
TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME X NUMBER 83

SUMMER 1999

What's happening to charts

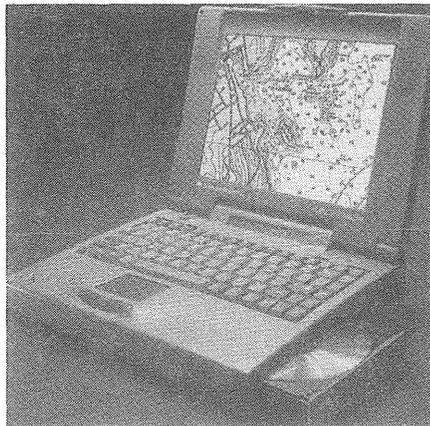
by Bill Truxall

When I was in the Navy and wanted a chart, I would ask my quartermaster to order it from the Naval Hydrographic Office. We would get it in the mail in a week or so, along with a package of Notices to Mariners detailing all the changes that had taken place within the limits of that chart. It would then take the quartermaster a few hours to mark up the chart to ensure its currency. Well, times are changing.

Some of you may not cruise outside of the local area where your boat is homeported, and therefore covered on one or two charts. How old is the chartkit/chart that you use for routine cruises? You may be surprised to read the fine print in many of the chartkits that states "not to be used for navigation" or "not to be relied upon for navigation". Despite the fact that one may surmise it is only a disclaimer to ward off litigation, it does not give one a warm fuzzy feeling about chart accuracy! What is being done about the whole business of charts, given that chart data are constantly changing?

Charts are now distributed to government and private parties through many suppliers/agents. The National Oceanic and Atmospheric Administration (NOAA) currently contracts with many agents who sell to the end user with the proviso that no out of date charts are to be sold. When new charts are issued, the agent is required to de-

stroy the old ones and NOAA replaces them with new charts. Most, if not all charts have now been digitized and are maintained by NOAA. They determine when charts are to be replaced by the number of Notices to Mariners that are generated. They are/should be updated almost in "real time". New developments in charting originate from the National Imagery and Mapping Agency (NIMA), formerly the Defense Mapping Agency.



Today there are many digital charts available on compact disk through a number of market sources, combining computer programs and robust computers able to withstand the maritime environment. NOAA has recently selected one company through a Cooperative Research and Development Agreement (CRADA) to distrib-

ute CD-based charts. MAPTECH is that partner with NOAA. Therefore, when a computer program is marketed, such as CAP'N, NAVPAC, or Chartkit, the CD that comes with the system has been cut by MAPTECH using digital data from NOAA. If you are not into electronic charts, you will still get your charts from the list of NOAA agents that sell paper charts.

What about the future of charts for cruisers? Well, there is a new program that NOAA is trying to implement called POD, or Print-On-Demand charts. That does not affect the casual cruiser significantly, as the public would be back to what we did in my Navy days. Agents would not stock charts, but would send orders to NOAA, and they would print them as required. Again, it might take a week or two to get them. Hopefully, this would be only an interim solution.

Another new measure in the near term, MAPTECH is providing a new wrinkle for their Chartkit customers; new programs being sold are entitled "Professional Chartkits" and will offer an update service. This service will permit the user to download from the internet on a weekly basis, changes to their charts, based on the Notices to Mariners. The changes will be accomplished

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TOG Notes

PHOTO COMPETITION

Our winner this quarter, I think you'll agree, is exceptional. After over a year of conducting this competition, we are pleased to announce that a T-37, *EZPERANZA*, owned by Henry Miller and Jo Ann Ni has captured the honor. This photo (right) was taken for and featured on the cover of *Blue Water Sailing*, January '98 issue. Congratulations for securing such an excellent shot and sharing it with us.

POSTAGE

We have noted an increase in our foreign postal rates, as well as the minimal increase for first class mail in the U.S., but for now are maintaining our dues structure as stated. The cost of sending the newsletter has increased simply because we are sending you more in each issue! We will continue to send the newsletter first class at any cost, so as not to risk losing one newsletter or letting one individual miss getting his. It also alerts us when a member has moved and neglected to notify us. Please help us by ensuring you send us your Change of Address notification as soon as it is effective.

However, we find we must add postage costs to items you request from our TOG order form. The cost of the items is our cost, so we will need to recoup the cost of the postage.

KEEPING OUR DATABASE CURRENT

Please don't forget to let us know when you sell your boat or buy a new one so we can keep our records up to date.

TOG RENDEZVOUS COOKBOOK

Alright ladies, and you gents who demonstrate some culinary artistry, get your head out of the engine room for a few minutes--it's time to put pencil to paper and share with us your favorite recipes for rendezvous. When completed, everyone will get a free copy. The only criteria is one must be able to prepare it onboard and the serving size should be for about 8-10 people (like you'd share at a rendezvous). If you've done it at a rendezvous, it would be fun to tell which one. We remember Bonnie Gebeaux's recipe from *MALULANI* (T-37, hull #489) for Fettucini Alfredo. Delicious! Rockie Truxall on *SEAQUESTOR II* (T-37, hull #547) has done her Great Bean Pot for several rendezvous on the Chesapeake. Jim and Katie Coolbaugh on *ASYLUM* (V-42, hull #156) did an incredible pork loin for the Chesapeake Fall '98 Rendezvous. The recipe doesn't have to be glamorous, but the result should taste good! Send off your entry this summer and we'll get a book together for Christmas.



SUMMER CONTACT FOR TOG

Your editors will be in Iowa for the months of July and August. We may be reached by phone there at (712) 336-5700 and will remain online at <tognews@crosslink.net>.

ATTENTION DEALERS

We are supplying you with extra newsletters and applications to share with your customers who are new and potential Tayana owners. Let them know we are an active group that would welcome them. If you need more issues, please let us know.

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Rendezvous Roundup

Puget Sound, WA

Once again there is going to be an all-Perry Design Rendezvous at Port Ludlow, WA on 21-22 August 1999. There is plenty of room to anchor out, but if you want to reserve a slip, call Port Ludlow Marina at (360) 437-0513.

Chesapeake Bay, MD

Now that the sailing season is officially underway (Memorial Day weekend is past), it is time to think seriously about plans for the Fall Rendezvous. **Howard and Mary Eckert** onboard *SIRENA* (V-42, hull #160) will host the Chesapeake Fall Rendezvous on 11 September at Little Round Bay on the Severn River. Happy hour begins at 1700. Please bring an appetizer, main dish, or dessert to share with the group. See you there. For more information call (301) 299-4972.

Long Island Sound, NY

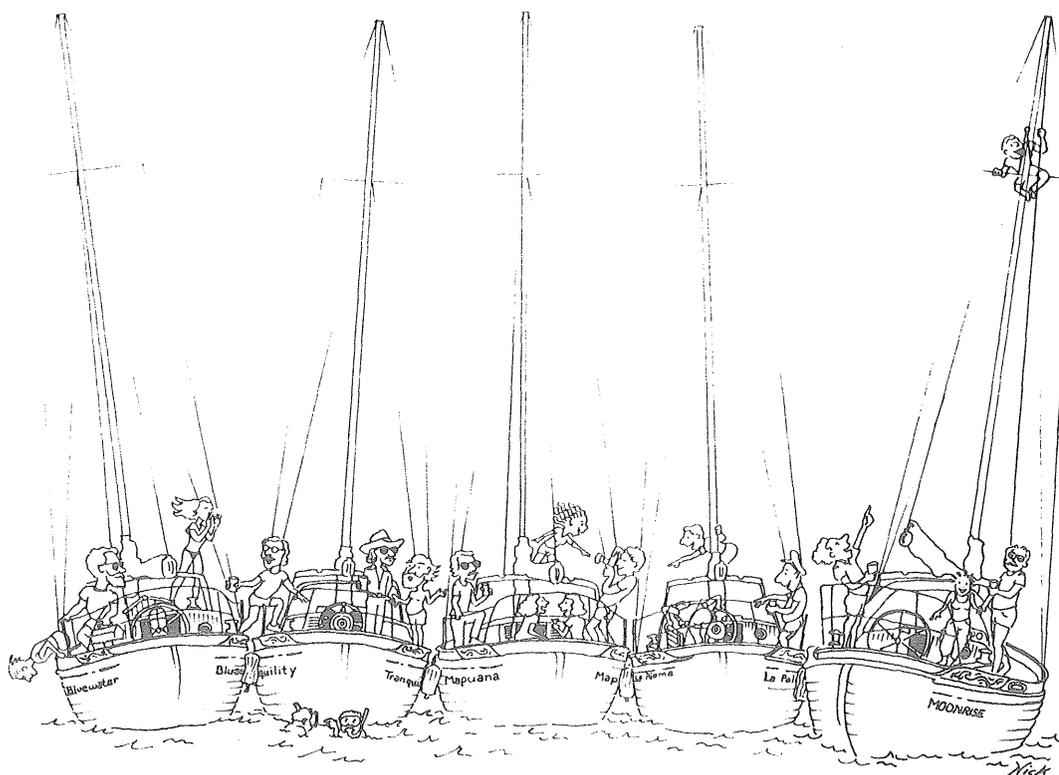
Bruce and Gail Barton of *ORIENT EXPRESS* (T-37, hull #237) have set the agenda for a rendezvous in Essex, CT over the weekend of 20-22 August. Friday - pick up a mooring in Essex (cost: \$30). Dine aboard or at the Griswold Inn. Saturday - sail up river to Hamburg Cove. Pick up a mooring in the cove (no charge). Pot Luck Dinner at the Hamburg Cove Yacht Club (\$5/person, plus a pot luck dish and BYOB). Sunday - breakfast aboard before departing for home ports. For more information contact the Bartons at 86-2 Cove Road, Lyme, CT 06371 or call (860) 434-8257 or e-mail <orientexpress@freewwwweb.com>.

The agenda begins at noon on Saturday with a seminar on steering systems presented by EDSON. There will be Blindfold Dinghy Races from 1400-1600 and Horseshoe competition at 1600. Happy hour will be from 1600-1800 with beer and wine furnished, but bring snacks. At 1800 there will be a pot luck dinner, followed at 1900 by a band, dancing, and a joke contest; musicians will include, but are not limited to Bob Perry, Dan the Accordion Man, and other professional musicians. Sunday morning will include a visit with Perry owners and a look at the different boats.

Please contact Judy Dickinson at (206) 781-7640 or e-mail <tokolosh@aa.net> if you plan to attend. It will be the last one of the century and a record number of boats are expected, so make your reservations early.

San Francisco, CA

We have confirmation from **Neil Weinburg** at Pacific Yacht Imports, that a rendezvous is being planned for the Bay area in September. Contact **Seldon Parmalee** at <selden@baysidehvac.com> or call (510) 523-8609, if you are interested in attending.



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 pilothouse cutter is for sale. She has had a thorough refit in '95-'96, including: a new Seafrost holding plate fridge-freezer (engine driven and AC); Navico 8000 autopilot; Garmin GPS; new standing and running rigging; new mainsail, ground tackle, and windlass; Perkins 4-108 engine; Balmar DC monitor; inverter; Profurl roller furling; aluminum spars; windbugger on custom arch; great tankage. She is beautiful and ready to sail away. Located in Cocoa Beach, FL. Asking \$59,900. Call Cape Yacht Brokerage at (407) 799-4724.

ASYLUM (V-42, hull #156) is being outfitted for an extended cruise and has the following for sale: 1) stern pulpit for an aft-cockpit V-42. It's 1 1/4 inch stainless steel in perfect condition. It can be shipped UPS. Asking \$550 OBO. Includes stern-mounted aluminum pole with block and tackle on swing-arm for lifting OB engine. 2) A full winter cover for a V-42 for \$50. 3) Dodger, bimini, and sail covers in Sunbrella Dubonet Tweed. The dodger window panels are very clear and have covers; front panel rolls up. The cockpit can be fully enclosed with clear side and aft panels and a dodger-to-bimini clear bridging panel. Also included are full-length side panels of white mesh. These items are in reasonably good condition (a couple of zippers need attention). Frames included. Will fit with no modifications. Dodger aft edge is about 45 inches off the forward cockpit seat. Mainsail cover was designed for a two-wire Dutchman system that we never installed. \$850 OBO.

Located near Annapolis, MD. Shipping to be paid by purchaser. Will consider trade credit for charts of New England, Bahamas, Caribbean, Tobago, Trinidad, and Venezuela (also courtesy flags). Contact **Jim Coolbaugh** at (240) 401-0062 or <coolbaughs@att.net>.

CAPERCAILLIE, 1989 T-37 (hull #574) is for sale by **Paul Sheard**; the first hull off TaYang's assembly line with vinyl ester resin gelcoat. She has teak desks, marble vanity, and a Yanmar 4JHE with only 1400 hours on it. Other equipment includes Icom M80 radio, Icom 721 RADAR, Ampair 100 windcharger, Neil Pryde sails, 35 fathoms bbb tested anchor chain, Grunert engine-driven refrigeration, 120 amp Lucas alternator w/splitting diodes and two 200 AH batteries. Yard

work in the last two years includes seven coats on brightwork, bottom gritblasting, and epoxy coating. Located in Western Scotland, perfect to start a European cruise. Asking \$162,500; open to negotiation. Both US federal dutiable entry paid and UK vat paid. Call (902) 562-5006 or UK 011-44-141-337-4467 or e-mail <DRMAX@chatsubo.com>

CURRAGH, 1983 T-37 MK II cutter (hull #329) is for sale. She looks like a Baba 40 with her soft beige color and burgundy bulwarks. She has had numerous upgrades since we launched her in 1983 and was carefully equipped for offshore cruising in 1994. All standing rigging, lifelines, and bowsprit rigging were professionally replaced with Norseman fittings and US cable. She has an aluminum mast with separate trysail track, a Profurl system on her Yankee headsail, fiberglass decks, an eight-coat epoxy barrier system on her bottom and never had blisters. She has a professionally maintained Yanmar 3QM30 fresh water cooled diesel engine with very low hours. Extensively equipped for cruising w/wind generator, redesigned anchor rollers, and others (replacement value over \$150,000). She is beautifully maintained and as clean as a new boat. For a detailed list, please write **Bern and Maggie Collins**, P.O. Box 4065, St. Thomas, USVI 00803 or contact them c/o Caribbean Connections, FAX (284) 494-4744 or leave a phone message at (284) 494-3623. Pictures are available. Asking \$97,500 for delivery in FL or \$89,900 for purchase in the Virgin Islands.

DOWITCHER, a well-loved 1988 T-37 (hull #534) is offered for sale by **Janet and Barry Acker** in Washington State. She is in excellent shape and looks nearly new. A list of features includes: aluminum spars; roller furling headsail, club-footed staysail, full canvas; aft stateroom, nav station; RADAR; GPS; AP; SSB; Datamarine depth, speed, and wind speed instruments; VHF; watermaker; davits; inverter; LINK 2000; built-in microwave; cold-plate reefer and freezer; diesel heat; great shower stall; Cetol brightwork; 8' Trinka sailing dinghy; and a ton of gear that all goes with her. Contact Janet at (360) 376-3082 or <excedus@pacificrim.net>. Asking \$116,000.

ESPERANZA (T-37, hull #451) is for sale by **Henry and Joanne Miller**. She is a 1985 MK II cutter, the '97 Caribbean 1500 winner, and fully equipped for bluewater cruising. (See photo on page 98 of this newsletter.) **ESPERANZA** has been constantly upgraded and improved, and will be returning from the Virgin Islands to the Chesapeake Bay in May '99. A partial equipment list includes: Perkins 4-108 diesel, feathering prop, 7 sails, Dutchman reefing, 4 anchors, manual windlass, Autohelm ST-50 RADAR, Magellan GPS, Horizon VHF, Blaupunkt compass & binnacle, masthead tricolor w/emergency strobe, Powerline high output alternator and smart regulator, Statpower smart battery charger, 440 amp house bank w/custom battery enclosure, 3 deck prisms, hand carved doors, marble counters, no teak decks, SS tanks (fuel, water, and holding), 4 teak dorade boxes w/SS ventilators and dorade guards, SS dinghy davits, new dodger, bimini, and

cockpit cushions, 4 self-tailing sheet winches and 4 halyard & reefing winches, keel stepped 56 foot aluminum mast, 1/19 inch SS rigging, new varnished bowsprit. Asking \$115,000. Contact Henry Miller by e-mail <hymiller@hotmail.com> or leave a message at (908) 284-9781.

EXLIBRIS, 1984 T-37 MK II (hull #357) is offered for sale by **Jim Skipper**. She has fiberglass decks, aluminum keel-stepped mast, and all tanks in bilge. She has been maintained and continually upgraded by live-aboard original owners. This well equipped cutter is now based below the hurricane belt with access to all parts of the Caribbean. Write Jim c/o Moorings, Box 11, St. Georges, GRENADA or fax him at (473) 444-2090 for a complete equipment list. Asking \$88,500. Purchaser will be given an allowance for an inspection tour.

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 liveboard couple, with lots of storage. Features include Marine Air 19,000 BTU cool/heat air conditioning, 4 kw 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 foot 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 vinyl ester 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.

GALATEA, a V-42 1987 aft cockpit (hull #119) is for sale at \$169,500 by the original owners, **John and Nancy Hussey** at Solomons MD. Just back from a three year cruise to the Caribbean, she has been impeccably maintained and extensively outfitted for long range blue water cruising with many updates and upgrades. These include: new Stalok terminals, awlgrip boot and cove stripes, West system barrier, Trace Inverter, SEA 225 SSB/HAM radio, Crosby holding plate refrigeration and freezer. All teak gleams with five coats of Cetol. Also equipped with Lunaire 19,000 BTU reverse cycle air conditioner, PUR 35 watermaker, Air Marine wind generator, Seimens solar panel, 1999 Caribe 9 foot dingy with Johnson 9.9 engine, Profurl roller furling, boomless self tending jib, storm trysail with track, cruising spinnaker, custom interior mattress, new slipcovers, Sunbrella spry shields, dodger, large sun awning, and 6 person liferaft. Contact owners (410) 326-6896, e-mail <seacure@erols.com> or P.O. Box 1569 Solomons, MD 20688.

GWENNAN OF CAMBRIA, 1978 T-37 (hull #138) located in San Carlos, Mexico, is for sale by **Roger and Nancyann Thorne**. It is ready for long distance cruising with only 200 hours on a complete overhaul on the Perkins 4-108 engine and velvet drive transmission. It will be available on 1 October 1999. Priced at \$75,000. Please contact the owners by e-mail at <flyingsun@aol.com>, or call (541) 723-4051, or write P.O. Box 8 in Malin, OR 97632.

INTREPID (T-37, hull #461) has the following items for sale by **Pat Maslen**: Tayana wooden blocks in good condition, 6 single blocks w/o becket, \$15 each, 2 single blocks w/ becket, \$18 each, and 1 double block w/becket, \$25. Price does not include shipping. Estimated total weight at 16-17 pounds. Call Pat at (978) 456-3804(H) or (781) 370-1525(W) or e-mail <72451.1251@compuserve.com>.

MALULANI, a 1986 T-37 (hull #489) is for sale by **Bob and Bonnie Gebeaux**. This proven world cruiser has a custom interior, lots of stowage, teak decks, and 3QM30 Yanmar engine. Comes with dodger, bimini, sail covers, and newly painted mast & boom. Asking \$89,900. Price includes a rigid inflatable w/15HP OB. Located in Kinsale, VA. Call (804) 224-4144 or e-mail at <bgebeaux@crosslink.net>.

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, 8HP Evinrude, 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 foot 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

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Ship's Store...

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'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.

MORNING DEW (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.

MYSTIQUE, a 1998 T-55 (hull #88) is for sale. She has been lived aboard by the owners, **Carey Campbell and Dale Herring** since May 1998. She has a white hull w/blue stripes, center cockpit, two staterooms, Forespar in-mast mainsail roller furling, massive teak toe and cap rails, white Sunbrella bimini & dodger, all navigational equipment coordinated to the laptop for electronic charting, a Spectra 360 watermaker, and a Vetus bow thruster. The 140 HP Yanmar engine and a 12 kw Northern Lights generator are housed in a truly stand-up and walk-in engine room that also contains a 18.6 sq. ft. work table. If interested in buying her, call (888) 626-3765 or e-mail <Neptune_Asso@msn.com> or <Neptune_Asso@hotmail.com>.

ODYSSEA, a 1977 T-37 (hull #63) is for sale. Always a fresh water boat from the Great Lakes. Currently in Rochester, NY. Teak decks and sitka spruce mast and booms. Classical beauty with all brightwork finished w/Sikkin Cetol. Great boat in excellent condition. Divorce forces sale. Asking \$65,000. Contact **Mark Williams** at (716) 338-4696 or <mark.williams@viahealth.org>.

PEACOCK, T-37 (hull #200) is for sale by original owners, **Judy and Dick Fow**. She has a 50 HP Perkins 4-108 engine (new 1990), oversized keel-stepped aluminum spars, and fiberglass decks. Equipment includes roller furling Yankee, engine driven and shore power holding plate refrigeration & freezer, diesel heater, electric and propane hot water heater, instrumentation, storm sails, central air conditioning and much more for comfortable cruising and living aboard. Asking \$74,500. For a brochure, equipment list, layout diagram, and photographs e-mail the Fows at <OnRBoat@aol.com> or leave a message at (413) 447-4137.

RUNNING FREE, a 1985 V-42 center cockpit (hull #101) is for sale for \$169,900. She is tan w/teak decks, has two cabins, two heads, and a real shower. Equipment includes Simpson Lawrence electric windlass, Kobata 4kw diesel generator (fresh water cooled), 40 gph water maker (driven by the generator), two 150 amp alternators, Heart 2 kw inverter, Four Winds wind generator, Avon 6-man liferaft, Espar diesel forced air heater, Furuno RADAR, Furuno weatherfax, Trimble GPS, and more. Heavy duty ground tackle includes 300 feet of 3/8 inch HT chain for 66 lb. Bruce, 45 lb. CQR, 50 lb. Danforth, or 65 lb. Luke, plus 12 foot sea anchor on 600 feet of 1 inch nylon, and a big drogue (Gale rider type). Sails include a fully battened main, 135% jib, and a big spinnaker. She carries 150 gal. fuel in three tanks and 175 gal. water in two tanks. She is powered by a Perkins 4-108 engine w/18 inch MAXI 3-bladed prop. Tons of spares for all gear. Interested parties can contact **Gilbert Smith** at (252) 633-9821 or <runningfree1@juno.com> or write to Gil at P.O. Box 1209, Alief, TX 77411.

SAILIN' SHOES, a 1981 V-42, center cockpit is for sale by **John and Roxanne Jensen**. She has four opening bronze ports in the main saloon, teak decks (re-caulked in 1997), Perkins 4-108 engine, Hurth gear box, complete new Awlgrip paint, new rigging; Monitor windvane; Robinson AP, Profurl furling headsail, RADAR, Windbugger, electric windlass, 60 lb. CQR w/250' HT chain rode, Datamarine instruments, eight sails, four Prevaier 4D batteries (900 amps), Hi-output 120 amp Alternator, 12 v refrig, 2500 Watt Trace Inverter/Charger, new interior upholstery & cushions, 2 Seimens 75 watt solar panels, Avon dinghy w/OB, Givens lift raft, plus spare parts and more. In excellent condition. Asking \$125,000. Leaving Trinidad 1 April to arrive in Ft. Lauderdale, FL by 1 July '99. Contact John by e-mail at <jjrox69@hotmail.com> or leave a message at (402) 373-4537.

SHENANIGAN (T-37, hull #402) is for sale by **Robert McAuliffe** and is currently anchored in Porlamar, Margarita Island, Venezuela. Everything has been replaced except the engine, the six-man Givens life raft, and the Maxwell Nielson windlass. She has all new rigging, Harken roller furling on both heads'l and stays'l, new life lines, and a new bowsprit made of Brazilian mahogany laminate. The Yanmar 3QM30F engine has been overhauled while in Trinidad two years ago. New bottom paint and propeller shaft, plus thrust bearing within last six months. Aluminum Isomat spar system, 90 gal. diesel port and starboard tanks amidships, 100 gal. water midships on the keel. Shipmate stove (3 burner w/oven), Adler Barbour refrigeration, electric windlass, 35 lb. CQR with 200 feet chain rode, 33 lb. Bruce w/200 feet rope rode, 75 lb. Luke storm anchor (no rode), Autohelm autopilot, Raritan head (just installed new pump system), Force 10 BBQ, swim ladder, SSB Icom radio. Sale price \$85,000. E-mail Bob at <Shen@enlared.net>.

SHILOH (V-42, hull #144) 1988 aft-cockpit cutter is for sale. She is well equipped, cruise-ready, and has all liveaboard amenities, i.e., A/C, awnings, Webasto heater, etc. Updated electronics. Asking \$175,000. Contact **Duke and Donna Chandler** at (954) 527-5117.

SOJOURNER (T-52, hull #44), built in 1990 is for sale. She is located in Venezuela and is fully equipped for cruising, ready to sail anywhere. Interested parties should contact **Heidi Fearon** at 28 Yellow Tail Lane, Hilton Head Island, SC 29926.

STRIDER (T-37, hull #522) is looking for some used stainless steel cowl vents that are in reasonably good condition at a reasonable price. Contact **Randy Prentice** at <sailstrider@juno.com> or by mail at 60 Canterbury Court, Suite 520, Orange Park, FL 32065 or call (904) 278-3896, ext. 520.

TRANQUILITY, a 1985 T-55 (hull #17) is for sale by original owners, **John Don Carlos and Leila Jimenez**, who are stopping their round-the-world cruise due to health reasons. The boat is cream color with blue trim, has an unusual layout, and a 120 HP Perkins 6.3544, non-skid decks, a RADAR arch, keel-stepped mast, 8-man Avon double bottom liferaft, 10 ft. Caribe w/18 HP OB, standard equipment, plus a considerable amount of spares, tools, galley equipment, linens, medical supplies, books, charts, cruising guides, etc. Located in Preveza, Greece, about 60 miles south of Corfu, in the Ionian Sea. Call Leila or John in the US at (703) 757-0491, or fax (703) 356-3103, ore-mail <ljimenez@isl-inc.com>.

VIXEN, a 1986 T-52 aft cockpit is for sale at \$269,000. The customized, varnished interior features a queen berth in large forward stateroom w/private head & shower, and two aft staterooms w/double berths. The galley is appointed w/ Grunart holding plate refrig & freezer, Force 10 stove, microwave & convection oven, and custom task lighting. Interior upholstery is spotless. Electronics include five 4D gelcell batteries, smart regulator & high output alternator, 85 watt solar panel, two ICOM VHF radios, SSB & auto-tuner, cell phone, two custom stereo systems w/Bose cockpit speakers, B&G Network System w/cockpit repeaters, B&G type 2 autopilot, two Raytheon GPSs interfaced to a Raytheon 40XX RADAR, and more. On deck equipment includes Harken hardware, Lewmar winches, Maxwell 3500 (reversing) windlass, 110 lb. Bruce w/all chain rode, full sunbrella cockpit enclosure, davit & OB motor crane supporting a 12 foot Nourania RIB w/25 hp OB, full compliment of North sails (ProFurl roller furled headsails & fully battened main w/lazy jacks), plus a Hood cruising chute. She is powered by a Perkins 4-236 turning a 3-blade Max-prop. She carries 350 gal. fuel plumbed through a Racor 1000 filter system, 250 gal. water, plus a Village Marine 400 gpd watermaker, and 40 gal. propane. She has a stunning dark blue Awlgrip hull and gray non-skid decks. She has been maintained with an open checkbook and is currently cruising the Caribbean w/plans

for the Chesapeake in the summer of '99. **VIXEN** needs nothing. Contact **Larry Gahagan** at <Gahaganlw@aol.com>, message service (281) 442-2383, or postal address 1429 Kowis, Houston, TX 77093.

WANDERLUST, a 1978 T-37 (hull #153), is for sale in Pensacola, FL. She has been extensively cruised and is ready to go again. Equipment includes windvane steering, wind generator, refrigeration, new Nexus instruments, roller furling foresails, and much more. She has West System epoxy barrier coat and new prop shaft and cutlass bearing. Asking \$66,000. Contact **Dick and Kay Heckman** at (256) 534-1461 or e-mail <hekdic@worldnet.att.net>.

YAB YUM (T-37, hull #485) has two slips for rent on Weems Creek off the Severn River in Annapolis, MD. Beautiful view, quiet, private, 8 feet of water at low tide, 30 amp power. \$900 semi-annually. Call **Bob Parker** at (703) 354-4689.

Andy Thibeault wants to buy a T-37. Please call him at (603) 465-3725 evenings or e-mail <altpubs@aol.com>.

Dealer News

Pacific Yacht Imports, Alameda, CA

Neil Weinberg reports a significant event in Tayana history. "My partner, Hugh Jones is having his 80th birthday in June and holds the record for longevity as a Tayana dealer. He bought his first Tayana (was CT then) in 1978.

New boat business is strong. We have imported four new T-48s and one new T-58 so far this year. We just ordered a T-48 (hull #57) to be completed in about five months."

Neil also brings us up-to-date on what is happening in Taiwan.

"I have been to TaYang four times this year and the boys there are really hopping. They just delivered a new Tayana 65 deck saloon and are now building a new Tayana 70 deck saloon. Man, that is one BIG BOAT! I got dizzy just looking down into the bilge from the scaffolding. Rumor has it that they will be building a new mold for an 88 foot motor yacht. It was originally planned to be produced by Tania Yachts, TaYang sister yard, but was switched to TaYang as they are a much bigger yard. I kidded Basil Lin, TaYang's chief engineer that he would now have to think about building a boat that would not heel over, a novel idea for him."

News from the fleet...

Allen and Cherne Badner announce, "We have a Tayana 55 named *HONALEE*, that was delivered in August 1994. We sold *PUFF* [their T-37, hull #216] in January 1995. We departed Ft. Lauderdale on 15 May 1995 and have been in the southern Caribbean since then. Currently we are in Trinidad celebrating our fourth Carnival. Hope we survive!" (1/99)

Bryan and Linda Biesanz share, "After 18 months of preparation, a sailing trip to Alaska, and much work, we are ready to do it. We will be heading to Canada's Desolation Sound for five weeks, then over to Port Angeles, WA until the end of July, then Neah Bay and the trip down the [west] coast. We expect to be in San Diego the end of August, a five-week trip back to Alaska via Alaska Airlines, then back to the boat to join the 1999 Baja Ha-Ha group. After that we will spend the next couple of years wintering (Nov to May) in Mexico and summers back home in Alaska. Perhaps then we will go across.

We are currently waiting to hear back from the Coast Guard to make our last big change. *SERENDIPITY* [their T-37, hull #405] will become *TUNDRA SPIRIT* from the home port of Seward, AK. (6/99)

Carey Campbell and Dale Herring report, "We are now in Ft. Lauderdale, FL, pursuing the sale of *MYSTIQUE* (T-55, hull #88). We are in the process of listing the boat with Bollman (they sold our T-47 in 1996), but it looks like it may be sold before their ads get printed. Seems that Tayana has gained greater public awareness and respect after winning so many races.

[We] were delighted to meet **Susan and Fred Abel** at Provo, Caicos some three weeks ago and had a delicious dinner aboard *ABEL LADY* (T-47, hull #17). They were headed on south in search of warmer water. They are such a lovely couple and we look forward to seeing them in Paducah, KY in a few years during their 'next life' (traveling cross country, etc.)." (4/99)

Doug Coleman, owner of *COSMOS MARINER* (V-42, hull #84) writes, "My wife, Mary, and I expect to sail on 15 May from Jacksonville's Ortega River Boat Yard [in FL] via Bermuda and the Azores to the Bay of Biscay and Jacksonville's sister city, Nantes, France. We hope to meet other Tayana owners enroute. We plan to leave *COSMOS MARINER* on the hard at Nantes until June 2000, when we will return to make a two-month cruise to the Channel Islands, England, Wales, Ireland, and back to Nantes for another long

stay on the hard. Through friends in the Sister Cities Program, we have located a boat yard on the Loire River near the center of Nantes, where we can haul, lay up for ten months, and launch *COSMOS MARINER* for about \$1000 US. I'll report later on how convenient it is, etc.

Perhaps some TOG readers would like to know a bit about a good anchorage in Jacksonville. Many sailors know about Green Cove Springs and its old Navy Facilities offering low-cost lay up on the hard. Green Cove Springs is about 40 miles up the river from the Atlantic Ocean. My harbor is the Ortega River just south of the city center, about 20 miles upriver. There is deep water (36 feet to city center, then 12 feet until approaching the Ortega River, where it drops to about five feet at low tide, but with a three foot tide you can easily enter with a six foot draft). The bottom is mud and a bit of sand. Once you clear through the Ortega River Bascule Bridge, you have a large anchorage with room for several hundred vessels at anchor. In the harbor are two marinas with fuel docks, a boat yard with complete shop, and within three block's walk are West Marine, a large shopping mall, supermarket, a sail loft, a canvas shop, and related boat services. We wonder why we don't see more yachts at anchor here. If we can help with information or local transportation while you're here, please call on us. Phone (904) 388-0193 (H) or (904) 858-0111 (W) or e-mail <info@skitour.com>. (4/99)

Don and Honey Costa inform us, "After nineteen years of ownership, we have sadly decided to put *HONEY TOO* (T-37, hull #207) up for sale. She has served us well through the years; six or seven cruises to Bermuda, five years of Eastern Caribbean cruising, as well as Belize, Mexico, and Guatemala. Here in SW Florida where the water is skinny, a well found, deep draft, ocean going vessel doesn't make much sense. For the last three years we find that we only use the boat for two or three months a year going to either the Bahamas or Cuba; easier done in a trawler. Tough decision, but our days of long ocean passages are over." (3/99)

Bill and Donna Croffon board *DESPERADO* (V-42, hull #36) report, "After spending seven months in Venezuela, we have moved on to Bonaire. The scuba diving is spectacular, the grocery stores good, and the anchorage (free moorings) comfortable. Our plans are to continue west, spending the 1999 hurricane season in the San Blas Islands." (3/99)

Sylvia and Stan Dabney provide cruising notes from Florida. "We were up in Titusville this weekend looking for a trawler for a client...yes, we sometimes do powerboats...and we saw the prettiest T-37 just pulling out of the slip. We didn't catch their names as we hollered back and forth, but the boat was named *GATOR* from Connecticut and "yes", they are TOG members [**Ed and Marilyn Kuryluk**]. She has all glass decks and all the canvas, jerry jugs, etc. were in a beautiful forest green....quite striking. They were just heading to a yard to have a "little thing" taken care of and then they were on their way to the Bahamas." (3/99)

Prospective Owner, **Ed Doran**, writes from Richardson, TX, "Sue (spouse) is thinking of one more year before she hangs up her spurs. In the meantime, I keep collecting offshore miles on other people's boats. This July 15th I'm scheduled aboard a friend's 50 foot Gulfstar ketch. He's a charter boat operator out of the USVIs and needs to get his boat south to Trinidad for the hurricane season (insurance don't you know?). I've accrued some 2000 miles so far; not much when compared to the Pardey's 100K+, but not too bad!" (4/99)

Ben Edelstein shares, "Almost two years ago, while staying at a friend's condo in South Padre Island, TX, I discovered a V-42 rotting at the dock, having barely ever left its slip for 10+ years. No sails, blown engine, blistering hull, rotted rigging, a neglected soul with non-skid shedding like a snake's skin. History revealed she had never stretched her wings on a real passage except for deliveries to her previous two owners, one of which was a friend and the V-42 was the condo. Her previous name, *FANTASEA* seemed appropriate since it reflected her history as a bluewater cruiser. For the past ten years living in Austin, TX, and three living aboard another boat, I had been saving to cast off some day. Having sailed most of my life on lakes and bays, my searorn soul smiled with my commitment to rebuild *FANTASEA* (hull #25).

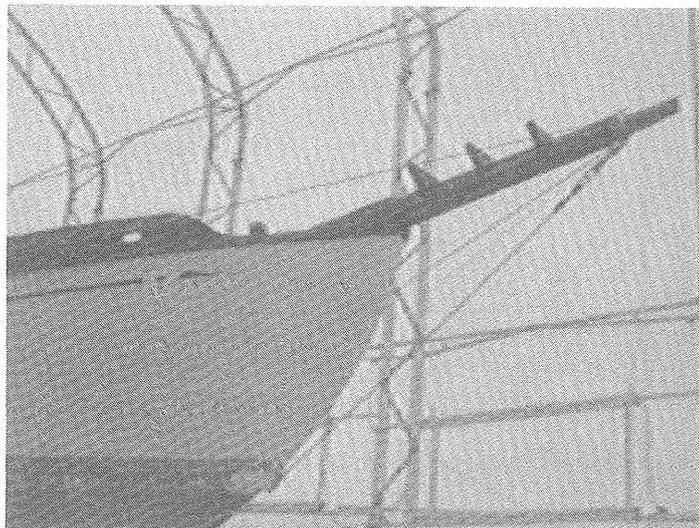
Best friends, next door liveaboards, and fellow TOG members, **Dave and Sandy Alexander** aboard *ALEXUS* (V-42, hull #115) have provided invaluable moral support during the last year. All the while *FANTASEA* sat on the hard, slowly being reborn, I should also mention the incentive provided by *ALEXUS*, which is a perfect example of an immaculately maintained and bristle condition V-42. Countless hours aboard *ALEXUS* have been spent discussing every option for rigging, power systems, fitting out, provisioning, and destinations. Dave and I have nicknamed ourselves "The Armchair Circumnavigators" and are toying with writing an article under that title so that all of the veteran sailors could get a good laugh. Our spirits are full of anticipation, and just as every sailor in history must deal with the rights of passage from dreamer to traveler, we are still infants in our calling to the sea. If we are lucky, we will never forget the spirit of being a rookie and this feeling of virginity.

The former *FANTASEA*, reincarnated as *GYPSY SOUL*, is now launched and plowing the waters of the Texas Coast. She is scheduled to begin a circumnavigation in late 1999. This letter is being written on a bus bound for Port Isabella and in a few days I will be shoving off as crew aboard the 55 foot ketch *KUMULANI* bound for Bocas Del Toro, Panama. Just a lake sailor full of cruising visions and hopefully to return having celebrated the passage into his 37th year, while completing a shakedown of the soul. When I return, my *GYPSY SOUL* will be waiting in her slip, shiny, and refitted, awaiting a few over embel-

lished stories describing future destinations. The TOG newsletter is a much appreciated reminder of what is out there and the spirited people whose wake I dream to follow." (4/99)
[Editor's Note: Ben and Dave, we look forward to your article with great expectation!]

Bob Granger pens, "*POEM* (T-37, hull #477) is cruising the Greek Islands after wintering in Malta. We are enjoying our newly-installed Alpha 3000 autopilot, which seems to work very well. The Med seems to have too little or too much wind and there is some truth to the old saw that you "...motor from gale to gale." The islands are beautiful and tranquil. There are many Albanian and Kurdish refugees looking for passage to the west--even offering thousands of dollars to be dropped off in Italy. Obviously, we will have no part of this." (6/99)

Hello from **Chuck Harris and Nancy Eitapence** in Indian Harbor Beach, FL. They share, "We're excited because we're close to splashing *BLUE MOON* [their T-37, hull #95] on 31 January, which is one of two months this year when two full moons shine in one month. The other is March. This is called a Blue Moon, so we think it would be fitting to launch her on that day. The bowsprit went on yesterday and the engine should go in next week. Then the mast goes on and we're back in the water with electrical wiring and plumbing to do yet. We've been blessed with a gifted craftsman, John Thomas (J.T.), who built the bowsprit and also is doing our engine work. He did a superb job crafting the sprit out of mahogany and a really secure job of bolting it to the bow. If we ever crunch the bow, the foredeck is coming with it! J.T. also made a teak cheek plate for underneath the sprit to seal the space between the deck and the sprit. He had to angle it down from bow aft and he recessed it about an inch along the length of the sprit so it looks like the sprit is floating on the bow (see photo below). What a nice piece of work!" (1/99)



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More News from the fleet...

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"J" and Sue Hess, owners of *CREWS TWO* (T-37, hull #363) relate, "We are in Indiana now. Even though we've only been here for three months, I really miss the *CREWS TWO*. It took me a month to learn to sleep in a house. I miss the sound of the waves gently slapping against the hull and the gentle motion of the boat as she responds to the wind and waves. We will be "land bound" for a while, replenishing the cruising kitty and securing the funds for our final retirement." (3/99)

Charley and Judy Huffman write from *THE GOOD NEIGHBOR* (T-37, hull #549), "We've had to stay close to a phone and an airport this year, due to some family health concerns. We've missed the Georgetown, Exumas experience this year, but hopefully we can go next year. We had a lightning hit last summer while the boat was on the hard at Indiantown, FL. It caused damage to anything electronic. We have all new radios, GPS updated, autopilot, etc. Lots of work as we did the repairs ourselves, but the boat is really in better shape now as a result of the strike." (4/99)

Bob and Marge Klein pen, "Marge and I have switched over to a (forgive us) power boat. We purchased a Kady Krogen, 42 foot wide-body trawler. We pick her up next week in Ft. Lauderdale, FL. We'll cruise the FL waters for two months and be back in the Chesapeake Bay in June. We hope to do a four-year circumnavigation of the eastern half of the US starting in the spring of 2000." (4/99)

John Kraft and Karen Hurt's latest missile from *THE CHANCE* (T-37, hull #478) explains, "...we have become almost anti-social out here. We just enjoy being in an anchorage alone for days or weeks, if possible. [As John writes, he is] watching a pair of magnificent Frigate Birds gliding in the air currents above Magens Bay [St. Thomas, USVI]. They are big birds with wing spans to eight feet! Did you know that these birds can't land on water because they can't take off from water? (Kind of like a 747.) And they can't even walk on land, so they fly or perch--that's it. They eat by chasing boobies and stealing the fish that the boobies catch!

Magens Bay is about 1/2 mile wide by one mile long, surrounded by high hills, dotted with homes ranging from modest to beautiful. There is a beautiful beach, small park with a snack bar, and pay phones. The water is clean enough for snorkeling and swimming. There are no swells at this time of year and yet we are the only cruising boat here. Another attraction for us it that there are no stores or restaurants nearby, so our money stays in our pockets.

There may soon be big changes for cruisers visiting the Virgin Islands National Park at St. Johns. Currently there are 35 free moorings scattered about the various anchorages

within the park boundary. If one prefers to drop the hook, that is permissible outside of primary swimming and snorkeling areas, which are marked with buoys. Now there is a plan by the National Park Service (NPS) here to add 174 moorings to the existing 35, charge \$20/night for their use and completely prohibit anchoring within the park boundaries. The plan is to protect the sea-bed from damage and protect boaters by eliminating boats from dragging. I suspect that the NPS hopes to lure more of the British Virgin Island charter boats into the park, but the plan raises many questions: 1) Where and how will the fees be collected? 2) Will U.S. Customs and Immigration forego the requirement for BVI charter boats to clear in and out? 3) Will dinghy moorings be provided in snorkeling areas since anchoring is prohibited? 4) If the plan is successful and increases the number of boats visiting the park, will the disposal of wastewater and gray water do the park more harm than the moorings will do good? There is no doubt in my mind that part of the park's beauty will be compromised by the addition of row after row of white mooring balls. Also, the \$20/night fee is so prohibitive that most cruisers and most locals will be forced to avoid the Virgin Island National Park. Kind of sad.

By mid-late June, we will sail directly to Venezuela again for the hurricane season. We plan to spend five months in the remote offshore islands and take an island trip to Merida in the mountains." (6/99) [See their special story on page 118]

Betsy and George Marburger report from *ZORRA* (T-37, hull #362), "We are getting ready to shove off, finally. After installing last minute equipment, we plan to leave Baltimore for New England in June '99, back to Annapolis in the fall for the boat show, and then it's off to the Caribbean in November. We are planning to attend the New England Rendezvous with **Gail and Bruce Barton**. We met them last year in Annapolis. The Tayana owners are a tight group." (4/99)

Bruce Martin relates this cautionary tale, "Last fall when I elected to sell *SPARHAWK* (T-37, hull #221), I had her hauled at a yard in southern Maine with the intention of making any needed repairs prior to putting her on the market. I hired a surveyor and followed him around as he checked the boat, recording his remarks. He marked specific areas on the deck that had high moisture readings and pointed out some interior bulkheads that were wet as well. At the completion of the survey he went over the findings with the yard people and I agreed to a project that would involve replacing the core on about two thirds of the deck and two bulkheads. Chain plates were rebbed and the headliner and side liners also replaced. I did not ask the surveyor for a written report. Exclusive of the survey, I made a number of improvements to existing equipment, replaced a jib, replaced some damaged rub rail sections, and applied Cetol to all exterior teak. When I took the boat south to Annapolis in December she was pronounced better than new and was advertised as such.

The boat was placed with a broker in Annapolis and sold in less than a month. The buyer's survey went well and even when the haul-out revealed some keel and rudder shoe damage incurred in an unorthodox entry to Newport Harbor [RI]. 'That doesn't look like the harbor entrance; I see car lights on the road at 12 o'clock' say I. My navigator says, 'Fear not; I've done this many times.' About the same time a fierce and rather prolonged banging took place under the boat. The event sounded worse than the resulting damage and I agreed to pay for the fairly minor repairs.

As he completed the hull examination, the surveyor said, almost in passing, 'Let's check the deck. I've seen pictures of the work as it was being done, but the buyers are paying for the survey, so I better check.' What followed stunned me. He picked up high moisture readings where the deck work had been done and more in the coach work of the deckhouse where none had shown up during my survey. The prospective buyers fled like a late migration and I was left with nothing in writing to go back against the surveyor who did the original work. Core samples revealed no moisture in the decks. No one can account for the high readings. He used two meters and both gave similar readings. The balsa core of the coach work was indeed wet and rotted.

As many before me I suppose, I gave up and sold the boat to the next person to make an offer without attempting any further repair. My gross loss, including what I would have received on the original sale and my costs readying the boat for market was about \$35K.

The moral of the story is: Don't try to save money with a verbal survey and don't put tons of money into an old boat you plan to sell.

As she left the fuel dock outside the Spa Creek bridge last week heading south without my being aboard, I felt no small sadness. That handsome stern Bob Perry created held just as much allure as it did when I saw it for the first time 18 years ago. *SPARHAWK* is a fine boat that has seen me through good weather and bad, from the tropics to northern New England. I wish her new owners well. *SPARHAWK* has a good strong bow; maybe they'll run across that surveyor out on the Gulf of Maine someday and ram him for me." (5/99)

Alan and Beverly Nixon acquired *KEOKE* (V-42, hull #172), aft cockpit model, new in 1990. They write, "Cruising started after retirement in October 1992. From California, we cruised down the Baja Coast through Cabo and La Paz and up into the Sea of Cortez. From there we went south along the west coast of Mexico to Acapulco and Zihuatanejo. We love the boat. It's pulled us through some bad stuff, especially when we found ourselves on the outside, not far from Acapulco in November 1997, near Hurricane Pauline. Strapped on the deck, tying in three reefs took half an hour. Now we wish we'd installed a furling main in the U.S. instead of full battens. The 55 pound Delta anchor came loose from so much

green water and the pointy end dug a hole in the fiberglass on the nose. We'll have to put a stainless shoe on now. Normally Mexico weather is benign.

Christmas 1998 we were anchored in Zihuatanejo Bay and were off the boat, sitting in a beach bar, watching the Denver Broncos in overtime, while thieves were also working overtime looting the inside of our boat. They dropped down through the overhead hatches and the 21" x 21" bug screens and loaded radios, cameras, and foreign money into our empty laundry bag. Total was about \$3,000 worth of stuff. We found out later that trained children were slipped down through the small area because everything else was locked. A list was given to the port captain, but nothing was ever recovered.

Then starting last Thanksgiving, articles by cruisers began appearing in *Latitude 38* about bank fraud in Mexico. Apparently Visa card numbers were being shipped to Juarez and being embossed on a phoney card and then a big spending spree began. A receipt from the local ATM bank machine showed \$6,100 was missing out of our account. Other cruisers had even more money lifted from their account. We never give our card to a merchant anymore and always pay with cash. The card is only used to get pesos out of the ATM. It's taken five months to get our money back and we're still \$300 short. Many fax and phone calls were on us, as free 800 numbers can't be called from Mexico. Anyway, we love the cruising lifestyle, the people, the climate, and slow pace of the area. As in any place, one must be careful.

On another subject, the last time we hauled in Acapulco to paint the bottom, the scales on the travel lift worked and showed *KEOKE* weighed 39,500 pounds with fuel and water full. Wonder if anyone else has weighed their cruise-equipped V-42 lately?

After four years of cruising southern Mexico, we sailed back north, 400 miles to Puerto Vallarta and its great bay. On the way up one leg was 60 miles and it took 17 hours to complete because of 31 knots of wind on the nose with steep seas. At present the boat is tucked away in a berth for the long hot summer in Puerto Vallarta. (5/99)

Roy and Karen Olson share this update of information regarding *KAMPESKA* (V-42, hull #150). "We got a phone call from the Coast Guard today saying a vessel (a 167-foot ketch) has *KAMPESKA* in tow! And they will bring her in to Palm Beach, FL tomorrow from about 150 miles off the coast! Can you believe it? They reported to the Coast Guard that she was in 'surprisingly good condition'. We didn't close the hatch when we 'bailed out', so we can't imagine that there wasn't a lot of water damage. Who would ever have believed *KAMPESKA* wouldn't have taken on water and sunk. They indicated only a couple inches in the bilge. Wow!

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ARGONAUTA races thru Indonesia

by Sally Whitbeck

The last time you heard from us was at the beginning of the Darwin to Bali Race. We were sailing along comfortably, relaxing in the shade of a full spinnaker. That was before we began to set a record--not a record for speed, but for the number of things we managed to break! Unfortunately, we have no exciting tales of wild storms and rough seas to explain all the breakage; for most of the passage we had light breezes and gentle winds.

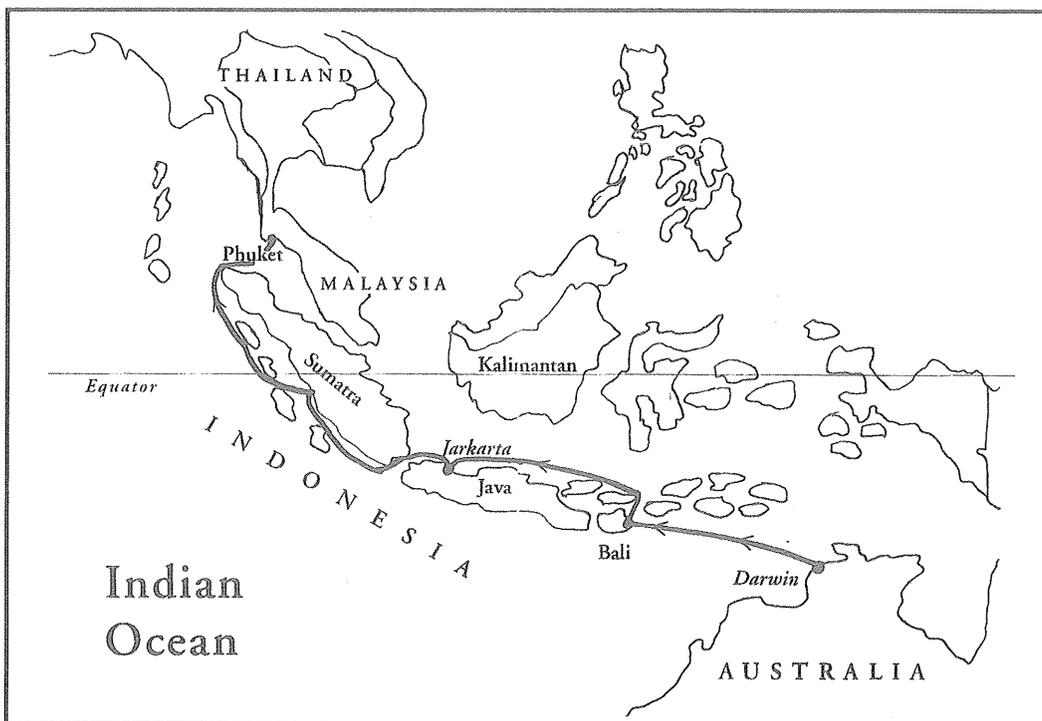
We did have a few exciting moments, however, during our final and most impressive feat of boat destruction. To explain this I'll have to fess up to the very unseamanlike fact that we were both sound asleep when it happened. We were exhausted from seven days of racing and we did have the radar alarm on. In the pre-dawn darkness of our last day of the race, the wind increased to 25-30 knots and the waves built up dramatically, rolling up under ARGONAUTA's stern. "Bob", our self-steering vane, was having a heck of a time steering in the following seas and an accidental jibe occurred as we slid down a wave sideways. From below, it sounded like an explosion. Jon shot up the companionway to find our aluminum boom snapped in two and flailing around in the darkness like a deadly weapon, while the mainsail whipped violently. To make matters worse, about thirty kamikaze flying fish had committed mass suicide on our deck, creating an indescribable mess of blood and scales. Needless to say, chaos ensued as we groped around in the darkness trying to get things under control. Mother Nature has a very weird sense of humor.

Boats from all over the world arrived in the Benoa Harbor Marina in Bali, where we were spent several days repairing things on the boat. In a moment of insanity, we rented a motorcycle and took off to explore the island of Bali. Jon decided that the only way to survive the wild traffic in the city of Denpasar was to

drive as aggressively as the locals. I think I missed a lot since I spent a good deal of time with my eyes closed!

Once away from the densely populated areas we headed for the mountains. The terraced rice fields were spectacular; beautifully sculpted green hillsides creating a cascading patchwork of reflective pools. People in pointy hats worked the fields, and oxen struggled in the soggy earth, pulling plows. We stopped to visit ancient Hindu temples and explore tiny mountain villages. Women spread cloves to dry on mats along the scented roadsides. Although Bali has become quite touristy, we managed to find many villages where tourists rarely visit, and we were welcomed like honored guests.

Following a rugged, winding, steep road we were presented with view after view of lush valleys and long white beaches lined with hundreds of brightly painted Balinese outrigger canoes. We stayed in wonderful little guest houses and sampled spicy Indonesian food. In one village, we met a man who invited us to return to his house in a couple of days to attend a "teeth cutting" ceremony, which of course we accepted, although we had no idea what we were getting into. We had a bit of a language problem--to say the least--and understanding what was going on around us was often a struggle.



We returned two days later and witnessed the most bizarre and beautiful ceremony I've ever seen. Most of the Balinese people are Hindu and they practice a form of Hinduism unique to the island of Bali. One of their many interesting customs is to have their teeth filed during this elaborate two-day "cleansing" ceremony.

When we arrived we were struck by the beautiful costumes and incredible decorations which involved six months of preparations. (See photo below) We were greeted by young men in brilliantly patterned sarongs and matching headdresses who seated us and brought us endless platters of food and drink. We were the only Westerners there and we were treated like royalty. Although this was a private religious ceremony, we were welcomed with warmth and openness, and anyone who spoke the least bit of English made every effort to explain what was happening.

It would take pages to relate what the ceremony was like, so I will just tell you it involved complicated rituals with incense burning, hair-cutting, live chickens, an old woman in a bamboo tower, flowers, eggs, banana leaves, globs of cooked rice stuck behind the ears, cooked pigeons, and bell-ringing. Other entertainment involved "topeng" dancing, a gong band, and puppets. The ceremony went on and on for hours, as we gawked shamelessly.

The next day on our trip back to the marina, we witnessed several cremation ceremonies, one of which was huge and included over one hundred deceased people, some of

them six years dead! We saw wild processions of people carrying garishly elaborate "floats" in the forms of colorful towers, fish, bulls, and dragons. The gaudy floats bounced crazily down the streets, and were occasionally spun around in circles in order to confuse the spirits within so they wouldn't be able to return to haunt anyone. After they were all burned in a huge field, the ashes were taken away in another procession and tossed into the sea.

By a stroke of luck we happened to be visiting Indonesia during their fiftieth anniversary of their independence, and we were able to participate in "Arung Samudra", a yacht race from Bali to Jakarta. As part of the Independence Day celebrations, the Indonesian Navy sponsored this race involving yachts and tall ships from all over the world. The participants were treated to wonderful dinners, dance performances, tours, and cultural events. We were amazed at the first-rate hospitality and enjoyed every minute of it.

The race to Jakarta took four and a half days. We were pretty tired when we arrived around 2200 and were pleasantly surprised to see a navy warship at the finish line with guys cheering for us and shooting off flares!

Jakarta is a filthy, dirty city of over nine million people. Although we were shocked by the squalor, we were overwhelmed by the warm welcome and managed to have a great time. Besides the new Indonesian friends we made, we had fun socializing with the other yachties there.

Just 30 miles north of the filth of Jakarta is a string of beautiful islands known as the Thousand Islands. We joined many yachts there for more racing. Jon and I participated by crewing on another boat, mainly in order to be able to attend the free beach barbecues afterwards!

After leaving the Thousand Islands, we sailed through the Sunda Strait, between Java and Sumatra. We anchored off Son of Krakatoa, an active volcano and spent one morning climbing the smoldering moun-



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ARGONAUTA...

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tain that was constantly belching steam. Jon and I decided that there is simply too much to see in this part of the world and we didn't want to rush any more than we had to. We wanted to continue to explore Indonesia and then Thailand. Although most boats heading for Thailand travel up the Malacca Strait on the east side of Sumatra, we opted for the less traveled route up the west coast. There are no cruising guides for this area and tourists are rare.

Our first experience in Sumatra was a good indication of what was to come over the next two months. We went ashore at a small island off the southern coast of Sumatra and walked to a little village. We entered the village from the back by hiking along an overgrown path beneath towering coconut palms. A few kids spotted us and raced over to greet us and follow along. More and more kids joined us and they became more and more rambunctious (see photo below). Soon there were about fifty kids following us screaming at the top of their lungs. We felt like rock stars. Naturally the commotion caused all of the villagers to drop whatever they were doing and come out to see what was happening. Our curious audience all along the way added to the feeling that we were leading a huge parade. We smiled sheepishly at everyone and shrugged our shoulders to indicate our confusion and apologize for the uproar we were causing. We had no idea where we were going so we just kept following the main path until we came to a store about the size of an average walk-in closet in the U.S.

A crowd gathered to watch us as we asked for something to drink (in sign language). We self-consciously drank warm Sprites while the villagers watched our every move. We were relieved when a young man who could speak a few words of English invited us to his home for "music and bananas". We followed him there and all the villagers followed us. Once inside, his twenty or so family members stood around and stared at us while we ate our

bananas. A tape player hooked up to a car battery blared music, and every window was filled with faces looking in at us.

Chess is a very popular game in Indonesia, so Jon got into the habit of carrying his board and pieces in his backpack wherever we went. When he got it out (after we had eaten all the bananas we could) our audience was delighted! He and our host played a few games, leaving me to handle the awkward task of smiling and nodding at everyone.

As we explored Sumatra's west coast and the tiny islands offshore, we felt like pioneers--boldly going where no yachts had gone before. We experienced enthusiastic welcomes wherever we went. Each time we approached an anchorage we were greeted by calls of "Halloh Meester!" Villagers would line the beach to watch us anchor. Often before the anchor was even down, we'd be overtaken by outrigger canoes. The natives would climb aboard eagerly and make themselves at home!

We found the Indonesians to be incredibly warm and friendly, so much so that we often felt smothered. They always kept us well supplied with coconuts, bananas, and papayas, and we had our own personal tour guides wherever we went.

In the larger villages we enjoyed shopping in the bustling markets and eating in funky little places where the average dinner cost about fifty cents. At anchor the chanting voices of Muslim prayers drifted over the water several times a day. We had frequent visitors and we gradually learned to



speaking a little Indonesian. Our usual visitors were fishermen, but one man snared myna birds and hunted monkeys with homemade bow and arrows.

Whenever we were feeling overwhelmed by all the friendliness, we sought out uninhabited places where we could snorkel and walk the deserted beaches. While we were enjoying the beauty of the island of Nias, we had no idea our mothers were listening to news of an earthquake on Sumatra and anxiously awaiting our phone call, which we got around to a few weeks and several gray hairs later.

The sailing around Sumatra was a bit different due to the lack of wind. We had lots of rain which we collected with our cockpit awning, so we had an unlimited supply of fresh water for showers and laundry. We also were lucky enough to sail up to a huge (about as big as the boat) whale that allowed us to get quite close to him before he raised his enormous tail fluke and dove out of sight.

We had wonderful experiences all up the coast, but one of our most memorable was on the island of Weh, our last stop in Indonesia. We met two young brothers who spoke English fairly well and were eager to befriend us and show us their beautiful island. We anchored off a creamy white beach in turquoise water, surrounded by patches of coral loaded with fish and sea turtles. Our new friends took us to other great snorkeling spots, as well as a place where hot springs bubbled up from crusty white holes on the sea floor, creating luminous columns of bubbles. They also took us to a tiny village where we saw a man building a mahogany canoe. We hiked along a rocky stream that led into the jungle to a waterfall, then swam in the cool dark pool beneath a shady cathedral of ferns. Another day we hiked over a mountain to the other side of the island, learning about the many unusual plants, fruits, and animals from our friends. We came to a cave that opened to the surf where swallows nested. Their valuable nests are harvested to sell for birds' nest soup, thought to have medicinal qualities. Several other caves along the rocky coast were filled with thousands of bats. The hike back took us through thick jungle, and darkness set in before we returned. We had come to a road by then, fortunately, since our guides had told us about pythons and cobras, and we had seen a few poisonous spiders of gigantic proportions hanging in webs strung across our path. The guys cooked for us that night at their place, and another time gave us a cooking lesson on our boat, whipping up fiery concoctions that even made Jon sweat.

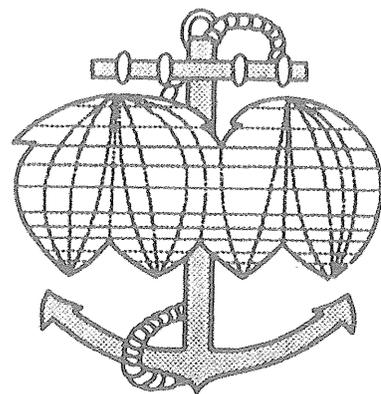
We were sad to leave, but our three-month visas had expired and we had to move on. We motored most of the way across the Malacca Strait since the wind failed to make an appearance. We were also bucking weird currents that caused strange standing waves out in the middle of nowhere. After a two-day passage, we arrived in Thailand and anchored off the island of Phuket.

Our arrival in Thailand happened to coincide with the annual Vegetarian Festival, which is a nine-day celebration in which believers demonstrate their faith by abstaining from meat (and lots of other things) for nine days and nights. For all of those nine days, the marketplace in Phuket town is a chaotic feeding frenzy, with zillions of vendors and restaurant owners demonstrating their vegetarian cooking skills. This was a festival we could literally sink our teeth into and we made complete pigs of ourselves sampling the unbelievable selection of creative dishes.

The other aspect of the Vegetarian Festival was not so appetizing. Each morning there was a huge procession of 'mediums' who were either whipping themselves, cutting their backs with hatchets, or slicing their tongues. The most popular proof of true faith was the skewering of cheeks, usually with long skewers holding several pineapples at the end. Some of the people were more creative, using things like umbrellas, plastic hose, or even a bicycle reamed through their mouths. This bloody spectacle also involved spectators throwing long strings of firecrackers at these zombie-like people as they marched through the streets. Not exactly your run-of-the-mill American style parade.

We rented a motorcycle and explored Phuket, finding elaborate Buddhist temples and beautiful stretches of beach. We also visited The Gibbon Rehabilitation project, where volunteers from many countries work to reintroduce captive gibbons to the wild. We also visited a few of the many beautiful islands around Phuket, but have barely begun to see all that Thailand has to offer.

Homesickness prevailed and we hauled the boat and flew to Bangkok where we spent a couple of days and then caught a flight home, via Tokyo. We arrived the day before Thanksgiving, just in time for the beginning of lots of holiday feasting and visiting. It's been two years since we've been home to the U.S. and it feels great to be home. We've really missed our family and friends and plan to see them all before we return to Thailand on New Year's Eve.



Maintenance and equipment comments and questions...

T-37 FUEL TANK REMOVAL

Richard Bennett, former Tayana owner, shares some expertise he gleaned from his years of owning a T-37 (hull #474). "Removing and replacing a stainless steel bilge tank was a lot easier than it appeared. The tank weighs only 135 pounds empty. A cost estimate of \$3000 from a local, well-advertised boat yard urged me on to do it myself (with help). From a previous article (See *TOG News*, issue #59, p. 58), a 17 inch by 8 foot by 3/4 inch ramp was the magic piece of equipment. Lift up the tank with a \$20 cable puller (come-along), have someone shove the ramp under the aft end, and with ropes, pull it up into the cockpit, with someone pushing as well. Two people can lift the tank over the lifelines and lower it down by letting it slide down a ladder against the hull.

There was only a small part of the tank that had corroded. The welder cut that off and welded a piece of sheet stainless in its place. This cut left the aft end of the tank three inches above the bilge level. Unfortunately, the best bilge pump switch did not operate until there was three inches of water in the bilge. (See diagram below)

With the tank removed, lots of teak dust and dirt could be vacuumed out, the bilge paint could be touched up, and any rust on the engine mounts could be removed with a brass-bristled barbecue brush with a long handle. Prime over tight rust with "Extend", a rust consolidator available in auto parts stores and better than any other. Rustoleum fast-dry hard hat industrial paint is very good for the salty environment. While

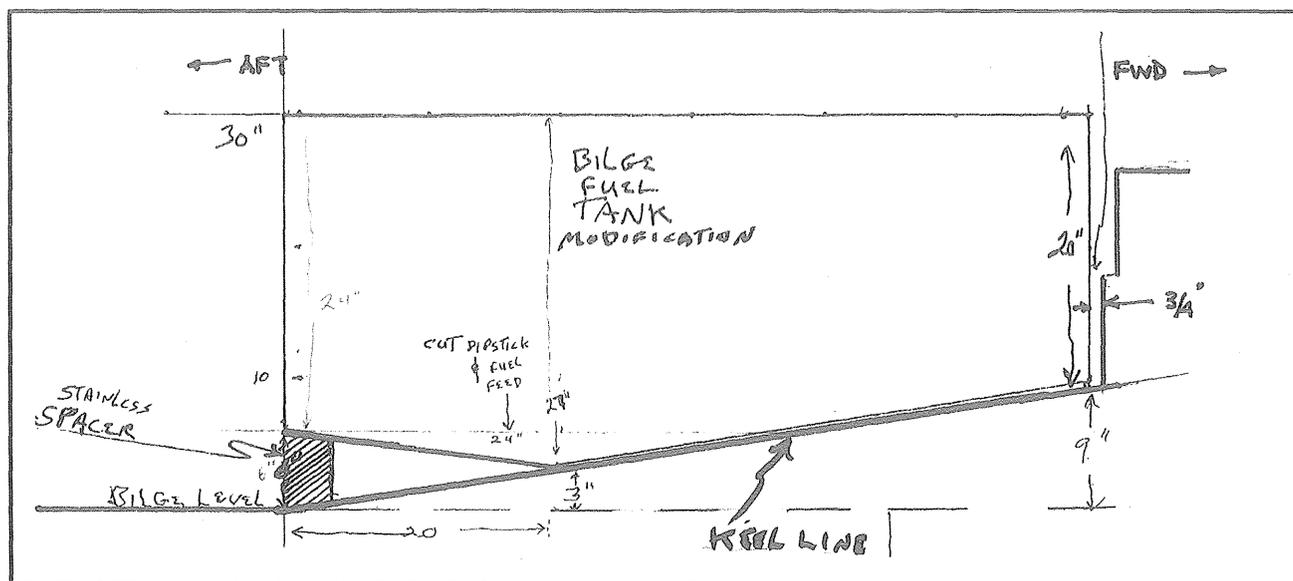
you are at it, snug up any loose pan bolts on the engine and this is a good time to inspect the strainers on the bilge pump hoses.

One might consider replacing the old tank with a smaller one kept out of the bilge and made of 316 stainless for a lifetime installation. However, my cost was only about \$800."

SEALANTS

Richard also offers these thoughts, "Black polysulfide sealer is good for putting on the threads of the studs that hold in the "cutless" bearing housing rather than relying on the double nuts. Removal is easy. Polysulfide has some, but not too much shear strength and crumbles when a wrench is applied. To clean out the stud holes, stick a plastic soda straw into the bottom of the stud hole, shut your eyes, and blow. All the polysulfide powder then will be blasted out and the stud can be tightened to the bottom of the encapsulated nut. (Richard says, Cutless, not cutlass. The older bronze shaft bearings eventually wore grooves in the prop shaft, but the water-lubricated rubber bearings cut the shaft less, therefore they are called cut-less bearings.)

The same applies to the head hoses that are sealed onto thru-hulls and heads. You can't just pull off the hoses. Polysulfide is strong in pull, but just twist the hose with a large pair of groove-joint pliers and the polysulfide crumbles to a powder. Pull off is then easy.



Polurethane is another matter. To separate two parts that are bonded with polyurethane, one part must be destroyed or subjected to heat over 450 degrees F."

GRAND DEER FAUCET WASHERS

Bryan and Linda Biesanz announce from *SERENDIPITY* (T-37, hull #405), "We found another washer that will work on the Grand Deer Faucet. We found them at Coast to Coast, however, they could probably be found at TruValue and other hardware stores. The washer is AQUA SEAL WA.KIT number 496-T A/S (Made by Thrifco Plumbing). You have to trim the skirt off of the top to get it to fit. Also, I inserted the metal washer for the Grand Deer washer and it fit. So far, when we turn off the faucet the water stops and does not leak."

SELF STEERING ON T-37

Bryan and Linda continue with this question, "Has anyone out there installed the Capehorn self steering on their T-37? We are ready for that part of our upgrade for cruising and are attempting to decide on which self steering."

Denis Beaudry on *TAYANA* (T-37, hull #8) responds, "We are considering the Capehorn for our T-37. Have seen it installed on one other T-37. The boat is south now and [they] apparently love it. My concern is we have Capilano hydraulic steering and I'm unsure how it will work with this. Understand we can install a cheap tiller pilot below decks as an autopilot. The website for Capehorn can be found at <<http://www.capehorn.com/index.html>>. The unit is manufactured in Quebec and costs about \$3000 Canadian."

Harvey Karten, owner of *NIGHTHERON* (T-37, hull #84) comments, "They (Capehorn) do have a very attractive product. I am concerned about the reliance on a vane of cloth, the fact that the Capehorn can't be used as an auxiliary rudder, and how long it will hold up in the long run. Aries and Monitor have been around for a long time and both have outstanding reputations, but are large and clumsy appendages to a lovely sailboat. It (Capehorn) may be less expensive, but only if it matches in reliability and durability."

Alexandra Filia on *NIKIA* (T-37, hull #184) returns, "We have an Aries self steering and we love it. It is 20 years old and it looks like new. It steered us across the Atlantic without a hitch. I heard they are beginning to make them again. Ours is installed on the poop deck with through bolts and has the long rudder. This way we avoided drilling on the hull. This means that if you want to take it off, it leaves no scars behind."

BATTERY

Tom Bowers, owner of *MACBEE* (PH-37, hull #396), informs us, "Since our fuel tank is located midships just

forward of the engine, we have been able to locate a battery under the V-berth with 2-0 cables to the windlass. As a result, we can keep the battery charged with #12 conductor. This scheme has worked great in our cruising in British Columbia and Alaska."

PROWELL PROPELLERS

Jim and Katie Coolbaugh onboard *ASYLUM* (V-42, hull #156) share, "We ordered and paid for a Prowell Sailprop through IMTA in Annapolis, MD last August. After a lot of excuses and non-delivery, I called the factory in Germany and they said they are not filling IMTA orders because of non-payment. These props, however, can be ordered directly through the factory with a fairly rapid turn-around time." For more information contact the Coolbaughs at 60 Canterbury Court, Suite 1136, Orange Park, FL 32065-7201, phone (240) 401-0062, or e-mail <coolbaughs@att.net>.

E-MAIL SYSTEMS AT SEA

Jim Coolbaugh also asked, "Does anyone have experience and/or opinions on the commercial SSB-based e-mail systems? I've been looking at PinOak, but understand there are others as well that may be as good, but more reasonable."

Former Tayana owner, Trevor Hodgson answered, "We have used Globe Wireless E-mail. They have 13 stations world-wide. The protocol is SITOR. This is much slower than PACTOR, which is used by PinOak. On the other hand you can be on line with Globe Wireless for about \$130 for modulator and software (assuming you have a PC and SSB) compared with about \$1800 for PinOak. The performance of Globe was good in the North Atlantic. With their worldwide network I would expect to have good coverage everywhere. From my home in New Jersey I can work with six different Globe stations! We are fitting out our new boat with the HAM e-mail service. It's free once you have the equipment, but you need an amateur radio license."

Michael on *CAMBRIA* responded, "There is also a service from the west coast called Sailmail, identical to the HAM e-mail system, but used on the SSB. The language is PACTOR and PACTOR II; cost is approximately \$200 per year subscription with unrestricted use for plain text. It requires a terminal node connector (usually Kamtronics) that costs \$300, plus SSB radio and computer. We have used it successfully up and down the California and Baja coast."

ENGINE REPLACEMENT

Bernie and June Francis onboard *QUEST* (T-37, hull #278) are looking for information. "Unfortunately last summer we discovered that our old trusty Yanmar 3QM30 with 7500 hours has a crack in its block. We are now doing research on

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More maintenance and equipment comments...

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a new engine and would like to ask TOG members for input. In particular, we are looking at a Yanmar 3JH2. If any member has repowered their T-37 from a 3QM30 to a 3JH2, I would like to talk to you. I would like to know if the increase of eight horsepower was enough to overcome the underpowered nature of the T-37 with the old 3QM30 and if there were any installation problems. We can be reached at 1916 Pike Place #799, Seattle, WA 98101-1056 or by e-mail at <bjquest@bellsouth.net>. Any input would be appreciated."

ENGINE REPAIRS

Charley Huffman offers this advice regarding repairs he made to his engine on *THE GOOD NEIGHBOR* (T-37, hull #549). "The oil pan gasket on the Perkins 4-108 was leaking so I raised the engine from the mounts and made the repairs. Should anyone be faced with this chore, perhaps I could help with some advice. The job can be easily done with the engine suspended from a small chain hoist holding the engine in the galley area. While at it, the rear oil seal was also replaced and the entire unit repainted. The 4-108 looks spiffy again and no leaks! [It] has been an excellent engine."

RUDDER CONSTRUCTION

Rob and Amy Kerr, recent owners of *PRUDENCE* (T-37, hull #15), query, "Does anyone have experience with the rudder construction? We hauled our T-37 and water came leaking from the forward bottom corner of the rudder. Tapping indicated there was a considerable amount inside. It's drained now and the bottom 1/4 of the rudder is clearly hollow. Anyone have any experience with this?" Reply to TOG for sharing or to Rob at <shockwave@seanet.com> or call (206) 634-0488 in Seattle, WA.

Denis Beaudry, owner of *TAYANA* (T-37, hull #8) responds, "Most older T-37 rudders have the two piece fiberglass shell. I had mine redone last summer and inside found rotten plywood, little foam, a lot of water, everything delaminating, and little resin near the gudgeons. From the outside it looked great except for a little delamination along the forward edge. Watching water run out for quite a while was the biggest clue. I had to fix it; the forces exerted offshore are tremendous and the chance of it all breaking were too great.

Look at your rudder as two flat fiberglass molds that fit together. Inside is wood, foam, etc. The wood, probably 6-8 inches wide, just runs along the sides and where the pins go

through. All this area where the u-shaped stainless pieces attach to the shaft are probably wood inside with lots of fairing compound covering the stainless.

The worst problem was the gudgeon pins; they were inserted and hammered flat from both sides. Drilling these stainless pins out and hammering them free was more than a day's work. Gudgeons are two u-shaped plates that hold the rudder to the shaft. These are pinned through the rudder. These u-shaped stainless pieces are recessed a little into the sides of the rudder. Inside it is probably rotten. Patching won't help.

I ended up rebuilding the rudder using some mahogany and a lot of resin and fiberglass. It is now well sealed with no place for water to get in. Where the gudgeons slip over the rudder is now solid. I used 3/8 inch stainless pins bolted on the outside in case the rudder has to be removed at a later date. I also left the top ones longer to bolt the zinks to. At the same time I replaced the copper bonding strips at the aft edge of the keel. Figure \$2000+, if you have a yard do it. Fear makes me repair things in spite of the expense."

CPT WHEELPILOT WOES

John Kraft sends this report from *THE CHANCE* (T-37, hull #478), "We bought a CPT Wheelpilot in 1990. We started using it in 1991. From '91-'95 it was in la-la land; returned it twice for repairs. From '95-'99 it performed well, but went fluky again, making unscheduled hard left and hard right turns on its own. We returned it for repairs and it was declared 'dead on arrival' due to corrosion. That is the same CPT that Mr. Pukit displays under running water and insists on factory repair to maintain waterproof qualities. CPT, Inc. was purchased in May '99 by Scanmar Int'l. (builders of the Monitor and other windvanes). I think this is good news as Scanmar is a customer service oriented company with quality products. I spoke to Scanmar in May. They will continue to manufacture and service CPT wheelpilots and assured me that Charles Pukit is no longer associated with the product. Scanmar Int'l. is located at 432 South First Street, Richmond, CA 94804-2107, phone (510) 215-2010 or (888) 946-3826, fax (510) 215-5005, e-mail <scanmar@selfsteer.com>."

ELECTRIC WINDLASS

John continues, "There is precious little information in *TOG News* regarding installation of an electric windlass on a T-37. I'm interested in a Lofrans above-deck unit installed on top of the bowsprit (like my SL-555). If figure I'll have to move the staysail stay and the power supply wires are a problem. I need suggestions. Help!" Respond to TOG or write to John at P.O. Box 119031, Cruising Service #2116, Hialeah, FL 33011.

GASKETS

In the last issue of *TOG News*, Mike Morrissey on *SYMPHONY* (T-37, hull #463) asked about gasket material for butterfly hatches. In the meantime, he answered his own question. "I finally found a source for gasket material for butterfly hatches, icebox doors, etc. Actually, I found neoprene strips bundled in a Shurflo Accumulator tank as part of the mounting bracket. I called Shurflo and the customer service representative (very helpful) looked up the source of the part: McMaster Carr Supply. I looked them up on the web and this looks like an incredible source for all kinds of hardware, including plumbing and fasteners. The entire catalog is illustrated in PDF format. Here's the site address: <<http://www.mcmaster.com>>. By the way, the neoprene strips are on page 2900 of the catalog."

Harvey Karten, owner of *NIGHTHERON* (T-37, hull #84) provides detailed information regarding porthole gaskets. "One suggestion was to use ordinary weather stripping, available from Ace Hardware/Home Depot, etc. I tried this and found it was far too compressible of a foamy latex, with self-adhesive, was too flimsy to provide a satisfactory seal against water intrusion and of poor quality. A bit further inquiry uncovered at least two different sources of suitable gasket material for the portholes.

1) MMI (aka Aegis Marine) in Newport Beach, CA sells a gasket of dense rubber designed specifically for the T-37. It is a complete circular piece for the 5 x 12 porthole and costs \$11. It is made in Taiwan. The finishing on the edges was only fair and it is slightly narrower than the gasket channel. Use a suitable gasket glue. MMI also stocks the gaskets for the circular portholes. This is by far the simplest solution, though the quality of the finish on the rubber is less than optimal.

2) Downwind Marine in San Diego, CA sells three types of gasket material. They are each sold by the foot from a continuous spool. You then have to cut off the appropriate length, making sure the length correctly fits without a gap at the ends.

Type 1 is hollow channel square material that fits nicely into the channel with no adhesive. I'm not sure if it will provide an adequate seal against rain. Price is \$2.25/foot; you need about 2.5 feet per porthole.

Type 2 is dense foam rubber round material that fits snugly into the channel. It makes a good compressible gasket. Price is \$3.30/foot.

Type 3 is made by Benmar (or some such company) and is a dense rubber compressible material with a T-shaped lip, similar to that provided by MMI, but of excellent quality and finish. Clearly the best of the lot, but the price is steep, \$7.25/foot. This costs about \$20/porthole. I guess this is another example that quality costs more.

For ease of installation and a reasonable product, go with MMI. For good quality at a slightly lower price go with Type 2 material from Downwind Marine. For a long term, high

quality gasket, go with Type 3 from Downwind Marine. All three choices will be worth the cost if it prevents water intrusion on a rainy day or after washing your topsides."

MAST REPLACEMENT

Warren and Judy Mann lost their mast on *SEQUEL* (T-37, hull #504) this past winter in a fire at Brewer's Yard in South Freeport, ME. They recount their experience in getting a replacement. "Within hours of the fire hitting the national news, one owner on vacation in FL was already on the phone to France to order his new spar. It turns out most of the masts these days come from extrusion plants in Europe. Anyway, the rush to get an order in was best explained in my conversation with Claude of Metal Mast Marine in Putman, CT.... 'If you decide on Wednesday to go to the movies this weekend, there are plenty of seats available. But if you wait to buy your tickets on Saturday, you may not get in!' I certainly didn't mind missing a movie, but the thought of loosing a season of sailing quickly dismissed the idea of trying to find a bargain used mast to refit and sent me scrambling for the check book and a stamp for Claude.

So what's a mast cost anyway? Well, that depends. Quite a few people are taking the opportunity to step up to Carbon Fiber; others of us are sticking with alloy. Some of the prices I've heard around the yard are pretty shocking--anywhere from \$15,000 to \$70,000 for a mast! I stayed on the low side.

Owners of boats in active production were able to get on the phone and easily order a replacement from the builder. Although Tayana responded promptly to my e-mail request for dimensions, some of their masts have come from Australia, Europe, and the US. All they could be sure of was the sail plan. My old mast was an Isomat, as best I could tell. Of course, changing the mast step is no big deal, but it's surprising how much you don't know about your own mast....like the true dimensions of fitting locations. Of course you can take some measurements off the boat, like the distance from the mast step to the chain plates, and you have your sails to measure. Anyway, I would suggest to any owner that the next time your mast is stepped you take a few minutes and draw up a little blue print of your mast layout and trace the mast profile. It would certainly make the job of replacement easier, should the occasion ever arise.

I've read a number of times how cruisers have lost their masts while off cruising and have been able to order a new mast, get it delivered from FL, and literally be off sailing again within weeks. Of course, if 60 boaters in the same area all tried that at one time, they'd run into what's going on now in New England. And getting a mast is only part of the problem; needless to say, the riggers have a waiting list too. There is also the miscellaneous gear that doesn't get purchased very

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often, like multi-pin electrical connectors for the mast wiring to handle more than four connections. I mated up a pair of five-pin waterproof connectors to form a harness of eleven wires and ten pins all in one connector that can only be plugged in one way. There's nothing worse than setting a mast and then having to pull it again because a connector was plugged together wrong or one of the connections was corroded.

Anyway, we got our tickets to the show early...in February, *SEQUEL*'s new mast was delivered to Maine right on schedule in early May. Of course, stepping a brand new mast means cutting new standing rigging, new running rigging, setting up a new roller furling, and the electrical wiring. I handled the latter myself. With a few delays, it took three weeks from delivery to get the mast up and be out sailing, about three days actual work. We took our first sail the first week of June. We lucked into a great weekend with SW winds over 20 and a spirited 7 1/2 knots and rail in the water to get things stretched and set in. I know...Robert Perry says "sail it upright!" But I like it when the "lean-ometer," or as I call it "the applause meter" points over 25. Admittedly, at 38 we're plowing a pretty inefficient shape through the water.

All in all, it went pretty well. I can't recommend BOAT/US Insurance, Metal Mast Marine, and Brewer's South Freeport Marine strongly enough! Be sure to check out Riggers Only in Fairhaven, MA. And by the way, don't think your boat yard's insurance is going to cover your loss in a fire! Better read all that fine print in your storage agreement and keep your insurance. The fact is, your boat yard is only liable if proven negligent. Despite the loss and all the hassle, for the price of the deductible it's pretty nice to have a brand new mast, winches, standing and running rigging: 3/8 inch standing rigging all the way around, 1/2 inch running rigging, Anderson STs, and Schaefer roller furling. No, I didn't move the mast forward and I probably should have. I just wasn't prepared to put up with a delay in the sailing season.

Another thing I ran into in the process of removing the mast step and the stainless mounting plate under it was virtually no sealant under the mounting plate, barely a smear around the bolts that go through the deck. The mast step mounting screws that are tapped into the deck plate are longer than the thickness of the two surfaces and were ground into the deck. Another source of potential water migration damage, I would think. You might want to re-bed your mounting plate and step sometime!"

DE-RAKED MAST

Joey Marullo, owner of *CARPE DIEM* (CT-37), writes, "After receiving the Spring '98 issue of *TOG News* with the confession, uh, I mean explanation by Bob Perry on the weather helm problem, I immediately de-raked my mast. I was a week away from crossing the Gulf of Mexico (New Orleans to Isla Mujeres) and had been unable to get the Monitor self-steering wind vane to perform on many points of sail. With Perry's apology, uh, I mean instruction, I enlarged the hole through the cabin top through which the mast passes by cutting it forward. I then walked the mast forward with the headsail halyard and my manual windlass. The baby stay and the head stay had to be cut and shortened with sta-loks which were a joy to work with, and the back stay had to be extended with extending plates. All of the measurements were calculated ahead of time by an engineer friend of mine, so we knew exactly how far to rake the mast forward, how much to cut off the stays, etc. All in all, the mast only moved forward at the cabin top approximately a couple of inches. The mast is now almost precisely straight and the helm is much improved. The Monitor steered across the Gulf of Mexico and back, a total of 1100 nautical miles. I still experience weather helm, but only when I'm not paying careful attention to sail trim and balance. I suspect that replacement of the 20-year old mainsail with its blown-out draft will also help. I certainly appreciate Perry's explanation, but sure wish he would have done it sooner."

BOWSPRIT PLATFORM

Joey also reports another refit. "I have completely removed the bowsprit platform. After crossing the Gulf of Mexico and returning, there was only one instance when I wished that platform had still be in place (I don't have roller furling), so I'm still undecided as to whether I will re-install it. But, without the platform I was able to greatly improve my anchoring situation. I had a pair of anchor roller plates fabricated from aluminum bronze and the through bolts by a local machine shop. I used three inch delrin stock to fabricate the rollers myself. The design is from the Pardeys. By mounting my Simpson Lawrence Sea Tiger 555 right on the inboard end of the bowsprit, forward of the baby stay, I am able to use the windlass on either the port or starboard anchor, which is a tremendous improvement over the previous system of mounting the windlass off center to starboard where it can only be used on one anchor. So far, my post-project analysis is this: on the pro side, the boat looks much more salty and uncluttered (especially with the sexy jib net I installed and the varnished mast and mainsail boom), I can use the windlass on both anchors, I can carry both anchors at the ready, weight forward is reduced significantly, which is a problem on the T-37s (consider the weight of the platform on the end of the sprit, the fuel tanks under the v-berth, and whatever chain you carry forward of the fuel tanks, and you've got roughly a half-ton pushing the bow down), and windage forward is reduced significantly as well as "waterage" area upon which crashing waves could exert a great force at sea; on the con

side, if I ever need to go out on that bow sprit in a significant seaway, I may wish I had never removed that platform. The con argument is a strong one and one that I'm still debating. I plan on leaving the platform off for now for further evaluation, while I adhere to the Pardey method of handling my sail plan such that I never have to go out on the sprit in any wind greater than 20 knots."

COMMENTS ON HEAVING TO

Bob Schilling, owner of *WHISPER'S ECHO* (T-37, hull #457) offers these comments regarding heaving to. "Every small boat sailor's heart goes out to the skipper and crew of *KAMPESKA*. (See cover story of *TOG News*, issue #81.) Many of us know first-hand what it is like to be caught in weather that is difficult and working its way toward dangerous. Their courage and perseverance in overcoming the hardships they faced are remarkable.

In the Caribbean 1500 of 1997, I was part of the crew that sailed *WHISPER'S ECHO* from Newport, RI to Bermuda, and on to Tortola. On the first leg of that voyage, we encountered weather conditions not unlike those *KAMPESKA* faced. Like them, we faced SW gales and heavy seas that ultimately made it futile to press on, and we elected to wait out the storm. In our case, however, we discovered that *WHISPER'S ECHO* would heave to without a headsail, even in winds above 40 knots and heavy, confused seas. I'd like to claim some special knowledge about this, but we discovered it quite by accident while taking in the stays '1. At the time, we were planning to raise a storm jib, but we never got that far. I brought *WHISPER'S ECHO* into the wind and discovered that without a headsail to push the bow, she wouldn't tack, even in a gale. It was then a matter of trial and error to trim the main--with a deep double reef--until she was nicely hove to. We performed this maneuver four times between Newport and St. Georges, Bermuda. The heaviest winds were in the upper 40s and low 50s, with higher gusts. The main advantage of heaving to in this manner is that even in a full gale, the wind and sea won't knock the bow off to leeward, allowing the boat to remain hove to in conditions which would otherwise require the crew to run under bare poles or--as *KAMPESKA* was forced to do--lie ahull."

ALTERNATOR CHANGE

Nick Sciarra, owner of *ECLIPSE* (V-42, hull #173) would like to increase his alternator capacity from the stock 45 AH to 100 AH or more. He asks, "Can this be done easily or does the change out require things like changing pulley, wiring, etc.? The engine is a Yanmar 55HP turbo. I have a large battery bank and it takes a long time to recharge. I have installed a Trace 2500 Inverter and wondered whether upgrading the alternator and running the inverter (engine driven) at the same time can cause any predictable problems? Comments from any electrically talented boaters out there would be appreciated."

Graham Berry on *OASIS* (T-37, hull #352) replies, "We have a fairly reasonable house battery bank of 660 AH. In order to get a decent charge with some form of longevity, you must follow the regime of discharging to 50% capacity and charging to 85%. We have the Link 2000 that monitors this bank and [therefore] it's easy to see when we get to the 50% condition. When your batteries read 12.2v rested and with no load on them, this approximates to 50% discharge. Upgrading to 100 amp alternator would probably require a heavier cable to your battery selector switch than you have at present. Going above that into the 200 amp class may require a possible change to your Alternator mounting and two drive belts. We have Balmar Alternators with the ARS2 three-step regulators on *OASIS*. The main engine has a 100 AH and our small 9HP Kubota auxiliary runs a 200 AH two-belt system plus an Aquamaker watermaker pump. As to running the inverter with the alternator running, there shouldn't be a problem, providing the inverter is drawing within the range of the alternator output. Balmar in Seattle, WA has a good technical department and will give free advice. Give them a call at (206) 789-4970.

V-42 GENERATOR LOCATION

Nick continues, "Does anyone have a generator installed in the engine compartment just aft of the engine in their V-42 CC? Can they tell me about how they like it? Right now the central air conditioning unit is aft of the engine and if a generator went in that approximate area, it would have to reside on a framework above the air conditioning unit." Replies can be sent to Nick at <njs@mail.maricopa.gov> or phone (602) 915-3481 (H) or (602) 506-7137 (W) in Glendale, AZ.

John Pazera responds, "We have an Apollo Generator on *COMPANIA* (V-42 AC, hull #117). It is installed aft of the companionway steps under the cockpit area. No problems! We also have the watermaker system set up in the same area."

BOBSTAY REPAIR

John Stuhldreher on *FARNIENTE* (T-37, hull #304) from Redondo Beach, CA poses this question, "I recently had the bolt holding the bobstay at the waterline shear off. Is there anyone who has advice on the repair of this equipment failure?" Please respond to TOG for sharing or to John at <aetvjohn@erols.com>.

HYPALON INFLATABLE CLEANER

Bill Truxall on *SEAQUESTOR II* (T-37, hull #547) found that "Air Works" in Annapolis, MD uses nothing but Mary Kate Spray Away to clean their inflatables. It is available at West Marine and other marine stores. Taylor Fender Cleaner also works well, although it is expensive. It can also be used to clean your yellow shore power cord.

THE CHANCE of Jungle Changes

by John Kraft

John Kraft and Karen Hurt on THE CHANCE, their T-37, hull #478, spent three and one half weeks on the Macareo River in the Orinoco Delta of Venezuela in May 1997. (See TOG News issue #76, p.101) They may be the only cruising boat to make a second trip to this location. They arrived back in Trinidad on 16 February after a four and one half week return trip and sent this report.

The Amoco Oil exploration project at the mouth of the Macareo River ended about a year ago, but Amoco has apparently decided to provide funds to Fundacion LaSalle de Ciencias Naturale (an international organization based in Caracas). It will set up schools and small medical clinics in three areas in the lower Orinoco Delta, which is inhabited by indigenous Wareo Indians. Though the education offered is meager and the medical assistance is rudimentary, we feel that the culture of the Wareo will be changed more in the next five years than in the past 500 years.

The "large" village near the mouth of the Macareo that had a population of 40 or 50 in 1997 has exploded to 200-250 people in the past six to nine months, as the Wareo upstream have abandoned their small villages (6-20 people) and consolidated their numbers where the schools and doctor/nurses are.

We had a great time on this trip. Did a lot of trading with the Indians--t-shirts, hats, shorts, earrings, nail polish, combs, cards, fish hooks, line, needles, thread, scissors, etc. for small baskets and necklaces, as shown in the photo opposite above. This area is jungle-like country and lots of it is swampy mangroves, but we had hot coffee and muffins or some other nice breakfast treat every morning and had our happy hour complete with hors d'oeuvres every afternoon.

The birdwatching was fantastic. Despite lots of rain (approximately 2/3 of our days), we were in the dinghy at 6-6:30 almost every morning and 4-6 almost every afternoon, armed with our binoculars and our great "Guide to Birds of Venezuela." We saw and identified approximately 96 species of birds. We saw large flocks of blue and yellow macaws, red-bellied macaws, three types of toucans, a king vulture, and others like horned screamers and blue-throated piping guan. We saw hundreds of scarlet ibis and various herons. We also saw many species we could not identify due to poor light or a brief sighting or because many of the smaller species resemble each other.

We saw large groups of red howler and capuchin monkeys. We saw a tarantula about the size of your hand, caiman (crocodiles) up to six to eight feet long, a constrictor



Took a picture of this young girl--alone in her canoe--on our 1997 trip. Found her again this year in a different village and gave her the photo. She loved it!

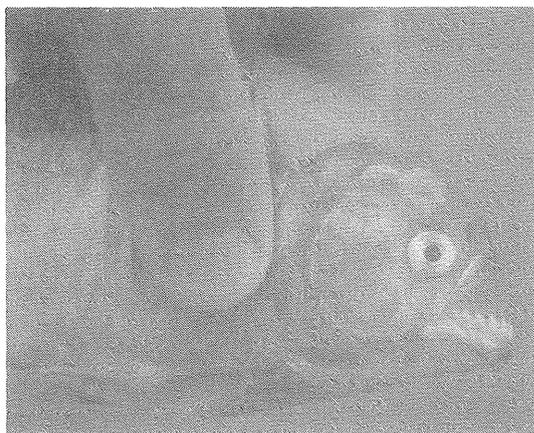
Charts...

continued from page 97



snake wrapped around a heron floating past our boat, a capybara (world's largest rodent) about four feet in length and maybe 200 pounds. We found a dead bat in our cockpit and marvelled at its intricacies. We watched piranha devour a ten pound hunk of caiman meat in seconds and I caught several piranha just for fun (see photo below). Pink dolphin followed us everywhere we went.

It was an exciting trip and we're thinking of returning in two to three years. But as I said before....this is not a trip for those with a faint heart or who are not totally self-sufficient. No parts, no sea-tow, no mechanics, no Fed-X, no mail!



in moments, according to Tim Sullivan, Manager of Marketing for MAPTECH.

To date most electronic charts are in raster scan format; that means it is just a "picture" of a chart. MAPTECH is working with NOAA to develop all charts in a vector format, which will be a virtual map, capable of changing more easily and employing other features in the software. Some charts are now available in vector format, such as C-Map and Navionics. To develop all charts in vector format will take years. One of the glitches in developing changes to charts is that with the advent of the GPS, many people are finding out that even the good, new, correct charts may be sadly in error when used with the accuracy of GPSs for navigation!

Some have suggested that the following scenario could be a reality in the near future. Let's say you have decided that you want to cruise to Mexico from your home port in San Francisco. You don't really have any confidence in the "electronic toys" that some cruise with. You may go to your local chart store in Alameda with a list of charts you wish to procure. The little ol' chartmaker will go into the back room and come out fifteen minutes later with all your charts, printed out, and current to the week, because he has just downloaded them on line from NOAA! Now that's the way to go, if you're not going to have electronic charts on your boat. Others who do not wish to take their computers with them may just print the charts in the scale they wish before they go.

The purpose for all the effort in electronic navigation is to provide more accurate charts for all ships and boats, and in a manner that will support a range of options making navigating the harbors and seaways easier and more safe.



The Bumpy Road to Paradise

by Alexandra Filia

We left Paul Kelly and Alexandra Filia on NIKIA (T-37, hull #184) in Norfolk, VA in October 1997 (see page 94, Spring '99 TOG News). We again join them as they continue their "Cruise of a Lifetime".

Greetings from paradise! A well deserved paradise at that, because getting here was not a piece of cake. Leaving Norfolk, we took the Intracoastal Waterway (ICW) for our first taste ever of this unique way to travel. It is unique because although we were on a boat and there was water surrounding NIKIA's hull, the impression we got was that we were travelling by car. The land was never too far away and in many cases it was way too close. Trees caressed the top of our mast and roots played havoc with the depth sounder. NIKIA was so confused she stopped leaking (briefly)! For 200 miles we motored down canals, through locks, and under bridges. Countryside of incredible beauty rolled by (or should I say sailed by) and all was tranquil and very safe. Hundreds of boats take this route south every year, but after 200 miles we were craving some action.

Beaufort, NC, also known as the gateway to the Caribbean, is where coastal and off-shore cruisers part ways. Bravely, and upon a favorable weather forecast, we pointed our bow south and off we went to cross 1500 miles of open ocean.

You may wonder what we do all day during a long ocean passage. Well, activities tend to be somewhat limited given the leaping, lurching, rolling, and crashing interior of our small, yet luxurious yacht. Reading is an obvious biggie, however, the quality of reading material tends to go down as the trip progresses and the supply dwindles. On this trip, for example, I went from Moby Dick to the Burning Woman (author unknown), to a textbook on celestial navigation. (In case you are wondering how I came about owning Burning Woman, I got it in a book exchange with another cruiser.)

As is customary on all luxurious cruises, eating is a major part of the experience. Our menu is of somewhat limited variety, consisting entirely of pasta, but we bring back the excitement in the menu by using different shapes of pasta.

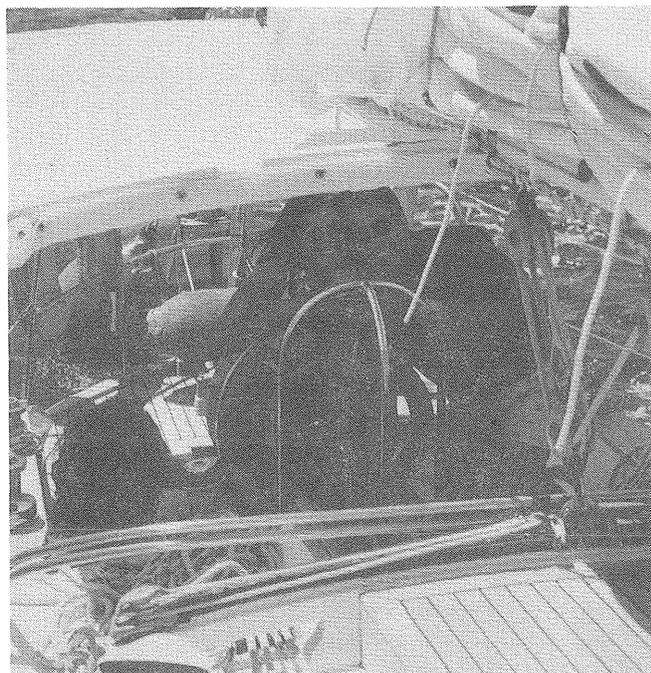
Naturally, our trip would be lacking if we did not get our daily exercise. It is somewhat unusual, but it leaves us sweating and breathless, nonetheless. It goes like this. First we wrestle the pot out of the cupboard. While Paul holds me steady, we fill it with water, strap it on the burner, unleash the stove on its bevels, line the floor with paper towels, and jump back. Soon thereafter the water begins to boil and the aerobics begin. The key to this exercise is to avoid getting scalded every time NIKIA takes another graceful leap off the top of a

wave. Paul climbs on the icebox, holding the uncooked pasta. I place a foot in the sink and extending the opposite arm, I grab on to a handhold. With my free arm, I quickly raise the lid as Paul throws in the pasta. Our dinner is done when all the water from the pot has jumped in the bilge.

Immediately after dinner, we listen to the weather on the SSB. Herb [Hilgenberg], also known as Southbound II, is a dedicated volunteer meteorologist who gives boats in the Atlantic daily personalized weather reports. You see, listening to the Coast Guard weatherman talk about an "ap-

proaching front in the forecast area" can be a little dull. Hearing Herb tell us "Congratulations! You are on the front" promises hours of untold excitement.

During this trip we talked daily to Lucien and Gigi on the radio. They were in Bermuda and Halifax when we were and they left Beaufort when we did. They don't speak English and we don't speak French so our conversations were short and to the point: "Hello, Lucien"; "Hello, Paul" etc. They reminded me of Paul's conversations with my Greek grandmother.



We made record time by riding a near gale for five days and a cold front for another five. All ten days were spent on one tack and *NIKIA* grew algae almost two feet above the waterline! Our cockpit was pooped several times and we did not see the sun during the entire trip offshore. Believe it or not, this was favorable weather.

So here we are in the tropics. The water is blue, it is 90 degrees F, and colorful fish nibble at the bottom of our keel. Who could ask for anything more?

Our time in the British Virgin Islands was longer than we planned. Unfortunately, I caught a very nasty infection which sent me to the local hospital for eight days, including the entire Christmas holiday. After two operations and tons of antibiotics, I am finally back on *NIKIA*, but as luck would have it, my left arm looks like a B-rated horror movie, and shows no signs of wanting to move on its own accord. The doctor is promising us miracles in the next three weeks, so here we are in Road Town, [Tortola] awaiting the miraculous healing and revival of the left arm.

This adventure did change our plans somewhat. We will now go for a quick tour of Guadeloupe and Antigua and then we will backtrack to St. Martin. In St. Martin, we will look for work to make up for the hospital expenses. This may be a blessing in disguise, since we are craving for a change of pace and an opportunity to become part of the local community (albeit not the medical local community).

After a month in the turquoise water of the Caribbean, we are beginning to form some very definite opinions about the lasting qualities of eternal summer. The Caribbean is just like the pictures in the travel magazines. The sea is the most exquisite blue, the wind is a steady 15-20 knots, the beaches

are made from the finest white sand, and the reefs are full of exotic and colorful fish. However, this is all there is here: natural beauty and lots of waterspouts. [It is] a great setting for a couple of weeks of mid-winter holiday, but brutally boring after a couple of months of cruising in anchorages which look increasingly alike.

If you are considering a vacation in the Virgin Islands, the British Virgins are infinitely prettier than the U.S. Virgins. Even though the Clintons went to St. Thomas to unwind from the challenging Dole campaign, we found the U.S. Virgins hardly worth a stop. Drugs, unemployment, and left over aging hippies made our visit there short and disappointing.

Our best experience in the Virgin Islands and most recommended spot to visit was the Bitter End Yacht Club (BEYC). The BEYC is on Virgin Gorda (the fat virgin) at the very end of the island chain (thus the name). In the most dramatic setting, it is the most interesting and friendliest resort we have ever seen. It can only be reached by boat and it was designed with the boater in mind. While anchored there, we discovered with great delight, that we were encouraged to use all their facilities for free. Free movies every night, cocktail parties with open bar, a steel and reggae band, free ferries, free sunset cruises, free sailing lessons, free everything. We spent a full week there dancing the nights away. We understand that paying guests get a great deal more. Let's not forget to mention that directly across from the BEYC is Necker Island. You can stay there for a mere \$9,000 a day. We stayed for \$10 a day, the cost of two giant tropical drinks.

So despite our recent misfortune, life is still terrific and we are looking forward to visiting more interesting cruising grounds in the next few weeks.

To be continued...



More News from the fleet...

continued from page 107

Roy is feeling better, although he has good days and not-so-good days. He has quite a bit of pain, but walks almost every day and is doing some small exercise. He anticipates being able to go to work this fall. We left South Dakota on 1 March and spent a month in Phoenix and have been in Palm Desert, CA [since then]. We like it very well here in Palm Desert, well enough that I [Karen] applied for a job with Marriott and got it. We have bought a house on a 25-acre lake in a gated community and think we will make this our permanent residence." (4/99)

Editor's Note: Roy flew to FL and was allowed to go onboard KAMPESKA and retrieve some personal belongings, i.e. pictures and clothing. Disposition of the salvage has not yet been determined.

Bob Pauly and Kathy Gaudreau faxed from Bequia onboard **BRIANA** (T-37, hull #444), "After surviving Hurricane Georges in Salinas, Puerto Rico last September, we continued island hopping, revisiting with pleasure many of them. We stayed for two months in Martinique, with Dominica being one of our favorite islands, taking full advantage of the French culture, food, wines, and cheeses! After turning the corner in Barbuda, we finally stopped going with the wind on the nose, and have had great sails, with the first reef in the main permanently tied, since in the trade wind zone. We're enjoying the Grenadines, still lovely, but full of charter boats, as compared to the last time (14 years ago). We hope to spend the spring in Trinidad and the summer in Venezuela, continuing on to the ABCs, Columbia, and San Blas in the fall. We keep looking for Tayanas along the way, but have only seen a few so far." (3/99)

Derek Rhymes, a former Tayana owner writes, "Guess what I'm doing these days? I'm surveying boats! Working for Jack Horner in the Annapolis [MD] area. Lots of fun! If anyone needs a Tayana surveyed, I'm infinitely familiar with them. I'm still living in the same house, just a new phone number (410) 280-9769 and e-mail <drhymes@erols.com>." (4/99)

Roger and Nancy Ann Thorne write from **GWENNAN OF CAMBRIA** (T-37, hull #139), "The wind still blows down the chute making a mess of the Golfo de California. The winds are a 25-30 knots and a sailboat just reported eight foot waves on twelve foot swells with white caps on top of all. With the high over the four corners and low south of us, it looks like it will continue for a week or so. We have decided to stay here for a while and take in what they call Carnival!!

The word out here is that this is the third largest carnival celebration in the world and that it is a sight not

be missed. In their usual style, the organizers of good times here at the marina have arranged for us to have front row seats for both the fireworks and the parade the next day. We will be on the top floor balcony of one of the large restaurants on the parade route, so it should be fun.

For those of you who think we do nothing but have fun, let me assure you that between times we work hard. Roger has finished the engine and it runs great. He has put our dinghy in the water and made sure it holds air and that the outboard engine runs. He has repaired our kerosene lantern and has jerry canned 40 gallons of diesel and filtered it into our main tank. I have spent a week doing all the bright work. To you landies out there, that means polishing all the stainless steel, brass, bronze, aluminum, and copper to get rid of rust and other corrosion. You never know how much of that stuff you have until you get the rags, toothbrush, and polish out and start working. I have about 45 hours in so far with about another 10 to go. An old timer just walked down the dock and said, "Why that's looking real purdy, little lady." WOW, what a complement." (2/99)

Bill Trindle and Sarah Gabriel report, "We've finally taken our T-37, **CHEVAL** (hull #360) down the Columbia River and made a left turn bound for warmer climes. We were lucky to get suggestions and good advice from experienced Mexico travelers, Ann and Ken Murphy on T-37 **WANDRIN' STAR** before we left Portland, also words of wisdom from Tom and Carolyn Beard on their elegant T-55 **MOONSHADOW IV**, docked with us in Monterey. Other TOG friends from previous Columbia River Tayana Rendezvous gathered in Astoria to see us off. Bud Sengstake and Joanne Klebba on T-37 **SINECURE**, Ron Fantz and Dana Spielmann on T-37 **ANTHEA**, and Dominique Ohier and Julia Keck on T-37 **SECOND WIND** gave us a rousing send-off with promises to follow us to Mexico one day.

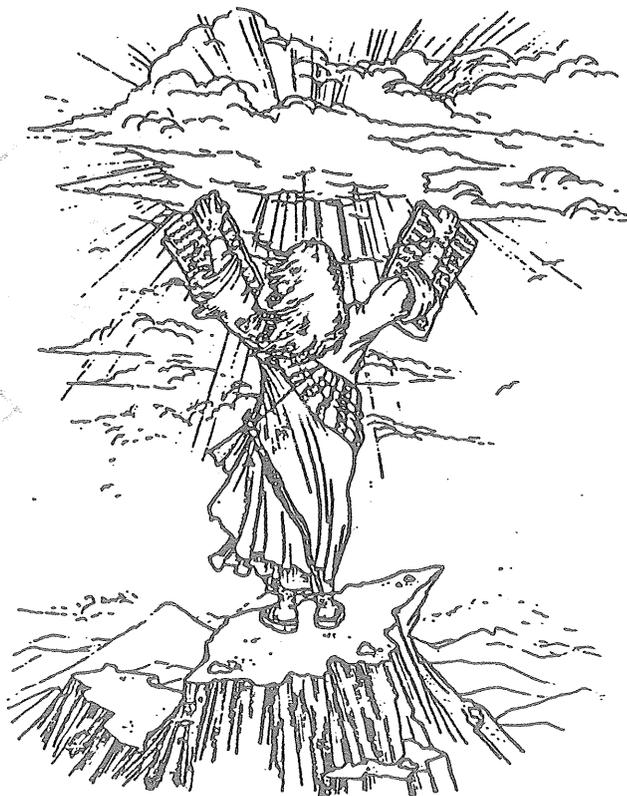
We had a sometimes exciting, always interesting adventure coming down the Pacific Coast, enjoyed a stay in San Francisco and San Diego, rounded Cabo San Lucas without a stop, and continued on to La Paz for Christmas [1998]. We have been based in La Paz, with trips to Mazatlan for carnival and up into the islands to play in the water, while continuing to finish boat projects in the sunshine. La Paz Race Week found us at Isla Partida (renamed Partidaville for the week), where we enjoyed meeting Barry and Kathleen aboard V-42 **JOSS**, and Burk (Harry) Burkholder and Marsha aboard T-37 **LOUP DE MER**. Other Tayanas we've met in La Paz include Bob Walker on T-37 **ZEEOTTER**, Pete and Suzie on T-47 **MAGIC DRAGON**, and Mich and Risa aboard T-37 **KOMFY**. As always, it is both enjoyable and enlightening to talk to fellow Tayana owners and see and hear about their individual innovations and additions to their boats.

Our current plan, always subject to creative adjustment, is to stay in and around La Paz until January [2000], then make our way slowly down the mainland coast, Guatemala,

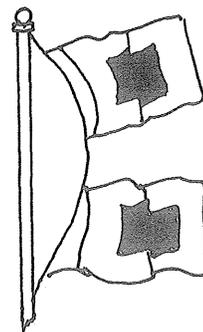
Costa Rica, and the islands of Panama until we have to make an east or west decision. The cruising life seems to fit us extraordinarily well so far and we plan to continue forever or until it stops being fun, whichever comes first." (5/99)

David Waltz and Donna Conyers send greetings from Roatan, Honduras. "After ten or so years of living aboard, the crew of *VICTORIA* (T-37, hull #222) is moving ashore. After exploring the northwest Caribbean for the last couple of years, we bought land on eastern Roatan. Our house will be finished this summer, and all cruisers are welcome to visit. Roatan, although part of Honduras, is an English speaking island and has been since settled by the British over two hundred years ago. Roatan has many fine harbors. *VICTORIA* made it through Hurricane Mitch without a scratch, even while the storm was stationary (at category 5) for 48 hours over the island of Guanaja, fifty miles from here. Having a home port will let us get all this junk off the boat and use it the way it should be used. A note for retired military people: there are excellent space-A flight connections between the airbase in Honduras and Atlanta. The base is convenient to both the Bay Islands and to Guatemala. For details, e-mail Dave at <ku4ou@lee.win-net.org>." (5/99)

NOTICE: E-mail to David Waltz is via a (slow) amateur radio link. Please be brief and send only Plain Text messages. Also do not copy the sender's message text back to them.



BUT WHERE'S THE ONE ABOUT
'SAILING DAYS NOT COUNTING'?



Hurricane Preparedness

Hurricane Season is officially upon us, as of 1 July, and already in mid-June there are weather reports of significant tropical depressions in the Caribbean and Atlantic.

Several of our members have all too vividly experienced hurricane conditions onboard their vessels and they would assuredly advise that preparedness is the key to weathering the storm.

The following tips for general preparation are provided by the State of Maryland Department of Natural Resources:

- > All preparations should be completed 48 hours before hurricane arrival.
- > Monitor the National Weather Service marine weather broadcasts for your area. An alert is issued 72 hours before the storm is predicted to hit, up to 36 hours is a watch, and up to 24 hours is a warning.
- > Remove all articles on deck, including biminis, plastic enclosures, sails, and dinghies.
- > Double all lines. If at a dock, use several cleats to distribute the load on the boat. Allow as much line as possible for tide and storm surges.
- > Attach chafing gear, such as reinforced radiator hose, where lines will rub, providing several feet of chafing hose on each side of rub locations.
- > Remove all electronics and valuables.
- > Check batteries for charge and insure that bilge pumps are working properly.
- > Shut off fuel lines at the tank and close thru-hull fittings.
- > Secure all hatches and doors; tape windows from the inside.
- > Disconnect electric, water, and other connections from dock.

DO NOT STAY ON YOUR BOAT, IF IT IS AT DOCK!

New Members

Scott Altenloh, *JOURNEY* (T-37), Baton Rouge, LA
 John Anastasio, *ROYALDAWN* (T-37), San Francisco, CA

Greg and Sylvia Barnicoat, *WALKABOUT* (PH-37), Stillorgan, IRELAND

Frank and Elaine Chacho, *SEAGIRT* (PH-37), Bethel, CT

Bill Costello, (*Prospective Owner*), San Clemente, CA

Al Donatto, *NUBIAN* (T-37), Houston, TX

John Don Carlos and Leila Jimenez, *TRANQUILITY* (T-55), Vienna, VA

Rick and Zoe Gilstrap, *ALMOSTA LADY* (T-37), Newport, OR

Don and Kay Gulick, *TURN ME LOOSE* (V-42), St. Augustine, FL

Herman Hartmann, (*Prospective Owner*), Houston, TX

Karena and Erik Hammarlund, *FREYA* (V-42), Watch Hill, CT

Dennis and Catherine Henderson, *OCEAN SPIRIT* (V-42), Baltimore, MD

Joseph and Jeri Hummel, *TUSANTAKK* (T-37), Houston, TX

Mike Hutcherson and Gail Palmer, *PENGUIN* (T-37), St. Croix, USVI

John and Roxanne Jensen, *SAILIN' SHOES* (V-42), Rapid City, SD

Patrick and Diana Jewell, *SPARHAWK* (T-37), Wilmington, NC

John and Yvonne Laurenson, *EMERALDEYES* (V-42), Slidell, LA

Mike Menchetti and David Elsasser, (*Prospective Owners*), Seattle, WA

Ray Slaninka and Lorna Tomko, *LORNA DOONE* (T-37), Atlantic Highlands, NJ

Jim and Betsy Smiley, (*Prospective Owners*), Isle of Palms, SC

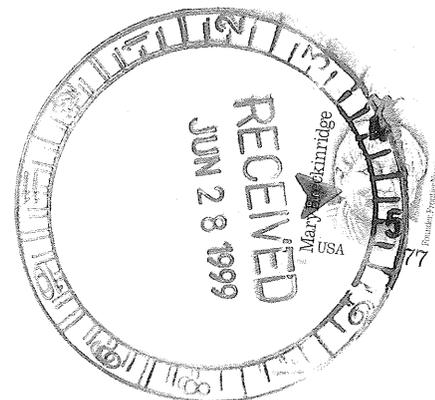
Verlyn Smith and Sally Scott, *ARCHIPELAGO II* (V-42), Islamorada, FL

TOG NEWS

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 Reedville, VA 22539-0379

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Address correction requested