

# TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME X NUMBER 80

FALL 1998

## ARGONAUTA...the journey begins

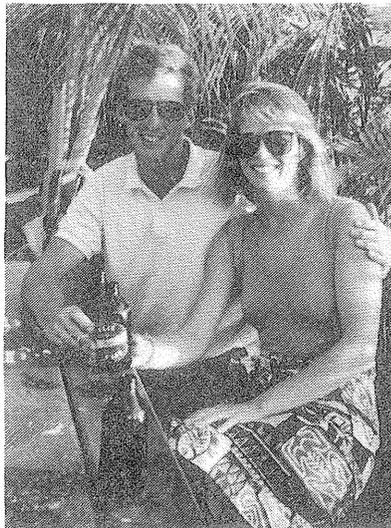
*Previously in TOG News, we shared the conclusion of the Whitbeck's four year circumnavigation aboard ARGONAUTA (T-37, hull #114). Now we are privileged to learn "the rest of the story", so we join Sally and Jon as they begin their incredible journey of a lifetime.*

In the Fall of '93, we were treated to more farewell parties, dinners, gifts, and good wishes than we deserved. We picked a great day for our departure from Annapolis, MD. 11 December, the temperature was forecast to be 35 degrees F, dropping to 20 at night; winds were 25 knots gusting to 50; and seas were four feet on the Chesapeake Bay. Needless to say, we scooted down the East Coast as fast as we could, freezing all the way. We took the IntraCoastal Waterway (ICW) to Beaufort, then went "outside" to Charleston and then St. Augustine. We spent Christmas Day in St. Augustine, where it was finally warm enough to take off the foul weather gear and long underwear.

Our next stop was Delray Beach, to visit with relatives. After that, we headed down the waterway to Ft. Lauderdale. On New Year's Eve we watched the enormous yachts parading up and down the waterway, decorated with Christmas lights. We had the boat hauled in Ft. Lauderdale to paint the bottom and a few other never-ending projects. Friends formerly from our hometown (Waterville, OH) were a ter-

rific help to us, carting us around to various marine supply places.

On 6 January 1994, we sailed to Miami and then on to the Florida Keys. We reached Key West on the 9th and caught up with other friends from Annapolis, who are cruising the Caribbean on their 38 foot powerboat (oh well, we like them anyway). They had been detained in Key West with engine problems, otherwise we would have missed them.



We sailed on to Boca Grande on Florida's West Coast and arrived 12 January in dense fog, where we learned how valuable our GPS and RADAR are. For the next three weeks we stayed in Boca Grande, provisioning, doing boat projects and visiting Jon's

*by Sally Whitbeck*

parents, who spend a couple of months there every year. Jon's sister, Carol came down from icy Rochester, NY to thaw out for a week.

It was difficult to leave the hot showers, laundry facilities, and wonderful meals, however, on 6 February, with the boat packed to the portholes with supplies, we decided the time had come. We were happily surprised to see so many Ohio friends standing at the fuel dock to see us off! We caused quite a commotion at peaceful little Miller's Marina, taking pictures, giving boat tours, and everyone bidding us Bon Voyage. We were even escorted out the channel.

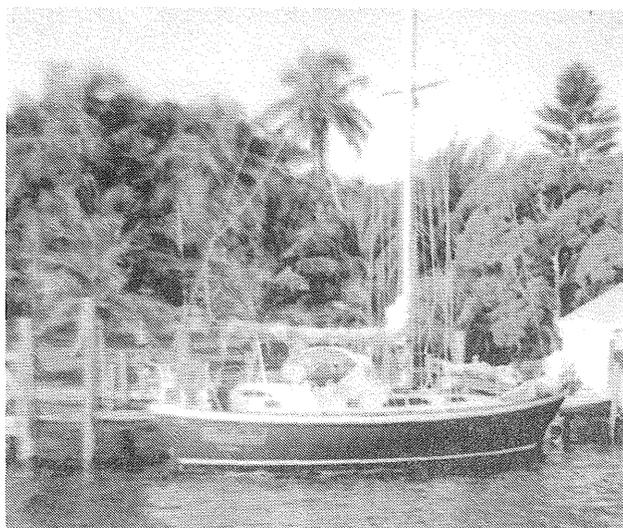
Just after our fanfare-filled departure, the wind died completely, but we were treated that night to stars so bright that they were reflected on the ocean's glassy surface. The porpoises swam and played in the phosphorescence of our bow wake, their bodies glowing green, their flowing green wakes like comet tails. What a magical night!

The Dry Tortugas are beautiful little islands Southwest of Key West, with white sandy beaches, turquoise water, frigate birds soaring overhead, and the enormous Ft. Jefferson. After two days there, we left on 9 February for Isla Mujeres, Mexico, 300 miles away. We had a very fast passage across the Gulf of Mexico, arriving just 55 hours later. *(continued on page 42)*

# TOG Notes

## PHOTO COMPETITION

The boat picture of the quarter is shown below. The boat is *WOODWIND* (V-42, hull #52) owned by Richard Thompson and Brenda Burney. It is pictured in Cabbage Cay on the west coast of Florida. The photo will be placed on the home page and Richard and Brenda will receive a small gift from TOG. [ Look for their cruise story in the next issue. ]



## PORTHOLE GASKETS

The most frequently asked question we get is "Where can I find the rubber gaskets used in the port holes?" Balmar and Salisbury manufacture them, and they are available in stock at Aegis Marine in Newport Beach, CA. Call Jim Lamb at (800) 747-3014 or fax him at (949) 631-0313. Jim and his staff have provided great service to TOG members over the years.

## ORDER FORM

Enclosed is an order form for TOG Wear and other items available from TOG. You might find something here that would be welcome on someone's Christmas list, so order early to ensure a timely delivery.

## T-37 OWNER'S MANUAL DIGITIZED

Harvey Karten, a new member from Del Mar, CA has digitized the T-37 Owner's Manual. It is in Adobe Acrobat format and may become available on the internet through a hyperlink on the TOG Home Page <[www.tognews.org](http://www.tognews.org)>. It may also become available on a compact disk in the near future. In the meantime, a hard copy is still available free of charge.

# New Members

- Carey Campbell and Dale Herring, *MYSTIQUE* (T-55), Paducah, KY  
Stephanie and Drew Concelman, *LA VITA* (V-42), Kemah, TX  
Elaine Cook and Charlie Williams, *WALKABOUT* (T-37), Beaufort, SC  
Joseph Emmi, *ZORRA* (T-37), South San Francisco, CA  
Tom Goldson and Jean Waage, *AMADON LIGHT* (T-37), East Greenwich, RI  
Mike and Sheila Grinnell, (*Prospective Owners*), Port Washington, NY  
Steve Johnson, (*Prospective Owner*), Punta Gorda, FL  
Harvey and Elizabeth Karten, [*No Name*] (T-37), Del Mar, CA  
Mike and Gretchen Morrissey, *SYMPHONY* (T-37), Philadelphia, PA  
John and Susan Pazera, *COMPANIA* (V-42), San Francisco, CA  
Bob Platt and Marilyn Smith, *WHISPER* (V-42), Ft. Lauderdale, FL  
Miles and Anne Poor, *KARINA* (T-55), Irving, TX  
Jim and Karin Richardson, *NALANI* (T-37), Sarasota, FL  
Richard Sandell, *VIKJA* (PH-37), North Bend, OR  
Ed Tanzer, (*Prospective Owner*), Yorktown, VA  
Tony and Carole Tessicini, *MATSU* (T-55), Coronado, CA  
Mark and Tami Tower, *KALAKA* (T-37), St. Petersburg, FL  
Jake Twofoot, *MOLAKAI* (T-37), Bronx, NY  
Jorge Villard, *ANTARES* (T-37), Brooklyn, NY  
Gary and Donna Watkins, *WINDSHIP* (T-37), Houston, TX  
Don and Margaret Watson, *SEAING'S BELIEVING* (V-42), Madison, AL  
Dave and Lori Weingust, *RESTLESS SPIRIT* (T-37), Huntington, NY  
Tina and Tim Wilt, *MELIOSA GRACE* (T-37), Broadview Heights, OH

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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 379, Reedville, VA 22539-0379, (804) 453-5700 to place your item or e-mail at <toGnews@crosslink.net>.*

**AIRSTREAM**, a 1979 T-37, rare pilot-house cutter, is for sale. She has had a thorough refit in '95-'96, including: a new Seafrost holding plate fridge-freezer (engine drive and AC); Navico 8000 autopilot; two Garmin GPSs; one year old Caribe dinghy with 10hp Toshiba; new standing and running rigging; new sails, ground tackle, and windlass; Perkins 4-108 engine; Balmar DC monitor; inverter; Profurl roller furling; aluminum spars; windbugger on custom arch; great tankage; trouble-free teak decks. She is beautiful and in excellent condition. Located in Melbourne, FL. Asking \$78,000. Call Kim Larson at (501) 643-2619.

**CINDYLEE**, a V-42 center cockpit (hull #41) built in 1981 is for sale at \$135,000. She has been modified to include 6'2" of headroom under the bimini and underwent an extensive re-fit in 1997, including all new canvas; new or upgraded electronics and SSB; new cold plate refrigeration; norcold 110/12v separate system; new fully battened main, cruising spinnaker, and tacker; new mattresses for main cabin and V-berth; watermaker; 100 amp alternator and E-meter battery monitoring system; 3 anchors; 200' of new chain; Simpson Lawrence 1500 windlass (under warranty); Autohelm 6000 (under warranty); and LOTS MORE! Call (602) 971-0804 for a free brochure or \$6 video.

**CINDYLEE** also has a complete set of Imray charts, Bahamas to Bonaire, and all the cruising guides for sale at \$150.

**ENCANTADA**, a V-42 aft cockpit (hull #137) built in 1988, is for sale at \$165,000. She is in truly bristol condition and is probably the most extensively equipped and best maintained 42 around. Contact Owen B. Lovejoy, P.O. Box 2071, New Smyrna Beach, FL 32170, phone (904) 427-2980.

**FLYING DUTCHMAN** (V-42 aft cockpit, hull #47) owned by Bob Matlock and Barbara Wood is for sale in Houston, TX for \$129,000. Just back from a year-long cruise, it has a great layout for a live-aboard couple, with lots of storage. Features include Marine Air 19,000 BTU cool/heat air conditioning, 4kw generator, Heart 2800 inverter, VHF w/

hailer, SSB, weather-fax, RADAR, LORAN, GPS, cold plate refrigeration (engine drive plus 115 volt), watermaker, three anchors, electric windlass w/200 feet chain rode, Profurl roller furling, five sails (mainsail, 150 genoa, staysail, yankee, and cruising spinnaker), movable inner stay, mast pulpits, lightning ground system, custom dodger and bimini w/sun screens, hatch and companionway screens, three-burner stove w/ oven, microwave, TV, telephone jacks, innerspring mattress, and vinylester barrier coat. Optional equipment includes hand-held GPS, hand-held VHF, folding bicycle, AVON 8-man liferaft, inflatable dinghy, and outboard engine. Call (713) 781-9702 or write P.O. Box 37305, Houston, TX 77237-7305.

**ELIZA**, a 1980 T-37 owned by Nancy and Charles Harper-Smith is currently for sale in Corpus Christi, TX. In excellent condition, she is fully fitted out and ready to sail away. She recently completed Trans-Atlantic, Bermuda and Boston to Corpus Christi offshore passages. **ELIZA** was refitted in 1993 and has all of the options that the better equipped T-37s have, including a Yanmar 3QM30 engine, hard dinghy, mast steps, drifter and storm jib, 100 gal. of water, and 100 gal. of fuel. Electronics include Micrologic GPS and LORAN, two VHF's, Navico autopilot and depth sounder, and S&R Log & wind speed/direction. Two 35 pound CQR anchors with a combination of line and chain, emergency watermaker, EPIRB, and four-man offshore life raft are some of the anchor and safety equipment available. There are numerous other spare parts and equipment onboard, too numerous to mention. Retired owners will assist with delivery anywhere. You can contact them at (830) 833-9055 or write HC4 Box 661, Old Kendalia Road, Blanco, TX 78606-9754. Reasonably priced at \$65,000.

**INTREPID** (T-37, hull #461) has the following items for sale: 1) Almost complete set of Tayana standing rigging with original closed barrel-type turnbuckles (not including backstay or inner forestay). Excellent condition, due to upgrading rigging from 5/16" to 3/8". Estimate total weight at 150 pounds; probably too heavy and bulky to ship. Price \$50. 2) Fiberglass rowing dinghy with wooden oars and oar locks. Teak seat in stern and midships. Made in Taiwan and fits nicely on Tayana davits. Length 8.5 feet; beam 3.5 feet; weight approximately 85 pounds. Price \$400. Too big to ship. 3) Tayana all-teak boarding ladder. Hangs on either port or starboard side and is hinged in middle. Price \$25, no shipping included. Contact Patrick Maslen at 212 Stow Road, Harvard, MA 01451, phone (508) 456-3804 (H) or (617) 370-1525 (W), or e-mail <72451,1251@compuserve.com>.

**KOCHAB**, a V-42 (hull #28), 1981-82 aft-cockpit cutter is for sale. She was in fresh water until 1994. She has a modified fin keel, skeg-hung rudder, Perkins 4-108 engine, Adler-Barbour refrigeration, Autohelm 5000 w/cockpit remote, Heart 2800 Inverter, Profurl roller furling jib, Cruisair drop-in AC, etc. She is cruise ready, a lively sailer, and a beautiful boat to

*continued on page 44*

# News from the fleet...

Carey Campbell and Dale Herring are recent owners of *MYSTIQUE*, a brand new T-55 (hull #88). Carey e-mailed, "We really love our Tayana, even though we were put through so much agony by the Dealers [during commissioning]. The more we learn about the peculiarities of the systems, the better she performs. I just burned up the regulator for the 200-amp alternator, but Balmar was prompt in shipping a new one for \$100 to Georgetown, Exuma. I installed it in about 30 minutes this morning while Dale was showing the boat to Mary from a powerboat. So, we are now ready to get on toward the Grand Turks, Puerto Rico, and Venezuela, wishing only that our friends, Fred and Susan Abel on *ABEL LADY* (T-47, hull #17) would join us for the Summer." (7/98)

Burt and Virginia Carlisle aboard *QUEST* (T-37, hull #349) report, "We are now in Annapolis, MD, at Bert Jabin's Yacht Yard, where we will stay until at least mid-October." (8/98)

Elaine Cook and Charlie Williams purchased *C'EST SIBON* (T-37, hull #320) from Charlie and Joni Molyneaux in July. Elaine proclaims, "We have renamed her *WALKABOUT*, home port: Beaufort, SC. Charlie and Joni left us a beautiful, well-maintained vessel, which we know we will enjoy for many years. This summer they are visiting all of their friends on land while they look for their next boat. We've been crazy about the T-37 since we first saw one - *DIVA*, owned by our friends, Jim and Lynn McFayden! We also have very fond memories of Reedville, having visited there twice in '97, our summer on the Chesapeake. Love those ladies at the sandwich/ice cream shop!" (8/98)

Abbie and Jack Fassnacht, owners of *PERSEVERANCE* (V-42, hull #126) wrote, "We left Racine, WI on 20 June on the first leg of a trip through the Great Lakes, Erie Canal, Hudson River, etc. with planned visits with friends and family in the Chesapeake Bay area before departing from Norfolk on 1 November with the Caribbean 1500 Rally to the British Virgin Islands." (7/98)

Alexandra Filia and Paul Kelly write, "Our boat is called *NIKIA* (T-37, hull #184). We left New York in May 1996 and went to Bermuda, then we zipped up to Nova Scotia before returning to New York. That Fall we went down the ICW to Norfolk, then to Tortola, Antigua, Nevis, etc. until the Spring when we crossed the Atlantic via Bermuda and the Azores. Now we are working in Greece and saving furiously so that we can continue to the Pacific." (7/98)

Bob Granger is the second owner of *POEM*, a basic T-37 cutter built in 1986. He's done a lot of sailing, including two Caribbean circumnavigations and a Pacific crossing. He tells of his recent leisurely sail across the pond (Atlantic) with Sharon, his sailing companion.

"We arrived in the Azores after 23 sailing days from Hillsboro Inlet in South Florida. *POEM* took nine days to get to Bermuda and 14 days from Bermuda to Flores in the Azores. The passages were unremarkable except for their moderate and favorable winds. We and many other passagemakers relied on "Herb", an amateur meteorologist who offers gratuitous advice to anyone and everyone through single side band radio. Herb plots the positions of up to 100 boats daily and offers weather reports tailored to a yacht's precise position. He was invaluable in helping us avoid heavy weather and steering us toward following winds. Bermuda was a welcome stop to ourselves and dozens of other cruisers. Virtually every amenity and supply is available, at a price. Diesel, at over \$4/gallon, makes Bermuda one of the most expensive places to fuel up. Fortunately *POEM*'s three cylinder Yanmar just sips fuel.

From Bermuda we sailed for Flores in the Azores. Flores, the island of flowers, is one of the most beautiful cruising spots in the world. Flores is indeed covered with flowers. The roads are bordered with hydrangeas and wild roses. The hillsides are dotted with red and yellow cannalilies, orange poppies, blue agapanthus, orange montbretia, and dozens of other varieties unknown to me. This small island, about eight miles wide by twelve miles long has seven fresh water lakes. The water tastes better than champagne, especially after Florida and Bermuda water! We were repeatedly told that Flores has almost no crime. Indeed, a local fellow who offered us a ride to Santa Cruz, the largest village, left his car unlocked in the town square with his video camera laying on the front seat. The only evidence of crime we saw was the three confiscated foreign yachts deteriorating on the quay. They had been used for drug running. Our week at Flores was spent at Porto des Lajes behind their new breakwater. There are ambitious plans to build an inner breakwater complete with marina, showers, and laundry. This project and others in the Azores are funded through the European Union. The people in Flores were wholesome, generous, and kind. At one point, there were 26 boats in the anchorage, a local record, resulting in a free tour of the island provided by the town council. On one occasion an elderly fellow walked up to me with a gift of a head of home-grown lettuce. Other cruisers had similar experiences.

From the Azores we will sail for Portugal, Spain, Gibraltar, and a summer in the Mediterranean." (6/98)

Ken and Sara Gross report, "We've moved *PHOENIX* (V-42) back to the York River Yacht Haven for a spell. There's always a hot pot of coffee and a cold beer in the fridge for anyone cruising through!" (8/98)

**Don and Cathie Haff** informed us, "With much sadness we have moved ashore and sold our Tayana 37, *INTERLUDE* (hull #528) to Jack and Joan Eddy. The only reason we consented to sell her to them is because we are convinced they will love her as much as we did. Thank you for the years of service and information." (7/98)

**Jean-Louis LePendu** communicates from Hawaii, "My boat, *TIRUA* (T-37, hull #78), is at La Mariana Sailing Club on Oahu, located on Sand Island access road and next to the drydock. It is a private facility, which means it costs a little more, however, I don't have to put up with the State's nonsense. It is a nice place with a restaurant and bar and showers for the members. Yep, living in Hawaii is great. I just wish I could do more sailing, however, I have bills to pay, so work for me is a priority. Even though I don't sail as much as I would like, I do enjoy just being on the boat and tinkering with projects.

If any members come this way, I am sure they could get a slip here at La Mariana. There are about 100 boat slips, with about 40 of them empty. The owner is an old lady who began this about 40 years ago. She is selective about who gets a slip, but for now she is concentrating on her restaurant and not so much on filling the slips with all kinds of boats." (8/98)

**Matt Matson** shares his summer cruising news aboard *AEVENTYR* (T-37, hull #60). "We spent two weeks in Barkley Sound on the southwest coast of Vancouver Island, BC, in June. Wonderful cruising grounds with lots of clams, mussels, and Pacific oysters to feast upon. Many snug anchorages with tremendous views of the surrounding mountains. Nice afternoon west winds to explore the many islands of the Pacific Rim National Park. We saw very few boats as it was early in the season. Bald eagles put on a show every morning. Good hiking in old growth forests and beachcombing rounded out our days. Salmon fishing was spotty, but the local fishermen obliged with King Salmon for the BBQ! Traded some Yankee microbeer for giant prawns and continued the seafood feast for the rest of our trip. I'm continuing to upgrade the boat for an August 2000 departure for Mexico and the South Pacific." (7/98)

**Roy and Karen Olson** report from *KAMPESKA II* (V-42, hull #150), "We're on our way again--joining the Caribbean 1500 this time--leaving Norfolk on 1 November. We plan a two year cruise this time--Caribbean and possibly the Mediterranean." (9/98)

**Phil and Teresa Patterson** are former owners of a Tayana 37, and now keep their Hans Christian 48 on the Chesapeake Bay. Phil notes, "We now have two sons at USNA (U.S. Naval Academy). I am President of one of the Tennessee USNA parent's associations. I'm enjoying my time at Annapolis, but not sailing much, although staying aboard a lot." (8/98)

**Bob Pauly**, owner of *BRIANA* (T-37, hull #444) writes, "After singlehanding for several years, Kathy Gaudreau, a liveaboard for almost 20 years, joined me as co-captain, with her Bahamian dog, much to the delight of my old half-Lab. In the 18 months since, we traveled in the Bahamas, the Chesapeake, and did much work on the boat in Charleston and Melbourne. We installed a new stove, new water heater (I had to grind the old rusty one in half to bring it out), new prop, shaft, coupler and cutlass bearing (all prepared for us quickly and flawlessly by Bobby Soles in Stuart, FL) replaced the entire rigging, using Norseman fittings (easily done with the mast up, changing one stay at a time, especially with a dock available to lay out the cable).

We added an AirMarine wind generator, added more golfcart batteries, and after hauling out and doing the bottom at Cracker Boys in Ft. Pierce, FL, we left for the Abacos, zipped through the Exumas, down the Jumentos, Crooked and Acklins, Plana Cay, and Providenciales, where for the first time in weeks we found other boats. Brief stops at Ambergris and Big Sand (Turks) brought us finally far enough East to have a superb sail (not motorsail!) to Luperon, DR.

Thanks to strong persistent east trades, we were gladly stuck there for over three weeks. We should have stayed six months, as the country and people were absolutely beautiful. We finally made it to Puerto Rico, with short hops from Boqueron to la Parguera (another favorite spot), Gilligan's Island, and we have been in Salinas for over a week, enjoying this very protected anchorage. The plans, beside installing solar panels and other projects, are to leave *BRIANA* here at anchor for a month, under the inexpensive and reliable care of "Boat Watch" while visiting family. Then in mid-October, resume our trek south to Trinidad and Venezuela and points beyond.

Kathy's love has made all this not only possible, but so wonderful. In addition, she is a Ham (KA4IJB), so we have enjoyed free e-mail via the Ham radio as an easy and reliable way to stay in contact with family and friends. This is done via the Winlink system on PACTOR, between the Ham radio and computer, using a TNC, such as the KAM Plus and the Airmail software designed for Windows 95. We thought this was not addressed sufficiently in the otherwise informative article on "E-mail at Sea" in the Summer '98 issue of *TOG News*. Length of mail being only restricted by the 30 to 40 minutes of daily use allowed. Even with lots of messages, some very lengthy, we only used up the allotted time once. Besides correspondence, one can download complete weather forecasts, updated every six hours. We are looking forward to meeting more Tayana owners along the way. Our e-mail address: <KA4IJB@bna.win-net.org>." (8/98)

*continued on page 46*

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# Maintenance and equipment comments and questions...

## HURTH TRANSMISSION

Tom Cagney shares the following solution. "*NEPEN-THE* (T-37, hull #256) has a Perkins 4-108 engine with a Hurth 100 transmission. I had been having continuous trouble with the transmission failing. After running for several hours the transmission would be too hot to touch and with each failure, the transmission oil would be a dark brown, indicating burnt oil. After the last failure, I installed a Hurth transmission cooler, a simple block that bolts to the side of the transmission and receives the cooling water before the engine. This cooler appears to have cured the overheating problems and hopefully the transmission failures. The transmission is easy to repair, if you have a press available. A very good operation and repair manual is available from Hurth Marine Gear, 1018 Carolina Drive, West Chicago, IL 60185."

## E-MAIL AT SEA

Carey Campbell onboard *MYSTIQUE* (T-55, hull #88) offers these comments regarding the cover story of the Summer '98 *TOG News*. "It takes 6-8 weeks before we receive mail. Isn't e-mail wonderful, especially when the computer communicates with the phone modem and the phone modem communicates with the satellite? [My] modem is in the Sat Phone, not in my computer. My computer program has to identify the Phone Modem, but it does not use the same external modem that I use to connect to the land line phones. Interestingly, the necessary "hand shake" with the Sat Phone was an on or off proposition until the past week. For no reason that I can discern, I now get through each time I try, but it is painfully slow; obtaining a weather map is rather expensive."

## GRAND DEER ANCHOR WINDLASS

Ken and Sara Gross report problems with their anchor windlass on *PHOENIX*. "Has anyone found a rebuild kit for the Grand Deer two-speed manual anchor windlass (no model number found) installed aboard 1983 vintage V-42s? Ours is seeping grease through the various bushings and end-seals. I've fabricated some of the rubber parts using faucet washers and O-rings, but the fiber bushings for the main shafts look unique to the windlass. It seems to be a very well-made and massive unit, and I'd like to keep 'er going." Repond to *TOG* for sharing with everyone or directly to Ken by e-mail at <kgross@us.ibm.com>.

## BLISTERS

Ed and Barbara Keenan, owners of *GALLANT* (T-37, hull #254), built in July 1987, make these observations. "In reading your great newsletter, I occasionally come across two items that have been causing problems in the fleet and have happened to me. The first is a bubbling in the gel coat probably caused by heat build-up at the time of manufacture. The bubbles are small, but run in a swath completely around the boat at the waterline and about three feet or so in width. This took place at the time of manufacture."

## ANCHOR ROLLERS

Ed continues, "The second is a design flaw in certain bow pulpits and concerns the position of the anchor roller that is at the very end of the pulpit. The area immediately behind the roller is a weak spot subject to failure and is clearly designed wrong. In my case, the pulpit cracked in this area. Have any other owners experienced problems with the bubbling or the bow pulpit? If this is a sizeable problem, could we join together and ask the builder to remedy the situation?"

## CHAINPLATE REPLACEMENT

Jean-Louis LePendu, owner of *TIRUA* (T-37, hull #78) reports, "Some of the things I have recently finished was to replace the chainplates and bobstay fitting on the stem. I know there is much information about this in your newsletter, because that is where I got the idea to make the changes. However, my approach was a little different. To begin with, I discovered that one of the chainplate backing blocks, which is glassed to the hull, was soaked with water and the wood was the consistency of sponge. Luckily it was only one. The bolts that are glassed into the wood were loose and spun when a wrench was applied. I cut away the glass covering the wood and dug out all the wood. I then laid up several layers of glass and resin to build the area back to its original thickness, approximately two inches. Then I drilled completely through the hull and new backing block and mounted the new chainplates on the outside of the hull. New chainplates were stainless steel (3/8 by 2 inches wide) and new bolts were 1/2 inch stainless steel. I cut off the tops of the old chainplates, redrilled the holes to match the new plates, and used the old chainplates as backing plates on the inside. The rest of the chainplate backing blocks were dry and strong so I just drilled through them and through the hull, being careful to measure my drill holes to pass between the existing bolts. I mounted

these new chainplates the same way I did the first one, except that on these I also bolted the backing plate (the old chainplate) to the original bolts, as well as to the new through-hull bolts. The old deck holes that the original chainplates went through were dug out and filled with glass. The result of this is that the deck is cleaner, won't leak, and there's one less obstruction to kick. The new chainplates actually are much stronger. The benefits are that the rig is widened and at the base of the shrouds, which is good as long as racing is not your bag. The other benefit is that the extra 4-5 inches that the shrouds are moved outboard has made a tremendous improvement to walking about the deck. The last thing to do is keep the pieces of rub rail that you must cut away from the hull to accommodate the new chainplates. These you simply recut to fit and glue in place with 3M-5200 adhesive. I used lots of 5200 adhesive on all the new chainplates. The only drawback to this chainplate change is that the shrouds must be shortened or in my case I just replaced them with new wire, since they were all in poor condition anyway."

## BOBSTAY FITTING

Jean-Louis continues, "My next project was to replace the bobstay fitting at the stem. While in dry-dock, I inspected the bolts that hold the stem piece and found them nearly rotted through just below the head. I was lucky they didn't break off while unscrewing. One of the glassed-in nuts within the hull did spin, but the other stayed in tact. I retapped the good nut. I made the hole large on the inside while trying to keep the outside of the hole close to original. Just insert the drill bit and wiggle it around, but don't break it. When that was done, I made a glass mush with epoxy and finely cut-up glass cloth and inserted it into the enlarged hole. I kept shoving it in until the hole was completely filled and then covered the hole with duct tape. When the area hardened, I drilled a new hole in the reinforced epoxied area and tapped 1/2 inch American thread all the way into the hole (4 1/2 inches deep) and used a stainless steel machine bolt. Due to the fuel tank being in the way, I couldn't use a backing plate like I wanted. The machine shop designed a new bobstay fitting that wraps around the hull and is through-bolted from port to starboard with three bolts, as well as into the existing previous two holes in the stem. The nose piece is 1/2 inch stainless steel with two 5/8 inch holes, one for the bobstay and the other for anchoring. It may be overkill, but when a hurricane gets to Hawaii, I will have one less thing to worry about. The thwartship holes in the stem were drilled out oversize and some of the wood in the bow was dug out (it too was wet). The holes were filled with epoxy and glass mush and redrilled for the new bolts. Beveled stainless steel was welded to the bolt holes so that the bolt heads and nuts were square on the stem fitting. The new stem piece looks like a big piece of metal when it is in your hands, however, it fits the boat nicely and once in the water doesn't look so massive."

## GALLEY COUNTER

Jean-Louis concludes, "While doing all this, I also replaced the galley counter and sink with corian. It won't ever rot out again and looks very nice too. Scrap pieces of corian can be purchased from counter builders in our area (Hawaii). It is expensive, but if you look around you can get the scraps at reasonable cost. If you can't get the special glue that goes with it, use a couple of well hidden screw fasteners and 3M-5200 adhesive. Lightly sand the area where you use the 5200."

## STAYSAIL BOOM

Judy and Warren Mann send regards from Casco Bay aboard *SEQUEL*, their T-37, hull #504, and advise, "Don't throw away your staysail boom....prevent it! I've read in various issues of *TOG News* of the enthusiasm with which T-37 owners have discarded their staysail booms, complaining that it serves little purpose and can be dangerous. I must admit, I have read these comments with curiosity and decided to experiment this summer and see if this boom might actually have some hidden value. This is our second season with *SEQUEL* and we are still discovering the tricks and techniques. Our previous boat was a Southern Cross 28 and admittedly the staysail is so small on that boat it is little more than decoration until conditions become brisk and the main is reefed, turning the staysail into a self-tending storm head sail. But the T-37 has a respectable sized staysail, which I recently discovered does wonders sailing downwind! When sailing downwind, rig a preventer line on the end of the staysail boom, then wing the sail way out and run the line from the end of the boom outboard through the forward hawspipe and then back on deck; tie it off either on the forward cleat or run it all the way back along the deck to the stern cleat outboard of the cockpit. In doing so, the staysail boom acts like a whisker pole and holds the sail out nicely without flopping around. A bit of wind spills off the sail and fills the head sail on the opposite side, sort of wing on wing on wing. We do not have a genoa or whisker pole on *SEQUEL*, so we really try to put every inch of sail we have to work. Preventing the staysail boom really works nicely, even when not dead downwind!"

## LEAKING PORTS

William and Elaine Rodrigues de Miranda seek advice regarding their leaking ports. "We are owners of a center cockpit V-42, hull #79, named *ORCA*. Our fixed ports are of the sleek, elongated trapezoid type, edged in teak both inside and out. We have had rainwater leaks in all of them for some time. We removed and recaulked the oval one over the aft stateroom berth (it drips on our bed), but that stopped the leaks for only a year or so, and now it is just as bad as ever. We attempted to remove the teak on the outside of the largest portside window, but the teak broke into numerous pieces.

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## More maintenance and equipment comments...

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We had the teak frame rebuilt, but not installed yet, as we need to fix the leaks first. We probably want to replace the amber lucite or plexiglass as well, as most of them are crazed and scratched. Is there anyone who has experience with this and can recommend the proper materials and methods, that will make the ports leak-free for the next five years?" Respond to the Rodrigues at home (727) 827-1042, or at work (727) 302-3029, or by e-mail at <WRDA@eci-esyst.com>.

### COMPRESSION POST LEAK

John Sams, owner of *ROBIN* (T-37, hull #316) poses a technical question. "My question has to do with an apparent leak at the bottom of my mast compression post where it meets the keel. I have not located any similar problem in previous TOG newsletters, but doubt it is unique to my boat. The post has a hole where the anchor light wires and other mast wiring enter, about three inches above the keel. I noticed a slight weeping of water around the post, and upon further checking found about a cup of water inside the post and below the hole. I siphoned it out and a few days later noticed the water level back up to its previous height, with more water at the base of the post. The only thing I can figure is that rain is making its way down the inside of the aluminum mast and into the compression post, but I have not previously noticed this in the eight years I have owned the boat, though it is possible it escaped my attention as just water coming in the anchor hawse. Does anyone else have this problem? Has anyone solved it in a manner more clever than drilling a hole at the base of the post? Thanks for any assistance!" Please respond to TOG for sharing in *TOG News* or directly to John at 848 Dillard's Mill Road, Tyner, NC 27980, call (252) 221-8555, or e-mail <johnsams@interpath.com>.

### HEAT EXCHANGER

Rich Sandell purchased *VIKJA*, a pilot house T-37 (hull #580) in December 1993. He shares, "So far, problems have been mostly electronic (not installed by TaYang), except for the expansion plates on the fresh water heat exchanger that rusted through with only about 900 hours on the Yanmar 44HP4JHE. Also, the plastic fresh water drain nozzle/valve melted and needed to be replaced with a metal one. Has anyone else had this problem?"

### STAINLESS STEEL RUST

Nick and Linda Sciarro own *ECLIPSE* (V-42, hull #173). Nick offers some thoughts on a consistent stain occurring just under a very large chainplate. "Stainless steel, when oxygen deprived, or rather when the water that accu-

mulates around the stainless steel is oxygen deprived, will start the stainless steel to rust no matter what number stainless it is.

Now to stop the steel from further staining, there are probably two things that may relieve the problem. The first is to grind out the spacing around the chainplate, remove all sealant, and treat it with oxygenated bleach, then dry and reseal. The other possibility is to do the same as above except to completely seal it. Drill a small hole slanting downward toward the water and toward the stainless steel backstay plate from the outside of the fiberglass and to a depth that will actually touch the stainless backstay. Place a small 1/4 inch (preferably white) hose into the hole, and extend the hose just a small distance to clear the outside fiberglass to drain out the water. The lack of water will allow it to retard staining and discoloring the side of the boat. The water may also be coming from some other source and accumulating at the chainplate. So the 1/4 inch hose should do the trick. If not, the trial and error won't cost an arm and a leg for this work. If the hose is used as described above, the sealant around the chainplate could be limited to the cleaned surface, placed at the side of the chainplate, or left alone.

I have also found that if I polish stainless, or use a dielectric fluid (product name, Corrosion Block) to cover stainless, the rust doesn't appear. It's the same product the airlines and U.S. Air Force use to coat airplanes to prevent rivets and welding from failure. Neat stuff. I do not know if it's too late to use a dielectric fluid inside the chainplate area, but I guess anything that works should be tried.

The dielectric fluid works on all metals to prevent corrosion and it doesn't stain. I use it on my track ball on my Autohelm 500 Navcenter and all electrical parts to prevent the green gremlins from accumulating. Also use it on your hose clamps and see what I'm talking about. Apply it prior to installing the clamp on both sides. Don't use oil on your track ball or it will destroy the small plastic parts inside the mechanism. The battery terminals I've treated are absolutely corrosion free, although I am treating all again for the second time. One more thing, when you polish, highly polish the stainless; this will prevent rusting also."

### FUEL FILTERS

Denis and Arleen Webster, full-time cruisers for seven years and owners of *TIGER LILY* (T-37, hull #564), share some thoughts on their experiences. "After some frustrating incidents with dirty fuel, with the resulting surge and die syndrome, that necessitated changing the filter on the small Racor 200 filter (usually at the most inopportune times), we installed two large Racor 500 filters in parallel so that we could switch over with little effort. Space was found in a locker nestled with Arleen's sewing machine and our Power Survivor 35 watermaker (see photo opposite). We put all fuel through a large Baja filter and also add Biobar."

## WATERMAKER

The Websters continue, "Our Power Survivor works well. During seven years of cruising we have had the pump rebuilt once and replaced the membrane this year after the neck sheared. We make six gallons every two days, which keeps the tank full and us in shower water. A watermaker is not absolutely essential, as water is available in most ports, but when we are out on the outer reefs for a month, it's nice to have that self-sufficiency."

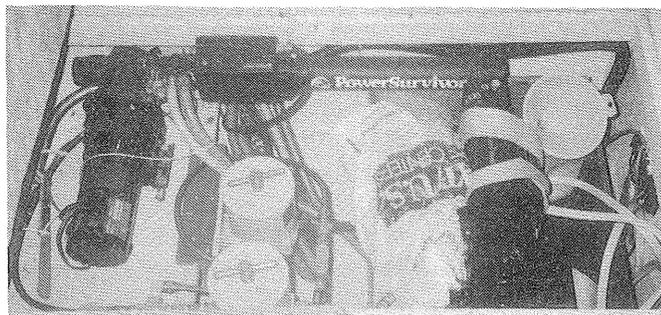
## NAV STATION

Websters also report, "After living with a messy nav station for a few years, we organized it by building in the equipment (see photo above right). We use the HF radio frequently because Denis, a retired meteorologist, copies a lot of weather. The HF radio is an Icom 706 with the face plate on the nav station and the transmitter on a nearby shelf. The A/B switch is used between the Pakratt TNC and a home-built weatherfax decoder (hidden). The GPS is an old Garmin, but it still works. Let's hope nothing breaks or we'll have to cut more holes. We also love our RADAR! Denis is color blind and doesn't have to wake Arleen during his watch now to find out what color those approaching sidelights are showing.

After years of frustration, prodding, and help from Ham friends, we finally graduated to AMTOR and now PACTOR on the Ham networks. Arleen loves her e-mail and bulletin boards and has upgraded to a Canadian General Ham level. She keeps in touch with relatives and cruising friends regularly <VA3AJW@lee-win.org>. Denis (VE0MMR) tries to stay active on the voice nets."

## FORWARD FUEL TANK

Additionally, the Websters comment on the T-37 tankage debate, "Undoubtedly our old friend the fuel tank shouldn't be up forward as it is on *TIGER LILY*. We also carry 200 feet of 5/16 inch HT chain and a Maxwell vertical windlass up front. We have never had any problems with hobbying and almost always keep the tank full. I broached the subject with two other cruising Tayanans that have tankage forward; neither found the problem to be significant enough to try to move it elsewhere. So there we have more grist for the debate mill!"



## STORAGE/BUNK STEPS

Finally the Websters describe, "To get extra storage in *TIGER LILY*, we contracted with a ship's carpenter (a fellow cruiser from South Africa) to build a step/bin just in front of the forward bunk drawers. We retained access to the lower drawer via a lid on the top of the step/bin. The area is large enough to hold our shoes, plus some boat parts. It also means that Arleen can get into the forward berth without having to deal with the tiny triangular corner step that the Tayana builder installed. The carpenter used Trinidad teak and matched the existing floor beautifully. The steps are a hit with everyone who comes aboard!"

## ICEBOX INSULATION

Richard Williams on *AQUARIAN* (V-42, hull #141) comments, "I read with interest Gil Smith's account of redoing his icebox area. I also have found significant voids in the rear wall of the box by drilling through the stainless steel. I haven't gone to the extent of repairs that Gil did by removing the whole box and rebuilding it. Since I'm the original owner of *AQUARIAN* and I specified the box at six inch insulation when it was built, I was none-the-less disappointed to find hidden details like this. Also, I've installed a Technautics 110 holding plate in the outboard box to be the freezer. At a minus ten degree setting, it runs 20 minutes every six to eight hours. It's a 45 lb. holding plate located in in a seven cubic foot box. Is this normal running for the other Tayana owners out there using a holding plate? Boat is sitting in 80 degree water."

## SADDLE BEARING

Richard also queries, "Have you heard anything from V-42 owners about the mid-shaft bearing (saddle bearing) in the aft-cockpit model? Has anyone replaced or eliminated this bearing? I grease it every 100 hours, but its design lets the grease fall out into the bilge." If you have answers for Richard, you may reach him at home (810) 659-9420, or at work (800) 530-9225, or by e-mail at <rwilliams@securityfstins.com>.

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## ARGONAUTA...

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We thoroughly enjoyed working our way down the Mexican coast. Most of it is undeveloped and we had many anchorages all to ourselves. La Victoria, a Mayan Indian fishing village, appeared to have been deserted, allowing us to snoop around their stick huts and examine their dugout canoes.

Xcalak, population about 100, was our last stop in Mexico. They had a few wind generators for power, and one phone - a cellular phone hooked up to a car battery in the back of a cantina. We made friends with a British Columbian couple who were camping on the beach in their VW van. One day they were nearly arrested when a huge bale of Marijuana washed up at their campsite. The Mexican Navy came and questioned them about their "companeros" on the sailboat! Fortunately they believed we were all innocent.

The marvelous new scuba gear given to us by Jon's company was used at our next stop, Lighthouse Reef, off the coast of Belize. The diving was the most incredible that either of us had ever experienced! Visibility was about 100 feet and the variety of the corals and fish was indescribable. At a nearby island in tree-top lookouts, we were able to observe a huge colony of red-footed boobies, with fuzzy baby boobies in their nests.

The coastal city of Livingston, Guatemala is at the mouth of the Rio Dulce. We traveled up this mysteriously beautiful river, with sheer rock walls covered with jungle vines and ferns, a great variety of birds, and tiny Mayan thatched huts tucked in along the jungly banks. All along the river we watched the Mayas quietly paddling their dug-out canoes, expertly throwing out their cast nets. After many miles, the river opened up into Lago Isabelle, a large freshwater lake surrounded by mountains and lined with masses of water hyacinths. Exploring further by foot and by dinghy, we found a steaming hot waterfall deep in the jungle, swam into a cold dark cave, saw howler monkeys in the trees, and exotic birds everywhere, including anhingas and jacanas.

We left ARGONAUTA at a small marina on 13 March and took an eight-hour white-knuckle bus ride in search of Kerry White, a Waterville friend who is in the Peace Corps. The bus driver crossed himself as he drove around hairpin turns and we were caught in a traffic jam due to a bridge blown up two days earlier by guerillas. We only had a P.O. box for Kerry, but managed to find her in a tiny mountain village near Antiqua. We were unexpected guests, to say the least, but Kerry was happy to show us around the rugged countryside that is her temporary home.

Antiqua was fascinating! Surrounded by volcanoes, it has cobblestone streets, magnificent old architecture,

much of it in ruins from earthquakes, and bustling markets with the colorful Guatemalan textiles and luscious produce.

We headed back up the coast to Belize, arriving at Belize City on 20 March. My parents arrived the next day, bringing us lots of mail and provisions. We spent a wonderful week with them, trying the local restaurants, snorkeling, sailing, fishing, touring a howler monkey sanctuary and the ancient ruins of Altun Ha. We were having such a good time, we stayed longer than we intended, but after a tearful goodbye we set sail again.

Anxious to get to Panama, we breezed by the Bay Islands of Honduras, stopping only briefly. At a remote reef 30 miles offshore we were surprised to find another boat, and even more amazed to see that it was a boat from Nantucket that we had been sailing with off and on since Isla Mujeres. The two brothers aboard were as obsessed as Jon with catching lobsters, so at every anchorage the three of them snorkeled until they turned blue.

Heading South once again, we stopped at the Colombian island of Providencia on 4 April. A volcanic island of tall green peaks and deep blue water, it was once the home of pirates. Now it has a pretty little village filled with very friendly people and virtually no crime.

A wild, fast, roller-coaster sail took us to the San Blas Islands of Panama, where we felt as if we had entered another world! These gorgeous islands along Panama's Caribbean coast offer secluded anchorages, clear water, and abundant coral reefs. But what was even more intriguing than the natural beauty, was the fascinating culture of the Kuna Indians. They live in crowded villages of stick huts on many of the islands. They travel in dug-out canoes, some of them rigged as crude sailing crafts.

The women create hand-stitched fabric panels called "molos" that have intricate and colorful designs depicting the nature around them and geometric patterns. The women wear mola blouses, brightly colored wrap skirts, red and orange scarves on their heads, and rings in their noses. They also paint black "medicine" on their noses and bind their arms and legs with colorful beaded bracelets. (See June '94 *National Geographic*, p. 75)

The Kunas would paddle up to our boat to sell us molos, mangos, plantains, coconuts, and lobsters. At each village we were welcomed into their huts, which are stick shelters with dirt floors, thatched roofs, and maybe a couple of hammocks.

One day we were invited to a big village celebration where they would have Kuna "beer" made with sugar cane and coffee beans. When we arrived the "beer" was already gone and the whole village was drunk! We met three (very plastered) chiefs and an albino medicine man. One man who

spoke English explained to us the many customs and religious beliefs of the Kunas.

Several canoes full of people came out to our boat one day while anchored, apparently just to look at us (*see photo below*). ARGONAUTA was soon surrounded with dug-outs, two deep, with everyone hanging along the rails smiling at us. I had exhausted my limited repertoire of Spanish conversation and was feeling a little overwhelmed by our audience. Jon, however, (always the party animal) seized upon this unique entertainment opportunity and invited everyone on board. He cranked up the stereo, started making popcorn, and we had instant Kuna chaos! Imagine the scene, ARGONAUTA full of Kuna Indians eating Orville Redenbacher popcorn, chewing Carefree sugarless gum, and humming it up for the video camera, with a dozen dug-out canoes tied alongside. I guarantee, it was one party we will never forget. Jon was a big hit with the Kuna kids. The next day he dinghied ashore and half the village was at the dock yelling, "Juan! Juan!"

Our Annapolis friends, Donna Robinson and Bill Whorton were able to fly into a tiny airstrip on one of the islands, bringing us a huge care package of goodies and



*Kuna Indian family from Isla Iguana, San Blas*

mail. They spent a few days with us exploring the islands and then accompanied us to Colon to help as line-handlers on our transit through the Panama Canal. Despite foreboding stories of canal mishaps, our transit on 21 April was fascinating and trouble-free. The week with our first boat guests flew by and when we reached Balboa, it was time for them to fly back to the "real world".

We spent a few days in Balboa, provisioning once again. Then on 28 April, with canned goods packed into every nook and cranny, our net hammocks bulging with Panamanian produce, bananas hanging from the ceiling, and a huge bag of oranges lashed to the deck, we set off into the Pacific, headed for the Marquesas, a mere 3800 miles away.

Winds were light and out of the SW for the first few days, making for some slow going. We decided to stop at Cocos Island, arriving there on our 6th day at sea. What a magnificent sight! A rugged green island jutting out of the ocean, towering lush cliffs covered with jungle foliage, and long ribbons of waterfalls tumbling down everywhere. A pirate hangout for a couple hundred years, Cocos is now a national park owned by Costa Rica. We spent three wonderful days there, hiking over mountains, through thick jungles, swimming in cool pools at the base of thundering waterfalls, and befriending groups of treasure-hunters. After topping off our tank with water from a waterfall, we set out once again.

All of my anxieties about this long passage proved to be unfounded. We experienced gentle seas, light winds, beautiful sunny skies, gorgeous displays of sunrises and sunsets, and plenty of good food. No storms, no killer whales, no near-misses with big ships. Our Ham radio was broken so we had only each other to talk to and by the end of our passage we were still friends. We had a couple of celebrations on board during the passage; the first was Jon's birthday on 9 May and then on 16 May we crossed the equator.

On our 36th day from Panama, we arrived at the island of Hiva Oa in the Marquesas. Our first glimpse of this huge volcanic island after a month at sea was quite exciting! Paul Gauguin is buried here in a gorgeous hilltop site.

We've been in the Marquesas for several days now and it is truly a South Pacific paradise. We've exercised our rubbery sea legs by hiking and exploring all over this lush Garden of Eden. We are getting into this Robinson Crusoe lifestyle, gathering coconuts, papayas, guavas, mangos, and bananas, and pulling fish out of the sea. We have found the Marquesan people to be as beautiful as their surroundings, surprising us with their kindness and generosity. If the Marquesas are a preview of what is to come as we work our way across the South Pacific islands, we are in for a wonderful adventure.

*To be continued...*

## Ship's Store...

*continued from page 35*

liveaboard. For further information and photos, call John at (561)467-2537.

**MIAMORE** (T-37, hull #252) is for sale. She is a Mark II model with 3QM30 Yanmar engine, aluminum spars, equipped for offshore cruising and club racing. Equipment includes roller furling genoa, refrigeration, diesel heater, instrumentation, davits, and many extras. The vessel is federally documented and has annual Coast Guard inspections. Joe Tosta is the original owner asking \$79,500. Call Joe at (954) 782-1880. Avon 2.8, 8HPEvinrude, and 4-man liferaft negotiable.

**MINERVA**, a 1989 T-52 aft cockpit (hull #40), is for sale by Ken and Sandy Stafford. She is a fast, high quality, custom built boat with encapsulated lead keel (5' 11" draft), three double staterooms, two heads w/showers, and increased storage. Just returned from a one year Canada to Venezuela family cruise, she received a \$40,000+ upgrade/refit in '97. New equipment added includes Furuno RADAR, ICOM SSB w/autotuner, West Marine wind/speed/depth/log/repeater instruments, two Garmin GPSs, Sony/Bose sound system w/10 CD player, Cape Horn wind vane steering, 75 lb. CQR, 66 lb. Claw, 300 feet chain, all canvas (dodger, bimini, weather cloths, UV sail covers, fender covers), custom cockpit cushions, Ultrasuede interior, new foam interior cushions, Harken BattCar system, trysail (and track), storm jib, SeaMate LORAN, Weather Fax and Navigation software, 3-blade MAXPROP, 120 Amp Balmar alternator, ARS-II regulator, six new batteries, 1500 Watt inverter, custom fitted sheets, running rigging, insulated backstay, dual galley foot pumps, and much more. Specification/equipment list also includes Profurl headsails (110% Yankee, 135% Genoa), 100% Staysail, fully battened Main, 6-man Viking Offshore life raft (inspected July '97), all safety equipment (PFDs, harnesses, strobes, EPIRBs, MOB w/strobes, flares, emergency watermaker, etc.), 10 foot inflatable w/8 HP Mariner (both new in '92), towed generator, Marin Air air cond/heat, 250 gal. water, 165 gal. diesel, Perkins 4-236, Adler-Barbour refrigeration, 33 lb. Bruce stern anchor, etc. Lovingly maintained by mechanical engineer owner. The ideal upgrade for the T-37 sailor wanting Tayana quality/strength and Perry design with more room and more speed (9 knots in 15-20 knot winds). Asking \$250,000. Contact <SSMinerva@aol.com> or call (503)636-1197.

**MISTY DAWN TWO**, a 1988 V-42 aft-cockpit (hull #151), light tan with green trim, is for sale at \$159,900. She is in mint condition, a proven cruiser, extensively equipped with a wind vane, electric windlass, Ham/SSB radio w/tuner & backstay antenna, Profurl jib & staysail, RADAR, VHF, heavy duty ground tackle, drifter, Yanmar 50HP engine, dodger/bimini, plus lots more. Contact Bruce Lombardi (the

original & only owner), P.O. Box 783, New Bern, NC 28563-0783 or phone (252) 514-0197. Boat located in New Bern, NC.

**MORNINGDEW** (T-37, hull #382) will be upgrading and has the following items for sale: (1) one double and four single teak blocks; (2) Fico Freeway traveler car and controls; (3) teak destroyer-type wheel; and (4) Aries windvane. Contact Willy or Pat Piessens at (508) 758-6048 or fax them at (508)758-3912.

**NELLE BLY** (T-37, hull #518) has a staysail boom for sale. Call Lee and Ellen Ferber at (310) 828-9365.

**PEACOCK** (T-37, hull #200) is a 1979 cutter rig for sale by original owners, **Judy and Dick Fow**. She is white with emerald green trim; keel stepped oversized aluminum mast and rigging; 3/8 inch SS 1x19 wire headstay and backstay; Perkins 4-108M engine (new in 1990); sail inventory includes a roller furling Yankee (1983), original staysail, main (recut for better set), roller furling jib, a light-air reacher/drifter, and a storm jib and storm trysail in new condition; SS water tanks (100 gal on keel and 50 gal in the port quarter); 100 gal black iron fuel tank under forward berth; dinghy davits; new interior cushions (1995); Standard Horizon VHF; Magellan 500DXL GPS; Apelco 365 depth, water temperature, and speed/log system; EMS boat speed/log, wind speed and direction; Icom 720A Ham/SSB; LORAN; wind generator; AutoHelm 3000 autopilot; Ratcliffe Marine Design auxillary rudder self steerer; Simpson-Lawrence SL555 anchor chain/rope windlass; 45 lb. CQR plow with 105 feet 3/8 inch BBB and 200 feet 3/4 inch three-strand; Danforth 22H with 15 feet 3/8 inch BBB and 200 feet 3/4 inch Samson nylon braid; Danforth 12H with 10 feet 3/8 inch BBB and 100 feet 5/8 inch three-strand; 6-person Given's Life Raft in hard case. She is superbly equipped for living aboard at adockside or on the hook by an owner who demands the comforts of a home on land. To this end, she has: a trouble-free engine drive and 100v AC holding plate; 6 cubic foot freezer, and slightly smaller refrigerator; 16500 BTU Marine Air reverse cycle air conditioner; a Dickinson diesel cabin heater; and propane-fired recirculating hot water heater for hot showers and a warm cabin while on the hook on cold nights; the usual engine and 110v water heaters; Paul Luke 3-burner propane stove with oven; two 275 amp/hr house battery banks; 925 CCA starting battery; 30 amp charger; 500 watt inverter; 800 watt Honda generator in an enclosure that serves as a seat for the helmsman on stern deck behind the wheel; Marico SS telephone and cable TV jack inlet; and much more. Asking \$83,500. E-mail: <OnRBoat@aol.com>.

**QUEST**, a 1982/83 T-37 (hull #349) is for sale. It has a Perkins 4-108 engine; all standing rigging has been replaced; all sails, including the main, have roller furling; the mast is stepped on the keel and there are no teak decks. It has got to be one of the best equipped T-37s anywhere; have spent about \$50,000 in the past 3-4 years equipping her. An equipment list is available to those interested. Asking \$98,500. Please write to **Burt and Virginia Carlisle** at P.O. Box

88427, Atlanta, GA 30356-8427 or call (410) 279-7939 or e-mail <burtcarlisle@altavista.net>.

**SALUBRIOUS** (T-37, hull #311) wants to obtain 120 and 12v electrical panel circuit breakers. Call (281) 732-7147 or write **John Ferrell** at 2425 NASA Road 1, Seabrook, TX 77586, or e-mail <ayanajfbf@aol.com>.

**SIRENA**, a 1984 T-37 (hull #412) is for sale by **Howard and Mary Eckert**. She is a MK II model with a quarter cabin, AC/heat, fiberglass deck, davits, and 3QM30 fresh-water cooled Yanmar engine. Many upgrades, including standing and running rigging, refrigeration, seacocks, and propane heater. Excellent condition. Asking \$88,500. Call (301) 299-4972 in Potomac, MD.

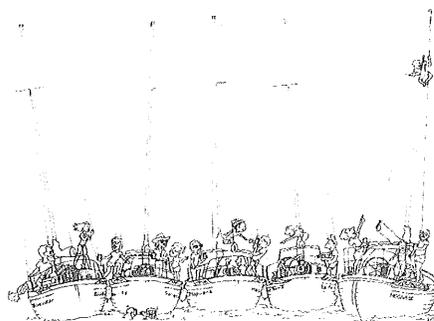
**S & S FOREVER** (T-37, hull #485) is for sale by **Steve and Sally Williams**. Built in 1985, she is berthed in New Smyrna Beach, FL, has a dark blue hull and is exceptionally well equipped. Equipment includes: custom steering station w/table; 35# CQR plow anchor w/sixty feet of 3/8 inch chain and 200 feet of 5/8 inch rode; 44# Bruce on 120 feet of 3/8 inch chain, 20# Danforth with ten feet of 5/16 inch chain and 150 feet of 1/2 inch rode; Simpson 555 manual windlass, Ritchey Electronic compass on binnacle, Raytheon 7500 VHF w/external speaker, hailer, and fog horn; Micrologic LORAN; Magellan 5000 hand-held GPS; MOM unit; Icom SSB/Ham w/auto tuner; Navico Wheelpilot 5000 Autopilot; nylon web jacklines; Raytheon RL9 LCD 16-mile RADAR; Sitex hand-held VHF; Guest Class B EPIRB; Sitex Marine AM/FM Cassette Stereo; bimini w/stainless steel frame; dodger w/full clear and screen cockpit enclosures; cockpit cushions; front loading refrigeration and freezer w/Isotherm 12v holding plate system w/Econo Cycle for running on rolls batteries; Windbugger wind generator on stainless steel stern mount; Zodiac inflatable dinghy w/Evinrude 4 HP outboard; Shipmate three-burner propane stove w/oven and broiler; Force 10 propane cabin heater; genoa and staysail roller furling; Lazy Jacks; and Six-man Lifeguard liferaft w/deck mount. Asking \$96,500. Please contact Steve at (904) 428-2311.

**Tayana 55 Furling Mast** for sale by **Bill Hanna**, who has been building the rigs for Tayana boats for Thom Wagner in Annapolis, MD for several years. It is a new, white awlgrip manual furling mast, complete and including a boom. Retail value of \$25,340; need to get \$16,000 for it. Contact <sparman@forespar.com> if you would like to upgrade to a furling spar and/or can find a home for this original equipment.

**Ed Tanzer** wants to buy a T-37, 1979 to 1985 model, with aluminum spars and a nav station. Call (301) 214-3230 or e-mail <edward.tanzer@comsat.com>.

*Editor's Note: If you have an item in the Ship's Store column, please ensure that your contact information is correct; the ad is of little value if you can not be reached from the data that is in the ad.*

# Rendezvous Roundup



## SAN FRANCISCO, CA

The second annual Tayana Rendezvous in San Francisco Bay was held 18-20 September at the Encinal Yacht Club, hosted by **Neil Weinberg** of Pacific Yacht Imports, **Selden Parmelee** on **CHARDONNAY** (T-37), and **Bill Logsdon** on **SIRENIA** (T-37). While only four boats showed up, there were 25 in attendance for dinner on Saturday evening at the Yacht Club. They had pot luck hors d'oeuvres by the pool before dinner where guests toasted the demise of El Nino, El Nina, and the whole "El" family. Good riddance! Everyone had a great time.

Many attendees are planning to go to Seattle for the boat show in January. They thought it might be nice to have a combined event with Tayana owners and Bob Perry in the Seattle area at that time. What do you think of that, Bob?

# Cruising Events

## Millenium's 1st Sail

**Hank Schmitt** of Offshore Passage Opportunities suggests a rendezvous at the international dateline for New Year's Eve 1999. (Can you have two of them?) This is part of a three year circumnavigation which commences in New York in May 1999. He also has other sailing opportunities. He has a web site at <www.sailopo.com> or call 800-4-passag(e).

## Atlantic Race for Cruisers (ARC)

The 1998 ARC transatlantic yacht rally will begin on 22 November, with over 100 yachts from 14 countries sailing from Las Palmas, Canary Islands to Rodney Bay, St. Lucia. This is the 13th year for this event, which is open to cruising monohulls over 27 feet with a minimum crew of two. Anyone know of any Tayanas participating?

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## More news from the fleet...

*continued from page 37*

John and Susan Pazera are the new owners of *COMPANIA*, a V-42, hull #117. They write, "We delivered our boat ourselves from Ventura, up the California coast to San Francisco in May. Talk about a shakedown cruise! Our plans are to continue outfitting *COMPANIA* for world cruising, head out the Golden Gate in three to four years, and go where the wind blows." (8/98)

Willy and Pat Piessens informed us, "We took *MORNINGDEW*, our newly acquired T-37 (hull #382), on a two-week cruise to Block Island and Narragansett Bay and loved every minute of it. We will be upgrading her before moving aboard next Spring and sailing south in the Fall." (8/98)

Glenn Richardson on board *PURA VIDA* (T-37, hull #241) penned, "We are currently in Bonaire in the Netherland Antilles, and we just had the Summer '98 *TOG News* delivered by a friend who came here for some diving. We have met many Tayana owners on our way south this year. Before our Gulf Stream crossing in January, we anchored at Lake Worth, FL, where seven other Tayana 37s were anchored. Imagine our surprise at seeing our smiling faces in this Spring's issue of *TOG News* (p. 2). Many Tayanans are scattered throughout the Caribbean and the owners have, without exception, been warm and friendly. A great boat and a wonderful bunch of folks that own them." (7/98)

Dan and Susie Riedel report, "The crew of *FAR NIENTE* (T-48, hull #32) is back on land for the Summer. Our Winter started in Trinidad in November. As usual, we experienced the usual horrors in getting the work completed and the boat back in the water. A few of the unpleasant surprises included removing the mast and repairing the step plate, which had begun to corrode; completing the installation of the second autopilot (christened Dick...our first autopilot aptly named Mike); the replacement of our trusty GPS (the old one took on water from a salon window leak). Our experiences in Trinidad were the worst we've had anywhere to date. Peakes Yard has lost virtually all of their labor skills and the subcontractors are either busy or unqualified. The Trinidad yachting service industry is a string of broken promises and poor work. On a positive note, Susie finally got her washing machine installed.

We finally left Trinidad in utter frustration in early January with half the work incomplete. We sailed from Port of Spain to Grenada stopping there just long enough for Dan to make a business call--Iridium, will you please hurry with your satellite phone system? The sail up to St. Martin was lovely until the morning light brought the realization we had passed very close to Montserrat. Our white boat was black with fly ash. It's amazing how the wind can carry that

heavy stuff. Our brief one-day stop to load up on French cheese and cheap wine brought the unexpected pleasure of seeing old friends who were chartering a catamaran. We left St. Martin at sunset and watched an incredible moon rise, bringing with it the brightest night, still air, and pond-like water on our motor to the Virgin Islands. It was unbelievable on a passage that is known for bad seas. We must have seen 20 boats going south. The new B&G (Dick) was operating fine, but the laptop computer with the electronic charts was broken (a brand new Compaq Pentium), so we got some great experience in dead reckoning all the way to the Virgins. We arrived at 0400 and hove-to until dawn to sail through Salt Island Pass to Roadtown, Tortola.

What a treat to return to the Virgins. The down islands were wonderful, but the further south you go from St. Martin the less civilization you see. No wonder the Virgins are the chartering capital of the cruising world. The only real downside is there are too many charter boats. The people, services, and anchorages are the best. In no time (and a couple of units/\$), Cay Electronics got our autopilot and electronics straightened out. Getting work done in Roadtown was everything that Trinidad wasn't, albeit more expensive. We docked for a couple of weeks at Sapphire Beach and met many old friends, ... catching up on the news.

During our stay in the Virgins, Nautool, Ltd., a machine tool company installed a proper set of davits. It took six weeks and several fittings. They're fabricated from boxed aluminum, pretty and very strong. The design and fit to *FAR NIENTE*'s lines were brilliantly done. It's treat to be able to raise and lower our dinghy in five minutes without stowing it on deck or breaking our backs.

We enjoyed great sailing in the Sir Francis Drake Channel, with winds at a steady 20-25 knots, no sea, and racing any boat going in our direction. Bob and Marilyn Oates (West Marine) joined us for a week, Dan's cousin, Gretchen spent two, and Susie's daughter, Molly and son-in-law Eric stayed for ten days. We thoroughly enjoyed our guests - it's so easy to entertain in the Virgins. Eric and Dan did a scuba dive on the shipwreck, The Rhone, off Salt Island.

All too soon we began our trip north. We planned to lay-up in Ft. Lauderdale this year and we were glad to avoid Trinidad. We left in mid-May, with Jonathan Darlington joining Mike as crew and skipper. We sailed to Crown Bay in St. Thomas for fuel and provisions and saw lots of old friends from the Caribbean 1500. We anchored at the east end of the island overnight and got a fright next morning to discover the dinghy was gone. (No, we didn't put it up on the davits--stupid!) Fortunately, we discovered our loss at 0600 and with searching downwind, we found the lost soul about 0800, just before a fishing boat was about to take possession. It's a law of the high seas that an abandoned vessel belongs to whomever rescues it. After that scare, we carried on to the Spanish Virgins, where we met with Cal and Heidi Fearon on

*SOJOURNER* (T-52). Culebra was wonderful and deserves more time.

From there we sailed to San Juan, Puerto Rico. What a busy place! The cruise ship docks are very impressive and old San Juan is really improving. Our last night there was spent in the Emergency Room of a local hospital after Dan got a back attack. A spasm put him to his knees and it took lots of serious drugs to ease the pain. After a day of rest, we set offshore for the Bahamas. Four days offshore in light air, destination San Salvador. We caught a large Dorado along the way. *FARNIENTE*'s crew (all two of us) has gotten the watch system down and sailing offshore is now comfortable to us. Susie has learned to manage her watch very well and can sail with the best of them. Our arrival at San Salvador was a welcome sight and we waited three days to get the wind favorable for an overnight to Georgetown, Exuma. The Exumas are wonderful; lots of great anchorages, but shallow water.

Next stop, Nassau. Lots of bustle and noise, but very civilized. Met some old friends and had cocktails, dinner, and a big night out. Also went to Rose Island the next day for a picnic and swim; all great fun. It seems everywhere we go, we see old friends. From there we sailed to Chub Cay and across the banks to Cat Cay. For hours we had less than a foot of water under our keel. Crossing the Gulf Stream (for the fourth time) was a breeze and we arrived in Ft. Lauderdale on 28 May. What a shock--noise, powerboats, cars, people--yikes! *FARNIENTE* is now on the hard at Riverbend Marina up the New River.

We hope this is the last of the building and refitting. This is our fourth year of cruising and we are close to having a proper boat. The pesky generator is at the Northern Lights hospital and they say they can get it right. The old watermaker is off the boat and the new 12v watermaker is simple and easy to maintain, producing almost 15 gallons per hour. (We need it with Susie's washing machine.) Our plans for next year are in Jell-O. We would love to start around the world and to the Pacific; the crew and boat seem to be ready. Whether personal and business will allow remains to be seen. If not, there is Cuba, Belize, and the Bay Islands of Honduras awaiting the excellent adventures of Dan and Susie." (7/98)

Marguerite Sailor writes, "I have recently sold the *IVORY TOWER*, my T-37 pilothouse (hull #286). While it is sad not to be a Tayana owner any longer, I am happy that it's now in the very appreciative care of Frank and Elaine Chacho. They plan to keep it in Branford, CT. I have given them several recent copies of *TOG News* and hope they will become members." (7/98)

Ted Stevens informed us, "Diane and I just returned from taking *REVERIE* (T-37, hull #319) north into Long Island Sound. We met several Tayana owners, including one

Hank Schmitt, president of "Offshore Passage Opportunities", interesting person! He is putting together a Round the World Rally and also provides crew members for those needing such." (7/98) [See *Cruising Events*, p. 45]

Keith and Sandra Thomas, owners of *AQUATARIUS* (T-55, hull #72) dropped a note to say, "We are sailing away from Hong Kong in a weeks time enroute to Australia and New Zealand." (8/98)

New member, Jorge Villard is in search of *ANTARES*, a T-37 built in 1982 and purchased by Jorge in 1987. He sailed her from New York to the Galapagos in 1987, returning to Ft. Lauderdale in 1988, where he left the boat with a broker at Harbor Island Yacht Sales. The boat has an enclosed aft cabin on the starboard side and a large chart table with five drawers just forward of the aft cabin. The vessel is documented out of New York with number 664749. His story follows: "The news of the *ANTARES* reached me while I was traveling in Ecuador. My Tayana 37 had struck a reef and sunk off the Island of Mayaguana in the Bahamas. I could not comprehend how a yacht moored at the Harbor Island Yacht Brokerage in Ft. Lauderdale could flounder 300 miles away.

The explanation given by the broker, Mr. Bob Richardson was that the brokerage was relocating to St. Thomas and unbeknownst to me, the yacht was being sailed to the new location when it struck the reef. It was battered for two days without any other boat or the Coast Guard coming to its rescue, and it was finally abandoned.

I was shocked by the news, but I did not doubt the veracity of the story. I then went to Ft. Lauderdale where I found that the brokerage had not relocated, but had instead been dissolved, and the broker was not to be found. Suspecting foul play, I presented a complaint to the police, but I was told that unless I had proof of the yacht still being afloat, or of it having been sold by Mr. Richardson, they would not prosecute. I hired a private investigator to travel to the Island of Mayaguana, but nobody on that small island had any knowledge of the wreck of the *ANTARES*.

If the boat is still afloat, perhaps under a different name, I want to recover it. If any one has seen the *ANTARES* or has any knowledge of the events leading to its loss, please contact Jorge Villard, MD at 85 Sixth Avenue, Apt. E, Brooklyn, NY 11217; tel (718) 857-8218 or fax (212) 734-1795." (8/98)

Gary and Donna Watkins aboard *WINDSHIP* (T-37, hull #302) anchored overnight in Reedville, VA (twice this summer) and paid your editor's a visit. They send greetings to Ernst and Fran Voigt on *TUSENTAKK* (T-37, hull #183) and want to pass to them, "Come on in; the water's fine!" They relate, "We left Houston on 28 April for Key West and  
*continued on page 48*

# More news from the fleet...

continued from page 47

then sailed up the East Coast of the U.S. We spent three great months in the Chesapeake Bay and will be heading over to the Bahamas in November. From there it's one day at a time." (9/98)

Denis and Arleen Webster have been meaning to write for some time, but explain that cruising life seems to get in the way. "TIGER LILY (T-37, hull #564) and crew have completed their seventh year of cruising as of 12 August. We are currently back in the Rio Dulce after wintering in Belize. We have been slowly following the path of Dick and Jane Rogavin on JARANDEB (T-37, hull #354) as we circumnavigate the Caribbean. We will be around Belize again this Winter as we really enjoy the cruising and reefs. We'll probably head back to Florida in the Spring. TIGER LILY needs to be hauled and dried out after being so long in warm tropical waters." (8/98)

Dick and Nancy Wilder of AMBROSE LIGHT (T-37, hull #470) report, "We sailed the boat down to Tortola in the 1995 Caribbean 1500 and then on to Trinidad and many other islands before storing in Trinidad at Peakes for the Summer. In the Winter of 1996-97 we sailed the boat north as far as Antigua before returning again to Trinidad for summer stor-

age. Last Winter we managed to get to Venezuela and then to Martinique and Tobago. AMBROSE LIGHT is again stored in Trinidad. This Winter it's back to the Virgin Islands where we expect to meet many friends. Say hello if you see us.

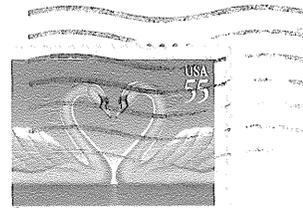
We've had some great times and some great sails. The Tayana 37 is a good two person ocean cruiser. We use PACTOR to stay in contact with our children. It works great." (7/98)

## Employment Opportunities

Need to earn some money for your cruising kitty? Consider Port Kinsale Marina, a growing marina, campground, restaurant, and full service yard near Kinsale, VA on the Lower Potomac River, managed by Bob Gebeaux, TOG member and owner of MALULANI (T-37, hull #489). Full time and/or part time employment opportunities available.

Seasonal help, April thru November, is needed in the following areas: Marine Mechanic/Shop Manager, Waitresses or kitchen help, Marina Store clerks, and general workers to assist with facility maintenance. Bring your boat up the river for the Spring and Summer and sail south for the Winter. Cruising couples or individuals, with liveaboard and cruising experience preferred. Contact Bob at (804) 472-2044 or e-mail <pkinsale@crosslink.net>.

**TOG NEWS**  
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Address correction requested