

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VIII NUMBER 69

WINTER 1995

Tayanans Rendezvous Coast to Coast



This fall Tayana owners gathered on all three coasts of the Continental U.S.--Galveston, TX; Chesapeake Bay, MD; and Columbia River, OR--resulting in some unique gatherings. The report from each follows.

Galveston, TX

TUSENTAKK, with her captain and first mate, Ernst and Franziska Voigt hosted a Texas TOG rendezvous on 16-17 September, at the historic Galveston wharf adjacent to The Harbour House Inn. The famous tall ship, *Elissa*, provided a fitting backdrop to the little harbour filled to capacity with Tayana 37s. (See photo on page 93.) In addition to the host boat, attending were Philip and Nan Buchanan on *MILAGRA*, Gary and Donna Watkins on *WINDSHIP*, Ron and Dee Stevens on *ALMOST HEAVEN*, Tom and Mary Lou Sartore with guest Tom Howard on *STARLIGHT DANCER*, Fred and Jan Schultz on *FLYER*, David and Martha Hooton on *FLAMBOYANT*, and John and Barbara Ferrell on *SALUBRIOUS*. Additional Tayana owners attending the festivities by

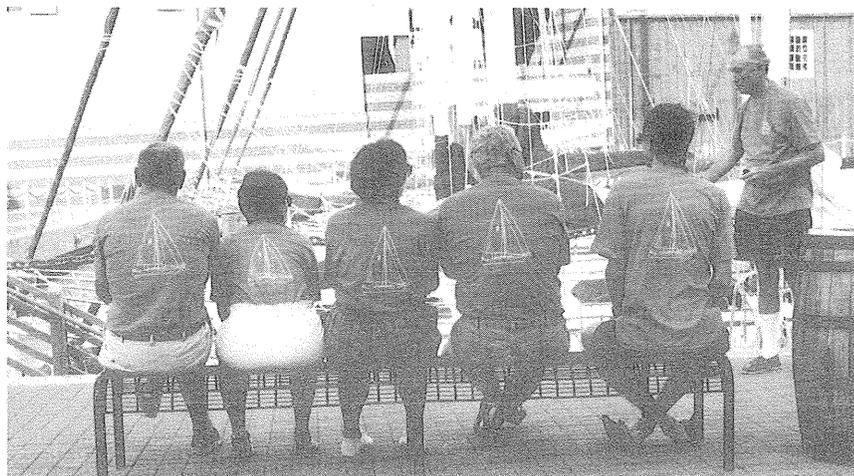
way of land yachts were Ed and Emily Dochoda from *SOLIDARITY*, Lee Ann Somers and Doug Speer from *SASHA*, Randy and Nancy Bellard from *PLAISANCE*, and Dan Womack and Linda Leinen. For many this was their introduction to TOG, resulting in some new members.

The uniform of the weekend was TOG tee shirts, purchased by all attending, as shown below. Activities included consuming a terrific shrimp boil prepared by Ron Stevens, followed by a stroll to the local micro brewery, and an evening of sharing "sea tales".

Chesapeake Bay, MD

Eleven Tayanans, great weather, and the pleasures of discovery combined to make TOG's Chesapeake Rendezvous, held 30 September-1 October, in Skipton Creek, a memorable one.

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Original Equipment Manufacturers (OEM) Update

From time to time it is helpful to understand what the status is of the suppliers and manufacturers of our boat and major equipments. These items come from reports circulating in the "industry".

Ta Yang is building several new yachts, mostly in the 50 foot range. These are new designs using state of the art materials and techniques resulting in stronger, yet lighter boats. While they are not producing to the level they were several years ago, they are receiving orders for more boats, and building them better than ever.

Tayana Yachts in Annapolis together with Pacific Yacht Imports in the San Francisco area are now the sole importers of Tayana yachts in the U.S. This has been done to ensure that boats sold in the U.S. are properly delivered to the

new owners and carry a valid warranty. As many of you would agree, Tayana's sales/service reputation over the last 10 to 15 years, could be improved upon. Tom Wagner, VP of Tayana Yachts (410-268-6924), is working to build up credibility in that area on the east coast, with Jim Kavle as the point of contact for parts and service. Neil Wineburg of Pacific Yacht Imports (510-865-2541) is the sales representative on the west coast.

Many of our boats are outfitted with ISOMAT mast, boom, and standing rigging. We heard from Bruce Empey of Neil Pryde Sails in Annapolis, that ISOMAT's parent company, IMI (International Marine Industries) has been sold. ISOMAT is now SPARCRAFT and will continue to supply masts, booms, standing rigging, and spare parts for our boats. The point of contact there is Robert Quates at 704-596-9449.

TOG NOTES

As we start into our fifth year at the helm of the Tayana Owners Group, we are very grateful for the support, feedback, and participation of all our members. Thank you; the organization reflects each one of you.

On the recommendation of a TOG member, we have designed TOG business cards, which you may find helpful in sharing the word about TOG while cruising. Attached below is a sample of your personalized card. As a complimentary service to our members, we can reproduce more at your request. Maximum quantity per order is 20.

Personalized TOGCard

Those of you in the Chesapeake area have had the pleasure of reading an excellent news magazine for sailors - RAGS! Unfortunately, last summer, it closed its doors. This did not happen for lack of advertising, for circulation, for content, or for relevance. Apparently, it grew too fast - to Newport and to Florida. Two of the stalwarts at RAGS knew the magazine had merit and have changed the name, opened the doors, and are publishing under a new title, *SpinSheet*. They are racing buffs, but hope to have over 50% of the issue dedicated to the cruising community. We read *SpinSheet*, subscribe to it, and provide input to it. Our Chesapeake Fall Rendezvous is written up in their January issue. We hope it survives and thrives. Anyone interested in subscribing may contact Dave Gendell or Mary Iliff at 410-626-1335 or by writing to 301 Fourth Street, Annapolis, MD 21403.

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Editorial Staff: Rockie and Bill Truxall

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Disclaimer: TOG makes every attempt to avoid endorsing specific products or otherwise commercializing the content of this newsletter. We take no responsibility for the statements of contributors or for claims made regarding products which they may recommend.

Ship's Store

Ship's Store regularly highlights items that members would like to purchase or sell, as well as product news of particular interest to Tayana owners. Listings in this column are free to TOG members and will be carried 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.

ALLEGIANCE, a 1986, aft cockpit, V-42 (hull #122) is for sale by Jim and Celeste Broomfield. She is in beautiful shape and cruise away equipped with Perkins 4-108 engine, Pro-Furl, electric windlass, Alpha Spectra autopilot, SSB/HAM, GPS, radar, large battery bank, inverter, wind generator, solar panels, 150 amp alternator, cold plate refrigeration, watermaker, davits, Achilles inflatable and 15 HPO/B, liferaft, A/C, and more. Located in Ft. Lauderdale, FL. Call (305) 849-9797.

BELLES ANNEES, a 1993 T-47 (hull #23), is for sale by Bert, Jane, and Al Zink and in Bradenton, FL. She is a meticulously maintained blue water veteran. Her equipment includes a Yanmar 62 HP diesel, Cruisair, Glacier Bay refrigeration/freezer, Balmar 2500 watt inverter, Balmar Aqua Pac generator, Autohelm 7000 auto pilot, Wind System, Tridata, Navcenter, Raytheon GPS, Kodan 40-mile radar, 8-man life raft, PC with weather fax programming, Icom 600 SSB, Pro-Furl roller furling, fulling battened main with Harken batt-cars, and a serious ground tackle and sail inventory. Call (941) 723-3055 for a complete inventory.

DUCHESS (T-37, hull #253) at 14 years has need for a few parts. John Emery has looked unsuccessfully for a new 20 amp circuit breaker. It is three and three eighths inches long overall with a large green button and a smaller red button. On the green button is a triangle symbol with "SK" in a circle. The name on the unit is Pico Stotz. A few of our owners have talked about putting in complete new panels and maybe they have the old parts they would be willing to sell. (See item on p. 87 in the Maintenance section, for a diagram of the same or similar unit.) He is also looking for a working jib with hanks for a cutter design. Contact John Emery, 1467 Forsythia Circle, Jamison, PA 18929.

Bob Muenckler, owner of **MARYC** (V-42, hull #152), is looking for advice on equipment, the do's and don'ts of leaving the country, tax problems, living on your savings, etc. He is also looking for a cruising partner before the dream is gone. He's 43 years old and would like to sail around the world for about

ten years. All ports o' call of interest. The bottom line is: have boat; have dream; need help to make it real! All advice and recommendations cheerfully accepted. Contact Bob at P.O. Box 21535, Long Beach, CA 90801, or phone (213) 495-2118.

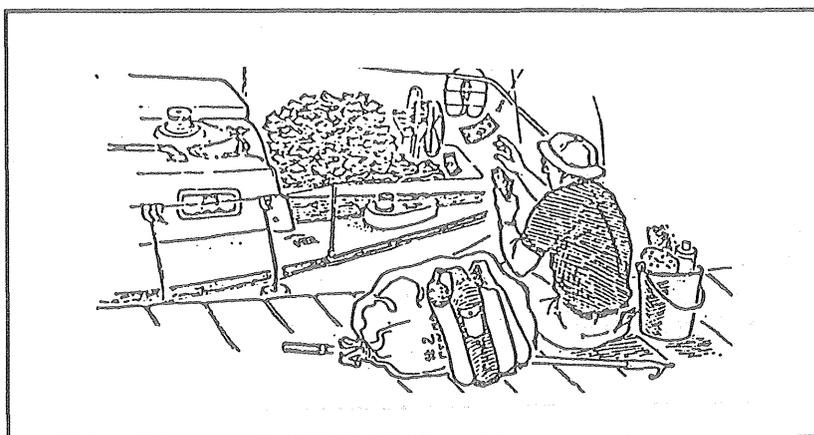
The owner of **ORIKI III** (T-37, hull #437), Richard Kemper offers this suggestion. In purchasing a yacht, buy one that you can realistically afford to maintain, rather than one you can afford to buy.

QUEST (T-37, hull #349) has a used Neil Pryde main sail and a propeller for sale. The sail (in very good condition) was used on Isomat spars and the dimensions are: luff-43'6", leech-45'9", and foot-15'2". It has two jiffy reefing points, a Cunningham cringle, and leech line. The prop is a left-hand turning three blade (17" x 9") and is ideal for the Perkins 4-108 engine with a transmission that has a reduction ratio of between 1.8 and 2.1 to 1. Contact Virginia and Burt Carlisle at 3169 Maple Drive N.E., Atlanta, GA 30305 or phone (404) 458-9832.

WAYWARD, a T-37 built in 1985 and owned by Tim and Christina Akers, is for sale. It is in excellent condition having cruised the Bahamas, Florida and the Keys, and Yucatan, Mexico. The boat is located in Ft. Lauderdale, FL. If interested, please contact the Akers at (305) 767-0878.

Roy and Karen Olson, former owners of a V-42 and experienced cruisers, find themselves ready to return to the cruising life in about a year. They are in the market for another V-42, aft cockpit, preferably built after 1986 in good condition, and suitably equipped. If you are contemplating the sale of your V-42, please contact Roy or Karen at 15704 Mahogany Circle, Gaithersburg, MD 20878, or by telephone, (301) 258-5701 at home or (301) 762-9009 (Roy's work).

Dick and Joan Worsfold of Toronto, Canada are looking for a Tayana 37 with the fuel tank in the bilge and a large engine (44 or 50 HP). Please call collect at (905) 849-4265.



A boat is a hole in the water surrounded by fiberglass into which one pours an endless supply of money.

News from the fleet...

Gerald Atkin, owner of *SAUDADES* (T-37, hull #464), sent a quick note saying, "Denise and I will be returning to the U.S. the first of January after a four year assignment in Melbourne, Australia. We will relocate to Tawas City, MI, close to Lake Huron. Needless to say, we are anxious to get our boat out of storage and back on the Great Lakes. Our plans are to join the Tawas Bay Yacht Club and cruise the Great Lakes, as well as a venture to the Caribbean." (10/95)

Here is what has been going on with *SPIRIT WIND* (T-37, hull #119), sailed by "Capt P. Y." and Sheila Boggs. "We finally left Miami on 28 August, after waiting for hurricanes Jerry, Louis, Carlos, and the rest of the family to decide whether they wanted to have us for dinner. Thank God that all we got from seven tropical depressions/hurricanes was rain and a bit of wind. It was frustrating to be stuck in Miami for a month, but we were at Miami Beach Marina (very nice, but too expensive). The staff there is very helpful and super friendly and they have a complete weather station (radar, weatherfax, etc.) at the dockmaster's office, so we could keep an eye on all of the storms as they came through.

We sailed outside to Ft. Lauderdale, wind NE 8-12 knots, seas 4-6 feet, with a Morgan 36. They left the marina about 40 minutes before we did, but *SPIRIT WIND* was so glad to be back at sea that she kicked up her heels with reefed main and working jib, caught up with and overtook the Morgan, even though they had their 150% Genoa up. This little Tayana beats into the wind nicely! I decided to keep a reef in the main while outside, because every afternoon the wind had been coming up (15-20 knots) and I didn't want Sheila to have to reef by herself. After sailing about 24 hours, the wind did come up (steady 17-20 knots), the seas built 6-8 feet, and we had a fine, though bumpy sail into Ft. Lauderdale. We found out on this little jaunt that 'Perky' (our Perkins 4-108 engine) would not run over 1100 RPMs, so we had it looked at while in Ft. Lauderdale. (See item on Stuffing Box in the Maintenance section, p. 86)

We decided to go the IntraCoastal Waterway (ICW) from Ft. Lauderdale north because the winds were all coming from the NNE and with the engine not working properly, we could get help if we needed it. We anchored at Peanut Island in the West Palm area, Vero Beach, and Titusville, where we saw the shuttle take off--awesome! Anchoring at Daytona Beach we found the ICW chart to be in big time error about the depth at markers 40-44. The chart shows good water (18-20 feet) almost up to the shoreline. This is not true, as we ran

aground in four and one half to five feet behind marker 44 where the best water is supposed to be. Sheila went out in the dinghy and sounded all the water for about 400 yards around the boat and found the deepest water to be ten and one half feet about 50 yards from shore. Even at high tide there is no more than 11-12 feet of water anywhere between those markers.

Another word of caution, when going through the Matanzas River channel, at the very start of the pass going south and at the very end going north, hug the red marker as close as you can. We were in the exact center of the channel and ran hard aground with a five to seven knot current that actually sucked us out of the channel onto a huge sand bar. Thank God the tidal rise that day was three feet above mean high tide or we would have had to be towed off. As soon as we got off the bar, I noticed the engine was making strange noises and black smoke was coming out. We already had the sails up, so we sailed until dark and made it to St. Augustine.

When I started the engine again, no water was coming out! We called Sea Tow and he towed us to St. Augustine Marine that night. I can't say enough about the service we received there. The next day was a Saturday (working only a half day), but they put us ahead of some of their regular work and had a man at the boat by 10:30 a.m. I was ready for the worst. Sheila and I had decided that if we had to repower *SPIRIT WIND*, we would beg and borrow the money to do it and put off cruising until we could go to work and pay the money back. The gentleman (I think his name was Danny) said not to worry; he would find the problem and get us running as soon as possible. (I've heard that before and it has usually meant several thousand dollars and a few months wait, but he did just what he said.) He cleaned the raw water strainer (full of sand), replaced the water pump impeller (shot), flushed our cooling system, and had 'Perky' running fine by 12 noon. We stayed at St. Augustine Marine Friday night through Monday at 10:30 a.m. Total cost, including the engine work, was \$42.50! I'm going back to St. Augustine Marine for all of my major work while still stateside. We left St. Augustine with a newfound confidence in human nature and thanks to God for taking us to the right place.

We motor-sailed to Cumberland Island, right across the state line into GA, where we found one of the prettiest and best anchorages yet. There is 18-25 feet of water almost up to the shoreline and good protection from all but W-NW winds. The island is beautiful, with wild horses running free, a deserted town and fort to explore, and friendly park rangers to answer all of your questions and show you around.

We sailed to Jeckel Island the next day, through another of the daily violent thunderstorms that have plagued us since the Keys. This one was so bad that we lowered all sails and tried to anchor in the ICW because visibility was nil. The channel was too narrow to anchor, so we just drifted between markers for about two and one half hours, when we said, 'Who

needs to see; let's go for it!' We found Jeckel Harbor Marina about 5:30 p.m. What a nice little marina: pool, hot tub, restaurant and bar, fuel, ice, concrete floating docks, and really nice people! Brad and his wife, Pam, along with the rest of the crew will make you feel at home for a night or for a month. The place reminds me of Happy People Marina on Staniel Cay, Exuma, Bahamas. The final leg of this cruise will take us to Edisto Island, SC, where we will stay until we are ready to go south after the first of the year. We would love to have anyone from TOG stop and see us as they make their way along the coast. (10/95)

Bill and Donna Croff on board *DESPERADO* (V-42, hull #36) try to contact every Tayana they see, and as a result have met some nice people. They report, "The weather has not been kind to us this fall, so we are slowly making our way south down the IntraCoastal Waterway. We hope to leave Florida the first week of December for the Caribbean." (10/95)

Fred and Linda Daugherty just returned to San Diego from a 19-month cruise to Canada and Alaska aboard their faithful *KUIII* (T-37, hull #149). "Aside from the shaft we had to replace in San Francisco; the autopilot that had three parts replaced; the new water tank that was rewelded twice; the new fathometer that gave us consistent water temperature, speed, and elapsed distance readings, but not accurate depth; and the head that plugged up three times (you wouldn't believe what came out of it!)--we had a great time. The boat performed beautifully, just the parts failed.

May 1995 we left Bellingham, WA, and spent five wonderful days in Princess Louisa enjoying the full waterfalls of spring, numerous and spectacular. We powered up the Inside Passage (no southeasters this year like we had last year), through Wrangell Narrows with its 66 red and green markers, giving it the name of 'Christmas Tree Lane'; to Petersburg with its Norwegian heritage and friendly residents; winding our way to Auke Bay above Juneau. The sight of the sun shining on Mendenhall Glacier as we rounded the corner was outstanding. On our way home we stopped at Tracy Arm, hit the obligatory iceberg and whacked off a piece of glacier ice to enhance our adult beverages. The summer of 1995 did not offer many sunny skies and we frequently wore layers of clothes. Too much fog, drizzle, and overcast. *KUIII* made it to San Diego from Bellingham in less than three weeks, more like a boat delivery. The weather was kind and we've learned that when you have it, take it. It was great fun to meet many other CT-36 owners and fewer Tayana 37 owners. It was like a mini-rendezvous, comparing notes and gathering ideas. We don't know where or when our next cruise will take us, but we have a well-found boat that will do the job efficiently and comfortably." (10/95)

John Kraft and Karen Hurt on *THE CHANCE* (T-37, hull #478) made a fast run from Baltimore (left 10/6) to Daytona (arrived 10/18), including a couple of good offshore runs in 20-30 knot winds, running and reaching. They plan to be in

Puerto Rico before Christmas and in Venezuela by late May, then spend 2-5 years between Venezuela and the Eastern Caribbean. "For a good portion of this trip we expect to be loosely traveling with our good friends, Ed and Evelyn on *EVANGELINE* (T-37, hull #294)." (11/95)

New members, Kim Larson and Kay St. Onge are recent owners of a 1978 T-37 pilothouse, *AIRSTREAM*. They spent three months doing a major refit. "The work involved replacing the rotted pilothouse roof, various bulkheads, and the bowsprit. Two-thirds of a U-shaped settee were replaced by a well-built six cubic foot refrigerator cabinet and large pot cupboard, giving us an L-shaped counter and leaving a section of the settee as well. The stainless steel exhaust system was replaced with Vetus components. All sails were replaced and roller furling installed for both jib and staysail. Countless other jobs were performed and the work continues. In October, we chartered John Sam's T-37 *ROBIN* on Albemarle Sound--a very pleasant experience. He introduced us to TOG and we spent the entire five day charter reading back issues of the newsletter." (10/95) Editor's Note: Thanks John, for the good outreach work.

Ron and Marilyn Stewart purchased *EOWYN* (T-37, hull #249) in August from Hugh and Barbara Thompson. They report, "we have been busy preparing *EOWYN* for cruising. We plan to move aboard in May of 1996 and begin our cruising. Ron is an experienced captain, while I (Marilyn) am a novice First Mate." (11/95)

Eddie and Cherie Strom, like many people these days, had no previous sailing knowledge or experience when they sailed out of Ft. Lauderdale last January. "We were as new and green to the sailing/cruising life as anyone could be. We hired a captain to help us get to Georgetown, Exumas, and to teach us how to sail our new center cockpit V-42, *ZEPHYR* (hull #420). After a miserable crossing of the Gulf Stream and an even worse evening at anchor on the bank, we finally arrived in Georgetown via Chubb Cay, Nassau, and Allan's Cay.

Now without a captain, we motored across Elizabeth Harbor to attempt our first anchorage alone. With the help of Dave Keen from *KEEN SPIRIT II*, who was in his dinghy trying to help us (and protect his own boat at the same time), we finally dropped the hook. We high-fived ourselves, had a glass of champagne, and commenced to become familiar with our boat. We didn't know that Murphy's law was written for sailors. Our learning curve was straight up.

We had anchored right in the middle of a pocket of Tayanans, which included *KEEN SPIRIT II*, *MISS ADVENTURE*, *THE GOOD NEIGHBOR*, *DUBLIN DRAGON*, *CURRAGH*, *EAGLE ERYE*, and *THE CHANCE*, just to name a few. We asked question upon question on every sailing subject imaginable and were graciously assisted with information from almost everyone, especially Tayana owners.

Continued on page 91

Maintenance and equipment comments and questions...

FOOT REST FOR THE HEAD

Richard Bennett has made some additions to *PANGAEA* (T-37, hull #474), which may be of interest. "Since the head is side-mounted a little too high for my comfort, I installed a plywood foot rest (see photo), which may be extended when in use or retracted so it is out of the way when it isn't needed. The rails that the step rest on are adequate to hold most weights, but are intended to just hold the weight of one's legs. Dimensions are not given because you may have different materials available than I had. Note that the walls to which the rails are screwed are not parallel (this is a boat, you realize) and the foot rest ends are tapered to fit. There is a stop screw at the end of the rails so the step may be removed easily."

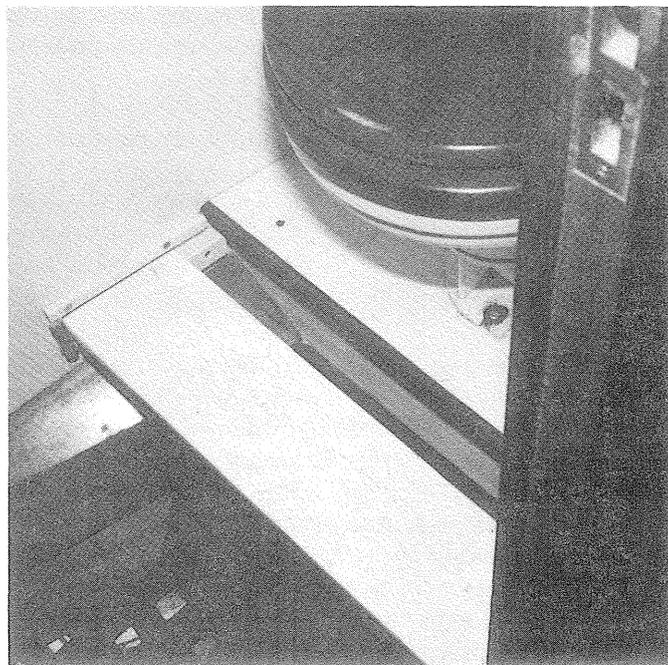
BACKSTAY FLAGMOUNT

Richard continues, "The flag mount that came with the boat put the antennas mounted on the davit cross brace in danger of being beaten to death. A suitable location for the flag is to mount it on the backstay, but getting it up there can be a chore. To keep the flag from wrapping around the stay, I put a 42 inch piece of high-grade electrical PVC tubing (split lengthwise with a dremel tool) over the backstay to which the flag is fastened. The flag and tubing can be raised as high as the captain can reach and swivels with the wind. A two inch piece of the same tubing under the flag holder tubing serves as a bearing and a one inch piece of split, soft vinyl hose held with a hose clamp serves as a stop beneath the bearing.

When the flag is lowered, a sunbrella cover is fastened around it with velcro to slow down the ultraviolet damage to the nylon flag. Naturally, a lanyard keeps the cover from flying away. The swiveling flag standard has short slices of larger PVC pipe glued to it to provide cleats for lashing on the flag. No deterioration by the sun has been observed on the electrical grade PVC tubing after four years." (For more detail contact TOG.)

STUFFING BOX

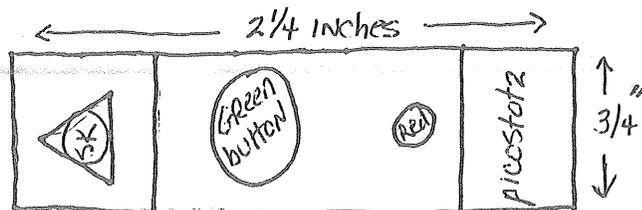
"Capt P.Y." Boggs on *SPIRIT WIND* (T-37, hull #119) discovered his engine (Perkins 4-108) would not run over 1100 RPMs, so he had it checked out in Ft. Lauderdale, FL. "We replaced the fuel filters (on engine and our Racor external filter); no good. We dove below to see if the prop was wrapped with line; no. We unhooked the transmission from the engine; it was O.K. We checked the stuffing box--Ah Ha! The same



people that kept us in Ft. Myers waiting on parts and making up excuses (for seven months) had repacked the stuffing box with teflon. We were told by Sun Power Diesel that teflon is no good because it melts and does not allow the shaft to turn freely. After repacking the box with flax, the engine would go 2400RPM in gear, but no more. Has anyone had a problem with the Perkins 4-108 not going above 2400 RPM in gear? If so, please get in touch with me about this problem." Mail responses to "Capt P. Y." Boggs, P.O. Box 14408, Greenville, SC 29610.

ELECTRICAL PANEL

Bill and Donna Croff own *DESPERADO* (V-42, hull #36), which has the original electrical panel. "The circuit breakers are becoming weak, so we checked with TaYang through Tayana Yachts in Annapolis to see if we could replace them. We were informed that these circuit breakers are no longer made and TaYang had no spares in stock. Since we are not ready to replace the entire circuit board, we thought other Tayana owners may have had the same problem. If anyone has found a replacement or has changed their circuit board and has some old breakers they would part with, please contact us at P.O. Box 790, Pearlinton, MS 39572." The breakers look like this:



(Editors Note: Also see item in Ships Store under *DUCHESS*, p.82)

DECK LEAK

John Emery is getting *DUCHESS* (T-37, hull #253) ready for living aboard full time. He has discovered wet areas under the foredeck glass, which spells a leak someplace--probably the windlass. "I'll stop the leak wherever, but what can I or should I do about the wet plywood core? I sure would like to hear from others who may have faced and resolved this problem. Needless to say, retirement and replacing the whole foredeck are not good companions, but may have to co-exist, if necessary." You may contact John at 1467 Forsythia Circle, Jamison, PA 18929, Fax. (215)343-4510.

REFRIGERATION

John Kraft onboard *THE CHANCE* (T-37, hull #478) hesitates to brag about equipment, but "our Grunert AR-50 12

volt reefer cold plate system has been wonderful for seven and one half years of live- aboard use. We have a freezer full of food, make all the ice we want, and keep the refrigerator side at 37-41 degrees F. Power consumption is approximately 70 amps per day. It was installed by Hoffman Refrigeration in Millersville, MD. Great people!"

YARD WORK

John also "regret(s) that we must rescind our former recommendation of White Rock Yacht Center as a place to dock or haul out. The new owner is chasing business away with poor management policies and we are told that several boats have been damaged by inexperienced lift operators. During the summer of '95, we hauled out at Tidewater Yacht Service Center on Key Highway in Baltimore and had an excellent experience there. You can do as much or as little of your own work as you like. On-site services include just about anything you can think of. We met pleasant and professional personnel who treated us very fairly. Phone (410) 625-4992. Ask for Brian Bowman, Service Manager and tell him you are following a recommendation by *THE CHANCE*. The operation is independent of Tidewater in Havre de Grace."

BATTERIES

"Ask a cruiser about batteries and you will get as many different answers as if you asked about anchors. In an attempt to buy the best, I installed four each 4D Deka Dominator Gel Cell batteries two and one half years ago at a cost of \$1100. Through a strange combination of circumstances, we may have fried all four batteries. The evidence that they were overcharged is inconclusive, but the batteries suddenly would only accept a surface charge. They would quickly charge to 14+ volts and just as quickly discharge to under 12 volts under a load. The manufacturer, through their agent in Daytona, FL, agreed the batteries may have died a natural death and since we had used them for half of their five year warranty period, they would replace them for \$1000! (This is typical from battery companies.) We finally decided to accept the advice of many other cruisers. We bought six golf cart batteries from SAM's at \$40 each. We now have 675 ampere hours of true deep cycle batteries, which are more easily replaceable outside the U.S. than gels and at a fraction of the cost."

MAIL SERVICE

John Kraft and Karen Hurt are changing their mail forwarding service and offer these comments. "Our previous service, St. Brendans Isle, charged \$2 surcharge per package. Our new service, POST NET, charges \$144 per year with no surcharge per shipment and can be reached by phone (1-800-860-9256) or SSB to transmit mailing instructions and messages. (Additional \$50/year for message service.)"

More maintenance and equipment comments...

Continued from page 87

Editor's Note: Mail services do not forward to your new address when you change mail services. You must send a change of address card to the post office serving your former mailing service or carry the old service as long as you want them to forward your mail.

PILOTHOUSE STAYSAIL SHEETLEADS

Kim Larson and Kay St. Onge took possession of *AIRSTREAM*, a 1978 T-37 pilothouse, a year ago and would appreciate some advice as to how to lead staysail sheets around the pilothouse to the cockpit. They can be reached at Harbor Village Marina, 3900 Orange Grove Boulevard, North Fort Myers, FL 33903.

STERN ANCHOR

Before Jim and Jan Vogt left the states (May '92), they installed a stern anchor system on *JANEV* (T-37, hull #445), which was unused until this summer. It has now been used many times, works great, and is made of readily available, easily installed parts. Their description follows. "There's a

stem pulpit mounted 20H Danforth anchor (old style), six feet of 3/8 inch chain, and 250 feet of 5/8 inch nylon braid. The 'piece de resistance' that makes it work is the lazarette-mounted line storage reel--a plastic, home garden hose reel made to mount on the side of a house at an outside faucet. *JANEV*'s is a 'Suncast' brand (\$20+ at a garden center) and it holds the 250 feet of 5/8 inch nylon braid like it was designed for it. On *JANEV*, the reel is mounted (as it came out of the box, less hose bits) on the outside of the propane locker wall with stainless fasteners and sealant. The rode runs straight aft to a shackle-mounted Harken block, which turns the rode 90 degrees to starboard to a Harken thru-deck block and up thru a little hawspipe (Defender Industries). The line is tied off aft of the air vent to the lazarette. The other bits are self-explanatory from the photo below. We made two changes this summer in the Baltic Sea: (1) a fair-lead block was added to the mid-rail of the pulpit to give a better feed angle to the hawspipe and (2) we added a Swedish plastic anchor raii hook (two fingers) that snaps to the pulpit's top rail (not shown). The first chain link drops into its slot so it holds the anchor 'at the ready'. Only a one inch lift is required to drop the anchor when approaching shore. Before approaching shore, we flake out enough rode, run it to the starboard primary winch, take a turn,



and play out the rode as required. The wrap or two on the winch gives the helmsman enough resistance to ease *JANEV*'s 12+ tons up to the shore/pier. The primary winch is used to retrieve the anchor also. The only recommended change would be to mount the roller exit lead closer to the ship's centerline (if other apparatus allow), so stern rode tension generates minimum hull turning torque. Incidentally, many Baltic ports are 'bow-to' the wall or staging, some with stern buoys, some requiring the use of a stern anchor.

BOW ANCHOR ROLLER/ROLLER BOXES

The Vogt's continue, "we modified both the starboard and port roller boxes and the starboard (primary) anchor roller. A new grooved and wider roller was turned so (a) all the chain rode is kept oriented for the windlass and (b) the 35# CQR nests on the larger diameter roller. The roller box was made wider and ears added to the sheave box with a droptail pin to capture the CQR anchor. Ears and a droptail pin were added to the port roller box to capture the rope rode and the front box faired to reduce chaff (see photo below). The new roller and modified boxes still use the original common roller axle, slightly modified. Also note in the photo, *JANEV*'s bowsprit bumper made from a little fender to protect the bowsprit and others in tight maneuvering or when going bow-to a pier or steep rock wall.

BOWSPRIT LADDER

"To allow us to step ashore, we fabricated a ladder from stainless steel redi-thread, 1x2s, and other bits on board (see photo, p. 90). A stud on the top rung drops into a socket already in the bowsprit for a Med-style gang plank.

WINDLASS

Denis Webster provides some comments on *TIGER LILY* (T-37, hull #564) as they start their fifth year cruising. "The Maxwell VWC 2000 windlass is rated as one of our best buys. It is expensive and powerful, but sure makes life easy and safer as we have no hesitation in re-anchoring if there is doubt. The only fault is that flailing chain mud and crud collect on the motor and cause corrosion. I cleaned up the wires and terminals and fitted an old plastic jug over the motor, wires, and lugs to keep some of the moisture and dirt out."

PORT GASKETS

Denis continues, "The gaskets on the aft Bomar hatch leak a drip. I have purchased 9/16 inch o-ring bunacord for the hatch and 3/8 inch for the ports. I have replaced one port gasket and it works fine."



More maintenance and equipment comments...

Continued from page 89

STAYSAIL RIGGING

"We discarded the staysail boom some time ago and after trying various pulley and block systems, we installed track on the cabin top and a line stopper on the port cabin winch. The sail now sets properly. It was too long for the boom and never set correctly using pulleys and staysail track."

DINGHY

"We sold our Avon 3.1M dinghy and bought a Caribe C9X (9 foot rigid bottom). The Avon was just too wet. In any wind or sea with two people and gear, we became a submarine. The 8HP Yamaha (1989 model) had real carburetor problems. We finally sorted them out and it runs fine, but the C9X should have a 15 HP. The dinghy hangs with motor in davits overnight, but never underway."

FUEL FILTERS

"For both gas and diesel, we use the large Baja filter. I seized the outboard two years ago because of water in the fuel. I find interesting things in the screens everytime I fuel up. We cleaned the fuel (diesel) tank several times last year after having filter problems coming from Curacao to Trinidad. Our recommendation is don't leave home without one."

ENGINE FRESH WATER DRAINS

Denis Webster is more than pleased with his 44HP 4JHE engine, however, after 2500 hours both the plastic fresh water drains required replacement as the threads had melted. "I caught one before it blew, but the other blew at a critical time and all the engine coolant was lost just as we were making the entrance through a cut into Trinidad."

OIL PRESSURE

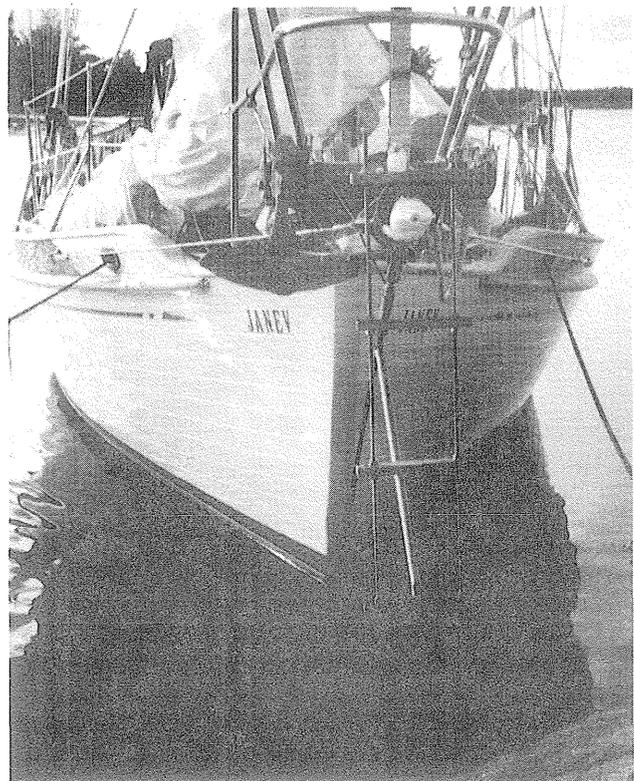
Denis also "noted after long hot runs that the oil pressure dropped below the green on the gauge. I discussed the problem with the tech reps in the U.S. and a dealer in Canada. The solutions suggested were the gauge, sender, or the oil filter. I have stopped using the aftermarket filter and returned to Yanmar stock. The oil pressure on the last trip was fine. There is apparently a return spring in oil filters and different types of filter paper that can cause such a problem."

ALTERNATOR REGULATOR

"The Ample Power (now Power Tap) alternator regulator and monitor are hooked to six 85 AH gel cells. (The original batteries lasted six years). The prevailers are now one year old, not long enough to report on. The voltage regulator would not trip to float and had to be returned this summer. It's a good system, but like all electronics, expect them to fail."

AUTOPILOT

Lastly, the Websters "have replaced the below deck Danaplug autopilot with a ComNav, keeping the same ram. We back it up with an Autohelm 3000."



JANEV's Bow Sprit Ladder.

More news from the fleet...

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We listened to horror stories involving storms at sea, coral reefs, dragging anchors, sea sickness, man overboard incidents, etc. and were rapidly catching harbor fever. One sailor told us that his initial intent was to cruise for two years or until he didn't enjoy it anymore. After a few weeks, he changed his mind and decided that NOW he was going to do it UNTIL he enjoyed it. That was beginning to sound like us. When harbor fever subsided some two months later, we took on a crew member and set sail down the "Thornless Passage". By the time ZEPHYR arrived in St. Thomas we were getting salty and felt we could handle the boat alone, so we parted company with our crew and set sail for the leewards and windwards - ala alone!

One of the many highlights of our cruise occurred while we were anchored just outside Turtle Cove in Provo, Turks and Caicos. Cherie was swimming early one morning and was some 100 yards from the boat when she stared to yell at me. I looked up from my project on deck and she yelled again, 'Dolphin, dolphin!'

'Where?' I responded.

'Right here!' as she pointed at her side. I had heard that dolphins sometimes act strange around women so I encouraged Cherie to hustle back aboard the boat. An eight foot dolphin swam right at her side all the way back to the swim ladder and as Cherie climbed the ladder, he stayed there with his head above water, as if he was going to come aboard as well. She removed her goggles and fins and jumped into the dinghy to play with the dolphin for 20-30 more minutes, as I took pictures. Ashore we learned that this was 'Jojo', a local dolphin that has lived in the Provo area for years.

The time we spent on the beautiful island of Dominica was special, as we took a boat ride up one of the rivers; stood under a waterfall, which had warm and cold running water; and went hiking in the rain forests. Also, after roughing it in the Dominican Republic for three weeks, our stay in Samana and the wonderful meals in the French restaurants were just superb! Perhaps some of the horror stories that abound about Samana may be exaggerated.

Probably the most enjoyable Sundowner we had was in Ambergris, after dodging coral heads all day crossing the Caicos bank. We dove for fresh conch with some sailors we met that day and had some of the best conch fritters ever eaten. Getting out and around the elk horn coral north of Ambergris the next day was an experience we choose not to repeat.

We are now in Trinidad (having missed all of the many hurricanes this year) and are preparing to visit Venezuela before returning to Florida. Whether to follow the coastline of the Western Caribbean or retrace our path back to Georgetown is still in discussion. The whole adventure has been just as exciting and interesting as we had anticipated - and then some. So here's to the few who said we couldn't or shouldn't be attempting this. And here, also, are some kudos to the many Tayana owners who encouraged us on. DO IT IN ATAYANA!" (11/95)

JANEV (T-37, hull #445), with crew Jim and Jan Vogt, just returned from a summer in the Baltic Sea. They left Chichester Marina in West Sussex, England, on 1 June for the Baltic and found Summer Shangrila! The Baltic is far north (54-60 degrees N), the cruising season short, but the water is fresh and tideless. There are about 120,000 isles of all sizes and degrees of civilization, thousands of beautiful anchorages, long hours of warm sun, and the water gets swimmable. The natives are friendly and want you to enjoy. 85% of the isles are in archipelagos running for hundreds of miles along the coasts of Sweden and Finland, with about 20,000 Finish isles between Sweden and Finland. Many are a few forested acres with a house or two. Most are as if "untouched by man". Each country has charted and buoyed channels through the "maizes" parallel to the coasts, with cross channels into ports. It is the joy of cruising these rugged, spectacular isles, complex channels, and beautiful anchorages that makes it Shangrila. We sailed as far as Helsinki and visited St. Petersburg, a "world treasure". Our return via Estonia, Gotland, "East" Germany, and the Dutch canals iced the cake. We visited 11 countries (66 anchorages/ports) up close and personal by jog-touring. We only scratched the surface, but were so impressed we are going back next summer. JANEV returned to Chichester on 23 September for our fourth winter, having sailed 3100+ nautical miles (nm)." (11/95)

[A more detailed account of Jim and Jan's idyllic cruise on JANEV will appear in the next issue of TOG News.]

Denis and Arlene Webster aboard TIGER LILY (T-37, hull #564) report from Trinidad in the West Indies, "It's nice to own a fast sea-worthy boat. She is wet, but we have no problem with the way she handles. That's why the T-37 is the most popular boat in the Seven Seas Cruising Association cruising inventory! We feel lucky to have made this choice! Now if she were ten feet longer----. We will be heading back to Puerto La Cruz, Venezuela and then north to the Virgin Islands for the winter." (9/95)

The Radio Shack

Ham operators, who use packet equipment and have a terminal node controller (TNC), can now transmit and receive position information. They may interface their TNC with a GPS, such as the Garmin 45 or Magellan Trailblazer.

Rendezvous...

Continued from page 81

Host Susan Canfield (AEOLUS) arrived early Saturday afternoon as a crew member aboard T-37 YAB YUM with Bob and Suzy Parker. By dinnertime, the raft included T-37s AVIGNON (Mike and Veronica Caprara), THE CHANCE (John Kraft and Karen Hurt), PYEWACKET (Drum and Jaye King), REVERIE (Ted and Diane Stevens), SPIRIT (John and Ann Doerr), and WANDERLUST (Bob and Marge Klein), as well as V-42s ECLIPSE (Don Foster and Ginny Petit), EVOLUTION (Dick and Martha Miller), RIYALITY (Sam and Caron Brown), and SAPPHIRE (Bob and Sandy Buchanan). Last to arrive was Wayne Richard, a new TOG member and prospective Tayana owner. He'd driven his van up from Virginia Beach with his 8-foot dinghy in the back, found a public launching ramp, and rowed two miles downstream bearing wine, Thai chicken, and a homemade pie!

After a tasty potluck supper and much boat hopping, everyone escaped the chill night air and retreated to their warm bunks. A gentle breeze at sunrise stirred the morning fog, as local crabbers tended their trotlines nearby.

Skipton Creek, just ten miles from St. Michaels on Maryland's Eastern Shore, gets relatively few visitors...probably because it's just off the edge of many cruising charts. Our anchorage was within sight of Wye



Wye Plantation (l-r): Dick Miller, Bob & Sandy Buchanan, Martha Miller, Ted & Diane Stevens, Susan Parker, John & Ann Doerr, Bob Parker, Karen Hurt, John Kraft, Wayne Richard, and Marge & Bob Klein.

Heights Plantation, an old colonial estate. The imposing brick structure, with its four large white columns, overlooks the junction of Wye Narrows, Skipton Creek, and Wye River East. It's owner, Tom Wyman, invited everyone ashore to explore. Pictured is the group who spent two hours on Sunday happily wandering through formal gardens, as well as several adjoining fields with their herds of black sheep and fallow reindeer. In appreciation for Mr. Wyman's hospitality, a TOG burgee was presented to the plantation owner and will be displayed in the Ram's Head Tavern on the property. The tavern, which is on the National Register of Historic Places, is used as a combination guest house and party facility. It was truly a unique and delightful rendezvous.



Chesapeake Bay Raft-up on Skipton Creek from the Wye Plantation landing.



*Columbia River (l-r):
Standing - Curt Buchanan,
Cheryl Hartley, Sarah
Gabriel, Carolyn Beard.
Seated - Bud Sengstake,
Joanne Klebba, Bill Trindle.*

Columbia River, OR

The Columbia River TOG Rendezvous was held 8-11 October, on Sand Island in the Columbia River at St. Helens, OR. The four-day event began with snacks and drinks aboard the host boat *CHEVAL* (T-37, hull #360) on Friday evening prior to dinner "out" in St. Helens. Saturday we talked Tayanas and inspected the T-37s in attendance. We all felt especially fortunate that Carolyn Beard found the time to attend and shared her experiences and knowledge gained from the many years of cruising with Tom aboard *MOONSHADOW* (T-37, hull #72). Saturday evening *CHEVAL* hosted a potluck barbecue. Those in attendance were Curt Buchanan and Cheryl Hartley of *JOURNEY* (T-37, hull #480); Bud Sengstake and Joanne Klebba of *SINICURE* (T-37, hull #419); Carolyn Beard of *MOONSHADOW*; and Sarah Gabriel and Bill Trindle on the host boat. Sunday morning breakfast, served aboard *SINICURE*, was a delicious

joint effort of "famous B&S pancakes" and all the trimmings. Tom Beard joined the group for breakfast on Monday morning. The discussions over many refilled coffee mugs lasted until nearly noon, when we all had to return to our "other" lives. We thank Tom and Carolyn Beard for being so generous with their time in answering our many questions and for giving us their view of world cruising aboard a T-37. They inspire us!

While some have termed this the Pacific Northwest TOG Rendezvous, we think it a bit pretentious. Someone in the Seattle area, where there are far more Tayanas located in a far better sailing area, should host the Pacific Northwest TOG Rendezvous.



Tayana Rendezvous at historic Gallestons Wharf.

WANDERLUST Survives the Bermuda Triangle

By Bob Klein

In the Spring and Summer '95 issues, we featured a story about sailing a northern Bermuda Triangle. Here is another Bermuda Triangle story from T-37 owner, Bob Klein.

During the winter of '94/'95 I started planning for another long ocean voyage on *WANDERLUST* (hull #513). At first I wanted to follow in the wake of *FARAWAY* and return to Maine via Bermuda, but that was not to occur. Instead, I planned to do a circumnavigation of the Bermuda Triangle, sailing from the Chesapeake Bay to Bermuda, on to the Bahamas, Cape Canaveral, FL, and back to the Chesapeake.

The trip preparation went forward with crew meetings, boat readiness work, menu planning, sailing plan, gear and food selection and purchase. Finally, all the gear and food was loaded. It was stow-stow-stow, find a place for everything, and hope you will remember where you put it when you want it.

On Memorial Day weekend, Dave Ellis, Frank and Keith Cingel, and Capt. Bob Klein kissed our wives farewell and sailed away from the Magothy Marina, Severna Park, MD. We encountered strong head winds all the way down the bay. It had been our plan to stop at Little Creek, VA just long enough to top off water and fuel before going offshore. But with the stormy weather front passing over, it convinced us to lay overnight at a marina and allow the storm to pass us by. Early on the morning of 29 May, with the rain easing up, we departed Little Creek and headed out into the ocean and the notorious "Bermuda Triangle".

Our first day of ocean sailing was a bit heavy. Winds ran 20-25 knots on the starboard beam. We were sailing at six to six and one half knots speed on a double reefed main and staysail, our jib furled. Conditions were wet with many waves breaking over the bow. We were getting our sea legs while riding the back side of the stormy weather front out to sea and heading for the Gulf Stream.

By our second day at sea, we had completed the crossing of the Gulf Stream and ran out of wind. The big new spinnaker was dragged out and put up for a few hours, but there wasn't even enough wind to keep it full. We either sat and rolled in windless seas or ran the engine. We did a lot of both, as the winds were mild for the rest of the transit to Bermuda. We sailed when we could and motored when we had

to. The engine was run at least two hours each day to recharge our batteries and chill down the refrigeration. An additional side benefit was the hot water from the engine coolant and propelling the boat at five knots. All this for 3/4 gal. of fuel per hour!

Now for some discussion about our communication systems aboard *WANDERLUST*. We have the usual VHF radios and would talk to passing merchant ships and fellow sailboats. As an ex-merchant marine sailor, I had some interesting conversations with the deck officers of passing merchantmen. Our other communication system is a 100 watt ham radio rig. We had a daily radio schedule with my good friend, Jerry Black (W3CYQ) in Potomac, MD. Jerry made contact with us every at-sea day at 0800. He provided us with a phone patch to our wives and families throughout the entire six week trip. The ham radio link to the "outside world" was a wonderful feature during our trip. I strongly recommend it to all cruising sailors.

We first sighted Bermuda "Land Ho" at 1706 on 4 June. We made our entry through Town Cut into St. George Harbor after dark and docked at the Customs House at 2100. Customs entry/clearance was easy: no pets, firearms, or spear guns. We scouted the harbor for a place to dock and by 2300 we were secured alongside a dock a few hundred feet from St. George Square. The crew all went out for a rather delayed dinner and a few beers - we felt we had earned it - followed by some quiet sleep on a boat that did not roll and pitch any more.

We did the tourist things for a few days in Bermuda. Some highlights were visits to St. George Dinghy Club, participating in the "Trans-Lant" race awards ceremony, and meeting fellow cruising people I had met two years ago while in Maine.

On 7 June, Keith had to fly home to his wife and job, while the three retired guys got on with the next leg of the trip. First, a slight problem had to be corrected. I'm sure many of you cruisers have learned the old sea-going formula, "urine + sea water = rocks". Our head flushing came to a total shut down a few hours before our scheduled departure from Bermuda. This resulted in our remaining an extra day while we disassembled the head and all discharge hoses and beat the hoses on the dock to loosen and flush out the rock-like calcium chloride crystalline compound that had clogged 80% of the 12 feet of hose and valves. Now we do "30" strokes on the head pump every time we use it to "clear the lines"!

After taking on diesel fuel and water at the Bermuda Naval Air Station Marina (to be shut down in September 1995), we departed Bermuda at 0740 bound for Marsh Harbor in the Bahamas. We had a great five day weather forecast, predicting mild seas and good winds along our course for the Bahamas. Well, we had little to no wind for four days, followed by a rather large low pressure front moving over us causing three days of heavy winds. Our peak came about midnight on 13 June, when we hove to on bare poles in gale force winds. It was time to hang on and try to get some rest while the storm passed over us. This was followed by good winds and great sailing onward to the Bahamas.

On the evening of 15 June, we were offshore Man of War Cay and we held this position until sunrise to make our entrance to Marsh Harbor via the North Man of War Channel. This was a first for me to enter a channel with no markers at all while "reading the water depth" with the sun in back of me. It went well and we could all relax.

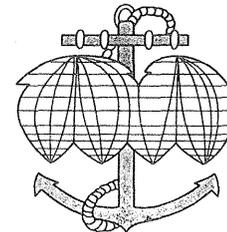
After clearing Customs and Immigration, we headed over to the Moorings Docks for fuel, water, and a slip. As we approached the dock, we were hailed by Charlie Huffman from *THE GOOD NEIGHBOR* (T-37, hull #549), who had been a visitor aboard *WANDERLUST* in the Chesapeake Bay some years ago. My how our world seems to get smaller as we travel. Charlie helped us get settled in Marsh Harbor and later introduced us to some of the Bahamas cruising fraternity at a local happy hour party. I could learn to like this lifestyle real fast.

After a few days of marina life at Marsh Harbor, we moved on to Baker's Bay on Guana Cay. Here we had a very nice clear water anchorage, great snorkel diving, and a quiet period prior to departing the Bahamas. On 19 June we raised

anchor and sailed out Loggerhead Channel to sea headed back to the U.S.A. We enjoyed a good sail headed WNW towards Cape Canaveral, FL. Our arrival was at midnight, 20 June, entering port in heavy rain storms. We found the marina closed, so moored at the fuel dock for the rest of the night. At 0630 the next morning I called the port Customs Office and cleared the boat and crew back into the U.S. It sure helped to have purchased a boat customs decal prior to leaving the country; makes re-entry so easy.

Mymale crew, Dave and Frank, got off at Cape Canaveral and my wonderful wife, Marge came aboard. Marge and I departed Cape Canaveral on 23 June in a rain storm and headed out to the Gulf Stream, then north. We had a great four-day sail to Norfolk, VA, at times making ten and one half knots speed over the ground while riding the Stream. We dodged many rain squalls off Cape Hatteras using our radar to pick a path between them. Here also we sighted a large water spout and watched it from a safe distance. We entered the Chesapeake Bay on 27 June and visited many ports of call in both Virginia and Maryland, as we sailed our way up the Bay.

WANDERLUST finally returned safely to her home slip at the Magothy Marina on 10 July, having been away 46 days and logging 2,950 miles on this adventure. Oh yes, about the Bermuda Triangle; the boat and all equipment worked fine, but I must say at times the crew did behave a bit strangely. Maybe 'The Triangle' did have something to do with that.



New Members

Bob and Sandy Buchanan, *SAPPHIRE* (V-42), Reston, VA
Arthur Burgess, *ELUSIVE BUTTERFLY* (T-37),
Mantoloking, NJ
Chris Catt, *NAMASTE* (V-42), Kalkaska, MI
Stan and Sylvia Dabney and Dan Williams, *BLUE
WATER* (V-42), Chelan, WA
Lonnie Dunham and Kathy Beall, *VOYAGEUR* (T-37),
Portland, OR
David and Pat Greenshields, *O-BE-JOYFUL* (CT-37),
Sugar Land, TX
Stan and Beverly Gromelski, *SUMMER WIND* (T-37),
Burgess, VA
Bob Henderson, (*Prospective Owner*), Oak Harbor, WA
"J" and Sue Hess, *CREWS TWO* (T-37), Waco, TX

David and Martha Hooton, *FLAMBOYANT* (T-37),
LaPorte, TX
Michael Jones and Cherry Hamman, *CALLISTO* (T-37),
Johns Island, SC
Kim Larson and Kay St. Onge, *AIRSTREAM* (T-37),
Elkins, AR
Norman Murray, (*Prospective Owner*), Fort Walton
Beach, FL
Timothy and Merry Prentis, (*Prospective Owners*),
Naples, FL
Charles and Jeanne Schmidt, *GABY* (T-37), Austin, TX
Ron and Marilyn Stewart, *EOWYN* (T-37), Frisco, TX
Peter and Cathy Tacelli, *ARCADIA* (V-42), Norfolk, VA
Richard and Nancy Wilder, *AMBROSE LIGHT* (T-37),
Rochester, NY

Rendezvous Invitation

Please consider joining with other Tayana owners in a rendezvous. They permit social interaction and sharing of information with folks that have some of the same goals in life as you. Contact TOG for a list of members in your area. Let us know your plans so we can help with publicity.

Chesapeake Bay

Bob and Marge Klein are hosting a POTLUCK Dinner at their home, 13617 Creekside Drive in north Silver Spring, MD, at 2:00 p.m. on Sunday, 28 January 1996. All members and "wannabees" are invited. Those planning to attend please call Marge or Bob at (301) 384-7294 prior to 26 January to get directions and coordinate what food dish you plan to bring. Beverages will be provided. One of our members, Bruce Empey of Neil Pryde Sails, will conduct a discussion on "everything you wanted to know about your sails, but were afraid to ask".

This event will serve as a kick-off for the West Marine Fleet night scheduled for Thursday, 1 February 1996, from

8:00 p.m. to 10:00 p.m. The store in Bay Ridge Plaza, Annapolis (at the intersection of Bay Ridge Road and Forest Drive) will open their doors after hours just for Tayana Owners Group members, offering special discounts on many items, answers to your questions, refreshments, and a door prize. Please leave a message when you call (703) 799-4422 to get your name on the guest list.

Information Requests

Owner's Manuals

Some T-37s were delivered with an owner's manual that was initially developed by Ta Yang and improved upon by one of more brokers. TOG has several of these duplicated and available for the asking. We are interested in any manuals that may have been delivered with V-42s or any of the larger boats. Developing generic manuals for limited-production boats probably would be pointless because of their uniqueness. Please drop us a note to let us know what kind of instructions or manuals were delivered with your boat.

Insulated Drink Holders

Some members have inquired about the availability of TOG Cozies. We might be able to order them in quantity for summer cruising at the cost of approximately \$1/ea. plus postage. Drop us a note if you are interested.

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



Schuler, Stan & Marilyn
1198 Navigator Drive #144
Ventura, CA 93001