

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VII NUMBER 56

Fall 1992

MOONSHADOW completes eight year circumnavigation

By Tom Beard

On May 16, at 1136, the T-37 MOONSHADOW with Carolyn and Tom Beard from Port Angeles, WA, completed an eight year circumnavigation. Their 80,000 mile voyage included three trips to Hawaii, the West Coast from Alaska to Panama (with two canal passages), the Galapagos, Marquesas, Wake Island, Japan, Okinawa, Hong Kong, Borneo, Singapore, Cocos Keeling, Mauritius, South Africa, the South Atlantic islands of St. Helena, Ascension, Fernando de Noronha, islands of the eastern and western Caribbean, and coastal southeast from Louisiana to South Carolina.

Now that we've accomplished "something everyone wants to do", we find the first questions people ask typically concern planning for such a venture. Unfortunately, we can't help with inspirational stories about years of dreaming, planning and preparing for such a voyage. We didn't know we were going to circumnavigate until about the sixth year into our journey, when we discovered it was easier to get home from China by heading West.

As further evidence of our lack of foresight, MOONSHADOW wasn't purchased or outfitted to make any cruise, or even to do much sailing. At the time, we were both in graduate school and liked the thought

of an apartment on the water. To us, this was far better than living in the usual students' quarters. We bought our 1977 Tayana (hull #72) in 1980 because it had a beautiful interior for living. For the first three years of her existence, the original owners had lived aboard and sailed just twice. In fact, she wasn't even fully commissioned.

"We didn't know we were going to circumnavigate until about the sixth year..."

Carolyn and I lived aboard and did little sailing too. After academia, the real world presented a new problem. There was no way we could afford a home and a boat of this value sitting unused. So, we decided to install a steering vane and take a cruise before selling the boat and settling back into a house.

On our first voyage, we sailed to Mexico, Hawaii and Alaska, finally returning to the Pacific Northwest a year later. The start was an aborted attempt. The engine failed six miles from home, and there was no wind. With new valve push rods, we started two days later with an untried windvane. During that first week we experienced winds to 96 knots and two knockdowns. Fortunately, the vane worked through four days of 40 to 60 knot winds. We discovered that the boat could take a tremendous pounding and survive. From this

experience we gained the confidence needed to carry us through several punishing situations in the following years.

The second voyage started again from home following a few months to recoup. This time we thought we might push on to Europe, which was sort of our plan on the first trip until our Volvo MD3 engine packed it up in Mexico. (Getting the engine repaired was the reason to go to Hawaii engineless on the first voyage.) We found our way to Panama and through the Canal, however, not before we were bashed by two Tehuantepeckers off Mexico, and shoved 80 miles to seaward off Nicaragua by one Papagyo. No matter...this boat takes the weather. From Panama, we sailed to the U.S. Gulf Coast and Florida. The push to Europe began from Key West, rounding the west tip of Cuba, and pounding into 35 knot headwinds

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Ships 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 for two issues (unless 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 213, Mt. Vernon, VA 22121-0213, (703) 799-4422 to place your item.

AVVENTURA, Paul Zack would like to know where one purchases sink strainers for the T-37. Regular plumbing supply houses apparently do not carry them and Ta Yang doesn't either.

BEAR, David Berry is looking for a used genoa, Profurl, about 120% or 125%, 9 oz or so. Anyone with an old sail or one they don't want, please notify TOG and we will line you up with David.

THE CHANCE, John Kraft is looking for a reasonably priced, nearly new Givens six-man life raft with double floor and double insulated canopy. He would also like to hear from anyone who has found a source for faucet aerators with metric threads to fit the Tayana head and galley spigots. Call (410) 437-2537 (MD).

INTERLUDE, Don Huff has a staysail boom and all associated hardware from his T-37. He's willing to give it to anyone who can use it. Presumably one would have to pick it up in Seattle, WA or pay for the shipping.

PASSION, Gunter Kremer-Minati, writing from Turban Marina, Bodrum, Turkey would like to hear from T-37 owners interested in selling their boat. Write to him in Germany: c/o Gerd Lorenz, Am Fronberg 3, D-4000 Dusseldorf 31 (Tel 0211/407176 or Fax 0211/490414).

SEAQUESTOR II, Bill Truxall has a practically new T-37 yankee foresail that he would like to sell. Asking \$450. Call (703) 799-4422 (VA).

TRELAWNEY, T-37 (hull #264) is well equipped and seriously for sale, however, the summer 1992 issue of *TOG News* incorrectly advised readers to call McMichael Yacht Brokers for a reduced TOG price. Instead, please call owner **Tom Delaney** directly at (914) 834-6243; *TRELAWNEY* is equipped with GPS, LORAN, autopilot, VHF, stereo, mylar genoa, Hood roller furling, Periwinkle dinghy, Merriman quick release forestay system, etc. Blue canvas on all hatches as well as on the dinghy in davits. Lots of varnish and professionally maintained. Single owner and "charter" TOG member.

SSCA offers members "world wide" insurance

Marvin Milner, SIRENA, says that he and Joyce recently joined the Seven Seas Cruising Association (SSCA). He reports, "Along with SSCA membership, we chose the insurance offer..."for members only." It works like this. *SIRENA* is insured for her current market value (per recent survey). Deductible is one percent of that value (a fairly standard practice with most insurance carriers). The difference: Our insurance coverage is "world wide" without any premium increase regardless of where we sail. If you wonder how...it's done via the "deductible"

"For example, if you choose to sail in the Bahamas during June through October...the hurricane season, your deductible goes up by approximately 25 percent. This is the carrier's way of providing world wide coverage on your boat while encouraging you to cruise in the safest waters at any time of the year. The annual premium is less than what is charged by other carriers, but must be paid in a single installment. For additional information, contact the SSCA, 521 South Andrews Ave., Fort Lauderdale, Florida (Tel. (305) 463-2431) .

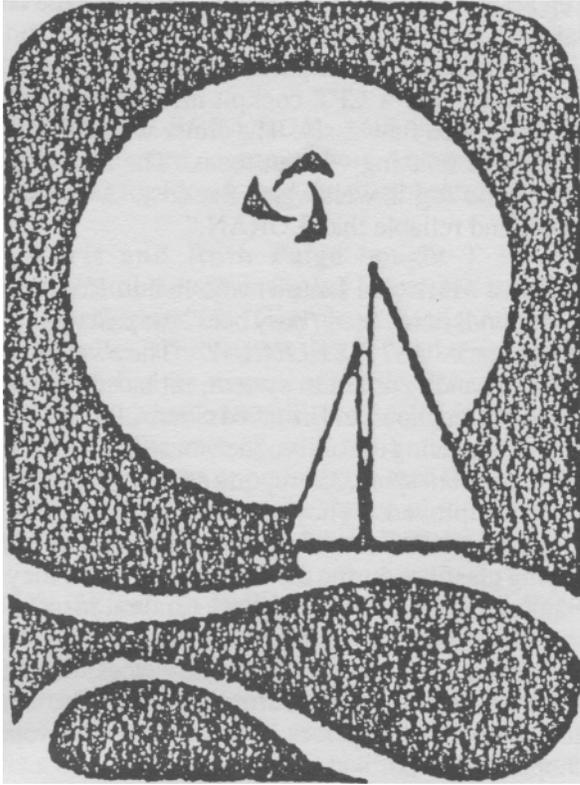
By the numbers...

If you've wondered about TOG News' numbering system, we hope this explanation helps. Norm Demain, TOG News' founding editor, published four issues per year, each numbered sequentially. From 1979-84 he used a full page letter-type format and each issue varied in length from two to 20 pages. In 1984, Norm shifted to a half-page sized "mini magazine" format, typically with 18 pages per issue. At this point, he also started numbering volumes (two years of TOG News equals one volume). In 1988, he started numbering the pages of each volume sequentially. This practice was carried over to the current normally 8-page full-sized magazine format (used since 1989). That's why you're now reading Volume VII, Number 56, page 18. This issue has 12 pages, however, due to the many letters received from our readers. Thanks!

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Tayana Rendezvous Roundup

If you would like to host a Tayana rendezvous, please contact TOG so that we can provide you with a mailing list of members in your area. Then let us know your plans so that we can help with publicity. Tayana owners will often come hundreds, even thousands of miles, to attend. Not everyone is as lucky as the Millers or Roger Ulbrich (see below).

Northern Chesapeake

Jennifer and Jay Young, in V-42 **MOONSHADOW**, hosted the Chesapeake Bay TOG Fall Rendezvous on the Corsica River on Saturday, October 3. The cover of their invitation (shown above) displayed their logo. Those who came to share sailing experiences and potluck dishes included Martha and Dick Miller in **EVOLUTION**, Karen and Roy Olsen in **KAMPESKA**, Karen Hurt and John Kraft in **THE CHANCE**, and Diane and Ted Stevens in **REVERIE**.

Jay says, "The Millers were unaware of the event until they attempted to anchor. John and I chased them down in the dinghy and insisted they join us." He added, "Jennifer and I would like to plan a winter TOG get-together for late January, possibly at the Mears Point Marina (Annapolis) club house. We could make plans for the '93 season at that time."

Southern Chesapeake

Roger Ulbrich writes, "While sailing from Hilton Head, SC to Manasquan, NJ with my recently acquired T-37, I chose a quiet anchorage off the Chesapeake. After rounding the horrendous odors at some fish processing plants, we spied the anchorage ahead, already loaded with boats. On closer inspection, quite a few appeared to be double enders. Imagine my surprise when I discovered this was a Tayana gathering! Hopefully, the rest of TOG's members are like the friendly and helpful crews I found July 4th on Wicomico Creek. Now I have visions of what my vessel could someday become. Enclosed please find my dues and enroll me as a member of TOG. My vessel, **ALMITRA**, is a 1979 pilothouse ketch. It's a long road to bring her back to life, so any members who can offer advice, please write or call me at 41 Conduit St., Jersey City NJ 07306, (201) 413-0152"

Rendezvous Recipes

by Lynda Gillman, ARIEL

Thai Shrimp Kebabs

Peel and devein 2 lbs large shrimp.

Marinade: 1/2 C Olive oil
 1/2 C Soy sauce
 2T Lemon juice
 2t Grated ginger root (or substitute
 ground ginger)
 4 Cloves garlic, minced

Combine ingredients for marinade in a ceramic or glass bowl. Stir in shrimp, cover and refrigerate from 3 hours to overnight. Skewer shrimp and grill over hot coals, just until opaque (about 5 minutes). Good served with wedges of lemon or Hot Ginger Soy Sauce for dipping. (For variation, shrimp can be cooked in the oven or on top of the stove.)

Ginger Soy Sauce

1/3 C Apricot preserves
1/4 C Soy sauce
1/4 C Lemon juice
1/2 t Grated ginger root (or ground ginger)

1 t Cornstarch
1 T Orange juice or water

In a small saucepan, combine first four ingredients and bring to a boil. Dissolve cornstarch and add to soy mixture. Stir just until mixture thickens.

News from the fleet

Danny and Gwen Bartley recently moved from Colorado to Florida to be closer to their 1978 T-37, *TICUDA*. Since buying her in 1989, despite having to commute from Colorado, they've sailed over to the Berry Island in the Bahamas and made several trips to the Dry Tortugas. Last year, they also replaced *TICUDA*'s engine. The Bartleys left Florida on 8 October for "points south", with Aruba as their ultimate goal.

Maurice Beauvais purchased T-37 *SEA CHANGE* in June and keeps her at Emery Cove Marina on San Francisco Bay. He reports that **Jim Hempson** on T-37 *SEA GYPSY* is just a few slips away. Maurice says he met **Jon Vogt** on *JANEV* in Bermuda on June 1st. "He was still sawing and drilling in his Mark II after stateroom. He said he was waiting for the Atlantic High to drop in latitude some before he started the run for the Azores." Maurice has a Fleming windvane with a light Autohelm tiller unit connected directly to the windvane, an arrangement good only in light air. He would like information on any below deck autopilot, as well as on the Autohelm 4000, 6000 and 7000 and Navico autopilots.

Since 1980, **Don and Honey Costa** have sailed T-37 *HONEY TOO* up and down the East Coast, east to Bermuda, and south to the Caribbean and Venezuela. They've kept a log of Tayanas sighted in their travels - a total of 208 to date! Write TOG if you'd like a copy of their list.

Har^y and Diane Crouch, T-37 *NEMESIS* (hull #363), recently made the trip from New Orleans to Corpus Christi via the Intracoastal Waterway. If anyone has questions about the bridges and locks along this route, they would be happy to provide comment and can be reached at (512) 949-9922.

Michael Davis has owned *SATORI* since 1984. He is the third owner, having purchased the boat from Frank and Cynthia Lawson in Robinhood, ME. *SATORI* has been cruised from the Caribbean (the first owners, the Linderoths, were liveaboards) to Newfoundland. Michael and his wife Jude have cruised her extensively in the Northeast, including two months in Maine. Before Mike's transfer to Washington, DC they based *SATORI* in Norwalk, CN and cruised Long Island Sound. Herrington Harbor Marina, Rose Haven MD is her new home.

TRELAWNEY, with owner **Tom Delaney** aboard, recently returned from a three week cruise to Mt. Desert, ME. "An overnight offshore romp in a 25-knot southwesterly with six foot following seas from Marblehead, MA to Monhegan Island, ME afforded quite a sleighride for the crew. Thank goodness we installed lee cloths on all berths! Our favorite ports included Camden, Islesboro

and Northeast Harbor in Mt. Desert. I highly recommend a sail up Somes Sound on Mt. Desert Island. It's the only natural fjord on the East Coast of North America and is quite beautiful. New equipment this year included a Magellan GPS and a CPT cockpit-mounted autopilot. They both worked flawlessly. The cruise would not have been nearly as relaxing without them. The accuracy of GPS in Maine fog is well worth the cost. Much more consistent and reliable than LORAN."

Jan and Marry de Leeuw, who live in Rotterdam, the Netherlands, have been "busy bees" the past two years upgrading their T-37 *ZEELEEUW*. They've fitted a diesel heater and ventilation system, replaced the overhead panels throughout, and installed radar, GPS, VHF, and SSB. After replacing the old wooden mast and boom with Proctor aluminum spars, Jan reports sailing performance was much improved. They also replaced the cockpit coamings, which leaked and caused delamination of the underlying glasfibre during the winter frost. Now they're overhauling *ZEELEEUW*'s teak decks and cabin top after experiencing numerous small but irritating leaks when the rubber seams opened up in several places. In 1993, they plan a four or five month cruise in the Baltic, where in addition to familiar places in Denmark and Sweden, they hope to visit ports in what was formerly East Germany, Poland and Russia.

Tom and Conny Egan keep T-37 *DAYDREAM* (hull #375) in Biloxi, MS. Tom says, "The Mississippi Gulf Coast is a wonderful place to sail with a string of wilderness barrier islands ten miles offshore and a wonderful protected sound in between. The dockage is inexpensive with great restaurants nearby and dockside gambling for those so inclined. If any TOG members pass through and don't look us up, I will be insulted!" The Egans can be reached at home, at (601) 434-5020, and on their boat at (601) 432-2177.

Charles Huffman, *THE GOOD NEIGHBOR*, reports another TOG member from the Northeast sold him a fiberglass cowl vent in response to his request for one in "Ship's Store", so they have a set of four again.

Andrea and Paul Landry moved aboard their V-42 *TA TA* in January to prepare for full time cruising. They learned of TOG from one of their new neighbors in Mandeville, LA, Larry Lewis. Andrea reports that they would particularly like to hear more about V-42's through TOG.

Butch and Ellie LeBrasseur bought T-37 *RACHEL* (ex *OBSIDIAN*) in 1990. She still has her original wooden spars, but her hull has been Awlgriped. They've added a dodger, lee cloths and roller furling. Both are hams; Butch (KA1BLV) has his advanced class ticket, and Ellie (NIEWD) has a tech class. They sail mostly in the Newport, RI and Buzzards Bay area on weekends and cruise to Maine or Canada on their vacations.

After cruising Chesapeake Bay this summer, **Mark and Beverly MacMahon, SABBATICAL**, planned to sail for the Bahamas in late September and then head on down to the Caribbean.

V-42 **CELEBRATION, with Jackie and Gary Melsom** onboard, departed Port Annapolis Marina on October 12 for Florida and the Caribbean.

Chris and Ruth Paige bought T-37 **MAGIC DRAGON** (hull #391) in Shelter Island, NY and sailed her to Tarpon Springs, FL. They plan to head for the Bahamas in November. Chris writes that before buying their boat, he and Ruth had the pleasure of meeting **Dave and Annette Smith**, who had sailed their T-37ALOHA from Hong Kong to Florida. "We met up with the Smiths again here in January and had the opportunity to read the first 48 issues of *TOG News*. What a great source of information...and what a wonderful effort by Norm Demain."

David and Jo Phillips, owners of T-37 **SYBARIS** (hull #10), are considering various options for replacing their boat's broken worm steering. At present, David plans to install Edson worm gear; he says he would prefer Edson rack and pinion in order to have more feel at the wheel, but it would require tearing out the gas bottle locker to make room. If any of you have replaced your boat's original worm gear, please write and share your experiences with the rest of us. David, who lives in St. Ives, Cornwall, also reports having talked with **Brian Roberts** in Aberdeen. Brian's boat, **STARRY NIGHT** (hull #4), is laid up in the British Virgin Islands. David says Brian had removed his bulwark cap rail and poured expanding foam into the cavity in order to stop leaks at the hull/deck joint.

Elizabeth Prata and Mike Salvetti, onboard T-37 **CHINA DOLL**, were planning to leave Maine in early October and head back to the Bahamas. They wrote, "Does anyone have dinghy davits and a windvane? How did you set it up? Does that arrangement work? What windvanes have you used (on your T-37 cutter) that have worked consistently?"

David Downs and Mary Quade recently purchased T-37 **KAMALOHA** (hull #542). They're planning to move aboard in Fall '93 and head for the tropics on an open-ended cruise.

Nancy and Jerry Thacker, HYPERION, have re-joined TOG's ranks and are now living aboard in Puerto Del Rey, a beautiful new marina in Fajardo, Puerto Rico. They believe they have the only red hulled Tayana made and say they can answer Paul Zack and Mary Taylor's question in our last issue about cruising with a dark hull. After cruising for four years in the Caribbean and southern waters, they feel the only problem with a dark hull is salt deposits along the waterline. "These can be easily removed with "Lime-away" and are a small price to pay for

a boat that stands out in any harbor." The Thackers always enjoy meeting other Tayana owners and hope that if any are in the area, they will call them via SSB (WTC 5068).

Jack and Hermy Vogt have sailed over 9,000 miles since leaving San Diego in their T-37, **IWA** (hull #386), in March, 1991. They sailed south to Manzanillo, Mexico and then worked their way north to Puerto Vallarta and Isla Socorro before making a 19 day run to Hilo, HI. After island hopping up the Hawaiian chain to Hanalei Bay on Kauai, they made a 20 day passage to Sitka, AK. From there, they worked their way up to Glacier Bay where they spent eight days in total awe of the massive glaciers and beautiful wooded scenery. Later, they made their way down the Inland Passage to Victoria, British Columbia and eventually, under the Golden Gate Bridge to San Francisco. The Vogts say, "We would still be out there if we hadn't run out of money!" They report very few problems with their boat. They are concerned, however, about the many small blisters which have appeared from the waterline up, some of which are oozing a dark brown substance that is causing unsightly streaks down the side of the hull. Has anyone else had this problem?

David Waltz, who lives aboard T-37 **VICTORIA** (hull #222) in the Annapolis area, recently installed new engine mounts and a new aluminum mast (the old wood one developed rot at the base). "Please give me a call at (410) 562-5099 (cellular) if you are in the area. I am a retired National Oceanic and Atmospheric Administration (NOAA) Corps officer and oceanography instructor at the Naval Academy. I currently work with the Draketail Maritime Project in south Anne Arundel County. I know lots of technical things about electronic navigation, and a lot of practical things about living on a Tayana 37." David has owned his boat (ex **DUNQUIN**, ex **SNOWBIRD**) since 1986.

...and from Ta Yang

The pride of Ta Yang, the new pilothouse 47, is almost complete in the Kaohsiung yards, and will deliver in January 1993 to her new owner. Talk about owner loyalty... the first two T-47's are going to current T-37 owners and will be joining TOG's ranks!

Incidentally, if anyone tells you T-37's are no longer being built, please correct them. T-37 's are still one of the best bargains in a liveaboard, go-anywhere yacht. One reason the T-37 is so good, is the feedback from TOG members to a very responsive builder. There is just no comparison for the price if you want to customize your yacht to your specifications. Ta Yang will build a T-37 in about three months from approval of the drawings.

Maintenance and equipment comments and questions

UPGRADING AN OLDER T-37

Barry Adams, the third owner of T-37 *KAMA* (hull #14), lives aboard and has done a lot of upgrading, including refurbishing the black iron fuel tank (removing exterior and interior rust, treating the exterior with a rust arrestor and then coating it with four coats of epoxy resin and five coats of polyurethane paint), rewiring both the AC and DC electrical systems (upgrading to two separate 30 amp AC circuits with a crossconnect switch), and relocating the electrical panel from beneath the ladder to the starboard bulkhead, just aft of the navigation station. He used Newmar AC and DC panels, Pro Marine AC volt/amp meter and an Ample Power Company computerized monitor for the DC system. Barry comments, "This really brings *KAMA*'s electrical/DC charging system (130 amp alternator) into the 20th century."

Barry lined the hull and overhead with one inch polyurethane insulation, used urethane foam to reinsulate *KAMA*'s icebox, and plans to install a Force 10 propane stove. "The infamous bulwark leaks have been solved by completely resealing the bulwark from underneath using vinyl and silicone as a base. The inside of the bulwark was flooded with epoxy to effect a seat that was durable. The bulwark has been completely re-fiberglassed from beneath where the original deteriorated fiberglass had been removed. This was done primarily for structural reasons."

"Prior to doing all the resealing, four vinyl downspouts were installed in the bulwark by which any water that found its way into the bulwark could drain into the bilge. My second reason for taking this approach was to promote ventilation as well by opening the bulwark at the rode locker. Now air enters the rode locker via the two dorades/rode pipes and then, rather than venting into the V-berth (which has been sealed from inside the locker by covering the louvers of each door) the air travels into and then down the bulwarks to one of the four downspouts where it is directed to the bilge. A dorade at the emergency tiller port is used as the exhaust."

PERKINS ENGINE MAINTENANCE

John and Dianne Andrews have done a lot of reconditioning and updating of their T-37, *CHINOOK WIND*. The boat, which was purchased from an electrical engineer at NASA, is unique in that it is wired for 110V AC rather than 12V DC as the primary power system. In their travels, John has found several sources for hardware and equipment of use to Tayana owners.

For hard-to-find parts and equipment, he recommends: Sailorman (800) 523-0772
For parts catalog: GBI (800) 848-1114
For Tayana hardware: ABI (415) 258-9300
For screws and fasteners: FASCO (800) 848-1114 and Gardner-Wescott (800) 521-9805

For those of you whose boats have a Perkins 4-1008 diesel engine, be aware that Perkins is no longer in business, but was purchased by Detroit Diesel, (800) 592-5000. John has had several conversations with Mike Collins, their service representative, at (800) 592-5003. Co obtain documentation on the engine:

Workshop manual is publication number 60151088.
Owner's manual is publication number 2201TPDA1185
Parts manual depends on the engine number.

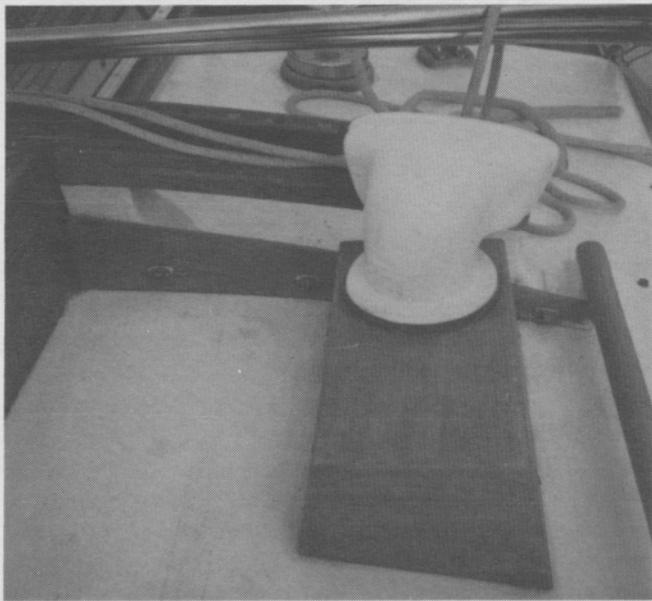
Thanks very much to John and Dianne for their legwork!

COCKPIT IMPROVEMENTS

Don (KO4JP) and Honey Costa have owned T-37 *HONEY TOO* since 1980. Through the years they've made many improvements including two that have done much to keep the cockpit dry in heavy weather.

"To alleviate the problem of water sliding under the lodger and into the cockpit, we fitted two triangular pieces of what passes for teak in Venezuela, a fine grained wood called *saqui saqui*, between the traveler bridge and the dorade boxes. The dodger snaps on the forward face of these new washboards, and *viola* - no water in the cockpit. Incidentally, *HONEY TOO*'s dodger is made of white Weblon, a tough waterproof plasticized fabric, rather than Sunbrella, which ultimately leaks." (See top photo, opposite.)

"We also fitted through-hull fittings to eliminate what we term the "Tayana River" - that deluge of water sliding across the bridge deck downhill from windward to leeward because of open drains on the coamings. We also found that a considerable amount of water accumulated at the after end of the main deck's windward side. Our solution was to put through-hull fittings as far aft as possible on the main deck and topsides. These are connected by means of a PVC elbow and reinforced hose and have worked out very well. (See middle (main deck) and lower (topside) photos opposite.) We no longer have water sloshing on deck and have a dry cockpit when the wind is forward of the beam under almost any condition of wind and sea."



MUFFLER REPLACEMENT

Har^v and Dianne Crouch, T-37 **NEMESIS** (hull #363), are in the process of replacing their boat's original stainless steel muffler with a Vetus system. They received a 30% discount on the list price through Boat US' special order department. Having read in past issues of *TOG News* that the flexible coupling between the transmission and propeller shaft is an ultimate failure item, Har^v would like to know where he can order a spare before it's needed.

STEERING QUADRANT

Audrey Foster and her husband base their T-37 **PASSION** (hull #547) in Stockton, CA. They cruise the delta each summer and spend a couple of weeks each fall in Bodega Bay or Monterey. Generally very pleased with the quality of Tayana construction, they have had reason to be concerned about their boat's steering quadrant. "The four bolts used to attach the quadrant to the steering post were too short and could easily have failed under stress. I recommend checking these bolts carefully. They might look OK, but when we backed out ours, we found they were held by only three threads."

WINTER INSULATION

Bernie and June Francis of Bremerton, Washington have lived aboard since 1989. They write, "**QUEST** wasn't built with hull insulation. Upon waking up every morning in the winter, the overhead and hull of the V-berth area were dripping wet with condensation, as were our lockers and the hanging locker. We've now insulated the entire forward cabin, all forward lockers, and about 25% of the rest of the boat with a material called Astrofoil or Reflexitix. The name varies depending on where you buy it. Our boat is considerably warmer and we've solved 98% of our moisture problems, with only slight dampness inside certain lockers."

"Astrofoil is 5/16" thick and has various R-values depending on how it's used, with a minimum R-value of R-8. It is very flexible, extremely lightweight, can be molded around corners, is cut with household scissors, and can be glued in place with contact cement. It costs about 50 cents a square foot, but can be found at some hardware and lumber stores for less. Astrofoil is basically two layers of bubblewrap material with foil on each side. You'll want to cover it with a beauty covering in normally seen areas. Otherwise it may look like you're inside an aluminum can! We used a light silver colored polypropylene covering that most upholstery shops can order in 48" width for approximately \$6 a linear yard. Our total cost for the job was \$350; money well spent!"

"Most liveaboards we've talked to have a moisture problem under their mattress too, especially in winter. We've solved our problem and so have our friends who've tried it. We first drilled 1 3/4" holes in the plywood

supporting the mattress, with at least one hole per square foot. We next put plastic cockpit grate mats, such as Dri-Dek locker liner, over the wood on the entire underside area of the mattress. We cut the grates to match the plywood liftouts under the bunk and screwed them to the liftouts so we could still get to the stowage underneath. Tie 1/4" line through some of the grate holes in each section to act as handles, making it easier to lift and get underneath. So far this has solved 100% of our moisture problem in summer, fall and spring; 95% in the winter. In winter, we also put the cockpit grates around the edges of the mattress which touch the hull. Then we tie-wrap a small 120V air dryer to a support under the bunk and plug it in. These air dryers are very safe; a sheet of paper set on top of it will not burn. Power draw is less than one amp. Now, anytime the mattress is lifted up, warm air flows out and there is never a moisture problem."

LAZARETTE STORAGE

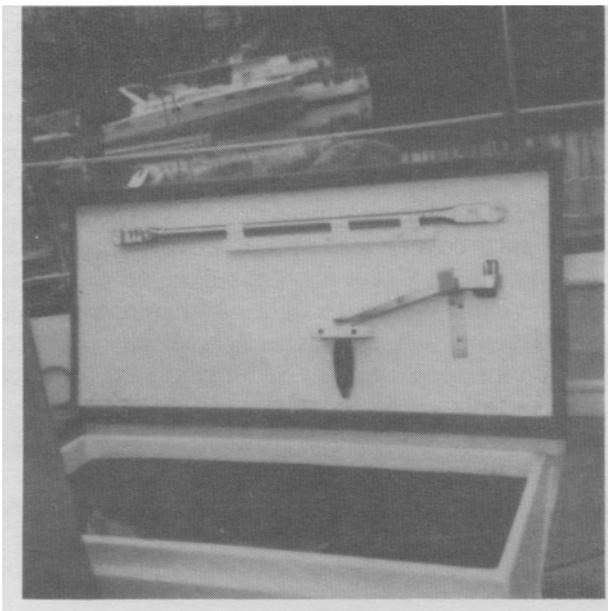
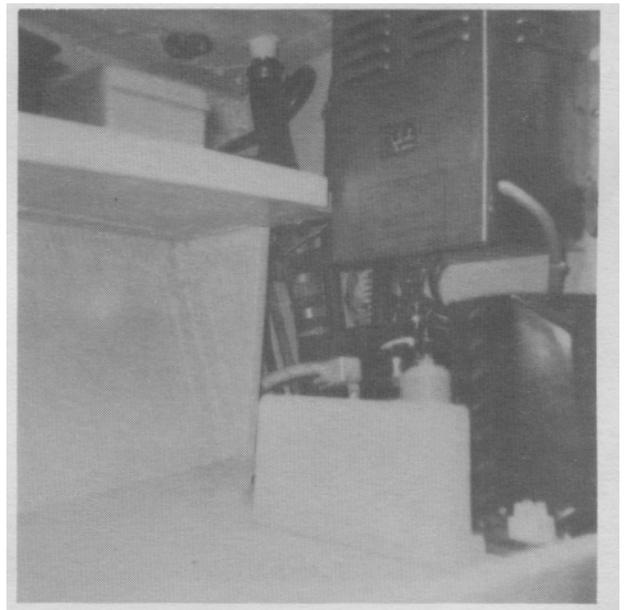
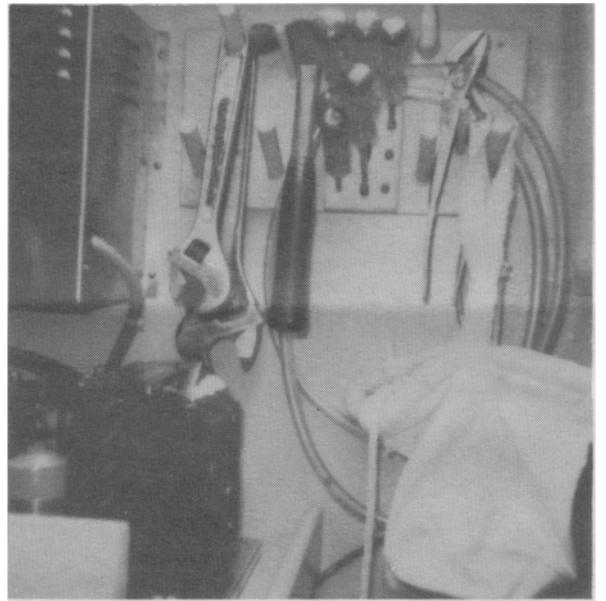
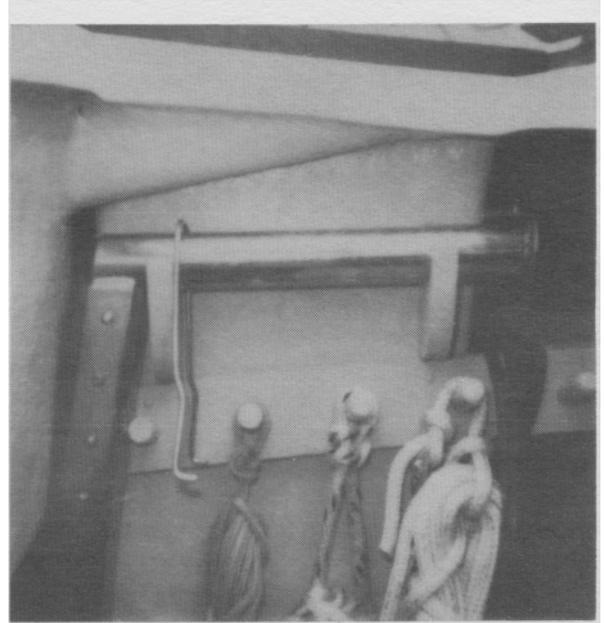
Charles and Judy Huffman have several good storage ideas to share. The accompanying photos were taken in the lazarette aboard their T-37 *THE GOOD NEIGHBOR*.

(Upper right) The forward end of the gas locker easily holds the emergency tiller and extra line.

(Right) A tool panel can be mounted on the forward bulkhead. Drill holes in the wooden base with the proper sized profile drill at a 30 degree angle. Epoxy dowels in place, then plane the back side of the base to make it smooth for mounting.

(Lower right) It's easy to add an extra shelf. Build it with a fiddle, then simply epoxy it into place. Remove the paint on the hull first for good adhesion.

(Below) A winch handle and windlass lever can be mounted on the underside of the lazarette access hatch. Caution: These holders have to be designed with heeling in mind.



MOONSHADOW...

Continued from page 17

until Jamaica. We were discovering the folly of going to windward and still had a thousand miles to go. So we gave up going east. It was back to Panama for us and another pass through the canal to the Pacific, lovely Pacific. Now we discovered something about the boat that was proven many times over...it makes rapid passages off the wind.

After the Galapagos, the first long leg of our journey proved what we had previously only guessed at. *MOONSHADOW* covered the 3,000 miles to the Marquesas in 20 days. The average passage time for other boats making the trip in the same time period was 25 days, with some taking up to 37. We started this leg with two other boats, one slightly smaller and the other larger - both with twin headsails for downwind sailing. We beat one by four days, the other by six.

Then, a family emergency caused us to turn the bow north, and we returned to the U.S. via Hawaii. Engine troubles continued to plague us, and a masthead tang on our wooden mast failed with a sudden rifle shot "bang!"...leaving the backstay trailing in our wake with full main and full 130 genny flying. The boat was on a beam reach, making over eight knots. We jury rigged with halyards for the remaining 1,700 miles. Two of five halyards chaffed and broke, and another was fouled,

We still averaged 4.5 knots with just the one sail. We strongly feel the only reason we survived with our rig intact was because we had a keel stepped wood mast. The mast was bent forward at the top with about a four foot hook until we got the genny down. That kind of load would have collapsed an aluminum mast.

A note here on rigging: Some of the original standing wire is still on the boat. The upper shrouds, head, back and bobstay were changed after ten years as a precaution. Both the new U.S. backstay and bobstay failed within three years. Only one original lower has been changed; all other wires are builder installed.

A lot of engine work almost made the engine reliable, but catastrophe struck after tangling with drift nets nearly a thousand miles north of Hawaii. I had to dive overboard to remove netting from the prop on two successive days. The third day I went overboard once again to untangle the prop from the rudder. The shaft had broken in the stuffing box due to net damage. and I had to push the prop and its shaft forward and secure it in place. This left us with another

Before we started for no determined destination a third time, we installed a new engine, a Yanmar44. At this writing, three years later, it has accumulated over 1600

hours and has, with one exception, been trouble free. The Yanmar now has more accumulated engine time than our first engine logged in 12 years. We have almost lost our ability to anchor and get underway without the aid of an engine. We're spoiled.

The hull was also painted at this point, and the wood mast was repaired (some rot) and given about 13 coats of varnish. After three years, constant tropical sun, and about seven more touch up coats applied by Carolyn while hanging from the bosun's chair, it still looks great.

We then made one of our favorite trips again, down the California coast to San Diego. Hawaii followed in 18 days; two days were lost going nowhere due to a bumper of a winter storm midway. Hawaii is tough to leave. We look for excuses to return. We were off to Japan next when the steering vane paddle broke off 800 miles out of Hawaii. After hand steering 1,200 miles round the clock - two hours on, two off - we stopped to rest at Wake Island. We were only the third pleasure boat to arrive in two years, and the only one to stay for a visit. We resided in VIP quarters and watched American TV in air-conditioning!

We spent seven months in Japan, an impossible place to get to and depart from, and miserable to cruise because of the weather. If these obstacles can be surmounted, however, its a lovely place to visit. Enroute to Hong Kong from Japan, a mid-winter storm out of China blew out the mainsail and genny. We were hoping they would last until Hong Kong - they didn't. Huge storm-driven waves crashed down, crushed the dodger, and ripped the pulpit from the bowsprit. The three new timbers holding the pulpit to the sprit split apart and the stanchions bent upward due to the force of the waves bashing us. A super tanker that had left Tokyo Bay with us returned when the storm seas grew too severe. We had no choice.

This was also the time for our engine to pack it in. We sailed with an old jib and staysail to Okinawa. The engine problem was caused when the hardened tips on the valve push rods broke off. The tips are welded to steel tubes, however, the welds on six of the eight rods broke. Though the engine was out of warranty, Yanmar replaced all the rods, installed an entire new rocker assembly, and spent another four hours going over the entire engine...all at no cost!

Neil Pryde in Hong Kong built us a new main and 135% genny for roller furling. We have never enjoyed sailing so much as we have with these new sails. We can now trim and make a difference. Due to the mast position and rake, we have a roachless/battenless main. I understand that later model T-37's have their masts stepped about 8" farther forward and much less rake.

To be continued in our next issue.

***HALLELUJAH* shares "lessons learned"**

Bill Gutzwiller, T-37 HALLELUJAH (hull #520), wrote from St. Thomas, VI to share these valuable "lessons learned".

"We were beating to windward in the Drake Channel when I noticed my instruments acting up, then smelled smoke which got rapidly worse."

I quickly determined the acrid smoke was at its worst under the lazarette seats, but there were no flames in evidence. Even in the cabin, the smoke was so bad that one wouldn't dare go down the companionway. We fell off and reached into a nearby cove where we rounded up and dropped the hook. By this time the smoke was starting to clear a bit. After 15 minutes of ventilation, I dared climb down into the lazarette where the source of the smoke immediately became obvious. The battery cable on the number one battery had literally disappeared up to the terminal board, with only drops of burned and melted plastic insulation indicating where the positive and negative cables had once been.

Obviously a massive short circuit had occurred. Finding the short was another thing. Downstream from the melted cable beyond the terminal board, there was no indication of a short. My ohmmeter showed open circuit, and there were no signs of overheated wire or arcing contact anywhere in sight. No circuit breakers were popped.

Desiring to get on to our overnight anchorage, I jury rigged a new battery cable out of heavier gauge cable I had on hand, started the engine, and got underway with no evidence of the earlier problem...until we tacked onto the port tack. Immediately the instruments zonked out and the battery voltage meter dropped to zero. This time there was no smoke, and the battery cable remained intact. But one of the lead links between cells on the battery was now melted through and open. Obviously the short circuit still existed, but there still was no sign as measured by my ohmmeter.

When we got to our anchorage and started trying to figure out where the intermittent short circuit might be, one of my daughters remarked that both incidents had occurred just after we had tacked onto port. With that clue, I started tracing the battery cable through its journey from the battery to the battery switch near the galley. After peering into crevices and bundles of hose and cable in the engine compartment where I'd never ventured before, I finally found the evidence for which I was

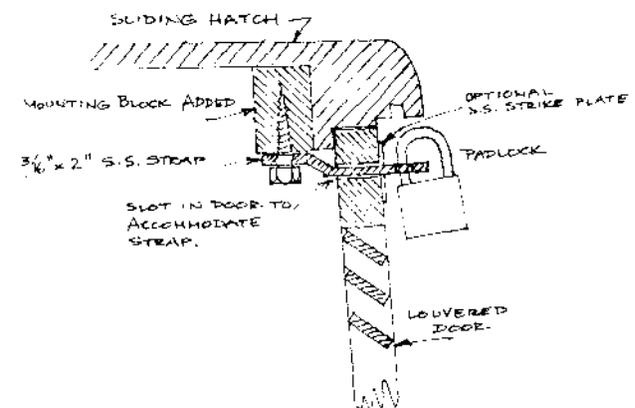
looking. Where the cable/hose bundle passed the starboard rear engine mount, the steel engine mount angle had over five years sawed through the insulation of the passing cable, thereby grounding the 12V battery supply. The short circuit occurred only when the boat was heeling to starboard, allowing the engine to sag off on its rubber mounts enough for the steel mounting bracket to contact the cable bundle. After that, the fix was easy. I just tied the cable bundle away from the engine mount so contact could never again occur.

Fortunately for us, the battery cable and battery cell links acted as fuses before an actual fire was kindled. Someone else might not be so fortunate. We suggest owners check out where their battery cables run in proximity to the engine mounts and tie them out of the way if they're anywhere close.

"After two break-ins via HALLELUJAH's main companionway doors, we decided that our Tayana's louvered doors were encouraging break-ins. It's so simple to break out a couple of the louvers, then simply reach in and open the lock from the inside."

We decided to borrow a page from the washboard locking system used on most boats in our harbor, which thieves appear to have bypassed in their selectivity. By cutting a slot in the top panel of the starboard door, then mounting a stainless strap to the sliding companionway hatch, we had the equivalent of the washboard locking system. With the strap projecting through the closed door, we secure the boat by sticking a combination padlock through the hole in the end of the strap (see sketch below).

It sure isn't totally foolproof against serious thieves, but we figure the casual burglar will look for easier pickings before tackling this more formidable but simple security approach.



GANGWAY DOOR VIEWED FROM PORT SIDE

Now here's a true *SHAGGY DOG* story...

By Beverly Glubiak

In April 1991, Beverly Glubiak bought T-37 SHAGGY DOG (hull #436) from Art and Sherry Bleisener in St. Petersburg, Florida. This April, she wrote TOG from St. Thomas, U.S. Virgin Islands. She enclosed a copy of her Christmas letter to her friends, telling them of her adventures. We thought you'd enjoy her SHAGGY DOG story too.

Bev left Australia in January 1991, and traveled to Florida with a girlfriend via New Zealand, Hawaii, California, Mexico and New Orleans. In St. Petersburg, she found SHAGGY DOG.

The people finally agreed to my price and things looked very good, except as my folks were wiring the money over, the war finished and the U.S. dollar went up. I lost over \$6000 which hurt a lot. With the help of two Kiwi guys I had met, we sailed the boat to Ft. Lauderdale where I spent the next four months getting her in shape.

On August 3, I left for the Bahamas, entered at Bimini, crossed the Grand Bahamas Banks to Nassau, then sailed leisurely down to Georgetown, in the Exumas. My crew left there to return to their various jobs, so I spent a lovely month diving for conch, lobster and fish and meeting some great people. Then, I picked up two other people who sailed with me to the Turks and Caicos Islands, where they had to leave as their holidays were over. I loved the Bahamas, but was not impressed with Turks and Caicos - very expensive, plus I had rather a bad experience with some locals. I was caught on a lee shore amongst reef, lost my engine, it got dark, etc., so asked for assistance. A small dinghy came out to help tow me in to the marina. Halfway inside, we got hit by 60 knot winds which lasted for over three hours. The next day they presented me with a tow bill of \$375! I lost the top of my windvane steering plus got hull damage, but she's a strong boat, so survived OK.

I managed to get a week's work, which put fuel in the tanks, let me fix the engine, and get some food. Would you believe I was wiring up a fishing boat? After a couple of weeks there, I left for the Dominican Republic, across the Turks and Caicos banks, this time by myself (plus Munchkins, the cat). The weather wasn't too bad. and I arrived in Puerta Plata at 9 a.m. after spending one night on the banks at anchor and the following night at sea.

Puerta Plata was interesting, cheap but very dirty. You wave down motoconchos, which are small motor-bikes, and hop on the back. I was travelling with another

single hander, so didn't get too much of a hard time from the authorities...though it is a bit disconcerting being boarded by five people with machine guns, boots and all...talking all at once in Spanish! I spent three days there, then sailed along the northern coast to a place called Samana. Arrived at 2 a.m., so hove to off the bay until daylight. The other single hander and I took turns sleeping as there were a few storms around.

Samana is a beautiful spot...very similar to the Polynesian islands. The people are very poor, but don't want charity. Mind you, they will try and polish your thongs for money. The scenery was spectacular. Most of the tourists there are from Germany, so as an Australian yacht and a woman sailing by herself, I was a bit of a novelty. I spent two days there, then left for the crossing to Puerto Rico, across the infamous Mona Passage.

As I left Samana, I lost my satellite navigation system, but no worries, I could always do D.R. using my log. Wrong! Log died. By sheer guessing, I tacked north, then laid one long tack southeast to miss the shoals and bad currents. Twenty hours into the trip I lost my autopilot, so ended up hand steering for the next 14 hours in wind conditions varying from 15-40 knots. Four hours out of Mayaguez, Puerto Rico, I lost my engine, so lots of fun. Must admit, I slept very well when I finally anchored.

"As a woman sailing by herself, I was a bit of a novelty."

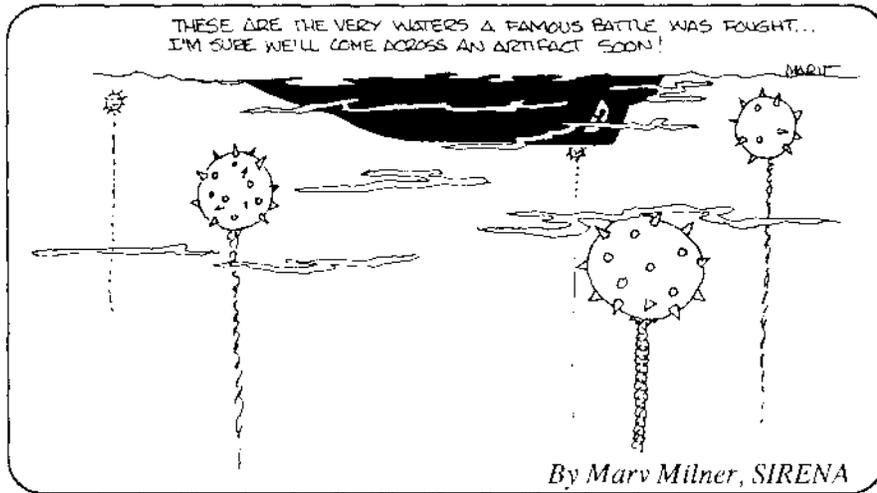
Once I cleared in the following morning, I went for a look around. Great place, and the people are very friendly. The next day I motorsailed down the coast to a place called Boqueron, which is a seaside resort...fantastic spot, with great open bars and little tables of clams and oysters for very little. Spent a couple of days there. Could easily have stayed much longer, but had no money, so was trying to get to St Thomas for a chance of work.

From Boqueron, I nightsailed along the southern coast of Puerto Rico, using the calm evening breezes, stopping in the morning to sleep. In two days, I reached St. Thomas, not exactly knowing what I would find, with half a tank of diesel, my cat and \$15 to my name. Caught up with friends I had met in Ft. Lauderdale, and three days later found work varnishing a yacht.

On that same day, Bev met Steve Glubiak, a sailor from Florida, who was working as mate on a 60' charter yacht. Three months later they were married. Bev started up a charter turnaround business - cleaning other people's boats when they come off charter, plus provisioning, varnishing, etc. and Steve joined her, doing maintenance and mechanical work. They planned to work through June, then sail south to Trinidad before returning to St. Thomas for the winter.

New members

Gwen and Danny Bartley, **TICUDA**, Ft. Collins, CO
Maurice Beauvais, **SEA CHANGE**, Sacramento, CA
David Downs and Mary Quade, **KAMALOHA**, Ann Arbor, MI
Andrea and Paul Landry, **TA TA**, Mandeville, LA
Lance and Ellen LeBrasseur, **RACHEL**, Ludlow, MA
Ruth and Chris Paige, **MAGIC DRAGON**, Troy, NY
Elizabeth Prata and Mike Salvetti, **CHINA DOLL**, Portland, ME
John and Robin Sams, **ROBIN**, Tyner, NC
Nancy and Jerry Thacker, **HYPERION**, Fajardo, PR
Roger Ulbrich, **ALMITRA**, Jersey City, NJ
David Waltz, **VICTORIA**, Gallesville, MD



TOG NEWS

P.O. Box 213
Mt. Vernon, VA 22121-0213

And coming in our next issue...

Blister repair: Learn about the latest technology for blister problems and repair experienced by Tayana owners. If your boat has suffered from blisters which you have had repaired, please write TOG (by December 1st) about your experiences.

SPIRIT OF IOWA: Randy Studer, whose T-37 will represent the state of Iowa in the America 500, is scheduled to leave the Canary Islands for San Salvador on November 15.

Pot Pourri

The cover of the West Marine Holiday '92 Catalog pictures TOG members **Ted and Evelyn Van Allen** on their T-37 **EVANGELINE**,

If you move or go cruising, please don't forget to send us your new address!