

# TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME IX NUMBER 73

WINTER 1996

## Factory Direct Ordering Another *MOONSHADOW* rolls off the ways

*Tom and Carolyn Beard are longtime members of TOG and frequent contributors to the newsletter. They currently are trying to sell MOONSHADOW, their T-37, hull #72 (see Ship's Store, p. 51), and have ordered a Tayana 52 (MOONSHADOW III, hull #67) direct from the factory in Taiwan. Tom shares his thoughts on this process below.*

The entire process of ordering a Tayana direct from the factory is like re-inventing the wheel. I know others have done it, yet everything I do seems like the first time for me and to Ta Yang. This, however, only adds spice and adventure to the enterprise.

I visited the Ta Yang yard for a week in September. What a great expe-

rience! Our new boat is about 80% complete. It was an opportunity to go over all the construction details and clean up any discrepancies on what we thought we were getting and what Ta Yang was delivering. Working with Nan Hai Chiu, General Manager and Basil Lin, Sales Manager, Chief Engineer, and Naval Architect was absolutely delightful.

Their cooperation and willingness to help me to help them get the boat right was astounding. They are as eager to get it right as I am. I recommend the experience of getting a boat direct from the factory to anyone who wants an adventure. It is not a job for the faint at heart, however. Good communications plus diplomacy is essential. My stack of FAXes is over an inch high. If

you're doing this for savings alone, I would recommend sticking with an authorized dealer. But for those who want to buy direct, it can be done starting with a letter to Ta Yang. I would strongly recommend contacting TOG member, Ed Potter, former Tayana dealer. He can help immeasurably. (Note: Direct purchase with shipment to the U.S. is not permitted under the manufacture/dealer agreements.)

Since I had the nurturing of our T-37 for 16 years, my immediate examination of the new boat was in those areas that had given me the most problems. The engineering on the new boat is outstanding. The electrical and plumbing systems are modern and reflect the latest principles and quality materials with an emphasis on meeting or exceeding professional codes. If you want a change that does not meet published standards, they will politely refuse or suggest an acceptable revision. Yet the beautiful teak joiner work—a reason we bought the boat—is still high quality. Other Taiwan yacht builders were not able to offer or build with the solid teak paneling we sought. They only offer veneer.

Logistics for the entire enterprise is boggling. First, we had to pack up supplies and limited equipment off our T-37. We left enough aboard in case we had to deliver the boat to Northern



*Nan Hai Chiu inspects MOONSHADOW III (T-52) in the yard at Ta Yang.*

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## Factory Direct...

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Europe or back to the U.S. This meant we shipped one cubic meter from Cyprus and another from Mallorca. Two cubic meters amounts to 16 large cardboard packing cartons and a total weight of about 1,700 pounds. Yes, it was all stored aboard the T-37, somewhere. After it was gone, lockers still seemed full, but the waterline was below the top of the bootstripe for the first time in years.

The shipments arrived at our home and now I am repacking it with added new items for forwarding to Taiwan. This is reason enough to make the new boat at least 52 feet! We plan to sail away from Taiwan, so we have to consider everything that goes aboard for extended cruising: pots & pans, toilet paper, clothing, food staples unavailable in the far east, etc. The list runs for pages. This is in addition to all the equipment needed for the construction and navigation of the boat--more pages. Most has already been shipped. Here I can offer excellent advice. Aegis Marine, 1602 Manrovia Avenue, Newport Beach, CA 92663, phone 800-747-3014 or FAX 714-631-0313 are able to act as purchaser for any items, then pack and ship directly to Ta Yang. They are a purchasing agent for Taiwan boat builders. My first shipment went in the same container as Ta Yang's order for supplies for the same boat. The boxes were labeled on the outside with Chinese characters (by Aegis) making it easy for Ta Yang employees to get at the necessary items needed at certain building stages without rummaging through the entire shipment.

We stretched out the process over about 15 months, from the time of the order and first payment until the planned delivery date at the end of February 1997. It can be done quicker. Longer is better. A year should be fine. During that time I would recommend a trip to the yard before the boat begins construction. This is the time to decide on all the equipment necessary for Ta Yang to order. Their suppliers are in the U.S., Australia, England, and other places. The special equipment and custom arrangements also dictate the construction sequences.

A follow-up trip to the factory should take place when the boat is about 75% complete to resolve any differences or equipment conflicts. For example, a major component for my genset did not arrive with the shipment. The regulator/controller was a new item unfamiliar to the builder. So it was not discovered missing until I asked about it. Tracing the problem back to the manufacturer so far has consumed one month and there may be one or two more month's delay until the item is at the builder's for installation. If the vessel's delivery is planned for a sail away from the factory (as we plan), the final visit should be at least three weeks prior to the scheduled sail away date. If having it shipped to a delivery destination outside the U.S., I would recommend one last visit

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## New Members

- Fred and Sue Abel, *ABELLADY* (T-47), Plant City, FL  
Dave Abt and Debby Chain, *LADYJ* (V-42), Annapolis, MD  
David and Carol Bechtel, (*Prospective Owners*), Washington, DC  
Bryan and Linda Biesanz, (*Prospective Owners*), Eagle River, AK  
James and Elizabeth Casner, *MORNING MIST* (T-37), St. Thomas, USVI  
Jim and Katie Coolbaugh, *ASYLUM* (V-42), Bethesda, MD  
Mark and Monique Davies, (*Prospective Owners*), Arlington, MA  
George and Liz Deuillet, *CA VU* (V-42), Dallas, TX  
Don Foster, *ECLIPSE* (V-42), Annapolis, MD  
Claudette J.C. Galen, *CRUCIBLE* (T-37), Friendswood, TX  
Greg and Daynee Holifield, *EYE OF THE STORM* (T-37), Lorton, VA  
Ken and Marilyn Jacobson, (*Prospective Owners*), Westfield, NJ  
Chris and Marsha Anne Kellogg, *ENDORPHINS* (T-48), Annapolis, MD  
Ray Kytle and Judy Hills, (*Prospective Owners*), Mt. Pleasant, MI  
Warren and Judy Mann, *SEQUEL* (T-37), Bedford, NH  
Kerry and Fay Curtis McCluney, *SHENANDOAH* (T-48), Peoria, IL  
Jim and Lynn McFayden, *DIVA* (T-37), Wilmington, NC  
Lee Moore and Dee Whited, *ABOUT TIME* (T-48), Cleveland, OH  
John and Missie Oldner, *TENACIOUS* (T-48), Lake Jackson, TX  
Fred and Karen Schiele, *ISLA MIA* (T-37), San Antonio, TX  
Robert Schilling and Charlotte Maure, *IRISH ROVER* (T-37), Brooklyn, NY  
Greg and Trish Tatarian, *PLEIADES* (T-37), Petaluma, CA  
Mike and Michelle Tibbs, *PANACEA* (T-37), Clearwater, FL  
Dan Womack and Linda Leinen, *MORNING STAR* (T-37), Houston, TX

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# Ship's Store

*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 ad 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.*

**ADELANTE** (T-37, hull #361), built in 1983, is for sale by her first owners, Emanuel and Helgard Wirfel. Excellent condition, long range cruise equipped and ready for a second circumnavigation, sensibly priced. Currently located at Charleston, SC. Interested parties invited to call (409) 295-0962 for information package.

**BLUE WATER** (V-42, hull #65) is for sale by Dan Williams. It is a center cockpit, cutter rigged, built in 1983. Equipment includes: Marinaire 19K BTU reverse cycle heat/air-conditioning, separate Espar forced air heating system, custom dodger & awning, custom stainless steel davits, cockpit cushions, Perkins 4-108 engine, Borg Warner velvet drive transmission, 2-speed anchor windlass, boom vang, pedestal guard with custom teak cockpit table, 2-burner propane stove, extra opening hatch above galley, microwave, Grunert refrigeration, 6" interior cushions, wired for telephone & cable TV, stainless steel dorades and ports (in lieu of bronze), screens, mast pulpit, Data Marine instruments, Heart 2800 inverter, Micrologic LORAN, Furuno LC-90 LORAN, VHF, two anchors, full sail inventory, and much more. She has been in storage for the past three years; a beautiful vessel, maintained by a loving and fastidious owner, with an interior that shows like new. Located on East coast of U.S. Asking \$145,000. Contact Dan at P.O. Box 1386, Chelan, WA 98816 or call (509) 682-0701 or (410) 263-3278.

**DUCHESS** (T-37, hull #253) owned by John and Sandy Emery is offering a sextant to anyone interested in celestial navigation. It was made in China and is still in the lacquered box, practically untouched by human hands. Make an offer to the Emerys at Acc't 2061, Box 111778, Hialeah, FL 33011.

**FOUR WINDS**, owned by Greg Nickols, has ten barrel type turnbuckles with lower toggles available for sale. These are the original 1985 rigging of the T-37 and are in excellent condition. Make Greg an offer at 32 Oakhurst Road, San Rafael, CA 94901 or call (415) 459-3070.

**INTERLUDE** (T-37, hull #281), a pilothouse cutter, is for sale by Ken and Carol Pierick. She has cruised in Mexico the last several years and is completely equipped for extended cruising in the tropics. Full equipment list available upon request from TOG. Asking \$89,000. Currently located in Puerto Vallarta, Mexico. Call their son in California at (714) 858-7063.

**INTREPID** (T-37, hull #461) has a Tayana built (1985) fiberglass dinghy for sale with teak trim and the original Tayana oars and oarlocks. It is in excellent condition with very little use and rows very well. Asking \$500. Contact Patrick Maslen, 212 Stow Road, Harvard, MA 01451 or call (508) 456-3804.

**KAMPESKA II** (V-42, hull #150), owned by Roy and Karen Olson, is looking to purchase four dorade guards and two or three extra Nico Fico traveler cars. Please contact Roy or Karen at 15704 Mahogany Circle #301, Gaithersburg, MD 20878, or by phone (301) 258-5701 at home or (301) 762-9009 (Roy's work).

**MOONSHADOW** (T-37, hull #72) a proven world cruiser (over 90,000 miles cruised on all oceans) is still for sale. She is listed with a broker in Palma de Mallorca in the Mediterranean. What a great way to get a boat and a vacation too. Call Tom Beard at (206) 452-9940 or fax (206) 457-5952 for additional information.

**NAMASTE**, a V-42 (hull #122), owned by Chris Catt and Jami Ormellas is being offered for crewed charters. Cost will be approximately \$100 per day per person, provisioning included. Anyone interested in joining them in Hawaii should contact them locally at (808) 278-6649 or write P.O. Box 11692, Lahaina, HI 96761.

**SHAGGYDOG**, a 1985 T-37 (hull #436) owned by Bev Nelson, is for sale in Tortola, British Virgin Islands. She has a Yanmar 3QM30, 100 gal. stainless fuel tank in keel, and two 60 gal. stainless water tanks under settees. With a manual and electric windlass, extensive new ground tackle, new Adler Barbour 12v refrigeration, Magellan GPS, King LORAN, SEA222 SSB, two inverters, 30 amp charger, 16000 BTU Cruisair reverse cycle AC, VHF, as well as charts, manuals, tools, and extensive spares, and 2.3 M Avon dinghy with 8 HP Mercury OB, she is ready for cruising. She has no teak decks, no quarter berth, and a blue hull. She has sailed from Florida to Grenada and been based in the Virgin Islands for the last five years. Asking \$80,000. Listed with Southern Trades Brokerage (809) 774-7174, broker: Jaye Tullai.

**TILLICUM** (T-37, hull #113), a proven cruiser is for sale by Robert and Ron Gilden. A one family boat, *TILLI* has sailed from Maine to the Caribbean. The Volvo engine was replaced with a 66 HP Yanmar in 1993. With 150 gallon fuel capacity, 100 gallon stainless steel water tank, seven deep cycle batteries, two outboards, Loran, GPS, and many spare parts, this boat is geared for both coastal and blue water cruising. With new non-skid and canvas, her wooden mast, and rails, she is a classic. We are looking for a worthy new owner. If you qualify, please call Ron at 1-800-538-0016. Asking \$83,000. Laying in Miami Beach, FL.

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# News from the fleet...

Joe Antrim holds the Race Against Aging Trophy for sailing his 1987 center cockpit V-42, *FORTUNA VII* solo from San Diego to Honolulu in 19 days at the age of 78. He recalls, "I took a year to prepare my boat making everything as safe as possible. The big hazard for an older person is not falling overboard, but falling on or under deck and breaking an arm." He did have two mishaps, one a fall during a 30-degree roll, and the second a snapped boom. The fall was frightening, but no serious injury resulted, and the wind allowed him to sail on his genoa after the boom became unusable. In reality it's not a race against the clock, but a recognition of accomplishment. He has issued a personal challenge to all sailors, male or female, 75 years old or older, to sail singlehanded between California and Hawaii. If you would like to take up Antrim on his challenge you may obtain an application and other information from TOG or the San Diego Yacht Club, 1011 Anchorage Lane, San Diego, CA 92106-3005, ph (619) 221-8400, or fax (619) 224-3059. (9/96)

Chris Catt and Jami Ormellas are still enjoying *NAMASTE* (V-42, hull #122). They report, "We finally made it to Hawaii. She sails very well. We averaged nearly 150 miles a day over the water. Our fastest day enroute to Hawaii from the Marquesas was 210 miles in 24 hours. Only wish we could have spent more time in the Marquesas. Since summer, we sailed to the Los Roques off Venezuela, then on to Panama and through the canal. We found the anchorage off Tobago to be very nice. We visited most of the anchorages around the island of Nuku Hiva, while we were there for seven weeks. We found the people to be very friendly. We hope to sail back to the Marquesas in the near future to check out the other islands and visit the friends we made in Nuku Hiva. We are now living at anchor near Lahaina, on the island of Maui. The passage between Nuku Hiva and Hilo Hawaii took 14 days. We are still offering *NAMASTE* for cruising skills instruction and inter-island adventures in Hawaii while we are here. (See ad in Ship's Store, p. ?) We are working on some of the day charter whale watching boats. Hawaii is a great place to learn heavy weather skills." (11/96)

Bern and Maggie Collins write, "In the winter and spring of '95, we sailed *CURRAGH* (T-37, hull #329) through the Bahamas, Dominican Republic, and Puerto Rico to the Virgin Islands (VI). We left her in the British VIs and returned last winter. We saw a number of Tayanans and their owners, including *SHAGGY DOG*. We flew back to the states last summer and have been busy putting our house on Mill Creek in Solomons, MD, up for sale. We will return to the islands and *CURRAGH* in a couple of weeks." (11/96)

Fred and Linda Daugherty report, "We have sold our T-37, *KUIII*. After thinking we might want a powerboat for another trip to the Northwest, we opted to remain with sail. We are now looking for a V-42." (11/96) (See Ship's Store, p. ?)

Gerald and Audrey Foster are off to Mexico onboard *PASSION*, their T-37 (hull #547), participating in the BA-HA-HA sponsored by *Latitude 38*. Audrey writes, "Jerry retired in February and I quit my job at the end of March. We left the [San Francisco] Bay area on 8 July and arrived in San Diego on 12 October. The California coast is beautiful with a lot of stops in between to play and rest.

We had one major incident. Our Yanmar 44 broke down five miles north of Dana Point. The fan in the fly wheel housing disintegrated. What a surprise! We had heard a knock for about four years; we finally found out what it was. Before our trip, we had a new coupler, shaft, Sail Pro prop, and line cutter installed. We can back up a lot easier now with the new prop. The line cutter has paid its way too!

We plan to be in Mexico for at least two years and then decide where to go." (10/96)

Bernie and June Francis recount, "We've been cruising aboard *QUEST* (T-37, hull #278) since leaving Seattle in May 1994, after first living aboard for five years. Currently, we are in Cartagena, Columbia and love it. It's a great town to explore and to wait over the end of the hurricane season, for those who have already been to the San Blas Islands. The only surprise we've encountered is that it's not as cheap as we've been told, with prices for most food items only about 10-15% less than the U.S. and restaurant prices the same or higher. We've met two boats who didn't come here due to bad press and we think they really missed out. The only way to travel inland is by plane, as the communist guerrillas are stopping cars and buses. They don't seem to come near big cities and no one here is concerned. If you have a chance to see Cartagena, do so, as it is a friendly and historic city to visit." (10/96)

Bill Gutzwiller reports from the Virgin Islands, "In June 1996, we sold *HALLELUJAH* (T-37, hull #520) to Jim and Connie Worcester in Punta Gorda, FL, where the boat is now berthed. We understand she will be among three or four other T-37s. We will miss her!" (10/96)

"J" and Sue Hess purchased their T-37, hull #363, in November 1995, from her previous owners in Corpus Christi, TX. They share, "We changed her name from *NEMISIS* and re-christened her *CREWS TWO*. With the help of the broker, we brought her north to Clear Lake, TX and berthed her at a Sea Brook Ship Yard. In January I retired, at least temporarily, and we moved aboard full time and began re-fitting her and preparing her for her new role as a cruising home. We spent the next several weeks re-wiring, re-plumbing, and repairing

every system on her. We installed a 2000W Exide Inverter with remote panel, new battery charger, new water pump, GPS, VHF Antenna, and completely re-rigged her with new standing and running rigging. We also began making cosmetic repairs to her teak and dulled gel coat.

By mid-March we decided to move her to Pensacola, FL. We took the off-shore route and followed a norther. The trip took us five days in some pretty sloppy weather, not to mention cold. The boat performed magnificently and we felt safe every inch of the way.

During this past summer, we completed all the necessary repairs and refitting and began our cruising the last of October. We plan to cruise Florida's West Coast and the Keys for the next few weeks, with the Bahamas as our first off-shore destination. After that, who knows? Maybe we will go further south, or perhaps we will return to the U.S. Coast. In either case, we have complete confidence in our Tayana and we have found her to be very comfortable both as a live aboard and as a cruising boat. (11/96)

Ken and Marilyn Jacobson announce, "We have purchased *TRELAWNEY* (T-37, hull #264) from Tom and Linda Delaney. She will be renamed *SUNRISE* and sail out of Raritan Bay, NJ." (12/96)

Jan and Tom James relate, "We are pleased with the line drawing (provided by TOG). We've used it to make up business cards and T-shirts. *NO AGENDA* (T-37, hull #160) is ready to go. We're just waiting for 28 October to depart. We look forward to having our TOG newsletters forwarded." (10/96)

Allan and Dianne Jones write from Anchorage, "We have been sailing Alaska's Prince William Sound for the last eight years in our Cal 2-29. We now are planning on cruising and living aboard during the winter season (warm latitudes only). We are looking to purchase a T-37 with aluminum spars in good condition." (9/96)

New members, Chris and Marsha Kellogg report, "We've been told that Lowell North (founder of North Sails) is in South Africa at present aboard his Tayana 55, which he describes as the most underrated sailboat afloat. It is said that he feels it is every bit the equal of boats costing twice as much, the perfect combination (he supposedly said) of speed, strength, and comfort." This report was also corroborated by Neil Weinberg of Pacific Yacht Imports in Alameda, CA. (9/96)

John Kraft and Karen Hurt share the following observations of Trinidad and Venezuela, where they are escaping hurricane season on their T-37, *THE CHANCE* (hull #478). "The people are nice and it is relatively safe in Trinidad. There are over 3000 cruising boats there, either stored on the hard, in marinas, or anchored out. It is hot, humid, no wind, and lots

of rain. Chaguaramas, the main anchorage is dirty, often roily, and surrounded by boatyards and industrial stuff. Eating out and fresh vegetables are inexpensive, but most other groceries are higher priced than the U.S. Labor may be cheap, but it often takes 30 hours to do a 10 hour job and the quality of workmanship must be carefully monitored by the boat owner (this means all day, every day). The Scotland Bay anchorage is neat, surrounded by jungle, howling monkeys, and green parrots. The Chacachacare anchorage with a nice breeze is also interesting, surrounded by a former leper colony.

Venezuela is hot, but not as hot as Trinidad and there is often a breeze. Rain is a rarity where we have been: Testigos, Margarita, Coche, and Blanquilla. Many people are nice, but some ignore foreigners because of the language problems. Eating out, fruits, vegetables, rum, laundry, long-life milk, diesel, and gas are inexpensive. Diesel recently quadrupled in price to US\$.45/gal. Other than that grocery prices are higher than the U.S. Crimes against boater are increasing. (See John's input on Security in the Maintenance Section on p. 63) We plan to remain in Venezuela until December or January and then return to Trinidad for Carnival. After that we'll probably return to the Virgin Islands for a month and decide whether we want to return to Venezuela for next hurricane season. My guess is that we'll spend another year in the Caribbean and then revert to winters in the Bahamas and summers on the East Coast. The safety of the Bahamas sure is great, plus the snorkeling, the beautiful beaches, the shelling, and friendly people." (9/96)

Bob and Teresa McAuliffe onboard *SHENANIGAN* (T-37, hull #402) report from Venezuela, "We've been in the Caribbean for eight years now and the changes, repairs, etc. would fill a book. We're presently in the process of trying to get a new bowsprit built." (10/96)

Mac McBroom reports from *OWLHOOT* (T-37, hull #496), "I am presently in Jacksonville, FL. I've stopped here to get some things fixed and will soon be on my way again. I'm heading for the Florida Keys for the winter; can't stand the cold anymore. I'll be back in the Annapolis, MD area again in the spring. I'm expecting a grandson in early March and I don't want to miss that. Hi to all my cruising friends." (11/96)

Steve and ElMorse are new members from Christiana, TN. They took sailing lessons in October, loved it, and started looking for a boat. They share, "We had the opportunity to look at *DANCING BARE* in St. Augustine and fell in love with the Tayana 37. When looking at *PRUDENT LADY* in dry dock near St. Augustine, we met Ray Walshe working on *WINDFREE*. He told us about the Tayana Owners Group and the newsletters (that is what got him hooked). He also told us to be patient in looking for the right boat. Derek Rhymes of *SOULMATE* also suggested patience and gave us many things to look for and consider when buying a Tayana. Patience is going to be hard for us to practice. We have

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## More news from the fleet...

*Continued from page 53*

enjoyed the back newsletters, especially News from the Fleet, and have learned so much from the Maintenance and Equipment section. We are so glad we took Ray's advice." (11/96)

Alan and Beverly Nixon bought their V-42 (hull #172), *KEOKE*, new in December 1989. They write, "We had sailed the San Francisco Bay and Southern California for 20 years. In 1992, we retired and sailed out of the U.S. to Cabo San Lucas, to the Sea of Cortez and then south down the west coast of Mexico to Acapulco." (10/96)

New members, John and Missie Oldner are just completing a three-month commissioning of *TENACIOUS* (T-48, hull #41). They report, "We visited Kaohsiung, Taiwan, in November 1995 and again in April 1996. She arrived at the Port of Houston on 19 June 1996. We had the National Shipping Line of Saudi Arabia transport *TENACIOUS* below deck for the 53-day voyage. She arrived in great condition, just as we had last seen her at the factory.

During the three months, she was outfitted with a complete line of Autohelm instruments, Raytheon dual radars, Icon VHF and SSB, and a 2500 watt Heart Inverter to compliment the 8 KW Northern Lights Genset. Navigation is achieved using dual GPSs, integrated with the latest version of the Captain. To compliment her handcrafted interior, we commissioned a nationally recognized interior designer, Bruce

McEntire. Due to the size of the sail plan and displacement, several electric winches and windlass were incorporated for ease of operation.

It was a pleasure and lifetime experience working with Mr. Chiu and Mr. Lin, Tayana management. We just attended our first TOG Rendezvous in the Houston area (see story, p. 57). We are looking forward to meeting more proud Tayana owners." (10/96)

Mitch and Andrea Page sold *TRANQUILLITY* (T-37, hull #481) to the first caller. Andrea recounts, "We contacted Richard Clow since he advertised in TOG News that he was looking for a T-37. Two days after mailing the letter, Richard called. We faxed him information on the boat. He made an offer; we accepted. He mailed a 10% deposit and not a week later he flew to Marathon, FL, for a sea trial. The boat was hauled and surveyed and the deal will close in two weeks! Wow! We loved *TRANQUILLITY*, but my health wasn't allowing me to live aboard and do extensive sailing. Mitch will probably buy a smaller boat to do day/coastal cruising in and around Punta Gorda, FL where we have purchased a new home (moving day: 30 April 1997)." (11/96)

Ed and Evelyn Van Allen, who lost their Tayana 37 last summer in Hurricane Bertha (see TOG News, issue #72), inform us, "It will be sad to go back to sea without *EVANGELINE*, but we do plan to continue living aboard. We have made an offer on a 36' Monk Trawler, *CASSIALEA*, and should continue to see our friends around Florida and in the Bahamas." (9/96)

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## Factory Direct...

*continued from page 50*

to the factory when the boat is being readied for shipment, but with enough time for last minute changes or corrections to be completed. All this means at least three air round trips to Taiwan, hotels (not cheap), food, plus shipping expenses for all items planned for the boat placed aboard or installed at the factory. Dates for sail away should be carefully considered as well, depending on the direction of travel from Taiwan.

Ta Yang is willing to work without much paperwork. They trust a handshake. Their contract is basic. I recommend, however, adding to it a payment schedule. Most important is having a way to communicate with Ta Yang. FAX is excellent, making a FAX machine essential. They FAXed me copies of blueprints to confirm construction items or locations. I even received a six-page FAX conveying a full-size rendition of the boat's name for my approval before they painted it on the transom.

If anyone is interested in attempting this type project, I am willing to try answering any of their questions.

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## Ship's Store...

*continued from page 51*

Fred and Linda Daugherty are looking for an aft cockpit V-42. They are looking for maximum storage to live aboard as well as cruise. Any suggestions and/or available boats among V-42 owners? Contact the Daughertys at 5159 Barbara Ann Place, San Diego, CA 92115 or call (619) 589-5316.

Tom Delaney has sold his T-37 and is in the market for a larger Tayana, maybe a 48, 52, or 55. Any potential seller may contact Tom directly at his office (212) 975-1771 or home (914) 834-6243 or by fax (914) 833-3474 or e-mail [tdelaney@cbs.com](mailto:tdelaney@cbs.com).

Ray Kytle and Judy Hills are seeking a T-37, 1982 or newer with fuel tank in keel, aluminum spars and fiberglass deck, preferably equipped for cruising. Call (517) 772-4668 or e-mail [3zxs5et@cmich.edu](mailto:3zxs5et@cmich.edu)

Steve Schoenike at P.O. Box 013115, Miami, FL 33101, has a 1983 T-37 Mark II for sale. It is in excellent condition, located in Miami, FL. Asking \$80,000. Voice mail: (305) 608-6105. Calls returned collect.

# Rendezvous Roundup

## Chesapeake Bay, MD

A cool, crisp weekend was predicted for the Tayana Rendezvous in LaTrappe Creek, off the Choptank River on 5-6 October. This favorite anchorage, opposite Sawmill Cove, was the site of twelve Tayana world-class cruising sailboats. The models of Tayanas in the raft were as varied as the experience of the owners, which ranged from weekend cruisers to liveaboards to offshore and international sailing experts.

While T-37s dominated the raft-up, there were four V-42s in attendance. Fred Hixon preferred to anchor his V-42, *MAGIC DRAGON* away from the main raft-up (pictured below) and *ECLIPSE* (V-42) skippered by Don Foster arrived after pictures were taken. Many attendees came from Annapolis, but

others came from the Potomac River, the Rhode River, and the Great Wicomico River.

The many "Singles on Sailboats" (SOS) members with their lively crews added to the party atmosphere, as all in attendance gathered for a potluck dinner onboard *SEA WHISPER*, a V-42 owned by Harvey Walters, with two SOS crew members, one of which was host Susan Canfield from *AEOLUS* (T-37). Even "seven swans" joined the rendezvous looking for handouts.



*Photos by Susan Canfield*





*Kathy Wolfrey holding son Zachary, Stu Wolfrey, and Bonnie Gebeaux enjoy a sunset dinner.*

Sunset across our sterns was a burning orange with wisps of dark clouds accenting the color, promising another good sailing day for the trip home. Talk continued after dark with tales of summer cruises by *PYEWACKET* (T-37) sailed by Jaye and Drum King, *ECLIPSE*, and *SEA WHISPER* to Nantucket, Maine, and points north. Soft guitar music drifted across the water from *MALULANI* (T-37), as Bob Gebeaux strummed familiar tunes to entertain Zach Wolfrey (age, 7 mos.), the youngest sailor in the group, and his parents, Kathy and Stu Wolfrey of *FREE-BIRD* (T-37).

The next morning dawned bright, but the chilly temperatures kept most sailors snuggled in their bunks later than usual. T-37s, *YAB YUM* (Bob and Susan Parker) and *REVERIE* (Ted and Diane Stevens) were the first to break off from the band of boats and head for their home ports. Next, *EVOLUTION* (V-42, Dick and Martha Miller) and *SPIRIT* (T-37, John and Ann Doerr) created a cavity in the raft-up with their departure. One by one others exited, leaving *ECLIPSE*, *PYEWACKET*, and *SIRENA* (T-37, owned by Howard and Mary Eckert) on the final hook.

Your editors, Rockie and Bill Truxall from *SEAQUESTOR II* (T-37) were stowaways on *MALULANI* with Bob and Bonnie Gebeaux and headed south down the bay in tandem with *SUMMER WIND* (T-37 pilothouse), a boat that generated much interest among the rendezvous attendees, with Bev and Stan Gromelski at the helm. We almost basked in the warmth of the sun, or was it the warmth of savoring an overnight in La Trappe Creek with other Tayana owners.



## Galveston, TX

The Second Annual Gulf Coast Tayana Rendezvous was held 4-6 October 1996, at the Lakewood Yacht Club in Seabrook, TX. (See photo below.) In spite of the inclement weather, a good time was had by all 16 boats represented in attendance. As we boat-hopped, comparing boat stories and decorating ideas, no one minded the rain, wind, and high tides that had the docks covered over with water. The Rendezvous Steering Committee, comprised of Randy and Nancy Bellard, John and Barbara Ferrell, John Nelson, and Ernst and Fran Voigt, assembled the following agenda: arrival, registration, and boat-hopping on Friday; a presentation by Bob Martin about his Atlantic crossing aboard *PANACHE* (T-37), a question period for Tom Meridith, local Tayana Representative from Gibson Yachts, and Mexican Buffet on Saturday; and Brunch before departure on Sunday. Door prizes were awarded throughout the weekend, donated by Blue Water Ships Stores, Inc., BOAT/U.S., Bristol Boat Works, and South Texas Yacht Services, L.C.

Nancy Bellard composed the following description of the weekend, "It was a very nice Tayana Rendezvous

*Photos by Fran Voigt*



*l-r: Steve Neumann, Pat & Itzel Mulhern w/child, Ernst Voigt, John Ferrell, John Nelson, Barbara Ferrell, Missie & John Oldner, Ron Stevens, Linda Leinen, Mary Lou & Karl Sartore, Dee Stevens, Jeanne Schmidt, Yoli & Stan Powers, Charles Schmidt*

and we would like to take the *LIBERTY* (T-37, Bob Martin) of giving many *TUSEN TAKKS* (T-37, Ernst and Fran Voigt) from all of us to John and Barbara Ferrell for a *SALUBRIOUS* (T-37) experience, which they arranged with great *PANACHE* (T-37, owned by John and Terry Tunks). In the *SPIRIT OF AMERICA* (T-37, Pat and Itzel Mulhern), we *TENACIOUSLY* (T-48, John and Missie Oldner) braved *CHINOOK WINDS* (T-37, John and Dianne Andrews), well at least a little flooding, to enjoy our "Tayana Only" friends [no *IMPOSTORS* (T-52, Steve Neumann) here]! We frolicked under the moon like

*Continued on page 64*



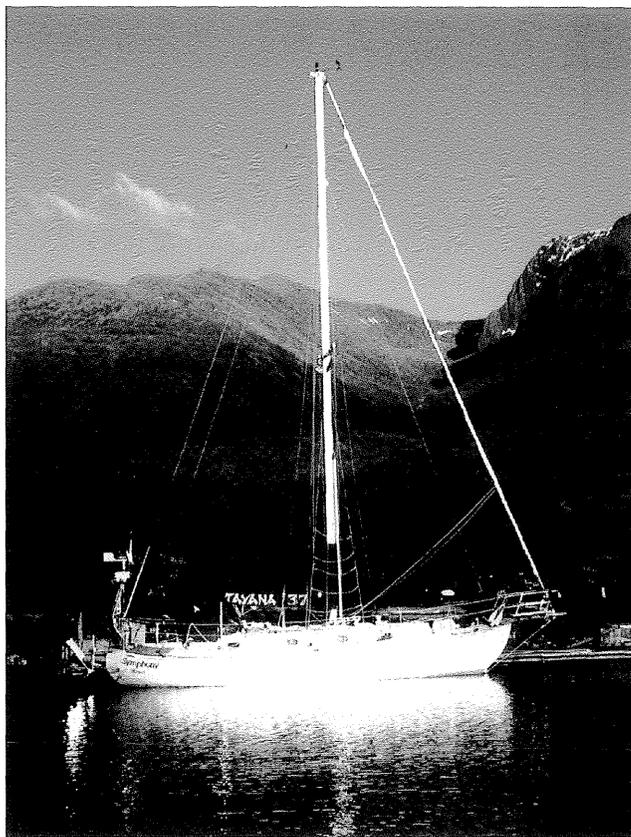
# A Scottish SYMPHONY

by Trevor Hodgson

*In the Summer '96 issue, we read about Trevor and Lesley Hodgson's passage of a year ago from Newark, NJ to Newark, England onboard their T-37, hull #463, SYMPHONY. Having left the boat in Hull, England over the winter, they returned this year to continue cruising from their homeland.*

Our 1996 cruise to Scotland was an eagerly awaited, nostalgic adventure. In our (much) younger days, we spent our leisure time walking, camping, and climbing in mountains, and Scotland became our special place. For nine successive years, we made the pilgrimage northward from the English midlands. Our fascination with Scotland was necessarily put on hold when we emigrated to the USA, where sailing gradually replaced mountaineering. Now, almost twenty years since we were last in Scotland, we were going back, this time for a four month, two thousand mile cruise aboard SYMPHONY. For good measure, we planned also to visit the Western Islands (Hebrides) and the Orkney Islands, both for the first time.

Early in May, we rejoined SYMPHONY at Hull, where she had spent the winter after our voyage last year from New Jersey. After just two weeks recommissioning, renewing acquaintances, and completing a few modifications, we were on our way north along the English east coast. While the days were tolerably comfortable, the nights were really cold. The mainly easterly wind blowing over the 47 degree water had us digging out our warm



*SYMPHONY moored in the Caledonian Canal backed by Ben Nevis, Britain's highest mountain.*



*Lesley steers SYMPHONY in the Sound of Mull.*

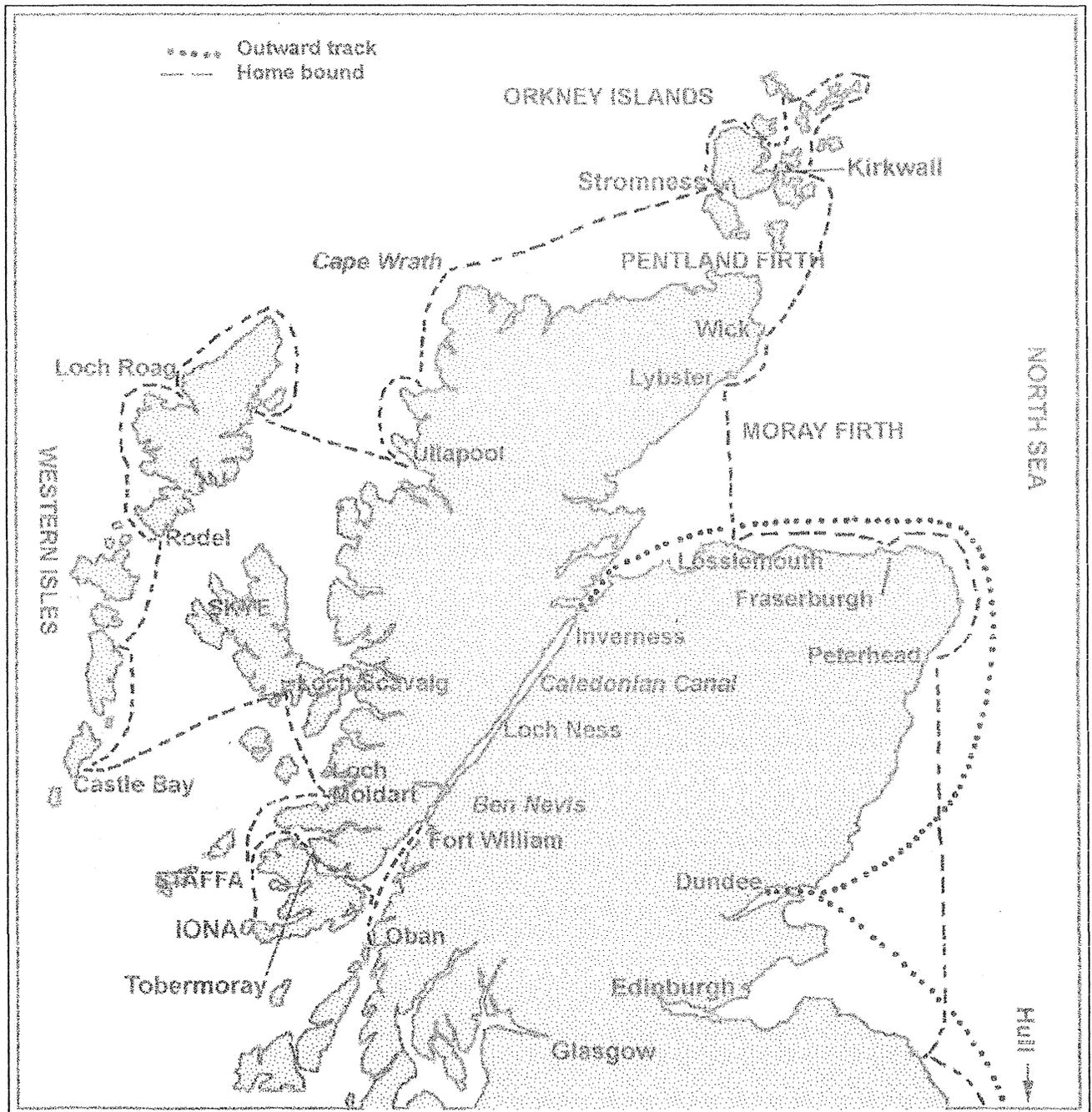
clothing and full foul weather gear. For a few days, we anchored SYMPHONY in the fast flowing River Tay, while we visited friends, unseen for many years, near Dundee. One day they conducted us on a wide ranging circular tour of the hinterland, our first taste of the mountains.

Continuing on toward the Highlands, our first destination was Inverness, standing at the head of the Murray Firth and the entrance to the Caledonian Canal. It was now a little warmer, but the Firth was an anticlimax. It is noted for abundant wildlife, including dolphin and whale, but we motored along in calm, hazy weather, the surface unrippled by either wind or wildlife.

Lesley's father joined us at Inverness and stayed with us as far as Fort William. We found a convenient berth in the harbor, quite close to the town center and convenient for meeting Dad at the train station. The rendezvous was completed as planned, but before we could depart *SYMPHONY* was pinned against the harbor wall by a strong gale. A nearby weather station recorded gusts as high as 76 knots. We packed every available fender between *SYMPHONY* and the wall and kept a constant watch. Near to high tide *SYMPHONY* rode the gale well, but toward low tide, with the quay level with the spreaders, she repeatedly threatened to crash the port cap shroud into the rough stone harbor wall. We were relieved when the winds abated before causing any damage.

The canal, constructed by William Telford in the early 19th century, provided a sheltered route between the east and west coasts, avoiding the exposed north coast of Scotland and the notorious Pentland Firth. Six miles long, it passes through magnificent scenery, including famous Loch Ness and Britain's highest mountain, Ben Nevis. The passage includes 34 locks, fortunately all manned by very helpful keepers.

We enjoyed a leisurely passage through the canal, enjoying the scenery and the hospitality of local restaurants and pubs. The wind, which at times was quite brisk, was consistently on the bow and in the open sections of the canal,



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so we motored steadily into short steep seas. At first we were a little tentative on entering the large lock chambers, but we were soon familiar with the preferred systems of the lock keepers. The only real hazard on this passage came from the large number of local charter boats. With no experience or skill required on the part of their crews, we learned to keep a good distance away. With good cause, we called them *bumper boats*, the result of their unconventional approach to mooring and their disdain for fenders.

Lesley's father left us at Fort William to return home by train. Our first port of call after leaving the canal was Oban, perhaps the major sailing center on the West Coast. We enjoyed a short stay there before sailing through the Sound of Mull to Tobermoray, a picturesque harbor popular with the local charter boats. Our favorite places though were the small harbors that are relatively unfrequented. Loch Moidart, with ruined Castle Tioram perfectly placed on a small island, is accessible only through a narrow twisting channel lined with unseen rocks. Sanna Bay has an anchorage at the foot of the mountains behind a submerged reef and also requires some care in negotiating the narrow entrance. We anchored off the isle of Iona, the cradle of Scottish Christianity, and joined the stream of tourists arriving daily by ferry to visit the restored monastery.

We were fortunate to find calm water for our visit to Staffa. There was no anchorage, just a narrow band of kelp covered rock and sand before the bottom drops away steeply. A small rocky landing place was just large enough for dinghies and local tourist boats. With any kind of sea running, it would not be possible to go ashore. A narrow pathway below the sheer cliff led to Fingal's Cave, a natural cathedral, lined with hexagonal basalt columns that inspired Mendelssohn to compose his Hebrides Suite.

Since our first climbing outings in Scotland, the Cuillin Hills on the Isle of Skye have been special. Rising straight from the sea to over 3,000 feet, they are wild. There is no vegetation to hide the dramatic rock forms and ragged skyline. Loch Scavaig is a sea loch that penetrates to the heart of this mountain wilderness, with precipitous rock slopes descending to the water on three sides. Katabatic winds generated fierce squalls from all points of the compass in the small anchorage. It was everything we hoped it would be, essentially unchanged since we last visited with boots and climbing ropes over forty years ago. Only a shuttle service of RIBs from a cruise ship anchored a little offshore showed that it is a little more accessible than it once was. As we returned from a long walk along nearby Loch Coruisk, we were greeted by the cheerful skipper of a boat ferrying day trippers from a nearby village: "Hello, you're back!" At first confused, we realized that he had recognized *SYMPHONY*, or at least a *Tayana 37*. We remembered from an earlier TOG News (Fall 1994, No. 64) that *JANEV* had been here and had clearly left the natives feeling friendly!

From Skye we left the relatively familiar Cuillin Hills and enjoyed a brisk sail to Castle Bay on the Isle of Barra, the southernmost of the Hebrides. This was our first visit to the Western Isles and after three weeks of superb cruising we left with a kaleidoscope of happy memories of wild open spaces, a fascinating archeological sites, and most of all of the most friendly, generous people. Outstanding moments were visits to the great Neolithic monument at Callanish, a northern Stonehenge, the steeply curved, fortified tower of the Dun of Carloway, and the beautiful chapel at Rodel. At Loch Roag on the western side of the Isle of Lewis there were few other boats. Navigation aids were few and far between. Here our welcome was truly heartwarming. We were treated to the largest and most succulent scallops by a local fisherman and ferried to the extensive community center for showers and the local store (a small tin shed) for food. When we left our new friends and headed round the Butt of Lewis to return to the east of the island, we enjoyed our most magnificent dolphin display ever. They were countless, seeming to stretch forever on both beams, swimming in formations of five or six and riding the bow wave. Either individuals stayed with us for a long time or worked in shifts to keep us entertained as the show continued throughout the evening watches, a very long time in these northern waters. It never really gets dark in the summer, the daylight fading to twilight by eleven and dawn being about three-thirty. The relatively urban Stornaway, the only town on Lewis, was quite a contrast, but an opportunity to catch up with provisions and laundry.

Returning to the mainland, we holed up at Ullapool for several days. Sheltering from the weather, it was an opportunity to catch up with some maintenance and other on board jobs. As soon as the forecasts stopped warning of imminent force 8 winds, we set out for the Orkneys. As we departed the seas were rough and I was distinctly unwell. However, we made fast time to Cape Wrath at the northwest corner of Scotland, and from there, with the wind behind the beam, we enjoyed a racing overnighiter to be greeted at dawn by the cliffs of Hoy towering one thousand feet above the sea. Carried along by an 8 knot flood tide, we entered Stromness harbor at the same time as the early morning ferry from Aberdeen.

Orkney was a great delight, a complete contrast with both western Scotland and our expectations. Only Hoy has high hills; the other islands are low lying with rich, well tended farm lands and healthy looking, well fed stock. Here is a paradise for archaeologists and bird watchers. We explored Skara Brae, an iron-age village on a spacious sandy bay; Maeshowe, a completely enclosed burial tomb; and Midhowe, a stone defensive broch. Everywhere there were wild flowers. The hillsides were a riot of yellow, mauve, and pink. There are only two towns in Orkney: Stromness and Kirkwall, and both have rather quaint narrow streets paved with slabs where cars and pedestrians mingle together. Stromness is much the nicer town and harbor, but Kirkwall has the Norse cathedral and medieval buildings to see. A visit to the Highland Park malt

whiskey distillery provided a marked contrast after our time in the more isolated areas.

All too soon, it was time to make our way back down the east coast with calls at Wick and Lybster before crossing our outward path in the Moray Firth off Lossiemouth. At Fraserburgh, we experienced our first taste of the thick fogs that accompanied us for many of the remaining 260 miles back to Hull. Here we anchored among the Klondikers, well worn, rusty, factory ships from Russia and the Baltic states that buy their fish from the local trawlers. A long hop brought us to Berwick on Tweed, a town passed back and forth between England and Scotland over its long history, with superbly preserved Elizabethan town walls. We made a final call at Lindisfarne, the site of one of the earliest monastic communities in England, scene of the first recorded raid by the Norsemen at the beginning of the Viking period, and headed up the dirty brown waters of the Humber estuary to Hull.

Overall it was a wonderful cruise, although as we have said to many of our friends, "Don't come here for the weather." Only when we arrived back at Hull in the middle of August did we see the serious side of 70 degrees. Few days were really wet, but cloud cover was pervasive. We were surprised how few other boats we encountered once we left the regular cruising haunts around Tobermoray. Often we had anchorages to ourselves. When we asked a local fisherman if many boats used a small harbor described in the pilot, he responded that we were the second boat in the last couple of years.

Facilities were quite good in centers like Oban and Stornaway, but elsewhere they were rather sparse. Usually water was available at the local fishing pier, but diesel, if available, had to be carried from ashore in cans. We found we could get our propane cylinders refilled at Shell LPG stations, although we needed to leave them at the filling station for twenty-four hours.

Much of the time we spent at anchor. Moorings were rare away from the main centers and while alongside berths were often available, they were usually unattractive, unless you had a steel boat, painted black, and defended by a solid wall of old truck tires. In the more popular places, cruising boats usually rafted against the harbor wall, often three or four deep. Where possible, we preferred our own hook, avoiding the ritual of untying the departing boat, always the one next to the wall. Plus we often found the harbors lacking in basic cleanliness.

The wildlife along the route was spectacular. Puffins became common, as well as comical, various species of divers, Fulmar, Kittiwake, gannets arctic skuas. We saw two or three whales and many, many dolphin. Our favorite were the inquisitive seals, who came to investigate us, head just above the water, as we ourselves explored deserted inlets by dinghy. If we could retain only one image from our cruise, it would be of a wild and deserted anchorage, with daylight fading, oh so slowly, into twilight as the seals, basking on nearby rocks called hauntingly across the water.



*SYMPHONY rafted with the fishing boats in the bight at Lybster in northeast Scotland.*

# Maintenance and equipment comments and questions...

## ENGINE SUPPORTS

Chris Catt experienced two break downs on *NAMASTE* (V-42, hull #122) in the 30 day passage to Nuku Hiva in the Marquesas: (1) the rear engine supports broke about six days out, which rendered the engine only usable as a generator. "We found a machinist to fabricate new engine support brackets out of iron. The original ones were cast iron and are no longer available. I would recommend to anyone who has a Perkins 4-108 engine to check the rear engine supports for cracks."

## MAINSAIL REPAIR

Chris continues, (2) "The mainsail ripped horizontally all the way across just above reef point #2. We managed to repair it using canvas, sticky back, and contact cement. It's still holding strong."

## V-42 STANCHIONS

John and Sue Fisher are the owners of *CRACKED ICE*, a 1983 V-42, hull #71. John writes, "I am finding it difficult to obtain repair parts for this vessel, especially replacement stanchions. I am told that the design of the stanchion has changed since the boat was built. Any information you could provide [on this subject] would be greatly appreciated." Please respond to TOG, so we may share it via *TOG News* with all our members.

## REDUCED MAINSAIL

A few years ago, Bernie and June Francis wrote about shortening the foot of the mainsail by 14 inches on *QUEST*, their T-37, hull #278, to create a higher aspect mainsail and reduce weather helm. Now, with over two years cruising underway, they'd like to report, "It has worked out very well. Although we lost about 10% of our sail area in the main, the boat now balances out very well when going to weather and requires no effort at all by the autopilot to steer. All this with still a nice rake to the mast."

## RADAR ARCH

Bernie is also looking at the possibility of installing a radar arch on the stern of *QUEST*. If any other T-37 owner has one installed and they're happy with the looks of it, please send a photo and your address to Bernie Francis, 1916 Pike Place #799, Seattle, WA 98101.

## DIRTY FUEL TANK

"J" and Sue Hess write, "The only recurring problem we have not yet conquered with *CREWS TWO* (T-37, hull #363) is the gunk and crud in the iron fuel tank. We have tried running her low on fuel and adding every additive on the market to filtering our new fuel with a baha filter. All this has yet to produce the results we want, we still have to change the fuel filters after six to twelve hours of running time. We are currently in Tarpon Springs, FL, where we have made arrangements to have a professional company attempt to clean up our fuel problem. Hopefully, this will be the last of our fuel problems."

## KNOT LOG

Trevor Hodgson reports, "We have never been able to get the knot log on *SYMPHONY* (T-37, hull #463) to work properly. It is mounted forward of the mast, on the starboard side close to the centerline. On a starboard tack it reads less than the true water speed, while on a port tack it reads fast. Does anyone else have this problem? Both the transducer and display unit have been replaced (for other reasons) and I think the problem is related to the flow of water past the hull, rather than anything to do with the unit itself. I think I will need to relocate the transducer. We would like to hear from other owners, who have units working correctly, where they have the transducer. Any information and suggestions are most welcome." Respond to TOG for sharing via the newsletter or directly to Trevor at 29 Fredonia Road, Newton, NJ 07860, phone (201) 579-1880, fax (201) 579-6728, e-mail hodgstre@prolog.net

## PROPELLER

Ed Keenan, owner of *GALLANT* (T-37), requests, "I would appreciate some guidance from members who have a 44 HP Yanmar as to what dimension prop they are using. I have tried two sizes unsatisfactorily. Since we are going cruising, I would like to get this problem behind me." Please respond to TOG (this information may help other owners) or directly to Ed at P.O. Box 19, Lincolnville, ME 04849, phone (207) 236-8666, e-mail ebkeenan@midcoast.com

## WIND GENERATORS

John Kraft and Karen Hurt share their experience with various wind generators on board *THE CHANCE* (T-37, hull

#478). "We had a Windbugger that gave us excellent service for three years before it started malfunctioning, giving erratic or zero output. In Puerto Rico we traced problems to the jumper wires and gunked up springs on the thrust-bearing brushes. We fixed that after three tries. Then on the way from USVI to St. Martin, the bugger's shaft broke about 0200 on my watch and the prop assembly went to the bottom of the ocean. In St. Martin we discovered that repairing the unit would cost much more than a new unit. We also heard stories of two people being killed when Windbugger shafts broke, plus numerous other non-fatal accidents. We heard that Windbugger was out of business due to lawsuits, but I talked to "Bugger Bob" on the phone. He brashly claimed that the only time a shaft broke was when some "darned fool" didn't follow disassembly and re-assembly instructions. He also claimed that "no shaft has sheared off a unit serviced by Windbugger." The very next day, Sherry on *ISLAND TIME* told me via Ham radio that their shaft sheared off shortly after being serviced at Windbugger. We figure the bugger cost us \$10/week, including purchase price and spare parts for the three years that it worked, not including the cost of the pole mount.

For our next mistake, we bought a new Marine Air from Budget Marine in St. Marteen for \$715 cash. This is the same unit sold by West Marine. A piece of junk! The vibration was so loud it sounded like someone running an orbital sander on our hull. The output was terrible and after three and one-half weeks the electronic module failed, resulting in no output. We had only run the unit while at anchor, not offshore. In the meantime, we met and talked to numerous other owners who had been through multiple repairs and multiple replacement units. After some faxes and phone calls, I got the president of Marine Air to accept a collect call, and after 40 minutes of questions and answers and my polite rejection of his offers to make my a happy customer, he agreed to my only request—that I be allowed to return the unit for a full cash refund, including phone calls, faxes, return freight, etc. The Marine Air cost us \$55/week for three and one-half weeks of unsatisfactory service, but we were lucky to be rid of it.

Now we have a new Fourwinds II and the jury is still out, but it is as quiet as the Windbugger, output is similar, and it does not vibrate.

Based on our experience, I would never run a wind generator offshore in seas that cause the unit to abruptly swing from one direction to another. The wind generator is a big gyroscope; abrupt change of direction exerts high forces on the shaft and blades. I still think solar panels are the most efficient way to generate power, but we don't seem to have the unobstructed space to put up the four big panels we would need.

In steady 15-20 knot tradewinds, a good wind generator supplies enough power to run a big refrigerator, water maker, and all else without running the engine. Wind generator

output in amps with anemometer at masthead and wind generator on fixed pole 13 feet above waterline:

Knots of Wind	Windbugger	Fourwinds II*	Marine Air
0-8	0	0	0
8-10	0	1-2	1
11-14	Windspeed less 10	2-4	1-2
14-17	Windspeed less 10	4-6	2-3
17-20	Windspeed less 10	6-7	3-4
21-24	Windspeed less 10	7-10	4-7
Above 25	1/2 of Windspeed	?	?

\* Oddly enough, output seems equal, with or without airbrake installed, up to 24 knots.

## SECURITY

John also writes from Venezuela, "To avoid "coconut telegraph" exaggerations, a SSB "Security Net" is being run by a fellow named Frank on VAGABOND TIGER. Each morning boaters report crimes from all over the Caribbean.

It is necessary to lock everything everytime you leave the boat and every night. Many people are locking themselves inside their boats. Obviously, older boats with unattractive dinghies with old 8 HP or less outboards are safer. Many boats have installed motion detectors or other alarms. Unfortunately, there seems to be more boater related crimes in Venezuela than anywhere and many formerly popular anchorages are simply too risky for newer, well equipped boats. While the bad news is more robberies and recently some robbers have been armed with machetes or guns, the good news is that rarely has physical harm come to a boater and there are still some anchorages where crimes have not occurred.

Heavy steel cables and locks with brass or thin steel shackles are duck-soup for robbers. Heavy chain and thick steel shackles on locks are tougher. Robbers are so skilled and quiet that we have known of a 15 HP outboard with cable and lock to be stolen within five feet of sleeping boaters. In other cases, robbers have boarded and entered a boat, riffled all books and lockers for cash, sometimes reaching over top a sleeping boater's head to do so!"

## AUTOPILOT

Bruce Martin on *SPARHAWK* (T-37, hull #221) has been looking for an answer to his quest for information on an autopilot for a worm gear equipped steering system for over two years. "It seems to baffle all whom I've asked. Any help would be welcome." Is there anyone out there who can help Bruce?

*continued on page 64*

## Rendezvous...

continued from page 57

**STARLIGHTDANCERS** (T-37, Karl and Mary Lou Sartore) and mused about our wonderful vessels. To talk of owning any other was strictly **CAVU** (V-42, Liz and George Deuillet) [an old Polynesian term for taboo], for you would be **TICUDA**ed (T-37) to the **CRUCIBLE** (T-37, Claudette Galen) and keel hauled through the Inner Harbor! As the **MORNING STAR** (T-37, Dan Womack and Linda Leinen) rose, some of the more **GABY** (T-37, Charles and Jeanne Schmidt) sailors enjoyed coffee and rolls, while others dreamed of riding **SEA TURTLES** (T-37, Jeff and Darla Afill) around the tropical island of **MAKANI** (T-37, John and Lari Nelson) and venturing through its many **CROSSBOWS** (V-42, Stan and Yoli Powers). Ahhh! **ALMOST HEAVEN** (T-37, Ron and Dee Stevens). Well, our great adventure is over until next year and we must say, the weekend was full of **PLAISANCE** (T-37, John and Nancy Bellard)."

## More maintenance and equipment comments...

continued from page 63

### TEAK DECK REMOVAL

Paul Zack writes, "After spending two years cruising in Mexico and Hawaii aboard **AVVENTURA** (T-37, hull #358), I discovered that teak decks have a wonderful non-skid quality when wet, but the ability to raise the cabin temperature significantly when at anchor. We are considering removing the teak decks before our next cruise. Has anyone removed the teak from their decks? If so, what problems did you run into and what recommendations would you make to someone who is thinking of removing the teak? I look forward to receiving any advice or help concerning this issue. Our home phone is (310) 598-4451; please call collect or write P.O. Box 3981, Long Beach, CA. You may also fax a response to Mary Taylor at (714) 623-5135 or send a response to **TOG News** so others may benefit from your experience."

The Tayana Owners Group wishes our whole community, the boat building crew in Taiwan, dealers, brokers, factory representatives, owners, prospective owners, and companies that provide support services for our members, a very *Merry Christmas and Happy New Year.*

### TOG NEWS

P.O. Box 213  
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Address correction requested

