

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME XII NUMBER 101

WINTER 2003-2004

A Future for the TOG?

by Bill & Rockie Truxall

In mid-December 2003, we sent out a questionnaire regarding the future of TOG to members in good standing, meaning those who had paid dues through 2003. We received about 75 replies (22% of those mailed), which we presume were from those who were seriously interested in the organization. If the Owners Group is to continue, and there seems to be support for that from the responses, decisions/policies regarding the organization should be determined by a governing board. Summarized herewith is the feedback from the questionnaire.

Regarding the newsletter

There are as many who want a printed newsletter as there are who want an e-newsletter—some want both! The periodicity desired ranged from once a month to once a year, with the majority desiring a quarterly newsletter.

Board of Directors

As it seemed to be difficult to get one person to take on the task of running the organization, we felt that perhaps a Board of Directors (BOD) might be willing to shape the course of the group. We have seven members who have volunteered to take on that task. They are **Karl Bishoff**, a T-37 owner from Seattle, WA; **Harvey Karten**, a T-37 owner from San Diego, CA; **Chris Kellogg**, a T-48 owner from Annapolis, MD; **Linda Lowe** of Cabillo Yacht Sales from San Diego, CA; **Jim Smiley**, a

T-37 owner from the Charleston, SC area; **Jorge Villard**, a T-37 owner from New York City; and **Jim Wilcox**, a T-58 owner from south of the Puget Sound area in WA, quite a diverse group!

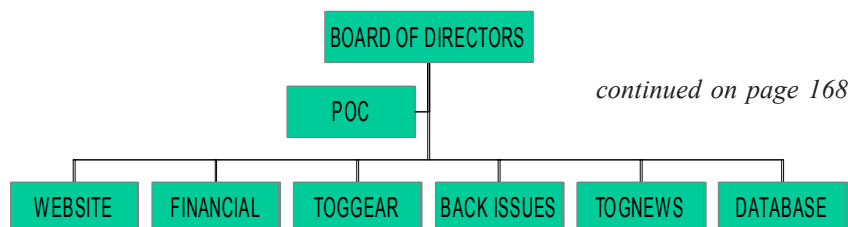
Points of Contact

Because one of the responsibilities of TOG is to respond to inquiries (mostly by telephone and e-mail) that come in from members and non-members, it seemed viable to have regional points of contact (POC) for TOG. Twenty members have volunteered for this task, not knowing exactly what it might entail. In addition to answering questions that may arise in their 'territories', their roles might include interfacing with dealers in their area (if there are any), assisting in locating local trades people who are able to support the peculiarities of Tayanas, organizing social events/rendezvous, and providing input to the web site and/or newsletter. Ultimately, their responsibilities will be delineated by the BOD, probably with inputs from the POC.

These POC members are: **John Andrews** (T-37) TX/FL; **Scott Berg** (V-42) FL; **David Berry** (T-37) NJ; **Brian Billings** (T-55) BERMUDA; **Karl Bishoff** (T-37) WA; **Mark Hinrichs** (T-37) TN; **Harvey Karten** (T-37) CA; **Chris Kellogg** (T-48) MD; **Linda Lowe** (Cabrillo Yacht Sales) CA; **Dick Miller** (V-42) MD; **Sid Moody** (T-37) NJ; **Bob Morecraft** (T-58) NJ; **Kirk Nelson** (T-37) MD; **John Oldner** (T-48) TX; **Bill Rhode** (V-42) MN; **Dick Rogavin** (T-37) NC; **John Sams** (T-37) NC; **Jim Smiley** (T-37) SC; **David Spahn** (T-48) ME; **Richard Thompson** (V-42) FL; and **Jim Wilcox** (T-58) WA. These volunteers appear to be spread out quite well around the country (and offshore).

There may be some concern about communicating among the BOD and POC. No doubt, the internet and e-mail will be the primary channel, with telephone a secondary or immediate mode. Communication is a VITAL link. For now, we will continue to receive information for the database and/

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TOG Functional Areas

Future for TOG...

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or other requests at <tognews@crosslink.net> or P.O. Box 379, Reedville, VA 22539, until the BOD gets organized and provides members with other data.

Other tasks

A number of questions were raised to the members about their willingness to undertake some tasks. The initial responses indicated there will be sufficient members to do the tasks necessary to sustain the organization and support a newsletter. [At this point, there is not a great deal of enthusiasm in publishing a hard copy of *TOG News*, although this is what most members want; hopefully that may follow.]

Fourteen members have agreed to write and/or gather a myriad of sections for a newsletter. Four members expressed an interest in managing the inventory of TOG merchandise. More than sufficient people have stepped up to maintain the database, handle the finances, and manage the back issues. Two have said they would put the newsletter together. All in all, it can be a workable organization.

Internet sites/issues

Currently there are three internet arenas that service Tayana owners: the TOG web site <www.tognews.com> (formerly www.tognews.org); the bulletin board for Tayanans at <www.sailnet.com/tayana>; and a recent web site hosted by a member, **John Hovan** <www.tayanaowners.org>. The questions on the survey asked members which of the sites they would prefer to use. Forty percent wanted to retain the TOG web site (with some modification), while 20% preferred the tayanaowners.org site. About 6% suggested merging the attributes of <tognews.com> and <tayanaowners.org>. Twenty percent of the respondents wanted to see the sailnet site continue, and many desired it to serve in addition to one of the other two sites. Several members suggested that a new site be designed specifically with the new organization in mind. Finally 25% had no opinion, due to lack of interest in and/or access to internet activities.

Passing the baton

In the coming months, we will pass the **TOGgear** merchandise to the new custodian. We will put together back issues for the new manager, and provide computer programs for the data base and financial operations to support the continuation of TOG. **Harvery Karten** has agreed to complete digitizing another 15 back newsletters (he has already digitized 37 back issues) and **Bill Truxall** will complete the last 50 newsletters, so all may be placed on a series of CDs for sale to and use by Tayana owners.

We also plan to update the *TOG News Index* to include the last 14 issues, through #101, sometime this Spring. It will then be available for placing on a web site.

We have really enjoyed working with TOG over the last decade plus, and are gratified by the expressions of appreciation from the members. It means a great deal to us and kept us going the last 12 years. We have not met many of you in person, but when you call, you don't normally have to tell us you're TOG members because we recognize your name and many times your boat name. If you've submitted cruising stories to us, we have vicariously lived your story, loved your pictures, and rejoiced with your accomplishments, and sometimes have had to grieve with you when you lost a boat or a mate. This has made up in some small part our not being able to go cruising on our own.

We have not made any decisions about the direction the group will go as a result of this survey, because we won't have to live with those decisions; they will be up to the Board of Directors. We think a new Tayana Owners Group will emerge that will be a responsive and informative organization, serving Tayana owners for years to come.

So, to all of you who wish to have a group of Tayana owners who will work together to exchange ideas and share concerns, as well as successes, "hold fast"! If you don't hear soon, get involved. Again, we are grateful for your friendship and support over the years. Bon Voyage!

New Members

Greg Brewton, SHANG-HAI (T-37), Bossier City, LA

David and Pat Campbell, HUMBUG (V-42), Toronto, Ontario, CANADA

Don and Judy Cole, [Prospective Owners], Laguna Beach, CA

Phil Hawkins and Brenda Clark, BEOTHUCK (T-37), Oakville, Ontario, CANADA

Ed and Kathy Saltmarsh, FREYJA (T-37), Swansea, MA

TOG News is published quarterly by the Tayana Owners Group, P.O. Box 379, Reedville, VA 22539-0379, Phone (804) 453-5700, Fax (804) 453-6149, e-mail: <tognews@crosslink.net> website <http://www.tognews.org>.

Editorial Staff: Rockie and Bill Truxall

Subscription Rates: \$25/year in the U.S.; renewal \$20/year in the U.S.; \$30/year elsewhere.

Back Copies: \$2.50/issue. A complimentary copy of the TOG News Index (Issues 1-87) is available upon request.

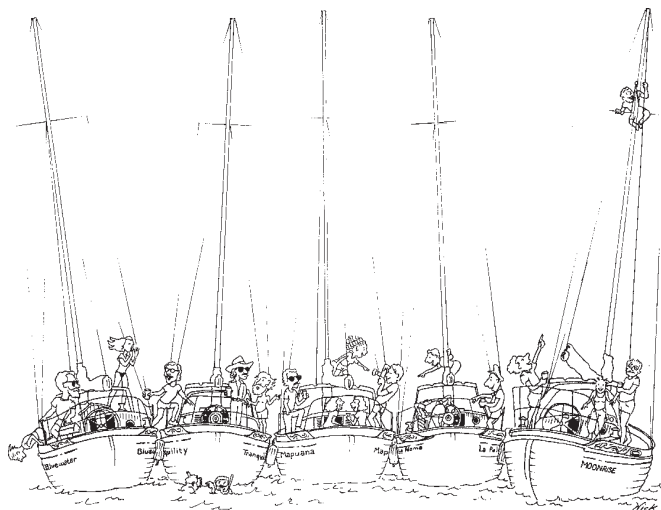
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Rendezvous Roundup

Chesapeake Bay, MD

The Chesapeake Bay “TOGgers” changed course in October and, instead of heading for an ignominious (eventless) end to 2003, pulled off a small, but fun-filled rendezvous in Whitehall Creek. The Halloween weekend “All Tayanas Day on the Bay Rendezvous” took place November 1-2. The weather co-operated with stunning sunny 80-degree days and summer-like evenings. The cabin heaters, initially thought to be a pre-requisite for the gathering, weren’t even lit!

Competition with football games, including one at the Naval Academy in nearby Annapolis, MD, unfinished Hurricane Isabel-induced repair work, Saturday work schedules, and light winds transformed a sizeable pool of interested parties into a small, but enthusiastic group of actual participants. The two host boats, **TRAVELER** (T-37, hull #328) owned by **Coleman and Sandra Blake** and **MISTRESS** (T-37, hull #215) owned by **Dayton Eckerson and Darlene Como** arrived late Saturday afternoon. Arriving by car were **Bill and Rockie Truxall** from **SEAQUESTOR II** (T-37, hull #547) in Reedville, VA. **Rick and Patty Anderson**, proud new owners of **GAMBLER’S ROLL** (V-42, hull #99) also came by land. Hurricane Isabel had recontoured the underwater topography at the entrance to their marina in Chestertown, MD, leaving their Tayana landlocked until dredging could be completed. Accompanying them was their friend and willing crew member, Dennis.



Fellow TOG members, **Scott and Marja Jordan** from **DESIRADE** (V-42, hull #170) greeted the land travelers and cheered the arriving T-37s from the pier at Whitehall Marina where they had been working on their boat.

Decked out in autumn-hued tinsel leis, the group enjoyed the usual excellent camaraderie while “doing justice” to the superb potluck feast served up on **TRAVELER**’s foredeck. Maggie Eckerson, Dayton and Darlene’s daughter was awarded the prize for best Halloween costume.

The rendezvous officially ended around noon on Sunday when the crews of **MISTRESS** and **TRAVELER** reluctantly put aside the books and coffee mugs to weigh anchor and head home. The Chesapeake TOGgers are now looking forward to spring sailing and planning a more southerly rendezvous where our members from the Norfolk and Virginia Beach areas can join the fun.



Hosts Coleman Blake, Dayton, Maggie, and Darlene Eckerson on host boats anchored in Whitehall Creek

(Article and photo by Sandra Blake)

Ship's Store

Ship's Store highlights items that members would like to purchase or sell. Listings in this column are free to TOG members and are 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.

ALDEBARAN II, a 1988 T-37 MK II (hull# 550) is for sale by original owner. With her black hull she stands out from the crowd. Loaded with all the gear for world cruising. There is just too much to mention here, so check out her very own web site at <www.tayana37.iwebland.com>. She is available in St. Maarten, ideally placed to start your Caribbean cruise. Easily reached from the U.S. Contact Derek and Marilyn Hodge at <der@budmar.an>. (4/02)

CARIBAN, a 1987 MK II T-37 (hull #537) is for sale by original owner **Chris Arndt**. **CARIBAN** is currently hauled out in St. Augustine, FL and can be easily inspected while out of the water. A great boat outfitted for offshore cruising, including: factory upgraded Yanmar 44hp engine, new standing rigging, ProFurl jib furling from cockpit, Harken lazyjack system for main, and maststeps. Complete sail inventory includes a custom made Genoa, storm trysail, and free-footed staysail. Electronics include: Furuno RADAR, GPS, VHF, depthsounder, and Blipper RADAR reflector. Factory upgrades include: Lewmar self-tailing winches, teak taffrail, teak bulwark with decorative carving, and Chinese spruce staving in quarter berth. Fiberglass fuel tank replaced factory original cast iron tank. Owner sailed **CARIBAN** from St. Thomas to Ft. Lauderdale, FL in 10 days burning only 40 gal. of diesel. The first \$95,000 takes it sailing over the horizon. No broker involved. Contact Chris directly at (949) 498-8282 or e-mail <arndtdoyle@yahoo.com>. (2/01)

DESDEMONA, a 1987 T-52CC (hull #19) is for sale in Ft. Lauderdale, FL. She is a fully equipped cruiser, completing an extended trip through the Caribbean. A recently completed two-year refit ensures this bluewater cruiser is in extraordinary condition. **DESDEMONA** has a two stateroom layout with two ensuite heads and a guest shower/utility room that also holds a washer/dryer. All cushions and fabrics below decks as well as cockpit and cockpit enclosure were custom designed from 2001-2003. Installed equipment includes a Perkins 4-236 engine, Westerbeke 8KW generator, 2 MarineAire 16,000 BTU A/C units, Trace 2500W inverter, electric windlass, bow thruster, 3 blade feathering MaxProp, a full electronics package, and a 10 foot dinghy w/motor on custom davits. Most equipment is new, rebuilt or refurbished between 2001-2003. For further information contact Derek Jarvis at Bollman Yachts at (954) 761-1122 or e-mail **Darrell and Julie White** at <kg4mks@winlink.org>. (4/03)

ECLIPSE I, a Canadian registered, 1984, aft cockpit V-42 (hull #87), with drop roof, in outstanding condition is for sale by **Don Foster** for \$139,000. Extensive extras include: Perkins 4-108 engine, 125 amp alternator w/3 stage regulator, 800 amp plus Trojan wet cell house batteries, 200 Heart inverter w/remote, all Datamarine instruments, Cetrek and Autohelm autopilots, new upholstery in 2000, new mainsail, new dodger in 2001, new sailcover on staysail, Lazy Jacks, safety teather, all lines lead aft, 8 Lewmar self-tailing winches, 3 anchors, 300 feet of 5/8 inch nylon, 300 feet of 3/8 inch chain on Maxwell electric winch, ProFurl on yankee, 3-blade Maxi-prop, rigid floor inflatable w/10HP engine, TV, VHS, stereo w/ 4 speakers, Furuno GPS, LORAN, SSS-222, VHF, hailer, beautiful interior with raised U-galley and double berth on starboard side, and tons of storage space. Log onto <www.saltworkscreek.com/eclipse.htm> for pictures. Contact Don by e-mail <daddydon@cccconline.net> or call (410) 263-3370 in Annapolis, MD. (1/02)

ENIGMA, a 1983 T-37 (hull #368) is for sale in Daytona Beach, FL. She has a Perkins 4-108 engine with a dual filter system enabling fuel filter changes while engine is running; six sails; Furuno 1830 RADAR; hot and cold running water; shower in head; Force 10 propane stove w/three burners, oven, and two tanks mounted in stern locker; deep dual stainless steel sinks in galley; Simpson Lawrence electric anchor windlass; Forespar whicker pole mounted on mast; Monitor wind vane; nine-foot Seaworthy inflatable w/8HP engine recently serviced; Kenwood HF radio with turntable antenna; Furuno GPS; Ritchie Magtronic Compass; Litton 406 EPIRB; Adler Barbour refrigeration; two Siemens sm-55 solar panels; new standing rigging on shrouds and stays; new running rigging; CQR and Bruce anchors with 250 feet of chain on the primary CQR; stern Danforth anchor; bimini; inverter; 3 battery banks, 2 for the house and 1 starter; battery charger; VHF hard wired into battery system; twin head stays, one with Pro-Furl roller furling with a 130% Genoa; all attendant sail bags; screens for all opening ports; plexiglass tinted swinging doors for main companionway; recently serviced WP5000 Navico autopilot with remote; and 16,000 BTU reverse cycle air conditioning and heating unit, recently installed. Recent yard work includes 14 epoxy barrier coats, two coats of bottom paint, and installation of a new cutlass bearing. Asking \$80,000. Contact **Marc Duffy** at (386) 424-9720 and/or e-mail <Marc_Duffy@IDX.com>. (3/02)

EUDOMONY (T-52, hull #20) has acquired an in-boom furling system and, as a result, has a mainsail (nearly new) for sale in Ft. Lauderdale, FL. 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)

GOOD DEED, a 1983 T-55 (hull #7) is for sale by the original owners, **Hugo Dunhill and Jack Richmond**. Located in New Rochelle, NY, she has a spectacular custom white interior with teak trim and teak and holly floors; Hood stow away mast; Hood sea furl jib; twin head stays for jib; 6

cylinder, 135HP Perkins diesel; teak/stainless steel rub rail; seven opening deck Bomar hatches; 20 opening SS port-holes; three deck prisms; two heads and two showers, sleeps seven; new mainsails, mattresses, all pumps, toilets, transmission, and running rigging; and more. Priced at \$275,000. Color photos available. Call (212) 873-3513 or (212) 213-9300, ext. 40 or e-mail <adunhill@hdml.com>. (4/02)

JUBILEE, a 1995 Tayana 48 center cockpit (hull #36) is for sale by her original owners, **Jim and Josie Swanson**. She has a dark blue hull, white cove and boot stripes, white non-skid decks, navy blue canvas, and teak rub rails with stainless striker. Commissioned with long distance cruising in mind, you'll find her double master stateroom layout to have all the proper amenities, ie: centerline queen berth, Grunert 110v refrigeration, 32000 BTU of air/heat, Force 10 s/s propane stove, Corian style countertops, on-demand hot water, upgraded fabrics throughout, full cockpit enclosure, teak cockpit table, single lever faucets, beautiful teak dining table, incredible storage, teak & holly sole. Proper offshore gear includes: B&G autopilot, Furuno radar, B&G wind, speed, depth network, 406 Epirb, Ross GPS, dedicated nav station, Westerbeke 7.6kw genset, Rolls batteries, Exide inverter/charger, electric windless, Vetus bow thruster, full batten main, electric halyard winch, Profurl r/f on genoa and staysail, all lines run to cockpit, all winches upgraded, Caribe dinghy w/4 stroke 15hp Honda, Kato s/s davits, drip-less shaft, and the list goes on and on. **JUBILEE** is located in St. Petersburg, FL. Asking \$398,900. For complete specifications, contact Gary Monnell at Carson Yacht at (941) 723-1825 or e-mail: <monnellcyb@aol.com>. (1/03)

KAMALOHA (T-37, hull #542) is offering the following items for sale: 1) Raymarine M92722 mast-mount bracket for 18" (2KW) RADAR screen. Not a tube affair, this is the nice cast aluminum bracket with white powder-coat finish. Almost new; it was only on the boat three months before being replaced with the gimbal-type. 2) CPT II Autopilot. Well used, but was operating properly when removed after installing a windvane. 3) Grand Deer manual anchor windlass (SL-555 knockoff), original equipment with T-37s and V-42s. Well used, but in operating condition. Includes handle. Make offers to **Charlie Freeman** at (603) 448-0408 or e-mail <cfreeman@alum.mit.edu>. (3/03)

KISH, a 1982 PH-37, hull #315, is for sale by **Greg Barnicoat**. She is equipped with a Yanmar engine w/factory fresh water cooling and a rubber 10 foot dinghy w/6HP OB. She is set up for cruising with three sails less than three years old, including a fully battened main, No. 2 jib, and asymmetric cruising spinnaker (1000 sq. ft.). Other sails are storm jib, staysail, and older No. 1 jib and main. No teak decks. She will be located in Ft. Lauderdale, FL after 1 April. Contact Greg at <sm0xoc@winlink.org> for more information if interested. (4/03)

LAIVA (PH-37, hull #204) has installed roller furling on both staysail and jib, and also a stack-pack style sail cover for the main. Therefore, offering for sale a 15' green mainsail cover, 11'6" green staysail cover, and a snap-on-forestay type sail bag for the jib (also green). All are sturdy and in good shape. \$200 for all, plus shipping. Call **Imants Golts** at (360) 379-1676 or e-mail <golts@olympus.net>. (2/03)

LAST/FIRST, a 2000 T-48CC (hull #66) is for sale by her original owner, **Al Colangelo**. This boat is white w/blue stripe and red water line, has completely enclosed bimini and dodger, white non-skid decks, two staterooms and two heads w/showers, master suite w/center line queen bed, and the salon also sleeps three, beautiful matching fabrics throughout, hand inlaid salon table, teak & holly sole, and special gimbal shaded lamps in salon. Equipment includes: 29,000 BTU AC and heat; Grunert 110v refrigeration w/separate freezer; Force 10 stove w/oven; double SS sink w/expensive single lever faucets; Osmosis water purifier; 12 gal. electric hot water on demand; Ray Marine late model electronics and autopilot 6000; RADAR and chart plotters both at nav station and in cockpit; depth finder, wind speed, GPS all connected and coordinated by Ray Marine SEA TALK; VHF radio w/hailer, fog horn, and other signals; four new 4-D batteries; Link 2000 inverter/charger; SELDON in-mast furling; ProFurl roller furling on Genoa and staysail; heavy duty anchor rode w/electric winch; 200' chain on one anchor and 200' rode and chain on second anchor; Yanmar 88HP engine w/turbo; Westerbeke 7.6 generator; Vetus bow thruster; and much more. All lines lead to cockpit and all winches are larger option. WFPHRF rated for racing true cruiser class. Located at Clearwater Beach Marina in FL. \$410,000 negotiable; may consider trade for smaller boat. Contact Al at (352) 245-0609 or (352) 598-3626 or <magna@peoplepc.com>. (2/03)

LORNA DOONE (T-37, hull #123) has the following items for sale: 1) Danforth standard deep set D-750 anchor; asking \$30, includes 2nd Danforth standard for free. 2) Three fenders (8x30); two in very good condition, one in good condition. Asking \$25. 3) 45 pound CQR plow anchor in excellent condition; never touched the bottom! New is would cost \$545, asking \$400. 4) Cybernet 12v AM.FM cassette power amp/equalizer in very good condition; asking \$200 or best offer. 5) Raytheon Ray-80 VHF radio. Originally sold at West Marine for \$299. It's like brand new, still in the box. Full function, including four scan modes: dual watch, selective scan, all scan, and continue scan. Emergency Weather Alert Mode, High/Low dimmer, Channel 16 button, back lit buttons! Asking \$85. Guaranteed. Call **Ray Slaninka** in Red Bank, NJ at (732) 758-0870 or e-mail <rays@bhealthe.com>. (4/02)

MORNINGDEW, a 1983 T-37 (hull #382) is for sale by owners **Pat and Willy Piessens**. Equipped with Yanmar 3QM30 engine w/2000 hrs; a new starter motor; dual Racor

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filters; headsail and staysail on Schaeffer roller furlers; mainsail on Strong track and has easy jack setup and Quickvang; 5ST and 3 regular winches; 45 lb. Delta, 33 lb. Bruce, 21 lb. Danforth anchors with 200' hi tensile chain; 2x300 ft. rode; Lofrans Tigress electric windlass; anchor washdown, Garmin GPS (2); ICOM 710 SSB; ICOM VHF, weatherfax; Pinoak modem; Datamarine instruments; 6 gph Village Marine watermaker; Monitor windvane; CPT autopilot, motor lift, Force 10 BBQ and cabin heater; 2-burner stove w/oven; Adler-Barbour 12v refrigeration; six 6v house (675 amp) plus 12v starter battery (all new in 2002); Link 2000R regulator with in-charge backup; Freedom 10 inverter; 115A Balmar alternator; Air Marine wind generator; Bottomsider closed cell cockpit cushions; ultrasuede cabin upholstery; tan Sunbrella dodger, bimini, and sail cover; 4 SS dorade vents; 2 butterfly hatches; teak decks; tan hull with blue trim. Currently in Cartagena, Columbia. Asking \$99,000. Contact <wpiessens@aol.com>. (4/02)

OASIS, a 1983 T-37 (hull #352) is for sale by **Belinda and Graham Berry**. She is fully found for extended ocean voyaging, with huge stowage and high output energy and water making systems. Continuously maintained and cared for, she has been significantly upgraded since 1995, when we first crossed the Atlantic to take her home to England. She would make an ideal boat for cruising in Europe, having had VAT paid or for anyone considering a circumnavigation. Currently located on the East Coast of US. For detailed and illustrated specifications, please visit <www.yachtoasis.com>. Contact the Berrys at <yachtoasis@hotmail.com>. (2/02)

PIPER II, a V-42 (hull #1) built in 1979 is for sale by **Don Hendershott**. She has been sailed in the Caribbean for the last 14 years by a marine engineer, who has carried out all maintenance and made extensive modifications and improvements, including a hard dodger/bimini; stern platform with swim ladder; wind generator and RADAR dome; installation of Harken mid-boom mainsheet and traveler; installation of fully battened mainsail with ball bearing track and cars; installation of ProFurl roller reefing for headsail and staysail; repowered with 65HP Perkins diesel with dual 130 amp alternators, each with 3-stage regulators. The deck was awlgripped in 1990; the hull was West system osmosis protected and awlgripped in 2001; the mast and spars were awlgripped in 1999. She was rerigged with Staylock fittings and new wire in the mid-90s. The chainplates were pulled, inspected, and replaced as necessary in 1999. The cabin sole has been refinished with 10 coats of clear Imron. She is lying in Trinidad, a great location for Caribbean cruising. Price \$110,000. E-mail: <WCV4543@sailmail.com> for a complete listing of equipment. (2/02)

RACHEL, a 1986 MK II T-37 (hull #493) laying in Ft. Pierce, FL is for sale, with keel stepped alum mast with mast steps; roller furled head sail & stay sail; self tailing genoa winches; fully batten main (Thurston); Harken bridge traveler; 135% head sail (Thurston); yankee (Hood); staysail (Hood); cruising spinnaker in chute; whisker pole; dodger & bimini; weather cloths; covers for fwd hatch & butterfly hatch; Yanmar 3QM30 fresh water cooled engine (many spares); shop manual & parts book; high output alt and spare 3-step smart regulator; spare stainless steel fuel tank under cabin sole; Spectra 380c watermaker (16 gph); 2 stainless steel 60 gal water tanks under settees; Heart 2000 watt inverter; 15 amp battery charger; Seafrost refrigeration; separate freezer & frig (engine driven & 110 vac). 3-4d batteries (house bank); 1-gp31 (starting bank); Hamm Ferris wind gen (wp-200 w/ spares); Carib dinghy on davits w/ 15 hp Nissan O/B; SGC-2000 SSB radio w/ SGC 230 auto tuner insulated backstay; Icom IC-M45 marine VHF; Raytheon SL-72 RADAR (24 mile, mast mounted); Datamarine knotmeter w/log and water temp; Datamarine depth sounder; Garmin 126 GPS; Garmin 75 GPS; Simrad/Navico wp-5000 wheel-pilot with remote; built in 19 inch color TV; built in am/fm CD player w/ Boston speakers; 3-burner propane stove w/2-20 lb. propane tanks; Force 10 propane heater; Ideal elec. anchor windless; 45# CQR w/250 ft 5/16 ft chain; 33# Bruce w/50 ft 3/8 bbb chain & 200+ ft nylon line. Asking \$110,000. Contact **Butch and Ellen Lebrasseur** at (401)965-8691. (3/02)

RAPASCAPA, a 1987 MK II T-37 (hull #516) is for sale by original owner. Boat is in East Greenwich, RI year round. Aluminum deck stepped mast, ProFurl roller furling headsail, dodger, bimini, and side cockpit curtains. Teak sea hood and butterfly hatch, brass rub rails, teak swim ladder (folding), Yanmar 3QM30 fresh water cooled engine (very low usage), all manuals and parts books. SS fuel tank (90 gal.) in bilge and 2 SS water tanks under settees. Battery charger, refrigeration (separate freezer), 4-burner Balmar gas stove w/full oven. 8' Achilles dinghy w/2HP Mariner outboard. 16-mile range RADAR, Datamarine 5000 w/cockpit readout, LORAN, VHF, AM-FM stereo, two 20" propane tanks, two anchors (1 Danforth, 1 plow), SS davits, SS deck mounted mast guards. Layout can sleep six, gloss factory finished interior w/two 4'x4' mirrors, offset v-berth forward, pullout settee, and drop down dinette. Very limited use in Narragansett Bay and nearby islands. Shaft repacked in '02. If interested call **Lou Schwab** at (401) 737-4220. (1/03)

SATORI, a 1980 T-37 (hull #242) is for sale in Rose Haven, near Annapolis, MD. She is in good clean condition and well set up for extended cruising or living aboard. She is in commission, in the water, and ready for inspection or sea trials, with slip fees paid through March 2004. **SATORI** is cutter-rigged with aluminum deck-stepped spars, teak decks (but not cabin roof), and Cetol finish. The sail inventory includes normal working sails, as well as storm jib, light and heavy air genoas, an asymmetric (poleless) cruising spinnaker, etc. She carries a Dyer 9' sailing dinghy in stern davits. On-

deck inventory includes 65 lb. and 45 lb. CQR anchors w/3/8 inch chain rode, served by a Simpson-Lawrence 555 manual windlass, along with several Danforth HT series anchors on chain/nylon rodes, a Forespar telescoping whisker pole, sail covers, hatch covers, dodger, tropical awning, etc. Below decks you will find a semi-custom layout with a large nav station and wet and dry lockers to starboard of the companionway. To port is a U-shaped galley w/Grunert freezer/refrigeration and Shipmate 3-burner propane stove. Her engine is a Yanmar 3QM30 w/3200 hours. Amidships there is an L-shaped settee w/folding leaf table to port and a pull-out bunk to starboard. Both are equipped with lee cloths to serve as offshore bunks. A High-Seas diesel heater provides extended season sailing in cooler climates. Forward to port is a full head w/separate shower stall and laundry tub, opposite a hanging locker and shelf storage. Forward is a queen size v-berth. Electronics include Datamarine instruments, ICOM VHF, pioneer AM/FM radio w/deck and cabin speakers, and Garmin GPS. Asking \$64,000. To receive more information, including photos, history, and a complete equipment list, please e-mail owners **Mike and Jude Davis** at <judemike@aol.com> or call them at (301) 805-4639. (3/03)

SEAQUESTOR II (T-37, hull #547) is for sale by original owners **Bill and Rockie Truxall**. She is in very nice shape with little over 400 hours on her original Yanmar 44 engine. She has never had a liveaboard crew (unfortunately). She is located in Reedville, VA. You may see her showcased in the September 2004 *Good Old Boat* magazine. Please direct your inquiries to either Bill or Rockie at (804) 453-5700 or to <tognews@crosslink.net>. (3/03)

SEA TURTLE, a 1986 MI II T-37 (hull #484) lying in Kemah, TX is for sale. This fine yacht has never been cruised and is ready for a new owner. She features all aluminum Isomat spars, no teak decks. Yanmar 3QM30 fresh water cooled engine with less than 2000 hours, Yanmar/Kubota 4K generator, new Neil Pryde tanbark sails, roller furling headsail, refurbished bow sprit, custom HandCraft inner-spring v-berth mattress, Marine Air AC, dodger, bimini, full awnings, stainless folding swim ladder, Grunert 12v refrigeration, four 6v Trojan house batteries, 3-burner stove, Force 10 BBQ, Force 10 cabin heater, 35 lb. plow w/all chain, 20 lb. Danforth w/nylon rode, 20 lb. Danforth stern anchor w/Ankarolina rigged for quick deployment, deck wash, DBC 4-man life raft, dinghy davits, 10' inflatable dinghy w/8HP outboard, Standard Horizon VHF w/remote access mic in cockpit, Datamarine depth sounder and knot meter, Autohelm 3000 autopilot, Alpine AM/FM/cassette w/6-CD changer, cockpit speakers, jack lines. Includes all manuals and parts books. Price \$95,000. For more information contact **Jeff Afill** at (281) 334-3976 or e-mail <seaturtle@houston.rr.com>. (2/03)

SLAINTE, a 1986 (T-37, hull #502) is for sale by **Catherine Lynch**. A one owner boat, she is equipped with RADAR; autopilot; SeaTalk depth, speed, and wind indicators; Yanmar 3QM30 diesel engine; non-skid fiberglass

decks; and new Awlgrip in 2000. The sails are original and have been perfectly maintained. Interior is gorgeous with teak all around and a diesel heater to keep you toasty for extended cruising in Northern climes. **SLAINTE** is stored indoors and has been maintained by a premier New England boatyard since new. She is seriously offered for \$109,900 by Nauset Marine, Inc. You can view a more detailed listing at <www.nausetmarine.com> or contact Chris Overshiner at (508) 748-0911 or <chris@nausetmarine.com>. (4/03)

TINMAN, a 1998 T-37 hull #583 - the last T-37 built, is for sale. Equipped with 51 Yanmar diesel engine with 300 hours; UK fully battened main with EZjacks; 120% genoa on a Profurler; Lewmar 48 self-tailing winches; navy blue canvas, sailcover, hatchcover, dodger, and more; Maxwell 1200 windlass with 250' chain; CQR and Fortress anchors; Espar heat; Raytheon instruments, knot meter, depth sounder, 24-mile RADAR color plotter all mounted on the binnacle in 2001; Waltz RADAR mount on backstay; ICOM VHF; no wood decks; starter and house gell batteries with E-Meter electrical monitor; deck and anchor wash; beautiful varnish. This boat is the best T-37 in the world and better than new, used two seasons, and always kept in a heated shed in the winter. May be inspected anytime this winter in South Freeport Maine. Contact **Jon Spigel** at 617-968-5731 or e-mail <jtspigel@aol.com>. (4/02)

TOMAR, a 1986 V-42 aft cockpit (hull #110) is for sale by her original owners **Tom and Marilyn Mason**. She has a white hull, red cove and boot stripes, off-white non-skid decks, toast colored canvas and teak rub rails with bronze striker. She has five teak dorade boxes, five stainless steel ventilators, five hatches, thirteen stainless steel opening ports, and six deck prisms. Her bow, mast, and stern pulpits are fabricated from 1 1/4 inch stainless steel. Her lifelines and stanchions are 30 inches in height. She has a teak trimmed wheel, Edson pedestal guard, and C. Plath binnacle mounted compass. She has a custom dodger and bimini with removable side curtains and windshield. She has two cabins, plus salon below with new custom upholstery, one head and one separate shower stall. She has a large open galley with a Mariner three-burner propane stove, remote shutoff, oven, and broiler, dual stainless steel sinks, sail and fresh water foot pumps, as well as hot and cold pressure fresh water, a seven cubic foot refrigerator and an eight cubic foot freezer, both of which are cooled by cold plates (110 v at dockside and engine driven at anchor). She is air conditioned and heated with a reverse cycle system (dockside), 16,000 BTU cooling and 18,500 BTU heating. She has two 60 gal. black iron fuel tanks, two stainless steel fresh water tanks (approximate capacity of 200 gal.), a 40 gal. holding tank, and a gray water tank for the shower. She is equipped with a Northstar LORAN, Raytheon R 40 RADAR, ICOM VHF, Brooks and Gatehouse sailing instruments both at the nav station and in the cockpit, a Navico 5000 autopilot, 86 amp alternator controlled by an automac regu-

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Ship's Store...

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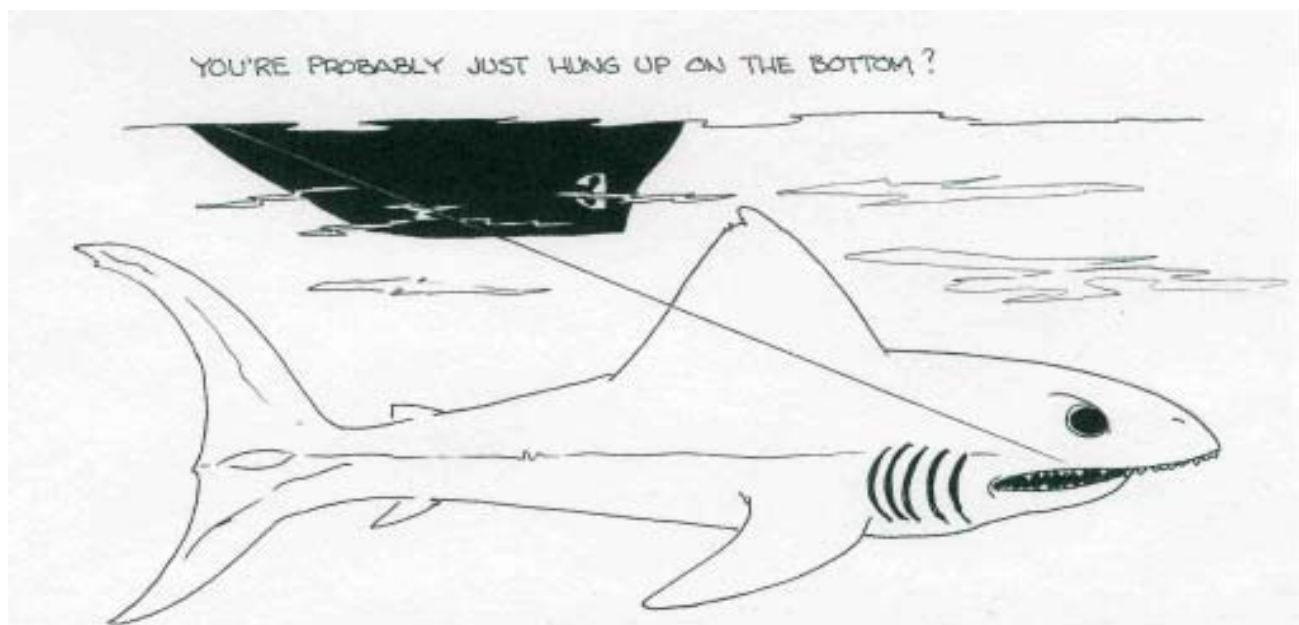
lator. For shore power charging she uses a Sentry charger, 40 amp into three banks. She has four 220 amp golf cart batteries for house power, plus a 1000 cca battery for starting. Her ground tackle consists of a 45 lb. CQR w/150 feet of 3/8 inch BBB chain and a 40 lb. Danforth w/30 feet of 3/8 inch BBB chain and 200 feet of 11/16 rode. Anchors are carried on a heavy duty stainless steel, twin roller, bow fitting. *TOMAR* is presently located in Palmetto, FL and priced reduced to \$159,000. For further information contact the Masons at (651) 484-5442 ore-mail <Tmase@aol.com>. (3/01)

WALKABOUT, a 1982 T-37 (hull #320), located in beautiful Beaufort, SC, is now for sale due to the owners resuming a busy land life. She has all the bells and whistles and is cruise ready. Notable amenities include: Yanmar 3QM30; new in 2001 Heart inverter/charger, Heart interface; B&G wind, depth, speed, all interfacing with the autopilot in navpod on pedestal or with remote; Furono RADAR; solar panel; Aerogen wind generator; Aries windvane; ICOM 700 Pro SSB; Pur 3.4 gpm watermaker; Furono weather-fax; Marine Air reverse cycle AC and heat; full cockpit enclosure and awnings; Lofrans windlass (new in 2001), all chain ground tackle w/35 lb. plough and 20 lb. Bruce; new cockpit cushions; Grunert ALR50 refrigeration and freezer; Magic Chef 4-burner propane stove w/oven; Garmin 50 GPS; propane grill; and 4-person Avon liferaft, along with lots of safety equipment included. The interior features a unique pullman berth w/innerspring custom mattress and head in the forepeak, fold down dining table in salon giving tons of open

space when not in use. Offered at \$89,000. Inquiries should be directed to **Charlie or Elaine Williams** at (843) 522-3230 or <svwalkabout@juno.com> or to Joe Bonturi of Southeast Yacht Sales at (843) 683-9644. (2/03)

WHISPER, a 1982 V-42CC (hull #51) laying in Ft. Pierce, FL is for sale after five years in the Caribbean and Bahamas. She has a 50HP Perkins 4-108, 180 amp Balmar alternator, Heart Inverter 20 battery charging and monitoring system. House bank: 880 amp. Separate starting and windlass batteries. Two AC units: 16,000 BTU forward, 5,000 BTU aft cabin. New Village Marine watermaker (11 gph). RADAR, SSB, two GPS, two VHF, autopilot, EPIRB. Six-man life raft, Avon rib dinghy w/15HP Johnson, dinghy davits. Cockpit bimini and dodger, Two sun awnings, full mosquito enclosure. Stereo and two TVs. Electric windlass: 300' BBB chain, 60 lb. stainless CQR, 44 lb. Bruce, 40 lb. Danforth stern anchor and sea drogue. Fully equipped for cruising with many upgrades. 2003 survey. Must sell \$115,000. Contact **Bob Platt** at (772) 563-2686. (2/03)

WINDYBLUE, a 1985 cutter-rigged T-37 (hull #451) is for sale, including life raft, HB RIB w/8HP OB, Monitor self steering wind vane, EPIRB, SSB, GPS, fully battened mainsail w/Dutchman system, spinnaker, ProFurl roller furling, 4 golf cart batteries plus starting battery, high output alternator, battery charger, e meter, all SS tanks (water & fuel), Perkins 4-108, folding prop, 5 ST winches, windlass, anchors (CQR and Danforth), separate shower, custom mattress in v-berth & quarter berth, 2 pull out doubles in main salon, pilot berth, refrigeration, 3 burner propane stove w/oven & broiler, lots of storage and more equipment. Boat is located in Massachusetts. \$95,000. Call **Andy Thibeault** at (603) 888-0785, (603) 465-6341 (cell), or e-mail <windyblue451@aol.com>. (1/03)



News from the fleet...

Jim and Jane Baker inform us, "We have moved aboard *PARCAE* (V-42CC, hull #39), and plan to start cruising in March. Jim's last day of work will be in December (2003). As you can imagine, we have many projects in progress. It will feel good when some of them are completed. Thank you very much for your wonderful accomplishment with TOG. The information we have received, in just the short time we have been members, has been invaluable. Our latest project was changing all the hoses on the sanitation system; the 'owners manual' made the job easy to follow and was a short weekend project." (11/03)

Greg Barnicoat checks in from *KISH* (PH-37, hull #315). "Sylvia and I have crossed the Atlantic, leaving La Gomera in the Canaries on 25 November and arriving in Rodney Bay, St. Lucia on 21 December, a 25 day crossing. The main points of interest were: 1) Coming within 200 nautical miles of Tropical Storm 'Peter' at 18°N 38°W, but we only had winds up to 25 knots from the SW. 2) A chance meeting with *LIONHEART*, a V-42, a few days later in mid-Atlantic. We were both becalmed and were able to come close enough to get three beers from them for sending a position report by e-mail. We met them again off the west coast of Dominica and chatted for about 30 minutes.

Since arriving in St. Lucia, we have traveled north to Martinique, Dominica, and Guadeloupe. This morning we left Point-A-Pitre in Guadeloupe and traveled north along the river Salée that separates the two islands. I am writing to you from the wheel house about nine nautical miles south of Antigua. We have nearly perfect conditions: wind from the East at 12-15 knots. We have up a full main, No. 2 jib, and staysail. Speed is 6.5 to 7.3 knots.

We intend arriving in FL in early April. We will put *KISH* up for sale (see *Ship's Store*, p 171), as we have moved to Sydney and it is not economically viable to transport *KISH* to Australia." (1/04)

Mary and Howard Eckert pen from *SIRENA* (V-42, hull #160), "We are now retired and plan to sail about half the year. We have a condo in Boca Raton [FL] and shall be traveling quite a bit." (12/03)

Tom and Trudy Feigum report dissatisfaction of *DA-KOTASKY* (V-42, hull #186) built and delivered to them from Ta Yang in 2000. "Our dealer from the northeast, who is no longer in business, was unable to satisfy a significant number

of discrepancies when the boat was delivered in Miami. These discrepancies (some very problematical) consisted of construction errors, as well as improperly installed or operating equipment. In the ensuing three years, attempts to correct errors involving the yard, a boat procurement consultant, and the dealer have been unsuccessful. As a result, there is continuing litigation underway to resolve the situation. We want to alert other Tayana owners/buyers to these problems to avoid loss of life and/or boat." (12/03)

[Editor's Note: We are convinced that the majority of yachts coming out of the Ta Yang yards are superb examples of workmanship by dedicated craftsmen. The Feigum's predicament seems to be inexplicable, but the documented discrepancies are plain. We believe boats ordered without a competent yacht dealer representing the buyer can end in serious complications for the buyer, dealer, and yard. Therefore, "caveat emptor" (let the buyer beware) should be remembered when ordering a boat.]

Pete and Suzy Rummel e-mail, "We will not be renewing our membership next year (2004) in the TOG organization. Our T-47 (hull #11), *MAGIC DRAGON* is currently for sale in Oxnard, CA and we will be moving on to the construction of a new Selene Trawler. Our cruising activities will now be centralized on the east coast. We have enjoyed the recent articles on Mexico's Pacific coast since we spent four years in all of the mentioned places. It is a wonderland for cruisers and overlooked by many eastern cruisers heading directly to the South Pacific." (11/03)

Bob and Mary Penney report from *CAPRICORN IV* (T-37, hull #275), "We decided last year to give up the cruising life, and after six years turn into CLODs [cruisers living on dirt]. We decided rather than do the uphill bash, and our cat ruled out the over to Hawaii and back to the Northwest trip, we would sell *CAPRICORN* in Mexico and buy another boat in the Northwest. The trouble was we couldn't find a boat to suit us. What became apparent was, the boat we had was the boat we wanted. So the bash got done anyway, at least to San Diego, and from there we put the boat on a truck and we now are enjoying rediscovering our old haunts [in the Pacific Northwest]." (1/04)

Terry and Madonna Rabbage write, "We are living the dream on *SNOW* (PH-37, hull #269) in Alaska's Inside Passage, anchoring in a different cove each night/week. As for the future?...a fixed address may or may not happen." (1/04)

Ted and Diane Stevens speculate, "We foresee leaving the boating life within a year or two. We have not utilized *REVERIE* (T-37, hull #319) much in the past few years; perhaps it is time to move on! We wish to commend the editors on the professional manner in which *TOG News* has been published over the many years and did realize it required a lot of time and effort." (1/04)

MR DESTINY comes home to San Diego

by Richard and Marianne Brown

We last left Richard and Marianne Brown in Puerto Vallarta, Mexico, about to head MR DESTINY, their T-37 (hull #356), north for the long trip back to San Diego, having spent five enjoyably adventurous months 'cruising down Mexico way' (see TOG News Summer 2003, p. 119 and Fall 2003, p. 160). And now for the conclusion of their story.

Gear Up and Out

We have spent all of March (2003) in Puerto Vallarta at Paradise Village Marina. The month has gone by really fast and now it is time to get going. We never expected to stay here this long, but the winds and seas have been high most of the month and have only moderated somewhat in the last week. Too bad we weren't ready to go sooner. We had some unexpected repairs that took longer than we expected and then Richard hurt his back. We burned up a bilge pump and bilge pump switch. We are not sure, but we think the switch failed causing the bilge motor to fail. Either way when we get back to San Diego, the bilge pump switch is going back to West Marine for a refund. You've got to love West Marine's no hassle return policy. Then we had more charging system problems where the alternator not-charging-alarm would come on and stay on while the motor was running. There seems to be a loss of current through the ignition circuit that

includes 20 year old switches and wires. We wired around this to make the regulator work correctly and will rewire the whole charging and ignition circuits when we get back to San Diego. All seems to be working well now.

We don't plan on staying long in Mazatlan since we spent so much time there in November and December [2002]. We need to pick up a package waiting for us, get fuel, and catch up with our Mazatlan friends. Then we are off to La Paz.

We are including some photos (below) of geared out boats. You've never seen so many boats with all kinds of cruising gear.

Fixing your boat in exotic ports

After a 30-hour motor sail up from Punta de Mita, we arrived in Mazatlan (early April 2003) as a weather window slammed shut. Cruisers traveling by boat in Mexico listen carefully to Don on *SUMMER PASSAGE* for his in-depth weather reports for Mexico, Central America, and the Pacific before making a passage of any distance. Don is well regarded because he is a weather expert who is there everyday with well thought out and most often spot-on weather reports. Don volunteers his time and expertise to help fellow cruisers. He



This is one of those Shadetree awnings that you see advertised in all the cruising magazines.

monitors the cruiser HAM and SSB nets from his sailboat in Ventura, California.

A pretty big swell, piled high and close together by 25 knot of winds on our nose, started in about five hours out of Mazatlan. We started bashing after 25 hours of beautiful flat calm waters. Our boat speed was down around 3.5 mph. The waves started coming over the bow and the ride got uncomfortable, but with only a few hours to go it was manageable. We reefed the main down twice and headed for the small harbor entrance where five and six foot waves were breaking. As we white knuckled up to the entrance we got lucky and timed our approach between breaking waves. Though it seemed pretty tricky coming up to it, the actual entrance was very calm once we were inside the breakwater. We decided to take a slip at Marina Mazatlan.

The next morning while the winds were down, we motored over to the fuel dock to fill our tank and jerry jugs to be ready to take off to La Paz. As we were pulling up to the fuel dock the water temperature warning light and buzzer erupted. We killed the engine and Marianne went below to check on the problem. I filled the fuel tank while Marianne



Arch system for solar panels, radar, antennae, and davits

checked the water. When Marianne pulled the cover off the engine she was greeted by a drip pan full of motor oil. In addition, there was no water in the radiator tank, and we couldn't fill the diesel tank because the vent hose was plugged. Bad things happen in threes.

Once at the slip, our search for answers started. As luck would have it, there is a Yanmar engine distributor living at the dock at Marina Mazatlan. The next morning they came over to inspect the engine. They determined that the rear main seal is leaking oil. They also indicated that the fresh water heat exchanger has a leak so fresh water is leaking out the exhaust hose with the salt water. They can't work on it until June. This is not good news.

We had a local Mexican mechanic, Victor Gamboa, with a good reputation, look at the problem. We are leaning toward pulling the engine to get a good look at the rear main seal. The problem now is getting Victor to show up as promised. Like so many marine service folks in Mexico, and San Diego for that matter, they just don't show up when they promise. It is discouraging because you can't plan your day, not to mention the rest of the cruise.

Here are our options as we see them now.

1. We clean the cooling system, buy a bunch of oil, motor off to San Carlos, add oil as required (hoping the engine is OK) haul out, truck the boat to San Diego, and fix at our leisure in San Diego.
2. Victor pulls the engine, replaces the rear main seal, cleans the cooling system, and off we go to either San Carlos or up the Baja to San Diego.
3. Richard pulls the engine, replaces the rear main seal, cleans the cooling system, and off we go to either San Carlos or up the Baja to San Diego.
4. We motor over to the Old Mazatlan Harbor, replacing oil and water as we go, haul out, put *MR DESTINY* on a truck for San Diego, and fix the engine in San Diego at our leisure.

We don't know what we will do, but as with solving most problems we need to gather information so we can make an informed decision. We are making progress toward our goal by ordering the parts we would need to replace the rear main seal, figuring out how to get the engine out, and prepping the engine to be removed.

This is not how we planned on spending part of our cruise, but that is part of the adventure. You really don't know what is going to happen next. Dealing with the challenges is part of the lifestyle. We are thankful that this problem presented itself at the dock in a place like Mazatlan where there are good facilities and services. We are reminded of the often quoted cruising definition, "cruising is fixing your boat in exotic ports."

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M R DESTINY...

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Big changes in the wind

Things have changed. After much discussion we decided that we needed to step up to the fact that we were going to have to make some tough decisions. Instead of spending the next month in the Sea of Cortez before heading back to San Diego, we might have to fix the oil leak here in Mazatlan.

After having some false starts with a couple of other local diesel mechanics, we found Neill, a local diesel mechanic with 40 years of experience. Neill agreed to assist and manage the project of determining exactly what the problem was and how to fix it if I (Richard) would do the lion's share of the work. Not being a mechanic, but knowing how to turn a wrench, and wishing to gain some experience, I agreed.

Marianne had already decided to take a bus back to San Diego to get things ready for our reentry into the non-cruising world while Richard and some of his hairy-legged friends took the boat up the Baja. Marianne left Richard at the Mazatlan bus station and took the bus to Phoenix to get our car, to visit my folks, and to visit her family in Florida. It is sad to both of us to end this part of our cruise this way, but we are thankful that we had six great months cruising the west coast of Mexico, and we buoy our spirits by knowing that we will do this again and when we do, we will spend much time in the Sea of Cortez.

The engine project

In the days after Marianne left for the USA, I busied myself with disassembling the engine and preparing the interior of the boat for the incursion of the engine into the living area. Over the period of almost a month, I became an 'experienced' engine mechanic. I worked on cleaning up the engine, engine compartment, and the bilge. I painted the engine and the bilge. I cleaned up hoses and wiring. I even ended up replacing all the hoses on the engine. I didn't plan to, but Neill shamed me into it.

"Those hoses look like they came with the engine," Neill said.

"Yeah, I'll replace them," I said reluctantly. "That one requires me to take off a bunch of stuff, including the fresh water pump. What a pain!"

"Would you rather have to replace that old hose off of Abrejos when it's blowing like stink, or here at the dock when you have the time and resources," Neill wisely counseled.

I didn't screw around after that. I attacked the mini engine overhaul with a renewed sense of purpose. This engine is going to get us back to San Diego. It isn't going to

hiccup at all. That was my mantra. San Diego. No engine problems. If it looked the least bit iffy, I replaced or repaired it.

[Editor's note: Full details of the engine project can be found in the Maintenance Section, page 182]

Beating back to The Barn (San Diego, CA)

Late the morning of May 8, with the Mazatlan heat and humidity only hinting at the Summer to come, Brian Bennett and Dave Kendall walked off an America West jet from Phoenix each carrying a single soft-sided carry-on and a big smile. We grabbed a cab to Marina Mazatlan. The price is \$24 and is not negotiable. I rode a pulmonia to the airport for \$18, but they aren't allowed to wait for a pickup. Unlike Puerto Vallarta, where the airport is close in, the airport in Mazatlan is about 20 miles out of town. There is a shuttle that hits all the Zona Dorado hotels and goes right past to Marina Mazatlan for \$5, but it takes a long time, and I wanted to meet them at the airport.

The taxi dropped us at the gate to our dock, we stowed our gear, and headed off to Gulligan's Palapa. Most of us would call it Gilligan's, but not here. The Palapa, as it is known to the local cruisers, is run by the Isla Marina Mazatlan folks. There is breakfast, lunch, and dinner daily. The Palapa caters to cruisers with \$1 beers, \$3 to \$7 meals, and frequent entertainment. Immediately after lunch we are off on the bus for the Mega Super Mercado to do some provisioning. We spent about \$150 in this well stocked, clean grocery store. Brian and Dave were surprised at some of the low prices for groceries. Big, ripe avacados for 25 cents, boneless, skinless chicken breast for \$4 per kilogram (less than \$2 per pound), rib eyes steaks for \$5 per kilo, carton of Camel Lights cigarettes for \$15, and a 2 liter of Bacardi for \$11.

Back at the boat, we all got to work getting ready for passage making. Dave stowed provisions. He has volunteered to cook all the meals. He says he has to have three hot squares each day and he is prepared to make them all. Brian and I are thrilled. Brian troubleshot the wind speed indicator wiring, cleaned the contacts on the navigation lights, and cleaned the knot log transducer. I worked on navigation and provided instruction. It was great being skipper with willing crew. The guys jumped right in on each task splitting the load and working well together. The overboard ring, pole, and strobe light needed to be mounted and tied together for easy deployment. Battery water level needed to be checked and topped off. Coolant and water mixture was needed to replace straight water in the radiator. The list went on. By early afternoon of the next day we were ready to go.

At 0600, on Saturday, May 10, we were up and ready to go. By 0700, with handshakes and hugs all around, we were helped off the dock by our friends in Mazatlan. Minutes later, we were motoring out the narrow channel into three-foot

seas. The Pacific was mellow and the winds were coming up to 10 knots, so out came all the sails. Off we went with 190 miles to Cabo San Lucas under sunny, cloudless skies. A perfect day to start a journey. The fishing rod was out almost immediately and before the day was done we had one tuna, a little sunburn, and some rowdy sailing. By dusk the wind was dying, the headsail and staysail were stowed, a single night safety reef was in, and the engine was moving us toward Cabo San Lucas.

Late the next afternoon we made Cabo, did a drive by a closed fuel dock, and dropped the hook not far from where Marianne, Jordan, and I did back in November. Early the next morning, we tied up to the fuel dock to take on fuel and more orange juice.

The rounding of Cabo Falso was uneventful with less than 12 knots of wind all day. Cabo Falso is the worst of the promontories on the Baja when the wind blows and the seas are running. With a 20 knot wind, it sometimes takes all day just to go 10 miles and often boats are forced to turn back for Cabo after beating all day and making little progress. We were lucky.

The next day was not so great. The winds kicked up to 20 knots plus and the seas were working their way up to four to six feet with the occasional Volkswagen bus coming through. So here we were late afternoon, a day and a half out of Cabo San Lucas, off of Punta Tosca, with the crappy seas and wind getting worse. All of the sudden the boat was

pushed over. The winds gusted to well over 30, maybe as much as 40. The seas built to 10 feet, water was crashing over the bow, and coming through the cockpit scuppers on the high side. The cockpit was soaked.

“Brian, grab your foulies. We need a second a reef now,” I yelled over the wind and spray. Brian and I went forward, braving slippery decks, and breaking greenies to put the second reef in the main. With the second reef in, the boat leveled out some. As we plopped down in the safety of the cockpit, tired, and wet, the fog lifted, the winds died down to 20, and the seas were back down to a manageable six feet. With the sun out, we all started laughing. What the heck was that, a 30-minute blast just to keep us on our toes?! The rest of the way into Bahia Santa Maria was rough, but uneventful.

Weather reports indicated there were going to be gale force winds on the Baja, so we sat it out in Bahia Santa Maria for a few days. As the days progressed the winds picked up and the second night I was awakened by what felt like the boat sailing. Sure enough, we were sailing at anchor. The wind was blowing 30 knots and three foot waves were building in the anchorage. I couldn't sleep thinking about the 4:1 scope laid out without a snubber line. So after the anchor alarm had gone off a few times indicating that we were stretching out the anchor chain enough to set off the drag alarm, I got Dave up. Looking over the dodger, ducking to avoid spray, my voice raised over the howling wind, “Dave, get on your foulies. We are going forward to put out more chain and to set a proper snubber to take the load off of the windlass”.



We like to put a single reef in when passagemaking at night. This is not the best looking reef we have done, but it is correctly tensioned.

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M R DESTINY...

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In foulies, work gloves on, with flashlights, and a double snubber line in hand, Dave and I went forward into the darkness. We let out about 200 feet of anchor which is about 7:1 scope, we hooked the snubber to the chain, led the snubber lines through the forward hawsers, tied them to the cleats, and let out enough chain so that the nylon snubber lines took the stress off the chain and windlass. The nylon snubber was now a bridle that immediately started creaking and groaning as it stretched. It was good that we set this bridle snubber because the next night was even worse as the wind assumed a more Northerly component, the fetch formed for well over a mile to four foot waves, and consistent winds were over 30 knots. We clocked 33.8 knots. This lasted for several hours and then died off completely in the wee hours.

Our strategy for the Bahia Santa Maria to Turtle Bay trip was to hug the coast with waypoints set for the good anchorages in case things turned really ugly. So with 15 to 20 knots [of wind] and four to six foot seas, we made way for San Jaucinto; after awhile it was clear that we could point higher to Abreojos, and the conditions were manageable for it. Just off of Abreojos the next day, we were really being tossed about. It was like a washing machine with six to eight foot waves hitting us from each direction and 20 to 25 knots on the nose.

By Bahia Ascuncion, it was early afternoon and we were pretty worn out. The crew was willing to keep going to Turtle Bay, but I wanted us to get some rest and preferred not to hit the next few promontories in late afternoon making Turtle Bay at night. So we tucked into Ascuncion and dropped the hook. It was nice and calm off this neat little company town.

The next morning at 0300, after a good night's sleep, we left for Turtle Bay. The morning was pretty calm with less than 20 knots on the nose and laid down seas, but as the day progressed it got worse. Still no more than about 20 knots and quite manageable. By 1600, we were dropping the hook in Bahia Tortuga, with Jorge circling in his panga offering services. "I can get you diesel, take your trash, taxi you to the beach, you name it. I'm your man," he said as we set the hook and started stowing the boat.

"Come back in 30 minutes," we said. Thirty minutes later, we were heading for the pier where we planned on getting a shower and meals at the Hotel Veracruz. Marianne had wired \$300 to the Western Union office so we could purchase diesel. We did a poor job of planning provisions needed and how much money would be required for fuel. We had run out of bread, eggs, Coke, and beer. The crew was getting a little restless.

Unfortunately, Western Union was closed for the day. The Hotel Veracruz was closed, too. We banged on the door and a couple of ladies in their house coats came to the door and told us there was no hot water. So off we went looking for another hotel. Near the pier we found the Hotel Rendon and its restaurant, the Morroco. For \$3 each, we got the keys to a hotel room for the best hot showers since Mazatlan. Plus, as good as Dave's cooking has been, it was nice to have someone cook us up a plate of food, and drink cold Tecates. Back on the boat, we had a great night's sleep.

The next morning Jorge was there right on time to take us to shore to get money, provisions, and fuel. He took our seven jerry jugs and dropped us off on the pier. There were several soldiers on the pier with automatic weapons. They were friendly and waved us by. After filling out the forms at Western Union, I got our \$3000 Pesos and off we went for breakfast and provisions. We hit just about every tienda in town to get the provisions we needed. I think we ended up with at least twenty 1-liter bottles of Coke, which barely lasted to San Diego. With provisions in hand,

we headed back to the boat to stow provisions, change the oil and fuel filters, and transfer diesel to the tanks. Jorge waited for the empty cans to run in for more diesel. We took on a total of 70 gallons for about \$180. By noon, we were motoring out of Bahia Tortuga, with a full fuel tank, a full larder, and big smiles. We waved goodbye to our new friend, Jorge. Jorge, can be reached on Channel 16, and makes his living helping boaters get what they need, with a smile, and fair price.

We did three hour watches. I took my watch at midnight. We were about 40 minutes from escaping the lee of Cedros Island. This is considered the second worst promontory on the Baja to cause winds and waves, next to Falso. Other than some washing machine two foot waves and 12 knots of winds, we were quickly becalmed in flat water and

It was like a washing machine with six to eight foot waves hitting us from each direction and 20 to 25 knots on the nose.

less than 10 knots of wind. At 0300, the waves were less than two feet and the winds were closer to 5 knots. As we motored up across this great bight to San Quintin, it just kept getting flatter and calmer. For the next two and half days that it took us to get to San Diego, we could have water skied most of the way.

The next thing I know I'm awakened by the engine throttling back. This has been our signal that there is something going on and my signal to check on things. I stuck my head out. "What's going on?" I asked.

Brian was hand steering. "We're there. We are at San Diego [buoy] 1," he said. I turned to see Point Loma in the pre-dawn light. There was a Coast Guard cutter slowly passing us to port close to the point, the Memorial Day weekend fishing boats were racing by us headed out, yelling "wooo hooo", and we could see downtown behind the Coronado Bridge. I was overwhelmed by the city. It had been seven months since we were last in San Diego. We were back. We have made The Barn. The alfalfa was close.

As we approached the Police Dock where we must moor and wait for U.S. Customs to check us back into the U.S., Marianne called on Channel 16, "MR DESTINY. MR DESTINY. MR DESTINY. Where are you?"

After fumbling for a channel that worked well, I said, "Docking at Police Dock. See you in a few." At 0610, we stepped off on the Police Dock, tied the boat off, and killed the engine. My crew stowed the boat, pumped the holding tank, and rinsed the boat with fresh water while I went to the phone to tell U.S. Customs we were here. On the way up to the phone, Marianne came running down the dock. We embraced for the first time in almost 6 weeks. This is the longest we have been apart in 12 years of marriage. It was good to be together again.

On the phone, the Customs officer wanted names of crew, addresses, passport numbers, and boat documentation information. The officer was friendly and efficient. He ordered us to wait at the dock for U.S. Customs officers. Two agents from Immigration and a single agent from Customs showed up about one hour later. They asked us some questions, filled out some forms, made us dump Mexican eggs and chicken, and welcomed us back to the U.S.

[Editor's Note: Marianne and Richard have developed a long list of lessons learned and observations from their trip. These are posted for your reference in a separate article beginning on page 188. You may also reference their web site at <www.sailmrdestiny.com> for additional information.]



The delivery crew, Brian, Richard, and Dave, made the San Diego Police Dock on 26 May 2003 at 0610 after two weeks underway. Boat and crew were in one piece and good spirits.

Maintenance and equipment comments and questions...

AUXILIARY FUEL PUMP

Coleman Blake, owner of *TRAVELER* (T-37, hull #328), queries, "I would like to have the fuel pump come on when the oil pressure comes up and turn off when the pressure drops. This would prevent the pump from running after the engine has shut off. I think I can use whatever it is that shuts off the alarm and the light. Has anyone done this before or have a different way to do this? *TRAVELER* has a Yanmar 3JH2E engine."

Steve Abel replies from *VICTORIA ROSE* (T-37, hull #384), "I installed a low pressure fuel pump that is controlled via the ignition switch. It only operates when there is a need for pressure, and shuts off when pressure is obtained. I find it useful when bleeding air from the system after fuel filter changes (or if you forget to switch tanks and run out of fuel). It is mounted in line between the incoming fuel line and Racor filters. From there, the fuel line goes to the Yanmar fuel pump."

Rich Hampel responds from *AQUILA* (T-37, hull #423), "What you describe is common to virtually all modern automobiles. Place a tee in the oil pressure line where the oil pressure sensing switch is located, get an oil pressure safety switch (Delco - auto parts store stuff), and put the switch in series with the fuel pump. If you require marine grade/sealed you can get such a unit from <www.indigoelectronics.com> or <www.moyermarine.com>, a standard retrofit for Atomic-4 marine engines."

For the above you will need to wire in a bypass switch/circuit so as to energize the fuel pump when the oil pressure is low/zero, so that you can start the engine, especially if your engine has been not running for a few days and the fuel pressure is no longer present in the rails. The (3 pole) bypass switch also becomes a pretty foolproof anti-theft device. I use a bi-color LED to monitor the switch position: ON-OFF-BYPASS(start). I have such an arrangement on all my cars and boats."

DIESEL ENGINE REPAIR

After finding the oil drip pan full of oil, **Richard Brown** interrupts his cruise in Mexico on board *M R DESTINY* (T-37, hull #356) to perform necessary engine diagnosis and repair. "After some false starts with a couple of other local diesel mechanics, we found Neill. I knew that having Neill serve as the team leader with me and friends from the pier

doing most of the work, was the right approach. Neill walked me through a series of tests to determine the true source of the oil leak. There seemed to be at least a few small leaks. First, he had me drain the oil, remove, clean, and replace some washers that attached a banjo bolt that held the oil dipstick to the bottom of the engine pan, tighten the engine pan bolts, and refill with Quaker State Diesel 40 Weight oil. Then I ran the engine for a few hours until it was obvious that any leaking from the banjo bolt and pan had stopped, but oil still appeared to come out from where the bell housing attached to the engine. So it was clear that the rear main seal or at least something inside the bell housing at the back of the engine was leaking oil, requiring the removal of the engine to fix it.

Once we had established that we still had an oil leak problem, Neill had me focus my attention on determining what had caused us to overheat. After watching the engine run for 20 minutes, another mechanic had suggested that the heat exchanger core had a leak in it, so the fresh water was leaking



out with the salt water, and that for \$100 he could have it repaired. Neill, not knowing this other mechanic's diagnosis, brought over a cooling system pressure tester. This device looks like a hand bicycle pump with a radiator cap attachment and a pressure gauge. He mated the radiator cap end of the pressure tester to the radiator mouth on our expansion tank, and stroked the pump until there was sufficient pressure to read the dial on the gauge. Then we waited and watched the dial. After several minutes the dial had not moved at all, indicating that there was no leak in the system. A pressure tester like this would be a good addition to any boater's tool box.

Next Neill had me purchase radiator cleaner, flush the engine, add fresh water, add the radiator cleaner, run the engine for 20 minutes, drain the cleaning water, and repeat the process with vinegar and water until the water ran clear. After the water ran clear, Neill had me run the engine for two hours at the dock in forward gear at 1500 RPMs. Then he came back with another really cool tool, a laser temperature gauge. You aim this gun-like device at any spot you want to know the temperature of, and viola! it displays the temperature on an LCD screen on the back of the gun. He did this to different points on the engine's cooling system. Everything came out within specifications, so no immediate action would be required to make the cooling system perform correctly. Maybe we ran it out of water because we forgot to check it, or maybe at 2000 RPMs beating into heavy seas, it could overheat.

I spent days pulling off engine parts, laying down cardboard, plywood, and plastic to protect the interior (see photo opposite), and finally unbolting and unfastening everything that would hold the engine in. With the engine ready to remove, it was time to get at the rear main seal. With the rear main seal in hand from a just received DHL package from PacWest, the Yanmar dealership in San Diego, Neill and a team of two other volunteers, and I agreed to remove the engine.

Since Neill has done this many times, lifting the engine was quick work. Neill inspected all that I had done to prep and called it ready. We rigged the chain fall engine-lifting device from a 4 x 4 in the companionway to a chain secured to lifting points on the engine, and rigged a come-a-long from the front of the engine to the compression post in the salon to move the engine forward. As a team, we lifted the engine up and out (photo above right).

"You got the wrong seal", were not the words I wanted to hear out of Neill's mouth, but that's sometimes how things go. I had mistakenly ordered the rear main seal for a Yanmar 3GM, which I mistook for our Yanmar 3QM. So now we had a seal that didn't fit and no good prospects for finding a metric seal in Mexico. We would not be bolting back up the transmission today or tomorrow or maybe for the next week. This was going to set us back a few days, at least.



After the boys left, I called PacWest and told my story of woe to them. They quickly found me the right part and agreed to get it for me and expedite it via DHL as quickly as possible. So I dropped another \$20 for a seal and \$50 for overnight shipping to Mexico that actually takes about four days. When shipping to Mexico, DHL seems to do a better job than Fed Ex and UPS, especially in clearing customs in Guadalajara where many cruisers packages have fallen into a black hole.

In order to make the best of this setback, we decided to take the extra time to really do a number on the bilge, clean the engine really well, scrape off the rust, primer and paint, have the alternator serviced (\$30 including new bearings), and have the heat exchanger, exhaust manifold, and exhaust mixer vatted and fixed (\$100 including disassembling and reassembling the heat exchanger, making a new mixer elbow to replace a failing one, cleaning a frozen petcock, and removing a sheared off bolt from the exhaust manifold). Since the engine was out, it made sense to clean and paint the bilge underneath the engine, and to fix any wires, hoses, and hose clamps that were more easily accessible.

Neill checked up on me frequently, providing daily direction. If I didn't have the tool or material needed, he got it. When I needed bilge paint, Neill got me two-part Imron from

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the auto paint store. When I needed engine paint, he had it matched for me. Metric hoses with 90 degree bends came from the Volkswagen dealer. You just hack out what you need from a Dasher or a Golf radiator hose. There is a Yanmar distributor in Mazatlan, but they don't carry many spares, especially for our old Yanmar. When I broke a bolt or needed a gasket made, Neill was there to fix it, make it, or show me how. We cleaned all the engine parts and painted any surface rust with engine paint. All the hoses came out of the bilge area under the engine, and three coats of Imron went down. Even then you could still see some bleed through from bilge nasties, but everything looked great (see photo below).

Just as we got the bilge, engine parts, and engine compartment looking good, the rear main seal arrived. We assembled the engine-take-out-team again for an engine reinstall. We put all the gear into position. We attached the chain fall, a vang to ease the engine back into the compartment, and started to work. Ten minutes later we had the engine back into position. Then the hard work of aligning the propeller shaft started. I had to loosen the set screws on the driplless packing and ease the propeller shaft back out of the boat by about one-inch to get enough room to get the flange bolts to match up with the transmission. It was a little scary letting salt water in through the driplless packing gland, but once you've done this, it is not such a big deal.

Aligning the propeller shaft to be perfectly balanced was hard work. It required raising and lowering the motor mount screws front and back until the gap between the flange at the end of the propeller shaft and the transmission was the same all the way around. You test this with feeler gauges. Once you have a uniform gap all the way around then you



Looking down: port side of engine foundation is at top of photo.

crank down the nuts and call it good. I had trouble getting the flange on, but Neill hopped in there and using a few 'tricks' got it going. Then I did the 'feeler gauge and adjust motor mount screw' thing for awhile. When I had it perfect, Neill jumped in again and made it even more perfect.

After aligning the propeller shaft, we tightened down the motor mounts, and began reassembling the engine. Two days later, we added oil, coolant, transmission fluid, and fired her up. Neill took me through a total pre-start checklist before we fired it up, and afterwards we checked everything as it ran. There was one leak from a hose that got nicked, which we fixed. Other than that, it worked great! Then I ran the engine for a long time, adjusted the valves, and replaced the fuel filters. The engine was ready to go. No signs of oil leaks.



Ready to roll!

I recommend RPM Marine Services, Neill Randle, on S/V *NOVIA*, for diesel engine work in Mazatlan. Especially if you want to do most of the work, but don't feel comfortable doing it. Neill will help you gain the confidence you need to work on your diesel engine. I know what kind of job was done, better than if I had just hired it done. Neill used to teach diesel maintenance at a technical school in California. This shows in his patient and encouraging work style. The price was right and I learned a lot."

AIR CONDITIONER INSTALLATION

Jeff Leech opens the discussion from Oregon, "*ORCA* (V-42CC, hull #79) has the Cabin Mate 16000 BTU version. I expect this is essential equipment in Florida (where we bought her). The unit does work well, although the water circulation pump (a replacement unit, I was told) is a bit loud and runs the whole time the unit is on. This system keeps the boat warm here in Oregon winter temperatures (in the 30s, although our sea water temperatures stay well above that). It is nice to be able to set a thermostat and enjoy either cooling or heating, but I would rather have the closet space.

Our 16000 BTU model has a compressor unit mounted in the engine room next to the generator. There are also two condensing/blower units approximately the same size as the compressor. One of these was mounted in the bottom of a closet between the nav station and the settee. The other is in a space under the V-berth. These three units consume a lot of available storage space. Then there is all of the duct work. On *ORCA* this runs, out of the way, underneath storage from the amidships condenser to the aft cabin. That is the best part of the installation, although it is far enough away from the condenser that its output is reduced considerably and an intermediate outlet in the sea berth half way to the aft cabin has to stay closed if you want reasonable airflow aft. It does still have enough effect for aft cabin comfort. Then we have more ducting that is for air conditioning efficiency, mounted as high as possible. Our outlets were placed at chest height and closets turned out to be the most convenient place to run those 4 inch ducts up to the approximately 4 x 8 inch S/S outlet box. I would rather not have ductwork consuming my hanging closet space. Three closets are diminished by ductwork. This kind of problem could have been reduced by a more meticulous installer, but on a retrofit, where do you find the space for all of this junk without having it take up valuable stowage or hindering equipment access? It's hard, but I would have done this differently.

Another annoying mistake made is that the thermostat (control module) was installed in a bulkhead about 6 inches above an outlet duct. That seems like it wouldn't be a problem since you can aim the round outlets away from the thermostat, but in heating situations the wall heats up a little bit. The thermal mass of the wall stays warm longer than the air in the room does. When you start thinking the heater should be turning on because you're getting a little chilly, the thermostat senses that the room is warmer than it really is, so we have to tickle the setting from time to time. The thermostat was also under a Lexan window. Water from condensation dripping destroyed the first control module. Now there is a drip catcher in place to prevent that from happening.

There are other things to consider. For one, all of that ducting in the closets keeps your clothing warmer and drier. On the other hand, when it's cold and raining outside (which is half the year up here) and you turn on the heat cycle, water condenses every where. Hatches drip constantly, along with the nice white walls around windows and ports, and the glass and Lexan themselves. The dehumidifying cycle can dry the boat, but that actually turns on the air conditioner to drop the temperature a degree or two every so many hours, so we only use that when we're away, if at all. I don't like leaving appliances on when I am not around.

I am installing a Dickinson Antarctic diesel heater, with which I think we will be much happier as a dry heat source. It doesn't require running the generator away from the dock either. That's another thing the previous owner mentioned about air conditioning away from the dock. The generator you

need to run for the 110 volt A/C puts a lot of heat in the boat, which is a bit counter productive. I have no personal experience with that. So as much as I don't think the heat pump is ideal (lost storage and condensation in rainy weather), it is convenient at times, and under certain conditions (cold and dry or hot weather) is quite comfortable. I would think in places like Texas and Florida cooling is essential. We are certainly not removing the system as we may one day be very glad we have it. I only hope that if you decide to install one, you spend a lot of time considering all of the possible ramifications. Get it right the first time."

Roger Morgan comments, "We have Marine Air on *DOCHOLIDAY*, our T-37, hull #344. It was on the boat when we purchased it in Florida. The base unit is mounted under the port side, aft-most dinette seating area, and fits nicely there. There are actually two thru-hulls; a 'normal' large seacock (intake) type, like the originals on the boat, plus an exhaust thru-hull (higher on the hull) for expelling the seawater while the unit is on. The large thru-hull is also port side, about four feet forward under the long dinette seat running fore and aft. The air intake is next to the cabin sole, just through the dinette seating support area, then is piped up through to the small locker above the dinette, aft of the bookshelf area. Our boat has the aft cabin arrangement, and so the cooled air is also piped through the bulkhead from the locker into the aft cabin. The Marine Air is also our dockside heater, as the unit functions as a heat pump. Marine Air is located in Pompano Beach, Florida."

Neil Weinburg of Pacific Yacht Imports suggests, "One might look into the Little Mermaid that West Marine carries. They offer a small 5200 BTU reverse cycle unit that is very compact, has dual outlets and is salt water cooled. It is very easy to install (maybe 3 or 4 hours) and even has a digital control with timer. It runs a little over \$900.00 at Port Supply prices. It won't get you frozen in the cabin, but will cool it down well, and most importantly, lower the humidity in the boat."

Mark Handley adds, "*WINDBIRD* (V-42CC, hull #81) has a Technicold by Marine Air, 16000 BTU unit from Rich Beers Marine in Ft. Lauderdale <<http://richbeersmarine.com>>. We had Rich add the conversion for reverse-cycle heating. The 16000 BTU was just able to keep up with the Ft. Lauderdale heat. We brought the boat to Boston where we plan to live aboard. This past winter we were able to heat with the unit quite nicely with outside temperatures down into the low 20s. However, once the water temperature got down around 40 degrees its efficiency declined and eventually stopped. When the water is too cold the unit cannot run without the possibility of damage. As the compressor takes heat out of already cold water, the water will freeze in the unit and could split tubing. The end result is that, even in Boston reverse cycle will heat for all but a few weeks to a couple months of the

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coldest water temperatures (cold air temperatures are not a problem). We have had good luck with the Marine Air and found Rich Beers great to do business with, both in person and later by phone and mail.”

TANK MATERIAL

John Keefe, owner of *ODYSSEA* (CT-37, hull #63) shares excerpts from an interesting article about aluminum fuel tanks, titled *Fuel Tank Awareness*, posted on <www.boats.com/> (but no longer available). Those of you thinking of new tanks might find this somewhat useful.

“The fact is that aluminum (including the so-called “marine alloys”) is a highly anodic material and, in contact with most other metals, it can deteriorate rapidly. Aluminum quickly corrodes when in contact with water and, in particular, salt water. Aluminum is subject to fatigue when it endures continual flexing, such as when the fuel surges around as the boat pounds across a choppy harbor. And then, of course, there is the problem of joints which rely heavily on the experience, or inexperience, of the welder. So why do most boat manufacturers use aluminum tanks? The answer is brutally simple: they’re cheap. A far better tank is one of the many polyethylene tanks available, but at a higher cost. It is a case of keeping down the price and not worrying about the consequences a few years down the line.”....

“Which brings up another problem. Both the U.S. Coast Guard and National Marine Manufacturers Association standards regarding fuel tanks and their installation are almost laughably vague and inept. If you think that little metal plaque attesting that your boat meets USCG and NMMA approvals is an assurance of quality construction or safety, think again. A far better standard, which should be adopted by both organizations, is from the National Fire Protection Association.”

3QM RAW WATER & BILGE PUMP

Charles Naccarato, owner of *SIRENA* (T-37, hull #412) opens the discussion, “On my 3QM30F I have two pumps in the same housing; one is the raw water the other is the engine driven bilge pump. The manual differs from what I see. Is the front impeller (the larger of the two) the raw water? Or are my hoses reversed and the back pump (the smaller of the two) the raw water? Maybe this is why I tend to overheat at max RPM after a few minutes.”

Steve Abel answers from *VICTORIA ROSE* (T-37, hull #384), “On my engine (3QM30F), the first (smaller) impeller is the bilge pump, and the second (behind) is the raw water pump. It seems like my pump may be backwards from yours. You can tell which is the bilge pump by the two smaller hoses that enter the housing, vs. the one larger hose for the raw water intake. If you had the hoses reversed (drawing bilge water into the raw water pump), you wouldn’t notice any water discharge at the exhaust thru-hull, unless you have an awful lot of water in the bilge. There are lots of other possible causes for the overheating, such as a clogged mixing elbow.”

Tad McDonald, owner of *MARIEUSZ* (T-37, hull #329), adds, “I’ve got the same pump on the front of my 3QM. (I plugged the bilge pump holes after removing the hoses.) I’m not convinced that reversing those hoses is the reason for your overheating. Even if you reversed them, you should be drawing raw water in with the raw water pump/impeller and discharging overboard through the exhaust. There is a tiny hole between the impellers, on the plate that separates them, but this should not cause the problem you report. The raw water impeller should still function as designed.

Instead, check the following: 1) CLEAN THE PROP. Without exception, the major cause of overheating on this engine, in my experience, has been a fouled prop. 2) Check for overboard discharge (lack of water indicates a bad impeller). Make sure your impeller(s) are serviceable. 3) Check to be sure you have sufficient coolant in the fresh water reservoir. 4) If necessary, remove the ‘ear muffs’ on the fresh water reservoir, remove the heat exchanger, and clean it (careful with acid baths...there are rubber gaskets/parts on the exchanger). A long-stem pipe cleaner does wonders.”

Jim Clemens comments from *ATHENA* (T-58, hull #92), “If your propeller is fouled, then you are also getting black smoke coming out of your exhaust. It is the standard response of a diesel engine that is under a load - incomplete combustion of fuel.”

Charles reclaims, “I took the heat exchanger off as well as those items already mentioned and found it surprisingly nice and clean, though I did pass a brass gun cleaning brush through all the tubes. I will be checking the impellers to see if a fin broke off or something. I even had the prop re-pitched from the normal 18 x 12.5 to 18 x about 11. I was able to get max RPM under load after having that done, but still had some high temperature alarms at 2400 RPM. Prior to having the prop re-pitched, I was only able to get 2250 RPM under load and max no-load 2500. After the prop was reworked, I was hitting 2500-2650 under load and could do just over three knots with no load. However, my speed over ground (SOG) went from 7 to 6 knots, and that extra knot is a must, especially going against the currents.

I thought the overheating may also be my water heater. The 3QM doesn’t have a thermostat bypass, so the heater

was connected from the drain valve of the heat exchanger through the water heater and then tee-d between the output side of the engine and input of the thermostat. I also put in a bleeder valve in the heater line at the high point of the return hose. The water is warm but not hot, even after a 6-8 hour run.”

Tad retorts, “Sounds like you’ve covered the bases. If you find a broken impeller, make sure you remove the ear muffs again and check for parts/pieces at the ends of the heat exchanger. You’re getting much better performance (RPM) than I do. I’ve been messing around with repitching the prop (can’t remember if the current one is 18x11 or 17x12), but I can’t get more than 2000 RPM. I’m working on it.

The only other issue that comes to mind about the overheating is that you have build-up (engine plaque) in the cooling system. I had that problem and the mechanic flushed with some acid (scary, yes) and that seemed to resolve the problem.

One final thought, you might get one of those ‘how hot is it?’ guns that you point at a spot and it tells you the temperature to pinpoint a hot spot. The cooling system should uniformly go from hot to cooler, as it moves through the engine along to the mixing elbow.”

Finally, **Mark Handley** chimes in from *WINDBIRD* (V-42CC, hull #81), “I had the pitch [on my propeller] changed to 16 x 10 (3-blade). It immediately increased my cruising RPMs from about 1800 to about 2500 without overheating. Boat speed increased slightly. I get between 6 and 7 knots at 2500 RPM depending on conditions. I would definitely recommend re-pitching, as it gets the engine running closer to optimum so you get more of the horsepower out of it, though I’m still a long way from the 3500 to 4000 RPMs for peak horsepower on a Perkins 4-108.”

TRUCKING A TAYANA

Nick Sciarro, owner of *ECLIPSE* (V-42, hull #173), received the following information in response to his inquiries about hauling a boat over land from San Diego to Puget Sound. Quotes: 1) Pacific Yacht Delivery, \$7000 from web, <www.pacificyachtdelivery.com/>; 2) Robert Carman, \$3125 from Sailnet e-mail, (541) 271-4262; 3) Dudley, \$2800, <www.dudleyboats.com/>; Subcontractor, Gerald Manning does actual delivery; 4) San Diego Boat Movers, \$4650 from Sailnet, <www.sandiegoboatmovers.com/index.cfm>. Bonus URL: <www.yachtfindersbrokerage.com/> lists of all kinds of movers.

Additional expenses: \$500 on both ends to get boat hauled/splashed and to get the mast wrapped in plastic; \$100 for insurance coverage.

Pull external equipment (radar/dodger/anchor, etc.) yourself and store it below.

More info at: <www.kalliopev.com/Andy_s_Log/San_Diego/MovinOut.html>

Performance Notes

SAIL TRIM

Steve Abel’s son, Brian wrote, “One problem we had [on *VICTORIA ROSE* (T-37, hull #384)] while beating to weather in 40 knots on the trip to Victoria, was a considerable amount of lee helm. If just the staysail was used, it would seem that it would move the Center of Effort on the sails even further forward of the Center of Lateral Resistance on the hull, thus increasing the lee helm. Is this the case, or is there other factors/concepts that I am not considering? I can see how it would be extremely effective off the wind, but I would like to learn more about using it as the sole sail when heading to weather.”

Rich Hampel replies from *AQUILA* (T-37, hull #423), “The center of effort is a designers ‘benchmark’ that sometimes has little to do with the dynamic performance of a sail. On other boats (sloops), I used to singlehand a lot in stink weather with just a 120 jib flying, with no adverse helm. It all depends on sail shape (I use ‘Gentry tufts’).

How tight was the staysail halyard? How tight was the outhaul? Did the staysail luff sag off to leeward? In the conditions that you describe, I typically apply bar-tight halyard and quite tight outhaul, and blade-out as necessary. If the staysail becomes too full aft due to slack halyard, you will definitely develop a lee helm. A bar tight halyard will also prevent/help the luff from sagging off to leeward with its consequence of additional lee helm. My suspicions are that your staysail-stay and halyard tension were too loose. Did you have the running backstays full on?

My T-37, with a staysail only flown from a boom (boom is vang), will sail without adverse helm almost to a beat, but you have to keep the speed up, or open up and bear off a bit if the helm becomes neutral to a bit of lee helm. Into the wind, with staysail only, I like as much heel as I can get. If you try to point too high with a staysail only, the boat won’t move and the bow will constantly fall off each wave. If you don’t have a staysail boom (and vang), you will have difficulty in keeping the sail flat on a reach.

I am currently adding a third reef, two full battens at the top, and a leach cord adjustment at the third reef position, to better beat in heavy going and to preserve the mainsail when ‘blade-ing out’. I’m also considering a row of reef points for the staysail. My boat does OK with a double reef and staysail at 40 knots, but everything is flat/bladed, extreme halyard tension and the traveller is dropped. For 40+ knots I’m leaning toward a reefed stays’l and a third reef for better beating (and what a beating you get at 40+) capability.”

Tips for cruising in Mexico

Marianne and Richard Brown made their first cruise to Mexico in 2002 and 2003 (see page 176). Upon their return, they compiled a list of lessons learned from their Cruising Notes, which we share in part on the following pages. Some are just thoughts, while others are details that may or may not be listed in other cruising books, guides, or web sites.

The Baja Ha-Ha

First and foremost, our decision to participate in the Baja Ha-Ha set a date for us to go. It provided some structure for our first time on such a long passage in unknown waters.

We took additional crew. The pace of the Ha-Ha is fast. Having a third or fourth person on board means more people to split responsibilities, to share experiences, and more time to sleep.

The Ha-Ha does have some hidden costs, like extra T-shirts, hats, and some meals and drinks along the way. Three of us spent approximately \$300.

There is a daily morning SSB radio scheduled check in. If you don't have a SSB or modified HAM radio, coordinate on VHF with someone who does before the scheduled time.

Turtle Bay, the first stop, half-way, 360 miles, stay two nights. Ha-Ha potluck on the beach is provided, but beer is \$1, sold by the locals to raise money; all other meals are on your own. Ernesto monitors CH16 and will deliver fuel to your boat (on HIS time), other local pangas provide taxi service, trash pick-up, ice delivery, or just about anything you ask for. On the street to the left of the pier is a restaurant called the Morrocan, where we had dinner and breakfast (\$5-\$8 plates) and showered for \$3 each.

Bahia Santa Maria, the next stop, is 240 miles. We spent 15 hours at this beautiful anchorage. There are no services. A lobster dinner was trucked in by some local trucks for \$10 US/person and Tecate beers for \$1.

Cabo, you're there, 160 miles, most Ha-Ha boats must anchor, although a few early arrivals rate slips in the marina. They

have worked up a fair system; live with it. All food is on your own. The only scheduled events are an afternoon at a beach bar and the awards ceremony that lasts longer than most people think it should.

We made a lot of great friends with whom we had something in common from the beginning. Even on the bash back up the Baja we got to know more fellow Ha-Ha'ers.

We recommend it and are glad we did it, but aren't sure we would do it again. It would be nice to spend some time at places on the outside of the Baja.

Practice

Sailing, reefing, anchoring, docking, and working with all the electronic gadgets.

Living aboard: even though it is comfortable, it is a small space.

Putting your dinghy together and deploying it from your boat.

Using your VHF and HF radios. Learn the lingo. Know which channels to use and which not to use; some are for hailing only and people get upset when you carry on a conversation on these channels.

Learning to live without TV and 200 channels :)



Dinghy Stuff

Know how to put it together while at anchor. Take a lock and use it. Take patch and repair kits.

Dinghy wheels are a must for a decent-sized dinghy (see photo opposite below). Practice deploying the wheels (up and down). Take a pump for the dinghy tires.

Take a flashlight when you go in the dinghy so you can find your boat when you are returning home in the dark. Reflective tape is a great help, too, affixed high on the mast.

Know that you will get wet and you may swamp the dink in the surf. Hopefully you won't lose anything important.

Use your head

We used both the holding tank and the overboard discharge. In a crowded anchorage we used the holding tank; when it was full we knew we had been anchored too long!

In most marinas in Mexico there are no pump out stations. In the best of all worlds people would take their boats out of the harbor to discharge, but some don't. There is nothing worse than swimming in other people's discharge. We skipped the morning swim.

Know what paper works for you. Does it go in the head or in the trash? Boat U.S. has good paper.

Underway

Prepare some meals before you leave that can be easily heated underway. Conditions may keep you out of the galley. Some people aren't very hungry when underway, while others are always hungry. Know what your crew needs. Know what you want for comfort food. Keep a bag with snacks and drinks in the cockpit.

Think about what you will do on watch: read a book (at night a red light is good for this to retain your night vision; the Petzel head lights are great, but they are white and give you a headache after awhile), listen to CDs or satellite radio with news and music.

SAFETY first! Make sure everyone onboard agrees to the same set of rules, such as 'no one goes forward without being hooked in', 'no one goes above without their PFD', etc. Next time we would take harnesses in addition to our PFDs with integrated harnesses; the harness alone would be nice when it is hot.

Water

With 150 gallons of tankage, we didn't need a water maker, but it would provide peace of mind, reduce marina visits, allow for extended anchoring, and save the back from schlepping five gallon jugs. If you don't have one or can't afford one, you can still go to Mexico.

Filter your water at the dock or buy bottled water. The water at Marina Mazatlan and at Cabo is not potable; the water at Paradise Village Marina and at Barra de Navidad is potable. A Turmix .5 Micron ceramic filter (Katadyn knock-off) can be purchased at the local pool store and plumbed for a hose bib.

Add bleach or iodine depending on your tank type. Know how much you need. **The Healthy Cruiser's Handbook** by Jan Loomis, RN, has good information on treating your tank. Jan's book is a must for your cruising library.

What to do when you get bored

Do you have enough movies, games, and books? We read a lot of books. There are lending libraries in most ports, plus everyone swaps books. Video tape use is dying. There are a lot of DVD players and laptops with DVDs; take a few titles that you like and trade for the night with other cruisers.

Speaking Spanish

Learn as much Spanish as you can before you go, however, there are lots of places to learn more while in Mexico. The locals will appreciate your efforts to speak their language.

Cooking and socializing

You will socialize, so take supplies for it. Use things you like to use at home.

Are your pots what you need? How do you feel about the dishes you have? How about glasses, serving dishes? Some folks had china and crystal, others had stoneware and acrylic, and others had paper plates and cups. It all works, so go with what you like and are comfortable with.

Coffee-how will you make it? We prefer drip coffee and next time we will have a larger inverter aboard so we can make drip coffee. Should we bring it? Mexican coffee is not the same and there are fewer brands. Good quality coffee beans or ground coffee will be expensive, so stock up at Costco.

You can provision in Mazatlan and Puerto Vallarta. Some food is expensive and some isn't. If it comes from the U.S. it is going to be more expensive. You really can get most of the food you will want; however, if you want a traditional Thanksgiving dinner, bring cranberries and pumpkin. Prices were comparable to the U.S.; meat, poultry, fish, cheese, and most produce were often less expensive. Sam's Club in Mazatlan and Puerto Vallarta has a great selection of most of the products you are used to. Cruisers share their membership card, but you can also buy a one-day membership.

Good wine is expensive. If you like wine, bring some. Beer and booze are not as cheap as they once were, but there is plenty.

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Cruising Tips ...

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Protection

Hats, lots of hats. Sunscreen: lots of sun requires lots of sunscreen and the spray kind is great.

Bug juice/repellent: there are mosquitoes and no-see-ums in Mexico. We slathered on OFF Crema and were not snacked on. Sawyer's from REI is also good, but the 100% DEET stuff from REI is overkill and maybe hazardous.

Screens for your boat are great; hope you have them.

Shower Shoes for public showers are a good thing.

Ear plugs are not really protection, but rather for comfort to muffle the loud music of Mexican parties until dawn.

Staying in touch

E-mail onboard using your HAM/SSB and Pactor is a wonderful thing. Internet Cafes are everywhere from as little as \$1/hr to \$3/hr. Some marinas allow you to check your AOL mail from a dial up line for \$.50/min. Let the folks at home know what you want to hear about, like routine details of their lives, and what you don't, like the joke of the day.

Phone home. The MCI card from Costco was the best deal at \$.39/min. Give the card number and your credit card number to a trusted family member or accountant in the U.S. to add time to the card, as you can't do it from outside the U.S. Watch out for phones that want you to use your credit card

to call home; you will be charged A LOT!! ATT Wireless and Sprint PCS have partners in Mexico in some of the major cities; ATT Wireless had a \$.50/min plan from Mexico.

Gifts

When you see things you like, bargain, and buy. We wish we had bought more for our friends.

Take things with you to give as gifts and trade, such as school supplies, little stuffed toys, and games.

Money

You can spend what you want. Some cruisers spend next to nothing, while some spend lots. We spent more than we thought we would and had a great time.

U.S. Dollars spend fine. Pesos are better. Getting money exchanged at el banco was painless. You must go before noon because the exchange rate is set in Mexico City daily. Banks are closed on holidays and there are lots of holidays in Mexico. ATMs are available in Mazatlan, Puerto Vallarta, Cabo, and La Paz. They are safe and easy to use. Western Union is available, too.

Almost all of the marinas and many restaurants take credit cards. Isla Marina in Mazatlan does NOT take credit cards, nor do they post their price.

Barter for coconuts - can you cut hair? Fix computers? etc. U.S. Dollars and Pesos are referred to as coconuts and pineapples, respectively. It is illegal for Americans to sell to other Americans in Mexico. Buying and selling does go on, but be discreet. It is also illegal for Americans to work in Mexico. Cruisers often cut hair for other cruisers, fix other cruisers' computers, and do boat work. Once again, don't make your talents obvious to Mexicans doing the same work.

TOG NEWS

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Address correction requested