

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME X NUMBER 84

FALL 1999

The Farewell Voyage of *AUF WIEDERSEHEN*

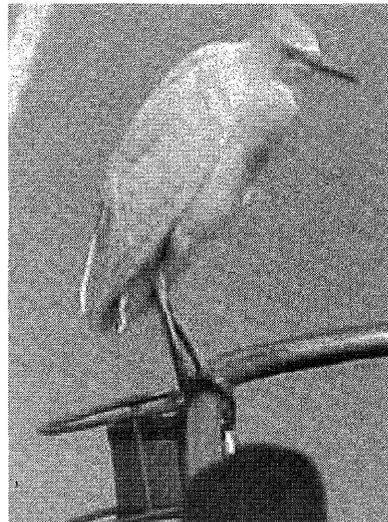
by Sandra Blake
with contributions from Bev and Don Rock

Ever since Coleman and Sandra Blake bade farewell to the Bristol 40 that Coleman and his uncle co-owned, they knew they would one day return to the water in their own sailboat. For three years they researched various models, undecided until they saw a T-37. The feeling was instantaneous; this was a boat they could live on comfortably and afford! In the ensuing months every article they read, every broker and owner they talked with confirmed their feeling that the T-37 was their ideal boat. The serious quest began in May 1998 and ended in April 1999, when the Blakes flew to Pensacola, FL to look at a T-37 owned by Bev and Don Rock. *AUF WIEDERSEHEN* (T-37, hull #328) had everything they were looking for in a boat and a few things (teak decks and wooden spars) they initially were not too sure about. The paperwork seemed endless, but at last *AUF WIEDERSEHEN* was theirs. Now all that remained was to bring her home to Galesville, MD. Herein lies the story.

Bev and Don offered to accompany Sandra and Coleman on the first leg of the journey to thoroughly familiarize them with the boat systems. It was to be a combination farewell and training cruise. At the last minute, work schedules prevented Coleman from making the trip, but a friend, Roger offered to go. Roger is a commercial airline pilot with over 12,000 hours in the air, an excellent navigator, experienced with radio com-

munications, good with tools, and has owned and sailed his own boat in the San Francisco Bay area. Although he's had no blue water experience, he was eager for the opportunity and had skills that would be useful on a cruise.

After two hot, humid days of unpacking and stowing 18 boxes of



supplies and last minutes purchases, everyone was eager to put the shoreline astern on Friday, 28 May 1999. Don's laptop computer was secured to the nav table; moments later Nobeltec Visual Suite, a sophisticated electronic charting program, blinked to life. Personal items were stowed, magazines were laid on an open bookshelf for future enjoyment. Lines were finally cast off. As Bev expertly guided their

beloved *AUF WIEDERSEHEN* for the last time through the twisting shallow channel from the marina to the Gulf of Mexico, radio checks were made. All signals were "loud and clear".

In the security of the deeper Gulf waters, Bev passed the helm to Sandra. Amid smiles, salutes, and hugs under the boisterous Gulf sun, the ceremonial change of ownership took place. This was to be Sandra's first blue water sailing experience. Shortly before 1400 a VHF call from the Navy Marina warned of a squall line with 40-knot winds. Within an hour squalls were visible on the northern horizon. At 1520 winds were registering 32 knots apparent; the main was struck and foul weather gear broken out. One hour later the rain stopped and the first of two rainbows unfolded across the horizon. Don went below, made a log entry, and tightened a leaking stuffing box.

That evening dolphins arrived for a clandestine frolic, betrayed by the huffing of their blowholes. By 2000 the seas had calmed and the wind had slackened to 10-12 knots. For the next two hours *AUF WIEDERSEHEN* followed the moon path across peaceful water. Not one among the crew could have guessed that they would shortly be challenged beyond their wildest expectation.

continued on page 146

1287

TOG Notes

PHOTO COMPETITION

This quarter we are featuring *ENDORPHINS*, a very unique T-48 (hull #18), as our competition winner. She is a 1991 center cockpit sailed out of Annapolis, MD by **Marsha and Chris Kellogg**. This shot (right) was taken heading out of the Magothy River into the Chesapeake Bay. Unique to the boat is the hydraulically controlled stern platform. Thank you for sharing this picture of your lovely vessel.

All members are encouraged to submit pictures of their boats for this competition.

RENDEZVOUS COOKBOOK

We have not been inundated by your response to our quest for recipes to compile a *TOG Rendezvous Cookbook*, although we have received some. We need lots more input. Send us your recipes for entrees, salads, deserts, etc., made aboard and especially tasty. No, the recipe can't be "Sam's Club, isle 7...", which is the response we have received from some recently. There have been several rendezvous in the past few months, so the field is ripe for harvesting.

SHIP'S STORE

This feature of our newsletter has grown significantly over the years. The apparent departure from cruising for some members and moving up for others has made it a buyer's market. We want to include everyone's ad if they are selling something, but please make it short and advise us when it has been sold. Some are offering to send out equipment lists and more detailed descriptions of the boat to interested readers. We would prefer the sellers use this technique, as it helps from a space standpoint.

LATE ENTRIES

MOONSHINE, a 1991 T-52 (hull #50) with center cockpit is regrettably for sale. She has many extras including teak decks and rubbing strake, cutaway sugar scoop stern, and mast guards. She is probably the fastest, safest cruiser you will find, and pretty as well. We've just completed a Med/Caribbean cruise and will sell her at an interesting price to someone who seriously wants to take her cruising again. Real Estate/Business trades may be considered. No broker. For further and fuller details call (904) 491-8943 or e-mail <freebird@postmaster.co.uk>. Serious enquiries only.

Barb and Rich Hampel are actively looking to purchase a T-37 with plans for bluewater cruising. Please contact them at (215) 822-8637 or e-mail Rich at <RHmpl33@att.net> or Barb at <bhmpl@aol.com>.



V-42 OWNERS MANUAL

Ed Potter graciously sent us the beginnings of a V-42 Owners Manual, which he started a number of years ago. It is formatted exactly like the T-37 Manual, with the following chapters: Specifications, Commissioning and Decommissioning, Operating Procedures, and Maintenance and Maintenance Procedures. We are looking for volunteers to help us put together this manual--two to three boat owners for each section. Let us know if you would like to help and in what area.

TOG News is published quarterly by the Tayana Owners Group, P.O. Box 379, Reedville, VA 22539-0379. Phone (804) 453-5700, Fax (804) 453-6149, e-mail <tognews@crosslink.net>, website <<http://www.tognews.org>>.

Editorial Staff: Rockie and Bill Truxall

Subscription Rates: \$20/year in the U.S.; renewal \$15/year in the U.S.; \$25/year elsewhere.

Back Copies: \$2.50/issue. A complimentary copy of the TOG News Index (Issues 1-75) is available upon request.

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

Rendezvous Roundup

Chesapeake Bay, MD

Perfect weather and a great turnout of Tayanas made the Chesapeake Rendezvous a smashing success on 11-12 September in Little Round Bay on the Severn River. Several boats arrived before noon and began rafting up. Our hosts, **Howard and Mary Eckert** on board **SIRENA** (V-42) arrived some time after 1500 and got things organized. In the space of two hours, ten Tayanas were rafted together on three anchors (see photo below). Two other T-37s anchored separately, as did prospective owners who came on their Pearson 30 and former owners on their Kady Krogen trawler. Soon dinghies were buzzing and people were crossing from boat to boat as old friends embraced each other and new friends were introduced.

In addition to our hosts, those in attendance were **Mickey and Dennis Henderson** on **OCEAN SPIRIT** (V-42), **Dick and Martha Miller** on **EVOLUTION** (V-42), **Ted and Diane Stevens** on **REVERIE** (T-37), **Diana and Randy Prentice** on **STRIDER** (T-37), **Tom and Conny Egan** on **DAYDREAM** (T-37), **Katie and Jim Coolbaugh** on **ASYLUM** (V-42), **Chris and Marsha Kellogg** on **ENDORPHINS** (T-48), **Dave and Carol Bechtel** on **CRIMSON CLOUD** (T-37), **Glen Newcomer and Laurie Duke** on **ENDLESS SUMMER** (T-52), **Bill and Suzanne White** on **DULCINEA** (V-42), **Elaine and Charlie Williams** on **WALKABOUT** (T-37) with crew of **Rockie and Bill Truxall** from **SEAQUESTOR II** (T-37), and **Bob and Cathy Beers** on **HY BRASIL** (T-37). Former T-37 owners, **Marge and Bob Klein** on **SEA TURTLE** (KK-42) joined us, as did **Rich and Barb Hampel** from **LADYHAWK** (Pearson 30).



Dinner was a continuous feast of pot luck dishes from 1730 until dark, as participants prepared their fare and presented it for others to partake. Sea stories continued long after dark, as small groups gathered in individual boats. There was talk of summer cruises and the aspirations of those who are shortly heading south for extended cruising.

The night was quiet and uneventful, all sleeping well in the cool autumn temperatures appreciated greatly by those who had suffered such a hot and humid summer on the Chesapeake. The morning dawned unceremoniously as camaraderie continued and crews shared upgrades and cruising comforts they had not been able to witness the night before. As always there were spectators who would motor by the raftup and ask about these uniquely alike, yet different yachts with traditional lines and strange sterns.

The thrill of the rendezvous occurred mid-morning when two ultra-light dinghies circled overhead and landed close by. The calm waters soon brought the water skiers to the scene, making it uncomfortable for these heavy cruisers at anchor. Slowly the raft broke up and we each motored down the Severn to our respective ports or desired destinations.

West Coast, FL

John and Sylvia Campbell on **HALLELUJAH** (T-37, hull #520) will be hosting a Florida Rendezvous on 17-19 March 2000 at the Burnt Store Marina and Country Club, Punta Gorda, FL.

What is so great about Burnt Store Marina?

There are 425 deep water slips, including 40-50 transient slips. There is a restaurant, full service ship's store, laundry, shower facilities, pool, physical fitness center, tennis center, 27-hole golf center, fishing charters, walking and biking trails, and beautiful sunsets. There is a large outdoor pavilion for social events, plus one and two bedroom luxury suites at dockside for anyone attending without their boat.

What is planned for an itinerary?

We are not going to have dinghy races or seminars, but we are going to have plenty of good food and drink, time to socialize and show off our boats, and time to relax and enjoy the facilities at Burnt Store.

If you have questions regarding accommodations or would like to express your interest in attending, please contact the Campbells at

continued on page 145

Ship's Store

Ship's Store regularly highlights items that members would like to purchase or sell. 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 pilothouse cutter is for sale by **Kay St. Onge**. She has had a thorough refit in '95-'96, including a new Seafrost holding plate fridge-freezer (engine drive 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, FL. Asking \$59,900. Call Cape Yacht Brokerage at (407) 799-4724.

BLUE MOON (T-37, hull #95) has a mainsail for sale. It has been cleaned and refurbished by Sailcare and impregnated with resins, too. Asking \$500. Contact **Chuck Harris and Nancy Eitapence** at <canvas@iu.net> or call (407) 779-4400 in Indian Harbour Beach, FL.

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>

CASTAWAY, a 1979 T-37 (hull #201) is for sale by **Richard and Carolyn Johnson** in St. Petersburg, FL. She has a Yanmar 3QM30 (834 original hours), aluminum deck stepped mast, mast steps, seven sails, including a new fully battened bluewater main with Dutchman, pole with mast track, new sail cover and other new canvas, dodger and bimini, all new standing and running rigging, Harken roller furling, seven self-tailing winches, anchor windlass, CQR 35# chain and 5/8 inch rode, Danforth H-20 chain and rode, teak decks (no leaks), Aries wind vane, Autohelm autopilot, radar arch (new), weather station, Icom VHF, RDF, stereo system, Combi

instruments, tri-color w/strobe (new), MOB strobe, EPIRB, 6-man Avon liferaft recently recertified, Force 10 cabin heater (new), Marine AC/heat, cold plate refrigerator/freezer, 12v/110v system completely replaced, including all wiring and panels, new multi-stage temperature regulated charger, galvonic insulator, 1800 watt inverter, four batteries, poly water tanks (new), Lavoc head (new), flash propane water heater, propane 3-burner stove w/oven, h/c pressure water w/new fixtures, hand fresh and salt water pumps, fresh bottom job, cockpit cushions, spares. Changed plans force this sale at \$79,900. Contact the Johnsons at (727) 405-1005 or e-mail <interlude@pocketmail.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.

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.

FAR NIENTE, a 1981 T-37 is for sale by **John Stuhldreher, Jake Adams, and Bill Babington** in Redondo Beach, CA. She is in excellent condition and very clean. She is fully equipped for world cruising and ready to go. She has a Perkins 4-108 engine, 10 sails (2 mains), liferaft, 406EPIRB, PS35 watermaker, solar panels, Monitor windvane, inverter, RADAR, HAM/SSB, WFX software, printer, full canvas, and oversized die-formed rigging (new in 1992). Too much to list. If you are serious about a T-37 for world cruising, this is the one; just returned from a 14 month cruise through the South Pacific. \$99,000. Please leave a message at (310) 519-5496 or e-mail <Babfree@aol.com>.

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 liveaboard 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 feet chain rode, Profurl roller furling, five sails (mainsail, 150 genoa, staysail, yankee, and cruising spinnaker), movable inner stay, mast pulpits, lightning ground system, custom dodger and bimini w/sun screens, hatch and companionway screens, three-burner stove w/oven, microwave, TV, telephone jacks, innerspring mattress, and 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 19,000BTU reverse cycle air conditioner, PUR35 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 PO 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. 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.

HEGIRA, 1988 V-42 (hull #142) is for sale by **David Laber**. She is a fresh water boat, sailed only in Lake Michigan, equipped with a Yanmar turbo 55HP w/777 hours; Hood SS ports & screens; Bomar hatches; 9 oversized Barent winches; Newmar electrical panel; custom interior; contoured cushions; custom cockpit cushions; dodger plus bimini converts to full 360 protection; SS rubrail, water tanks, binnacle, and cowl ventilators; teak wheel, dorade boxes, deck, and cockpit table; Plath binnacle compass; GPS; Dutchman fully battened main; 4 sails, plus cruising chute/sock; 3-bladed Maxprop; Force 10 stove/oven/broiler; microwave; refrigeration; 45 plow anchor on HD SS double roller bow fitting; deck wash; storage cover; and more. Three pages of factory extras. Contact David at (773) 772-2821 or <damonet@megsinet.net>.

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>.

KITTIWAKE, T-37 (hull #483), a 1986 MK II model with aft stateroom is for sale by **John Anastasio**. She has low hours on a Perkins 4-108 engine, new epoxy bottom, no teak decks, Monitor self-steering vane, Autohelm autopilot, new dodger and canvas, 100 gal. water in keel SS tank, 100 gal. fuel amidships, separate shower, electric head, Alder-Barbour refig, 4-burner propane stove w/oven, microwave, 400 A/H gell cells, Raytheon R20 RADAR, VHF, Signet depth & knot meters, Ritchie Globemaster compass, electric windlass, 45lb CQR w/chain, self-tailing winches, generator, BBQ, swim ladder, 10 foot Avon w/Nissan 8 OB, etc. In bristol condition. Located in the San Francisco Bay area. Asking \$103,000. Call (415) 485-0597 or e-mail <fig@igc.org> for complete equipment list.

MAGIC DRAGON, a 1986 T-37 pilothouse (hull #479) is for sale by **Ian and Susan Garriques**. She is well equipped and ready to go cruising. Her list of equipment includes a Monitor self-steering windvane, a generator, watermaker, air conditioner, holding plate refrigeration, RADAR, dinghy and OB engine. We have a web page for her at <www.tradewind-designs.com/Magic_Dragon/magic_dragon.html>. We can be contacted by e-mail at <suzun@compuserve.com> or call (305) 296-9409 or snail mail at P.O. Box 2010, Key West, FL 33045.

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

continued on page 130

Ship's Store...

continued from page 129

newly painted mast and boom. Asking \$89,900. 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, 8HPEvinrude, and 4-man liferaft negotiable.

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/Sikkink 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 4-108M engine (new 1990), oversized keel-stepped aluminum spars, and fiberglass decks. Major upgrades to rig and superbly equipped for comfortable cruising and living aboard. Asking \$79,900. For a brochure, equipment list, layout diagram, and photographs e-mail the Fows at <Tyana37@aol.com> or leave a message at (603) 479-4992.

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'S 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 Prevailler 4D batteries (900 amps), Hi-output 120 amp Alternator, 12v 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.

SEAING'S BELIEVING, a 1983 V-42 center cockpit is for sale by **Don and Margaret Watson** in Pensacola, FL. Improvements in the last year include, engine overhaul, new prop shaft, serviced bilge pumps, new fresh water pumps, serviced electric head, new microwave, new cushions and fabric throughout, new Autohelm 4000, new Raytheon RADAR, new Garmin GPS, new Direct TV satellite dish & receiver, backstay split and insulated, new fully battened mainsail, bottom paint job in Spring '99, and much more. Asking \$135,500. Contact Don at (256) 464-3600 or e-mail <insiderdon@aol.com>.

SEAQUESTOR II (T-37, hull #547) has a Forespar-type whisker pole for sale, line control, 3 1/2 inch 13-22 ft. expansion, slides up forward edge of ISOMAT masts. Great for spinnaker/drifter. Cost \$800, will sell for \$450. Contact **Bill Truxall** at (804) 453-5700 or e-mail <tognews@crosslink.net>.

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.

SPIRIT, 1983 T-37 (hull #388) is offered for sale by **John and Ann Doerr**. Completely upgraded for extended cruising in 1997. She has fiberglass decks, aluminum deck-stepped mast, all tanks in bilge, and a 3QM30 Yanmar engine. Impeccably maintained with Cetol finish. Unique interior arrangement with lots of storage, double bunk forward, two tables in main salon, and enclosed quarter berth. A partial equipment list includes: 83 gal. fuel tank on centerline (new 1991); 100 amp alternator; exhaust system; 3 batteries; 3-step 30 amp battery charger with isolator; electronics, including stereo/12 disc CD changer, TV/VCR, VHF, GPS; instruments, wind/depth/speed; cushions for interior (blue velour) and cockpit (oyster w/blue trim); custom cockpit table; Adler/Barbour upright refrigeration; Shipmate 3-burner propane stove; Magma propane grill (new 1999); 3 anchors, including Danforth, CQR 45#, and Fisherman w/Simpson Lawrence manual windlass with 100 ft. 5/16 inch chain; teak boarding ladder; stainless steel davits; UK mainsail w/lazy jack system (new 1996); all new sail covers in 1996; rigging restored/replaced; Harken roller furling on headsail; bottom is blister free w/barrier coat and new bottom paint in 1999; dodger, half bimini and insert (new 1999); full deck awnings. Maintenance records since 1995 and all equipment manuals. Located Ft. Myers Beach, FL. Asking \$89,900. Call (941) 263-3080 or write 595 Regatta Road, Naples, FL 34103 or e-mail <annhd@freeway.net>.

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 PMB 520, 411 Walnut Street, Green Cove Springs, FL 32043 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, or e-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/ Grunert 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-bladed 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; 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 ore-mail <hekdic@worldnet.att.net>.

WINDSHIP, a 1982 MK II T-37 (hull #302) is for sale by original owner, **Gary Watkins**. She is an aft cabin model with full head and shower, satin varnished interior, Perkins 4-108 engine, 3.5 kw genset, 16,000 BTU AC/heat, no teak decks, 8-inch V-berth innerspring mattress, Bomar hatches, SSB, RADAR on Questus mount, GPS, LORAN, VHF, EPIRB, watermaker, Vetus exhaust system, custom double headstay with 120% on Profurl, hank on 135% drifter, yankee, staysail, fully battened mainsail w/3 reefs. 45lb CQR w/130 ft. chain, 33lb Bruce w/40 ft. chain and 200 ft. rope rode on custom built rollers, Simpson Lawrence 555 windlass, Adler-Barbour fridge/freezer, 3-burner propane stove w/oven, SS 10 gal. water heater, dodger/bimini/side curtain enclosure, Isomat spars, davits, brass dorades, 440 amp battery w/100 amp starter battery, 3 bilge pumps, custom cockpit table, bottom paint done in Spring 1999, complete maintenance records. Asking \$93,500. Contact Gary at (281) 293-0448 or <gtw1947@aol.com>.

Jeff Langlo has brand new davits for a T-37 for sale, still in the box from Taiwan. Call (800) 910-2695.

Dennis Piermarini is looking for a good liveaboard/cruising T-37, preferably on the west coast for under \$100,000. Contact Dennis at 508 Channel Drive, Tampa, FL 33606 or call (813) 254-6070 or e-mail <sundog@mail.com>.

News from the fleet...

Fred and Susan Abel send greetings from Grenada on board *ABELLADY* (T-47, hull #17). "It's beautiful, lush, hot, and humid, but it's paradise as far as leaving the boat for the summer. We are tied to a dock at the Moorings Charter Site...big concrete docks with big cleats.

We had a couple of boat-boys wash the deck and clean and polish the lifeline stanchions. Today I washed the staysail and am waiting for it to dry so we can bring it down and fold it up. The jib is so big and the winds so constant that we may have to forego washing it before we stow it. Susie is washing out all of the storage lockers, the oven, and washing down the inside of the boat. I hear her groaning every once in a while; she just made a comment about rather doing her old job than all this scrubbing. We're never satisfied!

This afternoon we are going to a BBQ at the Hog Island anchorage to socialize; night before last we met a couple from Finland who spent five years building their own boat in their backyard and have now been out for eight years, content in having sailed across the Atlantic once and having determined that the islands from Trinidad up to Martinique have all the friends, sun, sand, and water that they can possible enjoy.

Every morning we are on the SSB radio, trying to talk to our friends to determine their progress, either coming to our location or to their destination. There is always happiness upon seeing a familiar boat coming into anchorage and there is always sadness in seeing one leave...more so now, because we know that we will not see some until this fall. We are looking forward to meeting some of our friends on our road trip during the summer. Tomorrow we take an all day tour of the island to get a glimpse of it and whet our appetite for our return this fall. We won't be able to see all of you folks, but please do be generous to any homeless, boatless couple who may come knocking at your door!" (7/99)

Mary and Heath Boyer aboard *REVISION II* (T-37, hull #349) arrived Horta on 23 June after 31 days at sea. They write, "Although wind was scarce at times, we really had a great passage and are thoroughly enjoying the Azores. So many yachts of all sizes and descriptions here from all over the world. It makes us realize that the transatlantic crossing which seems like such a big deal to us is an annual event for many ordinary yachts. So for this year the count is close to 1000. Just the hundreds of logos painted on the famous sea wall of Horta are evidence of how many boats do this trip.

We averaged about 100 miles a day, maybe a little less; the best day was 162 and the least was 12. After the first week, we quit chasing the wind, sat out the calms, and used fuel only for batteries and refrigeration. We sheeted in flat to dampen the roll, put the ladder over the side, swam, took Joy baths, read, napped, and generally figured that wind would find us sooner or later. And it did.

Our most memorable day was when a big UK-flag catamaran came up behind us and offered us fresh bananas and marlin steaks! They had bought 200 weight of green bananas in St. Lucia and they were all getting ripe at once. The marlin was a 250 pounder they caught the day before. No sooner had they come along side, made the transfer and, and born off, than we saw them some distance off back their jib and heave to. Pretty soon they came up astern again saying they had just boated a big dorado (mahi-mahi) and would we care for some of it as well. All we had to offer in return was our thanks.

From here it's back to the States for a wedding and a [family] reunion. We'll be back in Horta on 8 August and if the weather's right we'll go to Falmouth and winter aboard in Ireland or maybe even London. If the weather isn't right, or we are delayed for some reason, we can go to Spain or stay here. We know one couple who wintered here and thought it was just fine. A little quiet, but, hey, we don't do this for the loud noises, do we? In fact, as all cruisers know, the less excitement the better.

We [think] often of our sailing friends and hope those of you who haven't done it will put the crossing in your "plans". We wouldn't trade the experience for anything." (6/99)

Jim and Katie Coolbaugh, the inmates of *ASYLUM* (V-42, hull #156) are happy to report, "After three years of planning, we finally took the plunge and moved aboard on 1 July. Of course there were way too many last minute things to be done and on the 1st there were three different craftsmen working on assembling the newly installed items.

We left the dock on 2 July, just one day later than we wanted, but managed to arrive in Portland, ME on schedule so our friends (crew) could catch a plane. That trip went from Annapolis, MD to the Magothy River; through the C&D Canal; from there offshore to Newport, RI (two nights straight)); up Buzzards Bay and through the Cap Cod Canal to Plymouth, MA; to the Isles of Shoales off NH; into Portland, eight days en route. We spent a few days there and picked up a new crew member, then poked our way along the Maine coast, which is beautiful. We let our crew member off in Camden, so far one of the prettiest harbors we've visited. Other highlights include the Ida Lewis Yacht Club in Newport and the Kollegewidgewok Yacht Club (pronounced KYC) in Blue Hill Harbor, ME. Very friendly folks. Seafood is also spectacular, especially the fish



Fresh flowers for the boat are the order of the day when Jim and Katie Coolbaugh hit port on ASYLUM, their V-42. Many times they pick up "day old" flowers at local markets. These roses, however, are special in celebration of their 25th wedding anniversary.

chowder at the Dolphin Marina in South Harpswell and the lobster bisque at Hansons Seafood at the Public Market in old town Portland (ask for Chef Jeff for special treatment). We were on the hook the past week off Newbury Neck, where Katie's family was staying on land for a family reunion.

We've been trying to do a lobster day, but haven't quite made it. They're the freshest we've had in a long time, and along with excellent fish chowder and lobster bisque, we've eaten well. If you get the chance, try a new-shell lobster; they are very sweet and easy to eat.

The shakedown cruise revealed a few problems, from clogged head (scale!) and electronics gremlins, to fresh water leaks into the bilge, but nothing serious. We're now in Northeast Harbor on Mt. Desert Island, waiting for a clear day to go into Somes Sound. The past week has had a lot of fog and we used the RADAR and GPS in a thick fog bank getting in here yesterday.

Our plans from here are to slowly make our way back south, hitting some of the places we missed on the way up, especially some of the Maine Coast and Long Island Sound, followed by New York City. So far we've only seen one other Tayana. We plan to be back in the Chesapeake in early September. Best wishes to all." (8/99)

Prospective owner, **Ed Doran** reports, "I just got back from a yacht delivery last week. My friend who owns a 50 Gulfstar that he charters out of St. Thomas, USVI had to move it out of the hurricane belt to satisfy his insurance provider. It was a true adventure with a crossing of the Anagada Passage, rainfall of volcanic ash from an eruption on Manserratt, fending off pirates on Dominica (actually a pesky drunk boat boy), a trek into a rainforest to one of the most beautiful waterfalls I've ever seen, a visit to the Spice Island

(Grenada) with the most friendly and wonderful people I've met in all of the Lesser Antilles, and finally into Port Au Spain, Trinidad. These people are also most hospitable. My friend proceeded to be boarded by all the other charterers that had preceded him to Trinidad. Party, party, party! I left within 24 hours, liver still in-tact.

Some fifteen minutes after taking off on a return flight to Miami, I glanced down to see the harbor in Grenada. The sail from Grenada to Trinidad had taken 18 hours (light winds and foul currents). It struck me that the previous ten days had been spent in the 18th Century moving at five knots. I was now retracing that track in the 21st Century moving at 500 knots. I chaffed at the progress going south and was left with a feeling of melancholy and loss going north. Obviously, I've not achieved that high state of Nirvana enjoyed by long-term cruisers, but I'm working on it.

I've made a boat purchase decision and will be closing within the next ten days. The boat meets all the needs of a good cruising boat along with the ability to be easily single-handed by Sue in an emergency. Unfortunately, it is not a Tayana 37. The boat is a Gary Hoyt Freedom 32 with carbon fibre mast, fully battened main, and self-tending jib. We won't be going around the world due to Sue's health, but it should take us to places and people such as yourselves. We will cut the dock lines next June and plan to be in the Chesapeake the following spring." (8/99)

Tom Goldson and Jean Waage, owners of **AMADON LIGHT** (T-37, hull #351) were married on 10 July 1999. They write, "We will be spending most of winter 1999/2000 in Spanish Wells, Bahamas, where we are buying a small fix-er-upper house. It will probably take two winters to get it liveable, but we encourage all to stop by and see us. With a spot to

continued on page 134

More News from the fleet...

continued from page 133

store books, we're bringing a large collection of paperbacks for exchange this year. If we're not on a mooring in the harbor, we're off for a short cruise between fix-er-up stages this winter." (8/99)

Marja and Scott Jordan sold *SIREN'S SONG* (T-37, hull #476) to Javan Marks of Chester, NY. Scott expresses, "We sold the boat with mixed feelings. She was one of the best T-37s I have seen. As I walked away from Yacht Haven after closing the deal I felt as if I was leaving my first born! After spending a couple days wandering around Annapolis looking at boats, the best looking boat on the market was my own. Sadly there is more truth in that statement than ego.

Since we are boatless at the moment, we will miss the rendezvous on the Severn next month. We had a great time last year and were looking forward to it. We are looking for a V-42 and hopefully will be back on the water for the year 2000." (8/99)

Jean-Louis LePendu, owner of *TIRUA* (T-37, hull #78), greets, "Aloha from Hawaii. I have completed most of the "to-do list" with the boat and have gone sailing locally. It sure is great! I recently made a new bowsprit for a total cost of about \$120. It should last another 20 years. I also installed roller furling on the staysail and am having the staysail fitted with luff tape for the furling gear. When that is done, I'll be tuning the rig for some pleasant sailing this summer." (7/99)

Steve and El Morse bought *SHAGGY DOG* (T-37, hull #436) from Bev Nelson in March 1997. They report, "The *DOG* was in the British Virgin Islands when we bought her and has given us the pleasure of cruising and snorkeling in those beautiful waters. Bev had every system labeled and plenty of directions written down, which we as first-time boat owners could have never done without. The *SHAGGY DOG* is currently in dry dock in Charleston, SC and we are waiting for the farm to sell so we can be full-time cruisers." (7/99)

Greg Nickols announced his plans, "October 10th I'll be leaving the San Francisco Bay area for Mexico [aboard *FOUR WINDS* (T-37, hull #453)], then off across the South Pacific. It's been a hectic six months getting things in order. What I found is: 1) I need another six months! 2) What I thought was a big 37 foot boat has gotten really small. 3) The fuel tank being in the bow is a bummer after you load up with two anchors and lots of chain. 4) Setting up a boat to cruise doesn't leave much money to cruise on. 5) Blue Water Insurance has the best rates for a crew of two going to the South Pacific. 6) I need another six months! While I'm out I plan on writing a song entitled, "I would have gone crazy, but

I didn't have the time". I will keep you posted as to my travels." (9/99)

Joe and Janet Ohl recently purchased a V-42 (hull #131) and have decided to rename her *CABIRI*, which is a Greek name for some two or four (depending on the source) lesser gods who assisted sailors. The Ohls communicate, "We just got back from a two-week trip to the Greek Islands that was planned prior to buying our V-42, so now we can get over to bond with her. My first tasks will be to redo the plumbing in the heads/holding tank/pump-out system. We are adding a Profurl roller furling system to the headsail, but will probably keep the hanked on staysail. We are looking forward to meeting other Tayana owners." (8/99)

Randy and Diana Prentice send greetings from New England. "Just wanted to assure all that we have neither jumped ship nor fallen off the edge--although admittedly both options were fleetingly tempting during the whirlwind weeks surrounding our son's wedding on board *STRIDER* (T-37, hull #522) at Nantucket. It went very well and now all that time and energy previously focused on family obligations (and keeping the boat squeaky-clean) have been replaced by slightly less romantic, but equally fun stuff like exploring new cruising grounds, learning about whaling and tall ships, being gawking tourists, and trying to decide how far "Down East" we want to go before heading back to the Chesapeake Bay in September. We'll try to keep you posted, but e-mail connections are not always easy to come by up here. The lobster, however, is, and we love it." (7/99)

Dan and Susie Riedel, crew of *FAR NIENTE* (T-47, hull #32) inform us, "This winter cruising season was short lived and spent in water closer to the States. Although not as adventurous, the time we spend on the boat is always a time of marvel. This year's most amazing story is nothing on the boat broke! Dan absolutely didn't know what to do everyday without the usual list (he just loves lists) of broken and non-functioning parts and pieces. We owe it all to the skills and expertise in Ft. Lauderdale. Remember the generator that gave us such a fit? the one that was seen by every mechanic in the Windwards, Leewards, Trinidad, and Venezuela? One of them even told us we should drop him a card if we ever figured it out. Well that very generator was easily fixed in Florida when one defective part in the fuel system was replaced. The lesson in this story is to go directly to the experts. It saves money in the end, not to mention all the unneeded aggravation. We're always learning the hard way.

Our cruising started with a quick trip around the Florida Keys to Naples to spend Christmas with Dan's mother. The boat enjoyed First Class treatment at the posh Naples Yacht Club. Then back to Key West for a couple of days and on up to Marathon, where we waited out a Northeaster for three days. The trip back to Miami was boisterous. We took two waves of whitewater in the cockpit going North to weather and finally made Miami's government cut at 2100. It was our

first time to enter Miami and that's a tricky channel with lots of boat traffic, especially hard to navigate at night with all of the city lights. While we were there, we had to drag out our foul weather suits, which had been stowed away four years. So much for the great Florida weather!

In early February we left for the Bahamas. Our trip across the Gulf Stream was a downwind run, very pleasant until we hit a series of pesky squalls complete with water-spouts, one within a mile of us. We made the Abacos in 20 hours. The next morning we entered Little Harbor at Abaco Island and had a wonderful two days. Pete's Pub was a hoot. Upon departure, *FAR NIENTE* had to be unceremoniously dragged over a bar at the entrance to the harbor by a big fishing vessel. We went in on a high spring tide and didn't have the water to get back out. Abaco was wonderful but chilly for February--no swimming. The water was very thin everywhere and being aground was a regular event. Had a great sail back down to Eluthera and from there to Nassau where we left the boat for a month.

Back aboard in early May, we sailed back to Eluthera to explore another part of the island. A pilot guided us into Harbor Island through a tricky reef on the Atlantic side of Eluthera. It was a great spot and we did absolutely nothing for three days. All too soon we headed back to Nassau with a couple of stops on the west side of Eluthera, including Governor's Harbor. The fishing was good in this area and we caught two tuna at the same time. It was a real fire drill on deck.

This time our trip back to Ft. Lauderdale was north through the Berry Islands and then across the Banks....much deeper water. We anchored overnight in 18 feet of water out on the banks and continued the next day. We hoped to stop at Bimini, but it was Memorial Day and the place was a zoo. Also the maximum draft was 4.5 feet, which doesn't work for

FARNIENTE's 6 foot-3 inch draft. Our sixth crossing of the Gulf Stream was fast and safe; we still give that piece of business a careful eye.

The good boat is back in dry-dock at the RiverBend Marina on the New River in Ft. Lauderdale. Naturally, we have some modest plans to upgrade the equipment, including a satellite phone. The Iridium system was a complete bust; too expensive and not up to par. The latest hope is a new satellite system called Globalstar, which comes on line late this fall. Communications continue to be on the list of priorities of this lifestyle and we hope the technology is finally here for us to remain in communication with our families and friends.

Plans for next year include Cuba and Belize. We still plan on a circumnavigation the following year. The boat is ready, but Benchmark is still not strong enough for Dan to be away for any protracted period of time. We are diligently working to correct this situation so we can pursue our passion. What a joy to think about adventures instead of boat repairs." (8/99)

Charlie and Elaine Williams penned this note after spending several days in Reedville, VA over the July 4th weekend. "*WALKABOUT* (their T-37, hull #320) sailed to Onancock where we sweltered in the heat. When we crossed the [Chesapeake] Bay, we sat a few days at Sandy Point and met **Mike Lennon** on *ATLANTIC HIGH* (T-37). We are now in Trippe Creek near Oxford, MD and plan to run for Annapolis tomorrow. The heat has broken and we are beginning to feel human again. We will leave *WALKABOUT* in Baltimore soon for about three weeks to get some cool mountain time in NY, but will be back in time for the rendezvous in Little Round Bay." (8/99)

Charlie and Elaine Williams share the cockpit of WALKABOUT, their T-37 for an afternoon libation with Rockie and Bill Truxall in Cockrell's Creek over the 4th of July in Reedville, VA.. The Truxalls, in turn, provided shore based services.



ARGONAUTA meanders across the Indian Ocean

by Sally Whitbeck

In this episode, Jon and Sally Whitbeck are in the midst of a four-year circumnavigation, which they began in December 1993 aboard their T-37, ARGONAUTA (hull #114). They have traveled from the east coast of the U.S., through the Panama Canal, across the Pacific to Australia and New Zealand, and through Indonesia. (See TOG News, issues 78,79,80,81,82,83.) We join them in Thailand after their Christmas break in the U.S.

ARGONAUTA spent Christmas in a boatyard in Thailand, generously providing a home for hornets, geckos, and birds, and producing one of the most impressive crops of mold and mildew I've seen yet. We got to work and evicted the boat's new tenants, scrubbed it inside and out, and put on a coat of bottom paint.

Ready and eager for a new year of cruising, we put the boat in the water and promptly ran aground on the mudflats. We were high and dry like a beached whale for about eight hours while we waited for the tide. The locals waved cheerfully from passing skiffs as we clung to our steeply sloped decks and baked in the boat. No damage done, except to our egos.

The next couple of weeks we spent exploring Phang Nga Bay, with its vertical landscape of jagged, steep-sided islands and sheer cliffs. Sea eagles soared overhead as we sailed through the maze of odd-shaped pinnacles and massive rock columns.

We dinghied into long narrow caves called "hongs" which tunnel deep into the islands. Paddling slowly into the blackness, we kept our heads low and hoped our flashlight batteries would last, as bats swarmed all around us. The hongs usually opened out into green lagoons; steamy primeval scenes abuzz with the sounds of insects and draped in long jungle vines over the steep rock walls.

We left Thailand on 22 January and headed south to Malaysia. Our first stop was Langkawi, known among yachties mainly for its cheap duty-free beer. Our arrival coincided with Ramadan, a month-long Muslim celebration that involves fasting between sunrise and sunset, but uncontrolled feasting after the sun goes down. Lucky for us, we could ignore the fasting part and take full advantage of the feasting. In the evenings, food booths crowded the streets, tempting us with steaming pots of spicy mysteries and fiery woks of sizzling noodles.

The Ramadan celebration continued at our next stop, the island of Penang, where we were kept well fed at the busy night markets. The oldest British settlement in Malaysia, Penang's colonial architecture is sandwiched between stark Indian-Islamic mosques and colorful Chinese-Buddhist temples.

Surprisingly, this old city has well stocked modern supermarkets, the likes of which we knew we wouldn't see until we reached South Africa. With this in mind we spent several days provisioning for the months ahead.

Negotiating the bustling narrow streets in search of everything from peanut butter to oil filters was no small task. The sidewalks overflowed with stores' wares, barrels of spices and rice, piles of fruit, motorcycles, mechanics squatting over greasy engine parts, bicycles, dogs, cats, and just about everything imaginable, including (literally) the kitchen sink. Stepping off the sidewalk obstacle course put one at the mercy of busses, trucks, cars, food carts, and bicycle rickshaws driven by suicidal skinny old men in sarongs.

The obstacle course continued even once we were out at sea. On 2 February we crossed the Malacca Strait and headed for Sri Lanka; we had to keep a sharp watch for ships, fishing boats, and storms. After a 1200 mile passage and ten days we approached the southern coast of Sri Lanka and were "greeted" by many local fishing boats eager to relieve us of cigarettes, booze, food, money, or anything else they could think of to ask for.

As we entered Galle Harbor the morning sun glinted off the stark white minarets, Buddhist dagobas, and the lighthouse of the old city. Galle is surrounded by ancient fort walls. Sarong-clad fishermen tossed filmy nets from narrow dug-out outrigger canoes.

That night our deep post-passage sleep was interrupted by heart-stopping explosions. We had arrived in Sri Lanka shortly after the bombing in Colombo and the Navy's consequent attempts at security included random nightly underwater explosions. Apparently this was supposed to be a deterrent to any Tamil Tiger frogmen who might want to sneak into the harbor. I can't begin to describe what an underwater explosion sounds like from inside a boat, but believe me, it is not pleasant.

We were immediately entranced by the wonderful chaos of Galle, with its traffic-blocking ox carts piled high with

sacks of rice, bony cows wandering along the roads, monkeys clamoring in trees, wild motorcycle-taxi "tuk-tuks", hawkers selling hand made lace or antique coins, gem dealers, food vendors with piles of mangos and pineapples, soft saffron-colored stucco walls punctuated with brightly painted shutters, narrow streets with restaurants serving fabulous curries!

On 16 February college friends arrived from their home in Japan and we hired a van and driver for a six day inland tour. After our first day of touring, seeing fishermen perched on stilts in the surf, water buffaloes, rice fields, banana plantations, waterfalls, and Buddhist temples, we ended up in a mountaintop guest house and realized the guys had raging fevers. In a cavernous room with sparrows flying through, they collapsed in side-by-side beds under a drape of mosquito netting, their big feet hanging out over the ends. Sick as they were, they renewed their old college competitiveness with a fever contest. We wives felt the urge to sing Sigma Epsilon drinking songs as they chugged their rehydration fluids. We continuously doused them with cold towels for which we received much verbal abuse. Jon won the fever competition when his temperature peaked at 105 degrees. We all wondered what we would do at this remote outpost should matters get worse. When morning came, the fevers had subsided. Our van driver prepared some god-awful medicinal



concoction that later became known as "Susantha's Magic Potion" since it did calm their stomachs somewhat.

Our tour continued through beautifully manicured tea estates and terraced rice fields. We saw monasteries, Hindu temples, Mosques, Buddhist temples, botanical gardens with exotic orchids, and spice gardens where we had our heads massaged with sandalwood oil. We had several van breakdowns, interviewed an old Burmese monk, and watched elephants swimming in a river. Jon was sick most of the trip and spent a lot of time lying on the back seat of the van, hanging on for dear life as we careened around hairpin turns at breakneck speed. On our last night we stayed at a "health resort" where guests got the royal treatment. This included not only a massage and herbal bath, but "gum massage with herb powder, fermentation of face with pomegranate leaves, head massage with dill seeds and limes, and medicinal smoke."

Our guests helped us prepare the boat for our next passage and joined us on the three day crossing from Sri Lanka to Male, the capital of Maldives, arriving 1 March. After a few days of exploring Male and snorkeling at some of the nearby islands, our friends left to continue their vacation in India.

Every inch of the tiny island of Male is utilized; shops, government buildings, and narrow streets are laid out in a neat and tidy grid that covers the island from edge to edge. The waterfront is always alive with arriving "dhonis", the beamy, low-freeboard, open vessels used for fishing and ferrying (see photo left). The fishing dhonis, with lateen sailing rigs, arrive piled high with enormous tuna that are dragged across the street by their tails to the market. We had a great time in Male sampling the local curries and seeking out chess players.

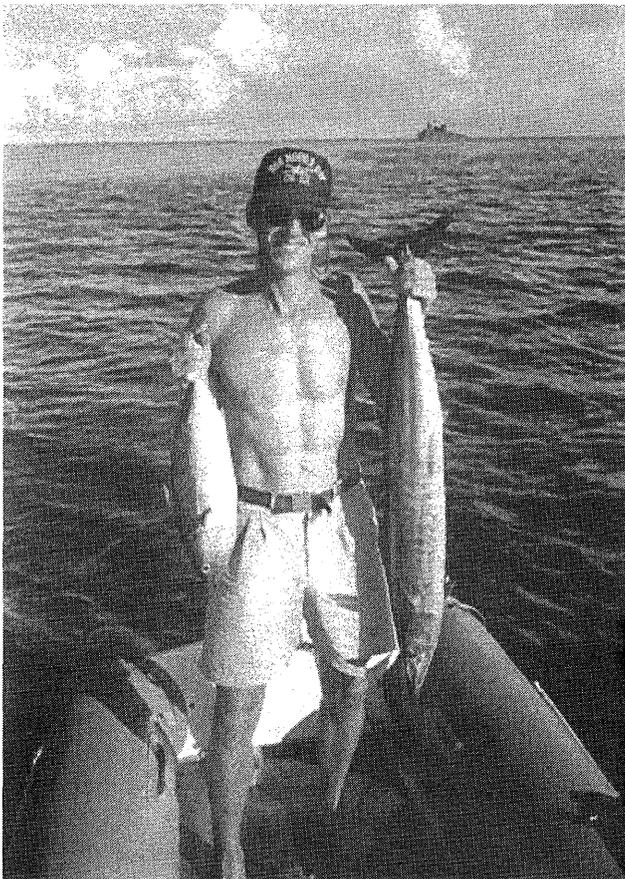
Everyone in the Maldives is Muslim and a mosque can be found on nearly every block. No alcohol is allowed except on the expensive island resorts and women are covered from head to toe. I had to get used to wearing long skirts and drinking Cokes.

After leaving Male we headed south along the chain of atolls, exploring the fantastic reefs. The snorkeling and scuba diving was some of the best we've experienced on our trip. Visibility was incredible; there were acres and acres of healthy coral, many sea turtles, and an infinite variety of fish. Only 202 of the nearly 1200 islands are inhabited, so we spent most of the next six weeks or so far from any civilization. We were in a wonderful place for viewing the Hiakataki Comet, which was a brilliant streak across the sky. One night we went snorkeling by moonlight, exploring a shadowy sculpture garden of corals that resembled a magical forest.

On 8 April we arrived at Addu, the southernmost atoll of the Maldives. The little islands along the rim of the atoll are
continued on page 138

ARGONAUTA...

continued from page 137



connected by causeways built by the British when they had a military base there. So we were able to ride bikes from one island to the next. The villages are tiny and picturesque, with bleached white coral sand streets, and houses and garden walls all built of coral. We had an interesting experience meeting a young Bosnian man who had escaped from a Serbian prison and fled to the Maldives, unsure whether his family was alive or dead.

We left the Maldives on 15 April, experiencing adverse current and a lack of wind for the three day passage to the Chagos Archipelago. We approached Chagos in a dead calm and as we crossed over a wide reef area called Speakers Bank, it was like floating over an enormous fish bowl with a perfect view of the coral 50 feet below. We half expected a "Lord of the Flies" experience in this weird remote place where yachties create their own society and there are no officials, no government, and no local population. Apparently in years past, people have gone a bit berserk and waved guns at one another, but we were happy to find a great international bunch there when we arrived.

On Boddam Island where the yachts tend to congregate, are the remains of an old settlement. Crumbling, overgrown buildings that were once a copra factory, shops, and homes are now a "yacht club", "sail loft", storage sheds, greenhouse, and a "bakery" for making bread. Cruisers over the years have scavenged boards and sheet metal to create beachside camps for the nightly barbecues. Volleyball precedes the potluck dinner promptly at 4 o'clock.

On any given afternoon ashore we would find people busy at their chores, husking coconuts, doing laundry at the well, baking bread, burning trash, cooking meals, and repairing "boat things". The cooperation and creativity was impressive. Some yachts spend many months there and families learn to make do with what is available. One couple had been shipwrecked there for 15 months and when they were finally able to leave they were heartbroken!

There was no shortage of food. Jon caught as many fish as he wanted (see photo left), which we cooked over a fire on the beach. Every island was crawling with enormous coconut crabs which also occasionally ended up on the dinner plate. There was heart of palm, breadfruit, and an endless supply of coconuts.



Fisherman in Galle, Sri Lanka

Jon and I left the adult summer camp for a while to explore some of the islands on a neighboring atoll. Completely unspoiled beaches and beautiful coral reefs in a totally isolated setting equaled nothing short of paradise! We experienced a peaceful solitude that would be difficult to find anywhere else in the world.

Somehow seven weeks flew by without a moment of boredom. We left Chagos on 6 June and set sail for the Seychelles, 1,000 miles away. We had consistent SE tradewinds all the way and arrived in the Seychelles eight days later. My first priority was to run to the market for fresh produce. It had been a month since we'd tasted lettuce or a fresh tomato.

Jon's sister and a friend arrived on 20 June, lugging a big duffel bag of goodies from home. We then set out to see as much as we could in the two short weeks of their visit. The Seychelles are green and lush and mountainous. Quite a change from the low lying atolls we'd been visiting. The diversity of the plant life was like nothing we had seen before.

We hiked in Valee de Mai, which according to legend is the original Garden of Eden. To us it looked more like a Hollywood set for a dinosaur movie. The absolutely enormous Coco de Mer palm trees produce somewhat obscene looking coconuts that can weigh as much as 200 kg! Another interesting plant we found on a different hike up a mountain was the carnivorous pitcher plant.

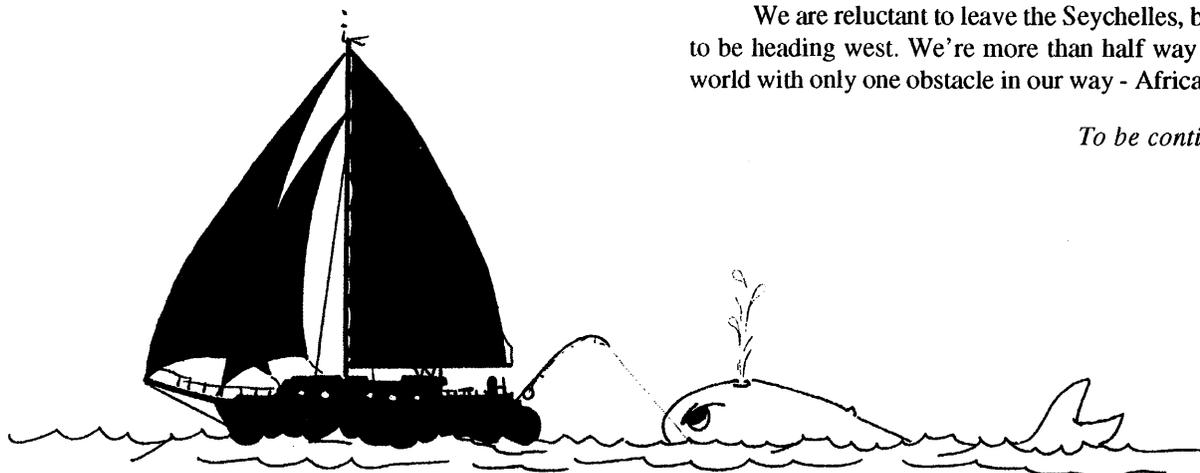
The beaches of the Seychelles are beautifully unique with their sculptured granite rocks creating huge natural works of art (see photo right). We had expected these islands to be overrun with tourists, but most of the beaches were empty and the hotels are traditionally built no taller than a palm tree.



We sailed between the islands of Mahe, Praslin, and La Digue, our new crew members handling the boat without a problem. Our favorite island was La Digue, where we were tied up side by side with the fishing boats and made friends with the locals. One young man named Andre brought us a fish which he used to give us a Creole cooking lesson. He also took us to a party for their Independence Day celebration where we danced to the music of a local band.

We are reluctant to leave the Seychelles, but it's time to be heading west. We're more than half way 'round the world with only one obstacle in our way - Africa!

To be continued...



ARE YOU HAPPY NOW MR. WONDERFUL?... YOU CAUGHT A LITTLE SOMETHING FOR DINNER!

Maintenance and equipment comments and questions...

SOLAR PANELS

Richard Bennett, former owner of T-37, hull #474, provides these thoughts. "Solar panels have no moving parts, make no noise, and need only sunlight as fuel to generate electricity. I installed two Arco M-65 panels on top of the hatch turtle in 1985. After over ten years, the only maintenance required was a little rust removal accomplished with a few dabs of "Extend" available in auto supply stores and a few dabs of Rustoleum. The cells had become discolored, as in oil on water. I called Siemens, which had bought Arco, and was assured that the discoloration was of no consequence and was told that time would not ever deteriorate the cells performance. Essentially a very good investment. I was given instructions on how to measure their performance; just put an ammeter across the cells output terminals with no other load. (No small current meters seem to exist, so a three ampere ammeter had to be assembled from a Radio Shack 15v voltmeter galvanometer and a shunt made of a length of hookup wire.) What was immediately evident was that any slight shadow on the panels cut the current output; every line, stay, flap of canvas, or piece of string that got in the way of the sunlight affected it. However, I didn't care since the cells had kept the batteries up.

The best and most complex installation I've seen was by an aeronautical engineer who used some aircraft flap actuator trim tab motors to keep his panel pointed directly at the sun. These little motors used almost no current. Less complex and very practical were a couple of horizontal shelf installations mounted aft and above the backstay, each with two large panels similar to my Arco M-65s. No regulators needed. No shadows. The only drawback is that solar cells do not work at night."

COMMENTS ON HEAVING TO

Tom Bowers on *MACBEE* (T-37, hull #396) comments on **Bob Schilling's** very perceptive description of heaving to *WHISPER'S ECHO* (T-37, hull #457) in the Summer '99 *TOG News*, p. 117. "Lin and Larry Pardey report that they use this mainsail-only technique for heaving to their long keel *SERAFYFN* in heavy weather. In their *Storm Tactics Handbook*, they stress the importance of halting all forward motion while hove to in order to keep the boat in the shelter of its upwind slick. This slick is deeply disturbed water in the wake left to windward by the keel being forced sideways. They say they have observed that this slick will collapse breaking waves and that, once properly hove to, their foredeck will

remain almost dry. They throw pieces of white paper into the slick and watch to be sure that their boat is not moving beyond the slick. Could GPS be used to detect any forward motion? If their approach will prevent the hull from being slapped by hazardous breaking waves, it might be worth the extra effort. The Pardeys suggest that, should the wind keep rising, a point could be reached at which the deeply reefed mainsail would have to be dropped and a sea anchor deployed. They also suggest that preparation for the sea anchor be made after heaving to and thus avoid a "Chinese Fire Drill" at the last minute."

CHAINPLATE QUESTIONS

Heath and Mary Boyer aboard *REVISION II* (T-37, hull #349) pose some questions regarding repair of a chainplate related leak. "We found that water has encroached into the capsule surrounding the chainplate anchor-point. It appears that there is a steel backing plate with the bolts attached. It also seems that there was a wooden spacer or something between the backing plate and the inside wall of the capsule. When I tried to tighten the nuts on the chainplate bolts, the wood compressed and water weeped out the bolt-hole. The only article in *TOG News* refers to T-37, hull #78 whose owner bolted his chainplates through the hull. I'd really rather not do that. Has anyone with a boat closer to the age of ours (#349) faced this problem? Have I deduced correctly how the things are put together? Is cutting out the capsule, fitting a new spacer, and reglazing the only cure? Also, we found hairline cracks at the bend in the chainplate itself, and so am replacing that one and plan to pull all the rest and inspect them closely. Water trapped between the sealant and the stainless will speed corrosion.

Another item: How is the genoa track fastened down? Are they screws or are they bolts and nuts? Anybody changed theirs or rebedded to stop leaks? How about any leak reports in the hull-deck joint in boats the age of ours? We get water in the storage areas behind the settees in the main saloon and we can't figure out where it's coming from. Thanks for any help at all." Reply to *TOG* or to the Boyers by e-mail <hmboyer@mindspring.com>.

BUMPKIN

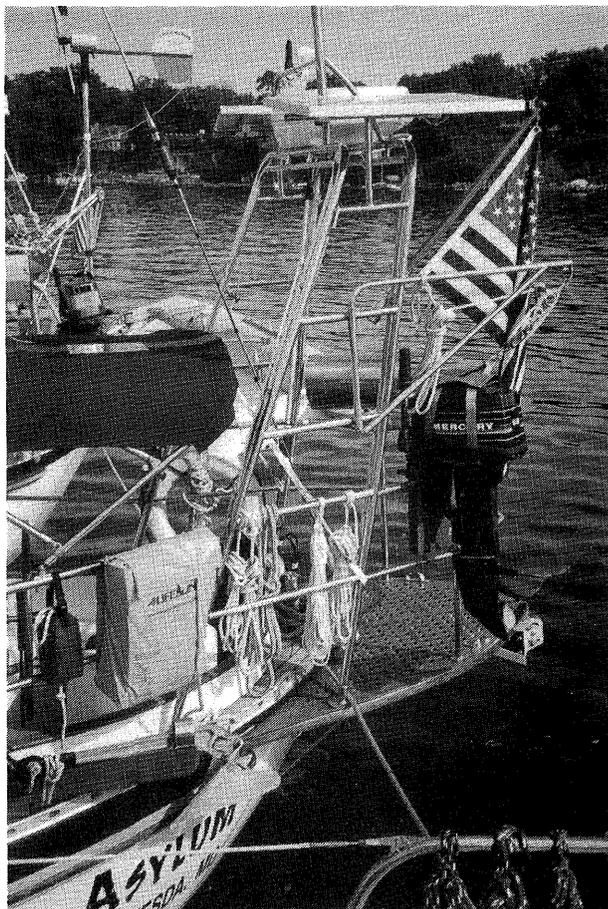
Jim and Katie Coolbaugh have found a way to put all those service-related appendages on their V-42, *ASYLUM* (hull #156) by adding a bumpkin or stern pulpit, which they lovingly call their "back porch". (See photo right) There is

plenty of room for RADAR and GPS antennae, windvane, outboard engine and davit, solar panels, barbecue, and extra lines, plus a platform to access all those items. It is a beautifully finished addition built by Ron Russell at Russell Fabrication, Casa Rio Marina, Mayo, MD. Phone (410) 798-7255.

SHOWER LEAK

Larry Gahagan, owner of *VIXEN* (T-52) offers this response to Jennifer Smith's question about how to tackle the problem of a shower leak on *GREEN GHOST*, their V-42, posed in the Spring '99 *TOG News*. "When we noticed water seeping through the shower stall wall we first tried sealing all the interior seams with clear mildew resistant silicone and later switched to black polysulfide. This stopped the leakage, but required frequent recaulking and my repair work appeared amateurish at best. We were also concerned about the Formica wall covering delaminating around the bottom edge.

I decided to approach the leak as if it were a teak deck. A series of 1/8 inch plywood patterns were made of the floor and 11 inches up the Formica walls. The floor was sanded to bare wood and all exposed edges were treated with liberal amounts of Git Rot. Using the patterns, 1/2 inch teak strips were glued and caulked together to form "teak deck" panels, as well as teak strip wall liners (3/8 inch). Side wall teak was rounded at the top to prevent standing water. The shower



floor was epoxy sealed and the teak panels installed over it using deck sealer and a few screws. We retained the original shower grate and raised it flush with the new floor. Teak strip wall panels were coated with sealant and screwed into the Formica. Epoxy sealed bungs covered all screw holes. The new teak deck and wall liner was sealed and covered with six coats of high gloss varnish. The grate was sanded, but left natural so we wouldn't slide out of the shower under sail. We coated the grate with Amazon's pure lemon oil to fight mildew and make it smell good. No leaks, it's very solid, and looks great. Total cost \$260 by Fortress Woodwork in Trinidad. Not counting the varnish work, it took three days to complete. It sounds harder than it really turned out. Most of the work can be done off the boat. The finished job looks better than factory.'

Y2K CHECK FOR MICROLOGIC GPS

John Kraft on *THE CHANCE* (T-37, hull #478) provides comments on several products/equipment. "We heard via HAM radio that Micrologic is out of business as of 15 May 1999, which seems to be confirmed by the fact that they have not responded to several faxes I've sent them. To find out whether a Micrologic GPS is Y2K compatible (at least on Super Sport models): 1) Go to screen "To see test displays press +"; 2) Press "-" one time (Screen should fill with black boxes); 3) Press "enter" two or more times (six times with Super Sport). You may even go through a blank screen--it's ok--keep pressing "enter" until; 4) Display will read "Serial I/O _ _ _ _ _". A series of five digits will fill those blanks particular to your model. To be Y2K compatible, the last two digits must be "39" or higher. Our two units say "40", but we bought a cheap Garmin as a further backup."

DATAMARINE INSTRUMENTS

John continues, "We were told by a product advisor at West Marine that parts and service for Datamarine products can be obtained through Sea Inc., 7030 220th Avenue S.W. in Mount Lake Terrace, WA 98043, ph. (425) 771-2182, fax (425) 771-2650.

REFRIGERATION

John advises, "Our Grunert 12v AR-50 refrigeration is nearly 13 years old and has worked every day since we moved aboard in August 1986. I have replaced the internal T-stats a couple of times (\$55 each). After 12 1/2 years, I replaced the brushes in the 12v motor (the old ones have a couple of years left on them). Brushes cost \$35/pair. Ocean Options, Inc. in Edgewater, MD (formerly Hoffman Refrigeration) is helpful with parts. The biggest expense occurred recently when the expansion valve on the refrigerator side developed a leak (rusted through). Jimmy from Reefco in St. Thomas, USVI arrived promptly and replaced the expansion valve and

continued on page 142

More maintenance and equipment comments...

continued from page 141

dehydrator, pumped the unit down, and re-charged it with my supply of R-12 for \$275. Great service. My advice regarding Grunert or any reefer dealer is to get recommendations and choose your dealer carefully. They are not all created equal and a good initial installation will make the difference between great operation or chronic problems down the road."

PAINT JOB

Additionally, John reports, "The gelcoat on our hull has been in bad shape for several years. We wrote to a good yard we know on the Chesapeake Bay and were quoted approximately \$4400--all inclusive--for prep, two coats primer, two coats AwlGrip, clear coat, haul out, and yard storage. In Puerto La Cruz, Venezuela and in Trinidad we were quoted \$4200 plus cost of storage, haul out, paint, and no clear coat. Then we found Allen Dowden in Trinidad. He came highly recommended and charged only about \$2500, plus haul out and storage. He used Sikksens High Wave two-part polyurethane (similar to AwlGrip 2000). We feel he did an excellent job and was timely; would have finished in 10-12 days, but our paint and his sprayer were stolen just hours before he was to do the final coat. Then intermittent rain stretched the job another week. We put off having the topsides painted. I still say a paint job should be a last resort. Paint is much more fragile than gelcoat."

HOUSE BATTERIES

Finally John comments, "I'll get a lot of arguments about this one, but I'm still a firm believer in inexpensive six volt golf cart batteries. I got three and one half years out of my six Sam's Club batteries that cost \$40 each. I just replaced them with six Trojan 105s at \$80 each in St. Thomas, USVI, which included delivery to the dinghy dock and disposal of my old batteries. I gave up on expensive batteries when I lost \$1000 worth of 18 month old gel cells due to accidental slight overcharging."

SAILS

Jean-Louis LePendu, owner of *TIRUA* (T-37, hull #78) informs us, "I just had my sailmaker, South Sails and Rigging in Honolulu, sew a luff tape to my staysail. It fits right and she did a little extra work at no extra cost. She also said to bring it back for adjustment if needed. Good service at a savings, and it only took two days. Has anyone heard of Alado Roller Furling from Brazil? I found them on the web and was interested in opinions."

INTERIOR TEAK

The new owners of a T-52, *CAROLINA GALE* (hull #40) pose some questions. "We need to do considerable touch up on the interior teak. What type of varnish is recommended by Tayana owners? Should it be tinted or clear?" Please reply to TOG for sharing or directly to **Dave and Carolyn Pryor** at 9000 East Jefferson Avenue, Apt. 11-14, Detroit, MI 48214-4196 or e-mail them at <olmariner@hotmail.com>.

ELECTRICAL SURGE PROBLEMS

Dave and Carolyn also share, "We must have gotten hit by an electrical surge and had the regulator fry and the panels to the engine compartment catch fire. The stereo and RADAR appear to have been damaged also. We are buying an automatic fire extinguisher for the engine compartment and have installed a new regulator with a fuse that should prevent surge problems."

ELECTRIC WINDLASS

Gary Schieferdecker, owner of *BOLD VENTURE* (T-37, hull #373), wrote the following response to **John Kraft's** plea for help on this subject in the Summer '99 *TOG News* (p. 114). "I recently replaced my SL-555 manual windlass with a Lofrans Sea Tigres 1200 w electric windlass. After a great deal of thinking about the problem, I was able to make the refit without the necessity of moving the staysail fitting or cutting any additional holes in the deck. The trick was to have a 3/8 inch aluminum plate fabricated that is slightly longer than the footprint of the windlass and a few inches wider than the bowsprit. The windlass is bolted through the mounting holes to the aluminum plate, which in turn is through-bolted to the bowsprit. A teak block is fitted along side the bowsprit on the starboard side so that it is flush with the overhang of the aluminum plate and covers the drop hole through the deck. The chain drops from the gypsy through a hole in the aluminum mounting plate and down a channel in the teak block. It was necessary to angle the channel slightly in order to use the original hole in the deck to the chain locker. I was concerned that this might cause a problem with the chain hanging up, but this has not been the case. All the wiring is routed through holes in the deck under the teak block and through the block channels routed in the bowsprit under the aluminum plate to the windlass. There is no exposed wiring above deck. The results were very satisfactory. The installation is solid, looks good, and the chain has a fairlead from the rollers to the gypsy and into the locker. The only problem I have had is that if a long length of chain is used to anchor, it will pile up in the locker when it is retrieved until it no longer has a place to drop. When this happens, it is necessary for a crew member to go below and knock down the pile of chain. I had the same problem with the manual windlass and it is a very minor inconvenience." Pictures or additional informa-

tion available upon request from Gary in Miami at (305) 252-3487 or <Venture1@Gate.net>.

UNDERWATER CAMERA

Gary also shares another interesting feature he added to *BOLD VENTURE*, an underwater video camera. "I made the waterproof camera housing from plans I found on the internet at <<http://www.mninter.net/~boardman/>>. The camera is contained in a waterproof housing approximately two inches in diameter by three and one half inches long. It is mounted to the lower bobstay fitting by a stainless steel bar so that it points forward and down, about six inches below the surface. The camera is connected directly to our television, which is visible from the cockpit. We are able to observe what is in the water below and ahead of us while we are under sail or at anchor. Resolution is very good. We recently took a trip to the Florida Keys and were able to watch on TV dolphins swimming ahead of the boat. It seemed as if we were actually in the water with them! We were also able to see the bottom clearly in 90 feet of water. The water is very clear at the edge of the Gulf Stream. The only change I would make would be to use a color camera instead of black and white."

OWNER & SAILMAKER RESPONSIBILITY

After much dialogue on the tayana-list@sailnet.com regarding sails, Nick Sciarro, owner of *ECLIPSE* (V-42CC, hull #173) offers these thoughts. "One of the most important items for the purchase of any sail is insuring that the vendor giving the quote gives the estimate with regard to some satisfaction or guarantee. I purchased a new main (a cruising heavy duty, fully battened main) recently from UK sails and felt from the beginning that they were very interested in satisfying me, the customer, but also interested in their future reputation and future business success. They went out of their way to ask me many questions about who the rigger was, had the mast been adjusted by the rigger, and had I modified the rig, in addition to for what and where was it going to be used. Then they measured the rig and the mast several times and also asked if the black ring at the top of the mast (PHRF) was put there by me, the rigger, or the manufacturer. At the same time the sailmaker said that the cruising main, with more roach and area would change the performance of the boat significantly, which it did. I was replacing an old main, made by UK, called a Zipstop main, which literally folded into a zippered bag from the head to the boom. They offered and showed me how to adjust for certain conditions, in addition to taking the boat out for the demonstration of the sail after completion to check out the expected performance of the sail in varying conditions. If there was something exceptionally different about the sail, they would have taken it back to fix it.

Reading previous correspondence in the sailnet e-mail, the concern expressed is that changes in the mast

rake made changes in how the sail fit. Once the mast is raked differently, then the sail will not fit as expected. In many instances the sail cannot be adjusted to compensate for major change in rake. In the example of my mainsail, the UK sailmaker took the manufacturer specifications for the V-42CC and measured the boat for comparison. This was appropriate, since it would reflect the differences, if there were any done by a previous owner. In my case, there were none to affect the specific factory measurement and the cut of the new sail.

Most sail companies depend on word of mouth and that gets around fast, so if your sailmaker is not satisfying you, then better get the word out. Also, if they do satisfy you, then get that word out. If major modifications are necessary, they may change their minds if you make a proposal (in writing) to participate in a portion of the cost to recut the main or replace it totally. This may be your best option, especially if your unfit main cannot be adjusted to perform adequately.

Now for the responsibility, my initial thought would be that the buyer is responsible to disclose all the information on the boat first, keep a close eye on the progress, and be there when the sail is tested. If this is not done, then the boat owner should bear the responsibility for the repair or replacement. However, in the event the mast rake is changed by the rigger, then the owner should put the rigger in touch with the sailmaker and they should get together on the boat to bring the mast back to specification prior to making the main. Again, the owner seems to take the charge. I would say that the owner should not take the brunt of the problem if the sail is not made properly to specification; to check this is somewhat cumbersome, but should be done if things don't go well during the demonstration or shake down.

It is not that the owner has all the responsibility, as it might seem, because there are some sailmakers out there that may take advantage of the unaware and stiff them. This may occur when mail ordering new sails sight unseen from outside countries resulting in unreliable sails and costly changes."

HAM/SSB RADIO INSTALLATION

Nick also has these questions on installing his Ham/SSB radio. "I created a mount for the radio, just above the nav station, which is a 3/4 height bulkhead that has all the nav gauges, plotter, RADAR, etc. and then drilled a lot of holes for wiring leads down to where the tuner is located under the navigation station. I started with the antennae on the port side, just aft of the aft shroud, and installed it with rubber insulated at each end. I used a piece of rigging cable about 32 feet long with eyes at each end. I haven't connected anything to it yet.

continued on page 144

More maintenance and equipment comments...

continued from page 143

My first question is what size wire do you use to connect the auto-tuner to the antennae? I expect a run of six to eight feet to the antennae, so type, wire thickness, and whether the wire should be insulated are the questions here.

The next wire I was wondering about is the coax cable from the radio to the tuner. It needs a PL259 coupling for each end, but what is the optimum coax wire size, quality, and type to use here? I have a run of about five and a half feet between the radio and tuner.

The power wiring will be connected directly to a D-4 battery, fused on both negative and positive wires, along with the other connections to the battery for other stuff. Is this generally acceptable or should I give the Ham/SSB radio its own separate battery and connection?

The next thing is the grounding wire to the copper flat stuff. On the back of the radio, there is a wing nut and it looks like the ground wire connects there to go to the flat copper stuff. What wire did you use here? Again, size, quality, type, and did you connect the copper sheeting to anything else? Should I be concerned if the copper sheeting touches something metal in the boat, like a tank or hull fitting or anything else?"

Answers may be provided to TOG or directly to Nick in Glendale, AZ at (602) 506-7137 (W) or (602) 915-3481 (H) or e-mail <njs@mail.maricopa.gov>.

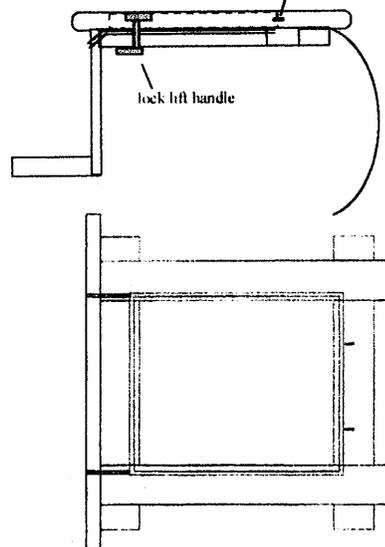
WINDVANE STEERING ON T-37

Ben and Anja Tresoor tell of mounting a Monitor windvane steering system on *D'ROOM*, their T-37, hull #277. "Except for doing it on land during haul-out at Crackerboys Boatyard in Riviera Beach, FL, which is not really a problem, we followed exactly the instructions and drawings that came with it. We found out that instead of measuring from the real waterline up to get the height where you're supposed to mount the frame, you could simply mount the upper brackets against the bottom of the caprail, instead of one or a half inch lower. You will need longer bolts than the ones they supply, but they will be sitting in the thick wood of the gunwale instead of the hull. Also, if the boat is built right (and we know that all Tayanas are built right) you automatically have your horizontal alignment. So far we have only sailed about 300 miles with it, but it steers just fine."

T-37 AFT DECK HATCH

Tresoor continue, "Even though Tayanas are built right, somebody forgot to make a hatch in the aft deck, so I couldn't reach behind the steering quadrant far enough to get the nuts on the bolts for installing that windvane. So I got the jigsaw out and did what we all hate most: cut a hole in the boat. Should have done that three years ago. We gained lots of storage space and easy access to the quadrant and the rudder post stuffing box and so on. Since I didn't want to spend a fortune on teak and sure didn't want anything else on deck to kick my toes on, I cut nicely along the seams between the planking, after removing the caulking. I ended up with a piece of deck measuring 47x59 cm, 4 cm thick (18.5x23.25 inches, 1.5 inches thick). It was all resin saturated end grain balsa core between 1/4 inch layers of fiberglass; guess it weighed about 40 lbs. Then I built a frame out of 2x4s and made that two inches smaller than the hole, so the hatch rests on a one inch trim, and routed a 3/4 inch groove all around for water drain. In order to fit the frame inside under the deck, I first built the U-shape and, after bringing everything in around the rudderstock, glued and screwed it together up against the underside of the deck. This underside is not straight and flush, so I used lots of filling fibers and glass mat to firmly stick it in place. I glued wooden strips to the underside of the hatch to make it flush with the frame and covered everything with west epoxy and polyurethane paint. With a long drillbit, I connected the drain to the cockpit; I coated those holes with epoxy too, using pipecleaners, but first rubbed the cockpit wall with petroleum jelly so the excess epoxy that runs out is easy to remove after it sets. I put two dowels in the back of the hatch that fit into two holes in the corresponding deck and fitted a flush deck turning lock lift handle (West Marine part no. 355737 for \$30), so the hatch stays where it belongs if it gets rough. I didn't use hinges for easier access and thus avoided conflicts with the back stay. Maybe the drawings below clarify the story."

Gray=deck, dotted line=hatch
frame made of 2x4s is screwed and epoxied with fbg to deck
double line=groove for drain
dowels



Rendezvous Roundup . . .

continued from page 127

4 Pirates Lane, Punta Gorda, FL 33955 or call them at (941) 505-9295 or e-mail <JCamp18604@aol.com>. If you think you may come, we'll mail you a complete information and registration packet, providing navigational data, a detailed itinerary, prices, and maybe even a menu for Friday and Saturday night. **NOCOOKINGLADIES!**

Long Island Sound, NY

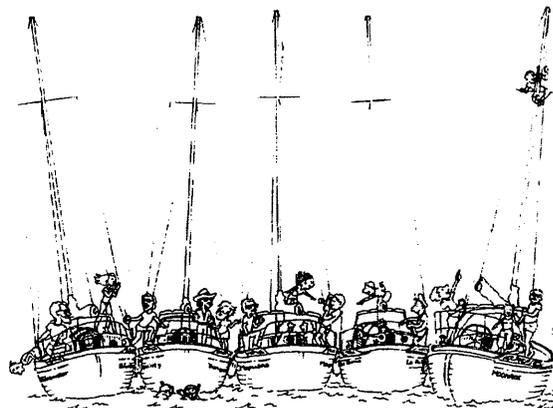
The threat of inclement weather on the weekend of 13-15 August could not put a damper on the first New England Rendezvous in many years. The rain managed to hold off each day until the time of our planned indoor activities. The boats all arrived on Friday at Essex, CT. That evening we all got to know each other at a social hour followed by dinner at the Griswold Inn.

Those in attendance were **Frank and Elaine Chacho** and their daughter and son-in-law, **Jody and Ken Fay** on **SEAGIRT** (PH-37), **David Berry and Genie Mangini** on **BEAR** (T-37), **David and Joyce Maynard** on **TAPESTRY** (T-55), **Jim and Katie Coolbaugh** on **ASYLUM** (V-42), and **Bruce and Gail Barton** hosting on **ORIENT EXPRESS** (T-37). **Pauline and Lou Schwab** of **RAPASCAPA** (T-37) joined us with their friends **Norma and Jim Donovan** for Saturday night's potluck.

Saturday morning the boats left Essex for Hamburg Cove on the Connecticut River. We spent the day going from boat to boat comparing interior layouts, equipment, cruising experiences, and future plans. We also enjoyed a variety of foods on each boat. Tayana owners all seem to enjoy eating. We grazed our way starting with the T-37s and working our way up to the T-55.

On Saturday evening we enjoyed a wonderful potluck dinner. Everyone in attendance has promised to send his or her recipes for the **TOG Rendezvous Cookbook**. Ken, the son-in-law of Elaine and Frank Chacho entertained us before dinner on the bagpipes. After dinner, Bob Baumer, a friend of Bruce and Gail Barton presented a slide show of an offshore passage from Newport, RI to Norway.

The rendezvous began to break up early on Sunday, but the good times linger in our memories and photographs, which all seem to still be in everyone's camera at the time this goes to press.



Puget Sound, WA

Forty-nine Perry design boats and over 120 owners/crew converged on Port Ludlow, WA for a weekend of fun, 21-22 August. Boats in attendance included: seven Baba 30s, one Baba 35, three custom Perry designs, one Passport 40, two Norseman 447s, three Islander 28s, one Islander 36, two Nordic 40s, two Nordic 44s, one Tashiba 31, four Tayana 47s, one Valiant 32, nine Valiant 40s, three Valiant 42s, two Valiant 47s, one Stellar 52, and Bob's boat, **PERRIWINKLE**, a Perry 61, plus fans on a CT47 and a Catalina 30.

Saturday morning started off with two very interesting seminars. The first, by Will Keene of Edson Systems, was all about steering systems, maintenance, and repair. Aside from Edson systems, they also supply parts for other systems that were installed on Taiwan-built boats. If anyone has questions, contact Edson at (505) 995-9711. The second seminar was by Rich Worstell of Valiant Yachts and covered offshore preparation. In the afternoon there was heated competition in the blindfold dinghy races, won this year by the crew of **V'GER**, a Baba 35, using the now-famous back-to-back method. The kayak relay race was won handily by the crew of **QUAYAQ**, a Valiant 32. After the potluck dinner, the "Fat Bottom Band" featuring the crew of **GUMBO YA YA** (T-37), Billy Squeeze with his jazz accordion, and Bob "Jammin'" Perry. As soon as Bob started playing and dancing, the good times kicked into high gear.

Sunday morning broke clear, warm, and windy and was a time for visiting the different boats, socializing, and getting ideas from the various owners. The boats making their way back that afternoon were treated to super sailing conditions, making it a wonderful way to end this year's rendezvous. The staff at Port Ludlow Marina did an outstanding job of making everyone feel welcome and helping to make the rendezvous a success.

San Diego, CA

Dan and Kay Peter of Cabrillo Yachts are hosting a rendezvous in La Playa Cove in San Diego Bay on 24-26 September, just as this newsletter goes off to the printer. Look for their report in the Winter '99 **TOG News**.

Farewell Voyage . . .

continued from page 125

The following day the sea sat like glass. Don tightened the compression sleeve to a slightly leaking stuffing box. The problem seemed cured. Later in the morning the reefer, which had always run flawlessly, seemed warmer than normal. It was quickly discovered that the mounting bracket for the compressor of the refrigeration unit had broken, causing the v-belt to self destruct around its pulley. Roger hit the engine stop button; nothing happened. The crew removed the instrument panel, shorted the switch with a screwdriver, and cut a new mounting bracket from a scrap of plywood, only to discover that the spare belt was the wrong size. So much for the cold champagne at the farewell dinner in Key West, not to mention cold beer and soda in the meantime!

Life on board was settling into a comfortable rhythm. A young white heron landed on the bow pulpit, grateful for a temporary perch. During his afternoon rounds, Don found that the stuffing box had begun to leak to such an extent that he had to repack the box with fresh stuffing. Watches came and went; log entries were made. Shortly before 1900 the auto helm broke. By 1930 the feathered hitchhiker had flown his maritime coop. Preparing to take the 2000 to 2400 watch, Sandra jokingly asked Bev and Don what they had in mind to top the two rainbows, white heron, dolphins, perfect sailing, and moonlight cruise. No one had a suggestion. So far it was a dream sail. At 2315 Don noted in the log, "problems continue with stuffing box - must repair in AM." The wind shifted to five knots on the bow with two to three foot waves and the engine was started. The full moon arced slowly across the night sky and Sunday, 30 May, a day none of the crew will ever forget, erupted gold over the horizon.

By 0900 Don had repacked the stuffing box. The wind increased to 15 knots, the seas ran eight to ten feet, and the sun reigned supreme from a cloudless blue throne. That night the crew again chased the moon path across the Gulf of Mexico. The seas were 10-12 feet, but *AUF WIEDERSEHEN* evoked confidence. The stuffing box began to leak badly, despite repacking. The electric bilge pump kept pace and Don kept a close eye on it. At 2000 the engine was shut down while Don repacked the stuffing box once again. Mindful of lost time and replacement crew waiting in Key West, the decision was made to motor sail.

As the diesel hummed, Sandra commented on a strange vibration she felt through her feet. Bev discerned nothing, but relayed the concern to Don at the nav station. Checking the engine, he saw nothing unusual. *AUF WIEDERSEHEN* resolutely plowed through heavy swells, solid as ever. Possible thunderstorms were moving in from the coast below Tampa; the boat was battered down. At 2140 Don went below to make the hourly log entry. Sandra followed moments later, curious

to see their latest position. In the companionway, she stopped short as Don looked up and uttered four words one never wants to hear a veteran sailor/retired Navy captain say, "We're in big trouble." Looking down, she saw three inches of water sloshing across the cabin sole.

Ninety miles off shore the dream abruptly ended and the nightmare began. While Don repeated his message to the rest of the crew, Sandra rushed forward and pulled life jackets from the hanging locker (something all agreed they should have been wearing as standard procedure in the cockpit at night and had overlooked in the ambiance and security of the T-37 cockpit). She then scrambled into the cockpit and began pumping manually. Was it working? She could neither hear nor feel anything to indicate that it was moving water. "Slow down. Pace yourself," an unruffled Bev admonished from the helm. Sandra slackened her pace slightly. Her breath came harder. It was difficult to follow Bev's sage advice.

Unable to switch on the main bilge pump, Don ordered the engine shut off. Again the stop button didn't work. Roger pulled the panel out and held the screwdriver to the switch. This time it would not shut off. Don removed the engine cover, pinched off the fuel line, and sent Roger to check the stuffing box. Don went forward, connected the backup electric bilge pump and began inspecting the forward through hulls for leaks. These included the depth sounder, the speed log, the head intake and outflow, and the sink outflow. All was well with them. While he was inspecting these, the backup electric bilge pump gagged to a halt, clogged by debris and paper mush that had once been covers of the magazines left on the open shelf. Don activated the secondary manual bilge pump, a large capacity Whale pump. The diaphragm burst on the fifth stroke. Only the hand pump in the cockpit remained operational. Uncertain of her efforts at the pump, Sandra plucked two plastic buckets from the starboard lazarette and splashed into the cabin. She could at least see the water leaving the boat if she carried it out in buckets! Roger shouted from the bilge that the nuts were gone from the stuffing box.

Continuing his visual inspection of the through hulls, all was well and it was immediately evident that the water ingress was only from the stuffing box. Moments later Don returned to the cabin, rummaged through a tool chest, and tool in hand, headed back to the bilge quietly muttering, "*AUF WIEDERSEHEN*, we've come too far together for me to let you go like this now." As the full portent of those words registered, Sandra bailed faster.

Several minutes later an ashen-faced Roger appeared in the cabin and stumbled toward the V-berth, looking more through Sandra than at her. She recognized the significance of the expressionless, unseeing gaze, the slow mechanical movements....panic! One quarter of the crew was, for the moment, dysfunctional.

Meanwhile, water gushed from the submerged stuffing box as if blasted from a fire hose. Don had run out of flax packing, having gone through the two meters of spare packing. He grabbed the first thing he thought would fit, some 1/4 inch nylon line and cut as many strips as he could fit into the stuffing box. During previous attempts to pack the box, as he tightened the compression sleeve he had noted that the packing seemed to disappear. This time he used the pressure of the water coming in as a counter force against the back of the packing and attempted to balance this force with the gentlest of pressure on the compressing sleeve. While it was not perfect, it reduced the flow to a manageable amount, allowing the crew to get the hundreds of pounds of water out of the boat.

Don activated the EPIRB, then transmitted a "PAN PAN" over the VHF, and returned to the cockpit pump. The water was barely below the cabin floor. The anemometer registered the wind at 20-25 knots. The seas were a steady 10-12 feet, occasionally reaching 15. Taking a short break, Sandra searched for a constructive activity. "I'm going to put a few things into a bag...just in case." She stuffed her neoprene wetsuit, mask, fins and snorkel, sunscreen, chapstick, sunglasses, a cap, and T-shirt into a bag. She tossed packages of dried fruits, nuts, and sunflower seeds, plus some cans of tuna fish and a can opener into two mesh grocery bags and placed them on the port settee. She made some mental notes of exactly where the juice and the two five gallon jugs of "emergency" drinking water were located. To her, this practical, precautionary activity justified her 15-minute rest. To Bev and Don, immediately familiar with *AUF WIEDERSEHEN*'s sea-going capabilities, it looked like half the crew was giving up, needlessly preparing to abandon ship.

Sandra resumed bailing. Roger retreated to the cockpit where he sat trancelike, vainly calling into the little VHF. Bev sailed, Don pumped, the crippled sailboat struggled on, and Roger fell asleep. About 0300 Don came below, but refused to rest. On hands and knees he and Sandra removed water one painfully slow cup at a time. All night they filled one bucket after another, rhythmically dividing the work of filling, carrying, and emptying pails to allow the other a moment's rest. The trip to the sink to dump the pails was treacherous; one hand for the boat, one hand for the bucket, each step had to be carefully timed with the violent pitching of the boat.

Going anywhere was extremely hazardous. Making her way towards the head, Sandra was thrown against the aft door of the hanging locker, which had been knocked ajar. The impact sheared off the top stainless steel hinge. Sandra and the locker door slammed into the door to the head, leaving a two-inch gouge in it. Her ribs hurt, but not enough to be broken. She stuffed the broken hinge in a pocket to keep as a souvenir. As she headed back to her bailing station, another large wave struck. Her grip wrenched free of the below decks

portion of the mast, as she catapulted sideways across the table, breaking two of the fiddles.

By Monday morning, after nine and one-half hours of non-stop bailing, the water was 18 inches below the cabin sole and the buckets were temporarily idle. More PANPANs were called on both the SSB and VHF. Conversations were heard on channel 16, but no one responded to our cries for help. It became cruelly obvious that the main VHF was only receiving. The EPIRB, having found a more or less permanent home in Roger's lap, continued to transmit, or at least the steadily blinking red light indicated that it was. Don set off a flare. Roger called into empty space via the hand-held VHF. Silence. Not a plane was heard. Not a vessel came into sight. *AUF WIEDERSEHEN* and her exhausted crew were totally alone.

With no help imminent, decisions had to be made. Compounding the situation was the lack of a self-locking shaft. As the prop turned while underway, water continuously poured in around the shaft. The faster the prop turned the faster the water came in. Using the engine was out of the question. Wind direction and current precluded turning due east for the Florida coast. It appeared that maintaining a SSW heading would achieve the best speed over ground. Based on this, course was altered for Fort Myers. Bev was assisted below for some sleep after spending 18 hours at the helm. By this time, Roger had recovered a bit and took the helm.

The crew was a sight; bilge water, diesel, and salt spray were deposited on them layer upon wet layer. Stealing a moment to brush her teeth, Sandra saw herself in the mirror and laughed. Her wet hair lay matted in snarls that defeated even her detangling comb. Her clothes were damp and dirty. Her body was dappled purple and gray with bruises. Who cared? Soon she would be on hands and knees bailing again. She was damned if bilge water was going to claim "her" boat!

Bail and sail; scan the horizon; try the radios; eat to conserve energy and consume fluid to stave off dehydration; check the EPIRB; check the course; so passed all of Monday and Monday night. Fort Myers seemed a long way off, but there were no alternatives. Bailing began each time the water neared the cabin sole and continued until it was below arm's reach. After an hour interlude, the changing pitch of the water would signal that it was again time to resume bailing.

Tuesday morning displayed another cobalt sky, another day to sail and bail. Weather and sea conditions remained unchanged. Bev was back at the helm and suddenly her voice exploded from the cockpit, "There's a freighter on our port. Should we try to hail him?" Sandra snatched the portable VHF from the shelf behind the nav station, thrust it up the companionway, and issued her first real order as "skipper", "Yes! Call him now!"

continued on page 148

Farewell Voyage . . .

continued from page 147

The M/V Bernard Oldendorf, a freighter registered in Monrovia, responded according to the highest tradition of the sea. Breaking off its voyage, it stood by and served as the communication link when the backup VHF proved too weak to reach even the USCG. After 30 minutes of questions and answers, the USCG was convinced that *AUF WIEDERSEHEN* was truly in distress. They announced they were dispatching a helicopter to drop a gasoline pump, ETA 30 minutes. They also advised that since no commercial towing operation had a boat capable of towing a vessel the size of a T-37 to port from so far offshore, a USCG cutter would arrive around 1700. Elated, the crew broke out safety harnesses and crowded into the cockpit to scan the horizon. The freighter changed position to afford the stricken vessel some lee and continued to stand by.

Forty-five minutes later the chopper arrived dropping a vivid orange 65 pound cube from the helicopter's belly. With surgical precision the pilot towed the floating package to Don and Roger waiting on the sidedeck. In less than ten minutes the hose stiffened as the pump spewed the intruder back into the ocean. Pumping completed, the pilot circled to drop a fresh hand-held VHF; the pilot hovered and the package remained absolutely motionless while Sandra unclipped it from the 100 foot line. At last, a fully operational VHF was on board!

Confirming that the situation was under control, the Bernard Oldendorf resumed its voyage. Don dipped the American flag in formal salute from the bow as it passed. With the bilge relatively dry for the first time in two days, the crew relaxed, allowing themselves to be entertained by the arrival of a second white heron. Bev offered him bread crumbs, but being a fisher, he declined.

Two hours ahead of schedule at 1500 an 82 foot USCG cutter arrived looking for the sailing vessel "Wider Seven". The captain was quickly persuaded that the sailboat with the strange name on her stern was their rescue target. (The English transmutation, facilitated through multiple rebroadcasts and re-writings, is easily achieved by deleting 'Auf' entirely, dropping the first 'e' in Wieder and changing the 'h' to 'v' in sehen.) Immediately, two inflatables brimming with energetic Coast Guardsmen buzzed around our boat. One rafted up and half a dozen eager young men swarmed on board. The heron, displeased by the commotion, retreated to whichever was the opposite end of the boat. Despite Don's pleas and advice to the contrary, the towing bridle was passed directly through the bow pulpit instead of the hawse holes. He knew the pulpit was not designed to withstand the stresses of towing, but one does not argue with one's rescuers!

Down in the bilge two young men tightened a plumber's wrench onto the propeller shaft, then wedged a small piece of plywood against the hull beside it. The strategy was to prevent the shaft from turning while under tow (thus rapidly sucking water) by allowing the wrench to rotate until it struck the plywood, thereby locking the shaft.

At 1640 the cutter Pointe Jackson out of Clearwater, FL took *AUF WIEDERSEHEN*, the little white heron still on deck, in tow, where both remained for the next 17 hours. The crew was instructed to check the wrench frequently in case it vibrated off, to inspect the tow lines periodically, to make an hourly radio contact, and above all maintain position directly behind the cutter. Original towing speed was calculated at 7.5 knots, but speed was reduced to less than four knots as the seas increased and the night wore on. The bow pitched upward 15-20 degrees with each wave and Sandra likened being at the helm that night to riding a mechanical bull, although she had never ridden one.

She and Roger spelled each other through the night with their assigned duties, taking turns raiding the reefer for lukewarm sodas, and pillaging snacks from the bailout bags. They chatted, fell into silence, and stared into the stormy night, protected from the worst of the spray by Bev's shrewdly designed dodger. Sandra began hallucinating from sleep deprivation; creatures in strange coloration and configuration emerged from the waves. She knew they weren't real, but they would not retreat until she looked away, refocused, and mentally forced them to merge back into the ocean. She mused that she'd discovered the source of sea monsters.

Unnoticed by the crew, the bow lights went out, due no doubt to the pounding sea spray. The Coast Guard did notice and on came a blinding spotlight, alternately tossing animated silhouettes of the Pointe Jackson watch crew across *AUF WIEDERSEHEN*'s dodger until the heaving bow shadow obscured them. Through it all the little white heron clung to the coach roof, only partially sheltered by the life raft. The crew wondered what might have happened to him had he not chanced upon the disabled sailboat.

Sunrise on Wednesday, 2 June revealed Florida's west coast etching a long gray line along the eastern horizon. The white heron, rested and sensing shore, departed. Roger tried calling on his cell phone, but the relay was still too far away. *AUF WIEDERSEHEN* was now both unheard from and overdue in Key West where crew had been waiting since Monday. At 0730 the tow was transferred from the Pointe Jackson to a smaller cutter from the Fort Myers USCG station. We were formally boarded, the skipper questioned, papers reviewed, and forms completed. No violations were cited. It was during this interview that the crew learned that the USCG had in fact picked up the EPIRB signal, had run a search pattern 12 miles either side of the indicated position, and finding nothing, had called off the search.

A short tow later, we were safely tied up at Olsen's Marina in Fort Myers Beach, naively believing we would be continuing our journey after repairs. As they prepared to temporarily disembark, Bev turned to Sandra and quietly asked, "What have you decided to name the boat?" Sandra looked at Bev. She wasn't supposed to ask that! But then again, they weren't supposed to be in Fort Myers either! According to folklore, it is bad luck to change a boat's name, unless done over a drink with the owner. Biting her lip, she finally replied, "This isn't how we'd planned to do it. It was supposed to be over a glass of champagne after dinner in Key West, but..." she continued, gesturing toward the warm champagne languishing in its cork and green glass prison, "I guess this will have to do. Coleman and I would like your blessing on changing her name to *TRAVELER*." After a brief pause, Bev replied softly, "That's a nice name. I like it." And so the transfer was complete, as was *AUF WIEDERSEHEN*'s final voyage, her name having been blessed by her former owners "over" a drink amidst her chaotic interior wreckage.

Author's Postscript

As of this writing, *TRAVELER* is still undergoing repairs in Fort Myers Beach and is scheduled to arrive in Galesville, MD on the back of an 18-wheeler on 15 October. From a personal standpoint, I owe debts of gratitude to two persons for their roles, one direct, the other indirect, in outcome of this adventure. The first is a man named Donato Antone, who does not even know that any of this has happened. He owned the dive shop where I did most of my scuba training. He taught me to think "redundant and double redundant systems" in case of equipment failure. I have two of everything in my dive locker. There was at least two of everything on board *AUF WIEDERSEHEN*. We are here now, in no small measure, because I spent \$200 on a hand-held VHF radio the day before we left. The second individual is Don Rock. Without his experience and resourcefulness, *AUF WIEDERSEHEN* would not have remained afloat long enough for us to hail the Bernard Oldendorf on the backup VHF. Without the very diverse contributions of these two men, this story could easily have had a different ending. Mere words do not convey adequate thanks.

Lessons Learned

How could so many things go wrong when all involved were knowledgeable and conscientious? Murphy's Law is a convenient scapegoat. However, important lessons can be gleaned.

There is a saying, "Sailing is not dangerous; having to sail is." The corollary to that is, "Sailing before you are fully prepared to sail is also dangerous." All gear must be properly and completely stowed before clearing the harbor. It is too easy to become lax and put off finishing the job once underway. Gear adrift can create horrendous problems. At the very least, it gets in your way when you have to check something; it makes it difficult to move around a boat tossing in a seaway;

under storm conditions, loose articles can become missiles; and we know that paper pulp can clog bilge pumps. In the hurry to meet a self-imposed departure deadline, shortcuts were taken which later proved costly.

Assembling a crew is always a problem. One never knows how one is going to react in an emergency. One really can't foretell a problem such as overcame Roger. However, one should have some personal sailing experience with the people invited as crew. Crew training is also critical. Both Roger and Sandra should have been shown SSB operation, which was programmed to channel 2182. Roger, thinking he knew the radio, inappropriately reprogrammed the SSB so that no signal was getting out. As it turned out, as of 1 February 1999, the 2182 calling and distress frequency is no longer monitored.

In general, yards do pretty good work, but there are so many people working on the job, each an expert in his or her own field, that some things slip through the cracks. In this case, when the yard replaced the refrigeration compressor bracket upon the installation of a new engine, the spare belts supplied were never checked against the one on the unit. The same is true with the packing for the stuffing box. The Rocks had not specified the type of packing. At Don's request, they left some extra packing in a sealed package for later use. To their regret, it was later found to be detrimental to the shaft. Deep inside the packing gland the shaft had been corroded by the graphite of the packing itself. The corroded area literally chewed up the new packing. One should never use graphite packing, but instead use the traditional wax-impregnated flax packing or the newer Teflon type packing, i.e. the so-called traditional type packing gland where a stuffing material is used in conjunction with a compression sleeve of some sort. There are other arrangements such as the LasDrop and PSS Shaft Seal from PYI. In theory these are great, but when they fail at sea you are really in trouble. In our case, at least there was a chance of getting some packing into the gland to bring the leak under some control. Fortunately, the LasDrop packing gland system had been removed from *AUF WIEDERSEHEN* in 1997 and the yard reverted to the original type stuffing box.

Despite every precaution, every redundant system, every check and double check, there is always margin for error and potential for malfunction. Nothing can be guaranteed. One can only strive to mitigate risk by exercising good judgment, and as has been said many times, good judgment comes from experience, and experience comes from bad judgment.



NIKIA's Transatlantic Crossing

Bermuda to the Azores

by Alexandra Filia

We last left Paul Kelly and Alexandra Filia in Paradise, i.e. the Virgin Islands on NIKIA, their T-37, hull #184. In this last episode of their "Cruise of a Lifetime," you will laugh, as Alexandra shares excerpts from their log when crossing the Atlantic in June 1997.

Sunday, 1 June

Departure day dawned sunny with a stiff breeze. As much as we liked Bermuda, the Atlantic had to be crossed sooner or later. We had reached the later stage, so reluctantly we pulled away from the catamaran we had been rafted to for the past month and prepared to get underway. As we were getting ready to raise sails and leave St. George's Harbor, the spring of our self-steering vane snapped. We went back to the dock so Paul could spend the next two hours hanging over the stern installing the spare. Finally, our trip began. NIKIA proudly exited the harbor doing seven knots with one reef in the main. Soon I was feeling seasick and completely incapacitated. Horta, here we come.

Monday, 2 June

I am still feeling out of sorts, mostly seasick. We managed 130 miles in the first 24 hours, which is good time for NIKIA. At noon Bermuda time, we spoke on the SSB to the other two boats who are doing the crossing with us, *ORINOCO* and *BAREFOOT*. At 1700 we spoke to Herb, our meteorologist extraordinaire; he predicted fair winds until Friday. The news made me so happy that I actually staged a remarkable recovery. The night was uneventful; Paul even shaved during one of his watches.

Tuesday, 3 June

So far we have covered 275 miles in 48 hours. This morning is beautiful, brilliant sunshine, 20 knots of wind, and I am no longer seasick. Paul talked to his dad on the radio and we learned that in New York it is overcast and drizzling, yuk! I am always worried about the batteries when we use the radio, but it does feel good to keep in touch with the mainland, especially when there are 3000 fathoms under the keel. The solar panel is giving out a steady 17 volts, so I suppose we should have no problems. We only carry 50 gallons of diesel so don't want to run the engine just for charging the batteries. We have been warned that we will need to motor when we get closer to the Azores because of the Azores High, so we try to conserve diesel as much as possible. As far as water goes, we have 100 gallons in the tanks, 20 gallons in sun showers, and 10 gallons in one-gallon jugs. With care, it should last. We have switched to the manual water pumps, which encourage us to use less water. I have also been getting good practice in washing my face with one hand, while the other hand is pumping. I just finished the first book of the trip, 49 left to read!

Wednesday, 4 June

405 miles in three days; almost one quarter of the trip is over. Amen. Today was shower day so we are clean and fragrant again. How wonderful. Showering while offshore is a little surreal. One of us shivers naked in the cockpit, applying soap, while the other one holds a sun shower overhead. NIKIA continues sailing along and all around us there is nothing but endless ocean. You have to see it to see the humor in it I suppose, but we amuse ourselves easily these days. So far the weather has been pampering us with SW winds at 20 knots. Tonight the wind is supposed to pipe up to 25 knots, so I took a seasickness pill just to be on the safe side. In three days we have seen only one ship. Herb (the meteorologist) told us to watch out for whale carcasses floating across our path. A foreign fishing vessel is suspected in the whole affair and a Greenpeace boat is in the area investigating. One has to ask, "How do you spot a dark floating carcass in the pitch dark moonless night?" As if we did not have enough to worry about as it is. In addition to the dead whales, we also worry about meeting the live and enraged relatives of the dead whales.

Thursday, 5 June

Last night the wind piped up and we made really good progress - 561 miles in four days. We had a fish pate and a 7-UP to celebrate finishing one quarter of the trip. Now everything smells a little fishy. I started working on a 2000 piece jigsaw puzzle by gluing the pieces on construction paper. Paul thinks I am being ridiculous and he is not interested in the project.

Friday, 6 June

723 miles and counting. We are averaging 145 miles per day. What a feat for NIKIA. She's never been this fast. There was also some excitement on the radio today. During Herb's broadcast a frantic woman broke in crying, saying they were in distress, her husband was seasick, the seas were huge, and she didn't know what to do. Herb called the Coast Guard on frequency and we all listened to the drama unfold. It turns out that the husband was outside steering and sure enough, he was too seasick to come below and yank the radio from his wife who had decided to take it upon herself to embarrass them both. Better than daytime TV!

Saturday, 7 June

The wind has switched direction and is now coming from directly aft and we are rolling relentlessly. People may not realize this, but you cannot sleep when your bedrolls non-stop. Things clank all night and you can only lay on your back or on your stomach. Still we are going pretty fast amid the noise - 860 miles so far. The rolling makes cooking impossible,

so we ate ravioli out of a can. I am getting bored with my puzzle and my neck is stiff from reading. I just finished the seventh book of the trip. A herd of 12 squid landed on *BAREFOOT*'s deck overnight, so they are having calamari for lunch. Paul and I are hoping for a herd of lobsters, but the only marine life we have seen so far is Portuguese Men of War, and we don't want any of those for lunch.

Sunday, 8 June

852 miles to go. We are past the half way mark and today completes a week at sea. If the weather holds out, we should be in Horta by next Sunday. Amen. I am tired of getting tossed around 24 hours a day. I guess the most exciting thing that happened today is that we took showers and we don't smell anymore. It is the little things in life that matter....

Wednesday, 11 June

Nothing exciting happened the past few days except for the perpetual rolling. 488 miles to go and we are almost there. To Paul's endless amusement, I finally jettisoned the 2000 piece puzzle overboard. Maybe the fish will have better luck with the 500 piece rosebush. We are getting low on snacks and the green bananas we bought in Bermuda show no sign of changing color. Paul thinks they will be ready to eat by the time we reach Gibraltar. Last night the wind died, but now a stiff breeze is moving us right along. A sudden squall came up and Paul soaped up ready for a shower. Unfortunately he ran out of rain before he could rinse. Such are the risks of blue water sailing!

Thursday, 12 June

Today we completed 9000 miles of sailing on *NIKIA*. Strangely, I don't feel any cockier than when we began. We realize that the sea can get us any time. It is just that our stupidity is less likely to get us the more miles we put under the keel. Today is a gorgeous sunny day and we are both sitting in the cockpit. Paul is even having a beer. We are listening to Billy Joel on the stereo and I am feeling awesome.

Friday, 13 June

Finally our wind ran out, as it did for all the other boats around us. *NIKIA* is ghosting along at 3.5 knots with 300 miles to go. We have raised every sail we own. A full genoa on one forestay, a drifter on the other, the staysail, and a full main. She looks like a tall ship. It does not look like we will reach Horta on Sunday. *BAREFOOT* and *ORINOCO* have motored on, but we will stick with sailing as long as it takes. I have a new pastime. It is a CD Rom game on the computer called *Myst*, which has me mystified. Last night I played until dawn and Paul got a full night's sleep.

Saturday, 14 June

We seem to be running out of company out here. All the boats in our group have motored into Horta while we are drifting along with the currents. Today our wind came back. Unfortunately it is very light and on the nose. 180 miles to go, but to windward. This will take a lot of tacking and we've run out of snacks. Thank God for *Myst*. Paul is now into it as well.

Tuesday, 17 June

We are still out here tacking in light winds and playing *Myst*. The bananas are still green, but the good news is that we will be in Horta tomorrow. With 30 miles to go, we may even break down and motor. Boats are all around us motoring directly towards Horta. A large motor yacht actually called us on the radio to ask where we were heading. We told him we were going to Horta. He was quiet for a few minutes and then said, "You do realize that you are heading for Ireland?" We offered, "This is true, but on our previous tack we were heading for Dakar." As sailboats approach and see our sails from a distance they think there is wind, so they turn off their engines and put up their sails. Quickly they realize that our sails are mostly flapping and we are not going anywhere fast, so they drop their sails, turn on the engine, and pass us in a hurry.

Wednesday, 18 June

Horta at last and almost 2000 miles on the log. We are happy and relieved. Our trip was a little slower than we thought, maybe even a little dull, but when it comes to ocean sailing, we will take dull over exciting any day of the week.

New Members

David and Elizabeth Carr, *MUSIC* (PH-37), Portland, OR

Randy and Janet Catlin, *NIGHTHAWK* (T-52),
Jacksonville, FL

Lowell Chapin and Jane McKay, *RAISON D'ETRE*
(T-37), Mendota Heights, MN

Jay and Jackie Clark, *SPIRIT OF AMERICA* (PH-37),
Chickasha, OK

Mark First and Winifred Wollman, *GRAND JETE*
(T-47), Newport, RI

Richard and Barbara Hampel, (*Prospective Owners*),
Chalfont, PA

Paul and Ellen Hickey, *LITTLE DICKENS* (Union 36),
Live Oak, FL

Richard and Carolyn Johnson, *CASTA WAY* (T-37), St.
Petersburg, FL

Dalton Marks, *Tayana Dealer*, Westbrook, CT

Tom McLaughlin and Kathy Grady, *WILD GOOSE* (T-37),
Stoughton, MA

Theron Moore, *HERON* (T-37), Norfolk, VA

Joe and Janet Ohl, *CABIRI* (V-42), Anacortes, WA

Dennis Piermarini, (*Prospective Owner*), Tampa, FL

Roger Pond and Marianne Renz, (*Former and
Prospective T-37 Owners*), Seal Beach, CA

Dave and Carolyn Pryor, *CAROLINA GALE* (T-52),
Detroit, MI

Scott Smith, *SEA MAJOR* (PH-37), Maple Ridge, British
Columbia, CANADA

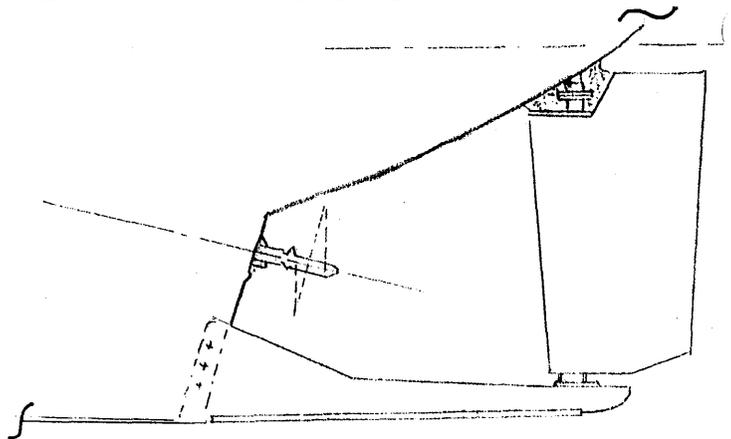
Brian and Sheila Strutt, *MOONSHADOW* (T-47),
Hamilton, Ontario, CANADA



Designer Notes

Bob Harris, designer of the Vancouver Yachts, sends us news from his drawing board.

I have drawn up a fully balanced rudder for the original cold molded wood Vancouver 42. Shown right is a drawing of this rudder and skeg, which gives protection for prop and rudder. We can provide plan details for any interested V-42 owner.



In the wings we are doing an extraordinary version of a Pilot House 42 for a Canadian customer. When complete plans are ready I will send on a set of the general arrangement. Until then, nothing much to be said. Just mentioning it to whet your curiosity.

We're about to start plans for a 65 foot aluminum aero-rigged catamaran that will keep us busy well into the fall.

With regards,

Bob

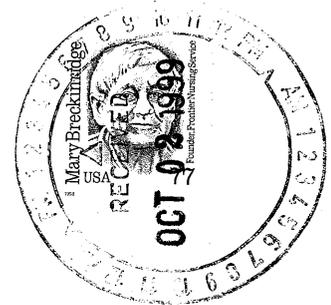
Dealer News

We have recently been introduced (telephonically) to Dalton Marks of Westbrook, CT, who has been in the

business of importing Tayanas for those who are in the Northeast. You may note he has joined the Owners Group and we welcome him aboard.

TOG NEWS

P.O. Box 379
Reedville, VA 22539-0379



What's Inside?

- Farewell Voyage 125
- TOG Notes 126
- Rendezvous Roundup 127
- Ship's Store 130
- Fleet News 132
- ARGONAUTA 136
- Equipment Comments .. 140
- NIKIA 150
- New Members 151

Pazera, John & Susan
P.O. Box 191623
San Francisco, CA 94119-1623

Address correction requested