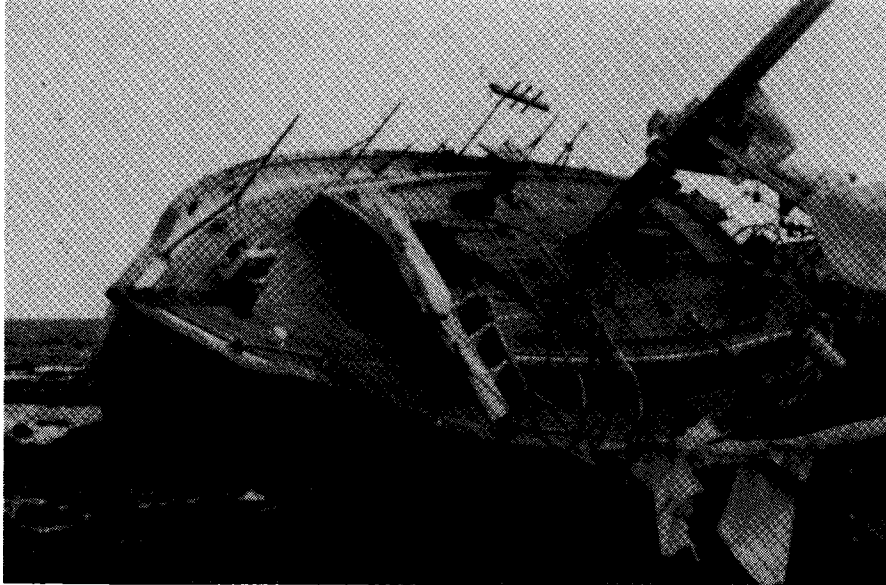


TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME V NUMBER 43

SUMMER 1989



Tayana 37 wrecked on a Bahama beach

"... And The Damage was Relatively Light"

This dramatic photo appeared in a recent issue of the BOAT/US newsletter "Seaworthy". An inquiry to their insurance division brought a prompt response from Bob Adriance: "The boat was wrecked in the Bahamas. Considering the heavy beating the boat took, the damage was relatively light. Unfortunately, the salvors who refloated her were not careful and the boat sank while being towed to a repair facility."

BOAT/US policy prohibits giving out identification of the boat nor it's owner. If any TOG member knows of the incident, please contact the TOG NEWS. This is just one more example attesting to the rugged construction of Tayanas. V

Enter Desktop Publishing

TOG NEWS Gets a New Look

For the third time in it's 10 year history the TOG NEWS is changing format. The first issues were typed and printed on one side of an 8 1/2 x 11 page. Two years later the mini version emerged as a half size with 18 pages of words and pictures plus the front and back cover.

As many of you are aware, a revolution has been occurring in the publishing field. This is not a good time to take up typesetting as an occupation. With the price of computers and their related software now at a reasonable level, more and more publications are being done without the aid of a professional typesetter.

This issue was prepared using a page makeup program and a laser printer. The amount of information included is the same as the mini version of the TOG NEWS. Let me know how you like it.

What's Inside

Blister Talk	92
Speed Log.....	92
Cruising Notes.....	92-94
Be Aware.....	94
Equipment Comments.....	95-97
Problems & Solutions.....	97
This n' That.....	Back Cover

Blister Talk

In the Fall '88 issue of the TOG NEWS Cate & **Deaken Banks** explained their planned procedure for repairing *Yankee's* blisters. Concluding their report Cate writes, "I think we left off that the boat was in a shed drying. We created a huge plastic skirt from the waterline to the ground and then ran flexible heating ducts into the space. Deaken wanted to be certain the boat was dry since we had taken on the expense of the shed for the winter. It seemed to me that we baked the life out of her ... the way things shriveled up in the cabin. After six weeks of drying the work began as previously described. At least it was supposed to begin. You can imagine how we felt when Jerry, the bottom man, called and said he found a blister on the leading edge of the keel that was still weeping and he had to wait for it to dry before continuing. He drilled a half inch hole through the hull and watched as over a gallon of water poured out! ! How could this be? We put heat lamps on three sides of the area and watched for days as the hole dripped and dripped. Deaken became impatient and finally drilled out a inch and a half hole not only at the bottom of the keel, but also in the bilge. We then attached a Sears wet/dry vacuum on the exterior and let it run constantly for nearly a week! We pulled at least four more gallons from what must have been somewhere in the ballast pocket. This was staggering. Not only that, but it was still not dry. We were running out of time and money so we reluctantly decided to wet/epoxy the plug back in and carry on. Back in the water now, we are experiencing a slight list to starboard. We wanted to believe that the rig was not set back in squarely but it's likely that some water still remains in the ballast."

Cruising Notes

CYGNET

In 1987 Bob & Chesley Logcher spent three weeks cruising the Virgin Islands aboard *Cygnat* and then left the boat there and flew home to replenish their cruising kitty. This is their 1988 report:

"We flew back to Virgin Gorda on January 15 and found the weather unusual for most of the winter. It seems the Bermuda High, which moves south in the winter and protects the Caribbean from the fronts coming off the US East Coast, was very weak, a phenomenon which occurs only every decade or so. As a result, we had strong northers in the Virgins and south and very contrary,

At the end of January, while heading for St. Marlin, we got pinned down at Trellis Bay for 6 days by heavy weather. We then beat to St. Barts and on to Antigua, where we spent most of our time in English Harbour because it was too rough to move. But that was such a nice place to be that we didn't mind. The history and ruins are everywhere, as are the conveniences and services. The steel orchestras (too large for being called bands) were unusual, including classical music in their repertoire.

At the Isle de Saintes south of Guadeloupe, we called it quits beating south. After 5 delightful days at the Pain de Sucre, we headed north stopping at nine

Hill Fortress on St. Kitts, the of the West Indies, was fascinating, specially its influence on the outcome of the American revolution. Its fall to the French in 1782 changed the Treaty of Versailles since the economic value of the islands, due to cane sugar, was ten times that of the colonies. The French traded St. Kitts for much more freedom for the colonies.

continued on page 93

Speed Log

"Tayana Conditions "on the Chesapeake

* " Bob Klein is a member of the Chesapeake Sailing Club and races *Wanderlust* against a variety of boats such as 35-36' O'Days, 35.5' Bristol and 37' CC's with PHRF ratings of 142 to 114. "*Wanderlust's* rating is 160. The difference in PHRF ratings is the number of seconds per mile one must give or receive to correct sailing time. In the very light winds that usually prevail on the Chesapeake during the summer, we don't do too well.

On this past Labor day weekend we had "Tayana last, with winds at 25-30 knots and short steep waves of 5-6'. We carried a 110 high cut jib, full staysail and one reef in the main. The boat ran at 7 1/2 to 8 1/2 knots most of the race. Not only did we win on corrected time, but were first to cross the finish line by a wide margin.

I have found that in wind conditions of 15 knots or better, I perform very well against the lighter weight boats in our club fleet. In winds less than that, I make a good committee boat."

* Dick Kemper reports that he beam reached *Oriki III* from the outer marker at St. Augustine, FL to the outer marker at St. John's River (28 miles) in 4 hours. He was under staysail and reefed main. The boat stayed well balanced and the Autohelm 3000 did a fine job. Winds were SW with gusts to 30 knots.

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Cruising Notes

continued from page 92

The memorable places on the south coast of Puerto Rico are Salinas and Boqueron, where we met *Grace*, who had been there for 5 1/2 months. Samana in the D.R. was great, very inexpensive and beautiful scenery, palm covered mountains, rugged and underdeveloped. Aids to navigation were non-existent. Had an overnight sail then to Puerto Plata with no lighthouses lit and no lights on shore. Puerto Plata is a dump. Stay away!

Next, Sapodilla Bay on Providenciale, Caicos, and then through the Bahamas, which we found delightful, much better than expected. The locals were all very nice, relaxed, eager to be helpful. Except for Nassau, the places we visited were very lightly populated compared to the Caribbean. But the most striking difference was the lack of charter boats. (We did not get to the Abacos.) The boat people we met were all cruisers, all friendly, outgoing people, eager to share experiences and get to know you. Can't say the same for charterers.

We were boarded by the US Coast Guard while crossing the Caicos passage. They were very pleasant, courteous, and non-threatening. We didn't even have to lower our sails or alter course. Soft soled shoes! What a change from what we'd read.

We stopped at many great spots in the Bahamas too numerous to list. We would be glad to share our experiences with anyone planning a trip there.

Headed to Ft. Lauderdale for Autohelm 6000 and other repairs. We hauled at River Bend Boat Yard, recommended by *A delante*. Strong NE winds and thunderstorms then kept us inside the waterway up to St. Augustine. Then outside to Cape Fear, and continued up to Norfolk

and Chesapeake Bay, where we stopped, among other places, at Solomon's Island and St. Micheal's, both of which have very nice maritime museums, Annapolis, Rock Hall, and Chesapeake City. From Cape May, NJ to Block Island, and home on July 23.

We are still home, but not happy to be here. It was a great trip, and we are now addicted to the cruising lifestyle. Can't wait to go again."

MOONSHADOW

In the Spring '88 newsletter we left Tom & Carolyn Beard preparing to leave *Moonshadow* in Bay St. Louis, Mississippi. This modern back water (hurricane hole) marina had "full time security." Prior to departing, their car was broken into and three days after their leaving, thieves pried off the forward hatch and cleaned out the boat. Homeowners, not boat insurance, paid a settlement. Tom writes, "After returning to *Moonshadow* we had to wait two months on a tide high enough to float out of the "back bay" and then we only had five feet of water in the channel. Fortunately the bay bottom was sort of like chocolate pudding with impacted shells. The new bottom paint job had scrapes up a foot and a half on the keel. But we made it out of the Mississippi mud.

Anchored off Key West we were hassled by the Florida water cops. Can you imagine being awakened late at night and told your anchor light was too low? At the time we were just off downtown Key West and the light from the city flooded the boat enough to read by. And we did have an electric anchor light hanging from the boom.

We headed south around the west end of Cuba. The winter storms really started thrashing us. Our trip down turned into a beat, bucking 35 knot winds plus the Gulf Stream. Then just off the west tip of Cuba at 0300 (that is when all bad things seem to happen) the rod that connects the wind paddle to the steering paddle on our wind vane took a swim in 20,000 feet of water. Carolyn & I took turns hand steering in those cold miserable conditions. By 0800 I had figured out how to jury rig the vane using a wooden dowel, hose clamps, some stainless straps and safety wire. The fix lasted a thousand miles until replaced by factory parts (it is in the spares locker now). One rule on our boat is that we never hand steer except to dock and then only if it's necessary.

Before we arrived in Georgetown, Grand Cayman, the coast guard stopped us at 0300. We were sailing a route where tankers were constantly passing about two miles off our starboard side. We were changing the watch. I noticed a tanker going west and a few minutes later saw one coming up on our stem eastbound about a half mile. Carolyn said that it was the same ship. "Naw" I said. I reached for the mike and squawked "... sailboat-starboard bow, etc." and the lights came on all over that ship. It was a Navy tanker; Carolyn was right again. It carried a crack Coast Guard boarding team. We had a very interesting two hour visit once they figured us out as a very straight laced old couple- our only drugs being aspirin.

Grand Cayman was grim. We were anchored in an open roadstead and the winter storms reached way down. Often we had three foot swells and up to twenty knots of wind. This

continued on page 94

continued from page 4

was just off a beach to leeward adorned with a shipwreck. It was the first time we ever maintained anchor watches. When getting underway I found the chain wrapped around a coral head, which had left us with only a 2:1 scope in 40 feet of water. The coral really tore up the chain." (Editors note: *Moonshadow's* trek will be continued in a near future newsletter)

VOYAGER

The wandering McIntoshes (Bob & Nancy) write that they have "completed another hedonistic' year sailing Voyager in the eastern Caribbean and along the coast of Venezuela. After visiting the lovely Isles de Saintes near Guadeloupe we made our way south enjoying Martinique, St.Lucia, the Grenadines, and Grenada. In the Grenadines Bob realized his decadent desire of hanging out long enough in one anchorage to grow moss on our anchor chain. With our daily "fix " of a four pound lobster and four hours of windsurfing we considered staying forever.

In early May we arrived at Isla Margarita in Venezuela where we studied Spanish intensely for a month with an instructor tutoring us daily aboard *Voyager*. The following three months were spent cruising the unspoiled coastal islands of Venezuela.

In September we tied up at a marina in Bonaire sitting out the hurricane season. We love the "Dutch" culture in Bonaire, Aruba, and Curacao. These are by far the friendliest and safest islands in the Caribbean. Bonaire is called "The Divers Paradise".

Currently (Feb.'89) we are back in St.Lucia, redoing the bottom paint because the Venezuelan paint was not adequate. We had a long beat,

400 miles point to point and 600 miles over the bottom from Bonaire to Grenada and through the Venezuelan islands. We were into the wind and against a 2 knot current all the way.

Next winter we plan to go to Belize and Roatan and Guatemala.

So far no problems with *Voyager* - a great boat!

1. Defined by Webster as "The doctrine that pleasure is the sole or chief good in life and that moral duty is fulfilled in the gratification of pleasure-seeking instincts and dispositions ."

SANDERLING

A couple of years ago when I visited the Leedys I could hardly believe how well kept and neat was *Sanderling*. I would have had no problem in eating lunch off the bilge under the engine. Pauline & Clayton find great pleasure in keeping the boat in pristine condition. While retired they remain very active | cruising *Sanderling* during the and skiing during the winter. In January Pauline wrote that "our summer was a good one, sailing between Anacortes WA and the north end of Vancouver Island The weather was not the greatest after we got | above Desolation Sound." In she wrote that "we have just returned from the Caribbean where we have been sailing with Ed Sacher on his V-42 *Arawak*. We joined him in Phillipsburg, St.Marteen and ended our cruise in the BVI. There's nothing as exhilarating as ocean sailing and *Arawak* handled heavy winds and large seas most comfortably.

Our night crossing from Anguilla to Tortola was wonderful - a beam reach for 90 miles. Due to a series of storms throughout the Caribbean the

winds were northerlies, where they are usually easterlies, which accounted for the great sail." V

Hidden Corrosion

Be Aware

Tom & Carolyn Beard recently completed a voyage on *Moonshadow* that took them from their home port in Port Angeles, WA to the Panama Canal, as far east as Jamaica, as far west as the Marquesas, and return. Their story starts in this issue under Cruising Notes. Tom wanted also to pass along two safety items which he feels should be brought to the immediate attention of TOG members and be looked into by the manufacturer:"

*The small turnbuckles used on the lifelines are corroding from within and fracturing under light loads. They appear to be manufactured by swaging threaded female fittings to each end of a light tube (my guess). Corrosion starts inside at the junction of the two parts so it cannot be detected until fracture.

*The wood mast tang fittings (forks for the shroud ends) are all manufactured from two stainless straps, one laid on top of the other, edge welded and spread to form a jaw. We experienced a failure -- (details later) -- of the masthead backstay tang because of a poorly done weld, notched the strap just where one strap was bent away to form the jaw. A classic failure in welded steel."

E quipment Comments

NEPENTHE

In a recent issue of this newsletter John & Sandy Bums *Liberty* asked for input on converting a Yanmar to fresh water cooling. From Tom Cagney, *Nepenthe*, comes this response:

"I have converted a 2QM20 to freshwater cooling using a Sendure engine conversion kit. It was a fairly simple job involving the installation of a heat exchanger and new raw water pump; switching some hoses and changing out the belt. Converting a 3QM30 should not be a lot more involved. For more information contact Sendure Products, 25 Moffit Blvd., Bayshore, NY 11706."

NIX

Nick Fast reports that "We are still logging over a 1000 miles a year on *Nix*, going nowhere with no major breakdown. Our new Sonnenschien batteries perform as advertised."

HALLELUJAH

The shaft alignment dialog between Al Boyden *Parallax* and Bill Gutzwiller *Hallelujah* (newsletter #40) concludes with this note from Bill:

"Al's comments proved very helpful to me and I hope they are as helpful to the readers for whom you reprinted his comments. Using his tips, I realigned my coupling and it wasn't as bad a job as I'd pictured except for the crowded quarters. Quite a bit of adjustment was necessary on the engine mounts to get the coupling into alignment. The periodic vibration and shudder while motor sailing was greatly reduced, but still occurs under aggravated conditions of heel and seas. Some old hands say

one shouldn't be motoring under those conditions anyway. Still I'm planning on taking a closer look at the Yanmar motor mounts since the condition didn't exist *when Hallelujah* was new."

TIGER LILY

Canadians Denis & Arleen Webster sail *Tiger Lily* (the provincial flower of Saskatchewan) in the Toronto/Georgian Bay area. They are delighted with both the boat (hull #564) and their dealer Prism Yachts. Denis writes:

"The Yanmar 4JHE has performed without a hitch during our first year. The local Yanmar dealer recommends Fram filters rather than Yanmar. The oil filter is a PH3562 and the fuel filter (which looks big but works fine) is a P3726.

The Dana knotmeter, depth and wind system has worked well as has the Ritchie SP5 compass.

The boat did have the usual loose hardware including the cabin top winches and steering gear. I had ordered a bifold forward cabin door, but the boat arrived with a solid door but the dealer exchanged it. The bobstay was exactly 12" too long and had to be recut. The mainsheet traveller and staysail traveller stops came as 7/16" rather than the 5/16" model for which the track was drilled. I replaced both with rope systems. The mast boot clamps are far too long (probably for a different mast). The thermocouple for the Force 10 range didn't work and is being replaced under the warranty. The staysail boom fitting sheared at the pedestal when boomed out with nearly zero wind. It was replaced but I'm considering a different arrange-

ment. All of these items are rather minor, but still annoying."

SATORI

Seacocks

"*Satori* has the "rubber plug" type seacocks, which appear to be a pretty good knock-off of the similar Groco design. They will hold up well if operated and maintained correctly. When I acquired her in 1984 all but one were in excellent condition. The head intake cock was in bad shape: the handle was broken off the stem and the bronze part of the plug had separated from the rubber part, so it was impossible to actually close it. I had it replaced at the first haulout that fall with a Wilcox-Crittendon all bronze tapered plug type, and began checking all the others. They were all OK, although I was not impressed with the way the one removed had been installed. It should have been through-bolted to a large wood backing block but was just bedded on a small wood ring with a thin layer of caulk.

I think the secret is to 1) keep them clean and lubricated with a good water pump or other waterproof grease and 2) to always back off the "T" handle a little before opening or closing them. You may get a few drops of leakage while the "T" is loosened, but the handle will turn more readily and you can lock the valve in place and stop any minor leakage by tightening back up on it

continued on page 96

Equipment Comments

continued from page 95

Periodically (say every two years) I take each seacock apart while hauled to clean, inspect, and pack it with grease. Just remove the two screws from the end plate near the handle and gently rock the rubber plug while pulling it out. A bronze disk may be on the end of the plug, or may remain inside the body. Clean the inside of the body and feel the surface: it should be almost mirror smooth. If it feels pitted or rough there may be galvanic corrosion at work. Make sure the bonding wire is making good contact with the body, and if there is any doubt, replace it now rather than worrying about it later. Back the "T" handle out to the stop, and coat the inside of the body with a thick coat of grease. Water pump grease is best as it will not cause the rubber to deteriorate. Clean the rubber plug with a soft rag (no abrasives). It should have a smooth hard surface with no signs of sponginess or deterioration. Grease, and reinsert it into the body, making sure the bronze disk is in place. Its function is to translate the pressure from the "T" handle into a slight expansion of the rubber plug, sealing it when in the desired open or closed position. Reinstall the end plate, tighten the "T" handle slightly and operate the valve a few times to make sure the grease is evenly distributed. I like to then tighten it further, so the valve cannot be accidentally moved, but some may wish to leave it just loose enough to move with moderate pressure.

Grease can also be added while in the water. Open the seacock and remove the bronze plugs on each side of the body. (The holes will face the solid sides of the rubber plug that way, instead of the main opening.) Fill the threaded openings with grease, then slowly reinsert the plugs while rocking the valve body back and forth. The action of tightening the

bronze plugs should force the grease into the space between the body and the rubber plug. Some people have replaced these plugs with grease nipples to make this job easier, but being a worry wart I prefer the solid plugs."

Yanmar 30M Engine

After over 2400 hours *Satori's* Yanmar is performing flawlessly. The fuel pump has been replaced twice to my knowledge, and seems to be the only problem beyond what I consider normal maintenance. We keep a spare at all times, plus have an emergency electric pump that the Lawsons mounted in the engine compartment ready to substitute for it by just moving the fuel line over and adding a short section of "jumper" fuel hose. I would not recommend using such a pump permanently but in a pinch it could be the fastest way to restore fuel flow if the engine-driven one fails.

The Lawsons replaced the muffler and dry section of the exhaust, as it was rusting out. To my knowledge the motor mounts are the originals and are in good condition. I try to keep the engine and shaft well aligned, even if there is a flexible coupling, don't let the engine run long at any of the critical high-vibration RPMs, and shift at the lowest possible speed. This minimizes the stress on the motor mounts and I hope will keep them intact for a long time to come.

The cost of replacement "consumable" Yanmar parts (filters, zincs etc.) from dealers is sometimes annoying. I have found a Fram oil filter (#PH2849A) that fits, is 1/3 the cost, and as best I can determine is comparable in construction to the

Yanmar part, so am using it with no ill effects. At about \$4 I can justify changing it at every oil change, about every 100 hours, and at the beginning and end of the season as well.

We have been using 10W50 Castrol oil rated CC/CD but lately have been reading that single weight CC/CD oil which has fewer additives is preferred. It is more difficult to find in our area, so I debate whether to switch. Does anyone have further input?

Also has anyone noted that there are two versions of the 3QM diesel (export and domestic) with subtle differences in certain subassemblies, eg; the raw water pump, that make buying spares tricky? I decided to replace the raw water pump impellers last year and found that the small outer one for the bilge pump fitted fine but the inner cooling pump replacement did not. The "3QM" manual shows two different part numbers, so now I am unclear as to which version Ta Yang installed. Any advice from other owners or dealers with info on this would be welcome."

DOC'S GIRL

Ross & Sally Ferland were cruising their V-42 *Doc's Girl* in the Florida Keys last February and wrote, "...the ole '42 is wonderful. Added an Adler Barbour 20 A/W with cold plates- great! New Kenyon inverter works wonderful and is quiet. Replaced our CQR with a 44 Bruce. Best anchor we've owned. Turn circles and it digs a deep hole. Not like the plow that drags even with 180' of chain! "

continued on page 97

Equipment Comments

continued from page 96

MAGELLAN

Richard & Barbara LeVine live aboard *Magellan* and share some of their equipment experiences with us:

Alternator/controller is by Professional Mariner. When engine is running it charges automatically and it can be switched to manual for fast charging. Be careful as it will cook the batteries on manual if left on too long.

Windlass is by Nielson (vertical). In my opinion an absolute must on this size boat. Main anchor is a 45lb. CQR A 45lb. Danforth, 25lb. Danforth, a 15lb. Danforth and dinghy anchors are also stored on board. Rode for the CQR is 300ft. of 3/8 chain. Back up is 75ft. of chain and 400ft. of 5/8 line. Chain is BBB.

Dodger is a full size, in essence a pilot house out of glass and isinglass. It zips on & off in sections. When under way if it gets cold or above 20 knots, we zip down the windward side and cockpit stays warm and dry. Over 30 knots we zip it closed all around. It helps as much for sun and wind as for rain and cold. We have had many experienced sailors (3 who circumnavigated) who, after sailing with us have gone out and added a similar dodger to their boats. They all dislike it when first coming on board, but love it after sailing. It was made by Smith & Maires of Oxnard. It does impede visibility a little, but not too much.

Autopilot is an Autohelm 3000, a very reliable unit. We keep a spare for a back up. It works very well in conjunction with the Walder vang.

Problems & Solutions

SOLIDARITY

Ed & Emily Dochoda were sailing *Solidarity* from SL Petersburg to the Dry Tortugas with no problems aside from some vibration in the engine and some rubber and metal fines in the engine drip tray. By the time they returned to SL Petersburg a few weeks later the vibration had increased. A trip to the local Perkins dealer revealed that the rubber bushings on the Vetus flexible coupling were worn. The dealer nor Vetus had spares and none could be located locally. However, writes Ed, "Good Fortune smiled upon us. We met a lovely family on their way to Canada in their 44' Nauticat. The skipper came up with a solution to use bicycle inner tubes made from butyl rubber (same material as the bushings). The inner tubes were cut to the width of the rubber bushings, cemented and rolled to the exact thickness and inserted into the flexible coupling. The engine and shaft were then aligned. We sailed from Florida to Galveston without any vibration or rubber fines evident." (Editors note: Ed & Emily are now in Venezuela sans their boat while Ed works on an iron ore reduction plant. Ed's comments about Venezuela along with the comments of other Tayanains who have sailed there will be the subject of a special report in a future newsletter.)

YANKEE

Cate & Deaken Banks report on some problems with *Yankee*:

"The shut off for our septic holding tank is nearly three feet from the "Y" connection. A strong odor below indicated that the connecting hose was the culprit. In fact it had an eight year accumulation of Yuck!

After our engine alarm sounded on two occasions resulting in an embarrassing tow home we thought we might have a defective sensor. Further investigation proved that our manifold was clogged practically closed with scale and sludge. We also installed a Vernalift muffler as our stainless one had pin holes at the welds. On a third occasion when our engine quit it turned out that one of the engine zincs had broken off and was intermitantly blocking the flow of cooling water.

Don't get me wrong ... I never once thought that boating was easy. All of this is part of the attraction. I would much rather deal with these problems than the ones in our work lives. I'm certain that if we ever head out on our extended trip that there will be some moments when I'll long for my on land problems ... to be sure."

DOC'S GIRL

Ross ("Doc") and Sally Ferland resumed sailing their V-42 *Doc's Girl* after a protracted stay in Egypt where Ross taught engineering. In his spare time he played country, folk and pop guitar at the local watering holes.

One of his first discoveries on board was the existence of 12 volts potential between the mast and a reefing line turning block. He found that the "factory put wires under the coach roof against a backing plate and between roof and a bulkhead. The wires soon shed their insulation and ZAP! It's clear now why the mast bottom showed so much corrosion." ¶

● The annual Cooperating Group Accord has been issued to TOG by BOAT/US. Under this accord, TOG members are entitled to a reduced rate of \$8.50 instead of \$17.00 for joining BOAT/US. When joining, or renewing, refer to TOG and group 4GA80446S. Last year 64 TOG members benefitted from this accord.

Afer two years of living aboard *Sea Nest*, Jack & Ann Sapp write, "We enjoy the TOG NEWS and find it fun to see how others have solved some of the same problems we've had. It also alerts us to things to look out for that are yet to come.

● Alvin Wood's *Windsinger* was badly damaged in the Jan.'88 storm in California. Alvin notes that "the boat is better than ever with new paint, new bowsprit, cap rails, rub rails, grab rails, hatches, lines, halyards, Perkins 4-108, prop shaft, etc. Of the total \$25,000 repair cost, all but \$400 was paid by Allstate Insurance. I had the boat shipped from Calif. to Port Townsend, Washington and saved enough money thereby to more than pay for the shipping (the boat was not seaworthy after the damage).Fleet Marine did a good job and were very helpful."

● Hugh & Barbara Thompson would like some advice on what type of portable generator to buy for *Eowyn*. Call them collect on 504 899 8766 (New Orleans). She also wrote that "While we also belong to the S.S.C.A., the format and content of the TOG NEWS is more interesting and readable."(Editor's note: Contrary to the negative experiences in Mississippi reported by the Beards in this issue's Cruising Notes, the Thompsons and other TOG members enjoy cruising this state's coast.)

● Paul Sheldon would like to replace *Josam G's* wood spars with aluminum and he would appreciate hearing from anyone who has or knows of a spare set. Write him at 281 Hartford Turnpike, Vernon,CT **06066.**



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