
TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME XI NUMBER 88

FALL 2000

ENDORPHINS runs the Bermuda Ocean Race

by Chris Kellogg

In the Spring '00 issue of TOG News, Chris Kellogg informed us of his decision to enter the Bermuda Ocean Race 2000, his first real blue water experience. Here we give you the summary of his thought processes, preparations, and the conclusion of this prestigious event.

It's not yet been fully decided whether it was a moment of daring or a moment of daftness when, on New Year's Day 2000, I finally made up my mind to enter our T-48CC (hull #18), **ENDORPHINS**, in the Bermuda Ocean Race. This 756-mile non-stop run from Annapolis to Bermuda, open to boats 30 feet and larger, is co-sponsored by Eastport Yacht Club in Annapolis and the St. Georges Dinghy & Sports Club on the north-eastern tip of Bermuda. The race is held every even-numbered year and this year was the twelfth running of this most interesting event.

ENDORPHINS had been well customized at the Ta Yang yard, then fully outfitted for ocean passages by Steve's Yacht Yard in Annapolis during the Fall of 1991. She was then sailed to Grenada, where she lived until purchased by my wife, Marsha and me in mid 1995.

Though she was our first-ever sailboat, **ENDORPHINS** suited our needs to a tee. The deal was sealed the day after Independence Day, an auspicious omen.

For the next five years, living in Annapolis and sailing the upper Chesapeake virtually every weekend, **ENDORPHINS** proved to be every-

thing we'd hoped for and more: hugely comfortable, stiff, surprisingly quick for her fully-loaded 45,000 pounds, fantastic in Chesapeake Bay squalls, and incredibly easy to handle by the two of us due to (1) a nothing-less-than-inspired design by Robert Perry, (2) careful layout of control lines and winches by the original owner, and (3) a Vetus 50 kg bowthruster installed upon our buying the boat. Best money we ever spent.

However, even though the boat had many thousands of miles under her keel, we had only taken her to the ocean once, and that for all of three hours when we headed straight out into the Atlantic for a short jaunt after taking **ENDORPHINS** to Cape May (via the C&D Canal and the Delaware River) to visit friends. I realized it was finally time for me to get some honest-to-goodness real sailing experience, which of course meant offshore.

Back in October 1992, I'd set a personal goal to make a two year sabbatical sail on or before 10/01/2002, which seemed an appropriately mystical date at the time. I wasn't sure I'd need it by then, or



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TOG Notes

TAYANA HALFHULLS AND MODELS

We have been asked on several occasions where one might obtain halfhull models of their boats. In the Winter issue of *TOGNews*, there is a picture of the halfhull model given to TOG by TaYang. That halfhull is fiberglass, and the yard will manufacture one at your request. The charge is nominal (we think about \$300 mounted on a plaque) and certainly much less than a carved wooden one. Ones carved out of hard wood are available from a number of sources. One such individual is Richard Dowzel of Portsmouth, NH, whose telephone number is (603) 749-2342. If you call and do not connect with anyone, it may be because Richard will be spending much of the next few months sailing in the Caribbean! So, be patient and persistent. He also does full models complete with rigging.

NEWSLETTER PRINT QUALITY

We apologize for the print quality of the Summer issue of *TOGNews*. We had it printed at our summer location in Iowa by the same printer that has done our Summer issues in the past. The pictures were not very good. Unfortunately, when the publication comes from the printer, it is too late.

We are finding that more and more of our input comes from the internet/e-mails, and ".jpeg" pictures are not as good as the actual photograph. We are working to "get it right" so our quality will be something of which we all can be proud. If any of you have suggestions in how we may improve the quality and content of *TOGNews*, we would be very interested in your counsel.

V-42 OWNERS MANUAL

We still need volunteers to help put together the V-42 Owners Manual. Some have volunteered and we haven't forgotten who you are, but we need to have several members collaborate with each other on several sections of the manual: Specifications (we would like TaYang and Bob Harris and their staffs' help on this); Decommissioning and Commissioning (for Winter/longer term layup); Operating Procedures (sailing fundamentals, tuning the rigging, handling under power, fuel system, electrical system, plumbing systems); Maintenance & Maintenance Procedures (exterior hull, deck and cabin top, interior woodwork, spars, sails and rigging, engine and related systems, electrical systems, plumbing and sanitation systems). This manual is intended to be for a "generic" V-42. Please contact us with your thoughts and suggestions.

EDITORS WANTED

Yes, it's true, we will have been Editor and Publisher of *TOGNews* for ten years by the end of 2001 and want to move on to new horizons. So, if someone or several folks feel that they would like to contribute to the sailing world by stepping in and taking over, please contact us. We will be happy to share with you what it takes in the way of resources and what you will receive in the way of rewards. For us, it is a continual source of interest and satisfaction, and we have enjoyed it tremendously. We would like to see a continuity and even better days ahead. Contact information in Editor's box below.

INPUT FOR TOGNEWS

Over the years, we have tried to stimulate input from members for *TOGNews* by sending out "Sound Off" sheets that list the areas for which we would like articles, and then providing space for the input. The number of sheets that were returned was not sufficient to warrant our continuing to send them out. You know what our categories are, so everyone is encouraged to submit articles on upgrading their boats, where they have cruised, ideas to make sailing better, safer and more fun, recipes for the *TOG Rendezvous Cookbook*, and questions for your fellow sailors on almost anything. Remember a picture is worth a thousand words. Please share with us all!

RENAMING CEREMONY

There are many people who are reluctant to change the name of a previously owned boat, superstition being the greatest factor. Some may feel they will anger the sea gods - King Neptune or one of his minions, and they may be right! A boat name change is accomplished with an appropriate ceremony. One of our members, a former T-37 owner, celebrated the name change of his new vessel (a 43' Kady Krogen) to *AUF WIEDERSEHEN* (the name of his Tayana). It is a fun ceremony, certain to please even the most demanding of King Neptune's associates. For a copy of his ceremony, send a self addressed stamped envelope to TOG, and we would be happy to send it to you.

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

Ship's Store

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

ACADIA, a 1979 T-37 (hull #230) is for sale in San Pedro, CA. She has a Yanmar 3QM30 engine, aluminum deck-stepped mast, teak decks, davits, and five sails. Recent yard work includes bottom paint, new shaft, dripless packing gland, and varnish. No, she's not "turn key", but if you want to customize a solid boat to fit your special needs, this is the one. Priced for quick sale at \$65,000. Contact **Scott Darrell** at (323) 223-1032 or e-mail at <scott@linchousing.org>. (2/00)

AMBROSE LIGHT, a 1985 T-37 (hull #470) MK II is for sale by **Richard Wilder**. She is black with tan bark sails, a classic looker, equipped with an aluminum mast, stainless steel tanks in the center, Monitor steering vane, Cetrek linear drive autopilot, SSB/HAM ICOM 735, GPS, LORAN, 406 EPIRB, 6-man Avon life raft w/yearly inspection, Smart tuner, Smart regulator, E-meter, new dry cell batteries, new alternator, Grunert refrigeration (battery driven), three burner stove w/oven, Lavac head, mainsail, yankee, 135 genoa, staysail, storm trysail and track, storm jib, rigging replacement schedule up to date, and fiberglass decks. Just spent five wonderful winters in the Caribbean. A great sea boat with a nice layout and lots of light below decks. Asking \$83,500. Contact **Rich** by e-mail at <N2PNC@aol.com>. (2/00)

ADELANTE, a 1983 T-37 (hull #361) has the following items for sale by **Jim Goodman**: 1) full-length awning in two sections, overlapping at the mast, blue canvas w/side flaps, \$300; 2) Mariner hank-on roller furling gear for jib and staysail headstays, \$100 each; 3) Avon MK3 4-person offshore life raft, needs recertification, \$400. Call **Jim** at (512) 442-1067 or e-mail <Sgoodman@hwlaw.com>. (1/00)

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. (3/99)

CAPERCAILLIE, 1989 T-37 (hull #574) is for sale by **Paul Sheard**; the first hull off TaYang's assembly line with vinylester resin gelcoat. She has teak decks, marble vanity, and a Yanmar 4JHE with only 1400 hours on it. Other equip-

ment 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> (2/99)

CASTAWAY, a 1979 T-37 (hull #201) is for sale by **Richard and Carolyn Johnson**. 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), Lavac 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 by e-mail at <interlude@pocketmail.com>. (3/99)

DESPERADO, V-42, hull #36 is for sale having completed a six year circumnavigation of the Caribbean. Built in 1981, she was completely refitted in 1994 prior to leaving the U.S. In excellent condition, **DESPERADO** has all the bells and whistles, including a Monitor windvane, Robertson autopilot, Pur 80 II watermaker, Heart Freedom 20 inverter, all new North sails (including a cruising spinnaker), cold plate refrigerator/freezer, Avon 6-man life raft, Ideal electric windlass, and many more items too numerous to mention. Priced for a quick sale at \$124,000. Arriving in south Florida, **Bill and Donna Croff** can be contacted via e-mail at <desperadocroff@yahoo.com>. (1/00)

D'ROOM, 1981 T-37 (hull #277) is for sale in Ft. Lauderdale, FL. She is well maintained and the asking price is \$74,500. This includes Monitor windvane steering ('99), 10' Avon inflatable, Yamaha 15 Enduro ('99), new stainless steel water tank ('99), Airmarine wind generator, Balmar alternator, aluminum mast, and lots of new wiring and plumbing, among many other items. Contact owner, **Ben Tresoor** by e-mail at

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Ship's Store ...

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<abtresoor@hotmail.com> or call Whit Weihe of Jordan Yacht at (954) 522-8650. (2/00)

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, 406 EPIRB, 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>. (3/99)

GRACE (T-37, hull #47), located in Piscadera Bay in Curacao, Netherland Antilles, is in need of a bowsprit. Contact **Bob Miara** by e-mail at <comenencia@yahoo.com> or fax him at (5999) 462-5421. (2/00)

HEGIRA, 1988 V-42 aft cockpit (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; full B&G instruments/autopilot; Dutchman fully battened main; 4 sails, plus cruising chute/sock; 3-bladed Maxprop; 16000 BTU central A/C; 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. Priced at \$195,000. Contact David at (773) 772-2821 or <damonent@aol.com>. (3/99)

HONEYTOO (1980 T-37, hull #207) is for sale by the original owners, **Don and Honey Costa**, in Cape Coral, FL. She is fully equipped for serious blue water voyaging. The Yanmar 3QM30 was completely rebuilt this spring and is in new condition. A partial equipment list includes ProFurl roller furling on the head stay, Barlow self-tailing winches (#28 for the jib and #26 for the staysail), saltwater deck/anchor washdown, SL 555 windlass, 45# CQR on 3/8 inch chain and 3/4 inch nylon, 20# Danforth kedge anchor, teak storage box on foredeck, Plath compass, Avon six-man life raft in FG canister, 200 gals. water in three tanks, Force 10 three-burner stove w/oven, Paloma propane hot water heater, propane solenoid shutoff, 400 watt inverter, Garmin GPS, LORAN,

VHF, Kenwood TS-430 HAM/SSB transceiver, CPT Autopilot, Aires windvane, cockpit table, teak decks, and Sitka spruce spars. Sails include main, staysail, Genoa, Yankee, drifter with whisker pole, storm trysail on separate track, storm jib, as well as dodger, sailing and anchorage awnings. Many spares included. Asking \$82,500. Phone (941) 542-7430, fax (941) 542-4686, or e-mail <donhon@msn.com>. (2/00)

MAGIC DRAGON, 1988 V-42 aft cockpit (hull #155) is for sale at \$169,000 by original owners, **Fred and Linda Hixon** in Reedville, VA. She has sailed the Caribbean and is longing to return. Outfitted for long range blue water cruising, she is equipped with engine driven AC generator, inverter, alternator and wind generator, water maker and rain catching awning, dodger and full cockpit cushions, factory installed Grunert refrigeration with separate freezer, microwave, Force 10 propane stove w/oven & broiler, SSB/HAM radio, weather fax, GPS, wind/speed/depth instruments, Yanmar engine, Alpha autopilot, and Profurl headsails on genoa and staysail. The teak salon and galley have an abundance of storage with custom cabinetry. Both forward and aft cabins have double berths. Call (804) 453-7601 (H) or (804) 453-4151 (Linda at work) or e-mail <mcdrgn@hotmail.com>. (4/99)

MALULANI, a 1986 T-37 (hull #489) is for sale by **Bob and Bonnie Gebeaux** in Kinsale, VA. This proven world cruiser has a custom interior, lots of stowage, teak decks, and 3QM30 Yanmar engine. Comes with dodger, bimini, sail covers, and newly painted mast & boom. Asking \$89,900. Call (804) 224-4144 or e-mail at <bgebeaux@crosslink.net>. (1/99)

NO PROBLEM (T-37, hull #387) has a set of new green sailcovers for sale. Mainsail cover that laces, staysail cover laces for boom configuration, and large ready bag with zippers. Never used. If purchased new, they would cost \$800-\$950. Located in the Annapolis area. Will sacrifice for \$575, plus shipping. Call **Tom or Nancie Park** at (301) 927-7377. (3/00)

PACIFIC GRACE, a 1989 V-42 (hull #168) is for sale due to family illness. She is currently in transit from Cartagena, Columbia to Puerto Vallarta, Mexico and ready to continue on her way. She was surveyed in Trinidad this spring and is in excellent condition, fully equipped with 8'6" Caribe RIB dinghy, 9'6" Avon dinghy with inflatable floor, 8 HP Johnson OB, 4-man Beaufort life raft, 406 EPIRB, 16-mile Furuno RADAR, SGC SSB/HAM radio, ICOM VHF radio/tape deck, handheld radio, stereo, new 120 headsail plus two staysails and a 150 Genoa, new bimini, Rutland wind generator, 2 small solar panels, PUR 35 watermaker, GPS (handheld), Scuba gear, fishing gear, and much more. \$140,000 non-negotiable. If seriously interested, please contact **Mike Rose** at <pacificgrace@hotmail.com> or <MichaelRoseM@aol.com>. (3/00)

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 and weatherfax, Trimble GPS, and more. Heavy duty ground tackle includes 300 feet of 3/8 inch HT chain for 66# Bruce, 45# CQR, 50# Danforth, or 65# Luke, plus 12' sea anchor on 600 feet of 1" 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 MAXI3-bladed prop. Tons of spares for all gear. Interested parties can contact **Gilbert Smith** at (609) 841-8021 or <runningfree1@juno.com> or write to Gil at P.O. Box 1209, Alief, TX 77411. (1/99)

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>. (3/99)

SHENANIGAN (T-37, hull #402) is for sale by **Teresa McAuliffe** and is located at the Myrtle Beach Yacht Club, SC. 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 propeller shaft, plus thrust bearing. 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# CQR with 200' chain rode, 33# Bruce w/200' rope rode, 75# 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 Teresa at <shenanigan69@att.net>. (1/99)

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. (4/98)

SONGLINES, a beautiful 1978 T-37 is being offered for sale by **Sara Wilcox** in Portland, OR. She has an aluminum deck-stepped mast with oversized rigging and a Perkins

4-108 engine. She is well maintained with beautiful interior and teal green upholstery. On deck there are full custom cockpit cushions and teal green canvas, all in excellent condition. Equipment includes Simpson Lawrence windlass, 45 lb. CQR and 35 lb. Danforth anchors, Navico 4000 autopilot, VHF radio. Asking \$69,900. Contact Sara at (310) 821-5514 before 15 October or thereafter call Karen at (503) 289-6306. (3/00)

SUMMERWIND, a 1977 T-37 pilothouse ketch (hull #97) is for sale in Burgess, VA. Described by Bob Perry as the best sailing of the T-37s, she has a Perkins 4-108 (3900 hours); new aluminum masts; dual steering with Autohelm and Alpha 3000 autopilots; bimini; refurbished standing and running rigging; ProFurl roller furling on headsail; Mariner roller furling on staysail; 35# CQR w/chain and 5/8 inch rode; Danforth H-20 chain and rode; anchor washdown; 3-bladed Max-Prop with new shaft, cutlass bearing, and coupling unit; PSI shaft seal; teak decks (refurbished - no leaks); davits; permanently mounted solar panels (Solarex and Seimens); RADAR; GPS (hard wired); LORAN; Heart Freedom 10 inverter/charger; Link 2000R monitor system; three battery banks (675 AH); Letra-San type 11 toilet; Adler-Barbour refrigeration; 90 amp high speed alternator; Luke soapstone fireplace; VHF; stereo with inside and outside speakers; Nexus wind, depth, and speed instruments in cockpit; Datamarine depth and speed in pilothouse; classic pin rail; extra halyard on both main and mizzen; anchor windlass; Achilles dinghy with 4HP Suzuki engine; hand fresh and salt water pumps; extra flexible water tank w/charcoal filter; new non-skid and deck paint; no blisters; and many extra parts. Asking \$83,500. Contact **Stan Gromelski** at (804) 453-6704, by fax (804) 453-4098, or by e-mail at <stansga@crosslink.net>. (2/00)

THE GOOD NEIGHBOR, a 1988 T-37 (hull #549) MK II model, is for sale by original owners, **Charley and Judy Huffman** due to family health reasons. With a keel stepped aluminum mast, no teak decks, and an airy open interior, this boat is a must see for the serious boat buyer. The boat is immaculate inside and out and is truly a turn-key cruising boat. She is loaded with cruising and liveaboard gear too lengthy to list here. Request the three-page listing via e-mail at <KG8JV@pocketmail.com> or call (561) 485-9050. \$115,000. (1/00)

VOYAGER, a 1985 T-37 (hull #425) MK II is for sale by original owners **Nan and Bob McIntosh**. She has a Yanmar 3JH2E 35 HP diesel installed in 1996 with less than 1000 hours, also new prop and shaft, Airex foamed hull and decks, tan mast and hull with blue trim, and teak decks. We have lived aboard her during winters in the Eastern Caribbean for 15 years; she spends the summers hauled on land. Equipment includes Stalok standing rigging, Profurl NC-42 roller furling, five sails, Monitor wind vane steering, new 45# CQR and three other anchors, Bomar hatches, Air Marine pole mounted wind

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Rendezvous Roundup

Chesapeake Bay, MD

In spite of a less-than-favorable forecast on the Chesapeake Bay for the weekend of 22-24 September, we had a fun and successful Tayana Rendezvous in the West River at Galesville, MD. The rain held off until Monday and we were graced with sunshine on Sunday, although the fog on Saturday night was so thick we could not see the boat rafted next to us. **Rockie and Bill Truxall** on *SEAQUESTOR II* (T-37), the host boat arrived Friday afternoon and there were already two V-42s anchored in the harbor off the Steamboat Landing Restaurant. Soon they and the crew of another Tayana homeported in Galesville joined us on *SEAQUESTOR II* for snacks and sea stories until the sunset glowed pink on the western horizon.

Saturday we started boat hopping while others gradually arrived on the scene. Mark and Janet Oling arrived early afternoon from **Imagine Yachts**, the Tayana dealer in Annapolis, bringing a \$250 gift certificate from West Marine to

be awarded to some lucky attendant of the rendezvous. By 1730 the crews of nine boats had gathered and the pot luck dishes were spread. We welcomed new friends from **ALLIOUGANA** (T-37), **Tom and Mary Ann Walker** from **AMPHITRITE** (V-42), **Frank and Paulette Bomberger**. Old friends attending were **Randy Myers** on **MARIAH** (V-42), **Ted Stevens** on **REVERIE** (T-37), **Dave and Carol Bechtel** on **CRIMSON CLOUD** (T-37), **Sandra and Coleman Blake** on **TRAVELER** (T-37), **Scott and Marja Jordan** on **DESIRADE** (V-42), and **Howard and Mary Eckert** on **SIRENA** (V-42). It was interesting to note that three of the four V-42 owners at the rendezvous had upgraded from a T-37 (Myers, Jordans, and Eckerts), loyal Tayana owners to the core. The gift certificate from West Marine, compliments of Imagine Yachts, was awarded to *TRAVELER* by the luck of the draw; the Blakes were most grateful, as they have many upgrades planned for their recently-acquired T-37. We were also treated to a brief hello from **David McMichael's** son, Tim, who rowed his dinghy over from the West River Marina where *SHEARWATER*, their T-37 is moored (David unfortunately was unable to make it).

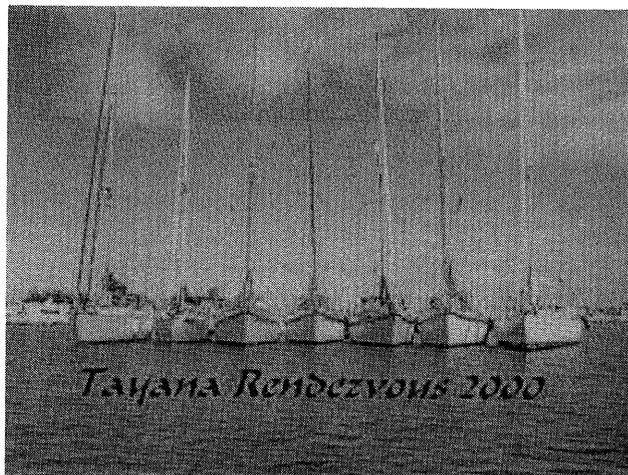
Sunday morning we dinghied ashore for breakfast at the Topside Inn. Sitting at a table face-to-face definitely facilitated the exchange of information and the bonding of Tayana friendships. There certainly seemed to be lots to share and we hated to say our good-byes, but the raft-up broke down about 1330. Another bittersweet affair!



Pictured l-r above: Carol Bechtel, Mary Ann & Tom Walker, Howard Eckert, Scott Jordan (Marja was tending the oven), Mary Eckert, Ted Stevens, Rockie Truxall, Randy Myers, Paulette Bomberger, Bill Truxall, Coleman Blake (Sandra was behind the camera), Frank Bomberger, and Dave Bechtel.

San Diego, CA

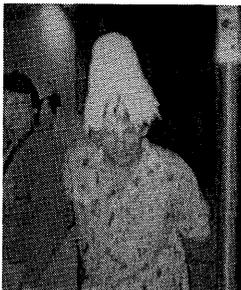
Dan and Kay Peter of Cabrillo Yachts held their third annual rendezvous on 22-24 September at La Playa Cove in San Diego Bay with over 40 people and 14 boats coming and going.



They really know how to bring out the best in a group of sailors. The pictures (below) illustrate the hilarity experienced by those in attendance. A scavenger hunt on Saturday afternoon put two teams into action finding items such as wigs, grass skirts, hair dye, etc. on the opposing team's boats. Some folks exhibited great creativity and the result was a blast! Additionally, on Saturday there was a Welcome Breakfast and a Sunset Barbecue Poolside at the San Diego Yacht Club. Sunday concluded the event with a Champagne Brunch and an afternoon sail to the Point...and beyond.



Teresa Wilsdorf (left) as a blonde



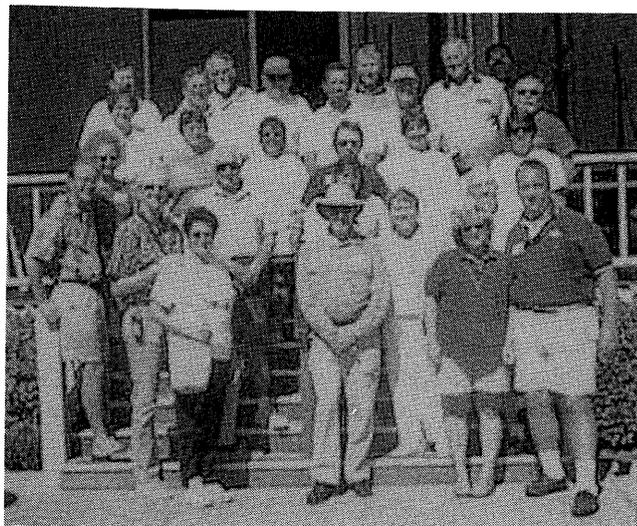
Paul Spicer with the proverbial mop wig



Denise Spicer in her plastic grass skirt

Members attending were Bob Schilling and Charlotte Maure, with crew Phil Curry and Bill Rich on *WHISPER'S ECHO* (T-37), Tom and Sue Starks on *THREE BAGS FULL* (V-42), Charles and Teresa Wilsdorf on *EL REGALO* (T-52), Paul and Denise Spicer on *SOUTHERN CROSS* (V-42), John and Shirley McGinnis on *WINDSHADOW* (V-42), Nick Sciarro from *ECLIPSE* (V-42), Van and Candie Anderson from *SUNDAY MORNING* (V-42), Kent and Gloria Lewis from *QUETAL* (T-37), Harvey and Elizabeth Karten from *NIGHT HERON* (T-37), Greg Barnicoat from *KISH* (PH-37), and Colin Hadfield, a prospective and former Tayana owner. Others attending were Ed and Sandy Letzring with *ABRACADABRA* (T-48), George and Phyllis Petty with *KYRIE* (V-42), Tom Antonelli with *AURORA* (V-42), Rich and Karen Gonett with *CHUCKIE* (T-52), Brian and Marjorie Simard, Ken and Moira Gibson, Scott Launey, Ed Kofakoski, Bill Chatamous, Lonnie Lynch, John Terito, Russ Besold, and Bill Beaudette. Some of the attendees are pictured below.

Editor's Note: Our apologies for any misspelled names.



*Front row: Kent & Gloria Lewis, Colin Hadfield, Shirley McGinnis, Kay & Dan Peter
2nd row: Van & Candie Anderson, Tom Antonelli, Denise Spicer, and Bill Rich
3rd row: Charlotte Maure, Sue Starks, Teresa Wilsdorf, Paul Spicer, Phyllis Petty, and Sandy Letzring
4th row: Bob Schilling, Tom Starks, Phil Curry, Charles Wilsdorf, George Petty, John McGinnis, and Ed Letzring
Back row: Lonnie Lynch, Nick Sciarro, and John Terito*

A full display of photos can be viewed on the Rendezvous 2000 page of their website at <www.cabrilloyachts.com>.

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News from the fleet...

Van Anderson and Candace Sullivan were happily united in marriage on 20 August 2000 in San Diego, CA, where their boat is moored. Van's other "girl", *RENAISSANCE* (V-42, hull #166) also had her name changed to *SUNDAY MORNING*. We all send our congratulations and good cheer to Van and Candace. (10/00)

Greg Barnicoat, owner of *KISH* (PH-37, hull #315) shares, "I have been using a line drawing of a PH-37 that I procured through the internet from a public source in the U.S. I don't know if there is any copyright. I normally use the graphic in a drawing program called Micrographic Designer, which enables exact scaling. I have both profile and plan drawings. I have also scanned and traced a drawing of a PH-37 that I got from an early *TOG News*. I am prepared to make these drawings available to other TOG members via e-mail at <g.barnicoat@hem.utfors.se>." (5/00)

George and Joan Brooks, owners of *ISABEL* (T-37, hull #513) report, "After a false start last year, when the house did not sell in time for us to leave on our cruise, we have now sold the house and are moving the last things onto the boat. *ISABEL* has now become our home and we expect to leave Michigan and be underway by the middle of July. We plan to spend some time in Lake Ontario before heading down the Erie Canal and the Hudson River to the coast." (7/00)

Jim Connelly and Jan Costelloe are new members, having purchased *PEACOCK* (T-37, hull #200) from Dick and Judy Fow. They report, "The *PEACOCK*, which we have renamed *HANDBASKET*, was a dockside liveaboard, which we are converting to an ocean cruiser. We intend to do some serious sailing and plan to head south and then west. We are leaving the end of September with no time constraints." (8/00)

Norm and Ann Demain, former T-37 owners and Editor Emeritus of the TOG newsletter, write, "Way back in '82 when TOG was still in diapers, then-member Art Hurd asked Annie and me to boat sit *IAPETUS*, which was moored in Puerto Escondido, Baja, Mexico. Having never heard of Puerto Escondido, but ready for a new life direction, we nervously accepted. Thus began a love affair with that charming, exciting part of the world that endures 'till today. The adjacent trailer park, Tripui, which started out as a transient stopover, has evolved into a village. The village houses, called palapas, consist of palm frond roofs under which all the modern conveniences are found. For example, under our palapa is a 32 foot trailer, our truck, an 18 foot Sea Ray, a

complete kitchen (including dishwasher), bathroom, bedroom, and laundry.

As often as we can, we take snorkeling trips to the numerous nearby islands. We never tire of looking at the large variety of tropical creatures and plants. On most trips we see only one or two other boats. In the warmer months, the sea temperature reaches 85 degrees F (just right for our old bones). Fishing is the most popular activity in the area. For more information about the Puerto Escondido area, e-mail us at <normdemain@hotmail.com>.

We have spent a dozen years in Puerto Escondido averaging about six months a year. We have welcomed many cruising TOG members into our palapa. The time is coming once again for us to seek a new direction. Our goal is to sell our palapa by next year when I will reach my 75th birthday and start on the next chapter. In closing I must express my sincere appreciation to Bill and Rockie Truxall for the excellent job they do as editors of the *TOG News* -- a real labor of love!" (9/00)

Jack and Abbie Fassnacht informed us, "*PERSEVERANCE* (V-42, hull #126) is on the hard in Trinidad until we return there in February 2001. We plan to spend two to three months bringing it to Rock Hall, MD by July 2001." (8/00)

Barb and Rich Hampel report, "We are officially Tayana owners. We purchased the former *LADY BESS* (T-37, hull #423) from **Kent Dudley** in January. She was trucked north from FL to MD during the great blizzard of 2000 and is now berthed at Green Point Marina, Worton Creek, Chesapeake Bay. We renamed her *AQUILA* in a small ceremony that involved copious amounts of champagne and some well chosen words. We launched in July and have been having fun experiencing the differences between a 30 foot lightweight sloop and a heavy full keeled cutter. We do appreciate how secure she feels in big wind and chop." (10/00)

"J" and Sue Hess send news. "I am sorry to say we have sold the *CREWS TWO* (T-37, hull #363). We will miss her. She took us on a three year cruise away from the pressures of the work-a-day world and into the adventures of the cruising world. We sailed her safely and very comfortably throughout the Gulf of Mexico, the Texas coast, both sides of the Florida coast, and into the Exumas--to date, the best experience of our lives. We have returned to our former vocations, where we will remain for the next few years, building our final retirement kitty. We are confident that at some point we will once again be back in the boating world." (7/00)

Harvey Karten communicates, "*NIGHT HERON* (T-37, hull #84) continues to absorb large amounts of time in her restoration, but we have been able to keep sailing. Finally got the autopilot (Navico hydraulic) and hot water heater installed, all new bilge pump system, modified electrical, new dodger, new sails, all lines aft, new galley sink, new RADAR, new VHF, other new electronics, working on reinstalling the

shower, etc. All this caused us to postpone any hope of getting *NIGHT HERON* up to the Pacific Northwest this past summer. As a compromise, we swapped boats with friends in the Vancouver area and sailed the Desolation Sound area for a few weeks. Our plans are to ship *NIGHT HERON* via truck to Anacortes in April and then turn north to Alaska, returning to Seattle by Labor Day. Hence the pressure to get all the long list of jobs done before the Spring.” (9/00)

Tad McDonald writes from his T-37 (hull #329) named *MARIEUSZ* (pronounced mary YOOSH), “I’m leaving with the Caribbean 1500 on 5 November and plan on spending sometime for the next year or so knocking about in the Virgins, Leewards and Windwards. After that, who knows...” (9/00)

Joe and Jan Ohl send this news, “We moved aboard *CABIRI*, our V-42CC (hull #131) in July for a 14 month sabbatical and practice retirement. After spending June, July, and half of August preparing for a trip south to California and Mexico, we finally left Neah Bay on August 27. On August 28 we had the double misfortune of first stripping the spline on our transmission (installed by professionals less than 100 hours before it happened) and then being dismasted (new rigging by professionals in June without the essential cup washers necessary for Isomat rigs). The dismasting occurred approximately 80 miles WSW of the Columbia River Bar in the early evening in moderate seas with a wind of approximately 20-25 knots. Because of other dismasting reports we had read, we were prepared with 30 inch bolt cutters (don’t leave home without them!) that made clearing the rig from the boat a quick process. After spending the night on a sea anchor, we began motoring towards shore in the morning at 900 rpm, which we could maintain without the transmission slipping. This gave us 2-3 knots over the ground and by 2200 on 29 August we were within 20 miles of Tillamook where our handheld VHF allowed us to contact the Coast Guard. It was comforting to have a radio schedule with the Coast Guard while we made our way south to Newport, OR over the next 18 hours. When we finally arrived off the entrance buoy at Newport (1600 on August 30), the tide was at high ebb and we could not have entered against it. The Coast Guard assisted us in with a tow to a berth at the South Beach Marina. The Coast Guard assistance was wonderful; they are a great bunch. Now we are dealing with insurance adjusters and are trying to move south before the cold sets in. Here, we sadly have to watch the other cruisers sit out weather, including TOG members, **Dominique and Julia Ohier** aboard *SECOND WIND*, their PH-37 (hull #299). Hopefully we will see more TOG members and the remainder of our cruise will be less exciting.” (9/00)

Bob Platt, Marilyn Smith, and Echo, the Abaco Wonderdog report from *WHISPER*, their V-42 (hull #51). “Well, we made it. We are spending the hurricane season in Trinidad, West Indies. We bought our boat three years ago from **Stan and Sylvia Dabney** at Atlantic Offshore Yachts in Riviera Beach, FL. They are great; nothing but good words about them. It’s amazing how many Tayana owners we have

run across in our three years on the waters of planet Earth. We have tried to keep track by marking the *TOG Roster*, but we have lost track. Some we have had cocktails with, others just anchored beside and not even known they were Tayanans. The cruising has been great and the people even better. Will be heading up island in December and then back to FL in July 2001. Hope to see you our here.” (9/00)

Diana and Randy Prentice keep in touch from *STRIDER* (T-37, hull #522). “We had five good months cruising the Bahamas, and cruise we did, even visiting Andros and Eleuthera for the first time. We did the usual turnaround at George Town, getting there just before, and leaving shortly after the Family Island Regatta. It was all great fun, but the highlight was a unique opportunity to assist a visiting scientist with bird studies in the Exuma Cays Land and Sea Park. On uninhabited (by humans that is) Long Cay, we helped Will Macklin from the University of North Carolina, band, weigh, and measure some of the Audubon’s Shearwaters that nest there. Cradling those tiny, downy chicks in my hands will always be a favorite memory of, not just cruising, but my whole lifetime.

Incidentally, we met up with *STRIDER*’s previous owners, the Sadlers, at Marsh Harbour, having arranged to do so through our communication by SSB. Bob and Francie now have a beautiful Robert Perry-designed Taiwanese-built 44’ something-or-other and are eager to go cruising full time in a couple of years. We had a great time with them. They still love this boat. We do too.” (6/00)

Mike Rose informed us, “*PACIFIC GRACE* (V-42, hull #168) is currently in a yard in Cartagena, Colombia awaiting our return. When visiting in Seattle this summer my wife, **Yvonne**, was diagnosed with cancer. This effectively puts an end to our cruising lifestyle. The tumor is inoperable, but is responding to chemotherapy treatment. We have been out for over four years and have effectively circumnavigated the Caribbean. I am leaving here (Seattle) on 10 October for Cartagena in an effort to bring *PACIFIC GRACE* home, or at least to Mexico. It is something I do not want to do at this time, because I do not want to be away, however, sometimes we must do things we don’t want to do. It should take about a month + to get through the Panama Canal and back up the Central American coast to Puerto Vallarta. The only good thing about it is that this is a good time of the year to be making the trek, keeping your eyes to port for potential hurricanes, of course.” (10/00)

Lou and Billie Jo Roux of *NINA DELMAR* (T-37, hull #403) write, “We are off to Mexico with the Baja Ha Ha 2000. We are retiring as of 9/1/00 and will have open ended cruising. We will drop you a note at times to let all know what’s happening with us. As they say--let the wind blow.” (8/00)

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Maintenance and equipment comments and questions...

MILDEW/MOLD REMOVAL

Denis Beaudry, owner of *TAYANA* (T-37, hull #8) recommends, "The best product I've found for cleaning areas where mold is a worry is a product called Microban. It is used in hospitals as a general cleaner and disinfectant. Just lightly spray it on, leave for 10 minutes, and wipe off. It actually has a clean smell. It is available from Wesclean. Look in the yellow pages under cleaning supplies or ask a carpet cleaning company for it."

REVERSING

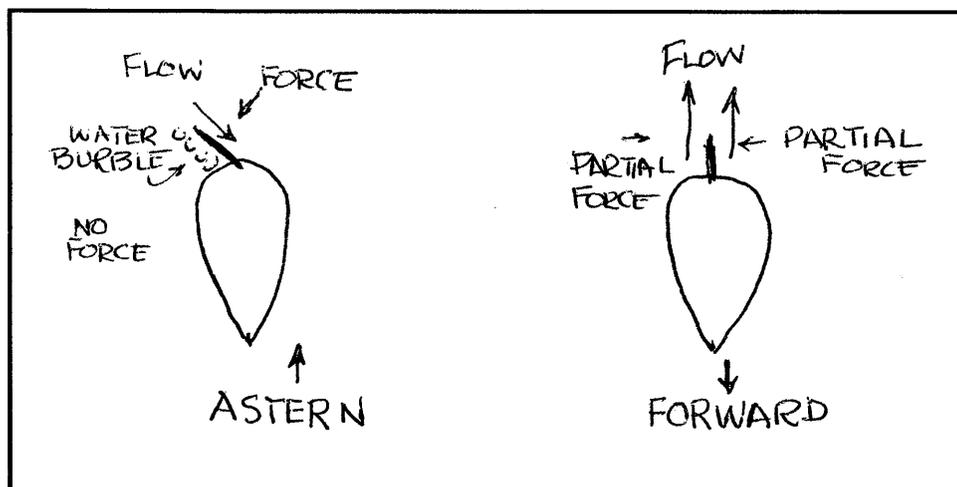
Richard Bennett, former T-37 owner, offers this discussion of how to control your boat while backing. "In still water, center the rudder and from a dead stop, put the gear shift in reverse at low idle. Turn the wheel only after weight is on. Turn the wheel no more than about an eighth of a turn. Keep speed slow by taking the engine out of gear, if necessary. Do not let go of the wheel; keep a firm grip on it or the pressure on the rudder may be enough to flap it over to one side and pull the wheel out of your hands. Any corrective turns of the wheel should be slowly deliberate because if a burble of water disturbs the laminar flow over the rudder, control will be lost. Going astern like this won't work in turbulent water or in turbulence caused by too much throttle, or sometimes for reason of hidden turbulence. This way of going astern became evident to me after hearing the difficulties one of the America's Cup boats was having with its forward rudder. Sometimes it worked and sometimes not.

Lying in my bunk has provided me with many insights and since the forward rudder on the America's Cup boat is in the same situation as the T-37, the problems of both were similar. One time as I was scheduled to depart the boatyard, the yard placed workers on every piling to help guide me out. To the surprise of all, the boat followed my directions neatly and with grace, not like the drunken elephant described by *Practical Sailor*. The propeller is not the problem in going astern. In going forward the flow of water past the rudder is aided by the hull providing a smooth layer on both sides of it. Astern, the rudder can disturb the flow on one side or the other, making one side in total control (see diagram below)."

Adding to this discussion are comments from **Jean-Louis LePendu**, another former owner of a T-37. "One thing I learned is don't try to force the situation. If the vessel doesn't want to go the way you want it to, then go the way it wants to go. I generally had a plan for docking, however, I'd go to Plan B in an instant when it looked like Plan A wasn't going to work. With my T-37, I would back into my slip when the conditions were favorable, but would head in when the boat didn't want to back in. When other boat owners asked me why I didn't back in, I'd tell them I wanted to practice going in bow first. Never let on that you couldn't do it. Going slow is good, too. Those big rudders are made for that."

Mike Morrissey, owner of *SYMPHONY* (T-37, hull #463) responds, "I agree with you on all points and have found the "back and fill" technique to be most valuable, with about 50 feet to turn and back into the slip. With any

complicating factors such as wind and current, it is unnecessary and largely ineffective to try to steer the boat in reverse. Keeping the wheel over to steer forward and applying reverse to halt the forward motion works well. With a little practice, I've found we can literally spin her around in place. The other lesson I've learned is to give in when the wind puts up a fight. If you can't make the turn because the bow is blown off, go around the other way and don't waste any time if space is limited. I also can't over-emphasize the



FORCES ACTING ON RUDDER

importance of going slow! New boat owners should be forced to maneuver at idle speed just to realize how little power is necessary most of the time. Every disastrous docking maneuver I've witnessed could have been avoided if the skipper had slowed to a crawl before approaching the slip. That goes for leaving the slip, too."

Harvey Karten on *NIGHTHERON* (T-37, hull #84) replies, "Ah, but the wind and current may conspire against you. When there is a bit more wind than usual, going slowly allows the wind to catch me on the beam when turning to make the 180 degree swing into my slip, causing me to drift down. There are times when going very slowly can make things worse. If I maintain more weight on, I can turn across the wind and come into the slip."

John Campbell, former owner of a T-37, adds, "Backing a T-37 is as much feel as it is technique. It reminds me of the person who just never could master parallel parking. He just couldn't develop a feel for it. I guess all of us have missed and gone around a time or two. My remedy for an uncooperative boat is a ready spring line to swing her rear into the slip."

Finally, Jean-Louis concludes, "Yes, John, you are right. The whole principle of piloting is based on science and physics. The human element in piloting renders it an art. With lots of practice we get better until we think we know what we are doing. Hope we all have happy landings."

PERKINS 4-108 ENGINES

Graham Berry, owner of *OASIS* (T-37, hull #352) shares, "I was going through some old British boating magazines here in the UK and came across an article dated June '97... 'Born again diesel'. Thanks to Sabre Engines, the Perkins 4-108, which was taken out of production 10 years ago, still has a very bright future. The article has some good tips on the fuel electrical lubrication systems, together with good illustrations, plus information on how Sabre Engines are re-manufacturing the 4-108, plus all spares are now sold through them. They also have user's handbooks and workshop manuals available. If anyone would like a copy of the article, e-mail me direct at <graham@flyingcameraco.demon.co.uk>."

Jim Smiley, owner of *SMILES* (T-37, hull #407) adds, "For what it might be worth, Foley Industrial Engines <www.foleyengines.com> still sells the Perkins 4-108. They list a price of \$4,495 for the base engine and also sell rebuild parts. I say 'for what it's worth' because I had a bad experience with Foley a number of years ago over the rebuild of a Hurth transmission."

Greg Tatarian, owner of *PLEIADES* (CT-37, hull #80) comments, "I don't know if Perkins 4-108 parts will be all that available in the next five years. Perkins has been sold twice in the last several years, about a year ago to another giant, I

think Caterpillar. The distributor I have spoken with said the last meeting he went to wasn't terribly encouraging. He suspects the older engines will lose support as Caterpillar stops manufacturing some parts. In fact, in January 1998, prices for some OEM items tripled in price, e.g. heat exchangers increased from \$350 to \$1,000!"

Ray Slaninka, owner of *LORNA DOONE* (T-37, hull #123) adds, "I had heard that Detroit Diesel owned them. But anyway you bring up a very good point. I am not sure what you mean by old, but the boat I have in mind was repowered in 1990. Is that old enough to be phased out from support? Another question: It has 5000 hours on it and uses one quart of oil every 40 hours, which I am being told is OK. I was told by the seller that according to Detroit Diesel, normal oil consumption is 1% of fuel consumption. In this case, that's .52%. Is that normal oil consumption?"

Greg responds, "Sierra Detroit Diesel owned Perkins until 1998. I believe the 4-108 engines are the same with minor ancillary differences from the start of the run until the end, when a different model was introduced. The message from my distributor was that 4-107 and 4-108 and other older models were losing support and prices for replacement parts were getting very high. It's all subjective, but I've found that even maintenance items have increased substantially since Perkins was sold again. \$1,000 for a heat exchanger is a joke!"

Chuck Harris, owner of *BLUE MOON* (T-37, hull #95) proclaims, "My mechanic, who's excellent and knows his stuff, says that the after market for Perkins is huge and will be around for a long time. He says it's like Chevy 350 engines. They'll always have parts for them. Don't worry. Be happy!"

Editor's Note: Several other members have had a bad experience with Foley. They sold parts at a good "initial price", but after non-delivery they kept jacking up the price, ending up costing about 30% more than quoted. Get any price quote in writing. For those with or wanting to procure Perkins engines, let the buyer beware!

RIGGING

Chuck Harris on *BLUE MOON* (T-37, hull #95) queries, "I am considering getting rid of the staysail boom and putting tracks on the cabintop for new staysail sheets. Does anyone out there have this arrangement? If so, where are the tracks? Also have you put a furler on your staysail? Is there any loss of performance in doing these things? All this after having just installed the staysail boom pedestal and the old traveler back on the cabin. Help!"

Rob Kerr of *PRUDENCE* (CT-37, hull #15) writes, "We purchased our boat with stationary blocks for the staysail sheets set about half-way between the mast and the main lazy

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Proper preparedness prevents panic for *REVISION II*

by Heath & Mary Boyer

We don't know of any other story we've published in TOG News that has generated more feedback, comments, and concern than Roy and Karen Olson's tragedy during the 1998 Caribbean 1500, reported in the Winter '98 newsletter. Many of the remarks have been published, offering solace by stating "we're here and we understand", but as Sylvia Dabney wrote, "this is not very much in the scope of such a loss."

Here is yet another testimonial on the gravity of the situation during the 1998 Caribbean 1500, reported by Heath and Mary Boyer who made the journey with two crew members on their T-37, REVISION II (hull #349).

In retrospect, no one could really know what [Hurricane] Mitch was going to do. On 1 November he was still in the Southern Caribbean, although headed away from the South American Continent and back into the Central Caribbean. The storm was already 30 days old and long overdue to exhaust itself and dissolve. As it turns out, some of the forecasters who advise and follow boats at sea were suggesting caution in leaving any of the ports on the US East Coast until the situation clarified. Our weather guy was a no-show, however, and Coast Guard Radio Portsmouth didn't really deal with Mitch at that point. Three days out of Portsmouth the morning radio check-in advised us that Mitch was headed for FL, appeared to be strong enough to get all the way across and head out into the Atlantic on a course that would cross our own course in about two days. We were urged to try and get below 29 degrees North Latitude so the storm would pass North of us. We had gotten caught by one of the Gulf Stream eddies and lost about a day and a half to big, steep, confused seas, and a countercurrent that actually had us moving backwards over the ground at the same time we were doing five knots through the water. By the time we got the weather warning, we were sort of at the back of the pack with about 10-12 other boats. We finally broke out of the pack and began to motorsail at maximum speed to get South as fast as possible. Over the next 36 hours the path of the storm changed and its speed increased so that we remained directly in its path. At that point we turned around and hustled back to the Northwest with the goal of getting into the band of winds at the storm's edge which should not exceed 35-45 knots. Between the radio check at 1830 on 11/05 and the 0730 check the next morning, the path of the storm changed again, and we knew we were not going to be able to get out of range of the stronger winds.

About 1400 on 11/05, we began serious preparations for heavy weather. We furled the genoa tight and lashed it with extra line. Then we took off the staysail and put on a storm staysail. We also put up the storm trysail in place of the mainsail. With the storm canvas up, we turned the bow of the boat through the eye of the wind, but kept the staysail trimmed to the windward side of the boat. This maneuver is called "heaving-to" and is a time-honored strategy in heavy weather. That done, we took extra steps to insure that everything inside the boat was securely stowed, we taped, tied, or otherwise double fastened any compartments or lockers that might open under extreme stress. We taped the doors to the refrigerator closed and took extra lashings on everything on deck, like the dinghy and the extra fuel and water canisters. By 1700 we went below, put the barrel locks in the companionway hatch, had a great, hearty dinner, and waited for the show to start.

When the storm really arrived, about midnight to 0200 it became clear that we were in for a lot more than we bargained for. We learned later that the storm course had taken another notch to the North and was moving about 30 mph. Winds were between 70-80 mph when the storm went over us. Wave heights are very hard to judge at sea, but we all agreed that we had waves in excess of 30 feet. Of equal importance to their height was the character of the waves. Because the storm was moving so fast the waves it created were steep and confused. The water simply hadn't time to arrange itself, in response to the pressure of the wind, into long, orderly seas. The effect was to make it feel like we were sailing through giant bomb craters that were moving in random patterns through the landscape. Mary described being inside the boat like living inside a washing machine with the agitator going at full speed.

The four of us were wedged into various corners of the cabin trying to just stay put, when one of the most vivid visual images of the whole experience occurred. I happened to be looking in the direction of the galley, which is on the starboard side of the boat; we were heeling over on that side and we seemed to literally fall off a big wave when a brief geyser of water came up out of the galley sink drain, about three inches across, with the strength of a fire hose. It went straight up, hit the overhead with a loud smack, and created a perfect umbrella fountain as it came down. A pretty spectacular sight. I swear that stream of water could have lifted a Volkswagen off the ground. I remember saying to myself, "The next time I am able to move in the direction of the galley, I'll have to close that seacock." Movement below during this time was almost impossible because the motion of the boat was so violent. We

sort of crawled from place to place holding on with every available body part.

At one point after the geyser incident, I looked up and saw that the starboard cabin portholes were under water and it felt as if the boat were pinned down on her starboard side. I moved so I could look out through the Lexan hatch into the cockpit and it was clear that we were no longer hove-to, but were actually sailing in the storm, laying almost on our side. There is some dispute among the crew as to whether we were actually "knocked down", but we were far enough that something had to be done. Without much thought and operating more out of instinct than rational problem solving, I donned foul weather gear, opened the hatch, clipped into the safety lines, and went into the cockpit. We were racing at very high speed, heeled over to where the water was reaching the top of the cabin. The experience of being on deck was extraordinary. It was very dark, but our running lights did create some reflection from the sea. The water was black, but

... a geyser of water came up out of the galley sink drain...with the strength of a fire hose....and created a perfect umbrella fountain as it came down.

was covered with the heavy lace of blown spray. The spray was like sandblasting on my skin. The air was full of water, both driving rain and spume as the wind ripped the tops off the waves and homogenized them with the atmosphere. It was actually hard to breathe without feeling I was suffocating.

From some part of my lizard brain that contains the basic programming for survival, I knew the only thing to do was try to start the engine and use its power to kick the boat back around through the wind and heave-to again. The noise level was so high I could not hear the engine when it started. The wind was screaming in the rigging, the water was roaring and drumming on the hull. I could tell only by the tachometer that it was running. I put it in gear and revved it hard. The engine responded and the boat answered the thrust of the prop and

the rudder and slowly came up to the wind and on around. Then the engine quit! But it had done its job and we were out of immediate danger.

At that point we decided it was time to stream a sea anchor (actually a nine-foot diameter parachute on 350 feet of 5/8 inch nylon line) from the bow. It took an hour or so to get it rigged and launched; a demanding and dangerous job with the winds and seas as high as they were, but we got the job done and the boat's motion was much less violent.

We figured the worst was over. Daylight revealed a gray and wind-torn sea, the waves still mountainous, but more orderly and not as steep. We took inventory and found that everything attached to the outside of the boat was still with us. Inside the boat looked like the inside of a washing machine interrupted and abruptly reversed during its spin cycle. The whole area was an evil stew of clothing, equipment, broccoli, eggplant, bananas, and books. Everything was soaked by the water that forced its way in and by the water we carried on our clothing.

However, while Mitch was marauding his way North-east, another strong storm had been developing and was moving Southeast from the vicinity of Nova Scotia. We were so tired and the boat was in such chaos below that we decided to stay hove-to and try to get some badly needed sleep. We rigged a bridle on the sea anchor line which allowed us to trim the angle of the boat so it rode perfectly parallel to the direction of the seas. This maneuver allowed the big underbody of the boat to create a field of turbulence under water, which kept the approaching seas from breaking on deck. That finished, we all found places to get horizontal and slept for the first time in 36 hours.

The next morning dawned bright and clear. The seas were still rolling in from the Northwest in huge, long swells, but their time between crests was so great that their height (probably 20 feet) was made more interesting than problematic. The wind was down below 30 knots and dropping, so the waves weren't breaking and there was little spray. It was the kind of day you can only get on the open ocean in the aftermath of a major front passing. Limitless horizons that expand and contract as the boat rides from trough to crest, absolutely clear skies swept clear of pollution by the front's passing, and water of a color that defies description. It simply must be experienced to have meaning. It occurs to me that it may be this very color that causes us to adopt the label "blue water sailor." Being out there is the price of admission to seeing that blue color. In our experience it just doesn't exist anywhere else on the planet.

Mary fixed a big breakfast and we began to bring in the sea anchor. It is real work to crank in 300 feet of 3/8 inch nylon line at the end of which was a nine foot parachute full of water

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Proper preparedness...

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holding a 26,000 pound boat at a standstill in the open ocean. So we worked with the swells. When the boat went down, the line went slightly slack and we could crank in five or ten feet. After about two hours, we got it alongside and were able to snag the edge of the chute and dump the water. Only then could we set sail after 72 hours of heavy weather. Without the physical strength and stamina of our crew, we probably would simply have had to cut the whole system loose and leave it to Davy Jones. We know of others who did just that.

We had used all but about 25 gallons of our fuel and the engine wasn't running anyway. The wind vane steerer had broken in the storm and the electronic autopilot had gone on strike. We were 1000 miles from the Virgin Islands, but less than 400 miles from Bermuda. It was an easy choice to head for Bermuda.

We used the relatively tranquil passage to get some more rest, get the engine running again, and coax the radios

Inside the boat looked like the inside of a washing machine interrupted and abruptly reversed during its spin cycle.

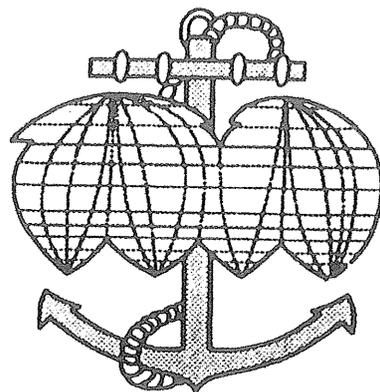
to life. After arriving in Bermuda we spent the days resting, taking stock of damages, which proved to be very light, all things considered, and trying to reconstruct what happened. We all agreed that there was a strange mental state we entered during the storm. We were absolutely focussed on what needed to be done at the moment. No one reported at the time or later that they were experiencing real fear. We knew the situation was serious, but there was no time to dwell on the kinds of thoughts which cause fear to control action.

We can't say enough good things about the Pardey's book, *Storm Tactics* and the strategy they describe for heaving-to to a sea anchor. We did exactly as they recommended and the boat performed exactly as they said it would. Every boat might not, but ours did. We strongly believe,

based on our experience, that anyone going offshore should read that book and buy the appropriate drag device. We called Victor Shane who compiled the very educational "Drag Device Data Base" and bought his sea anchor. Victor worked with the Pardeys on designing their system and was very helpful to us as we considered our options for heavy weather equipment. His book is an excellent companion to Pardey's book. We all had a pretty good theoretical understanding of what to do in heavy weather and we had the right equipment to apply the theory. The four of us had talked about heavy weather tactics and we were all singing from the same hymnal, but never made time to practice. When the weather forecasts began to warn us about what was ahead, we prepared properly and thoroughly.

So how bad did it get, in objective terms? The truth is we don't really know. We know boats in the same general area registered 75-80 knots of wind at the height of the storm. (They had repeater stations for their instruments down below. We don't.) When we checked in with Herb Hilgenberg by SSB radio the day after the storm, he took our coordinates and said, "Hmm, you were in the strongest part of the storm. Hurricane force winds." 65 knots were forecast in the days before the storm arrived, but forecasts usually fall short of reality at sea. We were able to get weather maps and satellite photos of the storm to overlay on our charts, so we know the strongest part of the storm moved right over us. It was not as strong as it was when it was devastating the Southern Caribbean. Only one storm in history has done more damage than Mitch in terms of human life, and that was in 1789 or something. The fact is that the experience gets less dramatic in retrospect, a lot like having a baby. We were all a little shell-shocked and the resulting selective amnesia doesn't make for very accurate reporting after the fact. We do know this much:

- 1) It was more weather than we ever want to see again at sea.
- 2) We handled it OK and could probably have handled worse.
- 3) There is no substitute for great crew and we had the best.
- 4) We can reasonably expect to sail for the rest of our lives and not come close to repeating the experience.
- 5) Plan carefully, prepare thoroughly, and practice, practice, practice! Most of all, prepare to improvise, because when it comes to ocean sailing, our imagination is a puny tool with which to assemble a defense against the combined power of wind and water in extreme conditions.



Dealer News

Imagine Yachts, Annapolis, MD

To those interested, we are offering our new clients a one year subscription to *TOG News* on us at Imagine Yachts.

We have new clients with a somewhat unique purchase. Gerard and Lisa Principio have ordered a T-55, ketch-rigged, centerboard. They want the boat to be Intracoastal friendly, so the rig will be under 65 feet tall from the waterline. We have designed a custom "short skeg and rudder" to comply with the 5'3" maximum draft requirement of the Principio's water depth at their home dock. Their hull number will be #96.

In other company news, the first of our two T-48DS (deck saloons) will arrive at our commissioning yard in August. Our second T-48DS, with custom American maple interior, should arrive in November. Our T-58DS should be delivered by the end of September.

We will be showing at both the Newport and Annapolis Boat Shows with at least the new T-48DS and the possibility of a T-58DS and/or other client owned yachts.

We also offer this interesting track of *ISABELLA* (T-58DS, hull #87). She was contracted as the personal boat of Jesse Frederick-Conaway, purposely built for his family's two year sailing sabbatical, wherein they were to circumnavigate the Caribbean. (She was originally named *LE SIRENUSE*, but never sailed under that name.) After successfully completing her owner's mission and return to Annapolis, MD in June 1999, *ISABELLA* was sold to Randall and Karen Harris. The Harris's immediately returned her to the Caribbean for the winter of '99, sailing her under the new name of *SLOW DANCE*. In June of this year, *SLOW DANCE* returned her second owners and crew safely to Annapolis, albeit in close proximity and radio contact with other boats in "The Memorial Day Nightmare" (*Cruising World*, August 2000). In search of still a larger yacht, the Harris's asked Imagine Yachts to sell *SLOW DANCE* for them. A gentleman purchased her while she was lying at Imagine Yachts' docks in July and promptly renamed her *ISABELLA*. Immediate cruising plans are uncertain, but suffice it to say, *ISABELLA* is still a fine vessel, in excellent shape, and eager to continue giving the pleasure of her big boat style, comfort, and speed.

Rendezvous ...

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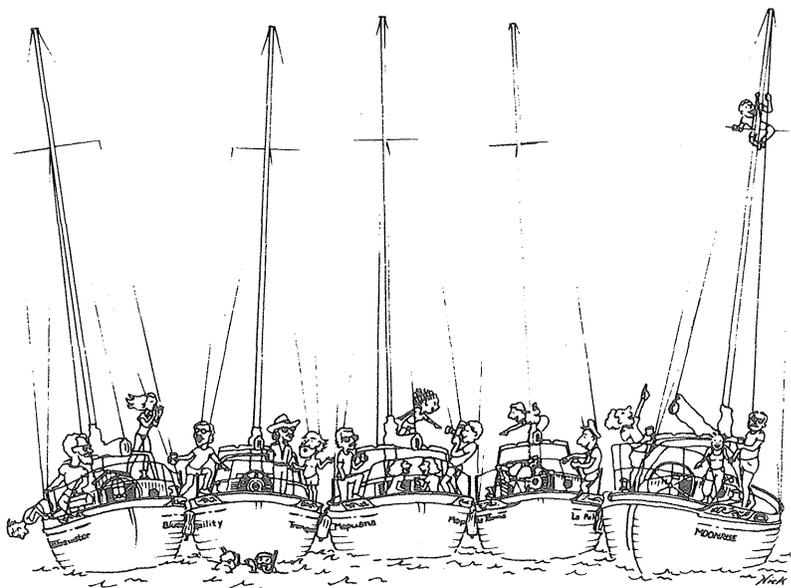
Puget Sound, WA

The weather for the all-Perry Design Rendezvous on 18-20 August was a mixed bag this year, but everyone endured and for the most part were able to stay dry and have a lot of fun.

There were 45 Perry-designed boats in attendance for the weekend at Port Ludlow Marina, with Tayanas coming from as far away as Oregon. They were Jack and Joan Eddy on *INTERLUDE* (T-37), Rob and Amy Kerr on *PRUDENCE* (T-37), Dominique and Julia Ohier on *SECOND WIND* (PH-37), Andy Records and Cathy McMillan on *KILLISNOO* (T-37), Steve and Susan Tolle on *LAST RESORT* (T-37), and the Bischoff family on *GUMBO YAYA* (T-37).

The crew from *GUMBO YAYA* once again provided musical entertainment along with Bob Perry. It gets better and better every year. This year guest speakers included Carol

Hasse from Port Townsend Sails and Brian Toss, author of the *Riggers Apprentice*, who was very entertaining in "going aloft".



ENDORPHINS ...

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could afford it by then, but I knew I wanted to do it before my body's deterioration made it less than enjoyable, or worse, impossible.

All this led up to that fateful moment on 1 January when I turned to Marsha and said, "It's final....we're doin' the race." Little did I know what those words actually meant.

ENDORPHINS already had a SEA 322 single side-band radio (though never once used since I'd bought her), a Sea-Recovery 80 gpd watermaker that I had never used, new storm trysail and staysail I had never used, a six-person Switlik offshore liferaft (thankfully never used), MOM9 unit for MOB deployment (tried but never used), a tired Autohelm 7000 chartplotter, a just-fine autohelm self-steerer, and other pieces of gear that I thought made her pretty well ocean-ready.

The boat's Furuno RADAR unit had been zapped by a maverick lightning strike, so I knew it needed replacement. The liferaft needed a new inspection, as did the MOM9, so the race gave me a good excuse to get those things done. Some of the running rigging could stand to be updated and the standing rigging needed a good overall survey. And though I take what I consider to be pretty decent care of the boat, I knew it and I could certainly benefit from the thorough review I'd have to give every system on board. I looked forward to the challenge as the March re-launch approached.

As I undertook the challenge of checking every component of every system (a more daunting assignment than it first sounded), I also started recruiting crew to sail with me in the race. Luckily, I live in Annapolis, where there's no shortage of experienced offshore sailors. With the race sponsored by our hometown yacht club, other local boat owners were starting the same odyssey as we were, so getting the best crews turned into something of a contest in itself. Soon a crew of six (besides myself; Marsha wisely decided to meet us there and be part of the return crew) came together for the race, and we soon after signed up the five needed for the return. Two of us were common to both crews. Since one generally schedules a week over, a week there, and a week for the return, it's hard to find folks who can devote three weeks to such silliness! The race was scheduled to start at 1600 on 9 June, so we assumed we'd arrive back in Annapolis about 30 June or the first few days of July. What a way to celebrate the fifth anniversary of our boat purchase!

By the morning of the race, I was as mentally and physically fatigued as I'd ever been in my life. I'd started back in March with a three-page, single-spaced list of every item

that needed checking, testing, replacement, or repair, with the vow that I wasn't taking a crew (especially one that included my 23-year-old daughter) offshore in anything less than the most prepared boat I could deliver. THAT turned out to be the challenge of a lifetime.

We replaced half the hoses, the RADAR unit (including mast wiring), the old chartplotter with a new integrated unit (what fun that turned out to be), the offshore raft (it failed inspection after four years of perfect grades!), some running rigging, a few pieces of standing rigging, and dozens of little items here and there "just to be safe". A long-persistent engine vibration led to an expensive re-balancing of a three-blade MaxProp; a determination of a not-for-sure watermaker led to an even more expensive rebuild of the unit to bring it up to factory specs. In an effort to be reasonably competitive, we'd equipped the boat with a used asymmetrical spinnaker, with all the requisite deck gear and rigging, even a dousing sleeve for good measure.

To top it off, we equipped ourselves with self-inflating PFDs, tethers, water-activated strobes, whistles, waterproof flashlights, and every other gizmo necessary to give us some chance of survival if overboard 350 miles at sea. The boat got a fancy new ditch bag stocked with all kinds of goodies, a full offshore first-aid kit, and even one of the new GPS-position-broadcasting 406 EPIRBs, because the Coast Guard is most likely to rescue the swimmers they know are inside a 60-foot circle, before they go searching for the folks in the 60,000-foot circle.

With the weight of all that work, effort, and expense of getting ready for the race, I now faced an agonizing decision.

As we sat at the dock at 1230 the day of the race, we marveled at the boat's condition. Shined up and ready for the dance, she had been miraculously provisioned by Marsha with enough home-prepared meals to last seven people seven days....three meals a day, plus snacks, goodies, warm liquids for cold weather, lots of other liquids in case of heat, special food for vegetarians, and other things for seasickness. We'd

all stowed our personal gear, both for the race and for a week in beautiful Bermuda afterward. We had charts upon paper charts, all as backup to the electronic navigation. We had two sextants (I was learning celestial enroute), books of tables, a stock of boltcutters, hacksaws, and enough other tools to nearly rebuild the boat, along with so much other stuff that the boat looked like she ought to sink under the weight. But, she didn't. She carried it all, and us, proudly to the start. With a freshening 18-knot wind abeam, she scooted over the start line and we were away, along with 45 other boats, on a marvelous adventure.

The winds held wonderfully as we tacked down the Bay into consistent southwesterlies. We tallied 31 tacks as we made our way to the Bay Bridge-Tunnel, and at 0017, 32+ hours after we'd crossed the start line, we entered the Atlantic, sixth in the fleet. We then settled onto a rhumb-line course for Bermuda and reveled at being in the ocean.

It comes as no surprise that *ENDORPHINS*, with her nearly-70 foot tall rig and significant weight, likes beefy winds, so we were feeling pretty good about our performance as we plotted winds and currents, gyres and eddies, to determine our best course across the Gulfstream and then through its many far-side currents. As long as winds held above 10-12 knots, we'd be making good time and gave us what we thought was a better than average shot at placing well in our division. The sun rose brilliant pink that morning as we approached the Stream, and upon finally reaching its edge, we all marveled at the crystalline cobalt of the ocean waters and the remarkable rise in water temperature as we entered the great "river in the sea".

The Stream proved not nearly the problem we thought it might be and the far side brought continued clear waters, beautiful skies, and absolute isolation: not another sailboat, no container ships, no cruise ships, not even any birds, just open sea. It was that way all the way to Bermuda; we saw virtually nothing other than sky and water. We found ourselves intently attuned to jet contrails, to skittering flying fish, and the occasional Portuguese Man-O-War. But the feeling was neither lonely nor fearful. It was a contentedness and oneness with nature that I hadn't ever previously experienced.

Then what we feared second-most happened. We mercifully didn't get hit with a killer storm, but the opposite. As we approached Bermuda early on the morning of the sixth day, we moved in under the dome of the famed "Bermuda high" pressure zone, an area off the coast with dazzlingly blue skies and zero breeze. From 0730 until 1430 we baked under a relentless sun and not a breath of air. At 1440 I asked our navigator to check our forward progress using GPS. His report: at 41 miles southwest of the island, our distance made good was a negative 1.4 nautical miles. We were drifting back to the states!

With the weight of all that work, effort, and expense of getting ready for the race, I now faced an agonizing decision. Stay out and drift for "Lord knows how long" or engage the engine, meaning disqualification. Upon checking the next several days' forecast for the vicinity west of the island, we were disheartened to hear that the high was stationary and expected to remain for up to 96 hours. It was now 15 June. I asked the crew for a vote, because they'd also put in a mountain of effort and expense. To my surprise, it was unanimous. Six out of six. Let's head on in.

To celebrate the relief, we all dove in and took a swim in 2800 feet of perfect blue water. We then cranked up the engine and motored the remaining six hours through the cut to be welcomed joyously by the waving and shouts from spouses and significant others who'd been waiting since that morning. We checked in at customs, took the boat to a slip at St. Georges, and slugged down the first of countless "Dark 'n Stormies", for which the island is justly famous. We'd made it, safe and sound, with no damage other than to our pride and egos.

The postscript proved at least partially satisfying, as the other six boats that were in our area (southwest of the island) also decided one by one to give up when the wind ran out, and motored in, one a full two days later, having drifted onto the reef and needing a tow to get free. The wind finally picked up again five days later.

I've been asked countless times whether I'd do it again. The answer is a firm maybe. The race got the boat more ready for offshore than she's ever been with me. I personally learned a huge amount about the sea, the boat, and myself. My faith in our *Tayana* was absolutely confirmed. She loved the open water, handled heavy weather (winds up to 32-35 sustained and seas 10-12 feet) with ease, never once even suggested she was incapable, and was as comfortable as I'd imagined she'd be. My wariness of the open ocean has been replaced by a deep and abiding respect for its indescribable vastness, its changeability, and its awe-inspiring beauty.

Will I go offshore again? Well, the answer to that one lies in the fact that I'm crewing for a friend on the Caribbean 1500, which leaves Hampton Roads straight for Virgin Gorda on 5 November. Excited? You bet I am. Glad it's not on my boat? You bet I am. Looking forward to taking *ENDORPHINS* to the islands in 2002 or sooner? You bet I am.

Editor's Note: While the crew of ENDORPHINS had carefully prepared for seemingly every contingency, they did experience some equipment problems (see Soundings, October 2000, p. 24). These problems were overcome by their use of spare parts, familiarity with the boat, and ingenuity. As someone said to Chris, "You had problems? Well, it's a boat, isn't it?"

More maintenance and equipment comments...

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traveler. She sails very well and I'm not sure we would gain anything from having an adjustable track. While I'm at it, has anyone led the main halyards and the reefing lines aft? If so, how did you anchor them to the cabin top to make the turn aft? It seems like the main halyard would put an awful strain on the cabin top."

Harvey Karten, owner of *NIGHTHERON* (T-37, hull #84) answers, "There are many good reasons to get rid of the staysail boom and one good reason to keep it self-tacking. Our T-37 came without the boom. There were two pieces of Genoa track on the coach roof just inboard of the handrails. We run the sheets to blocks on the tracks and then aft to the roof top winches. Do not try to control the staysail with a loosefoot to a single block sliding on the staysail traveler. It never takes a decent shape and invariably backwinds the main. I can get quite good control of the shape of the staysail and the slot with the mainsail by use of the two coachtop genny tracks.

In regards to Rob's questions about leading the main halyard aft to the cockpit, we have done that, as well as moved the lines for the #1 and #2 reefing of the main into the cockpit. We made two simple brackets that attach to the mast foot bracket, one on the port side and the other on the starboard side of the mast. We attached several blocks to this bracket, for the main halyard, the #1 tack and clew, the #2 tack and clew lines, and the topping lift. The lines are then led aft through deck organizers. The deck organizers replaced the original pad eyes just outboard of the corner of the butterfly hatch. I use a quad deck organizer on the starboard side and a double decker of 4+2 on the port side. The main sheet goes from the boom to the base of the mast, then aft through one of the deck organizer sheaves. I have a triple rope clutch on the starboard side (main halyard, #1 clew reef, #1 tack reef). I have a double rope clutch on the port side (#2 clew reef, #2 tack reef). The main sheet runs to a coach roof cam cleat. The topping lift runs to a second smaller cam cleat. The staysail sheet runs directly to the coachtop winches on the port and starboard side. The mast foot and the coach roof are more than strong enough to handle the load.

I do not leave the cockpit to raise, lower, or reef the main. I have furlers on the staysail and the jib. The starboard coach winch has to do double duty -- to raise the main halyard as you retain it with the rope clutch and then for the staysail starboard sheet. On rare occasion I do have to juggle lines, but I usually manage to secure the staysail sheet to the coachtop cleat, if necessary. I generally sail single handed or with my wife and the system works very well. We also have

jacks on the main. Once I get underway, I very rarely have to leave the cockpit. I haven't had occasion to test it in winds higher than 25 knots, but it works great in all the situations I've tried.

The total cost of the re-rigging was about \$700. I did the work myself. If a rigger does it for us, it may cost about twice that amount.

Get different colored lines for all the different jobs, otherwise your visitors may unintentionally drop the main when you really want them to snug the topping lift. Then you can tell them to loosen the green line. Plan all your lines carefully before you drill even the first hole."

HOLDING TANKS

John Keefe, owner of *ODYSSEA* (CT-37, hull #63) asks, "Does anyone have a good idea on what the capacity of the holding tank is, located in the bilge, under the engine on the T-37s? Also, has anyone had any serious or frequent problems (like clogging) with the long run of sanitation hose from the head to the holding tank? Is it pretty much trouble free?"

Jerry Atkins of *SAUDADES* (T-37, hull #464) responds, "According to my manual the holding tank is 30 gallons. When I first purchased my Tayana I had flow problems, only to discover that the input line was partly clogged with paper. Since then we make it a habit of putting no paper in the head."

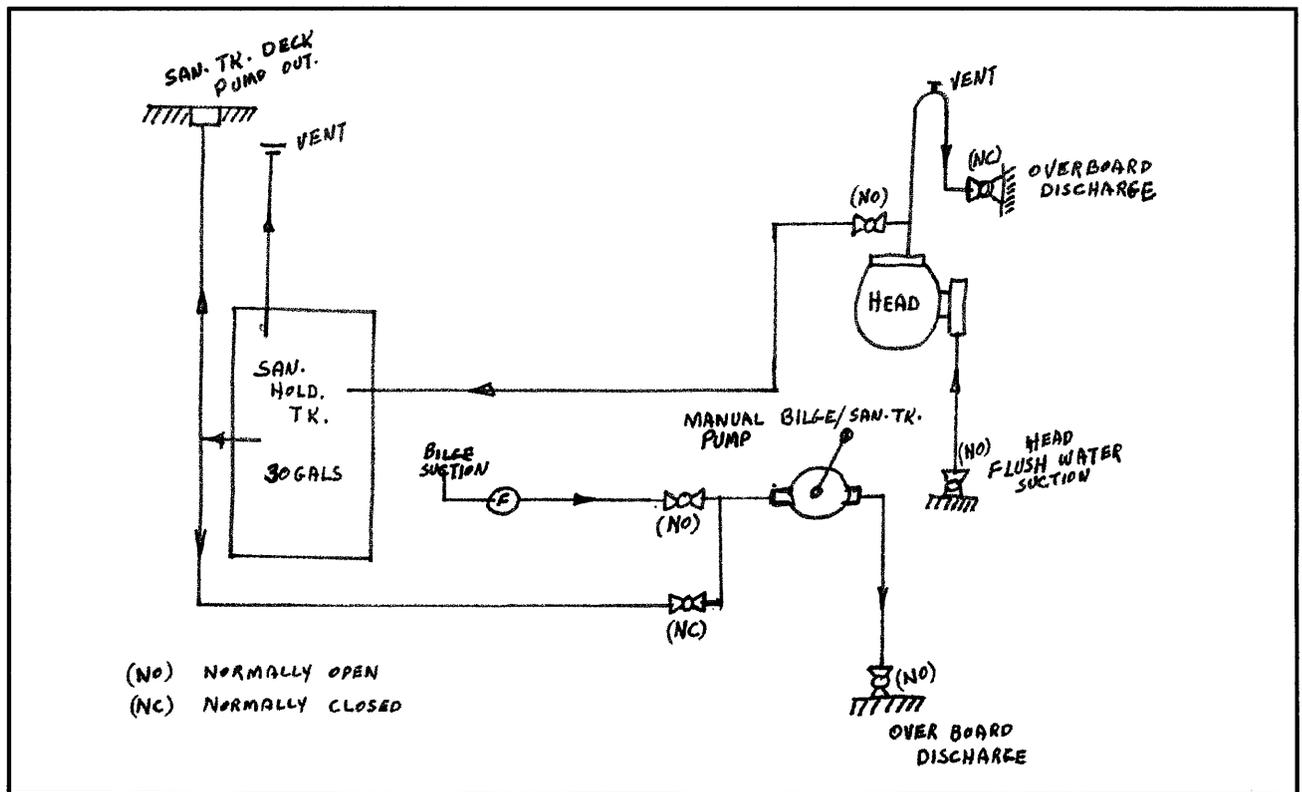
Rich Cassano on *GRAY EAGLE* responds, "We had the same paper clog problem and solved it by throwing away the entire system, researching Marine Sanitation Device (MSD) installations, and building an entire new system. We installed a Groco K-H head that can flush a foul weather jacket and when the six-year old doesn't behave -- well you never know what can happen! In any case, flushing the paper during a MSD session is never a problem. By the way, the old head was not plumbed correctly and this was the source of much of the problems."

John comes back with additional questions, "What specifically did you find wrong in the installation of your head and holding tank? What did you change? I have the Groco K-H head and am quite pleased with its operation. Do you have an integral holding tank or separate holding tank? I'm not crazy with integral holding tanks of any kind due mainly to the possibility of saturating the fiberglass laminate. However, I may grow to like them."

Rich replies, "The discharge hose from the head was tee'd into the holding tank pump out (to the deck). If a clog occurred at the through-hull, the head would pump waste up to the deck and create back pressure on the manual hand pump for the holding tank. I corrected this by using a

dedicated discharge for the holding tank deck pump out. If you redesign and rebuild the system consider using 1.5 inch PVC pipe for some long runs or tight turns. Real good quality sanitation hose takes a lot of room to bend 90 degrees, but PVC can make this easy. Be sure to connect the ends of the PVC using sanitation hose so flexing is possible. Home Depot has a good selection of angles and bend fittings and Northwest Sanitation, Farmingdale, NY sells a great PVC-to-hose fitting with a long hose end for two hose clamps. I replaced everything, Y-valve, holding tank, all hose lines, and the 1.5 inch through-hull. If the through-hull is original, don't skimp. Change it. The stuff passing by is pretty harsh on valves (we close ours every time we leave the boat). Whale made the best Y-valve because it had no restriction in the flow. Manufacturers sometimes don't understand that we like to put two hose clamps on everything and they leave only enough room on the barbed ends for one, so look for equipment that can take two clamps. It pays to get the Groco catalog; their products are well built. Our rebuild is on its second season with zero problems. Our holding tank is heavy walled polyethylene, not like the tanks sold by West Marine. The supply and discharge vent openings were cut by me. It made running the hose easier than trying to match an off-the-shelf tank with predrilled holes. It is best to find a company that will custom build your polyethylene tank. Good luck; it's a very messy job in tight quarters, but it's worth it."

The drawing below of the waste water system in the "typical T-37" was drawn by former T-37 owner, Bob Klein. This supplements the drawing in the T-37 Owner's Manual.



WIND VANES FOR V-42

David Laber is looking for user recommendations on wind vanes for *HEGIRA*, his V-42 (hull #142) aft cockpit. "The ones I am aware of are: Monitor, Fleming Global, and Cape Horn. It appears that the newer versions of the Monitor and Fleming use 316L stainless and the Fleming claims to use Investment Grade Cast stainless steel for some parts, which they claim is even better than 316L. Both Monitor and Fleming make claims that their bearing systems are better. I am not sure what weight to give to the differences on these or any other quality unit available. Where I am, there are virtually no wind vanes to look at and compare. I am assuming that they work well and are much more satisfactory than the electric powered autopilots, when the apparent wind is sufficient to sail over three knots. One related question is, can a davits system coexist with a wind vane and both function? Or do we just pick the priority and skip toy #2?" Reply to TOG for sharing with everyone or directly to David at <Damonent@aol.com>.

T-55 DESIGN QUESTIONS

Gerard and Lisa Principio are having a T-55 center-board ketch built. "The whole procedure of building and delivery is like having children. We were wondering if other owners of similar boats could give us some advice and

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More maintenance and equipment comments...

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support. Here are some decisions we are having trouble making. 1) How important is hiring a surveyor to check the boat in Taiwan as it's being built? Or better to hire one once the boat arrives in Annapolis? 2) Are electric winches that necessary? 3) Does a centerboard really bounce around inside its well so much that it's unacceptable? Perhaps with some friendly input, we will feel more confident making some of these hard decisions."

Chris Kellogg, owner of *ENDORPHINS* (T-48CC, hull #18) offers this discussion regarding the Principio's questions. "1) I imagine hiring a surveyor to oversee the construction in Taiwan must be expensive with flights and such. Can't really comment on the value. I would recommend calling Rich Kahn at Annapolis Sailyard (410-268-4100). Rich sold us our boat and sold her to the first owner, Ron Gray; Rich went to see her being built in Taiwan, as Ron's agent. Rich is honest and talks straight. Ask his opinion; see what he thinks.

2) Our boat has an electric winch mounted at coachtop to serve as the furling winch for both headsail and mainsail. It is one of the best things on the boat; I would NEVER do without it. Furling the two largest sails in a dangerous blow is the single most critical job, and you'll thank me for the advice to spend the outrageous cost. Ours is a Lewmar and a beauty to behold. I'd like to have an electric winch for the mainsheet, but FAR less critical. Electric primaries are more important as you get older, but at this point unnecessary for me because I like the exercise of grinding the buggers and our primaries are great big 66s, so they handle the loads. If not electric primaries, then BIG ones!

3) We don't have a centerboard, but personally wouldn't get one because it's one more thing to get stuck or break and damned difficult to fix yourself since the boat almost always has to be hauled to do so. Translated, that means \$\$\$\$. Don't let anyone tell you that drawing six feet or a bit more in the Chesapeake is a big deal. It isn't. If yours would draw eight feet with a fixed keel, however, then look into a Scheel keel or shoal-draft keel, which is almost always an option. Drawing eight feet is a big deal on the Chesapeake, and not advisable."

TANKAGE

As you can tell, **Chris Kellogg** is an owner with definite ideas. He also offers advice on other items for folks having a boat built new at the TaYang Yard. "If you plan to keep the boat and cruise her in the Caribbean islands, spend the money on stainless or aluminum (either way, bonded but isolated) water and fuel tanks, if they're not already standard

equipment on Tayanas. We just had one of our "black steel" tanks corrode through and the job of replacing it is massive, dirty, and expensive. Also make sure the water and fuel manifolds are placed so you can see them, get at them, and use them. Mine aren't, yet you find yourself dealing with fluids control all the time."

HEADS

Chris also comments, "If you consider using electric heads, I strongly recommend you consider VacuFlush, not Raritan. It is increasingly being found that Raritan stuff isn't much good anymore. Also, make sure there's either a manual back-up pump on the head(s) or one of the heads should be a manual version, so when at sea, you don't lose power, and with it, the ability to get that stuff overboard. Hanging one's derriere over the rail at sea is NOT an option."

STRUCTURAL CHANGES

Chris advises, "Do NOT arbitrarily move bulkheads or other structural items around without consulting the boat's original designer. Bob Perry tells me the TaYang yard, as good as it is, has a history of moving structural pieces around in order to please the customer, but at the risk of damaging the boat's integrity."

NAVIGATIONAL AIDS

Chris continues, "Do not put the RADAR or chartplotter only at the nav station. It's used at the helm and, frankly with the increased prevalence of integrated GPS systems, less and less often needed at the nav station. I put the Simrad CP40 system in, only at the helm, and thus far find no particular need for it at the nav station."

POWER

Finally, Chris cautions, "Check with the designer to make sure the engine and drive train specified is large enough to drive the boat fully loaded or at near hull speed. Long distance cruisers find that you motor or motorsail a huge amount of the time in reality, so if you're slow, you'll be left behind. Consider installing a vibration-free transmission in the boat, because having the shaft press forward on the engine mounts when engaged in FWD and pull back on the engine mounts when in RVRSE is lunacy, as it simply destroys engine mounts in a very systematic fashion. New transmissions are available now and are not TOO expensive. Also make sure that whatever genset you choose, it's oversized and Q-U-I-E-T. The same is true with wind generators, if you do them. A noisy genset will bug you endlessly and drive your anchorage neighbors up the wall."

INTERIOR OVERHEAD

Ralph Richardson, owner of *TERRANOVA* (T-37, hull #406) adds his 'two cents worth' of practical experience to tackling the job of interior overhead refurbishing. "My T-37 overhead is made up of light and flexible gel-coated fiberglass panels, not the thin plywood panels like those used on earlier boats. My overhead was faded, cracked, and discolored, which certainly detracted from the interior's otherwise good looks. After removing the teak battens (a big job; be sure to number them for easy replacement), I pulled the fiberglass panels down. This affords an excellent opportunity to rebed deck hardware and hand rails, check wiring, find and repair any leaks, and as I did, insulate the overhead.

I used 1/2 inch closed cell foam, which will not absorb moisture. I glued it to the ceiling so as not to allow an air space up there that might collect condensation. This insulation makes a remarkable difference in cabin temperature and sound proofing. Friends have used the mylar covered bubble insulation sold at home improvement stores with good results.

I replaced the old panels with formica countertop laminate. It's expensive, but easy to work with, shouldn't discolor, and cleans up easily. Formica comes in about 50 shades of white to match any interior color you might have. When working with formica, it's best to use a laminate knife to cut it; use your old panel as a template. A pair of sharp, heavy-duty scissors comes in handy for trimming edges. Formica will crack and flake on the edges if dropped or handled roughly, so use care. The bright white color I chose reflects light all over the interior, so not only does the boat look better than ever, it's brighter and more cheerful as well. I refinished the teak battens and rehung them, polished the light fixtures, and replaced some copper wiring. Replacing all of the teak plugs that hide the screws is a formidable job.

If you can remove the old fiberglass panels without destroying them, you might choose to paint them at a possible cost savings over the formica replacements I chose. All in all, this project is a time consuming job, though not a particularly difficult one, and I think the end results are very well worth the effort."

SHAFT REMOVAL

Michael Sanborn had a broken propeller shaft on *PAGAN CHANT*, his T-37, hull #473. Here's his report of the removal operation. "I took the prop off the broken stub under water. The prop was held in place by two left handed nuts, the aftermost of which was secured by a long cotter pin. The nuts and cotter pin were bronze. I turned the helm hard to starboard, thereby turning the rudder to starboard, which allowed the broken stub of the shaft to slip out of the cutlass bearing. I tapped a tapered wooden plug onto the cutlass bearing. The

only thing of note in this operation was that the threads of the shaft are left handed. I uncoupled the shaft coupling from the rear of the reduction gear (transmission). It was secured by four very rusty bolts, but came loose without much difficulty. In order to gain room to move the coupling, I had to push the entire assembly aft, which moved the shaft farther aft into the cutlass bearing - packing gland assembly.

What I should have done is remove the three set screws in the coupling, uncouple the coupling from the reduction gear, move the assembly aft, and secure it with large vice grips. Then with a large socket wrench, take the nut off the forward end of the shaft. Brace the shaft and use a hammer to tap the coupling off the end of the shaft. Lots less work than cutting an inch and a quarter stainless steel shaft in half."

FEATHERING PROPELLERS

Gil Smith on *RUNNING FREE* (V-42, hull #101) responds to **Bill Rohde's** question about feathering propellers on p. 37 of the Summer '00 *TOG News*. "My original prop was a fixed three-blade 18 x 12. It worked fine. I powered up the West Coast of Mexico from Puerto Vallarta to Los Angeles, about 1500 miles with it, wind and waves on the nose all the way. So when I installed the MAXI, I set it to the same setting, 18 x 12. Well, the blades on the MAXI are a lot bigger than a fixed prop and push more water. My Perkins 4-108 would turn up the same rpm that it did with the fixed prop. At the 18 x 12 setting it caused a lot of black soot to form on the stern. I had to haul and set it back to 18 x 11. This worked just like the 18 x 12 fixed prop. Now MAXI makes an in-the-water adjustable prop, which was not available when I bought mine. It's a bit more expensive, but will save in the long run, if you need to re-pitch a lot. I think it's a great prop. It added a knot of boat speed under sail and no noise from the propeller and transmission spinning around (velvet drive).

A NOTE to owners with a velvet drive: When you start sailing and shut off the engine, shut down the engine with it in gear or the prop will keep spinning. The shaft must be held stationary for the blades to turn to a neutral point. Also, if you back down on your anchor and then sail off your anchor, the prop will be locked in a reverse pitch and never feather until you start the engine and put it in forward gear. This is a plus, if you want to run a generator off the prop shaft."

V-42 COCKPIT SOLE REMOVAL

Richard Thompson, owner of *WOODWIND* (V-42, hull #52) replaced his old Perkins 4-108 with a new Yanmar in the Spring of '99. He writes, "We have a center cockpit V-42 with the teak cockpit sole. I hired a woodworker to remove the second perimeter boards to expose the splice bolts. He only broke one board. I would have broken them all. Together

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More maintenance and equipment comments...

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we loosened all the bolts. He also removed all the cabinetry between the cockpit floor and the top of the engine. We removed the headliner which was fabric glued to 1/8 inch plywood. Beyond this was the fiberglass underside of the sole.

On the morning of the engine removal, I broke loose the floor splice with a flathead screwdriver from below (sitting on top of the engine), a rubber mallet, and many tapered wood shims to hold up the floor. This took about three hours.

Once the floor was loose, we disconnected the steering cables from the quadrant and disconnected the binnacle light wire, attached a strap from the yard travelift around the steering pedestal and raised the whole assembly out of the way. We even forgot to remove a winch handle from a holder on the pedestal. This all was quite a sight.

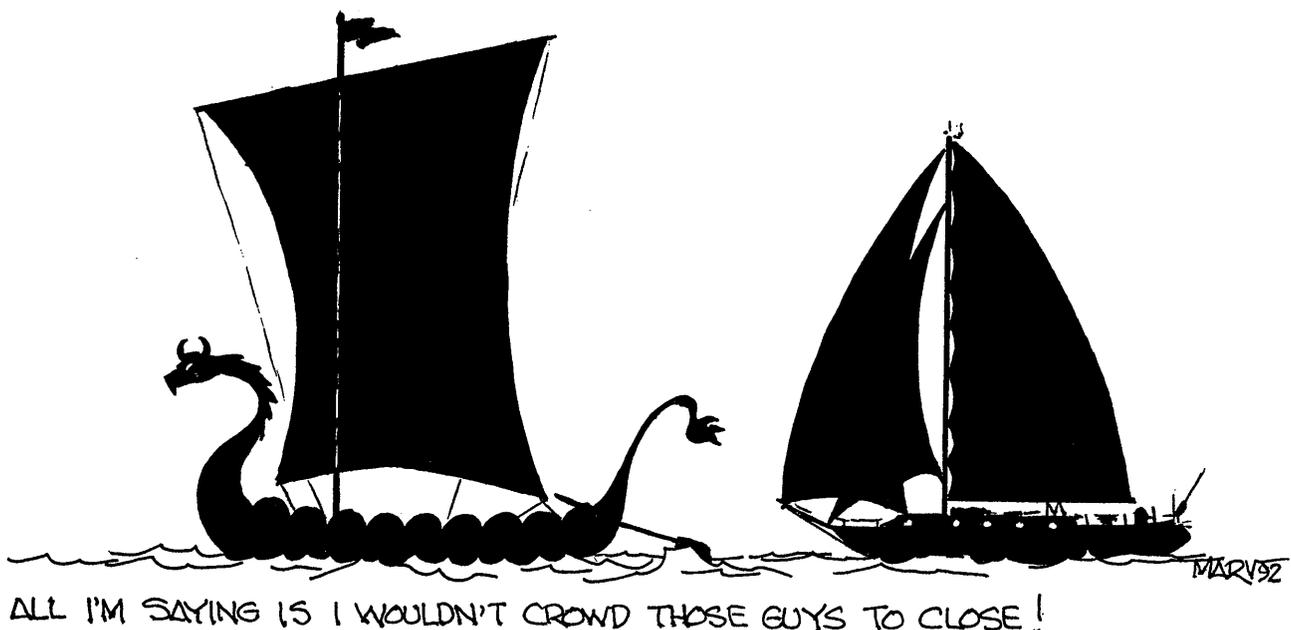
After the floor was out, the engine came right up (easier than the floor). After the new engine was installed, we put the floor back in, using a lot of caulking, new satinless steel bolts, new perimeter boards, and new black caulking.”

METAL CLEANER

Rockie and Bill Truxall from *SEAQUESTORII* (T-37, hull #547) share some tips they learned from the recent rendezvous on the Chesapeake Bay. An effective cleaner for copper and brass is a mixture of one tbsp. each of salt, flour, and vinegar. Rub the paste on the tarnished area and it will disappear. Wash with warm soap suds and buff dry. Ketchup also brightens tarnished metal.

HINGE REPLACEMENTS

Elaine and Charlie Williams on board *WALKABOUT* (T-37, hull #320) share a good find. “In several places on our boat we have some concealed hinges. We are assuming they are original to the boat and the frequently used ones at our nav station and fold down table had broken over the years. After looking in numerous catalogs and marine stores, we had just about decided that we would never find a replacement. Much to our amazement, just down the street here in Jacksonville, FL we found them, in stock, no less! They are described as SOSS invisible hinges #203C-US4 and sell for \$11.24/pair and can be obtained from RayWare Hardware, 4048 Herschel Street, Jacksonville, FL 32205, phone (904) 389-6659, FAX (904) 387-0893. These things are amazing and exactly match the originals, fitting to a T the routed out place where the old ones had been. Subsequent to this, we also located them via a woodworker’s catalog called Rockler at (800) 279-4441, for a few dollars more.”



Ship's Store...

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generator, Siemens solar panel, Avon eight-passenger life raft, Shipmate three-burner stove, hull mounted swim ladder, dodger, sailing awning, large awning, and new cockpit cushions. Currently located in St. Croix, USVI. Sale price \$84,000. Call (703) 893-3651 in VA or (340) 773-9680 in St. Croix. or e-mail <mcintoshbob@alum.met.edu> for a three-page inventory and picture. (3/00)

WANDERLUST, a 1978 T-37 (hull #153), is for sale in Pensacola, FL. She has been extensively cruised and is ready to go again. Equipment includes windvane steering, wind generator, refrigeration, new Nexus instruments, roller furling foresails, and much more. She has West System epoxy barrier coat and new prop shaft and cutlass bearing. Asking \$66,000. Contact **Dick and Kay Heckman** at (256) 534-1461 or e-mail <hekdic@worldnet.att.net>. (2/99)

WILD HUNTER, T-37 (hull #379) is for sale by **Bob and Barbara Gilmour** through Ross Marine in Charleston, SC, where she is on the hard. She has an open plan below with beautifully maintained gloss teak; an oversized queen V-berth with lots of storage around and hanging lockers to starboard; head to port. The main saloon has a U-shaped dinette that makes into a large double; a settee to starboard makes into a double. The nav station follows to starboard with the quarter-berth serving as the nav seat. Galley is to port. There is an overabundance of storage under, behind, and over the settees and in the galley. Diesel tanks are under the V-berth and water in the keel. She is in great condition having significant upgrades in 1992, including new awlgrip, standing rigging, main with Dutchman flaking system and ProFurl jib, cruising chute in sock and whisker pole, dodger, bimini, wind screens and full awning, significant master-craftsman cabinetry below (sliding door cabinets in former starboard pilot berth). Major upgrades since '92 include new stainless diesel tanks in '98, rebuilt Yanmar 30 engine in '98, new shaft in '99, new cockpit cushions, new canvas for sails and hatches in '99, new running rigging in '97 & '98, new batteries in '99, and lots more. She comes with a Questas mounted Raytheon RADAR integrated with a Raytheon GPS, ICOM VHF, Balmar alternator, Datamarine instruments on Edson Binnacle, Achilles 9'6" dinghy, and lots more. Decks are fiberglass. She includes oriental rugs (the real thing), brass trawler lamp, and original paintings below. She has a newly painted bottom and everything else is ready to go. She is on <Yachtworld.com> if you want to take a look above and below and see all the other specifics. Call Bob at work at (860) 486-1454 or e-mail <gilmour@uconnvm.uconn.edu> or <bcraig@wesleyan.edu>. (2/00)

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. 45# CQR w/130 ft. chain, 33# 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>. (3/99)

Richard Bennett is giving away an air filter in a sturdy steel silencer enclosure for a Yanmar 3QM30F engine. The foam material in the original installation deteriorates in salt air and is "swallowed" by the engine. This K&N air filter for a 1961-65 Chevrolet Corvair fits the silencer perfectly and will probably last forever, with near zero air restriction. It has a million mile warranty and is "street legal". A cover is included that needs some modification for hold-downs. If interested, call (954) 763-3945. On receipt please remit postage to Richard at 101 River Beach Drive #308, Ft. Lauderdale, FL 33315-1177. (2/00)

Jeff Langlo has brand new davits for a T-37 for sale, still in the box from Taiwan. Call (800) 910-2695. (3/99)

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>. (3/99)

More News from the fleet...

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Denis and Arleen Webster report with mixed feelings the sale of **TIGER LILY** (T-37, hull #564) to a nice couple from Atlanta. "TIGER LILY was a wonderful home to us for eleven years while we traveled in the Caribbean and we will miss hearing the comments about our 'pretty' boat. We have purchased a Hylas 47 to better accommodate the many guests we have fleeing from the cold northern winters. We have really enjoyed **TOG News** as it has evolved since 1986. Thanks to TOG and the editors who provide such a useful newsletter to Tayana owners." (8/00)

New Members Lessons Learned

from a long time sailor and now full time cruiser

- Jim Connelly and Jan Costelloe, *HANDBASKET* (T-37),**
New York, NY
- Jesse James IV, *TIRUA* (T-37),** Honolulu, HI
- Tim Johnson and Cindy Knapp, *AFFIRMATION* (V-42),**
Port, OR
- Ed and Sarah McCaskill, *EYE OF THE STORM* (PH-37),**
Norfolk, VA
- Bob Miara, *GRACE* (T-37),** River Ridge, LA
- Bill and Carolyn Moloney, *COVENANT III* (CT-37),**
Auckland, New Zealand
- Peter and Beth Niehoff, *ADELAIDE* (T-52),** Demopolis, AL
- Gerard and Lisa Principio, *DRAGON DANCE* (T-55),**
Bayshore, NY
- Mike and Mary Yost, *KATHERINE ANNE* (T-37),**
Annapolis, MD

- 1) Do not tell people in advance where you are going!
- 2) Do not invite anyone to meet up with you. Enough people will find you even if your location is top secret.
- 3) Plan on spending a good portion of each day walking to take care of normal needs like laundry, groceries, bank, phone calls, post office, etc.
- 4) It takes time to catch fish or crabs and dig mussels and clams.
- 5) It's hard to find time to install new things on the boat because old toys are breaking and need fixing or at least preventative maintenance needs to be performed.
- 6) Writing cards and letters takes time!
- 7) I haven't thought about my previous business for ten minutes in the past seven weeks. I'm too damned busy!
- 8) Do not think about destinations until you get up each morning. The best plan is no plan.
- 9) I get up earlier now than when I worked at a paying job.
- 10) When it gets dark, we are ready for bed.



TOG NEWS

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Address correction requested