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# TOG NEWS

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A

NEWSLETTER FOR TAYANA OWNERS

FALL 2002

VOLUME XII NUMBER 96

## Venezuela Venues from the Inmates on *ASYLUM*

by Katie Coolbaugh

*Jim and Katie Coolbaugh began their cruising life style in July 1999, leaving the Chesapeake Bay on board ASYLUM, their V-42 (hull #156), and heading north to New England. That Fall they reversed their course, steering south to the Caribbean. They have spent the last three years exploring this cruiser's paradise, and here share their experiences in and around Venezuela.*

We arrived in Venezuela in early June 2001, and stayed in Porlamar, on Isla de Margarita for about a week, long enough to make arrangements to go to Merida (on the mainland) to study Spanish, and commit (in the form of a large check) to returning to Porlamar later in the summer to re-rig the boat. Over the next week, we poked our way through lovely island and coastal anchorages, toward Puerto La Cruz, on the mainland's north coast. There's no good place to anchor in Puerto La Cruz, so we had a reservation at a marina the ritzy one that was trying to attract cruisers by dramatically dropping its prices. And it worked: cruisers were attracted. The small marina operation was part of a major (expensive) resort/hotel complex, the luxurious facilities of which were available even to us low-paying guests (we especially liked collecting big warm clean towels twice a day at the pool). We think the marina was just there to provide atmosphere

to the resort, as they couldn't be making any money off us and there were always hotel guests walking along the pier, often taking pictures of each other in front of our boats. We were happy to oblige. We were also happy to have, in high-theft, security-conscious Venezuela, a guard with a serious-looking holstered sawed-off shotgun stationed on the pier at our stem. That made it a lot easier to leave the boat while we headed off to Merida for 2+ weeks.

**For five weeks we ate nothing but fish, wore no shoes, generated no laundry, and talked to almost no one but each other.**

Merida (city) is the capital of Merida (state) in the Venezuelan Andes. It's also a college town, home of the University of Los Andes, and the site of The Iowa Institute, a small language school founded by a woman from Iowa who married a Venezuelan engineer studying at the University of Iowa. It was something else walking into the classroom in an old, thick-walled haci

enda building up there in the Andes mountains and seeing an Iowa Hawkeyes banner on the wall!

We'd heard a lot about Merida and the Institute from fellow cruisers, including the consistent advice to "stay with Gioia." Gioia (Joy-ah), it turned out, was a young Venezuelan woman who lived with her widowed mother and rented out (only to cruisers) two rooms in her house. It would be too hard to explain here how wonderful it was staying there and how hopelessly in love we fell with her family, especially her mother and 90-year-old spinster aunt, Tata, who lived in the apartment below. The mother and aunt, who was mostly deaf and spoke no English, took an immediate shine to Jim, nursing him through the minor surgery he had on his elbow in Merida and a pesky intestinal bug that he acquired. While we were there, Jim also decided he'd had enough of pony tails, so late one afternoon we set out to find someone to chop it off (I refused, having become fond of the perfect, Shirley-temple-like ringlet that was his tail). When we returned to the house, and the two old ladies realized the pony-tail was gone, they didn't say a word, but beamed and broke into happy applause. At the end of our scheduled two weeks, when we wanted to extend our stay in Merida,

*continued on page 58*

# TOG Notes

## V-42 MANUAL

Finally, we have the *V-42 Owners Manual* complete, through the efforts of many members. While not wanting to overlook the efforts of all who participated, the majority of the credit goes to: **Dick Miller** of *EVOLUTION*, who put together the third chapter on Commissioning and Decommissioning; **Roy Olson**, formerly of *KAMPESKA*, who wrote Chapter Four on Operations; and **Chuck Cook** of *SOLACE* who wrote Chapter Five on Maintenance. The manual would not be as effective, if it had not been for **Richard Williams** of *AQUARIAN*, **Richard Thompson** of *WOODWIND* and **TaYang Yacht Building Co.**, who provided systems diagrams and drawings. Suffice it to say that there would not be a manual without the efforts of these folks, and those who aided them. In addition, we received some excellent review comments from a number of members, but high on the list were **Nan Hai Chiu** and his staff at TaYang and **Stan Dabney** of Atlantic Offshore Yachts.

To obtain a copy, please send \$5.00 to TOG with your current address. That is for the hard copy. The Manual is 71 pages and is printed two sided so it will be more compact. We do not bind the Manual because people may use them differently. We will be putting the manual on a CD in the very near future for \$15.00, so if you would prefer it in that media, we will get it to you that way. There are no plans to put it up on the TOG web site yet.

## MEMBERSHIP DUES FOR 2003

As we stated in the Summer issue, we will be increasing the dues for 2003. We have held off as long as we could, but now, the expenses are pulling ahead of the income. The raise in dues will only be an additional \$5.00 per year - not a big deal when you consider that it amounts to about a penny a day. Thank you for staying the course with us.

## REVISED ORDER FORM and SHIPPING COSTS INCREASE

Included with this issue of *TOGNews* is a revised order form, being sent to you now to facilitate early Christmas shopping. Note that the new collapsible TOG drink cozies are listed at the reasonable price of \$1.25. They will make great stocking stuffers, so order a bunch!

Effective immediately, postage/shipping costs for TOG Gear are increasing. The new rates are as follows: orders under \$10, shipping is still free; \$10-50 orders, shipping is \$3.85; \$50-75, shipping is \$6.20; \$75-100, shipping is \$7.45; and over \$100, shipping is \$9.20, as noted on the revised order form.

## CHESAPEAKE BAY MAGAZINE ARTICLE BY SUSAN CANFIELD

The August 2002 *Chesapeake Bay Magazine* contains an article on maintaining teak decks and bung replacement entitled "Beauty and the Beast" by our very own member

and professional boat surveyor, **Susan Canfield**. The magazine is a wonderful resource for all the activities and resources around the Chesapeake Bay - a very polished publication that includes a lot of boat stuff! The article is excellent and folds in nicely with the comments in this issue's *Maintenance Section* on Teak Maintenance (see page 62). Perhaps we could talk Susan into doing an article for *TOGNews*. By the way, Susan also owns a T-37 and speaks with authority when she says there are 1300 screws in the deck!

## PERFORMANCE SECTION

We are presenting a new section in this issue of *TOGNews* on performance, called *Performance Notes* (see page 66). When we receive comments from members that are attributed solely to the performance aspects of our boats, not specifically to any particular equipment, it seems appropriate to place it into a separate section. For example, we have included the Polar Diagram for the wind/speed characteristics of the T-37, as well as comments by Rich Hampel on "Sailing with the Staysail". We would be happy to have others' comments in this section, also, and make it a permanent addition to our newsletter.

## SAILNET ADDRESS

We often refer to the internet billboard or the tayana list where a great deal of activity is ongoing every day. We sometimes forget to mention the address, should there be members who wish to visit the site. It is <[www.sailnet.com/tayana](http://www.sailnet.com/tayana)>. If you want to participate, you will be asked to "join", but it is free. The website is run by Sam and Cheryl Boyle currently of North Carolina. They also have sites for virtually every production boat made. They do a great job in providing this service and there are many grateful Tayana owners who use it frequently.

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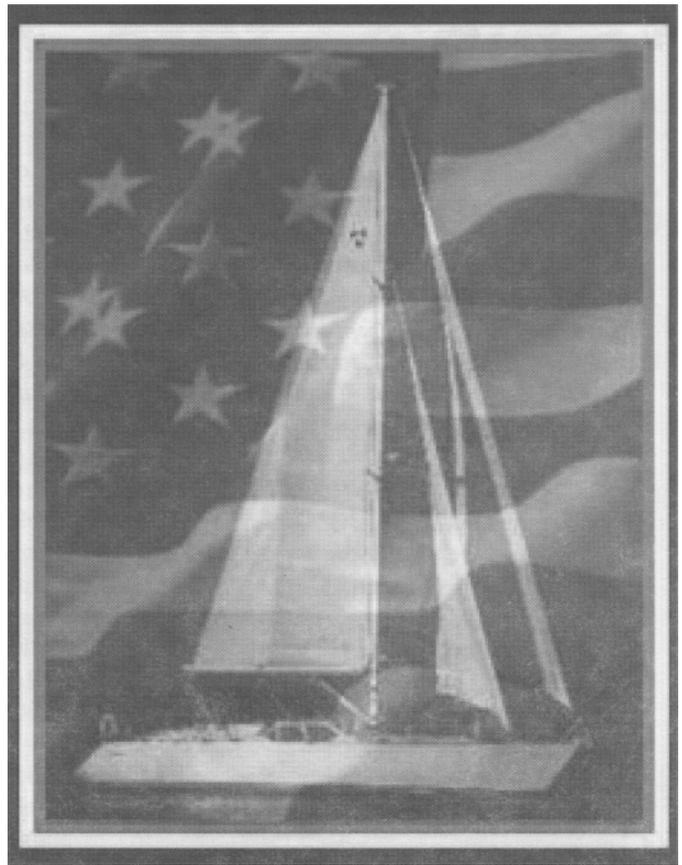
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# Rendezvous Roundup

## San Diego, CA

The 2002 San Diego Tayana Rendezvous was held 2022 September. Hosted by Dan and Kay Peter of Cabrillo Yacht Sales, the raft-up began on Friday afternoon in La Playa Cove. The official kick-off for the weekend was that evening with an All-American Barbeque at the San Diego Yacht Club. Everyone enjoyed hamburgers and hot dogs and all the fixings, finishing off with apple and cherry pies and lots of prizes. Those attending were **Tom and Suzanne Starks** on *THREE BAGS FULL (V-42)*; **Bob Schilling and Charlotte Maure** with crew, Phillip Curry and Richard Maure on *WHISPER'S ECHO (T-37)*; **Paul and Denise Spicer** on *SOUTHERN CROSS (V-42)*; **Nick Sciarro** and Mary (guest) on *ECLIPSE (V-42)*; **Roger and Tokiko Blakely** on *NEW HORIZONS (T-52)*; **John Kalpus** on *PRUDENCE (T-37)*; **Jim and Margo Panke** with crew, Dot Heron on *KAYLA SAKAE (T-37)*; **Bill Chapman** on *PEREGRINE (V46PH)*; **Ken and Marilyn Ross** on *CELEBRATION X (T-52)*; Sandy and Ed Letzring on *ABRACADABRA (T-52)*; Richard and Karen Genet on *CHESSIE (T-52)*; Tom Antonelli and Jean Franconi on *AURORA (T-48)*; and Bill and Maureen Tieman on *LAND'S END (T-52)*.

We reunited on Saturday morning for a welcome breakfast, where all attendees were in great need of coffee. Everyone received Tayana T-shirts and more prizes, played a sailing word scramble game, and received the famous boat Scavenger Hunt list for the day's activities. Saturday afternoon was spent boat hopping and looking for Scavenger Hunt items, as well as relaxing in beautiful La Playa Cove. We kicked it up a notch on Saturday night with a Cowboy Barbeque, again at the Yacht Club, complete with OK Corral decorations. After the wranglers had their bellies full,



Scavenger Hunt team items were unveiled.

Sunday morning we met again for a beautiful Champagne brunch, and said good-bye to our Tayana friends. The Tayana Rendezvous participants were then invited to take part in Sail Feast, an extra treat that took place after brunch. Sail Feast is an annual event where 250 families, all having children with cancer, sign up to sail the bay. It was an excellent opportunity for our Rendezvous attendees to participate and add enjoyment to those children and their families. Dan and Kay Peter and Cabrillo Yacht Sales sincerely thanks everyone for attending the 2002 Rendezvous. It was a blast!

*Pictured left 1-r, front row: Jean Franconi, Dan Peter, Tokiko & Roger Blakely, Paul & Denise Spicer, Bill Chapman, Sandy & Ed Letzring; middle row: Tom Antonelli, Kay Peter, Mary & Nick Sciarro, Maureen Tieman, Karen & Richard Genet; middle top: Dot Heron, Margo Panke, Charlotte Maure & Robert Schilling, Marilyn Ross; back row: Jim Panke, Richard Maure, Bill Tieman, Ken Ross, and Phillip Curry*

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# Ship's Store

*Ship's Store regularly highlights items that members would like to purchase or sell, as well as product news of particular interest to Tayana owners. Listings in this column are free to TOG members and will be carried until we hear that an item has already been bought or sold. Non-members may place an advertisement for \$10. We do not accept advertising from commercial businesses. Write/ call TOG, P.O. Box 379, Reedville, VA 22539-0379, (804) 453-5700 to place your item or e-mail at <tognews@crosslink.net>.*

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

**BARNABAS**, a 1988 V-42 aft cockpit (hull # 100) is for sale for \$149,000 by original owners, **Don and Kathy Fanell**, located in Honolulu, HI. Call (808) 396-8363 or e-mail <[dkfanell@hawaii.rr.com](mailto:dkfanell@hawaii.rr.com)>. Equipped with 50HP Yanmar w/ 100 amp alternator, three new 8D gel cell batteries, 4 kw 110 VAC genset, 2 kw Trace inverter w/remote to nav station, stereo w/saloon and cockpit speakers, B&G instruments at nav station and cockpit, Robertson autopilot, Furuno RADAR and weather fax, GPS, ham radio, VHF radio, cell phone, Newmar electric panel, 10 oversized Lewmar winches, 45# plow and Danforth high tensile anchors on HD SS double thickness bow roller fitting, Nilson 2000# electric windlass w/ new motor and remote to cockpit, Danforth high tensile anchor on stern, 70# Luke storm anchor, sea anchor & drogue, Dutchman flaking system on main, 135% Genoa on a ProFurl system, storm trysail and staysail, 1400 sq. ft. cruising spinnaker w/sock, 8-person transoceanic life raft, life sling & MOB system, 10' inflatable dinghy w/6 HP Johnson OB, rudder indicator at helm, custom interior, cloth cushions w/6 inch foam, custom cockpit w/closed cell foam cushions, dodger, bimini, dockside & anchor awnings, Force 10 stove/oven/ broiler, extra outlets, lights, fans, SS wheel w/teak trim, SS dorade vents, SS mast pulpit w/pin rails, fresh/salt water foot pumps in head and galley, nine deck prisms, insulated backstay, SS pedestal guard & teak cockpit table w/glass holder, bronze striker on rub rail, red night lights on floor through out, standard electric head, seawater cooled 110vac refrigeration, Walder boom brake, built-in air compressor, new 110 VAC water heater, self polishing fuel system, 6 gph water maker, lots of spare parts and running rigging. (1/01)

**BLUE MOON**, a 1977 T-37 (hull #95) is for sale by **Chuck Harris**. Price is negotiable and particulars can be

obtained from the broker, Rogue Wave Yacht Sales in Annapolis, MD at <[roguewaveyachtsales@att.net](mailto:roguewaveyachtsales@att.net)> or call (443) 742-1792.(2/02)

**BRITANNIA**, T-37 (hull #538) was ordered in 1987 and delivered in 1988, and is now for sale. I am the second owner; the first owner kept her in fresh water the first two years. She has been exceptionally well maintained. She's clean and has low engine hours, used solely for day sailing and some cruising in Maine the last 11 years. She's well outfitted for cruising with an extensive outfit list. Some noteworthy items include refrigeration; electric windlass; CNG stove; Shipmate fireplace; CQR and Bruce anchors; dinghy davits; RADAR; LORAN; VHF; Signet Smartpac log, depth, knot, &wind; four batteries and two battery switches; Spa Creek automatic alternator control; Hood sea furl; 44 hp Yanmar JHE; and Achilles 9 ft. inflatable w/5 hp Nissan. Sail covers and boot top are green. She is homeported in Portsmouth, NH. Asking \$110,000. Call Rodney Cook at (978)462-7334(H) or (617)494-2203 (W) or e-mail <[cookr@volpe.dot.gov](mailto:cookr@volpe.dot.gov)> for full set of specs and photos. (3/01)

**CAPRICORN IV**, a 1981 T-37 (hull #275) is for sale in Mazatlan, Mexico. She has a Perkins 4-108 engine, aluminum mast and boom, fiberglass decks, extensive ground tackle with windlass, five sails, roller furling on forestay, Aries windvane, below deck and wheel autopilots, Carib RIB w/ 15HP outboard, motor hoist, life raft, RADAR, SSB, 1500w inverter, 120 amp alternator, 3-stage regulator, e-meter, two 75 and one 55 Siemens solar panels w/regulator, VHF, depth sounder, KL, wind speed, wind direction, GPS, BBQ, microwave, 3-burner stove w/oven, Adler/Barbour fridge, water maker, AM/FM radio w/CD, TV w/VCR, varnished interior. Sale price of \$85,000. E-mail **Bob and Mary Penney** at <[svcap4@aol.com](mailto:svcap4@aol.com)> for complete information and pictures. (1/02)

**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 lazy jack 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](mailto:arndtdoyle@yahoo.com)>. (2/01)

**ECLIPSE I**, a Canadian registered, 1984, aft cockpit V42 (hull #87), with drop roof, in outstanding condition is for sale by **Don Foster** for \$140,000. 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 tether, 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 Maxiprop, 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](http://www.saltworkscreek.com/eclipse.htm) for pictures. Contact Don by e-mail <daddydon@ccconline.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; propane stove with two tanks mounted in stem locker; dual stainless steel sinks in galley; Simpson Lawrence electric anchor windlass; Monitor wind vane; ninefoot inflatable w/8HP engine recently serviced; Kenwood HF radio; 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; stem Danforth anchor; Bimini; Invertor; 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; 16,000 BTU reverse cycle air conditioning and heating unit; and recent 14 epoxy barrier coats. Recent yard work includes the epoxy barrier coats, bottom paint, and installation of a new cutlass bearing. Asking \$80,000. Contact Marc Dufyat (386) 424-9720 and/or e-mail <Marc [Dufly@IDX.com](mailto:Dufly@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](mailto:nanceunder@aol.com)>. (4/00)

**AYBRASIL**, a 1984 T-37 (hull#584) is for sale by Cathie Beers. Berthed in Baltimore, MD, she is well maintained, clean, and in above average condition, according to the April 2001 marine survey. No teak decks, a Yammar 33HP diesel engine w/low engine hours. Equipped with Micrologic LORAN C; Autohelm 5000; Datamarine depth sounder, knot meter, and apparent wind meter; Ritchie compass; Guest 30 amp battery charger; manual Simpson Lawrence 555 Windlass; 45# CQR w/ 120 feet chain, 100 feet rode; 22# Danforth with 4 feet chain, 200 feet rode; dinghy davits w/hard dinghy (original stock). Sail inventory includes mainsail, yankee, staysail, and cruising spinnaker in good condition. Exceptional teak interior, must see to appreciate. \$99,500. Call Cathie at (717)238-6559 ore-

mail <[compassrose49@hotmail.com](mailto:compassrose49@hotmail.com)> for details. (1/02)

**JESSIE**, a 1985 V-42 (hull #92) is in search of a used mainsail. If anyone has made a recent replacement and would consider selling one no longer in use, we would be very interested. To contact Christian and Roni Kemp please leave a message at (602)620-3863 ore-mail <[nlkemp@ao.com](mailto:nlkemp@ao.com)>. (2/02)

**KAMALOOA** (T-37, hull #542) has a mainsail cover for sale. Pacific blue sunbrella, zip front, velcro at top, standard widgets on the bottom. Covers all your winches and halyard coils, too. Vinyl lined around mast. Used one season, excellent condition. If interested, contact **Charles Freeman** at (603)448-0408 ore-mail <[cfreeman@alum.mit.edu](mailto:cfreeman@alum.mit.edu)>. (2/02)

**MAGICDRAGON**(T-47, hull #1) has acquired an in-boom furling system and, as a result, has the following items available in Puerto Vallarta, Mexico at North Sails: boom and boom vang, one main sail, Strong Mast Track system, one Bariant # 17 winch, and one Bariant #24 winch. Contact **Pete and Suzy Rummel** at <[mdragon@newbemnc.com](mailto:mdragon@newbemnc.com)> or call (252)638-6875.(2/01)

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

**OASIS**, a 1977 T-37 (hull #97), is for sale by **Dean Saliani**, due to personal issues. She is completely refurbished, rebuilt, and upgraded; the best value on the market! Equipped to go around the world, with less than 100 hours on a rebuilt Perkins 4-108 engine, new aluminum mast and boom, new running and standing rigging, seven sails, Aries wind vane, Avon dinghy, Yamaha OB, liferaft, two GPSs, two VHF's, two depth sounders, autopilot, new CD, new electrical panel and wiring throughout, four bilge pumps, new cushions and covers, Ralph Lauren custom linens, new BBQ, fully equipped galley, and thousands in spares and maintenance items, plus charts, chartbooks, guides, etc. Exceptional condition - inside, out, and mechanically. Be prepared to offer high 70s, which is well below survey. Serious inquiries only, please. For more information or specific questions, e-mail <[DGSAL32759@aol.com](mailto:DGSAL32759@aol.com)>. (2/01)

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# Ship's Store...

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**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](http://www.yachtoasis.com). Contact the Berrys at [yachtoasis@hotmail.com](mailto:yachtoasis@hotmail.com). (2/02)

PIPERH, a V42 (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; stem 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 rigged 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](mailto:WCV4543@sailmail.com) for a complete listing of equipment. (2/02)

**RACHEL**, a 1986 MK II T-37 (hull #493) lying 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 380 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" chain & 200+ ft nylon line. Asking \$110,000. Contact Butch and Ellen Lebrasseur at (401) 965-8691. (3/02)

**RECLUSIVE**, a 1980 T-37 (hull #261) is for sale after a year long cruise from Boston to the Bahamas. Paul Horton is the second owner and she has spent most of her years in New England and wintered in an indoor heated shed. During the last six years, she has had many upgrades before her recent cruise, including a Garmin 220 GPS; ICOM SSB; Simpson Lawrence windlass; 3 large anchors; recent dodger, bimini, and canvas; new cushion foam; roller furling; and Adler Barbour refrigeration. **RECLUSIVE** is located in Ft. Pierce, FL. Asking \$79,000. Contact Stan Dabney at Offshore Atlantic Yachts at (561) 845-9303 ore-mail [OffshoreYT@aol.com](mailto:OffshoreYT@aol.com) or call Paul at (772) 335-1823. (1/02)

**SAUDADES**, a 1985 T-37 (hull #464) is for sale by Gerald Atkin. She has a green hull, creme top, and is in excellent condition. The interior layout is unique with no pilot berth, just lots of cupboards and a large storage area under the cockpit lazarette. Inventory includes Yanmar 3QM30 engine, Nexus linear drive autopilot, Garmin GPS, ICOM VHF, Raytheon RADAR, cold machine, dodger, 9' Caribe with 9.8HP Tohatsu OB, and much more. She has only been sailed in the Great Lakes since we purchased her in 1988. See web page <http://mywebpages.comcast.net/tayana37> for specs, photos, and maintenance history. If interested, call (989) 3627447 or e-mail [gatkin@voyager.net](mailto:gatkin@voyager.net). (3/02)

**SKOOKUM**, a 1980 V-42 (hull #12) is for sale for \$135,000 by second owners, Scott and Anne Berg of 15 years, now located near Jacksonville, FL. **SKOOKUM** has just returned from two years in the Bahamas and is cruise ready. She has upgraded equipment including repowered Westerbeke 55 hp diesel (1000 hours), 140 amp high output alternator, new Imron topsides, blister repair w/ new barrier coat, rewired electrical panel, Raytheon RADAR, SGC Smarttalk SSB and modem, ICOM VHF, Robertson autopilot, link 2000R and Heart inverter/charger, smart charger. These are all recent upgrades! Other equipment includes custom teak interior, air conditioner, Dickenson diesel heater, Given's six-person lift raft, large Kyocera solar panel, wind generator, pole engine lift, watermaker, microwave, huge freezer/fridge, spare reefer under nav station, Magellan GPS w/ Cap'n hookup, hailer/ microphone, two separate depth indicators, full cockpit cushions, dodger, bimini, full cockpit enclosure, teak cockpit table, custom awnings bow and stern, three battery banks/deep cycle, 45 lb. CQR primary w/ 150 ft. BBB chain, 30 lb. Bruce, 35 lb. high tensile Danforth, 100 lb. Fisherman storm anchor, three lengths of 3/4 inch and 200 foot rode, Anchora 175 feet nylon emergency rode, Life Sling, harnesses, nylon tethers,

EPIRB, storm trysail and jib (never used), mast tricolor, drogue, three bilge pumps, seven fans throughout, two wind scoops, three spare anchor lights, too many custom features to mention. High gloss varnish below, minimal teak on deck. Well maintained, beautiful, and ready to go cruising. Call (904) 277-4596 or e-mail <[skookumsb@aol.com](mailto:skookumsb@aol.com)>. (3/01)

*TEAL*, a 1985 V-42 aft cockpit trunk cabin (hull #94) is for sale by original owner, in outstanding condition, ready to cruise, and located in North Palm Beach, FL. She has a keelstepped mast, 12,000 lb. lead ballast (very stiff), fiberglass decks, 50 hp Perkins 4-108, 14 opening ports (Atkins Hoyle aluminum), five hatches, all ports and hatches screened, ProFurl jib and staysail, full set B&G instruments at nav station and in cockpit, Autohelm 6000 controls at nav station and in cockpit, v-berth, large stall shower, large aft stateroom, new Lofranz windlass, Raytheon RADAR, all oversized self-tailing winches, all sheets and reef lines in cockpit, two refrigeration systems (engine driven and 110 v shore power), three-blade max prop, Kenwood 450 SSB radio, VHF's Windbugger, Mariner SS propane stove w/broiler and oven, and much more. \$159,000. Contact Don Zaleat (561) 630-0612 or <[teal94@att.net](mailto:teal94@att.net)>. (3/01)

*TO*, a 1986 V-42 aft cockpit (hull # 110) is for sale by her original owners Tom and Marlyn 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 stem 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 regulator. 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 1 1/16 rode. Anchors are carried on a heavy duty stainless steel, twin roller, bow fitting. *TOMAR* is presently located in Palmetto, FL and priced at \$185,000. For further information contact the Masons at (651) 484-5442 or e-mail <[Tmase@aol.com](mailto:Tmase@aol.com)>. (3/01)

*WIND FREE*, a 1982 T-37 (hull #325) located in Jacksonville, FL is for sale. She is well cared for with a Perkins 4108

engine rebuilt in 2001 and rewired in 2001. Equipment includes ICOM 710 SSB, VHF, Raytheon RADAR and GPS, LORAN, Four Winds wind generator, 800 watt inverter, watermaker, Maxi-prop, heavy ground tackle, electric anchor windlass, hot water system, air conditioning, and Adler/Barbour refrigerator/freezer. Teak interior, refurbished teak decks, keelstepped aluminum mast, 10' Zodiac inflatable w/ 8HP Johnson outboard. Nicely laid out interior. \$90,000. Phone Ray Walshe at (904) 292-2995 or e-mail <[raywalshe@attbi.com](mailto:raywalshe@attbi.com)>. (1/02)

Ralph Richardson would like to offer someone a free ELECTRICAL PANEL. This panel is the original equipment from a 1985 T-37 (hull #406) and is in fair condition. It is 13" by 18 1", black with white lettering and the Tayana 37 logo across the top. It has 16 DC breakers and 4 AC breakers plus a master switch. Also included are voltmeters and amp meters plus a selector switch to test battery volts. Free to a good home, you just pay shipping. Contact Ralph at (541) 747-1113 or e-mail <[jeannermr@yahoo.com](mailto:jeannermr@yahoo.com)>. (3/02)

## Maritime History?

Ever wonder where the word 'shit' came from? Well, in the early days of commercial shipping, manure, as countless other commodities, was shipped by sea, in dry form. It was relatively light weight and easily manageable. However, in being stored in the lower holds below the water line, if it became wet, it held the moisture, becoming a weight problem, and, more importantly, the fermentation process was set in motion. The by-product was methane gas. The manure was stored below decks in bundles. If they became wet, methane began to build up, and the first time someone went below deck at night with a lantern.. BOOM!

Several ships were destroyed before it was understood what was happening. After the discovery, maritime regulations stated that all bundles of manure were to be stamped with the name S.H. I.T. (Ship High In Transit). In other words, this particular cargo must be stored high enough above the lower decks so that any water that came into the hold would not wet the volatile cargo and start the production of methane.

So, the next time you use the term, 'shit', you will be demonstrating your knowledge of little known historical events, technical maritime terms, and the evolution of a unique, well known colloquialism.

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# News from the fleet...

**Bob Bennett** informs us, "*CRITTER*, my T-37 (hull #565) has been sold. *CRITTER* will be traveling to her new home in Portland, ME in a few days. I've encouraged the new owner, Lt. **Carl Hinshaw**, USCG, to sign up for the TOG newsletter." (7/02)

*[Editor's note: He did. (See New Members, page 70)]*

**Jim Clemens** owner of *ATHENA* (T-58, hull #92), communicates "I just returned home from sailing *ATHENA* from Fort Pierce, FL to Annapolis, MD. Will cruise the New England waters starting next week. Nothing too exciting happened on the way: crossed the Gulf Stream several times, once in a northeast wind; fixed a fouled prop in the Saint Simon area behind Jekyll Island by diving down on it and clearing it-water clarity, two inches; replaced three batteries that died from internal shorts after four years and gave off a terrible acid smell. Now using golf cart batteries, which are inexpensive, very rugged, and take a lot less space. Watched a heavy front move through the Carolinas while berthed in Beaufort, N.C. No time to be coastal cruising when that happens. A yacht broke off its mooring and is now shipwrecked on the beach across from Beaufort Docks. Several anchored yachts disappeared during the night. Guess they ran for more room; it doesn't pay to anchor in a crowded channel. Came around Cape Hatteras, wild downwind ride during the night, then dead calm up the coast to Cape Henry. Water like glass, so motored along and dragged two lures. Caught a 30 pound dorado (mahi mahi) about 30 miles offshore - delicious. Checked in with the Chesapeake Light platform and got permission to run the outside of the official channel. Fun to watch the big boys go past. Was followed by a nuclear submarine and then chased by the Coast Guard that now thinks every small boat carries an atomic bomb. From Little Creek to Annapolis was a 20 hour trip with lots of buoys, tugs, freighters, crab pots, etc. Saw an eight foot terrapin turtle in the East Bay and lovely wild swans in Shaw Bay. Boat now on the hard for bottom paint and warranty repair. Looking forward to some exciting sailing this summer in New England." (6/02)

**Mike and Sheila Grinnell** spend their sailing season each year with *MIGRATION*, their T-55 (hull # 17), in the Mediterranean. When asked to contribute stories of their adventures to *TOG News*, Mike suggested, "In lieu of that, maybe *TOG News* can make some reference to our web site <[www.yachtmigration.com](http://www.yachtmigration.com)>. It is complete with two summers of transcribed ship's logs and pictures. Those two years (2000 and 2001) and this year will cover Greece and

Turkey. For the following three to five years we expect to cruise westward to Croatia, Sicily, Italy, Sardinia, Corsica, France, Spain, Gibraltar, and Portugal" (5/02)

**Rich Hampel**, owner of *AQUILA* (T-37, hull #423), reports on the surprise full gale that 'bombed' the DelMarVa

peninsula on the Sunday before Labor Day, as he and his wife were returning from a circumnavigation of the peninsula. "We had entered the Chesapeake [Bay] at Cape Charles in 10-15 knots and proceeded north towards the Potomac [River]. The wind kept stepping up until it rose to Force 8 with intervals well into Force 9. Stupidly, I crossed a visible 'wind wall' and shouldn't have; I thought it was just going to be a short lived squall. About four to five hours later I changed my opinion. The sea was a very steep chop -6-9+ft. (shallow bottom) with crests being blown off, and adverse tide at 0.5 to 1 knot, all the while NOAA was still predicting 10-15 from the NE. Wave period at 3-4 seconds. I was beating off a lee shore (one mile) against the adverse tide. Due to the large amount of commercial traffic, I deemed it imprudent to heave-to, and the closest harbor was 10-15+ miles away and to weather. I kept a super flat single reefed main and staysail flying up to about 35 knots to keep the boat driving/beating through the chop, which it did very well .... and surprisingly without severe heel (with flattened and "bladed" staysail). When it definitely was above 35 knots, I deep reefed the main, but soon shredded it (old stitching) during a tack.

I had come in off the ocean and was trapped in the Bay with no opportunity to run back for deep water. I had bypassed Little Creek (my usual stop-off when entering the bay) because of the new regs on proximity distances to US warships, and wanted to avoid any hassles. Where I got hit was between the Potomac and the Pautuxant (Pax) Rivers, with absolutely nowhere close-by to run to for shelter. I'm smart enough to stay away from Pt. Lookout at the mouth of the Potomac in bad weather; voluminous historical records, back to colonial times, tell of 'snort' seas, humongous trochoidal chop, and large standing waves. The tide was against me and two tidal flows were converging off the Pax River making for some very interesting wave patterns (Pax River was almost in flood stage).

I was extremely and delightfully surprised at how well the boat was actually punching through the heavy chop; well impressed in fact, although the forward progress was 1.5+ knots. Only a few waves boarded over the side, filling the bulwarks or covering the coach roof. My old light weight fin keel boats would have definitely been stopped dead cold. The weight of the Tayana seems to add greatly to the momentum needed to break through and push aside such chop. It was almost comfortable in the cockpit. After I lost the main, I simply bore off a bit to a high close reach (GPS verified that I was still making way from the lee shore) on the staysail only! I had totally flattened the (boomed) staysail and was "blading" / feathering it to keep forward motion over the crests and to prevent being stopped. I truly don't think I could have done

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this without a boomed staysail and still have been able to keep moving/tacking in a high close reach. We probably spent two to three hours in Force 8 and 1.5 hours in Force 9 and my T-37 handled it wonderfully. My wife, who is not so adrenaline addicted as me, was also very impressed with the sailability in heavy weather - only one whimper recorded! I did cheat for a about 15 minutes with the Yanmar @ 1000 rpm and staysail, but the staysail ultimately proved to be the winner. I have to say that the T-37 is a GREAT heavy weather sailing machine. Many other boats that finally limped into port on the Pautuxent River had lots of damage; I took on a few quarts of water below and shredded an old mainsail. I am very impressed with the T-37; it taught me a lot during this blow, especially how much I should trust this boat. It really felt good.

When we finally got into port my wife asked `well, how do you like the slug Tayana now?' I simply nodded deeply and grinned from ear to ear, a very, very large grin.

The way my T-37 behaved, I actually sort of enjoyed it. The boat kept telling me, 'I can take it; just tweek me upright and leave it to me'. I almost didn't have to scallop-up on the tops of the waves. The longer I was in it, the more confident I became of this boat; it pounded only a few times. I would have loosened my dental fillings in a flat bottomed, fat-assed fin keeler. Thank you, **Mr. Perry.**" (9/02)

Rich follows with these lessons learned, "1) Never ever believe a NOAA forecast. 2) Change upper two battens to full battens; make lower battens long battens; add reinforcement tape to main leech and make reinforcement patches for seams at leech. My main has short battens and flogs too much during tacking in high winds. 3) Move ALL control, etc. lines to cockpit, including staysail boom outhaul !!! 4) A Hoyt type staysail boom would probably have given better control, so seriously consider converting to Hoyt system. 5) Move the bow tank to mid-ships. 6) Install better cockpit jacklines and padeyes. 7) Tape or mouse lifeline pelican hooks so they can't open when on passage or in heavy weather. 8) Add locktite to all steering wheel screws so the teak spokes don't come loose from the hub.

And I was thankful that I had completed: 1) EZ jacks on the mainsail; 2) Staysail boom yang (temporary); and 3) Garhauer blocks on the main sheet." (9/02)

**John Hovan** purchased his *CELTICDREAM(T-37, hull #478)* from **John Kraft and Karen Hurt** in June 2002, and set about to sail her from Baltimore Inner Harbor (pictured below) to Charleston, SC. Of his journey, he writes, "It was a trip filled with times of adventure, trauma, drama, and pure serenity. This trip has cemented the fact that I purchased the right boat. When we fought a Force 9 on the Beaufort Scale 40 miles southwest of Frying Pan Shoals in the Atlantic, she was extremely seakindly,

and I never once was concerned about the boat's ability to tackle the waves and/or the 45 knots/51 mph wind we encountered. The sizzling lightning, like I have never seen before in my life, was a different story. Read on if you want to hear more.

### *Chapter I - Changing of the Guard*

I arrived at the Baltimore airport where John Kraft was waiting at the baggage area and graciously drove me to the marina. I had three jumbo bags filled with gear. In fact, Southwest Airlines assessed an extra charge since one bag weighed in at over 100 pounds. Once on board *CELTIC DREAM*, John assisted me in storing the contents of a mini storage locker of spares that was sold with the boat. The boat has at least six anchors on board that I know of! I was in awe at all the spare gaskets, lines, shackles, pumps, etc. It took several hours to catalog and store all the spares. One thing for sure is that a T-37 gobbles gear with her ample storage. The V-berth storage alone can gobble up the contents of a small hardware store.

My brother, Dave, who signed up to bring the boat to Charleston with me, showed up at 1700. Our main task was to acquire a large quantity of beer and groceries for the trip. Unfortunately, beer in Maryland has to be purchased at a liquor store, so John Kraft kindly allowed us to use his car for the evening.... By the time all the groceries were on board, it was almost midnight. We still had the task of lashing six Jerryjugs to the deck. We turned on the spreader lights and kept over

*continued on page 56*



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## More News from the fleet...

*continued from page 55*

working until 0100. All in all, we had four diesel, one water, and one gasoline, three on each side of the boat. I highly recommend these military Jerry Jugs sold by David Hale at (800) 292-1523 or <david@powersind.net>. They meet my definition of the word industrial and have only recently been approved for sale to the general public by Sceptor Corp of Canada. These are a grade above the cans sold at West Marine and the only fuel cans approved for air transport by the US military. Additionally, Sceptor sells an adapter so that the jug can be used as a fuel tank.

One last important item was given to us as a gift by Karen Hurt, which needed to be stored. There is a restaurant in Baltimore called Victors, which sits right on the water at the Inner Harbor. It has what I consider one of the best of class deserts ever made, chocolate cannoli. I would drive 100 miles to eat one of Victor's cannoli. We made sure there was enough room in the fridge for this delicacy, which my bother and I fought over on the first night of the trip. After the cannoli was safely stored, we called it a night." (7/02)

*To be continued..*

*Editor's Note: John's trip took nine days and his story is broken into eight chapters, which we will provide in future issues, so stay tuned as the adventure unfolds.*

Erich Kothe, owner of DULCINEAH (T-37, hull #460), announces, "I am the author of *Scotty and the Pirates*, a novel described below.

It is the very beginning of the Eighteenth Century and Scotty, a native of the Shetland Islands gets the wanderlust and leaves his parents and siblings behind to see more of the world than exists on his small native island. The voyage leads him to Inverness where he lives with his aunt and uncle. Uncle Isaac is the owner of a shipyard where the construction of the privateer *MARTHA* has just commenced. Scotty, believing that all of his education had been completed on the island of Yell, is surprised, and somewhat disappointed with the rigorous tutoring that has been arranged for him by his uncle. Reluctantly he becomes an excellent student and is intrigued with the construction of the vessel. Scotty, as well as some of his tutors are destined to be crew aboard this Brig. When *MARTHA* is completed, Scotty becomes the cook's helper on her maiden voyage.

After suffering the wrath of the North Atlantic winter, the ship cruises peacefully across the trades and the Sargasso Sea where they are attacked by a large and well armed pirate ship. By series of successful maneuvers, they prevail the pirates and rescue two of their captives. One is a young boy, the other an old man. The boy, Golfinho, becomes attached to Scotty, but is destined not to complete the voyage back to Scotland. The *MARTHA* arrives in the Bahamas only to be grounded for a month on an exceptionally high tide in the Abacos. There they

communicate with the native population, and the crew generally enjoy the respite in the warm tropical air. The voyage continues northward as they almost run directly into Block Island in a dense fog. They spend some time nearby in a settlement at Oyster Pond, now Orient on the tip of Long Island. More adventure is found in Mamaroneck and at North River wharf in Harlem. Their trading is done here before they return to Scotland.

Back at Inverness, all is not well as the Admiralty insists on confiscating the entire cargo. This almost foments a war between the English and Scots. But all ends well as the characters restructure their lives to become landlubbers again.'

If you are interested in obtaining a copy of this fascinating novel, you may e-mail me at <aa2ik@aol.com> or call (914) 693-3571 in White Plains, NY." (9/02)

**David Laber** on *HEGIRA* (V-42, hull #142) reports, "We are now in Jacksonville, [FL] using St. Brendans Isle." (9/02)

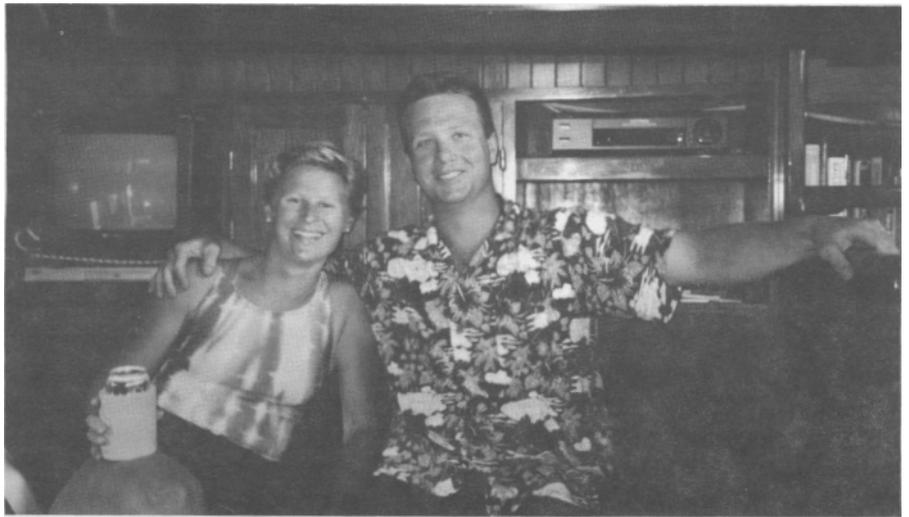
Pim Miranda advised us, "Our V-42 (hull #79), *ORCA* was sold last April to Jeff and Beth Leech of Corvallis, OR." (8/02)

Nancy and Terry Newton pen from *LA ESMERALDA* (T-37, hull #512), "We have been out cruising since May 1997 and just finished up four years in the Caribbean. It was a great cruise. Each of the islands is different in culture from the other. We have now relocated to Jacksonville, FL to do an estimated three to four year work stop. We will continue to live full time on *LA ESMERALDA*. We are docked at Ortega Yacht Club Marina. If any of our cruising friends or fellow Tayana owners are in the area, stop by!!" (6/02)

Nicholas Sciarro, owner of *ECLIPSE* (V-42CC, hull #173) comments, "I would like to take this opportunity to thank **Dan** and Kay Peter at Cabrillo Yachts for the San Diego Tayana Rendezvous 2002. Dan and Kay prepared and presented the most outstanding rendezvous. The weekend [September 20-22] had great weather, a great assortment of participating Tayanans, great food, prizes, and great people, with the proudest show of boats in Southern California. I appreciate and thank Dan and Kay for their dedicated willingness to make this the most successful Tayana rendezvous ever." (9/02) [See *Rendezvous Roundup*, page 49]

**Bill and Rockie Truxall**, owners of *SEAQUF.STORH* (T-37, hull #547), frequently received internet messages from <oystersncoldbeer@aol.com>. Who are these guys, any

way? **Amanda and Jim Grant**, (pictured right) that's who! They are relatively new to Tayanas, but they are great people who get right into this boat stuff. They have turned their T-37 (hull #370), **ADVENTURE BOUND** into a real silk purse from a sow's ear, with lots of dedicated work. The Grants reside in Charlottesville, VA, but keep their boat in Deltaville, VA on the Chesapeake Bay, which is a three hour trip for them. After passing several e-mails, we decided to get together.



Earlier in the year, we had met **Trudy and Tom Feigum**, who also keep their V-42 (hull # 186), **DAKOTA SKY** in the Deltaville area. So the four of us descended on the Deltaville Marina, where we discovered **Joe and Molly Sprouse** on **SOJOURN** (T-37, hull #85), moored right next to **ADVENTUREBOUND** at the dock. We all (pictured below) spent the

afternoon admiring the two T-37s inside and out, and talking about Tayanas. Feigum's have a brand new V-42 they are readying for serious cruising, so we discussed upgrades, navigation, and local activities, the whole gambit. It was like a mini-rendezvous!" (6/02)



*Standing 1-r above: Molly Sprouse, Jim Grant, Joe Sprouse, Trudy Feigum, Rockie & Bill Truxall  
Kneeling: Amanda Grant and Tom Feigum*

## Venezuela Venues...

*continued from page 47*

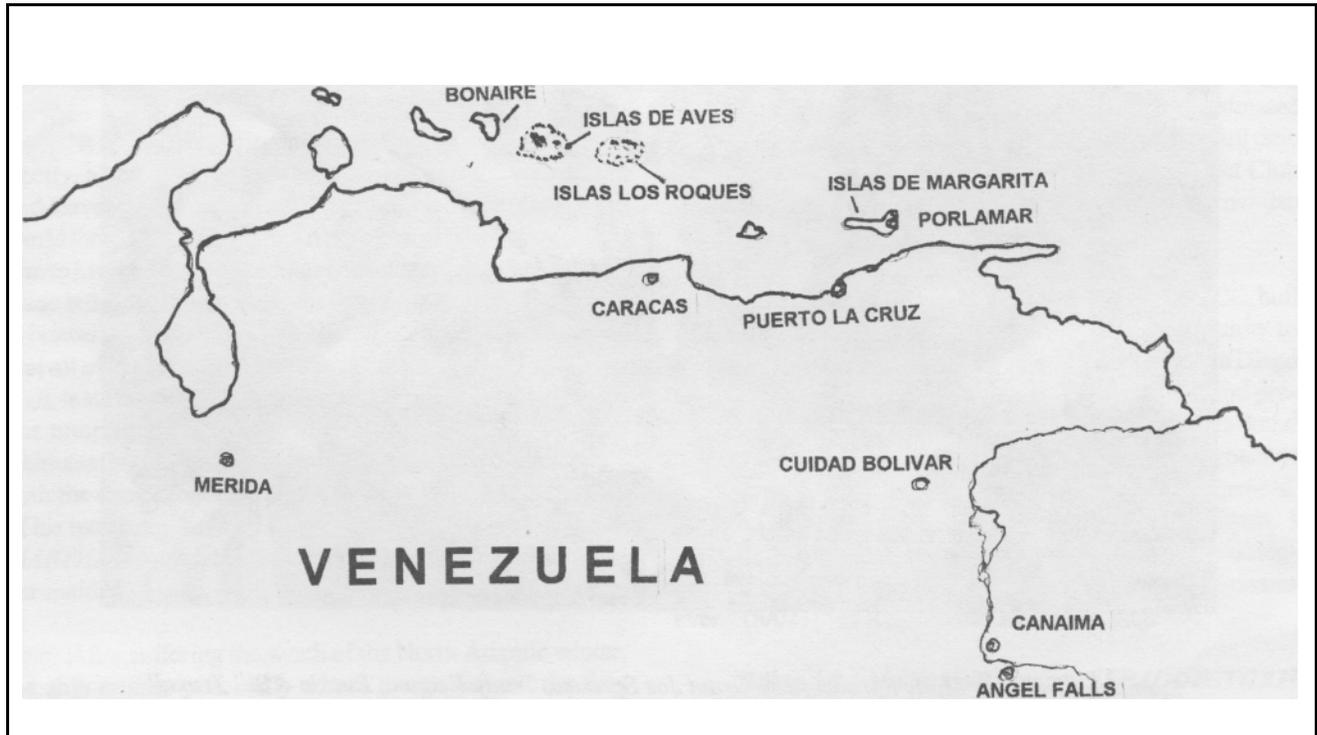
but Gioia had another reservation for our room, we were the first ever to be allowed to move in downstairs with Aunt Tata for a few nights. We had to stop her from trying to empty the closet in our room for us, one that probably hadn't been opened in 50 years. When I got a touch of a cold and Jim had his stomach gripe, she plied us both with warm herb potions that she brewed in her finny old kitchen. When we left, she gave us a finely crocheted table doily that she had made years ago.

Not only was our "home stay" wonderful, we also thoroughly enjoyed our Spanish classes at the Iowa Institute. Having both tested into Level I, we opted to go with private classes for the two of us: two hours in the morning and two in the afternoon, with different teachers for the a.m. and p.m. sessions. La Profesora spoke almost entirely in Spanish from day one, although sometimes we wore them down and forced them into English. Kathy, La Directora from Iowa, has organized the program of instruction to be very flexible and accommodating to the needs of the students (who include everything from business and embassy staffs to backpackers who drop in for a week of lessons), so we could tailor the sessions to what we needed/wanted. Her main business, it turned out, was teaching English to Venezuelans, and our favorite waiter at our favorite lunch spot was one of the English students and we practiced on each other during the noon hours. I will be the first to admit, however, that despite the great instruction we had and conversational opportunities offered, I will never be a good Spanish speaker, and will always live in the present tense when I do. What a language! Not even French has that many irregularities. When we do fumble around and try to speak, we take no small amount of pride in the fact that

communication does seem to occur: we generally seem to get what we want. And I don't think that we've yet called anyone a pregnant umbrella!

Our time in Merida was hardly all work and no play, although we did dutifully do our homework each night. We were there with friends, Dennis and Debbie, whose boat *THE W. C. FIELDS* was back at the marina with ASYLUM. They too were taking Spanish classes, but that didn't keep us from being tourists. Merida boasts often and proudly about its *Teleférico*, the longest and highest cable car in the world. It rises in four stages from the base in the city (at about Denver altitude) to 16,000 feet. We had been warned to take warm clothes for this ride, and fortunately were loaned wool hats, gloves, and parkas, which we really needed up there! Dennis had taken his portable GPS and we have a picture of it sitting at the base of the frozen statue of the appropriately named Virgin of the Snow showing an altitude of 15,698 feet! Unfortunately when we reached the top we were socked in by a cloud so didn't see the much-touted view of the mountains to Columbia. But the cloud notwithstanding, it was an impressive ride—both in engineering and vistas—up over the city, the surrounding Andean valley, and mountain side.

We also toured to the north and south of Merida, thru picture-postcard Andean villages, an old coffee plantation, and a national park where we saw two of the ten great Andean



condors left in existence. In town, we found a concert band in the park and a Mozart Festival concert. We also learned there was to be a flamenco dance concert, which we all thought might be interesting. Dennis and Debbie scoped it out between classes, finding the building and determining in their fledgling Spanish from the security guard across the street that the concert was at 7 o'clock. We set out at 6:45 to walk the 2 " V2 blocks to the hall, when the skies opened, sending great torrents of water gushing down Merida's streets. We were easily slogging thru five inches of water in some crossings and couldn't have been more soaked when we arrived if we'd jumped off the side of four boats into the sea! Standing and dripping in line to buy tickets, we learned that the show started at 7:30, not 7:00—seems their fledgling Spanish had failed to pick up the 'y media' or "halfpast" part of the time. Then 7:30 became 8:00 became 8:30, as we stood in the entry hall drip drying and waiting to be admitted to the auditorium. The people-watching was good; among those milling around were lots of women and little girls in bright red dresses with their dark hair pulled back into tight, severe, flamenco buns that made their eyes seem to slant up. But little girls?? I suggested warily to Jim, Debbie and Dennis that perhaps what we were about to attend was a dance school recital. And that's exactly what it was. For sure we were the only four people in the audience without tripods, flashes, digitals, video and movie cameras.

Some of the dance students were more skilled than others, shall we say. One who will always stick in our hearts and memories we came to call "Embassy Wife." Clearly a middle-aged gringa, she had short, strawberry-blond hair that wasn't meant to hold the requisite flamenco dancer's flower. She also didn't exactly have the, uh, requisite flamenco dancer's hour-glass figure for wearing a flamenco dancer's form-fitting dress. But bless her heart, she tried. When in one of her two numbers the troupe was leaping about, smartly thwapping their fans open and shut, we thought she was going to let fly with hers across the stage and/or twirl herself out into the audience. She was a model of concentration, though, with the tip of her tongue poking out the corner of her mouth as her flower flopped down over her eye in earnest pursuit of the beat. In another ensemble number, where each of the paired women stared fixedly into her partner's eyes, I'm absolutely convinced that this poor woman's partner was thinking, "Why do I have to be the one to dance with Embassy Wife?" But some of the dancers really looked the flamenco part and knew what they were doing; a couple of the little girls were impressive, with bright flamenco futures. The guitar player alone was worth the price of admission. By the time it was over we were all dry and a great time was had by all.

We reluctantly left Merida after 2' V2 weeks and returned to ASYL UMin the marina in Puerto la Cruz. There, in an effort not to let what little Spanish we had learned leak out of our brains, we tried to study our books and notes, but also discovered one of the local TV channels (which we could get because we were in a marina) was fixated on the *show Friends*, whose dopey dialogue even we could understand in Spanish subtitles. Even I could have been a translator for the show! My personal favorite was when one of the female characters said she was going to "jump into my jammies." The subtitle had her jumping into "marmelade"! I guess some things just don't translate.

We also set to making arrangements to visit another of Venezuela's proud boasts, Angel Falls, the world's highest waterfall. We did this trip with Dennis and Debbie again and it was a highlight of our cruiser escapades. The Falls can only be reached by boat (or you fly over them), and only in the rainy season. We were planning to go early in the rainy season (first week in August), but our guide assured us there was already enough water to get there. We took a bus (4 " V2 hours) from Puerto La Cruz to Ciudad Bolivar (the capital of Bolivar state), and then a little 6-seater plane (one of which was occupied by the pilot, a burly guy in a trucker's hat, which made me wonder if he'd stopped at the wrong terminal to pick up his load) to the tiny Indian village of Canaima, where trips to the Falls are staged. There we met up with our guide, Manuel, and transferred ourselves and much gear to a big dugout canoe literally a thick, rough canoe dug out of an enormous tree. And off we went, up the river, up the rapids, to our camp on a little island near the bottom of Angel Falls. It was an amazing ride: at one point we had to get out and walk overland across a small peninsula because the canoes weren't allowed to take passengers over a certain stretch of rapids; in some places there was barely enough water for the prop on the big of Yamaha 48 to clear the rocks; and in another, the canoe was literally bouncing off truck-sized boulders in the middle of the river. If it hadn't been for our very skilled (and very young) Indian driver we would have been on the rocks (or in the water) many times. But what a ride and what scenery! Late in the afternoon, Manuel slowed the boat and suggested we might want to put our rain jackets on. He was right. It poured the rest of the way to the camp, but we didn't care. We continued bouncing up the rapids and off the rocks, with endless vistas of flat-topped tepuys (what we call mesas), all with their own smaller versions of the Angel Falls cascading down the sides.

We arrived at the camp at dusk, still in the rain, and helped lug all the gear to the shelter that was basically a tin roof over supporting posts with some extra beams for hanging hammocks. There was a wood bench along one side and a one-sided picnic table along the other. The floor was sand. The roof leaked. There were mice in the rafters, which nibbled through Debbie's back pack, our duffel, and one of Jim's T-shirts in search of the food morsels we stupidly left in them. The facilities were, urn, our bush of choice. And we loved it! Manuel cooked amazing meals over a one-burner kerosene stove and we slept in hammocks with elegant mosquito nets. It rained so hard both nights that the river had risen dramatically by morning and we could hear it roaring just feet from the camp. We learned how to arrange ourselves crosswise in

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## Venezuela Venues...

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the hammocks-both to avoid the leaks and because, well, that's how you sleep in a hammock. Otherwise you look like a banana.

In the morning we woke to a brilliant blue sky, and as Manuel promised, a dramatic view of Angel Falls (see photo below), virtually without leaving our hammocks. What they lack in breadth they definitely make up for in height! That morning we hiked thru the jungle to a look-out spot just across a small valley from the Falls. And every way you turned up there, the panorama offered more little falls from the surrounding tepuys-like distant, receding echoes of the imposing Angel Falls.

A cano, plane, bus, and cab-ride later, we were back in Puerto La Cruz where we did all the boat chores that require water and power before heading back to Margarita. Which basically translates into cleaning and fixing stuff. When Jim got to "check strainer" on his list of 'Jimj obs', which required that he close the thru-hull to get it out, the handle broke off in his hand. Our choices were have the boat hauled to fix it (mucho dinero) or run a temporary hose almost the length of the boat to be able to flush the head. Needless to say, we opted for the latter, which has worked just fine and will be fixed when we have the boat hauled in Curacao in December. That we can't run the water maker and flush the head at the same time has required only minor schedule adjustments!

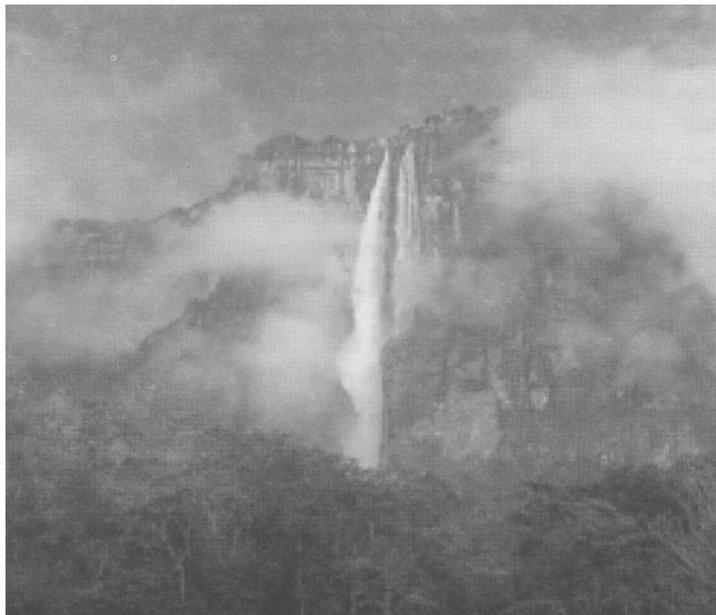
Back in Margarita in mid-August we reconnoitered with friends we hadn't seen since March and started the job of re-rigging the boat. Basically that meant replacing all the old shrouds and stays with new ones. We had ordered all the stuff to do it when we stopped in Margarita in late June, so everything was ready to go and it turned out not to be the daunting task we had expected. We also replaced the lifelines and all the deck hardware, all of which was original and much of which was so seized up the rigger couldn't believe that we could even trim the sheets!

So *ASYL UM* had shiny new rigging and we were ready to set the sails and start heading west, sailing downwind for a change. Except that now the motor on the windlass died. So we weren't going anywhere until that was fixed. We tried a local machine shop and thought we had it, but the next time we tried to use it, it whimpered and died again. We had to order a new one from the States, and that meant waiting for parts.

And then September 11 happened. Like everyone else in the world, we all sat stunned and glued to CNN at the local cruiser hangout-the only place with English television. A bunch of us had gathered to take the bus into town that morning. Jim went to drop something off at the restaurant and returned to the group having just heard the report of the first plane flying into the World Trade Center. We all headed to the television, just in time to hear the report of the second plane. And then came the fire at the Pentagon, then the White House

being evacuated, and then, and then, and then.... We had a friend who had left just minutes before to fly to Caracas on her way to Boston where she was going to remove the life support system on her dying mother. She spent two days in Caracas before returning to Margarita and never did get to Boston before her mother died. Other cruiser friends were in New York, scheduled to return to Venezuela that day. They couldn't get out until the 25<sup>th</sup>. Over the next few days we learned that we had two cousins directly affected-one at a meeting at the World Trade Center that day and another who lives in the neighborhood-and a former colleague killed at the Pentagon. We watched the news in English when we were at the restaurant, in Spanish (over the local stations) when we were on the boat, and when we could get it, we listened to National Public Radio over the single sideband radio. Even with our sketchy coverage, we were in overload. None of us could imagine what it must have been like in the States with the constant barrage of words and images we knew you were getting. We all talked about how many of our friends and families had thought we were nuts to be doing what we were doing-how dangerous it was-but all of us were very grateful to be where we were.

It was almost a month later, on 10/10, that everything was fixed (??), the provisioning done, and we were ready to head west. Next official stop, Bonaire, but in between, five glorious weeks poking our way through the out-islands of



Venezuela. The first two at the Islas La Tortuga where we were anchored off a tiny little cay that had nothing there but a small, ramshackle fishing camp on the beach. The sand on this beach was so dazzlingly white it almost hurt your eyes, and at night, so brilliantly white it glowed like someone was shining light on snow. From there we did an 85-mile overnight trip to Islas Los Roques, an archipelago of reefs and small islands with equally dazzling beaches. We putzed our way through those little islands for ten days, fishing (with considerable success!), snorkeling, reading, and occasionally thinking about, but not doing, boat chores. Only one night did we share an anchorage with another boat, and if someone came along, we moved. After Islas Los Roques, it was another ten days in the next little archipelago about 35 miles east of Bonaire that belongs to Venezuela, and was even more remote and captivating. It was Islas de Aves, a tiny island with the most luminescent sand you could imagine (at night it looked like it must have underground lighting), one lone palm tree, and a couple flocks of fish-focused birds. Aptly named by some early explorer, the place was crawling-er, flocking with birds. Red-footed boobies, pelicans, frigates, white things that look like seagulls but aren't (terns?), heron, cranes, egrets, and more. The baby boobies with their fuzzy white bodies and little black faces looked like baby monkeys sitting in nests. They slept with their heads hanging over the side of the nest, like they were peering over for something they dropped, and looked like they were about to fall out. It was enough to turn an otherwise sane person into a birdwatcher! Never mind that we've already adopted most of their goofy habits when we snorkel and dive.

For five weeks we ate nothing but fish, wore no shoes, generated no laundry, and talked to almost no one but each other. In Islas de Aves we were approached by a boat full of local fisherman, who wanted to trade fish for rum and a pack

of cigarettes. The first day they came, we thought they meant a fish, but they wanted us to take the whole basketful, which had two big crabs, two snappers, and three sea bass. I absolutely hate using cigarettes as currency, but we'd been told that's what they usually want, and who am I to fight culture. They came back almost daily with more fish, including lobster—more fish than we could keep up with. And we were catching our own as well! In two of the anchorages, we had very large (3-4 ft) barracuda take up residence under the boat. These guys were no dummies, hanging out down there patiently waiting for and feasting on the scraps Jim tossed over when he cleaned fish off the stern. Whenever they heard noise from above, even when we just dumped water over the side, they surfaced to check out what was coming. We called them Balthazar and Bartholomew. It was a little disconcerting skinny-dipping off the side though!

But after five weeks the lettuce and most of the other fresh stuff was gone and we'd already postponed our reservation for a mooring in Bonaire, so we reluctantly hauled up the anchor and pointed ASYLUM west again. On the way there, we damn near hit a whale. I was steering and saw what I thought was a spout of water. Next thing I knew, we could see the fin above the water and his dark shape shimmering just below the surface, not far off the bow! (We've been told it was a pilot whale.) I quickly changed course—he was that close while Jim turned the engine on to make sure he heard us. And off he went, with one more blow (perhaps thanking us for not running into him?), in the direction of Islas de Aves, where we'd just come from.

With that, we're in Bonaire ("divers' paradise"), and we'll be here till early December, then head to Curacao where the boat will be hauled, cleaned, painted, and otherwise spruced up while we go home for the holidays.

REMEMBER SON. THE FIN MAY VARY IN SIZE  
AND SHAPE. BUT THERE'S ALWAYS  
SOMETHING GOOD TO EAT



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INSIDE . .



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# Maintenance and equipment comments and questions...

## PERKINS ENGINE OVERHEATING

Dan Bestwrit, "The Perkins 4-108 in **TRICIAJEAN**, the T-37 (hull #506), we bought last fall has been overheating when used for extended periods. Normally, this isn't a problem as we usually don't use it for much more than getting into and out of the slip. Over the 4th though, we went down to Monterey (about 90 miles from our slip in Richmond- SF Bay) and had 20-25 knot winds on the nose all the way back. While trying to motor sail into it, the overheating reared its ugly head and we had to actually behave like a real sail boat. Anyway, last weekend I pulled out the heat exchanger, removed the end cap and sure enough, there was a fair amount of a light beige deposit (calcium carbonate?) visible and when I tried to slide a wire down, I found that some of the tubes were partially or completely blocked. I wound up putting the thing in a bucket, then filling the heat exchanger up with a product called 'Lime Away' purchased from my local Long Drug store, and it started foaming away. After leaving it overnight, the foaming action was gone, even when I refilled with fresh Lime Away. There had to be about 3/8 of an inch of sludge in the bottom of the bucket and when I took a squirter nozzle to the heat exchanger, a whole lot more came out.

After reinstalling the heat exchanger, I couldn't get it to overheat while tied to the dock, so next weekend I'll take it out and run it fairly hard for a couple of hours to make sure, but I have a feeling that the overheating problems are behind us. One other important thing I learned this weekend was why there were two pencil zincs broken off inside the heat exchanger. I had known they were there for some time by probing the salt water outlet with a finger, but could not remove them w/out uninstalling the entire heat exchanger and removing the end cap. It seems that the standard pencil zincs you buy are too long for this heat exchanger. If you screw the fitting down completely (which you have to or it will leak like crazy), the end of the zinc hits the barrier between the inlet and outlet sides and breaks off. You have to cut the end off the zincs before installing them in order to prevent this."

**Doug Simms**, owner of *AQUADESIAC* (V-42, hull #108), adds, "I have solved my overheating problem by adding a second heat exchanger. I had already received the replacement Bowman unit, so I used it rather than order a different type. I spoke to the Technical Expert at Bowman about the capacity of the PEI 80-3483 heat exchanger. He said that the heat exchanger was designed to get rid of 50 horsepower equivalent in heat. As I remember my physics of the

Diesel engine from school, a diesel is efficient, but not 50% efficient. The Perkins consumes 3.6 gallons of diesel per hour at 4000 RPM and full throttle and diesel has a heat content of 145,000 BTU/Gal. That totals 522,000 BTU/hr or 205 horsepower. Since the engine's output at 4000RPM is 51 horsepower, that leaves 154 horsepower or 392,000 BTU/hr to get rid of the heat (by the second law of thermodynamics, conservation of energy).

I put the second one in series instead of parallel because the sea water was still cool coming out of the original heat exchanger. I also noted that the water routing on the heat exchanger was set up for parallel-flow rather than counterflow. What I mean by counter-flow is the cold sea water should enter the same end of the exchanger as the fresh water exit. Heat exchangers are more efficient with counter-flow routing, so I re-routed mine to counter-flow. I used fresh water only to check for leaks, and the engine would run at 150°F for 45 minutes at 2600RPM in gear. Bowman used aluminum for the casting, touting it as 'corrosion resistant'. Nothing could be farther from the truth in the marine environment. Aluminum is right next to zinc in the galvanic table, so the aluminum casting will disappear just like zincs do. I used a 3/1 antifreeze/ water mixture in the freshwater side to reduce the corrosion of the aluminum. With the antifreeze coolant, the temperature stabilized at 175°F after about 30 minutes at 2650RPM underway. Since the water temperature was 64° this indicates to me that two heat exchangers are still marginal when you use antifreeze.

I was able to get 6.8 knots @ 2650RPM going into 10 knots of wind and 7.2 knots at 2750RPM going with the wind. But, I have to agree with others that the Perkins 4-108 is probably too small for the V-42.

## TEAK MAINTENANCE

**Alan Jett** queries, "As I spend my evenings and weekends sanding all of the exterior teak on *PEACE AND QUIET* (T-37, hull #499), I have been wondering if anyone has left the teak natural. Any thoughts? Less maintenance ... more playtime. I saw a Canadian boat in Savannah last year that had done this and it looked okay. Mine are natural teak and all I do is clean the wood occasionally with a one-part teak cleaner."

**Ellen Bruj responds,** "With *SOLTARA*, our 1978 T-37 (hull #170), we have lots of beautiful wood, including wooden decks and wooden spars, probably more than most would want to maintain in a lifetime. Our interior teak was covered with crystalized varnish, so that too has added to the immense job of bright work. There has been much discussion on the care/cleaning of teak, but I have not seen any comments pertaining directly to leaving teak raw/or not. We have gone the Cetol and Armada route and decided that we definitely like the look of varnish and feel that the maintenance is worth it. We found it somewhat difficult to choose a varnish, our top choices initially narrowed down to Eppifanes and Schooner. It seems the UV factor is about the same, but the Eppi builds much faster and has a linseed oil base, therefore gets darker/ richer with time. The Schooner is a tung oil base and remains that golden color, which we both like, but because it does not build like Eppi, I began with nine coats initially and do five more every six months. This would obviously change with the environment; we are currently on the Texas Gulf Coast, which many believe is the harshest with it's intense heat and pollution from all of the chemical plants and oil refineries. We too would like to do more with our time than maintain/varnish teak. When we decided to go back to varnish, we were also debating the 'leaving it raw' option; we decided to do some of both. Because our environment is so harsh, we get a black film on our raw teak, I use a cleaner on it about every 4-6 months depending on how bad it is. For right now, here at dock, we use a granular non-acid cleaner from West Marine. I love this cleaner, as it is not harmful to the teak or the hands. I use it a little differently than the directions; I wet the surface of the teak and then scoop my bare hand in the container and swoosh it around on the teak, leave it for about 12 minutes (not until dry) and rinse well... the teak looks like new again. This cleaner has a citric base. We are hoping to resort to clean salt water when we have some available. We have left our toe caps raw for over four years now and we have not changed our minds. We like the added grip getting on/off the boat, too. We have of course left our decks raw, and then all hardware pads, including our winch pads. We have left the hatches raw with the exception of some light trim work that we have chosen to keep varnished. We have grown to like the look of the raw teak in conjunction with the varnish highlights and get a lot of compliments on it. We have decided that: 1) no matter how much work we put into it, nothing will last for ever; 2) worst case, wood can be repaired or replaced, probably many years down the road; 3) we can always change our minds, but probably won't even consider it as long as we have this boat. Of course as with anything, there are draw backs; we have noticed that there is some light checking on rounded areas, and of course raised grain appearing on the toe cap after more than four years now, but for us the draw backs do not outweigh the added labor. We have had my son living aboard with us the last few months. Upon his arrival he **asked** if we were going to varnish the raw areas; he thought the varnished teak looked so nice, and wasn't real fond of the grayed teak. I'm not sure what it was, but he has recently changed his mind and likes the grayed teak. Perhaps it was getting him to help

with the maintenance?! We recently walked through the yard and saw a T-37 that was completely varnished; the bright work was beautiful as it glistened in the sunlight. My son said, 'you know that boat looks too pretty to put in the water, and definitely too pretty to take cruising'.... we just smiled. Overall we kind of feel that a big part of owning an older boat is a mixture of old/new, and it seems like the mixture of leaving some things raw fits right in with that. When it comes time for maintenance, I really look forward to it and it is not too overwhelming; with only hatch trim, dorade boxes, cabin trim and cockpit coaming, it is doable! I guess maybe the upkeep to maintain our wood spars will more than make up for the work we have taken away by choosing to leave some areas raw!/? Good luck on your teak contemplations!"

**Alan Jett** replies, "Thanks for our thoughts on the teak situation. Have you ever tried Bristol Finish? I refinished my bow sprit in July and applied six coats of this product. I am very happy with the appearance. It looks like varnish, but is claimed to last much longer. They have a very informative web site."

**Chuck Naccarato** on board *SIRENA* (T-37, hull #412) comments, "I have used Schooner Gold and Epifanes in the cockpit. It looks good, but is high maintenance. I bought two packages of Bristol; I plan on using it next month on the rest of the brightwork, and maybe put a few coats over the cockpit wood."

**Jim Clemens** describes his way to keep teak clean and natural on *ATHENA*, his T-58 (hull #92). "First, wash it with a mild solution of TIDE with a sponge. TIDE is a great cleaner and is not harmful. Everyone uses it on clothes. Then rinse with lots of clean fresh water.

Second, make a dilute solution of Clorox and water, following directions on the container. Apply with a sponge again. The Clorox will soak into the wood and kill the bacteria and fungus that grows in teak. It is the equivalent of salt water, except that after a soaking you can rinse it with fresh water. There are no residues that will rust your stainless steel stanchions or other pieces of hardware. I repeat the treatment about every six months or when the teak begins to show the darkening due to mold growth from rainwater."

**Wayne Strausbaugh** remarks from *RESTLESS* (V-42, hull #66), "Natural teak looks great, but quickly turns gray and then dark gray. And you can get a lot of green spots where it stays wettest. After a while, it looks terrible unless you scrub it a lot to keep it clean. And cleaning slowly erodes the deck away. The trick is to use something that needs the least scrubbing. After 13 years of "fighting" with different solutions, someone told me about a mix of half Teak Wonder and half Semco Natural. The decks look a little dark after it first goes on but then it weathers to just like a freshly sanded deck. And with only a light monthly scrub, it lasts anywhere from

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## More maintenance and equipment comments ...

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six months to a year before the decks need a thorough scrub and re-application. I usually put on a coat every four months for upkeep. I've used this mix for seven years and am pretty much sold on it. Plus, if you let it go too long, it tends to weather away naturally without any concentrated spots where it is hard to get off or any orange spots."

Harvey Karten *on NIGHATHERON* (T-37, hull #84) interjects, "I'm still waiting to see the long term consequences, but I put in a salt water wash down pump a few months ago, and frequently wash the decks with clean salt water. I don't even bother to scrub the decks, and certainly don't have a holystone to rub on the teak. Much to my delight (and surprise), the decks are starting to look lighter and slightly brownish, the way teak can look when treated with Semco, but I only put on salt water! I don't know if this will hold, but I like the results I have thus far obtained."

Jim Clemens cautions, "Only use the salt water wash down to clean the mud off your chain and anchor. It will heavily rust your stainless steel."

John Kalpus further questions from his CT-37 (hull #15), "*PRUDENCE'S* teak decks are looking abidingly over the years with black stains and a mottled appearance. I use a freshwater wash frequently on the decks and always notice a dark residue coming off the surface. The decks now are a salt and pepper dark gray color. I thought I'd put together an oxalic acid rinse and see what happens. I mixed up a batch of about 1/2 cup acid to 1 gallon water, as per the West Marine Oxalic Acid instructions. Luckily, I tried it only on a hatch cover of about one square foot. I couldn't believe my eyes! The dark steaks immediately washed away and when the wood dried I was left with a light brown teak surface completely free of dinginess. It looks now like I've spent hours sanding the deck. So now I'm wondering if I've damaged the teak at all- or removed all the helpful teak oils in the process, or have I simply discovered what every teak-deck-owner knows? Should I now be concerned with oiling my soon-to be completely oxalic-acidized teak decks?"

**Rich Hampel responds from AQUILA** (T-37, hull #423), "Once yearly I wash / etch with Trisodium Phosphate (TSP), sand with a purple 3M pad, then bleach with oxalic acid. The TSP will actually dissolve the surface grey a few thousandths and the oxalic will effect the bleaching, but not so much destruction as the TSP. I do the same treatment every two years on the teak decking outside the cockpit. With such an aggressive routine, the TSP etch quickly finds loose and thin plugs, but that's what I'm looking for: loose bungs that need

to be resealed/replaced. TSP and then Oxalic is a very aggressive chemical etch, almost to the aggressiveness of using a belt sander, but then I change my T-shirts occasionally and don't let

them get grey either! I am experimenting with several clear wooden deck preservatives to prove they are compatible with the polysulphide caulk, as I'm perhaps one of the only people in the world who thinks grey teak is ugly. If you're going to have a teak deck you better take care of it, etc. or risk a 'mushroom' farm of rot under the laminates."

Jim Smiley comments *from SMILE* (T-37, hull #407). "I certainly would not disagree with the premise that oxalic acid is toxic; it certainly is, but it is also the best thing available for getting rid of the waterway smile that those of us on the east coast who travel the IntraCoastal Waterway must endure. It is also the active ingredient in any number of hull cleaners such as Davis's FRS, DUZ, ON and OFF, etc. So check out the active ingredients on products advertized as hull cleaners or rust stain removers and wear gloves, goggles, and protective clothing."

Joe Sprouse advises from *SOJOURN* (T-37, hull #85), "A power washer will strip the soft wood from the hard grain in teak, blow out bungs, and push water places you did not think water would go. My boat was power washed a month before we looked at it. That is one reason I pulled the teak deck off"

### BUNG REPLACEMENT

Rich Hampel *on AQUILA* (T-37, hull #423) offers his suggestions on removing teak plugs (bungs) when you need to replace the screws or the plug itself. "Take a small thin screwdriver and with the blade of the screwdriver aligned with the grain of the plug tap the driver until the plug splits. Make several splits into the plug to break it up. Carefully remove (with dental pick, etc.) the remaining plug that adheres to the bore of the hole. Remove the attachment screw. Trim the hole with a 3/8" diameter counterbore, available at woodworking supply (Jamestown, Sears, etc.). Reset the screw, caulk. Apply and wet the bore of the hole with varnish, soak the plug in varnish and apply the plug to the hole while aligning the grain of the plug with the grain of the rail. Tap the plug into the hole until seated. Take a razor sharp chisel, with the bevel down, and knock off the top of the plug so there is about 1/8" of plug sticking out of the hole. There will be one side that is a bit higher than the other; from the lower end, take the chisel and slowly slice shave the plug flat to the surface. If the chisel is razor sharp, you won't have to sand the surface. Do not use epoxy, polyester, or 5200 to set the plug (unless the plug is less than 3/16" deep), as you won't be able to remove it later without a lot of destruction to the hole. Tayana plugs are mostly 3/8" diameter. The plugs offered by West Marine and Boat/US are constructed with a slight bore taper and will fit very tightly when reinstalled. If you have a lot of plugs to reseal, consider buying a plug cutter from Jamestown, and make your own."

## NAVIGATION PROGRAMS

**Harvey Karten**, owner of *NIGHTHERON* (T-37, hull #84) continues the discussion. "I've had a chance to play with the new Garmin BlueChart charts on my laptop, and was really impressed with the speed and quality of the images. The content is exactly the same as in paper charts and in the raster graphics scanned charts (MapTech, RasterPlus, Softcharts, etc.), but the ability to move across a chart, and to zoom in and out, was much better. There is almost no delay as you go from one level of magnification to the next. The detail provided is super. The quilting of charts of different magnification and adjacent areas is nothing short of excellent. And the readability of the charts (e.g. depths) is vastly better than any raster graphics display of charts, and at all magnifications. Even though my Garmin is monochrome, the charts display on my laptop in full, glorious color. If you have a color printer, you can easily print out a selected area of a chart at low cost, although the page size is limited to the size paper your printer will accommodate. The quality of the color printout is excellent and the cost is only about five cents a page.

However, I found that as a total navigation software package, BlueChart is still in need of improvement. 1) The ability to add or modify points is not as smooth as in other software. 2) The information provided in the database about buoys is limited, and accessing the information (e.g., bridge heights) is clumsy. 3) The ability to turn on and off various kinds of information is a major important virtue of vector based charts, but the software doesn't allow you to decide which information you want to selectively display. You have to accept their definition of detail between Low and High. They provide several steps of detail, so that is good, but you can't choose what you may need. 4) They provide tide information, but absolutely no current information (or did I miss it?). That may be okay for the Chesapeake, but not for the Pacific Northwest, New England, etc. This makes planning a route much less efficient than on MarineMap, Nobeltech, Cap'n, Maxsea, etc. 5) I couldn't find a method to insert Danger Bearings. 6) The selective and prominent display of NavAids is not as good as in MarineMap. 7) Screen scrolling of the chart is not as smooth as in other packages.

All told, I thought the price of the BlueChart for the Southern California to Acapulco was a bargain. The visual clarity was excellent. The ability to now use names with up to ten characters on Garmin GPS is a great improvement. The ease of uploading to a Garmin GPS is obviously a great point, but it would be nice to be able to have one integrated package for route planning, the detailed charts, linkage to the GPS, and autopilot control, etc.

I still have to try it out on the water. In particular, I would also like to test the real time GPS charting for use at anchor watch. The precision of the WAAS feature, with reportedly nine foot accuracy, should make it a lot better for detecting anchor drag than the older units. The package looks very promising for a first generation product, and Garmin may easily displace the far more expensive Passport Charts from Nobeltech. I understand that you can also buy an accessory package that allows you to burn PROMs so you can make your own programmable inserts for some of the newer Garmin GPS units. It has almost none of the qualities of a program for detailed route planning provided by Cap'n, so thoroughly described by

**Wayne Strausbaugh** (see Spring 2002 *TOG News*, issue #94, page 1), but Garmin has the potential of delivering a major knockout punch to many of the electronic navigational packages, as well as emerging as the most useful integrated GPS and charting package, and at a fraction of the price of the other software+hardware packages."

## STEERING GEAR PROBLEMS

**Arnstein Mustad**, owner of *JOLLY TAR* (T-48, hull #70) experienced problems on his return voyage from Taiwan to San Francisco, CA earlier this year [see *TOG News*, issue #95, p. 32 & 45]. His story continues, "Ta-Yang (Mr. Nan Hi Chui and Mr. Chen) flew to Japan to negotiate a warranty settlement. The repair/upgrade will cost about \$6K (of which I will shell out \$1 K) and will soon make my steering system most probably the strongest of any T-48 afloat. I appreciate the support that Ta-Yang has shown me. It wasn't easy and I can't say that everything went well, but I'm satisfied in the settlement nevertheless. I have been in Asia since March 5th and have worked on my boat ever since. I spent well over a month at Ta Yang and know many of their people. Tsai (2nd Engineer) was a godsend and assisted me tremendously; they should put him in charge!

Mr. Bob Perry confirmed to me that Ta-Yang did not follow his original two-bearing design. Instead they depended on a 6mm thin 12" bronze *stuffing* box tube to act as the top bearing to the rudderstock. There's no doubt that the glass reinforced plastic (GRP) is strong, especially around the base, but I think my situation proved the weakness of their thinking. With approx 6K lbs. of force per sq. foot on skeg rudder (a Naval Architect should confirm that), combined with lateral torque from quad, [led] several experts here in Japan (Naval Architects and Engineers with over 200 years combined experience) and myself [to] think their solution potentially dangerous. We think that eventually the stuffing box and surrounding GRP will become prone to failure from uneven distribution of steering loads across its inner surface (uneven load will cause opposite ends to pull away from surrounding structure; the laminate strength is not consistent

along the length of tube). After only 2,000 NM (two days in a storm) mine became delaminated, cracked, and the entire steering system wobbled a great deal under load or even at the dock when doing quick turns lock to lock. The steering system, as one expert put it, was the worst looking I have ever seen in 30-years of boat maintenance and construction.

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## More maintenance and equipment comments ...

*continued from page 65*

After having to completely re-engineer the factory autopilot installation in Hong Kong. And then after having to divert to Kaohsiung on way to Osaka to have a broken quadrant replaced (with a beefed up model) - not to mention the past few weeks of dealing w/ steering system faults - I feel that I have become something of an expert on these matters. The problem is hard to spot unless one is looking for it, then it's fairly easy. Considering the amount of GRP in the area, it shouldn't become a real safety problem unless routine steering inspections are neglected. However, I would like to confirm my observations with another T-48 TOG member with similar issues just in case I and six Japanese experts are as crazy/stupid as some say we are.

Finally, I can't say enough for the treatment and assistance that I have received from the local Japanese boating people. I am almost overwhelmed by their hospitality and generosity. I'm convinced that I got stuck with a steering problem in the best place possible. I have absolutely no doubt that this will be a one time fix. Thanks, Japan!"

Chris Kellogg, owner of T-48 *ENDORPHINS*, 1991 hull #18, comments, "My most sincere condolences regarding the issues you are dealing with on *JOLLY TAR*."

We've not had any of the steering issues you've described in your email. Our steering stuffing box was fiberglass reinforced plastic in both fore/aft and athwartships directions from hull to top of shaft (perhaps 2.5" thick), and we've seen no cracks nor movement whatsoever. We do get very modest leakage around the stuffing box from time to time (though inconsistent), which drains harmlessly to the bilge through limberholes. When the autopilot was installed, it was mounted on a very substantial galvanized angle iron which was glassed into the starboard hull and over the intermediate stringer; the AP was then mounted onto that angle iron, with its pushrod connecting to a universal joint welded onto the center of a 1/4" stainless plate bolted across the upper face of the quadrant, which has handled the steering load without failure of all these years. We check the steering cables frequently, but thus far, no signs of abrasion, broken strands, or corrosion beyond that you'd expect at certain locations. Please consider me a resource if I can be of help with other T-48 questions."

### STANCHION BASES

**Bill Robins**, owner of *WIND DANCER* (a 1981 T-37, hull #293) poses a question. "I am in need of several stanchion bases. Do you know where I could obtain some bases?" Please reply to Bill at <[sparldesdad@yahoo.com](mailto:sparldesdad@yahoo.com)> or call (410)543-8439.

### LIGHT SWITCH SYSTEM

**Wayne Strausbaugh**, liveaboard on *RESTLESS* (V-42, hull #66), offers an easy project. "It seems like one big complicated

project after another as we try to keep our boats up and add all those necessary systems. So I thought I would mention a project I undertook a couple of years ago that took less than an hour and cost less than \$150. Problem: every light on the boat has to be turned on at the light itself. You have to be in a dark cabin to turn on the light. Oh, what I would give for wall switches! Solution: The X10 Light Switch System. Each switch controls three lights and dims them also, if they are not fluorescent lights. And it only took two minutes to install them all. Pull off the protective tape and slap them on the bulkhead just where you want them. The light itself has to be a 110-volt fixture, so my old table lamp just gets plugged into a module that then plugs into a socket. It all works by RF frequency. You have to plug the master controller into another socket. I installed a couple of fluorescent fixtures in the head and aft stateroom. They fit right next to the 12-volt fluorescent lights. Plus I now have a small remote control in my pocket so I can turn on/off any/all lights when I am within about 50 feet of the boat. As a long time liveaboard, I really like the convenience. But a caution, the system only works with shore power. It won't activate with my Heart inverter; not a true sine wave, I guess. You can control 12-volt applications with a solenoid or relay controller. There is lots more you can do if you want to go all out. For a complete product list, check out their web site at <<http://www.x10.com/products/productlist3.htm>>. You need the 6-piece Active Home Kit (\$50) as the basic brains of the system. Fluorescent lights require an appliance module. The Credit Card Controller is nice for a pocket remote, even though you get two already with the basic kit. Anyway, if you already have the 110-volt lights, here is an easy project!"

### BATTERY CABLE

Walter Bruj on *SOLTARA* (T-37, hull #170) offers a great source for large battery cable wire. "During our new electric windlass install process we searched for a reasonably priced source for battery cable, and found one. We purchased the wire from Anixter for \$1.60/foot (we obtained 42 feet pos,neg) on a cut-to-order 2/0 wire. The price is cheaper (\$1.40/foot) if their cut stock they have on hand meets your needs. You wouldn't believe the price per foot from other sources; the cheapest was Jamestown Distributor at \$4.00/foot.

Their phone number is (708) 597-7110 and their web site is <<http://anixter.com>>. The part number for 2/0 is under Prestolite. It looks the same as the stuff you buy at a marine store, multistrand in coated copper, except it is not shiny."

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# Performance Notes

## SAILING WITH A STAYSAIL

Rich Hampel, owner of *AQUILA* (T-37, hull #423) offers this discussion -just his opinion from 2-1/2 yrs of cutter sailing.

*"Pointing benefit:* The staysail will be of additional benefit when beating with a flat shape leech and draft forward shape. Aerodynamically in this mode, it will not add very much lift, but it will remove a lot of parasitic drag from the mast to affect better flow over the main sail which correspondingly will affect better 'upwash' for the genoa to operate in. Total effect: faster and higher. I set mine with full / tight halyard tension to get draft forward shape and then adjust the foot tension to get the desired flat shape at the leech. I've also found that the staysail must have the exact same leech shape of the genoa (and the main must have the exact same leech shape also). So depending on the winds, sometimes you must / should pin the staysail traveller to the centerline and add only light tension on the staysail sheet to get good overall shape. The criticality is the space / shape between the leeches of the genoa and staysail, all equal in shape at the leeches. Trial and error will enable you to get the correct 'inboard / outboard' position of the staysail. Just because the staysail is slack and seems not to be pulling does not mean there is no benefit, as the benefit comes from less-turbulent flow at the luff of the mainsail and at the mast (less parasitic drag). Anything you can do to make the mainsail perform better will allow better 'upwash' for the genoa. In super light winds or winds with lots of twist, a topping lift at the end of the staysail boom will be of benefit. When beating, consider the staysail to be functionally a forward extension of the mainsail. Once you get into that mindset, the adjustments needed for the staysail when beating will become obvious.

Once you get the staysail 'learned', I suggest that you consider using barber haulers on the genoa sheets to get them more inboard (well inside the cap rail) for even better pointing ability, but then the genoa has to be 100% or less, or you must run the sheets inside the shrouds.

*Reaching:* The real benefit of a staysail boom is that it can be vanged to keep the head of the sail from over-twisting and luffing (and shaking) when on a reach or run. I have been experimenting with a yang system: simple line run from one forward cleat to a block tied about 1/3 the length of the boom to the other cleat (with a block) thence to the cockpit. Actually I use the tack line of the asymmetrical spinnaker to do this. The use of a yang on the staysail boom will greatly enhance the performance of the staysail on a reach, as it will keep the top part of the sail operating. Conventionally set sails-no boom with two sheets-cannot do this without severely overtrimming the foot. Imagine a mainsail without a boom. In my mind, the staysail boom needs a rigid yang to lower or raise the boom properly. Actually I'm quite envious of the Hoyt staysail boom used on Island Packets and Alerions, and eventually I will try to reproduce one on my T-37, as the Hoyt boom does not suffer from 'lifting' on a reach.

*If you really want maximum performance:* The shape and spacing of all the sails is entirely dependent on keeping a full set of gentry tufts fully aligned and active so that the aerodynamic flow is perfect. Gentry tufts are tell-tales behind the luff and before the leech on all sails ... at the foot, midchord and head of the sails, plus an 8 ft. row of small tell-tales on the genoa at about 8-10 ft. height from the deck, with which you use to steer the boat at the precise critical angle of attack. You can do a websearch for 'gentry tufts' or 'Arvel Gentry', the aerodynamicist who invented them. You also might want to locate an out-of-print copy of Sail Magazine's: "The New Best of Sail Trim" (paperback) published in the early '80s. Gentry's articles on staysail setting are there and are based on aerodynamic calculation, rather than the typical opinion of instant experts; Gentry-tufts are also explained therein. If your staysail has too large a foot, you will probably not be able to correctly shape it. Sometimes in high winds with flat seas, I set my staysail (etc.) board-flat, like a blade (I dislike reefing). A suggestion for correction would be to have a sailmaker devise a clew-iron so that you won't have to cut away the leech to make a proper fit. A clew-iron is simply a triangular aluminum plate that is attached to the clew and supports the clew beyond the end of the boom. Obviously the boom and added clew-iron must pass the lower stays and the mast during a tack. High speed scows and hi-tech catamarans with bendable and dynamically raked-on-the-fly masts typically use clew-irons, instead of adjustable fairleads."

Charlie Freeman *of KAMALOHA* (T-37, hull #542) adds to the discussion, "I find the staysail boom handy when singlehanding; only one sail (yankee) to tack. It can be hazardous if the sail is banging around, but so can a clew ring. It is useful as a whisker pole going dead downwind, but wants a preventer in that case. I tend to sail with a small working yankee and staysail rather than a larger genoa. I've had 1015 degrees better tacking angle this way. However, this is just my anecdotal experience with this boat; I won't claim to be any sail trim expert. There are several of those on this forum (Sailnet) who are much better at this advice than I am. I have read their posts with interest and plan to try out some of their ideas next time she is in the water, so perhaps by this time next year I'll sing a different tune."

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## Performance...

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### ELECTRONIC NAVIGATION

**Jim Clemens**, shares his technique to navigation on *ATHENA* (T-58, hull #92). "With 8,000+miles, my wife and I alone, we wanted a system that would be very robust. So here is what we do and so far we never had any difficulty. Take it as a starting point and develop your own variation.

We sail many times for two or three days at a time and run off the coast line up to two hundred miles. First, we check the weather and wait for a good weather window; it is essential. Then we lay out our course, considering major currents, like the Gulf Stream. The Gulf Stream moves in and out along the Southeast Coast of the United States and then heads out to sea near Cape Hatteras. If you enter the Gulf Stream with any wind with a northern component, the sea boils up and short period square waves form. The pounding is horrendous. Get out of it fast. Lots of people go off to the Bahamas (or return) never taking this into account and then get to see the boat repair bill.

We use Nobeltec to plan our routes. I pick waypoints about two to four hours apart, even in open ocean, as system check points. Then after the route is fine tuned and finalized, I print it out on an inexpensive Z I I color printer. The printout contains the lat/long, distances, bearings, and ETA etc. I always plan for daylight landfalls. Charts, either paper or electronic, can be off by more than 1/2 mile, so reliance on GPS for very accurate position is really not a good idea. For example, the chart for Isla Mujeres, a first landfall for many leaving the U.S. is off by more than 0.3nm and one has to hit the narrow channel to get into the shallow harbor. I just hate having two feet of water below my keel and the nearest Boat/ US tow a thousand miles away. I also print out the entrances to the harbors and any other important chart material. The sheets are then slipped into plastic sleeves/envelopes to protect them from any kind of water.

I program the autopilot with the same waypoints. Then during the sail, we use two GPSs. The first is from Autohelm and interfaces with the autopilot, and contains the waypoints and route. A second one, a Garmin, is stand alone, feeds into my laptop, and leaves a track of the boat's motion, according to the charts. This gets saved into a log every ten minutes, lat/ long, SOG, variation, and some other data. So as we sail along, we can make sure we are on course, or if we deviate we can get a good indication of cross track error and any other piece of information.

Now what if the electronics fail? And they do. I lost my hard drive on a passage from Providencia to Grand Cayman. One then uses the printouts as guides, for compass headings, etc. When one gets to harbor, the paper chart then acts as a real paper nautical chart, and you can take bearings, or take yourself in on a working GPS, if you have one.

Then for the final backup, there is a third GPS, the Garmin GPS 76 series that is stowed below, away from anything metallic or possible lightning damage. It's a final insurance policy. Combined with the VHF and the hand-held VHF, you can get close enough in any port anywhere for easy assistance, if needed.

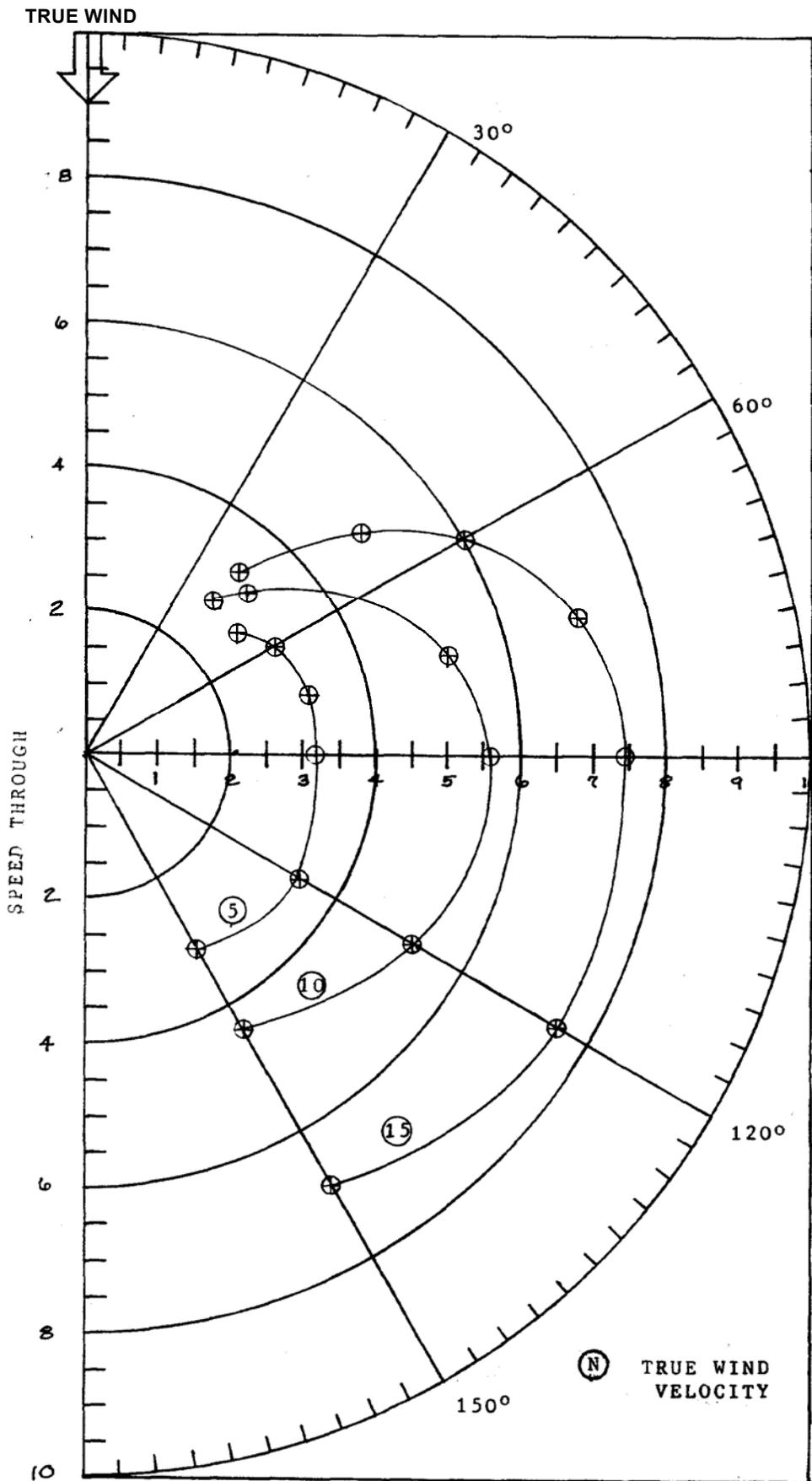
All of this may sound like a lot of overkill, but when you are internationally cruising, every port, anchorage, etc. that you enter is a new experience and you never know what changes have occurred to navigational aids, or lack of them, and what traffic you will run into. In the Grand Cayman experience, when we got into sight of the island and close to the main harbor, what we found was there are no marinas, only giant cruise ships sitting at anchor. I checked in with the Harbor Master, who directed me around and through the cruise ships and to a small anchorage to prepare for check-in. So the belt and suspenders, plus the life jackets, charts, and all the redundancy is really important. My wife is really used to this stuff now and stands her watch looking for the giant freighters in the middle of the night. Working, safe strategies evolve with experience. Charts are full of mistakes. As my wife and super safety officer says: you really feel comfortable when there is 1,000 feet of water beneath you.

She is right. In the U. S., the charts are not updated often enough to account for rapid shoaling, and the marinas never tell you the truth on actual water depth. I have run aground twice in the U.S. in channels, after checking with the dockmaster. Later they say 'oh yes, I forgot about that shoal out there' which leads me to my final point.

When the water starts to get shallow, slow down and just maintain steerage. Then if you touch you can usually do a 180 and get into deeper water, with a little effort."

### POLAR DIAGRAM

The diagram shown on the facing page was developed by **Ed Potter** in 1985, then one of the premier Tayana dealers in the east. This diagram will help you define the sailing characteristics of your T-37. The entering arguments for the chart are wind speed and wind angle of incidence. For example, if the true wind is 15 knots and you have the wind broad on your bow (60 degrees), you may expect the boat speed to be six knots through the water. This presumes a clean bottom and properly trimmed **sails**. Take the diagram for a sail, and see for yourself!



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## Rendezvous...

continued from page 49

### Chesapeake Bay, MD (Fall)

The Tayana Rendezvous scheduled for 14-15 September on Harness Creek off the South River turned out to be a non-event, due to unpleasant weather conditions and a disabled host boat. The only boat known to show up was *DESIRADE*(V-42) with Scott and Marja Jordan. Hats off to those hearty souls!

### Chesapeake Bay, VA (Winter)

Bill and Rockie Truxall, your editors are planning a rendezvous at their home in Reedville, VA on Saturday, 1 February 2003. Reedville is about 2 1/2 hours southeast of Washington, DC by auto, 11/2 hours east of Richmond, and 11/2 hours north of Norfolk. We will have a buffet starting in mid afternoon (about 1500); all will be welcome. This is just away to survive the "Dark Ages" of winter for sailors. Please let us know if you think you can come. Call us at (804) 453-5700 or e-mail <tognews@crosslink.net>. Specific directions will be provided in the Winter **TOG News**.

## New Members

Paul Cassel and Phyllis Griffin, *ROMANZA* (V-42),  
Tampa, FL

Hugo Dunhill and Jack Richmond, *GOOD DEED* (T-55),  
Shelter Island, NY

Roger Fish and Lydia Cox, *TONICA*(T-47/48), Nashville,  
TN

Carl Hinshaw, *CRITTER* (T-37), Portland, ME

Judith Lamar, *QUEST*(T-37), San Diego, CA

John Lewis, *Not yet named* (T-37), San Francisco, CA

Hank and Maggie Maly, *LEGENIEDELAMER* (V-42),  
Mystic, CT

Daniel Martel and Rena Tarum, *TUNDRASPIRIT*(T-37),  
Newport, OR

Roger McClintock and Jane Jeffries, *WEEKEND PASS*  
(V-42), Clearwater, FL

Robert and Sandra Mills, *SHILOH*(V-42), Northport, MI Tom  
and Rosanne Murphy, *EARLY LIBERTY*(T-37), Fort  
Monroe, VA

Wayne Strausbaugh, *RESTLESS*(V-42), New Bern, NC

FALL 2002

## (TOG NEWS)

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