the helm. I don't know if any of the other wind vanes you mention would eliminate the interference problem with the stern pulpit. In conclusion, I still like our Monitor and do not regret installing it. The installation seems daunting at first, but it really isn't all that difficult. Just measure carefully. Once you get started, you'll see that it's quite logical."

V-BERTH TANKAGE

Jake Huber questions the chart printed in the Summer 2000 *TOG News* (page 36), which was a reprint of an article from the Fall 1988 *TOG News*, to be used for placing marks on the forward fuel tank dip stick to indicate the fuel level in the tank on the T-37. He writes, "I laid out these marks on a stick in anticipation of marking the fuel dipstick on *ALTA*, my T-37 (hull #144). There appears to be several mistakes in the measurements and marks given in the article. The marks should become progressively closer together from the bottom of the tank to the top. This is because the tank is basically "V-shaped". However, the measurements given (when converted to increments of ten gallons between marks) are not linearly progressive.

When the measurements are re-calibrated for consistent ten gallon interval additions of fuel, the centimeters should become progressively less for each ten gallons added. This is because the tank spreads out or gets wider as the tank becomes fuller.

Additionally, I have been led to believe that the fuel tank on a T-37 holds 76 gallons and not the 100 gallons as indicated in the old T-37 sales brochures.

Could anyone help to clear up this confusion over the T-37 forward fuel tanks? Perhaps the factory could be of some assistance? What is the actual capacity (in U.S. gallons, please) of a T-37 black iron fuel tank located in the V-berth area? What are the correct indicator marks to place on the dipstick (in inches, please) to indicate fuel usage?" Please send any response to TOG for publication.

POSITION REPORTS

For those of you who wish to vicariously spend a moment or two in the tropics and get away from the winter blitz in North America, **Mac McBroom**, always current with the latest technology, reports in his position to an internet site. He shares, "There is now a way you, too, can see where *OWL HOOT* (his T-37, hull #496) is located. We report our position via the Ham radio e-mail system and it can be seen on your computer. Our position can be viewed from three web sites on the internet. The first web site <<http://winlink.findu.com/KD3TN>> will show *OWL HOOT's* (KD3TN) position on a world map. You can scroll up and down to see our position in more detail. This web site will continue to show our position for a period of 10 days after we have posted it. We will try to keep it up to date. If from time to time you get a message that says there is no position for KD3TN, it's because we didn't post it within the ten day period. The second and third web sites are <<http://winlink.org/w12k>> and <<http://winlink.org.k4cjsx>>. Click on APRS, enter sign KD3TN in the text box and click on Display. I'm told the last posted position

continued on page 80

More maintenance and equipment comments ...

continued from page 79

information will last for 180 days, if we are still there, but I think the map display will change. Feel free to check our position as often as you like. There will be times when we will stay in one location for weeks or months and there will be times when we are on the move and our position will change every day. Now you can't say you don't know where in the world we are!"

Editor's Note: For those who are planning their own "get-away", you may want to contact the winlink global gateway at <<http://winlink.org.w12k>>.

REMOVING MAIN HATCH

John O'Keefe, owner of *ODYSSEA* (CT-37, hull #63) explains, "I found it is really simple to remove the main hatch. Just remove the exposed screws on the metal slide rails when the hatch is closed, then open it and remove the remaining exposed screws. It will lift off (I removed the traveler bridge already to replace the traveler, but I don't think you have to) or slide it off aft, metal rails and all. There are no screws in the area of the metal slide rails that can be reached, due to the hatch being in the way. I brought it home to recondition and recaulk the seams and found it rather enjoyable!"

DECK CAULKING SEALERS

John also shares, "I have removed both the forward and main hatches on my Tayana. They are both made of teak with teak decking on the top. Both were also leaking and required some repair work. I first dried out the hatches, removed the caulking in the seams, and used a 1/4 inch rotary bit on my Dremel tool to widen and deepen each seam. I then treated the seams with Smith & Co.'s CPES penetrating epoxy, followed by the Lay-up & Laminating Epoxy Resin to seal up any gaps that existed in the construction of the hatches and under the joint between the teak decking and plywood underlay to which they are attached. I also replaced the gelcoat finish on the underside of the hatches with Formica. They won't leak now, I hope.

I now must caulk the seams and was thinking of using the 3M Teak Wood Deck Seal, in a cartridge, and 3M recommends the Teak Primer be used in conjunction with it. I was wondering if anyone has used this stuff or could recommend some other manufacturer's product with which they have had success in caulking decks or hatches. If I were doing the decks themselves, I would use the BoatLife Caulk two part deck seal, but I don't need that much to do just the two hatches. A quart is the smallest batch that can be made up using that product. So as far as I can tell, there are three manufacturers of deck seal

in cartridges; they are 3M, SikaFlex, and BoatLife. Any recommendations on which is the best to use? Do you think the primer is necessary? Thanks in advance." Please respond to John at <PETREL5188@aol.com> and/or to TOG.

David Laber replies from *HEGIRA* (V-42, hull #142), "I have used BoatLife with and without the Primer. I believe one of their deck seal products is made specifically for teak and does not require the primer. This product seems to have worked the best. Unfortunately, the tube is on the boat which is covered for winter 50 miles away, so I can't check the exact product name. I have no experience with the other brands mentioned."

Harvey Karten, owner of *NIGHTHERON* (T-37, hull #84) comments, "I recently spoke with a professional boatwright who specializes in the installation of new teak decks. He completely replaced the teak straking on a friend's boat and then did all the final caulking using a Dow Silicone black material (#795 I think is the number of the series). He said that he had been using it for years with excellent results and it was fully equivalent in results to the TDS material, the difference being in price. TDS is about \$13 per tube and the Dow Silicone material was about \$5 per tube. He gave me an empty tube, but I have not been able to track it down at Home Depot. Hard to say what the long term results will be compared to those items that are marketed specifically to boaters, but after several months my friend's decking still looks pretty good. I don't know if this is the best way to go, but certainly worth looking into. I like your treatment of the seams with Smith's CPES. Sounds as if that should give excellent bonding of the straking to the underlying substrate."

Finally, Nick Sciarro responds from *ECLIPSE* (V-42, hull #173). "I sealed only the outside teak deck to the aluminum rail on my V-42 about four years ago. I used a polyurethane black sealer marked for butter flashing and roofing. I don't have the product identification, but I also bought it from Home Depot at around \$3.29 per large tube. I prepared the edge of the teak by wire brushing it and hosing it off. After drying, I applied the tube directly touching both the teak and aluminum. It remains like new today, has no cracks, and is still clinging to the aluminum. It also smooths out evenly when using a putty knife. If not smoothed out when applied, it will remain in that shape, but where I over did the application, I just took a razor to it and cut it away. It set up completely in about two days applied in mid July. I applied it around the stanchions and it also held very well and looks very appealing. In addition I used it around the edge of the superstructure along the teak and fiberglass by cleaning and removing the old filler and applying the new in the same way except along the fiberglass where I used masking tape. I haven't noticed any changes in color, shrinking, separating, or cracking along the fiberglass or teak deck. It also doesn't flake or rub off when touched, so I think to make a bold statement, the marine products are mostly just expensive and very similar in content to the material I used."

CAP RAIL LEAKS

John O'Keefe also poses some questions regarding cap rail leaks. "Did anyone ever remove their teak cap rail? I am trying to figure out how the hull to deck joint is joined together and if the screws or lag bolts used for this purpose are set in caulking. Also, is it a close fit (no gaps) between the two mating pieces? I have a copy of the deck joint drawn by Ta Yang, but it lacks many details. Specifically, I am trying to discern if water from rain or spray can get under the cap rail and find its way down and through the hull to deck joint and/or screw holes and eventually land up in the bulwarks. I am especially interested in the area of the bow where the cap rail is almost flat to the deck."

Ray Slaninka, owner of *LORNA DOONE* (T-37, hull #423), responds, "I don't know how the cap rail comes off, but I am sure that you can have leaks that come from the gap under the cap rail. I have recaulked the bulwark/cap rail joint. I also read in *TOG News* of people having leaks from that joint. Just check the *TOG Index*. I also believe you are right about the cap rail on the bow. Check the bungs and the area where the wood meets the deck. I used Captain Tolley's Creeping Crack Cure on suspect areas. By the way, it also worked on the butterfly hatch corners."

Harvey Karten, owner of *NIGHTHERON* (T-37, hull #84) chimes in, "Where do you find this Creeping Crack Cure? Did you make up the name on the spur of the moment? I can't seem to track down the leak in our butterfly hatch, so you really said the magic word."

Finally, **Neil Weinburg**, dealer at Pacific Yacht Imports, answers, "The cap rail is attached with lag screws. The hull to deck joint is attached with overlapping fiberglass reinforced plastic that is joined with 3M 5200, then glassed over. There are also stainless steel bolts (I think 3/8 inch) at six inch centers along the joint. The leaks could also be caused by any deck fitting such as mooring cleats up forward. I would not suspect the cap rail leaking."

GENOA TRACK FASTENERS

John continues, "*ODYSSEA* has always been a fresh water boat and is in good shape, however, it has never really been upgraded. One very irritating problem I have had to contend with is water getting into the bulwarks. One cause of the problem was finally tracked to a lack of caulking (none) when the genoa track screws were originally installed at Ta Yang in 1977. All the through bolted screws dripped water (confirmed visually) into the bulwarks and caused leaks into the interior. None of the previous three owners bothered to find and fix the problem. Every third screw or so was approximately a 4.25 inch screw with a nut. The others were all wood screws. To get at the nuts, just punch in the round plug with a screw driver and hammer. It takes very little effort. Clean out the nice round hole and fill it in later after you have reinstalled

the genoa track. All the screws came out of my track with little problem. I'm also removing the hawse holes and whisker stay fittings in the bulwarks, as there appears to be little if any caulking around those, too. Finally I will rebed all the stanchion bases as I removed one and again no caulking. No wonder water was leaking into the bulwarks. Luckily, the repairs are simple to do. If the previous owners had only paid attention to maintenance, corrected problems as they appeared, and made the minimum effort to maintain the boat, they probably would still own my Tayana today. They didn't and now I have a most remarkable boat."

AYE FOR TEAK DECKS

John concludes his remarks, "I am becoming really attached to my teak decks and would not remove them for anything. Further inspection of the deck core reveals few problems, just some minor areas around the chain plates mostly. In any case, I still wouldn't remove the teak decks, as they absolutely make the 'look' of the deck."

A/C INSTALLATION ON V-42CC

Richard Thompson and Brenda Burney report their latest project on *WOODWIND* (V-42, hull #52), adding a precharged 16,000 BTU Marine Air air conditioning. "We installed it on a shelf below the center cockpit, above the engine. We had a blank thru-hull where we eliminated the second toilet, so plumbing was not difficult. The center location allowed venting to the saloon and the aft cabin via a tee above the unit. Neither run was over two feet long. Directly under the unit, in the engine compartment, we located the raw water strainer and electric pump. We installed these items, with the existing engine raw water strainer on a small sheet of "Starboard", laying flat on the nav table. After fitting and fastening everything in place on the starboard, we lifted the whole assembly and attached it to the vertical wall in the engine compartment. This procedure saved a lot of back pain. Intake and discharge hoses were attached and the only new thru-hull was drilled above the water line for the discharge. Brenda, the electrician onboard, wired the pump to the unit (well marked by the manufacturer), and wired the unit to an existing breaker at the electrical panel. Voila! AAACCC!"

LAZY JACKS

Richard also installed retractable lazy jacks, purchased by mail from EZ Jax. "Again, everything was well marked and organized. This involved installing several eye straps on the mast and boom and adding two cheek blocks 24 feet above the boom. **Rick Balabuck** from *WINDBIRD* (V-42CC, hull #81) helped us with the high mast work. We are very satisfied with these. We are actually going sailing!"

Christmas Sleigh Ride...

continued from page 69

had avoided Barcelona purposely before, thinking it something of a big dirty shipping port. What a mistake; it is a great city with lots of good yachting facilities, Gaudi, and the most vibrant culture. We could have dallied a week, but it was 'chase the sunshine'.

On past the Balearics; for the next two nights we were treated to the most spectacular 'firework' display - the Pleiades. With no moon, it was truly spectacular and every one wanted to stay on watch. Meteor showers raining down and either 'exploding' off the atmosphere or raining down as flaming rockets.

On two occasions ships very nearly ran us down, as we all seemed to pick the same GPS coordinates to round the Capes. But we made Gibraltar, our second port. Here you can almost be back in the US or UK. Same language, food, and bars or more properly 'pubs'! It's always a bit of a wrench to get out of there. It's too comfortable for a week or so, then it traps the unwary. We met up with some old friends and new characters, one of which was Cap'n Tosh. Tosh did things a little differently. He had retired, decided to sail around the world, and was getting on with it. Most would have liked previous experience. Tosh found it along the way. We met this great character as we passed by his 63' Cheoy Lee every day. The bar always seemed to be open and the crew p-a-r-t-i-e-d. Once at 10 a.m we were invited aboard for a pint of rum! It was obvious the crew was there to party over Christmas and not go 'around' the world. Poor Tosh wasn't getting very far, but being soaked very fast. We set a date and decided to leave together with another yacht or rather a little ship (268 feet) with whose skipper we had also made friends. He was off to Antigua via Madeira on his \$18,000,000 one-year-old charge.

The T-52 was a lot of boat and the fact was that I, the Captain, am a three year old, and my Dad had lost his best full-time mate, my Mom! Transatlantic crossings, deliveries, and able to drink and party with the best, she was now heavily occupied with the other priority, me, her son.

We finally got out of Gibraltar on a stiff breeze and headed East down the Straits. Turned left, said goodbye to 'the proper little ship', and settled down for the run to the Canaries. On the second night off the coast of Morocco, we heard engines close by. We switched on the Nav lights and listened intently. We heard the engines clearly but could see nothing, neither had we been able to maintain contact with Cap'n Tosh.

We thought nothing more of it and pressed on to Las Palmas. We arrived there 3 nights and 4 days later. Still no sign of Cap'n Tosh. We assumed they had powered on ahead of

us with those two big Cat diesels. Two days later some strangely outfitted figures strode down the dock. They looked something like the 'sandmen' in Star Wars. It was Tosh's crew. The engines we had heard were 'stealth' boats from the Moroccan Navy. (The crew swore they never had the Navy boats on radar, although they said they had us to landward of them.) They had been boarded, searched, and then escorted to a Moroccan port where, after meeting with the authorities, their party continued. It seems that Morocco doesn't get its share of 'yachties' so the authorities have you come call on them, and let you enjoy the fun! Morocco has some great marinas that are very underutilized on the Med side.

So we settled down in Las Palmas working on the boat to get it ready for the next stage, the Atlantic for real. At least we had caught up with the sun and warmth. Las Palmas and the Canaries are great provisioning ports. How they buck the trend of 'Islands always being expensive' is a trick they have learned somehow. For some things were cheaper than even mainland Europe, and with their hypermarkets, they lacked for nothing. Beer for 33 pesetas a bottle! We decided that one criteria was evident here for a good country, or rather people (because it is they who make the country), that is gratuitous acts of kindness to children. I have since put this to the test and it's usually a good indicator. The Canaries pass it with flying colors. Children are not only safe, but also more than welcome, which means you are too, if you're nice and friendly as well.

We started joining in Christmas festivities and realized we had a decision to make, stay for Christmas or go. But then that stretches into the new year. We were being persuaded to stay, and frankly we would have spent the winter there and headed back up to Europe, knowing what was ahead. The new crew wanted to go badly, both the sun and the challenge. Tosh was partying already and there was no way he was leaving before Christmas. At least his crew wasn't and besides *one* of his generators was on the fritz.

We said our goodbyes and headed South on the 23rd of December. I was still reluctant to leave and we kind of dawdled around for the whole day cruising down the Island. That night we heard Herbie (Southbound 2), but couldn't raise him. We ploughed on in an ever freshening breeze past Gomera. We did, however, make contact with another Herb, a skipper who was taking a Hylas 47 across. We kept a nightly meet with him on the radio, and although they had left 3 days before us, we were racing them. Herb was taking the owner across for the 3rd time! And the owner was a charming 80+-year-old lady! The owner had done her first transatlantic crossing the wrong way. A French skipper had convinced her that the way to Europe from the Caribbean was up to the Canaries, against the prevailing winds and current! I think it might have been a month of the nearest thing to hell she had to endure. She probably thought that was normal and wondered why people made such a big thing about a crossing.

Anything after that was really nothing much to worry about. Some tough lady! I reckon we must have been the oldest and youngest out there that Christmas.

We eventually made up two days on them, but they still arrived in Barbados a day ahead. Had we worked out a better great circle, instead of a rough rhumb, we might have shaved off another 12 hours or more. The next night we communicated with Herbie and logged in. He told us that the freshening wind was not coastal or diurnal, but we were actually 'in the groove' in the Southern Trades, more by luck than by judgment. Others were still heading due south (until the butter melts then turn right) down to the Verdes to pick them up.

With the usual three reefs, (it seems to make little difference to the T-52 if she has zero, one, two or three reefs in the main) and with half a yankee, which is all we could pole out without being on the stays, we set off in the 'groove'. Surfing downwind became the norm for the next 16 days. A littlerock and roll, just wishing for a beam reach once in a while, please! But the boat was perfect. It was something of a realization that this was a 'different way' to cruise. Day after day we covered 165-175 miles. Try as we may, we found it hard work to do more, but relatively effortless to maintain the average. One day we did get the 100 miles in 12 hours, but it was too much like hard work on a small crew to be worthwhile. With a folding/feathering prop, we might have made 200 miles per day. Twelve knots became a norm; the game was how long could you stay there. Fourteen knots was notable, but the record was 16, momentarily. And the boat was always responsive, never feeling as if she would broach or breakaway. When I talked to another T-52 convert, he related that a delivery crew had hit the tail end of a hurricane and recorded 19 knots under bare poles! By the way, what is the hull speed, Mr. Perry? At times we have been forward and seen the first three feet of the hull out of the water; she appeared to actually be planing! And the faster she was, the stiffer she became. I, a three year old, could walk below easily from fore to aft without a bruise.

We were actually able to choose our weather for the next 24 hours. One night Herbie asked us how much wind we wanted, 18-25 knots or 25-35 knots for the next day? We thought we could do with an easy day, so we remained high in relatively lighter winds, but by noon we were missing the speed and fun so we turned South to the heavier air. We were moving fast enough to do it and it gives one a great feeling of being more in control of the weather when you can choose it to some extent.

Christmas passed. It was surprising how many boats had decided to spend Christmas at sea. One of the holiday pastimes I remember was the fantasy 'visits' to The Lazarrette Lounge' a very popular and busy place at which we were lucky enough to book a table for New Year's Eve. The entertainment was special for that night too, featuring Molly

the Mop, Michael Manifold and the Gurglers, and the ever-popular 'Bucket Twins'. Get a life! What we wouldn't have done to tie up and tie one on that night! I still don't know why we left the Canaries when we did, but in doing so we probably saved the boat. A few days later, the 'storm of the century' hit Las Palmas and destroyed the Marina we had been in. Behind Cap'n Tosh's boat up in the palm trees, was another boat, caught as it washed over the breakwater, bearing straight down to land on his! We had been in a less sheltered berth and most of the boats on that dock piled up or were sunk. We hadn't intended to make landfall in Barbados, but were persuaded to do so by Cap'n Herb in the Hylas, the fact that we hadn't been there, and it was some 120 miles nearer to a bar (serving samples of Mount Gay for my Dad, of course)! It was also 120 miles nearer to my Christmas present – a bike (see photo below). My crew had bought it for me in the Canaries, but thought it would be a bit hard to give it to me on Christmas Day at sea with only a pitching deck on which to ride.

In summary, we had run the engine for only 12 hours in 16 days, and that for power generation. I don't like running an engine in idle; a diesel needs to work, the harder the better, and it would have slowed us down. We hand steered 90% of the time, a) because it was fun and prevented boredom, and b) because no autopilot could have coped with the continual downwind conditions for long.

What a sleigh ride!



Editor's Note: A month after MOONSHINE left port on the River Aude, it was destroyed by the worst flood in history. Forty people were killed and the French government declared it a national disaster. Good timing for departure, Capt. Chris!

'Doing' the Mazatlan Carnaval

by NancyAnn Thorne

NancyAnn and Roger Thorne cruised for seven years on GWENNAN OF CAMBRIA, a 1978 T-37 (hull #139) from the West Coast of the U.S. to Mexico. One of their favorite experiences was Carnaval in Mazatlan, Mexico in March 1999. The festival of Carnaval is celebrated as a last indulgence of carnal pleasures before they are given up for Lent. It is celebrated with parades, fireworks, music, and dancing in the streets. The word carnaval is from Latin, meaning "take away" or "goodbye to flesh". The celebration in Mazatlan attracts well over a quarter million people each year and is the third largest in the world, behind Rio de Janeiro and New Orleans. We hope you enjoy their report.

Absolutely nothing we had heard or read prepared us for the experience of Carnaval. The masses of people, the sights and smells, the food, the music, and 'the so loud you cannot hear it' music -- all these combine with some sort of magic to make up Carnaval. We had waited 10 days for Carnaval and we were ready for the fun.

The night before, Roger and I joined about 80 others from the marina for a 45-minute bus ride to Olas Altas, the old part of Mazatlan. This ride usually takes 25 minutes at the most and we had been told to be prepared for maybe an hour or more ride. But it was early and the streets were not yet full. We were dropped off with our dinner tickets and gate passes clutched firmly in our hands. However, the gate guards would not let us in with our red passes. We had to go back a couple of blocks and pay 12 pesos (1.20 US) for white passes. Don't ask, this is Mexico and things change by the minute. Then it was through the gate; the men go in the left side gate and the women go through the right side gate. I asked about this custom, but no one, including our good friend Christina who is Mexican and has lived in Mexico all her life, could get an answer from the guards.

In a few minutes we were in the upstairs of the restaurant where we would have dinner and watch the fireworks. Already the crowds were starting to form. The streets were lined with vendors selling Carnaval masks and hats, all sorts of trinkets and food of every description. There was corn on the cob cooking over open fires, tacos, fruits stuck on sticks like popsicles, pastries, an old man making pancakes and covering them with caramel, hot dogs, hamburgers, tamales, and much more. Roger and I were wishing we had not bought dinner tickets; it all looked so great.

We did wish we had taken our ear plugs. You cannot imagine the noise, not from people, but from the bands. There were large high platforms set up on the ocean side of the street. These were placed in the middle of each block. On these platforms were the largest amplifiers I have ever seen. Not just one or two mind you, but 10 or 12 on each stage. The music

was deafening. There was no place to get away from it. Speakers faced each side and the middle of each platform. Each band's sound man was trying to out-blast the other.

We made our way back to the Copa de Leche Restaurant and onto the balcony. There was a band across from each end of the balcony, so as you slowly walked from one end to the other you would hear one band clearly, then both would be filling your ears, and then soon you would only hear the other band. They were playing when we arrived at 1830 and were still playing when we left at midnight. We understand that the musicians stay until there is no one left to play for, usually about 0600.

A little about the name Copa de Leche. I knew that leche was milk and copa is the word for a goblet type of glass. Well, I learned that leche has many meanings. One of them is the calm peaceful feelings you get when looking at the sea. This restaurant faces the beautiful Pacific and looks upon three islands one half mile off shore. So, we have a cup of peace.

We had a great time visiting with the other cruisers, hearing their fun stories, and people-watching off the balcony. We threw tons of confetti on the folks walking below. The fireworks were the most spectacular we have even seen. The story behind the fireworks is two fold. First they symbolize getting rid of bad humor for the coming Lenten season. In Mazatlan they also remind the people of the time they had to fight off the French Navy and won!

There was a ship off shore about one half mile and they were firing toward land. The land based battlements were firing toward the ship. The firing station was set up at the edge of the walkway (see photo opposite) and the rockets were so close you could feel the heat. It would never have happened that way in the U.S. People were standing about a foot away from the catapults. The show was almost 45 minutes long. Rockets, spinners, and star bursts filled the air. An old house on the waterfront was set up to look like it was on fire. This was all done with lights and it was very realistic. All too soon, it was over. The people on land once again won the battle with a final volley and the ship turned tail and ran.

The last fun of the evening was getting through the crowd and back to our buses. Here again Christina came to the rescue; she danced us through a wall of people about 10 blocks thick. The four of us held on to each other Congo Line style, and in 30 minutes we were back on the side streets where the crowds thinned out. We arrived back at the marina about 0100, tired and happy that we had shared this fun night with the wonderful people of this town.

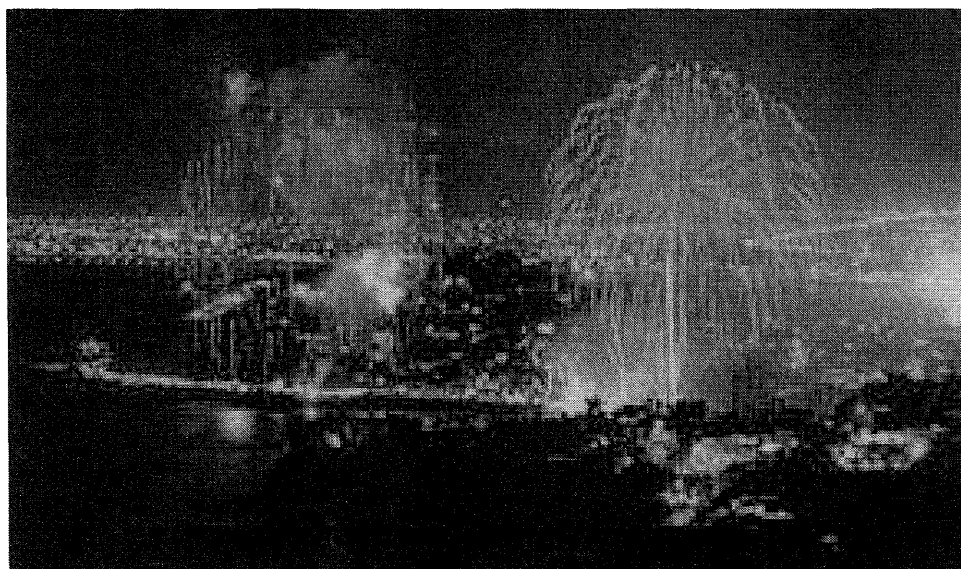
The next day was the parade. We had purchased seats in a roped off area so we could have a good view, but we still had been warned to leave for "old town" early, as it would be very crowded and the buses would be full and we would have a hard time getting through. So, even though the parade was not scheduled to start until 1730, and even though we knew we were in Mexico and that meant it would start about 2000, we left the marina at 1330 hoping to find a seat or at least standing room on the bus. We were pleasantly surprised to get on a bus that had very few people on it. That meant we were able to get a seat on the correct side of the bus so we could watch for the landmarks that told us where to get off to walk the couple of blocks to our seats. After 30 minutes or so we saw the two beer can balloons that were our landmarks, got off the bus, and found the rows of seats waiting for us. We had front row and center. After slathering on lots of sun block, we ate part of our lunch (riding a bus can make you very hungry). We were so early that the street vendors had not even set up yet. As more and more folks joined us, everything started to take on that festive air when you have groups of people anticipating a fun time.

We were in a roped-off area with a big sign that said Marina Mazatlan, but it was not long before people came up and tried to sit in the seats. Some of them offered Capitan Mario large sums of money to have a seat. They were pretty upset when he told them 'no' and that they would have to leave. Before the night was over, we had people insisting that they could have the chairs, insisting that they could stand inside our roped off area, and some insisting that we should leave so they could be there. It took the police to straighten it all out. We had never seen so many people jammed in together.

Finally, about 1900 we heard sirens in the distance, and loud booms followed by sky rockets shooting into the air. As the noise came closer we could see it was police cars, driving next to each other down the street, clearing off the people who were standing in the roadway. There was no where for them to go since we were all in a roped-off area, so they were just pushed very slowly down the street by the police. In front of the police cars were young boys who were shooting off the sky rockets. They had long sticks with a cross arm. On the cross arm was a receptacle. They put a rocket in the receptacle and lit it off. Swoooosh, they went into the sky and burst. Sometimes they were not more than a couple of feet away from the crowd the police were trying to move. When the rockets sped skyward, they shot sparks out the back end onto the ground. Pretty exciting, but I guess it was a little dangerous too. I'd hate to think what would have happened if one of them had been a dud and blown up on the ground instead of the air.

About 2000 the parade started with the Carnival Queen riding on the top of a Greyhound-type bus. She was so high in the air, you could only see her when the bus was a block away. The parade lasted two and one half hours and there were over 150 entries. There were marching bands and clowns (see photo next page). Some of the floats would rival any seen in the Rose Parade for their beauty. We were interested to see how low-tech they were though. All the trailers had huge generators on the back, pumping out electricity to run the elaborate lights. One float was so large and had so much running on it, it was hooked up by large cables to a truck driving behind it with five large generators to supply the electricity.

continued on page 86



Carnaval...

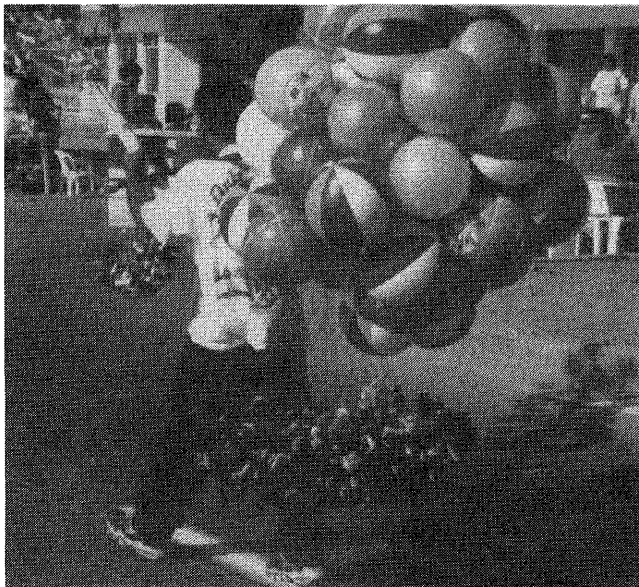
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I was surprised that people were not in costume. Other than a fancy hat or so, we didn't see many in fancy dress. Maybe they didn't want to compete with the floats, as pictured to the right, with the beautiful women and some of the most lovely dresses and fancy men's clothes we have ever seen.

It did not seem as if we had been there for ten hours. We were covered with confetti, someone had spilled beer



One of the many beautiful floats in the parade.



Above: Balloon Vendor

Right: Good friend, Christina Sandoval, with street clowns, who gave her the "nose job"!



on my pack, so I didn't smell very nice, and we were hungry. Our friends had said they would take us back to the marina since it would take us hours to get a taxi or bus. However, after 45 minutes of trying to get through the narrow roads, we finally parked the car and went into a restaurant to have something to eat and let the crowds thin out. We made it back to the boat about 0100. We were tired, but very glad we had "done Carnaval".

"Build me a boat..."

When a software developer is given the task of designing a new system (or program), often the specifications for the new system are ill-defined and the perceived end result is not much better than a dreamy concept. So, what if a Naval Architect had to work like a Software Developer? Let's look at a mythical letter for designing a new boat!

Dear Naval Architect,

Please design and build me a boat. I am not quite sure what I need, so you should use your discretion. The boat should have either an engine or sails; I've not made up my mind yet. Also, it should be long enough to contain every thing I need, but it can't be too long, because I want to moor it at my current dock. It should have between two and ten berths. Just be sure that the plans are such that the berths can be easily added or deleted. When you bring the plans to me, I will make the final decision on what I want. Also bring me the cost breakdown for each configuration so that I can arbitrarily select one.

Keep in mind that the boat I ultimately choose must cost less than the boat I currently have. But be sure that you correct all the deficiencies that exist with my current boat. (Such as the boat has too much teak, there is not enough insulation between the hull and cabin exteriors and the inside, and there always seems to be water in the bilge.)

Keep in mind as you design my boat that I want to keep annual maintenance costs as low as possible. This should mean the incorporation of extra cost features like wood, fiberglass, aluminum, ferrocement, steel or composite hull, and aluminum, steel or composite cabin top, masts and booms. (But if you choose not to specify fiberglass, be prepared to explain your decision in detail.)

Please take care that modern design practices and the latest building materials are used in the construction, as I want it to be a showplace for the most up-to-date ideas, hardware, equipment, and methods. Be alerted, however that the main saloon should be designed to accommodate my wife's baby grand piano.

To ensure that you are building the correct boat for my entire family, please contact each of my children and also my in-laws. My mother-in-law will have very strong feelings

about how the boat should be designed since she visits us at least once a year, although she has never wanted to get underway as she becomes violently seasick at the thought of being on the water. Make sure you weigh all these options carefully and come to the right decision. I, however, have the right to overrule any decision you make.

Please don't bother me with the small details now. Your job is to develop the overall plans for the boat – the big picture. At this time for example, it is not appropriate to be choosing the color of the settee and berth material. However, keep in mind that my wife likes blue.

Also, do not worry at this time about acquiring the resources to build the boat itself. Your first priority is to develop detailed plans and specifications. However, once I approve these plans, I would expect that you will have the yard lay up the hull within three days.

While you are designing the boat specifically for me, keep in mind that sooner or later I will have to sell it to someone else. It should therefore appeal to a wide variety of potential buyers. Please make sure before you finalize the plans that there is a consensus in the boat building industry that they like the features of this boat.

It is not necessary that this boat be very fast, or that it involve a great deal of the safety at sea or stability features that the large racing boats have, but be advised that I plan to take this boat on long open ocean voyages, and as I do not have a great deal of free time, I like to get places in a hurry.

I would advise you to look at the boats moored at my marina. Several have features that I would like in my boat, particularly the four-person spa in the yacht that occasionally stops there. With careful engineering, I believe that you can design this into my boat without impacting the final cost.

Please prepare a complete set of plans. It is not necessary at this time to do the real design, since the blueprints will only be used for construction bids. You should know, however, that you will be held accountable for any increase in construction costs as a result of later design changes.

You must be thrilled to be working on such an interesting project on the cutting edge of technology! To be able to

...the main saloon should be designed to accommodate my wife's baby grand piano.

continued on page 92

Criteria for purchasing a boat

Several years ago, we found this shopping list for people looking for a new or "previously owned" boat. Not all these items may be on your list, and you may have many more, but we think it is a good point of departure.

Sails:

Forward head sail should be roller furling.

Second head sail should be capable of being used as a storm jib.

Main should have at least two reefing positions; if there is a third, it should be equivalent to a storm trys'l.

Reefing lines should be internal to the boom for the first two positions.

Should have an effective system of "lazy jacks".

Rigging:

Standing rigging should be oversized multistrand stainless. Fittings checked periodically. Back stay antennas are excellent for radio communications.

Hull:

Solid fiberglass, preferably of vinyl ester resins. Solid marine grade core decks. Blister warranty of ten years on new boats. Stern area able to carry the extra weight of davits/dinghies, wind buggers, self-steering mechanisms, etc. Draft suitable for the cruising area in which you are interested.

Ports/hatches:

Aluminum, bronze or stainless and of strength that will support offshore cruising. Ports should be self-draining. At least one port per cabin.

Masts:

Aluminum finished better than painted or wood. Should accommodate a whisker pole track. Internal halyards preferably in separated tubes.

Lifelines:

Should be double and as high as possible with gates on both sides.

Stanchions should be backed up with plates and accessible for service.

Cleats:

Two forward and aft, with two amidships for spring lines. Cleats should have backing plates also.

Ground Tackle:

Anchors, chains and lines should generally be heavier than "recommended".

Two anchors, one a Danforth type and the other a plow/CQR type should be on the bow, one ready for letting go. All anchors should have a minimum of eight feet of chain. The primary rode should be a minimum of 300 feet including 50 feet

of chain. The secondary rode should be a minimum of 250 feet and the standby, 200 feet. An all chain rode is preferable in waters with coral bottoms. An anchor windlass is needed on boats over 35 feet with chain sized to fit the windlass.

Dodger:

Frames should be stainless steel. Consider handholds for each side of the dodger (and back).

Halyards, sheets, reefing lines, and winches:

Halyard winches should be self-tailing for short-handed crew. Sheet winches should be two speed and oversized for handling in extreme conditions. Sheets, halyards, and reefing lines should lead through non-jamming stoppers under the dodger for short-handed crew. The Jib lead system should allow changes fore and aft, as well as between tracks. The traveler should be easy to adjust in the heaviest air, a three-part block for 30-foot boat, four-part for forty foot, etc.

Cockpit equipment:

Basic equipment should include compass, wind direction, wind speed, depth and boat speed. Output of GPS and RADAR are appropriately located well under the dodger for short-handed crew in heavy weather. Include a holder for a portable marine VHF and a marine spotlight. Engine gauges, water temperature with alarm, oil pressure with alarm, fuel level, voltmeter for the engine alternator, engine room blower, and glow plug switch.

Liquid storage and handling:

Diesel fuel should be in monel tanks equipped with drains for service and vented to allow for rapid filling and air entrance. Fuel shut off valve should be located at the tank and the primary filter should be located in the line to the engine. The filter should allow for water drainage.

Fresh water tanks should be cleanable and of aluminum or stainless. If there is more than one tank, they should be isolated from each other with a manual valve and the system pump should be able to source either tank via manual valving. Use of marina water pressure requires pressure control, a limiting valve, and a deck fitting for the marina's hose.

Heads:

Minimum requirements include sink, toilet, and shower. The sink should be equipped with a manually operated faucet, as well as the one served by the pump to minimize noise at night and to serve as a backup. The sink should have hot and cold water and be large enough for easy use. The toilet should be manually operated to control the amount of water used.

Towel and clothes storage should be available while showering.

Storage for medicines and toiletries should be a large as your home facilities.

Stoves & cooking:

Propane is preferable and requires gas control safeties and a series of backup safety valves to be sure that none of the propane, which is heavier than air, gets into the bilge. A propane system older than ten years, should be serviced, as new tanks have different connectors and when being filled must be modified after 1 January 2001. Tanks must be outside the hull with triple shutoffs to keep any leaking gas from entering the bilge.

Deck grills that use propane typically attach to the stern rail and do not require the safeties associated with internal propane systems.

Microwaves can serve as ovens. These use 100v power and are generally used in port rather than at anchor, unless generator equipped.

Galley:

Storage is needed for dry food, tableware, fresh food, liquids, canned food, paper goods, and pots and pans. This storage alone can consume 30 feet and can include space in the settee area both under and behind the seating.

A refrigerator with freezer, while not essential, makes life more fun and livable.

Cabin:

Each sleeping area should have at least one hanging locker and two drawers for clothes. This can be augmented with hammocks hung along the hull sides for bulk clothing, such as socks, pants, and sweaters.

The cabin area must include an eating area and storage for reading materials, navigation materials, safety items (lights, extra batteries), game materials, parts, and tools.

Depending on the cruising area, at least one DC fan should serve each cabin. Look for low amperage fans.

Lighting:

Lighting should include a separate DC light for each individual in each cabin and general lighting for the eating area. The navigation area should have special night light capability. Deck lighting should be overhead, from the mast or the spreaders. A spotlight should be available to the helm.

Electrical:

The DC system should be serviced by an alternator with at least 75-amp capacity and controlled by an adjustable voltage regulator. The alternator should have two outputs to serve two battery banks with a total of three batteries. Each of the two outputs should have voltage sense so that a battery isolator is not required. Isolators have a .6-.8 voltage drop, and if they are in the system, the batteries never reach their full charge state. This maybe a major cause of battery failures, as batteries must be routinely fully charged to maintain their life expectancy.

The battery charger should have dual outputs and individual voltage sensors to avoid the use of isolators.

If gel cell batteries are used, the charging systems must accommodate their lower maximum charge voltage. Gel cell

advantages are faster charging, higher maintenance voltage, and complete lack of maintenance.

Batteries are usually grouped into two systems. The first would be two group 27 batteries applied to the house loads. The second would be one group 27 battery applied to engine starting, radio, and emergency bilge pumps.

Diesel Engine:

Look for servicing space around the engine, adequate cooling of the engine and the engine room, and a clean supply of air. Access to the dipstick is important for a regular check of the oil.

Muffler system:

Exhaust water lift mufflers are used on nearly all sailboats to avoid wave action against the stern of the boat from flooding the engine. Stainless steel should not be used, as the engine's pulsating exhaust tends to flex the muffler walls, which in turn fatigues the welds within the muffler.

Propellers:

Standard props tend to be limited in thrust when in reverse, which can be a problem in tight docking situations. Folding props offer better performance, but also have limitations in tight maneuvering situations. The preferred prop is the feathering prop, and three blades is preferred over two. Standard prop shaft seals are designed to leak while the shaft is rotating to cool the shaft bearing. There are shaft seals on the market, such as "Lathrop" No Drip seal, which seem to be preferable.

Bilge pumps:

The minimum requirement is at least one automatic bilge pump with a manual switch and a manually operated bilge pump in the cockpit. The output of the electric pump should be 1500-2000 gph. When two electric pumps are supplied, the primary pump can be smaller, perhaps 500 gph.

All hoses should be smooth bore, not the commonly used corrugated type, which offers high resistance to water flow.

Water heaters:

These should be stainless, especially if used in a salt-water environment. The water heater should be heated using engine water jacket heat, as well as 110 v power.

Dinghy:

Choose one with a roll-up bottom. The extra stability of a good inflatable is worth the larger engine required to drive them. The larger the tube size, the better the stability and carrying capacity. If you can handle them, RIBs (rigid hull inflatables) are an excellent investment.

Marine Radios:

Buy the best you can afford. Sailing requires Single Side Band or HAM radio with their high power and longer range outside U.S. and offshore.

Ship's Store...

continued from page 73

ORCA, a 1983 V-42 (hull #79) is for sale by **Pim and Elaine Miranda** for \$125,000. *ORCA* is kept at the St. Petersburg, FL Municipal Marina and has an extensive equipment list, including a 4.4 KW Westerbeke diesel generator, 5 batteries, Searanger 40 amp/3 circuit battery charger, Marine Air 16,000 BTU heat pump central A/C-Heat, 110v/engine hot water, Simpson Lawrence 1500 electric windlass with 3 anchors, SEA SSB, Autohelm 6000 autopilot, 2 VHF radios with antenna switch/ground, 2 LORANS (Micrologic ML 5000 and Searanger ASB 2001), Apelco GXL 1100 GPS, 2 depth sounders, Combi Watchman RADAR detector, SS davits, 9.6' inflatable tender with 3 HP Evinrude O/B, and much more. Contact the Mirandas at (352) 564-2521 or the listing broker, Bill Browning Yacht Sales at (727) 821-5334, or see listing at <www.floridaboats.net>. (4/00)

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, Kubota 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 (609) 841-8021 or <runningfree1@juno.com> or write to Gil at P.O. Box 1209, Alief, TX 77411. (1/99)

SEAING'S BELIEVING, a 1983 V-42 center cockpit is for sale by **Don and Margaret Watson** in Pensacola, FL. Improvements in the last year include, engine overhaul, new prop shaft, serviced bilge pumps, new fresh water pumps, serviced electric head, new microwave, new cushions and fabric throughout, new Autohelm 4000, new Raytheon RADAR, new Garmin GPS, new Direct TV satellite dish & receiver, backstay split and insulated, new fully battened mainsail, bottom paint job in Spring '99, and much more. Asking \$135,500. Contact Don at (256) 464-3600 or e-mail <insiderdon@aol.com>. (3/99)

SHENANIGAN (T-37, hull #402) is for sale by **Teresa McAuliffe** and is located at the Myrtle Beach Yacht Club, SC. 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 midships 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 Teresa at <shenanigan69@att.net>. (1/99)

SHILOH (V-42, hull #144) 1988 aft-cockpit cutter is for sale. She is well equipped, cruise-ready, and has all liveboard amenities, i.e., A/C, awnings, Webasto heater, etc. Updated electronics. Asking \$175,000. Contact **Duke and Donna Chandler** at (954) 527-5117. (4/98)

SONGLINES, a beautiful 1978 T-37 is being offered for sale by **Sara Wilcox** in Portland, OR. She has an aluminum deck-stepped mast with oversized rigging and a Perkins 4-108 engine. She is well maintained with beautiful interior and teal green upholstery. On deck there are full custom cockpit cushions and teal green canvas, all in excellent condition. Equipment includes Simpson Lawrence windlass, 45 lb. CQR and 35 lb. Danforth anchors, Navico 4000 autopilot, VHF radio. Asking \$69,900. Contact Karen at (503) 289-6306. (3/00)

SUMMERWIND, a 1977 T-37 pilothouse ketch (hull #97) is for sale in Burgess, VA. Described by Bob Perry as the best sailing of the T-37s, she has a Perkins 4-108 (3900 hours); new aluminum masts; dual steering with Autohelm and Alpha 3000 autopilots; bimini; refurbished standing and running rigging; ProFurl roller furling on headsail; Mariner roller furling on staysail; 35# CQR w/chain and 5/8 inch rode; Danforth H-20 chain and rode; anchor washdown; 3-bladed Max-Prop with new shaft, cutlass bearing, and coupling unit; PSI shaft seal; teak decks (refurbished - no leaks); davits; permanently mounted solar panels (Solarex and Seimens); RADAR; GPS (hard wired); LORAN; Heart Freedom 10 inverter/charger; Link 2000R monitor system; three battery banks (675 AH); Letra-San type 11 toilet; Adler-Barbour refrigeration; 90 amp high speed alternator; Luke soapstone fireplace; VHF; stereo with inside and outside speakers; Nexus wind, depth, and speed instruments in cockpit; Datamarine depth and speed in pilothouse; classic pin rail; extra halyard on both main and mizzen; anchor windlass; Achilles dinghy with 4HP Suzuki engine; hand fresh and salt water pumps; extra flexible water tank w/charcoal filter; new non-skid and deck paint; no blisters; and many extra parts. Asking \$83,500. Contact **Stan Gromelskiat** (804) 453-6704, by fax (804) 453-4098, or by e-mail at <stansga@crosslink.net>. (2/00)

VOYAGER, a 1985 T-37 (hull #425) MKII is for sale by original owners **Nan and Bob McIntosh**. She has a Yanmar 3JH2E 35 HP diesel installed in 1996 with less than 1000 hours, also new prop and shaft, Airex foamed hull and decks, tan mast and hull with blue trim, and teak decks. We have lived aboard her during winters in the Eastern Caribbean for 15 years; she spends the summers hauled on land. Equipment includes Stalok standing rigging, Profurl NC-42 roller furling, five sails, Monitor wind vane steering, new 45# CQR and three other anchors, Bomar hatches, Air Marine pole mounted wind generator, Siemens solar panel, Avon eight-passenger life raft, Shipmate three-burner stove, hull mounted swim ladder, dodger, sailing awning, large awning, and new cockpit cushions. Currently located in St. Croix, USVI. Sale price \$84,000. Call (703) 893-3651 in VA or (340) 773-9680 in St. Croix. or e-mail <mcintoshbob@alum.mit.edu> for a three-page inventory and picture. (3/00)

WANDERLUST, a 1978 T-37 (hull #153), is for sale in Pensacola, FL. She has been extensively cruised and is ready to go again. Equipment includes windvane steering, wind generator, refrigeration, new Nexus instruments, roller furling foresails, and much more. She has West System epoxy barrier coat and new prop shaft and cutlass bearing. Asking \$66,000.

Contact **Dick and Kay Heckman** at (256) 534-1461 ore-mail <hekdic@worldnet.att.net>. (2/99)

Richard Bennett is giving away an air filter in a sturdy steel silencer enclosure for a Yanmar 3QM30F engine. The foam material in the original installation deteriorates in salt air and is "swallowed" by the engine. This K&N air filter for a 1961-65 Chevrolet Corvair fits the silencer perfectly and will probably last forever, with near zero air restriction. It has a million mile warranty and is "street legal". A cover is included that needs some modification for hold-downs. If interested, call (954) 763-3945. On receipt please remit postage to Richard at 101 River Beach Drive #308, Ft. Lauderdale, FL 33315-1177. (2/00)

Jeff Langlo has brand new davits for a T-37 for sale, still in the box from Taiwan. Call (813) 842-7409 in Hudson, FL. (3/99)

Dennis Piermarini is looking for a good liveaboard/cruising T-37, preferably on the west coast for under \$100,000. Contact Dennis at 6 Harbor Way #200, Santa Barbara, CA 93109 or call (805) 886-6556 ore-mail <sundog@mail.com>. (3/99)

Rendezvous Roundup

Chesapeake Bay, MD

Marja and Scott Jordan will host a Spring/Summer rendezvous for Tayana sailors on the Chesapeake Bay on 8-10 June 2001, in Broad Creek on the north shore of the Magothy River. Mark your calendar and plan to attend. For further information e-mail the Jordans at <polymarclay@home.com>.

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Rendezvous are a great way to get to know other Tayana owners, compare upgrades, get new ideas for your boat, and just socialize. If you are in an area where you think you can get some Tayana boats together, sponsor a Rendezvous. It's easy and we'll help you do it. Contact us and let's talk.

Dealer News

As reported in other sections of this newsletter, Imagine Yachts was very well represented at the Annapolis Sailboat Show with two beautiful new deck saloons, a T-48 and T-58. The principals are **Jim Kavle, Jesse Frederick, and Harry Cook**. Pictured below is Rockie smoozing with Jim aboard the T-58.



Build me a boat...

continued from page 87

use the latest techniques and materials and to be given such freedom in your designs is something that can't happen very often. Contact me as soon as possible with your complete ideas and plans.

Sincerely,

Ima C. Loir

P.S. My wife has just told me that she disagrees with many of the instructions I've given you in this letter. As the naval architect, it is your responsibility to resolve these differences. I have tried many times in the past and have been unable to accomplish this. If you can't handle this responsibility, I will have to find another architect.

P.P.S. Perhaps what I need is not a boat at all, but a motor home. Please advise me as soon as possible if this is the case.

New Members

Alan Anderson and Katherine Schneider, *THE GOOD NEIGHBOR* (T-37), Portland, OR
Tom and Trudy Feigum, *DAKOTA SKY* (V-42), Pierre, SD
Brian and Patty James, *PHOENIX* (V-42), South Dartmouth, MA
Ed Kosakoski and Bill Chapman, [Name not yet determined] (V-44PH), San Diego, CA
Peter and Julie Kranker, *SOJOURNER* (T-52), Hilton Head Island, SC
George and Susan Levings, *APRIL ONE* [T-41(+2)], Ft. Lauderdale, FL
Robert and Patricia Norquist, *INDIGO* (T-48DS), Alameda, CA
Jim and Margo Panke, *KAYLA SAKAE* (T-37), Tucson, AZ
Tom and Nancy Patik, (*Prospective Owners*), San Dimas, CA
Frank and Gretta Santo, *CELEBRATION* (T-37), Jupiter, FL
William Shipp and Jean Martin, *AUDREY JEAN* (V-42), Fayetteville, GA
Britt Solomon, *SEA OTTER* (T-37), Georgetown, MD
Patricia Watt and Bill Dillon, *CALLIPYGIA* (T-37), Red Creek, WV
Lindsay and Geri Wilson, *SPIRIT QUEST* (PH-37), British Columbia, CANADA

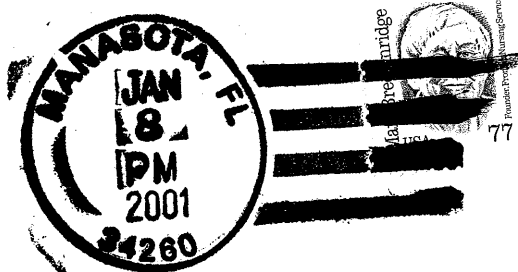
TOG NEWS

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What's Inside?

Sleigh Ride	69
TOG Notes	70
Ship's Store	72
Fleet News	74
Equipment Comments ...	76
Carnaval	84
Build me a boat	87
Criteria	88
Rendezvous Roundup	91
Dealer News	91
New Members	92

Address correction requested



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