



 TAYANA 37

Newsletter #24  
Norm Demain a!  
P.C. Box 77  
Loreto, B.C.S.  
Mexico  
September 1984

Dear Friends,

In this letter are some suggestions for cruising Mexico. One of the suggestions is to end your Mexican cruise in late May or early June and go elsewhere to avoid the hurricane season. Well, we took our own advice and departed on a 2 month land cruise. So this letter has been prepared while Annie and I traveled north from Mexico to Canada and return. While in Seattle I dropped in to see Rob Perry. He was as busy as ever with many new boat designs in the works. Bob feels very strongly that our group is one of the best features of the Tayana 37, and so he spent over an hour chatting with me. He discussed his relationship, responsibilities, and attitudes toward TaYang, the Tayana dealers, and the T-37 owners. I hope to cover his views in the next newsletter. He asked me to state in this letter that his relationship with TaYang regarding royalty payments (and in general) is now very good. On a separate subject he urged T-37 owners to avoid excessive ground tackle. Unless essential for safety (lots of coral like in the South Pacific) he suggests 50 to 100 feet of chain and not 300 feet because the weight of 300 feet of chain plus a 45 lb. anchor can cause hobby horsing.

### AN OVERVIEW OF CRUISING MEXICO

For those TOG members contemplating a trip to Baja or the west coast of mainland Mexico, I want to offer some suggestions to help in your planning. Plan to stay in Mexico from mid-Nov. to the end of May (6 1/2 months). In May, you can safely depart north back to the U.S., west to Hawaii or the Marquesas; or south to Costa Rica or the Panama Canal. For your 6 1/2 month Mexico stay, there are two areas that I prefer; the mainland coast between Puerto Vallarta and Manzanillo, and the Gulf of California (Sea of Cortez) between La Paz and Bahia Concepcion.

Ideas for cruising the mainland coast come from Bill Wallace. Bill and his wife Barrie have a home near Manzanillo, Mexico and keep their boat "Black Pearl" at the nearby Las Hadas Marina.

Thoughts about cruising Baja come from your editor's experiences these past 2 years living in Puerto Escondido.

For simplicity, I'm going to assume that most cruisers to Mexico come from the west coast of the U.S. or Canada and that they return to their home ports after the Mexico trip. Here is a rough idea of how to block out the time.

Mid-Nov. To Mid-Dec.

Depart San Diego, cruise down Baja's west coast stopping at a few interesting places, arrive at Cabo San Lucas. Depart for Puerto Vallarta, enjoying Christmas there.

Jan. to Mid-March

Explore Mexican mainland coast from Puerto Vallarta to Manzanillo (add Zihuatanejo if time permits) and depart for La Paz on Baja.

Mid-March to end of May

Explore Baja's east coast from La Paz to Mulege. Depart for U.S.

During the November to May period, the prevailing winds are north to northeast. They are strongest during December, January, and February. So I'm suggesting you head south during these months so that when you head north in March, it may be easier. I'm suggesting you start your trip home at the end of May because June is the start of the hurricane season. In fact, some insurance companies will not cover you in Mexico between June and September.

On your trip from San Diego to Cabo San Lucas you will only see one major port, Ensenada. I suggest one or two days at the most because the harbor is dirty and there are lots of tourists. From Ensenada to Cabo are a number of fairly good anchorages. At the end of this article I'm going to give you some references in which you will find detail descriptions of these anchorages.

Let me start with your arrival in Puerto Vallarta. I recommend you skip Puerto Vallarta other than for a very short stay. It is crowded, a bit expensive, and according to the U.S. Chamber of Commerce, a good place to pick up turista and amoebic dysentery.

Between Puerto Vallarta and Manzanillo there are 200 miles with many palm lined beaches and coves, and as tropical as Hawaii or Tahiti. There is no coral and few off lying dangerous shoals.

It is well charted, with steady winds offshore from the northeast. Between Puerto Vallarta and Manzanillo, stop first at Chamela which is protected from the south and has islands you can use to hide behind if northerlies get bothersome. Next is Careyes, a large beautiful cove shared by Club Med. and the Careyes Hotel. Then comes Tenacatita with good anchoring and hotels that Mexican tourists like so the food is authentic and the prices right. Next stop is Barre de Navidad which has good protection from the wind with good restaurants ashore.

Your final stop is the Las Hadas Marina. The Las Hadas Hotel is there which looks like it came out of an Arabian Nights fairytale.

If your schedule permits, I would continue south to Zihuatanejo. It will add a week or so to your trip but it's a cute town with a good anchorage (Annie and I went there on our honeymoon).

By mid-March you should be back around Puerto Vallarta and ready to head across to La Paz. You could head for Los Frailes which is 80 miles south of La Paz and is Baja's most easterly point.

La Paz is a good sized city with lots of good markets. All kinds of services are available including parts for Perkins engines. Continuing north you will enjoy staying at many beautiful anchorages between La Paz and Puerto Escondido. There are numerous islands and places along the coast to enjoy. Of interest is that between La Paz and Puerto Escondido the main Baja highway (Highway 1) is many miles from the coast so all you will see are fishing villages that receive their few outside supplies via boats.

Puerto Escondido (P.E.) now has a marina with good water available. Gas and diesel can be obtained by having one of the locals fill your containers in nearby Loreto. (Loreto itself is an open roadstead and not recommended for overnite stays). P.E. is one of the safest ports during the June thru October hurricane threat season. It is a beautiful location but hurry because progress is looming on the horizon in terms of developing (spoiling) the area with condominiums, hotels, shops, big marina, etc. From P.E. you will continue north to Mulege (Mool e hay) and Bahia Conception, visiting beautiful anchorages and white sand beaches. At this point, you should plan to head south again.

You can revisit places you liked or stop at those you missed. Plan to be back at Cabo around the end of May.

Well, that's about it for a capsule description of your Mexico trip. Obviously you will have scheduled your 6 1/2 - 7 month trip according to your own likes.

There are many publications available which in addition to your nautical charts give you all the detail you need to safely navigate., The following are some of the best.

1. Sea Guide, Volume II, Baja
2. Charlie's Charts
3. Baja Cruising Guide by Jones & Gerlinger
4. *Dix Brow's* books and articles

Write me if you plan to visit Mexico.

#### ACCOMMODATION PLAN NOTES

1. Art Bliesener, "SHAGGY DOG", found TOG newsletters very helpful when specifying his new boat. Some interesting points of his accommodation plan include placing the galley on the starboard side to offset the weight of the head, double berth in lieu of V-berth, separate head and shower with opening hatch over the shower, teak hanging bulkhead table with liquor locker, wet and tool storage locker instead of quarter berth.

Ed. Note: I have a lot of info and drawings on a variety of accommodation plans. I'm looking *for* a volunteer to help me turn this info into an accommodation plan guide for prospective T-37 buyers.

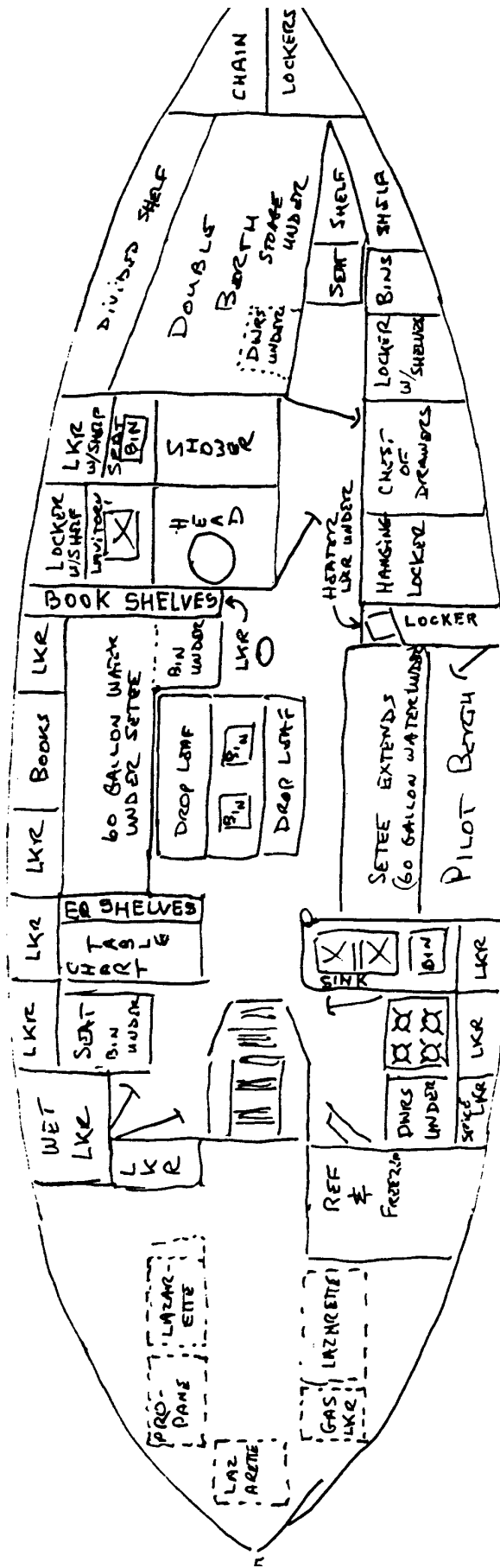
2. The accommodation plan of Max and Ginny Myover's "KALLISTE" (Page 5) is very similar to "SHAGGY DOG". (Ed. Note: The double berth and separate head and shower are good live aboard features.

#### ABACOS FIASCO

Jeff and Eva Dunlap, "ZEPHYR" filed the following accident report (see pages 6 and 7).

#### REPORT FROM THE PHILIPPINES

See Pages 9 and 10 for an interesting letter from Don and Bev Rock, "AUF WIEDERSEHEN".



KALLISTE  
(NOT TO SCALE)

## THE CARIB SHELL INCIDENT

Sunday morning, 21 August 1983, J.J. and Eva M. Dunlap aboard their yacht, Zephyr, arrived at Marsh Harbor about 1500. By 1600 the 45 pound plow anchor was secure to the east and the 20 pound Danforth high tensile anchor had been dinghied out and set in place to the south.

The anchorage was crowded. We selected a spot on the north perimeter of the anchored boats in about nine feet of water. We had boats to our east, south and west with about 150 to 200 feet swing room. Our spot was well south of the apparent channel along the north side of the harbor. The wind was about 5 knots out of the east southeast, and the weather was clear,\*

With the sun shade hung in the cockpits we relaxed with drinks and popcorn to wait the 1900 feeding of the dogs. About 1700, Jeff glanced up forward and shouted "I don't believe it; a tanker is coming right through the anchorage and is heading right for us, throwing a bow wake five feet high. He is coming between us and the Westsail 32 (150 feet away)."

*There was no time to travel the 37 feet to the front of our yacht to do anything about the anchor rodes. All that could be done was to watch with horror from the cockpit as he hooked our anchor lines and towed (dragged) us at a 8 to 10 knots for several hundred feet before slowing down and stopping. \* When Zephyr was pulled into the stern of the tanker, the terrible impact splintered the bowsprit off at the forward metal attachment.*

The Impact drove the bowsprit aft and moved it and the sampson, posts aft approximately 2 1/2 inches.. This in turn tore out the fiberglass in deck surrounding the sampson posts and bent the 1/2 inch diameter, 8 inch long bolt that vertically through tied the bowsprit to the deck at the fore peak. In addition, the 3/4 inch diameter, 11 inch long horizontal bolt that through bolted the bowsprit to the sampson posts was bent. The lower bolt attachments for the sampson posts to the bulkhead pulled through the forward face of the bulkhead. The bow pulpit was bent and misaligned. The jackstay fitting on the starboard side of the boat was badly bent. The starboard rub rail was gouged and scraped where Zephyr impacted the tanker the second time after being swung around from the first impact.

When the anchor rodes broke and the tanker had stopped and turned, Zephyr was pulled along the side of the tanker and thrown around in the stern of Shankara, a Cal 46, that was anchored about 200 feet to the west of our original position. This collision resulted in smashing the Dyer dinghy and broke the davits of Shankara.

The anchorage is shallow and the tanker's captain said he was traveling at, a \*fast, speed to keep to keep from sinking into the bottom. It was 1/2 tide on the rise (low tide was 1340)). I is estimated that the tanker at that time was drawing about 8 feet traveling about 10 knots. He was bound for Treasure Cay. It was reported by Shankara that the tanker, when loaded (estimated 10 foot draft), entered Marsh Harbor along the north side channel. His first stop was at BYS. His second and last stop was at the power station near Conch Inn Marina. The tanker was the Carib Shell operated by Shell Bahamas LTD, Nassau and captained by Cpt. Vincent Young. The accident occurred about 1700 LMT on 21 August 1983.

Subsequent to the accident, the Carib Shell moved outside the harbor and anchored. Zephyr's spare 25 pound plow was attached to the mains of one anchor rode and the yacht was anchored where left by the tanker. The captain and his lieutenants dinghied in and observed and noted the damage to Zephyr as well as to Shankara.

The two anchors, chain, and part of nylon anchor rodes were retrieved by Jeff Dunlap the next morning.

Jeff spent 3 weeks at Man-O-War Cay in the Abacos getting put back together. He wrote "I can give only the highest praise to Edwin's Boatyard there fore the excellent work they performed.

They made a complete new bowsprit for us that is identical in material and shape to the original with one exception - the bonding. Jeff was able to stick a screw driver in the original and pop the wood apart where it was laminated, teak to spruce(?). We also had some additional strengthening done. However, I think that the damage that was done to Zephyr was probably far less than would have happened to other type boats. It is another testimony to the strength of the Tayanas. The Shell Oil Company covered most of our repair expenses.

9 May, 1984

Dear Norm,

I really can't remember whether I paid my 1984 dues or not, but I'll enclose my check for 15.00 dollars anyway.

Just received your interesting newsletter -422 and thought I'd got a few notes back to you from the Philippines Life here has spoiled us, in fact we are thinking of retiring around here and using the R.)P. as our base of operations for the next few years at least. There are over 7000 islands here alone and then there are New Guinan, Australia, Now Zealand and the whole West and South Pacific to explore.

Capt. Collin and Tara Haines just sailed down from Taiwan to Subic in their now Tayana 37, ASAHI. They had a fairly close rapport with the yard and had a beautifully designed and executed interior. The commissioning itself still leaves a bit to be desired, but if this trend continues, knowing what good business people the Chinese are and how responsive they are to critique (and criticism) , I would not be at all surprised to sop a small section of the work yard where the boats are actually commissioned set aside for the occasional Taiwan delivery.

Bev and I have enjoyed mailing around our section of Luzon, Mindora and the Lubang Islands. Last months we sailed to Hong Kong and were one of two U.S. boats participating in the China Sea Race from Hong Kong to Manila. We he have always been wall received at the Manila Yacht Club. The members are gracious and cordial and not as aloof and standoffish as the British influence has apparently made of the Royal Hong Kong YC, The facilities there are excellent but one fools a chill in the air and its not from the weather. So far as the race went, we made 155 miles the first day, 130 the second, 85 the third and all downhill from there. The South China Sea became glassy smooth with 0-2 knots of wind for the next five days. We managed about 25-35 miles a day, some backwards with a slight northerly current. The biggest thing we learned was never, never embark on a serious ocean passage with novice sailors- Corinthians. We had three Navy crew who did their best to wreck the boat. The final disaster which led to my retiring from the race was the loss of all (150 gallons) our fresh water into the bilge when some dodo jammed some pots under the sink and tore off the water line to the hot water heater. With 150 miles still to sail, a crew of six in a hot, dead calm and no water save an emergency supply in Jerry cans, I deemed it prudent to throw in the (very dry) towel. As things turned out with all the withdrawals and the wind returning in few hours after we started the engine (isn't it always the way?), we probably would have been second or third in class. Anyway we made port in time for the festivities, dispatched the crew and Bev and I had a nice sail back. I've spent the last two weeks just trying to got the boat back together after the carnage.

Now for a few notes about equipment. SAILS- I second Buz Radican's liking for Lee sails. We have a cruising spinnaker and Mrs. Helen Fung, loft manager for Cheong Lee Sails in Hong Kong, made up for us a beautiful storm jib in two days (it was a requirement of the race scrutineer laid on as at the last moment). The workmanship on both sails is excellent. They are great people to do business with. The cruising chute takes a bit of getting used to but with the adjustable tack we can cinch her down and use it as a huge 1899 sq foot drifter right up to 45-50 degrees apparent wind. By raising the tack to boom height or higher she is a great downwind sail. I know what Buz means about blanketing. We solve that by not bringing the main boom out too for- keep the sail off the shroud. Perhaps this is not by the book, but it keeps the air free for the bigger sail and keeps the chafe off the mainsail.



REEFING: I know what you'll all say; reef at 15-18 knots of true wind and reduce again at 25 or so. We do it ourselves when cruising and we tell ourselves-that we're just as fast and more comfortable sailing upright. More comfortable, perhaps; faster, NO! During the first 48 hours of the China Sea Race we had a hard tight port tack beat into 25-30 knots true wind and the confused lumpy seas of the China coast. We were rail down (and at times under) for 48 hours with a 6.45 knot average speed for the first 24 hours sailing with full main, staysail and Yankee. We were slightly ahead of our class and ahead of the class behind us. On the theory that a boat sails better on her bottom then on her side and to make things a little more comfortable for my seasick crew, we single reefed the main and took in 1/2 the yankee (roller furling), came upright, sort of, promptly lost 1 knot of speed and watched six boats pass us in **a few** hours. Not a way to win races. Second 24 hours, same seas, same wind, reduced sail area-130 miles, 5.4 knot average. When the wind died the only **sail which helped was the beautiful shaped and cut Lee** cruising spinnaker. It comes with its own sock- pull the sock up and the sail is set in seconds. Pull the sock **down**, drop the halyard, coil up the resultant long tube and you're ready for the next set by hoisting the halyard.

EQUIPMENT EVALUATION: We have a Sitex 757C with Let Long conversion and on the East coast of the U.S. it was the greatest thing since sliced bread.

Minimal power drain, and if you weren't interested in way points and the computer end of it you could turn it off and save precious amps, turn her on for a short 2-3 minute warmup, got a fix and shut down again. **However here we're on the very fringe area of the Northwest Pacific** On, the crossing **angle are poor and the fixes are poorer** still so that It is essentially unreliable..

We treated ourselves to a Magnavox 4102 SatNev. Like Buz with his Walker, when we hooked it up we got no satellite pickup- we had just an expensive calculator. The fluxgate compass had to be returned and the wiring for the speed log still has not been solved. The Magnavox representative from Manila come up and spent a day on our boat, took the set back to his shop and - voila - perfect pickup but we still manually input speed and course to give the computer element its DR date). The fixes are uncanny. Our chart plot from Hong Kong to Manila is a series of x's along our rhumb line. There still, my friends, ain't no free lunch! Sometimes you'll got as many as 4-5 low or high trajectory passes in a row that compute as rejected fixes, and the beast has a voracious electrical appetite which must be paid back. This turned out to be about every 12 hours in our circumstances-running a Combi date system, nav light (masthead single bulb), compass, chart light, etc. Perhaps when we become more familiar with it we can cut corners. It is, however, very dependent upon a reasonably accurate DR fix with which it compares its Doppler shift. If your DR plot is off, so is your fix. I still do my sextant work every day- very comforting. I hope I can continue to maintain my attitude of the sextant and DR plot as primary tools with electronics as confirmation. It is easy to reverse this thinking and get lulled into push button navigation.

Stoves Sorry to hear about Buz Radican's problem with his Kenyon. The company had a lot of trouble with a now model a couple of years ago- had to recall most of them. We had a Shipmate stainless on our Choy Lee for over 5 years and it looked and worked as well when we sold the boat as when we installed it. We now have a 3-burner Shipmate stainless stove with Broiler and oven (LPG) and the quality is there in all the parts. Heavy gauge stainless steel, bronze gimbals, excellent manuals for installation and upkeep - A great Product; can't recommend it enough and the nice people in Souderton PA are very pleasant to deal with.

Speed under power-just for the completeness of your notes on engine/prop performance: we have a Yanmar 3QM30FWC pushing an 18x13 3 bladed prop. In still waters, speed averaged over a known course and with both Combi and Walker log confirmation, our speed/RPM curve reads something like this:

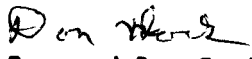
1200 RPM = just over 5 knots  
1400 RPM = 5.5  
1500 RPM = 6.1  
1800 RPM = 6.4  
2000 RPM = 7.1

The only time we revved it up beyond that was to run from pirates and we were too busy to notice the speed, just that we edged away from them.

My skipper, Bev, has a complaint- on the address list her name is not mentioned nor is that of the boat - AUF WIEDERSEHEN, and the hull number is 328 not 329.

Well, I've run out of Items for the moment. We'll try to keep you posted on doings on this side of the world. Keep up the great work with the newsletter. You seem to have assembled quite a team.

Our very best



Bev and Don Rock  
% Donald E. Rock, Capt, MC, USNR  
USNH, Box 37  
FPO Son Francisco 96652

## TRIP PLANS AND EXPERIENCES

Larry Crispell, "SECRET SHARER", continues to share his Pacific crossing experience with us. "Mollie and I are back in the states and SECRET SHARER is on the "hardstanding" (as they say in New Zealand) on a sturdy steel cradle at Half Moon Bay Marina near Auckland. Our passage from Suva (Fiji) was unexpectedly enjoyable. We had been forewarned by veterans of that stretch of ocean to "beware of lows sweeping off the Tasman Sea" or "You can't sail to New Zealand without encountering at least one gale" or more vividly "We had 40 knots on the nose for five days while hove too". So the weather we got was not what we expected. We had been sitting in Suva harbor watching the weather carefully during the end of October, ever aware that November 1 is opening day of cyclone season in Fiji. In 1976, one came thru in October causing much damage. Tropical depressions spawn just NW of Fiji and lay a course for Viti Levu, the main island of Fiji, and quickly build into a full blown cyclone; arriving with little notice. As each day passes and hurricane danger increases, the weather in New Zealand waters improves as the spring season advances. So the skipper of a yacht in Suva waiting to leave for New Zealand is in a pickle. Leave too early and get a dusting off in a late winter gale north of New Zealand, or wait too long and dive for a hurricane hole when the first depression comes thru. Because we experienced hurricane/cyclones at sea and at anchor in French Polynesia, we chose not to linger for a cyclone in Suva. We left as soon as **the boat was** ready and the immediate weather was favorable. How did we know the weather was right? Answer: the Ham radio, our faithful friend and endless source of information. We had regular schedule with meteorologist's in Rarotonga (Gary ZK1GC) and Norfolk Island (John- VK9JA) as well as conversations at the Suva Yacht Club dinghy dock and bar with owners of weather fax equipped yachts. It seems that weather can't be predicted too far in advance, but with good information and understanding you can have a shot at several fine days at the beginning of a passage. Now I just laugh to myself when I hear a skipper boast: "Those, weather broadcasts are never right, when I'm ready to leave, I just take off." More than once have I seen that type oil skipper come to grief. Anyway, we left into a stable weather pattern with a vast high stalled in the central Pacific to the east of us, blocking the advance of lows from, the Tasman Sea. Ever cynical, we didn't hope for much; as long as it wasn't over 40 knots and wasn't on the nose, we'd be happy. As it turned out we had 8 days of reaching and close reaching to cover the 1100 miles to Bay of Islands. Over the eight days the wind slowly backed around all points of the compass finally dying out in the south, sixty miles from Cape Brett. We entered Opva on a beautiful sunny day with wonderful fresh land smells of pines and green spring grass wafting out to greet us. As it worked out we were in VHF range of "Antares",

a Shannon 38, for the entire passage. John was kind enough to pass along the latest "news" off his weather fax. Our boats were well matched under working sails, our Tayana had the edge on close reaching due to more efficient cutter rig, "Antares" was ketch rigged. We virtually stayed in sight the whole time, with some anxious sail tweaking on Antares when we close reached.

We love love our Tayana and never miss the chance to compare her with other boats because she always comes up a winner!"

2. Max and Ginny Myover took delivery of "KALLISTE" in late December 1983 and made their first trip a week later.

"We arrived in Tarpon Springs on Tuesday where we had our first look at our " dream boat".

It seemed too good to be true, with its royal blue hull, cream deck house and spars, teak deck, trim and toprail. We were really quite moved and when we went below and saw the masterly-crafted interior, glowing with satiny varnish like fine furniture, we couldn't hardly believe that it was OURS!! It was as if the builder knew how we felt and had made a special effort to ensure that it was constructed and finished with loving care. We are proud to own a classic small ship that is worthy of her name -"Kalliste" - meaning "the most beautiful" in ancient Greek.

Our first voyage in "Kalliste" was made on the weekend of 7 and 8 January 1984. On Saturday morning we awoke to fog. We delayed our departure until it started to lift-near 9 AM. After motoring out the narrow Anclote River channel, with its four ranges and shoaling edges, we cleared Anclote Key and-took our departure from the no.1 marker 10:00 AM..

Under all plain sail, with a 10 knot breeze, we set a southerly course of 190 degrees to take us down along the Gulf coast. The weather cleared more as the **morning** progressed to reveal high cirrus clouds and a promise of fair winds for the next few days. By noon the breeze had freshened to 12-15 knots and the waves grew to 3-4 feet. Accordingly, "Kalliste" increased her speed and we watched the beaches of Dunedin, Clearwater, and St. **Petersburg** slide north as we rolled by about 3-4 miles-offshore.

We were enjoying the down Wind run - even if our stomachs were not quite ready to receive the baloney sandwiches made for lunch - and "Kalliste" performed well, with preventers rigged on the main and staysail booms in case of a jibe. By sunset we had cleared the east-west ship fairway to Tampa Bay, with clear skies and an almost first-quarter moon to light our evening.

Emil and Mary took the watch at 6 pm and we changed course to 160° to head more southeast. As darkness came we were 10 miles offshore. Our Loran C receiver had given us several good fixes tracking our latitude and longitude very closely with our DR (ded. reckoning) plot which was gratifying. Our ship's compass appears to have little deviation and the magnetic variation in this area is small. Therefore, the directions we were steering were very close to being true courses and we were happy to be able to make good a course so close to our intended track.

Max and Ginny stood watch 10 pm Saturday night until 1:30am Sunday and as the hours passed the NNW wind rose to more than the 10 knots forecast and the waves heightened to 5-7 feet. Before Emil and Mary relieved the watch, Emil lowered the staysail. That improved the boat's motion and eliminated the sound of the staysail and boom slating and cracking as We rolled along.

With the rising wind came a lower air temperatures and chill factor. As the cold front passed, we all fought the chill on deck with layered clothing, heavy sweaters, foul weather suits with hoods drawn tightly about our faces., while those below in the cabin were warmed by hot soup followed by a bunk's blankets. Those not on watch rested comfortably, rocked to sleep by the boat's easy motion.

Then, when all below were asleep, about 4am Sunday morning, there was a terrible crash which brought Max out of his cozy berth to find that the galley stove had jumped out of gimbals, banged into the engine box, and had thrown the copper teakettle across to the portside of the cabin dumping water all over the navigation station! We were glad no one was cooking or in the galley at that moment.

Finding no great damage, Emil and Max attempted to refasten the stove but the ship's motion made it difficult, and we couldn't find any spare cotter keys, so we lashed it in with some line until we made port. Unfortunately, without the use of the stove we couldn't heat water or cook. Coffee or hot soup for those on watch was no more -- just when night was its coldest.

At 5am Sunday, the watch was changed. Max and Ginny saw the sun rise after a night with an incredible amount of stars visible. A night with a trillion diamonds in the

sky that gave enough light to see "Kalliste's" foamy wake. We boomed along over the now 6-8 foot seas built by the Norther blowing down from Canada that had risen to 20-22 knots making the stainless steel rigging moan in accompaniment to the seagulls night cries.

"Kalliste" never once faltered, at hull-speed or better, reaching an estimated 8 knots as the big Gulf rollers crept up behind. She threw up her skirts and ran, steering easily, as the waves broke under her. In the cockpit, although only a few feet from each breaking crest, we remained dry for no water reached us when "Kalliste's" big canoe stern was buoyed by each following wave. Fifteen miles offshore to make sure of deep water in the dark, we were a little cold but dry and safe in our strong ship experiencing an exhilarating ride.

After a rosy dawn, we headed east and it wasn't too long long before Ginny spotted the outline of the condos to port at Boca Grande, north of Captiva. Island. By noon we had closed on our landfall and the Sanibel lighthouse was abeam. Before entering San Carlos Bay and the Caloosahatchee River, we started the engine, furled the sails, and by 3pm we were docking at the Cape Coral Yacht Club.

We felt pleased that we had made a fast passage with little difficulty, and we thankful that it was a safe one. Although we experienced a small amount of discomfort, we discovered a lot about "Kalliste" and gained a lot of confidence in her and ourselves. We are positive she can take us anywhere that we are able to go.

William Lee lives and sails his "LAURENA" out of Lyttelton, New Zealand. He writes, "We have just spent three weeks on "LAURENA" and have had a most enjoyable time sailing around the top of the south island also calling into Durville Island. Weather was excellent excepting one day when we experienced wind gusting to 70 knots. A two reefed main was quickly dropped and we continued on our way with a storm jib only - fortunately the weather and us were going to the same destination."

## PROBLEMS

1. Dan and Lee Yoder, "LETHENA" keep their boat in Marina del Rey, near Los Angeles. They write, "The deck seams gave out last year about this time, and we are going to have to rake and replace them. (All has to be removed and refilled, what a task!) Raked and re payed, Dan tells me. Anyway, the thiokol has turned mushy on the starboard side and leaves black on soles of shoes and clothes. The starboard side has received more hot sun in the slip and think that is why it is so bad. We have been told that a good job on the seams will last 10 - 15 years. Ours is about 6 1/2 years old now. Hull No. 88. Dan thinks he might do it himself, but does want to get a bid from the boatyard and see what they charge. It is very expensive to have it done, which we realize. Also will let you know the end result of this.
2. Phil Dollin, "EOS", has a structural problem: "When hard on the wind in a breeze the cabin house lifts away from the post rising from the galley counter into the cabin overhead. The house lifts about 3/4", so that the post is almost out of it's socket in the overhead beam. If I lock the post in the overhead will the post pull out from below?
3. Tom Beard's "MOONSHADOW" is Hull #72. Hopefully the problem he describes has gone away on new boats (Ta-Yang, please comment.)

"And just a quick, comment on wooden masts. Mine, anyway. I removed it last spring for a complete stripdown (it was 5 years old . What I found disturbed me. And I pass it along for others who have not inspected their older wooden masts.

First it was built of fir. **This** is not bad, but it is heavy. I suspect the scantling size was figured for spruce (though I didn't check this out with Bob). If this was the case then the fir mast would be about 25% heavier than intended. And that is a lot of weight where it is not needed!

Most important was the treatment in hardware mounting. A lot was not bedded. Also, about 30% of the hardware was fastened directly to raw wood - no, varnish/no nothing at all underneath. It seems that the hardware crew arrived before anyone in the finishing department and started slapping stuff on before varnish and without bedding compound. There was a gap around the PVC conduit where it exited the mast that allowed water to enter the upper box chamber,

The butts of both spreaders were rotten. It happened this way: two SS plates were screwed (with a hammer) to sandwich the butt (again with no bedding) Water flows down through the two mounting pin holes and soaks into the unprotected wood and is trapped by the SS plates.

So, I suggest to Wooden mast owners, who have not done so, to pull their stick and strip it completely for a thorough examination. I was disappointed by the quality of workmanship exhibited on tile assembly (tile mast itself is beautifully built) of this IMPORTANT member. It was not what I have found on most of tile rest of the boat. Sub-contractor?"

4. Nick and Joy Fast, "NEXUS", have a question: "Both Ron and I have a mystery wet spot at the coaming of the door to the head. The sole of the head, below the grating, seems to get water on it which migrates to the door coaming and then under that to the teak sole in the passage. Ron has seen it off and on for a couple of years. My boat showed the same symptoms the week it went in the water, which also happened to be a very rainy week. Has anyone else seen this dampness, and more to the point, has anyone found its source?"

5. Rolf Zenker, "LEPAS", has found large voids around the ballast inside the keel. "Pouring in 3 gallons of resin only produced approximately 3" fill. up from the bottom To make things right, I'll need about 3-4 more gallons." Rolf considers this poor workmanship and outright dangerous. (Ed. Note: This situation, now reported to me 6 or 8 times, requires a positive move on Ta-Yang's part to correct the problem. Todd Harris please discuss this with Ta-Yang, and advise us.)

### MISCELLANEOUS

1. Adrian Richards has "ATHENA" in charter service until 1985 when he hopes to sail her to Holland, where he now lives. His work (oceanography consultant) takes him all over the world. Recently on his way to China, he telexed Ta-Yang from Hong Kong to send him a replacement steering quadrant, which they did very promptly.

2. On the following page Bob Louttit answers some member questions and asks one of his own.



P.O. Box 246  
Upton, N.Y. 11973  
May 22, 1984

Dear Norm,

I am considering the purchase of a Hydrovane VXA II wind vane steerer, and would like very much to know whether any other members have tried them. If so, please write to me at P.O. Box 246, Upton, N.Y. 11973. I am particularly concerned about whether control has been satisfactory over a wide range of conditions without a lot of resetting of the main rudder position,, and whether the auxiliary rudder is easily subject to breakage by striking underwater or floating objects. If you know of a member, I would appreciate a note with their address, so I could write to them directly. Thanks a lot.

My mast is deck-stepped, (Isomat aluminum) and this last winter one of many projects was to shorten the headstay and forestay sufficiently to remove all of the rake. I used StaLok fittings to re-do the stays and made a backstay extender out of two pieces of 41" thick stainless strap. It all went together very smoothly. We launched only last week, so we've only had one very light air day of testing (during which, of course, the boat seemed to move even better than usual) so I'll have to let you know next fall how it has really worked.

Like Buz Radican, I have gotten into the habit of buying most expensive things from Thomas Foulkes in London. I'm about to get a Walker SatNav from them. I hope it won't be the one he sent back: I had to go to Hamburg on business last fall, and arranged to stop over in London for eight hours just so I could finally go to Foulkes in person. It turned out to be as unlike my mental image of it as anything could possibly be. It is a ramshackle collection of Quonset huts and odd buildings connected by 'hallways' made of bits of plywood and fiberglass, and all tucked quaintly away under a railroad overpass. The clerks do not wear morning coats, and tend to need a shave. However, they know boats and equipment inside and out, they have lots of interesting goodies at very good prices, and they stand firmly behind everything they sell.

In answer to KRISTIN ANN, we do not have any noticeable depression around our deck-stepped mast. Our compression post is directly under it, is 3" dia. with 1/8" wall, stainless steel, and bedded on a plate on top of the ballast, but under the fiberglass ballast seal. Our Autohelm 3000 is mounted on the cockpit wall. We mount the control unit low on the after side of the pedestal. Works beautifully.

Sincerely,



Robert I. Louttit  
"LOUP DE MEER" Hull #276

3. Dick Riddle keeps "ENIGMA" with him in the Philippines (he named his boat ENIGMA because it means puzzle or Riddle). He is very interested in what other T-37 owners use for, ground tackle, including their windlass. He has volunteered to put together a write up for this newsletter if owners will write him about their ground tackle. His address is:

COMSUBGRU SEVEN REP  
BOX 360  
FPO SAN FRANCISCO, CALIF. 96651

4. Paul Sheldon, "JOSAM G", had an interesting trip this summer but, not on his boat. He was the American Sail Training Associations Navigational Education Officer aboard one of the Tall Ships in the race to Halifax. He was in charge of 6 U.S. and 6 British cadets aboard the brig "INCA" that was built in 1846.

On a separate subject, Paul reports that he has been very happy with Carter Tripp spar varnish. It is a non urethane, flexible, and has an ultra violet barrier.

#### WRAP UP

As I mentioned in the beginning of this letter, Annie, and I have been away from home base for 2 1/2 months so please give me some time for answering your letters.

By now many of you have enjoyed another sailing season, so please write me about your adventures, boat improvements, problems, etc.

Warm regards,

*Norm*