
TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME IX NUMBER 91

SUMMER 2001

Chesapeake Bay Bonding Spring/Summer Rendezvous

The Spring/Summer Tayana Rendezvous on the Chesapeake Bay was a beautiful event. It had all the right elements! Beautiful weather, beautiful people who love life and its adventures, beautiful boats to help us realize our dreams, prizes for everyone, memories to make and memories to reminisce over, a super host and hostess, and good food a-plenty.

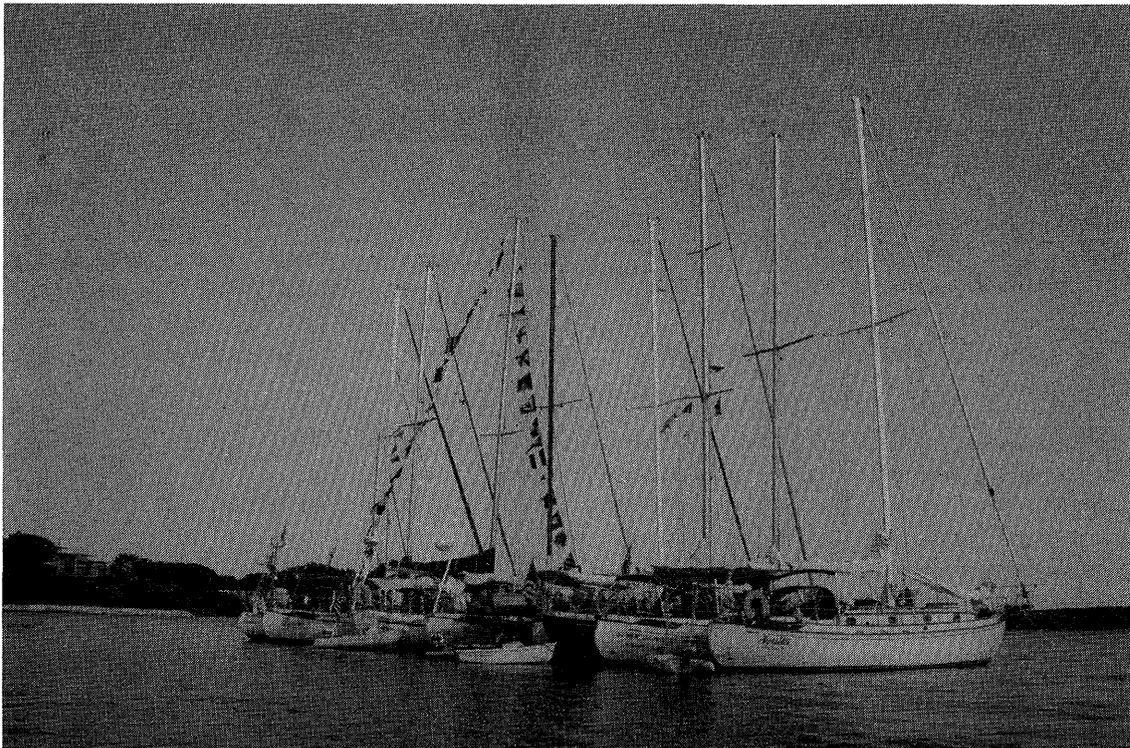
After weeks of rain, the weather cooperated with a picture perfect weekend for the Chesapeake Bay Tayana

Rendezvous on 8-10 June in Broad Creek off the Magothy River. Hosts, **Marja and Scott Jordan** on *DESIRADE* (V-42) knew how to pick 'em – the date and location were perfect. And, of course the company was the best, with 13 boats in attendance and crew from three other vessels ferried to the raft from the private marina where the Jordans moor their V-42.

SMILES (T-37), a cruising yacht from SC, carrying **Jim and Betsy Smiley**, actually arrived on Thursday, but they

were joined on Friday by the Jordans and others who keep their boat in the neighborhood. By Saturday the core of the raft was shaping up, and a beautiful sight it was with *DESIRADE* decked in full dress of signal flags from stem to stern, up and over the mast (see photo below). As the group grew, we discouraged a rendezvous of Catalina 27s, who were also starting a raft close by. They moved to an anchorage closer to shore, suitable for their shallow draft boats,

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TOG Notes

SUMMER CONTACT FOR TOG

As usual, your editors will be in Iowa for July and August. Our phone number there is (712) 336-5700 and we will remain online at <tognews@crosslink.net>. Due to anticipated travel in September, the Fall issue of *TOG News* may be late arriving in your mailbox.

BOOK REVIEW

Long time members **Trevor and Lesley Hodgson** sailed their T-37, *SYMPHONY*, across the Atlantic twice. This in itself is not terribly awesome, but how they did it is. On their return trip from England they did it following the historic wake of the Norsemen. In completing their journey, Trevor penned a book of their travels, titled *To the Lands of the Vikings...a Voyage in the Wake of the Norsemen*. He asked us if we would review it for you, and it is overall, excellent. We would commend it to you, if you are interested in sailing, sailing across the big pond, sailing where it is not always temperate climate, reading about the first Europeans to set foot in North America, reading about the Vikings, or just reading an excellent adventure story!

When I first agreed to review the book, I must admit to being concerned that it would be a "daily log" that most of us write when we go places. It is not. Additionally, I must say that Trevor is an excellent writer and his descriptions of people, places and things are, at least, scintillating.

After sailing around the British Isles, the Hodgsons departed north to Bergen, Norway, thence to the Shetland Islands, Faroes, Iceland, Greenland, Labrador and finally to North America - Newfoundland. The adventures on the way were told almost matter-of-factly, but one could sense the effort, excitement, and even danger that they met and overcame with the expertise of seasoned sailors. From icebergs coming out of the fog to unexpected severe weather, the story is told so easily, one could almost believe anyone could do it.

For the first eight chapters, I wondered how the Hodgson's managed their departures and arrivals so smoothly, seemingly without reference to weather forecasts, tides, or winds. However, in the ninth chapter, Trevor goes into some detail about how each next leg is planned, including charts, local knowledge where available, atmospheric charts, short and long term forecasts, and even a position reporting system with a land based center.

And then there was an exhaustive research into where the Vikings had gone, and the story behind each of their moves. The book "jacket" tells the story, "The Viking spirit

lives on the this exquisitely detailed account of a couple's six months voyage to trace the historic route (of the Vikings). With the "Saga of Eric the Red" as a guide, Trevor and Lesley Hodgson set sail alone in their 37 foot fiberglass (Tayana) cutter, *Symphony*, determined to experience the world as the Norsemen first encountered it."

The only criticism I would levy on Trevor would be that one should have a good map of the north to follow all the areas they went. While many maps were included in the book, there were some locations that were not included. However, I would recommend that this not deter you from getting a copy of the book. It's great. A job well done Trevor and Lesley.

Trevor has offered his book to TOG members at a 30% discount, which brings the total to about \$14.00 plus shipping. The book is published by Word Association Publishers, Tarentum, PA 15084 (ISBN: 10891231-32-4). Directions for ordering are provided in *News From the Fleet*, p. 123.

V-42 OWNERS MANUAL

The outline sections for the new manual are on their way to V-42 owners for their assistance in putting together the new V-42 manual. There are "Captains" for each section, and each of you receiving a section may mark it up and send it off to the Section Captain for compilation. If you wish to do more than your section or another section, please let the lead boat and TOG know so we can match you up with another group. Remember, it is through the networking and exchange of information that we can refine the material and make it meaningful to V-42 owners. Hopefully, we will be able to go through the review process and come up with a final product by the end of the year.

RENDEZVOUS T-SHIRTS

Our rendezvous logo had its origin at the Tayana Rendezvous in Long Island Sound in 1986 (see p. 129). We have been asked by a number of participants why we don't stock these T-shirts, too. We will do that, if we receive enough interest, so e-mail, call, or write to make your wishes known. Would you like colors or just black lettering on a white shirt?

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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)

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 liferaft, needs recertification, \$400. Call Jim at (512) 442-1067 or e-mail <Sgoodman@hwlaw.com>. (1/00)

BARNABAS, a 1988 V-42 aft cockpit (hull #100) is for sale for \$149,000 by original owners, **Don and Kathy Fannell**, located in Honolulu, HI. Call (808) 396-8363 or e-mail <dkfannell@hawaii.rr.com>. Equipped with 50 HP Yanmar w/100 amp alternator, three new 8D gel cell batteries, 4kw 110 VAC genset, 2 kw Trace inverter w/remote to nav station, stereo w/saloon and cockpit speakers, B&G instruments at nav station and cockpit, Robertson autopilot, Furuno RADAR and weather fax, GPS, ham radio, VHF radio, cell phone, Newmar electric panel, 10 oversized Lewmar winches, 45# plow and Danforth high tensile anchors on HD SS double thickness bow roller fitting, Nilson 2000# electric windlass w/new motor and remote to cockpit, Danforth high tensile anchor on stern, 70# Luke storm anchor, sea anchor & drogue, Dutchman flaking system on main, 135% Genoa on a Profurl system, storm trysail and staysail, 1400 sq. ft. cruising spinnaker w/sock, 8-person transoceanic life raft, life sling & MOB system, 10' inflatable dinghy w/6 HP Johnson OB, rudder indicator at helm, custom interior, cloth cushions w/6 inch foam, custom cockpit w/closed cell foam cushions, dodger, bimini, dockside & anchor awnings, Force 10 stove/oven/broiler, extra outlets, lights, fans, SS wheel w/teak trim, SS dorade vents, SS mast pulpit w/pin rails, fresh/salt water foot pumps in head and galley, nine deck prisms, insulated backstay, SS pedestal guard & teak cockpit table

w/glass holder, bronze striker on rub rail, red night lights on floor through out, standard electric head, sea water cooled 110 vac refrigeration, Walder boom brake, built-in air compressor, new 110 VAC water heater, self polishing fuel system, 6 gph water maker, lots of spare parts and running rigging. (1/01)

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 equipment includes Icom M80 radio, Icom 721 RADAR, Ampair 100 wind charger, 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 01 1-44-141-337-4467 or e-mail <DRMAX@chatsubo.com> (2/99)

CARIBAN, a 1987 MK II T-37 (hull #537) is for sale by original owner **Chris Arndt** through Jordan Yacht in Ft. Lauderdale, FL. She recently sailed from St. Thomas to Ft. Lauderdale in ten days burning less than 40 gallons of diesel. A great boat fully outfitted for offshore cruising, including: new standing rigging, ProFurl jib furling from cockpit, Harken lazyjack system for main, and maststeps. Complete sail inventory includes a custom made Genoa, storm trysail and staysail. Complete electronics: Furuno RADAR, chartplotter, new GPS, standard Horizon VHF, depthsounder, and Blipper RADAR reflector. Factory upgrades include: Lewmar self-tailing winches, teak taffrail, teak bulwark with decorative carvings, 44HP Yanmar diesel, teak hanging locker in galley, hardwood galley counters, Chinese spruce staving in quarter berth, and beautifully varnished teak interior. The boat is in Florida ready to go cruising again. Call Jordan Yacht at (954) 522-8650 or e-mail Chris at <arndtdoyle@yahoo.com>. (2/01)

CREW REST (T-37, hull #323) built in 1982 needs a 20 Amp circuit breaker, the green push button type. Contact **Doug Anderson** at <CrewRest@aol.com> or call (941) 925-8062. He would also be interested in other amperages. (4/00)

ENIGMA, a 1983 T-37 (hull #368) is for sale in Jacksonville, FL. She has a Perkins 4-108 engine; six sails; Furuno 1830 RADAR; Simpson Lawrence electric anchor windlass; Monitor wind vane; nine-foot inflatable w/8HP engine; Kenwood HF radio; Furuno GPS; Ritchie Magtropic Compass; Litton 406 EPIRB; Adler Barbour refrigeration; two Siemens sm-55 solar panels; twin head stays, one with Pro-Furl roller furling; WP5000 Navico autopilot; and epoxy barrier coat. Recent yard work includes replacement of the rear engine seal and installing a new cutlass bearing. Asking \$75,000. Contact **Johnny Short** at (954) 336-6548, (904) 387-3351, or e-mail <jmenigma29@hotmail.com>. (2/01)

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Ship's Store...

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EUDOMONY (T-52, hull #20) has acquired an in-boom furling system and, as a result, has the following items for sale in Ft. Lauderdale, FL: Boom and boom vang, two mainsails (one nearly new), and a blue mainsail cover. Call Roger Underwood (agent for **Royston and Maureen Lloyd-Baker**) at (954) 764-6001 or fax (954) 764-5977 or e-mail <nanceunder@aol.com>. (4/00)

FLURRY, T-37, hull #428, 1984, cutter rigged, prime condition is for sale by **Dutch and Betty Wheaton**. Lots of TLC, but very little use; low engine hours; was never a live-aboard. Berthed in the Pacific Northwest at Blaine, WA, in Semiahmoo Marina. Close access to San Juan Islands, Canadian Gulf Islands, and Inside Passage to Alaska, a gunkholing paradise. Asking \$102,000 U.S. Call (406) 586-6997 or e-mail <elwheaton@aol.com>. (1/01)

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)

HONEYTOO, a 1980 T-37 (hull #270) 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 last year 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 34/ inch nylon, 20# Danforth kedge anchor, teak storage box on foredeck, Plat 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 wind vane, 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>. (2/01)

MAGIC DRAGON (T-47, hull #11) has acquired an in-boom furling system and, as a result, has the following items available in Puerto Vallarta, Mexico at North Sails: boom and boom vang, one main sail, Strong Mast Track system, one Barient #17 winch, and one Barient #24 winch. Contact **Pete and Suzy Rummel** at <mgdragon@newbernnc.com> or call (252) 638-6875. (2/01)

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)

OASIS, a 1977 T-37 (hull #97), is for sale by **Dean Saliani**, due to personal issues. She is completely refurbished, rebuilt, and upgraded; the best value on the market! Equipped to go around the world, with less than 100 hours on a rebuilt Perkins 4-108 engine, new aluminum mast and boom, new running and standing rigging, seven sails, Aries wind vane, Avon dinghy, Yamaha OB, liferaft, two GPSs, two VHF's, two depthsounders, autopilot, new CD, new electrical panel and wiring throughout, four bilge pumps, new cushions and covers, Ralph Lauren custom linens, new BBQ, fully equipped galley, and thousands in spares and maintenance items, plus charts, chartbooks, guides, etc. Exceptional condition - inside, out, and mechanically. Be prepared to offer high 70s, which is well below survey. Serious inquiries only, please. For more information or specific questions, e-mail <DGSAL32759@aol.com>. (2/01)

ORCA, a 1983 V-42 (hull #79) is for sale by **Pim and Elaine Miranda** for \$125,000. **ORCA** is kept at the St. Petersburg, FL Municipal Marina and has an extensive equipment list, including a 4.4 KW Westerbeke diesel generator, 5 batteries, Searanger 40 amp/3 circuit battery charger, Marine Air 16,000 BTU heat pump central A/C-Heat, 110v/engine hot water, Simpson Lawrence 1500 electric windlass with 3 anchors, SEA SSB, Autohelm 6000 autopilot, 2 VHF radios with antenna switch/ground, 2 LORANS (Micrologic ML 5000 and Searanger ASB 2001), Apelco GXL 1100 GPS, 2 depthsounders, Combi Watchman RADAR detector, SS davits, 9.6' inflatable tender with 3 HPEvinrude O/B, and much more. Contact the Mirandas at (352) 564-2521 or the listing broker, Bill Browning Yacht Sales at (727) 821-5334, or see listing at <www.floridaboats.net>. (4/00)

PELICAN (T-37, hull #252) has a pair of dinghy davits for sale, to make room for a Monitor wind vane. They were built for a Mark II and are in excellent condition. Contact **Jim Elsevier** at <JLElsevier@cs.com> or call (413) 773-7826 in Greenfield, MA. (1/01)

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 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); Lectra-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 \$79,500. Contact **Stan Gromelski** at (804) 453-6704, by fax (804) 453-4098, or by e-mail at <stansga@crosslink.net>. (2/00)

TAMARAK II, a Canadian-registered, 1984 V-42 center cockpit (hull #97) is for sale. An extensive refit (1995-98) saw every major system from keel to masthead replaced or rebuilt in preparation for a long-term circumnavigation. Circumstances now require a less adventurous lifestyle for her owners. Our loss is your gain. She has everything you'd expect (and a lot more!) For comfortable, safe, full-time cruising, all nearly new and kept in tip-top shape. Survey placed market value at US\$175,000. Asking US\$160,000. **TAMARAK II** is expected to be in FL by early summer. For a list of equipment and amenities, e-mail Capt. **Brian and Deborah Brooks** at <tamaraktwo@hotmail.com>. Broker inquiries welcome. (1/01)

THE CHANCE, a 1986 T-37 Mark II (hull #478), is for sale by original owner. Fully outfitted and ready for the live-aboard/cruising lifestyle with no major changes. Yanmar 3QM30F, ProFurl roller furling, RADAR, HF radio, Datamarine instruments, GPS, Monitor wind vane, CPT autopilot, Lofrans electric windlass, Givens life raft, 1000 w. Heart inverter, PUR-35 desalinator, Grunert 12v cold plate reefer/freezer, Four Winds II wind generator, and much more. F/G decks, recently painted hull, king-size V-berth, extra storage throughout, large nav station, 95% of standing rigging replaced in Sept. '00. Many spare parts and redundant systems. Slip prepaid in Baltimore's Inner Harbor through June '02. For complete details and photos, e-mail <svthechance@juno.com> or page **John Kraft and Karen Hurt** at (410) 512-1486. Sale Price \$94,000. No Brokers! (2/01)

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 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.mit.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 wind vane 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 \$64,000. Contact **Dick and Kay Heckman** at (256) 534-1461 or (801) 233-8792 or e-mail <hekdic@worldnet.att.net>. (2/99)

Dennis Piermarini is looking for a good liveaboard/cruising T-37, preferably on the west coast for under \$100,000. Contact Dennis at 6 Harbor Way #200, Santa Barbara, CA 93109 or call (805) 886-6556 or e-mail <sundog@mail.com>. (3/99)

Designer Comments

In the course of Robert Perry's review of a traditional design, the designer of the T-37, T-48, and T-52 offers the following thoughts on the cutter rig.

"The rig could be called a cutter. I don't care for high-clew headsails. I like the clew to be where I can reach it from the deck without too much effort. Cutter rigs with high-clew yankees end up being sailed without the staysail and the high clew leaves a big hole between the yankee and the mainsail. The high-clew geometry of the yankee also puts the center of pressure too high, where it will add too much heeling moment for the drive produced. I have drawn lots of cutters and I have found that over a couple of seasons, most owners gravitate to a sloop-style sail inventory."

News from the fleet...

Graham and Belinda Berry are full-time liveboards on *OASIS*, their T-37 (hull #352). They maintain a fabulous web site at <www.flyingcameraco.demon.co.uk/oasis>, which you really must visit. The following excerpts are from their latest adventure. "We crossed the Atlantic in December last year and have been cruising the Windward Islands. We left Marin [Martinique] a little before sunset on 19 April and passed between Diamond Rock and the mainland before heading northwest up the coast of Martinique and across the Martinique Channel. With a good easterly trade wind of 15-20 knots we had a great sail all the way. As we approached the coast of Dominica at dawn, we were welcomed by dolphins and a beautiful rainbow.

Known by the Caribs as "Waitikubuli" meaning "Tall is Her Body", Dominica is a largely unspoiled island, which is now known as 'the nature island', rich in wildlife both above and below water and with interesting geophysical characteristics. They say the island has a river for every day of the year and a volcano for every day of the week.

The Carib people, once fierce warriors, still live in the northeast of the island and are now better known for their practical and decorative basketwork. We found the people here to be very relaxed and friendly and felt very much at ease and very welcome everywhere we went.

The luscious rain-forested island of Dominica was largely swathed in cloud, and we were met by Ronnie, who helped us to pick up a mooring by the Anchorage Hotel just south of Roseau, and Graham was whisked into town in Ronnie's water taxi to clear customs.

Roseau is the capital, with a smart new seafront and a mixture of old and new buildings. The older buildings give the town masses of charm, with their gingerbread trim and weathered or brightly painted exteriors. We visited on a Saturday morning when the market is alive with people from all over the countryside, and many vendors around all the streets offering fresh produce for sale. We found some great bargains here, including grapefruit at 5 for EC\$1 (25p), and spent some time in the Corner House Internet Cafe. There are several good eating places, and we were glad to find our favourite Caribbean dish, chicken roti, at two of the downtown restaurants, La Robe Creole and Ports of Call.

We took a tour into the interior near Roseau and had a most delightful day, including visiting the sulphur springs, the hot and cold springs at Titou Gorge, Trafalgar Falls, and the Botanical Gardens, where we saw the national bird, the



OASIS before leaving Gibraltar

Sisserou parrot. At the hot and cold springs we took a refreshing two-temperature shower, and then swam through the gorge, where the rocks almost meet overhead, with overhanging greenery way above us. As we swam through the eerie cavern, it felt like some extra special adventure, and at the end of the gorge, we reached a fast rushing waterfall, whose surging waters swept us back towards the pool once more. Trafalgar Falls have less water than they did before the hydro electric scheme was implemented, but they are still impressive. After a jungley walk and a hot scramble over boulders, the refreshing pool and falls are a delight. Graham followed our guide "Batman" against the current, until they were right up behind the lower part of the waterfall.

We spent 5 days there before heading north to Portsmouth. We experienced strong gusts of wind coming off the coastline, up to 30 knots at times and variable in direction, and mostly we were under reefed main and headsail. We motored around Prince Rupert Bay and anchored in the north side, just off the Mango Restaurant. Prince Rupert Bay is huge - about two miles wide and a mile deep, with boats anchored all around. Sadly, the waterfront of the town of Portsmouth is littered with the wreckage of ships allowed to drift ashore during hurricanes and storms, and there seems no law to obligate the owners to remove them, so the rusting hulks remain.

We found a good internet cafe in town and bought some very reasonably priced fresh fruit and vegetables at Zyleing's store. We also had fresh fruits delivered to us by "Sugar Daddy" who conducts his trade by paddling out on a surfboard. Many other services are offered by the floating vendors and guides in the Portsmouth area, and we were met three miles out by Jeffrey on "Sea Bird", who offers tours up the Indian River.

When we came to leave Dominica on 27 April, the dolphins [once again] came to wish us a leaping farewell." (5/01)

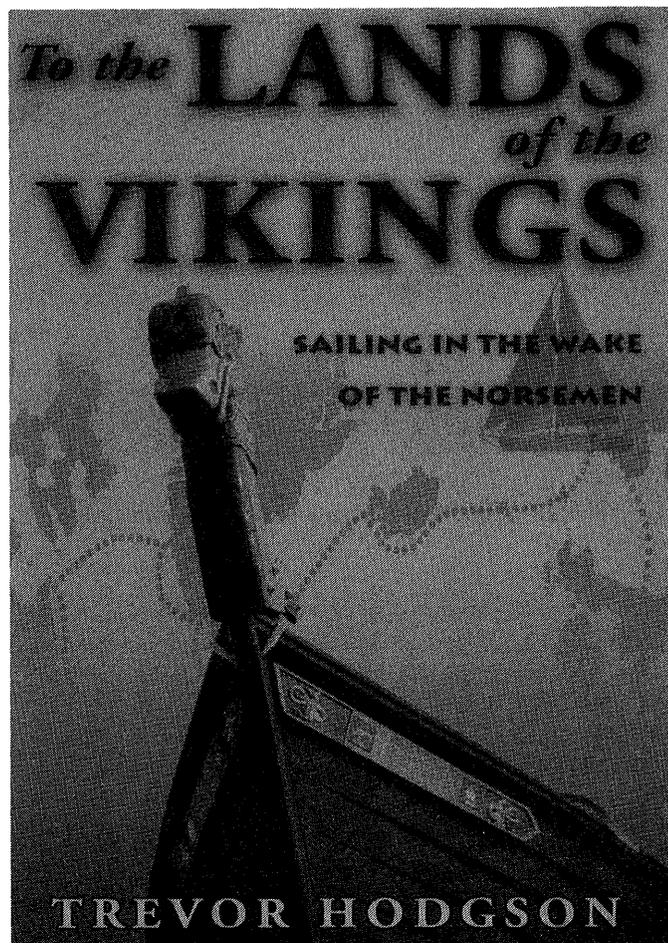
Marsha and Burk Burkholder have just returned stateside after hauling their T-37 (hull #276), *LOUPDEMER* for dry storage. They write, "We have finished our fourth season in Mexico and the time is set to start looking east. The boat will be shipped from San Carlos to Corpus Christi in early October. Our original plan was to do the [Panama] Canal after cruising Costa Rica and El Salvador. Due to my elderly father being alone this year, we have decided to ship *LOUPDEMER* east to the closest sea water, Corpus Christi, TX. That way we can stay in touch with Dad and start next season in the Gulf [of Mexico]. Both of us are looking forward to next season as Marsha has family in Louisiana and Norfolk, VA. We will be collecting information and charts for the Caribbean and Intracoastal Waterway, as well as any advice on 'must see' places along the way." (5/01)

John and Ann Doerr, former T-37 owners, inform us, "All is well here in SW Florida with us. Ann is working at the church and John is driving an airboat in the Everglades. Anything to be on the water! Lots of noise and speed; not like sailing at all. Everytime we thought about coming to the Chesapeake Bay area, the weather looked lousy and we thought about it twice." (4/01)

Audrey and Jerry Foster, owner of *PASSION* (T-37, hull #547), have begun their trip to Hawaii via Puerto Vallarta. They report, "We had bolt failure on chain plates on our first attempt and had to return to Puerto Vallarta to repair them." For more details of their passage, check out their web page at <www.cruisingfolk.com>. (5/01)

New members, **Mark and Joan Hinrichs** recently purchased *QUERENCIA* (T-37, hull #490) from John and Larie Nelson (formerly named *MAKANI*). They report, "We brought the boat from the Lakewood Yacht Club in Houston offshore to Mobile, AL, then up the Tenn-Tom waterway to Pickwick. The offshore leg was great with Force 7-8 winds. What a ride! We're very pleased with the boat. Future plans should have us back in saltwater in five or so years of upgrading and finishing systems." (6/01)

Former T-37 owners, **Trevor and Lesley Hodgson** communicate, "In 1998, *TOG News* (issue #78) included a report of *SYMPHONY*'s voyage from Norway to Newfoundland along the route of the Viking explorers. I [Trevor] have now



published a book describing our adventure in more detail, *To the Lands of the Vikings...a Voyage in the Wake of the Norsemen*. (See photo of cover above and review in *TOG Notes* on p. 118) I would like to offer [*TOG*] members a 30% discount off the \$19.95 cover price of the book, available through my web site <www.sulair.com/tog.htm>, which supplies an order form that automatically gives the discount. It also has photographs taken during the voyage. If you don't want to order on line, you can send your address and a check to Sulair Books, 29 Fredonia Road, Newton, NJ 07860. You can also order from Amazon.com or Barnes & Noble.com, but you'll be charged the full price.

We are busy preparing to go to sea again. We are just completing the rebuilding of a 45 foot pilothouse cutter. The work is being done at Snyder's Shipyard at Dayspring, just outside Bridgewater (about 60 miles west of Halifax on the south coast of Nova Scotia). Dayspring is 10 miles from Lunenburg, home of *BLUENOSE II*. Snyder's do the repair work on *BLUENOSE*. We are about to return there for the launch of our boat. We really like Nova Scotia The coast is so pretty. It is also inexpensive - for accommodations and living expenses and for boat work. This August we plan to sail to England. From there we intend to head south, first to Spain and Portugal, then to Brazil, Argentina, and Chile. Needless to say, we have a mountain of work to do before we can leave." (5/01 and 6/01)

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Maintenance and equipment comments and questions...

SOUND SYSTEMS

Bill Dillon on board *CALLIPYGIA*, (T-37, hull #470), opens the discussion with, "We're looking to put a new sound system on our T-37. It now has a car radio that no longer works. We'd like an AM/FM, tape and CD player and would welcome any suggestions for what types work well. Do we look for another car radio or is there a better way to go about this?"

Rick Gilstrap, owner of *ENCHANTRESS* (T-37, hull #188), replies, "We have a Bose system, with a Sony tape and CD player. We are going to install a 6 or 10 CD changer soon." He then asks, "What kind of exterior speakers are the preferred kind? I can crank my Bose system up, but it is really quiet outside. Is there a good set up for the outside also?"

Linda Wolf on board *TAHOMA* (T-37, hull #189), suggests, "Look for a 12 CD changer if you can get one. We have a 6 CD changer and if you are in rough water and can't get down to change it, 6 CDs can get "old" real quick, even if it is Jimmy Buffet!"

Former T-37 owner, **Jean-Louis LePendu** responds, "I had a not so expensive stereo system in my Tayana that cost an arm and a leg once it was all put together. Bose speakers, woofer, Alpine Amplifier, splitter box, CD changer, and a whole lot more. Luckily it came with the boat, but I saw the price tag and it was over 2Gs. I could make the mast shake. However, I normally listen to music at a very low volume, so I can still think or read as I enjoy the sound. On my next boat I decided on the Bose portable unit. Great sound, 12/115 volts, CD, remote, and I can take it home too. And real easy to use, my wife can even use it. When motoring, I just crank it up a notch and it over powers the engine with no distortion."

Another solution we share comes from Gray Creager, who owns *S/V AERANDIR*. He writes, "For those owners with access to a computer and a CD-burner, may I suggest getting an MP3 CD player (or a standard CD with the MP3 option), as I have done. One MP3 CD can contain nearly eleven hours of very selective music, assuming that you have the werewithall to convert standard CDs to MP3. The slightly diminished quality isn't noticeable to my aged ears, especially considering the typical response characteristics of marine speakers and their mounting. Software for conversion is either free, shareware, or reasonably priced. A bonus ... with a turntable, amplifier and a cable (and a Macintosh or

PC w/sound input card), all of your old vinyl LPs can be converted (for those of you who remember vinyl LPs). It only takes time, and you can create just the mix of songs you want. If you already own the music, you can record it in any format you choose. Six months ago I purchased a Phillips portable MP3/CD player for about a hundred and fifty dollars (there are many more on the market now) that came with a 'tape cassette' interface to a standard in-dash stereo. So far I've converted about a hundred LPs, the content of which I can now enjoy aboard (sailboats never were amenable to turntables)."

Patrick McVey, owner of *SEAHORSE* (T-37, hull #149), responds, "NO TURNTABLES ON BOATS? Beginning immediately, I am starting some preliminary sketches on a gimbaled turntable holder/device 'thingy'. Because it's marine equipment, the price equals cost squared. I'd like to play my LP records when I get tired of my old 8 tracks. This being another electrical appliance can anyone tell me if they have ever checked with an energy meter how much extra load one of these demands?"

As long as this subject was brought up... have any of you experienced compass error when placing speakers around the cockpit? We have a car-type stereo with remote CD changer mounted down below on the starboard side about even with the chainplates. One pair of speakers hang up inside the dodger frame. It cranks! When I get some time to conduct experiments, I'll find out how much influence the magnets have on the compass."

Richard Brown, owner of *MR. DESTINY* (T-37, hull #367) replies, "Maybe the marine speakers suitable for outdoor mounting may have better magnetic shielding to minimize compass impact. Could that be? Is anyone concerned that these new stereos and other electronics systems are actually on in standby mode robbing power from batteries?"

Richard also expresses a desire to have an Aiwa unit (a CDC-X517M) with an auxiliary input on the front of the unit. This allows one to input with an 1/8 inch mini jack from any other input, (Walkman, etc.). What is really cool is that you can plug your audio out from your laptop to the stereo and set the computer in the companionway and have movie night over the cockpit speakers, while watching DVD movies on the laptop. This gives a whole new meaning to a night at the drive-in. For an extra \$30 one can get a unit with a wireless remote that fits perfectly into the inside grab rail inside the companionway. No more going below to adjust the volume, and all available at Circuit City for \$189. "The new laptops with 15 inch screens

make great video machines. Too bad a Pioneer AM/FM/CD, without input jack, is the only piece of new electronics gear on our recently purchased boat, and it works."

Jerry Foster on board *PASSION* (T-37, hull #547) offers a location on the internet at Yahoo for a sound system: <<http://shop.store.yahoo.com/attitudeweb/aiwcdcamppl.html>>. Another internet location suggested was Crutchfield: <<http://crutchfield.com/>>. They have 8 Aiwa CD players and 1 CD / tape player from Aiwa.

COLD WEATHER SURVEY

Is it impossible for a surveyor to determine if the hull and deck are sound in freezing weather, because voids in the fiberglass and/or balsa or wood laminate core would be frozen and "tapping" would not reveal weaknesses? One could try to do a two part survey, and accept the boat provisionally after the first part of the survey, and reserve the right to reject the boat if a second survey of the hull and deck reveal serious problems. Is the first survey meaningful enough to justify the added expense of a two part survey, or is one stuck waiting for 48 hours of above-freezing temperatures for any survey activity to occur, in order to find out if the buyer wants to reject the boat for any reason, even one not related to the hull and deck integrity?

Rich Hampel, owner of *AQUILA* (T-37, hull #423) comments, "I would not opt for a sequential agreement. When I bought my present boat I had a two-part agreement and although there was no problem in executing the secondary agreement and obtaining the secondary escrow, the agreement was not to the agreed level expected, and I took a minor loss. It could have gone either way. Such agreements are totally speculative, and although they may expedite the sale, they may cost you in the final outcome. I'd opt/suggest to place several tarps (tent-like fashion) over the totally opened boat (hatches, lockers, and port holes) and use a rented bottled gas-fired/forced hot air "salamander" for the hours necessary to heat the hull (inside and outside) to an acceptable and agreed temperature. I'd use very large circulating fans inside the hull to insure that the boat heats from the inside as well as the outside. I'd also be present myself during the entire warming process to insure that you don't wind up with a "Tayana Hot Air Balloon" or worse. Besides in the north-east, we usually get a large "thaw" for a week or two in January; every now and then a benevolent Mother nature can warm the boat."

Mike Morrissey, fourth owner of *SYMPHONY* (T-37, hull #463), adds, "[This] sounds like a serious dilemma, but unlike real estate, there are very few rules about negotiations between boat buyers and sellers. Some creative arrangement may be worked out. How about suggesting to the surveyor that you will heat up the interior with space heaters for a couple days. That should melt any water beneath the deck

surface. I [would think] the buyer [would be] interested in sailing the boat prior to purchase, whereby the buyer agrees to pay for the launch/haul if he backs out of the deal. In that case, you'll find that heating the boat is easier in the water (32 degrees plus from the waterline down). Ask any livaboard who's been on the hard in the winter."

LINE STORAGE

Bob and Marilyn Hughes, owners of *BRIGHT STAR* (T-37, hull #295), executed the following solution regarding lazarette line storage. "I procured a 1x4 board and drilled and glued a number of 3/8 inch dowels in the top of the board. I then screwed and attached short loops of 1/8 inch line to the board's bottom. I use the line as a loop to capture my dock lines, etc. That way it is easier for me to get in and out of the lazarette without getting caught on dowels sticking out."

Harvey Karten of *NIGHT HERON* (T-37, hull #84) adds, "I like the idea of a board with pegs for excess line. I also have to figure out how to use our lazarette space more effectively. The older T-37s, such as ours, have only a single hatch cover into the lazarette, unlike the new boats with multiple hatches in the cockpit. Our lazarette is a jumble of objects. The only thing that I always keep clearly available are our harness/life vests and tether lines."

COAMING POCKETS

Harvey Karten, owner of *NIGHTHERON* (T-37, hull #84) offers the following solution for making side pockets in the cockpit coaming on older boats (i.e. Mark I versions) for storing lines, winch handles etc. "Being too damn stubborn for my own good, and as a result of drilling various holes into the underside of the coaming when replacing the winches, I had to agree with the majority opinion that coaming pockets at the forward end of the cockpit were not going to work. But while mounting the new winches (with their 13 inch long bolts!) in place of the original Barlow #22s, I found that there were enormous empty spaces beginning about 44 inches aft of the coach bulkhead next to the companionway. This is just slightly aft of the location of the original winches and just below the location of the port and starboard cleats on top of the coaming.

After repeated tapping and listening for hollow sounds while tapping on the coaming wall (a skill called auscultation and perfected in med school some 45 years ago, but no longer practiced in the course of my research on bird brains), I concluded that there is a hollow chamber that extended continuously from the point 44 inches from the coach bulkhead all the way to the aft curve of the coaming. I estimated that it was about 8-9 inches high and about 5-6 inches deep at the forward end. It obviously tapers in all dimensions as you go farther aft.

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More maintenance and equipment comments ...

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With some trepidation and concern about the accuracy of my measurements, I cut out a piece of the coaming about 13.25 inches long, four inches high, beginning 44.5 inches aft of the coach bulkhead. The bottom line is about two inches above the cockpit benches. Although the benches and the top of the coaming diverge vertically, I kept the line parallel to the benches, for what I hope will be the best visual line. Initially, I just cut a small hole on the starboard side, then progressively expanded it. I then more confidently did the same on the port side coaming.

1) Much to my great relief, my guess-timate of the cavity was correct. There is a huge interior chamber for storing lines, winch handles, thermos bottles, gloves, and much else.

2) The thickness of the glass layout is really impressive. I didn't have a micrometer at hand, but I estimate it was at least 3/8 inches thick, made of heavy layers of resins and glass. No wood core or such.

3) The top of the cavity is well below the surface of the top of the coaming, so don't try to make the hole too high up from the bench. My concern for this was the reason for initially cutting a smaller hole relatively low in the coaming wall. You might be able to make the hole a bit larger from top to bottom by having the lower margin only one inch from the cockpit bench, but the top edge of the hole shouldn't be more than six to seven inches above the bench top.

4) The bottom of the cavity is below the level of the benchtop, and is only a thin layer of exposed plywood. The bottom side of the plywood is covered with fiberglass on the lazarette surface. This is obviously a potential source of problems of water accumulating, etc.

5) There are now the problems of limiting the volume of the pocket so things don't get lost within the vast space extending back, but also building up the bottom of the cavity to make it both waterproof, and also providing a drain when water sloshes into it. This can be dealt with in one of two ways, and I still have to work it out. One is to buy a preformed insert that screws into the sidewall. This is OK, but most of them are deeper than the space I have available, and are limited in forward-aft and top-bottom dimension to the size of the hole I cut out. But this would take care of the drainage problem. The second strategy would be to build up the inside bottom to a level that will be slightly above the level of either the benchtop or the decktop. I then could drill holes sloping outward to drain any water to either the cockpit or the deck, respectively.

This is a lot more work, but gives a larger, more useful chamber. I plan to install an oval shaped teak rim purchased from Downwind Marine, and made by a local company in the Los Angeles, CA area. Each oval teak rim is pretty expensive - about \$40 each, but they look pretty good. However, I plan to wait until I finish repainting the cockpit before installing the teak trim. At the moment the hole is about 3.5" x 13.25". It will eventually be widened to the shape of the oval trim's hidden edge (about 4.125" x 13.25"). This is a large enough hole to easily be able to stuff in the various jib sheets, etc., and also reach in with my full arm to grab things in the depth of the cavity.

Another major advantage of the cavity is that I can now easily reach the underside of the coaming to mount a second pair of smaller winches on the coaming by bolting them through the coaming top, and use reasonably short mounting bolts about 4.5 inches rather than the original 13 inch bolts. These winches will be used for the boom brake (port side) and for the furling lines (starboard side). The port side winch will also be available for lifting the outboard engine with the swing arm on the RADAR tower. It will also be available for man/woman/child overboard rescue, as the winch has a self tailing top.

One of the best surprises was that the location of the middle of the pockets is just about at the same location as the pedestal guard. This means that it is equally accessible to a person behind the steering wheel as to a person in the forward part of the cockpit. It makes for convenient single handed or for double handed sailing. In retrospect, the more typical far forward location near the coach bulkheads is somewhat inconvenient. A single hander has to go forward to get the lines when tacking if they are stowed in a forward pocket. The forward pocket is also in the location where a second person might be sitting, and is often covered with the back-rest of cockpit cushions. We find that the location of our new pockets is at a point in the cockpit that has never been that comfortable, as it meant sitting with legs astride the pedestal guard, and therefore wasn't used very often. The great advantage of the forward location for the coaming pocket in the new boats is that it is much larger in volume. Maybe I am just making the best of a compromise?

If any of you decide to try this out, I suggest that you first carefully sound it out for hollow spaces. Remember, no two T-37s were built the exact same way, so there is no guarantee that the interior of the coaming is the same on your boat. You should then confirm that there is a continuous space by cutting a small hole in the underside of the coaming hollow from underneath in the lazarette. Probe the space and measure the dimension. I did this before I cut any holes in the cockpit sidewall itself. If it turned out that this wasn't going to be practical, I could always just patch over the holes in the lazarette, and they would never be evident unless someone was standing on their head in the lazarette. I cut the first hole in the cockpit sidewall with a 3.5 inch hole cutter of high

quality steel. With some anxiety, I then felt around on the inside of the coaming to make sure that the space I had outlined was really free of impediments. I then cut the rest of the sidewall with a commercial quality jig saw by Bosch. Make sure you use a really good quality blade to minimize splintering of the fiberglass. You might want to tape the surface. I was thinking of doing that, but found that the Bosch blades are so good that all the cuts came out very cleanly without chipping the edges. Cut at a fairly high blade speed, but move the jig saw at a slow speed as it cuts. Use a fairly fine finishing blade.

All told, not a bad outcome, even though there is still much work to be done. It still looks pretty crude, but the worst part of the job is over.”

MANUAL BILGE PUMP

Harvey also provides the following discussion of his bilge pumping system. “In brief, the old system consisted of a small electric bilge (between 500 GPH and 1500 GPH) pump that evacuated bilge water via a through-hull behind the galley. This small electric pump was operated by a float switch. There was no anti-siphon backflow preventer in this system. When sailing on a starboard tack, the bilge would take on water and the bilge pump was running continuously. After putting in a new pump and new hose, I also added a backflow preventer valve. I recommend that a small Piezo-Buzzer be installed in the cockpit to alert the helmsman to the fact that the bilge pump is running.

The original factory design used a huge manual bilge pump located under the cabin sole to pump either the bilge or the holding tank. The through-hull fitting to dump the effluent was only slightly above the waterline on the port side. When the vessel is even slightly heeled, or low in the water, the through-hull may be well below the surface of the water. Since the selection of which function the pump would handle depended upon the correct setting of a Y-valve, the possibility of error under the stress of a boat filling with water would not be attractive. In addition, the pump was located in a very inconvenient location, and if taking on water, the prospect of having to leave the cockpit, pull up swollen floor boards and pump while leaning over and with your body immersed in cold seawater did not seem very sensible.

A new and separate 1.5 inch bilge hose was installed running to a new, large, manual bilge pump (Whale Titan 28 GPM) located in the cockpit immediately behind the steering station. The through-hull fitting for the manual bilge pump was located on the stern about 11 inches below the caprail, and would be above the waterline in all but the most desperate and terminal of stages. This same through-hull is also used for the high volume emergency 3700 GPH electric bilge pump.

The holding tank is now pumped out manually with a small Guzzler 500 manual pump that is located under the cabin

sole in the same location as originally occupied by the huge manual bilge pump. It is now the only operation that uses the original through-hull. When not actually pumping the holding tank, the through-hull is shut, to prevent backfilling of the holding tank in the event that detritus might block the backflow preventers within the manual bilge pump.

There is no Y-valve to confuse the user, or to erroneously leave in the open position. The cockpit mounted manual bilge pump is easily accessible, and is in greater conformity with modern design of location of this very important pump. A number of cruisers recommend that the manual bilge pump be run by the next person taking on the watch. This assures the helmsman that the bilge is clear and empty.”

FUEL GAUGE INSTALLATION

There have been many questions and ensuing discussion in past issues of *TOG News*, regarding fuel tank levels and how to measure them. Harvey suggests the installation of a fuel gauge and ‘how to do it’ instructions. He writes, “We bought the Teleflex unit with meter at West Marine for about \$34.00. It has a variable length arm covering 15-24 inches. Instructions explain how to determine correct length and how to trim it to the correct size. We went with a total vertical lift/fall of 18 inches, even though the deepest part of the tank is 22.5 inches. The length of the fuel pipe is about 21 inches from the inside of the top of the tank. We had to use a shorter length because of the position of the internal baffles in the tank. If the arm bangs against the baffles, it is likely to hang up. We positioned the float so that at maximum high point, it is nearly touching the top of the tank (on the inside).

Look at the top of the tank. Identify the fittings. Before you do anything else, find a reliable machinist, and tell him/her that you want to schedule a simple job of cutting a hole in a steel cover. Make sure that he is good to his word on the schedule. You don’t want the tank left open for prolonged periods of time. It stinks; it may collect moisture; things can fall into it; and you can’t go sailing when the cover is open, as your engine won’t be getting fuel, and the fuel will slosh around if you go under sail.

Clean off the top of the tank before you do anything. You definitely don’t want to be dropping garbage into your fuel tank. Get anything you cherish out of the v-berth, or it will stink from diesel fuel forever. Open the hatch to get a good flow of fresh air. Diesel is relatively safe, but you don’t want to be breathing the fumes for long. If you have been putting BioBor into your diesel, don’t be sticking your hand and arms into the fuel. There are nicer fluids for bathing.

Label each hose relative to their point of connection on the cover. One is a feed line, the second is a return line and the third is the vent line. Make sure your lines are in good

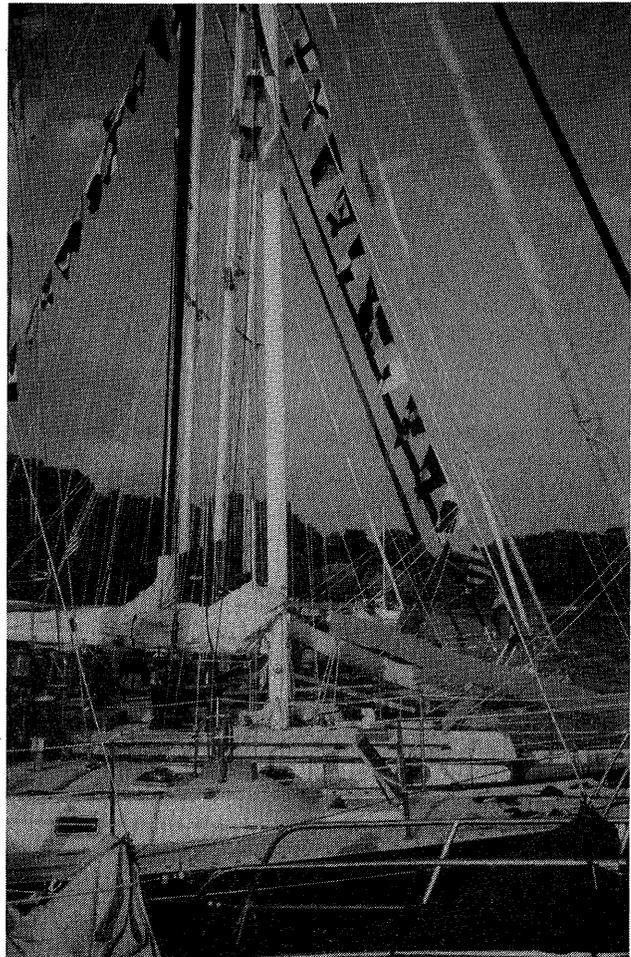
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Chesapeake Rendezvous...

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but not for the Tayanas with their deep keels. It was still a popular location as there seemed to be a lot of boating activity in the area, making the water lap against our hulls, and exercising our sea legs, as we gently rocked and rolled at anchor.

It was a treat to have three T-48s show up: the deck saloon from **Imagine Yachts**, Tayana dealers in Annapolis, with **Jim and Laurie Kavle** and family as crew; **WINDSPIRIT** with **Sue and Charley Hodges**, who had just returned from a cruise to Bermuda; and **ENDORPHINS** with **Chris and Marsha Kellogg** arriving after a day of committee work for the Volvo Leukemia Cup Regatta on the Bay. Their sugar scoop sterns were very convenient for boarding to tour these masterpieces of teak and fiberglass, individually unique and all beautiful. However, the T-37s still dominated the raft with **Britt Solomon** on **SEA OTTER**, **Ted and Diane Stevens** on **REVERIE**, **Mike and Jude Davis** on **SATORI**, **Drum and Heide King** on **PYEWACKET**, **Greg Sickler** on **SEVEN THUNDERS**, and **Barb and Rich Hampel** on **AQUILA**. T-37 owners present without their boats were **Sandra Blake** from **TRAVELER**, **Susan Canfield** from **AEOLUS**, and **Rockie and Bill Truxall** from **SEAQUESTOR II**. Others in attendance were **EVOLUTION (V-42)** with **Dick and Martha Miller**, sharing delightful tales of their winter trip down the ICW to the FL Keys and back, and **MOONSHADOW (V-42)** with **Stu and Lee Myers** onboard.



At 1700 Marja spread her checkered 'tablecloth' on the cabin top of **DESIRADE** and food started to appear, per photo

below. We were treated to a gourmet spread of hot and cold dishes to satisfy every palette, from shrimp, to ham, to sausage, to finger-lickin' southern-style BBQ chicken, with plenty of side dishes and pasta galore. And for those with a sweet tooth, there were 'to-die-for' brownies and other chocolate delicacies. Everyone ate their fill, mingled and snooped on other people's boats, shared sailing and maintenance tips, and generally had a wonderful time until dark, which comes late at this time of year (only two weeks before Summer Solstice). The unofficial fashion prize for the event was earned by **Mike and Jude**





Davis on *SATORI* (T-37), who were adorned in T-shirts from the 1986 Long Island Sound Tayana Rendezvous, stating 'I'll show you mine, if you'll show me yours' on the front (photo left) and featuring the famous line drawing that is now our official logo for Tayana rendezvous on the back. The big prize of the evening, a \$250 gift certificate for use at West Marine, compliments of *Imagine Yachts*, was awarded (by the luck of the draw) to **Greg Sickler** on *SEVEN THUNDERS* (T-37). TOG cozies were distributed to the first 24 attendees, which included almost everyone.

The next morning, many departed early to get on down the bay before it was closed to boat traffic for the participants of the Tenth Annual "Chesapeake Bay Swim". Those remaining gathered for an impromptu breakfast aboard *DESIRADE*, where Marja was behind the frying pan for Dutch pancakes and bacon; coffee and more of the killer brownies were provided by the crew of *ENDORPHINS* (Marsha and Chris Kellogg), fresh cantaloupe from the crew of *MOONSHADOW* (Lee and Stu Myers), and nut bread from the crew of *AQUILA* (Barb and Rich Hampel). We all agreed that calories don't count on rendezvous weekends!

Thank you all for being guests of **Scott and Marja Jordan** on the Chesapeake Bay for a 'rally' good time and a perfect kick-off to the summer sailing season. It was a great weekend to be on the water. We're looking forward to our next gathering, however near or far away that may be. (See **Rendezvous Roundup**, p. 139).



Linehandlers, (l-r) Ted Stevens, Jim Smiley, Scott Jordan, and Britt Solomon, on deck to receive vessel to port.

Disaster in the Panama Canal

by Kathy Gaudreau Pauly

Bob and Kathy Pauly are in process of their circumnavigation on board BRIANA, their T-37 (hull #444). They offer this eye-witness account of the worst disaster in the Panama Canal in 15 years.

It was with quite a bit of anxiety that we made our transit [of the Panama Canal], since Bob was involved in a terrible disaster that occurred just two weeks before we went through the Canal.

John Pearlman on *NEPENTHE*, who is a very close friend of ours, and with whom we've shared many anchorages and experiences over the past year, was scheduled to transit the Canal. Bob and I were to go with him as linehandlers, and Festus and Suki [the dogs] were coming along for the ride. However, I picked up a stomach bug a couple of days before, so the dog and I had to cancel out.

On Friday, 2 March, Bob and John, and Bill (a friend of John's who had flown in for the Canal transit) and two other last-minute linehandlers left Colon with the Canal advisor on board about 0600, and got in at Gatun Locks around 0800. A tug tied to the lock wall, then another sailboat [owned by Ullie and Barbara Sandmeier], *ANTARES ROYAL* tied to the tug, then *NEPENTHE* tied to *ANTARES*.

They were going up and everything seemed to be fine. Bob went down below to call me on the radio, when he saw through the companionway that the boat was swinging away from the wall. The tug's stern line had come loose and the tug

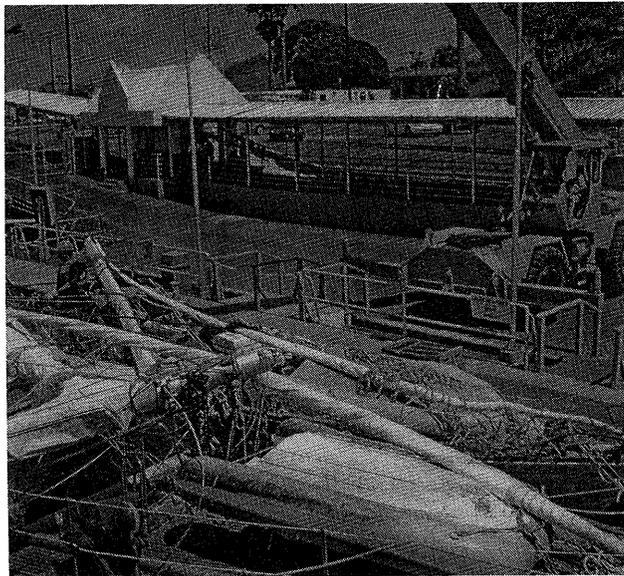
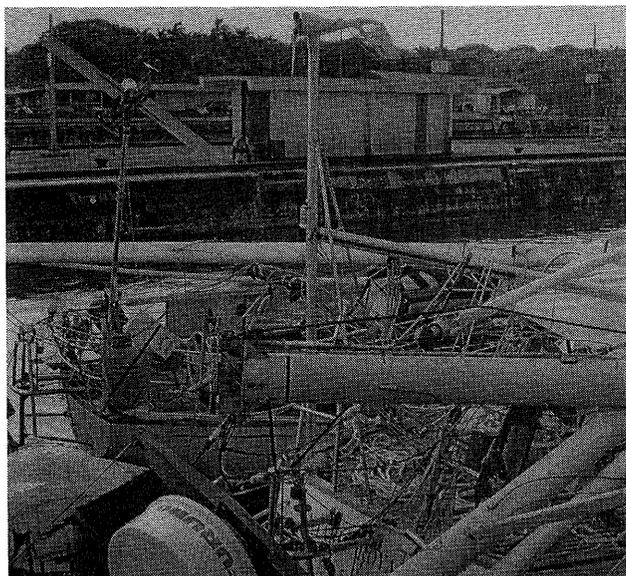
did nothing to push them back against the wall. The whole raft swung from the tug's bow line and *NEPENTHE* was pushed right into the stern of the large container ship that was tied in front of them.

NEPENTHE's bow started getting pushed under the stern of the container ship. *ANTARES* was being crushed between *NEPENTHE* and the tug. *ANTARES* was a ketch, so there were three masts and rigging all falling down in twisted shapes. (See photo below left)

Before they hit the container ship, the advisors were yelling at everyone to get off the boats and onto the tug. Bob was one of the last to get off, as he had been down below on the radio. So much was falling down around him that he had to crouch low in the cockpit until there was a lull in things falling so he could safely scramble to the tug. It was an absolute miracle that no one was seriously injured or killed!

After the accident, the tug captain with his massively powerful propulsion, was able to pull the raft away from the ship and push them all back against the lock wall. They were eventually towed through the remaining locks at Gatun and into Gatun Lake, where they were brought to the pilots' landing. The Canal people had a crane waiting, which removed the damaged masts and rigging (photo below). They then anchored the boats in the lake.

When John contacted me on the radio, and I found out what had happened, and once I knew where they were, I





grabbed a taxi and met them at the pilots' landing. I don't know when I've been more shook up. I was trembling and could hardly breathe, until I finally saw that Bob, John, and Bill were all okay and in one piece.

The boats were then taken to Pedro Miguel Boat Club. We went with John, officially as linehandlers, but mainly for moral support. He was towed all the way across Gatun Lake, through Galliard Cut, through Pedro Miguel Lock, and on to the marina. This was on Wednesday, 7 March.

John and Bill stayed in a hotel in Panama City until Bill flew out on Saturday, 10 March. John then moved back onto the boat, which he's trying to make somewhat liveable. His mast was keel-stepped (see photo above), so it wrecked a lot of the interior as it was swinging about.

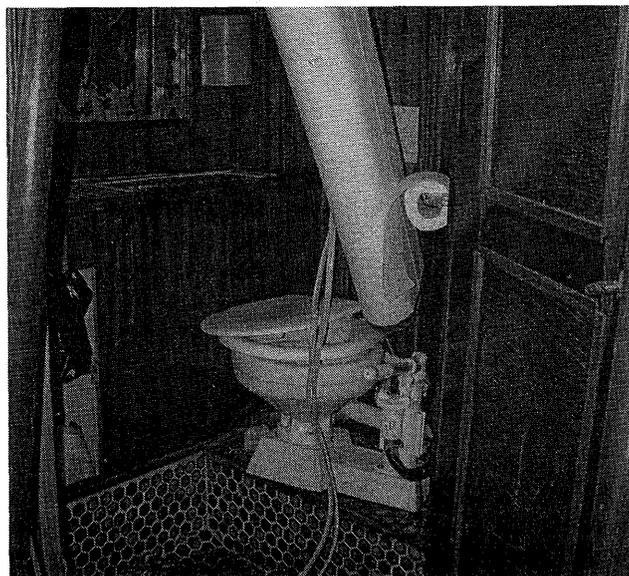
The four of us had been through so much emotional strain, that we decided to have a fun day, for Bill's last day in Panama. So on Friday, a week after the accident, we rented a car and drove into the mountains to a place called El Valle. It's a valley in a crater of an old extinct volcano. We had such a wonderful time! In the rain forest there, they have a place called "Canopy Adventures", where you get to play Tarzan and be like the monkeys swinging from the tree tops. They have platforms high up in the trees, with cables strung between. They hook you in with a harness and lines and carabiners, and you go flying through the trees and over waterfalls--it was really scary and exhilarating all at the same time! I think it was something we all needed.

They had the hearing [about the mishap] on Monday at the Canal's investigations division. The hearing took six hours, to get to the true cause of the accident. It turns out that this was the worst accident the Canal has seen in 15 years, and the first accident involving major damage since the Panamanians took control of the Canal. So much for making history!

Much of the testimony was from the tug's bosun and the tug captain. The bosun was very contrite, saying that he had taken five wraps around the electric winch, but had then walked away from it. When he came back, he found that all the wraps had come off and the stern line was now loose. He went to grab it, but the line was too short and the eye too small for him to get it over the bollard. It ripped out of his hand and went into the water.

The tug captain was very evasive and wouldn't admit the truth as to why he didn't power them away from the container ship BEFORE they hit, when he had no problem doing it afterwards. It turns out that his shift was from midnight to 0800, but he had not been relieved, and was not going to be relieved until after the Locks and they were in the Lake. He was either dozing, or in the restroom, but he definitely was not at the wheel when everything started happening. So it looks like the Canal will be taking full responsibility for the accident (they're Canal tugs), and they will pay the claims submitted by *NEPENTHE* and *ANTARES ROYAL*. The question is, how much will they pay? There is so much structural damage, shifting of bulkheads, furniture being pushed in, etc. (see photo below), that repairs would cost more than the value of the boat. Plus, they have to pay expenses, like hotel, food, etc.

So both dismantled and essentially totaled boats are here, just a couple of slips down from us. John was on his last trip, going home to San Francisco, after living aboard for 16 years and cruising for eight, to sell the boat and move in with his girlfriend, north of the Bay, in a house they are buying. *ANTARES* is a German-Swiss boat with a nice couple, who had been on it for four years and had the boat finally "redone" in Trinidad. They were planning on sailing to the South Pacific and circumnavigating, like us. A dream destroyed, at least temporarily.



More maintenance and equipment comments ...

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condition. If they look lousy, this is a good time to change them for new hoses. You may also want to insert a shut off valve on a Tee-junction near the tank and in the primary feed line. This will facilitate bleeding the system to get air out of the feeder tube.

Remove the dip stick. Take a 9/16 inch wrench/socket wrench and remove each of the 12 nuts holding the cover in place. **PUT THEM IN A SECURE AND STABLE LOCATION.** Carefully lift the cover, making sure you don't drop anything into the tank. Our gasket was in good shape, so we didn't change it. You should check it out at this time.

We positioned the sending unit in the relative location that we determined would give it free swinging room. The hole was to be placed in the center of the circular cover. We left the original hole for the dipstick as a backup, should the gauge ever fail. The keyway marker on the sending unit was positioned to face to starboard. This is critical as the five screw-holes on the sending unit are asymmetrically positioned. Cover the open hole with a clean board.

Take the cover and sending unit to your nearest friendly machinist and have them cut a hole for the sending unit, and tap five threaded holes for the screws provided by Teleflex. This is not a job for the amateur home shop with a hand drill. This has to be done properly on a large milling machine or you will regret it! This is heavy steel plate, and difficult to work with. It costs about \$40 for a machinist to do this, depending upon where you are and the going rate. Unfortunately, Teleflex doesn't give you a template for drilling, but a good machinist should have no problem with this. Clean the cover carefully so that no metal filings are likely to drop into your fuel tank. Smear a small amount of teflon Lube on the freshly cut metal surface to avoid future rust problems. Make sure that the gauge fits properly before leaving the machine shop.

Test out the swing length of the arm, as described in the instructions provided by Teleflex. Screw the transducer into place. Triple check every thing. Make sure that there are no obstructions to the cover. Lower the cover slowly so that it sits evenly and in the exact same angle of rotation that you originally found it. You may have to lightly tap around the perimeter with a soft mallet to get it to drop onto the bolts. Put on the nuts, and working around the 12 nuts, progressively tighten all of them in the standard manner of opposing nuts, 1, 7, 3, 9, etc. Gradually snug them all down.

Hook up a test wire from the sending unit to a 12 volt (or even a 9 volt) battery, to the meter, ground. You should get a reading that corresponds to the approximate level of fuel that you saw in the tank. Run the wires, according to the directions, to an area of your choosing. Reconnect the hoses to their correct original locations. Insert the dip stick. Clean up the mess with paper towels. Then wash it all down with a spray of Simple Green to get rid of residual diesel fuel."

Editor's Note: *Harvery's description is for a fuel tank located in the bow of the boat, but the same procedure is valid for keel mounted tanks.*

THROUGH-BOLTED PORTS

John Keefe on *ODYSSEA* (T-37, hull #63) queries, "I have removed my ports and will reinstall them this summer. Since they are not through-bolted I was wondering if anyone has gone to the trouble of doing this and further does it really add any additional real safety?"

Ray Slaninka on board *LORNA DOONE* (T-37, hull #123) answers, "Every port I removed was reinstalled with two through bolts plus the original screws. It's easy to do, so why not make it stronger? You could even use through bolts instead of all the screws but the holes don't line up. So I just drilled new ones at each end. I had a very well respected surveyor from Annapolis tell me he has kicked them in on some boats. I couldn't say if he was talking about Tayana's but he was talking about ports that were not through-bolted. But again you need to ask yourself how you intend on using the boat. Are you crossing oceans or just day sailing or coastal cruising? What's your comfort level? I think the caulking was holding the ports as much as the screws, so I didn't trust them."

TEAK DECK MAINTENANCE

Teak decks are a constant source of debate. **Kent and Gloria Lewis** of *QUETAL* (T-37, hull #165) write, "The anti-teak people will tell you that teak decks are not worth the constant battle against leaks and the work necessary to maintain them. Pro teak people (like us) will respond that they look great and give the best possible footing on a wet deck and require only minor (but regular) maintenance. The bottom line is that it comes down to a personal choice. We love ours and have no plans to remove them. But in all honesty, if the boat had not come with them we probably would not go to the time and expense to add them.

The decks on our 23 year old boat have suffered from some slight leaks in the past, but these were easily corrected and resulted in virtually no permanent damage. Others have had greater problems and felt it necessary to go to the time and expense to completely redo their decks. We suspect that this was mostly on boats where the decks were not well maintained and allowed to leak for years, resulting in serious rot to the deck core."

Rich Hampel, owner of *AQUILA* (T-37, hull #423), gives us a lesson in maintaining teak decks. "Constant maintenance of teak decks is the key. Every time I find a loose bung, I re-drill a little deeper, I probe to find out what is under.... rot or wet or dry, inject a bit of epoxy to seal the screw, and set a new and tighter plug. I love my teak deck. If I had to rip it off and start over, I'd do teak all over again. But I'd laminate over epoxy and not leave the screws in! If the screws are removed and the holes sealed, then there can be NO leaks. With an epoxy laminated teak deck, the thickness of the teak could be much less."

CAULK FOR LEAKS

Ray Slaninka, owner of *LORNA DOONE* (T-37, hull #123), advocates caulking for leaks. He writes, "I have recaulked the bulwark/caprail joint. Check the bungs and the area where the wood meets the deck. I used Captain Tolley's Creeping Crack Cure on suspect areas. By the way, it also worked on the butterfly hatch corners."

BOAT CUSHIONS

Pat Watt on *CALLIPYGIA* (T-37, hull #470) shares, "Here's what I learned from my research so far. Closed cell foam is recommended for cockpit, flotation, etc. Open cell is recommended for seats and bedding. Apparently closed cell takes up the shape of your body and doesn't bounce back well, and it doesn't absorb moisture. Open cell is more resilient and much more comfortable, and the newer stuff drains quickly if wet and is supposedly mildew resistant. Also, closed cell is made thinner, and open cell is thicker. Sail-Rite sells both kinds. Contact them at (800) 348-2769 or <www.sailrite.com>. They also sell batting, which you need over the foam and under the cover if you choose an over-stuffed approach."

Greg Tatarian, owner of *PLEIADES* (T-37, hull #80) adds, "Not all closed-cell foams are equal. There are many types, with differing densities, texture, chemical/flame properties. Airex is top-quality, in my opinion. It is firm, but squishy, so your bum won't go numb. I took delivery of enough 2 inch Airex foam to almost complete cushions for our T-37 cockpit. The wholesale cost was \$406, expensive stuff. Bottom Siders are made using Airex, although usually 1-1/2 inches, I believe. This is one reason why finished cushions cost so much - the foam is quite costly. Try to find a foam distributor, and ask questions about the different types of foam."

With regards to cockpit cushions, former T-37 owner, **Jean-Louis LePendu** has one suggestion, "Try a beanbag cushion. I brought one along on a transpacific crossing on a 28 foot sailboat. It was the only piece of equipment that we valued for comfort more than anything else. It conforms to any angle, and can be placed anywhere. Just plop into it and

spend your 4 hour watch in comfort. The beanbag cushion can be used down below too, and stores anywhere. It weighs next to nothing, so moving it about is easy."

Harvey Karten offers a solution he tried on *NIGHT HERON*, his T-37 (hull #84), "We bought a Sunbrella covered cockpit seat at Boat/US with an angled back. The back rest can be adjusted to various angles, from 90 degrees to completely flat configuration. It is so comfortable that after two weeks we bought another one. They cost about \$70 each. Unlike regular cushions, they provide excellent back support. This proved of value, as the coamings on our Mark I T-37 are not very high and provide little back support on the sides, and none at the back of the cockpit. It also serves to help keep me warmer on cool days, as the back rest acts as an insulator. The benches on the T-37 Mark I are just about the same depth as the width of the cushions, so they can be turned at a right angle, and the back rest placed against the coach to sit under the shade of the dodger. Unlike the vinyl painted cushions, these units breathe and aren't sticky on warm days. The downside is that they can bounce around when hard tacking in strong winds when I stand up to adjust the jib sheets. I am thinking of putting down several pieces of velcro so that they will stay in place. Recent guests found them so much more comfortable than regular cushions that they went to West Marine and bought a pair to take home to Canada. We have had them for about a year, and they seem to hold up well, so far."

With regard to interior cushions, **Sandra Blake** of *TRAVELER* (T-37, hull #328) recommends, "I had a very good experience with a company in Arlington, VA called American Foam Center and would not hesitate to recommend them. They have done boat cushions, but it is not their specialty. They do a lot of custom size foam mattresses. All work is done on the premises. They will show you samples of different qualities of foam and have extensive upholstery samples there. Their phone number is (703) 241-7000. I replaced every cushion in our T-37. American Foam worked with me on price and delivered a quality product - all seams were straight; the raw edges of the seams were finished (serged); zippers were heavy gauge and plastic; and every cushion fits like a glove. They even cut the cushions in the v-berth on a bevel to match the curve of the hull. I took in the inserts from the quarter berth and main cabin settees so they could cut perfect-fit rounded corners. The secret to getting a good set of cushions is getting accurate information to the upholsterer. Besides measurements, I took them the old cushions from which they were able to gauge the angle of the bevel and the drop boards from the v-berth that those cushions lay on. From these they got exact measurements and were able to match the triangular shape exactly. Measurements are very important, but that only gives length and width; curves and angles are critical to the final product also."

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California Cruisin'

Curt Buchanan is currently heading slowly south down the California coast from Portland, OR on JOURNEY, his T-37 (hull #480). He requested recommendations and comments on marinas in the San Diego area, at which he might moor from July to November. These are the responses he received, which may be of interest to others planning a cruise down the CA coast.

Richard and Marianne Brown, owners of **MR. DESTINY** (T-37, hull #356) write, based on what they have done, observed, or heard tell, "The inn is full. It is really hard to get a 40 foot slip in San Diego - even short-term. If you show up in San Diego looking for a slip you will be competing with a lot of other people. You need to improve your odds. If you want to stay at a marina, I suggest that you start calling them now, get on all of their lists, and continue calling them as you travel down the coast.

Make sure you get their application, fill it out, and in some cases pay a small fee (\$20) for the privilege. Then call at the beginning of each month and just before the end of each month. Things can change quickly, but you have to be on the list. Even if they tell you the list is years long -- if you are there at the right time, they have the availability, and you are on the list -- then you might get lucky. If a slip becomes available to you, take it. You may not get another chance. Once you are here you can look around, meet the marina managers first hand, and maybe find a place more to your liking. Even if a slip isn't available to you before you get here, while you're staying at the police docks you can make the marina rounds in person. Once again the key is to be on the waiting lists, and make yourself known (politely).

Here's what I can tell you about marinas in the area. Shelter Island has more of a community feel and offers boating services, including West Marine, Downwind Marine, Vons, Baskin-Robbins.... The Kona Kai Plaza and Kona Marinas are the closest to the Pacific Ocean; the folks are nice and there is a nice hotel nearby. The bathrooms are a little grim, but manageable. Bay Club is really nice. If you can get in there, you are styling. You might even get in a free Humphreys concert. Half Moon, owned and managed by Bay Club, does not have facilities as nice as the Bay Club, but the people are nice, the atmosphere is casual, and it's close to everything. One application gets you on the list for both. Shelter Cove Marina is really nice. They run a tight ship.

On Harbor Island there are several more marinas. They have all cement docks while Shelter Island has only wood. You'll need a car if you are here, at least every once in a while. Harbor Island has 600 slips so things can happen quickly here. The facilities are OK, responsibly managed, and the people are real nice.

Marina Cortez is run down, but anything goes here. Sunroads is the newest marina in San Diego. It is really nice, a very tight ship, with a long waiting list, and spendy.

In Commercial Basin there is a place called Driscolls Wharf. This is a fishing marina. You have to med moor and jump off a dock to your stern or bow. There is also the Shelter Island Boat Yard where you might be able to stay for awhile if you are having any work done.

About four hours down bay there are a couple of marinas - Chula Vista and California. They are nice and less expensive, but far from the ocean.

Here are a couple of links to marina, anchorage, and service information in San Diego:

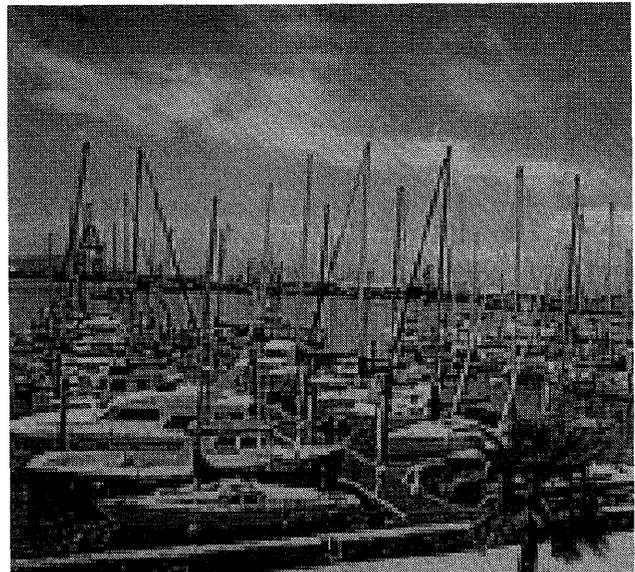
<http://www.sdwaterfront.com/>

http://www.socalsail.com/nav/San_Diego_Bay/

<http://www.sailorschoice.com/sd/sdmarinas.htm>

Patrick and Lisa McVey, who are planning to participate in the BAJA HA HA this fall, advise from **SEAHORSE**, their T-37 (hull #149). "We're staying at Baja Naval/Ensenada, pictured below, until time to BAJA HA HA at San Diego. There are 50 slips and an extensive boatyard. We will come up just before the Baha event to anchor at A8, Police Docks, Catalina or the manger behind the inn.

I would lean toward Chula Vista. I met a nice American at Baja Naval who was on the hard getting a bottom coat job. He slips at Chula Vista where the rates are lower. It's his



opinion that the marina management is somewhat more tolerant about liveaboards. He adds that the facilities (heads & showers) are very nice. It's a two hour motor from Chula Vista to Pt. Loma for his Catalina 36 (~6 kts). There's a West Marine at Chula Vista.

I also understand, but have never tried, the old scam where you get a slip with your out of town address "just for the weekends." Then you walk in and say you've decided to go cruising and want to liveaboard until 31 October. I don't recommend this method, but it was suggested to us.

Here are some pros and cons, in my opinion regarding Baja Naval: Security is far better than San Diego. You have to carry a card at all times or face arrest. All the gates have fortress-quality push button locks. There's a night guard.

The water supply is questionable. Marine supplies are about the same price. Some unique items have to be purchased in the USA, which requires a temporary import permit. They're OK with liveaboards (additional fee). The Marina manager, Rogelio, is English speaking and responds to e-mail. They have a policy that doesn't tolerate mordida amongst employees. This keeps all fees the same. I have heard that yard estimates can be high (that also happens in USA), but labor is cheaper for similar quality. Uh, you have to run the gauntlet at Tijuana, 60 mile toll road is about \$12.50 one way at three booths. The supermarkets have all the same stuff as U.S. stores. I especially like the tequila samples in the liquor aisle. There's a nice T-37 cruiser couple at C3. They had slips available when I last checked in late April. See their webpage at <www.bajanaval.com>. Explore all your options; it'll work out; hope to meet you in Mexico."

Web Links

Autopilots

Involves connecting one of the less expensive (\$400) tiller autopilots to the wind vane, thereby utilizing the Monitor's servo pendulum to power the wheel.

<http://www.selfsteer.com/geoffpack.html>

BABA Website

For some features that BABA owners have done to their boats that may be of interest to Tayana owners.

<http://www.geocities.com/babaweb1/m-bimini.htm>

Batteries

<http://www.optimabatteries.com>

<http://www.exideworld.com>

E-mail 'on the road'

<http://www.mollymail.com>

Fuel Gauges

This site is for tank tender gauges.

<http://www.progress.fr.uk./tanktender>

Micrologic GPS

Contact Micrologic at this website:

<http://www.navcen.usca.mil/gps/geninfo/v2k/gpsweek.htm>

Propellers

<http://www.miwheel.com>

Refit Supplies

For weatherstripping see their catalog.

<http://www.restorationspecialties.com>

Refrigeration

Adler Barbour

<http://www.waecoadlerbarbour.com>

<http://www.frigoboat.com>

<http://flemingmarinerefrig.com>

Sailboats

A list of 1100 boats and their specifications.

<http://www1.iwvisp.com/jholtrop/default>

Stereo Equipment

<http://shop.store.yahoo.com/attitudeweb/aiwcdcarmppl.html>

<http://www.crutchfield.com>

<http://cg.superpages.com>

Tayana chat list

<http://www.sailnet.com/tayana>

Weather

24 and 48-hour Surface Forecast charts giving surface winds and pressure plus weather fronts on the East coast north of Florida.

<http://www.nws.noaa.gov/fax/marsh.shtml>

<http://www.nlmoc.navy.mil/home1.shtml>

<http://weather.noaa.gov/fax/>

Marine Prediction Center at NOAA provides a full range of "products", i.e. sea state analysis, wind, sea conditions, 500 mb analysis, 24, 48 and 96 hour predictions, etc. They also provide a manual for interpreting "FAX" images.

<http://www.mpc.ncep.noaa.gov/>

Dealer News

TaYang appoints Blue Water Cruising Yacht Sales

TaYang Yacht Building Company has appointed *Blue Water Cruising Yacht Sales, L.L.C.* as new Tayana dealers for Texas and the surrounding states. This appointment fills a large gap in the central states that has not been filled successfully since the early 1990s. They are located in the Seabrook Shipyard at 200 Shipyard Drive in Seabrook, TX 77586.

Blue Water Cruising Yacht Sales, L.L.C. (BWCYS) was started by Jeremy R. Hood in 1991 and is now successfully run by Jeremy and his wife Janet. BWCYS has always specialized in the sale of blue water capable cruising yachts and the match with Tayana seems perfect. "The Tayana range of cruising yachts will perfectly complement the other new boats that we represent", says Jeremy. Blue Water Cruising are also dealers for Dufour Yachts and Eagle Trawlers.

Blue Water Cruising sales staff are all keen to start selling new Tayana Yachts, having had a great deal of experience selling previously owned Tayanas in recent years. Jeremy just returned from visiting the boat yard in Taiwan, and interested potential customers are urged to contact Blue Water Cruising by phone at (281) 474-5100 or fax (281) 474-5255 or e-mail <bwycys@bluewatercruising.com>. "We will be offering special promotional pricing to the first few customers purchasing a new Tayana from us," explains Jeremy.

They are also pleased to announce an open house the weekend of 28-29 July to celebrate the arrival and display of Colin Hadfield's T-46 PH. You may want to take advantage of the occasion to personally view this magnificent new yacht from the TaYang yard and introduce yourself to Jeremy and Janet Hood, new Tayana dealers for the Gulf Coast of the U.S.

Janet and Jeremy anticipate keeping in touch in with TOG and we are happy to welcome them to the Tayana family, wishing them well in their endeavors.

For more information check out their web site at <www.bluewatercruising.com>.



Blue Water Cruising

More News from the fleet...

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Tad McDonald e-mails from the Caribbean, "I sailed *MARIEUSZ* (T-37, hull #329) from Hampton, VA to Virgin Gorda, BVI along with the Caribbean 1500 in November [2000]. Since my arrival on 15 November, after a ten day passage, I cruised around the BVIs for a couple of weeks and then jumped off to St. Maarten/St. Martin. I'm currently anchored in Marigot Bay on the French side enjoying pleasant temperatures and sunny days. After this, I'll be heading to Anguilla, St. Bart's, Nevis, and the Isles de Saints before deciding whether to continue south or return to the BVIs, USVIs, and Puerto Rico in the Spring.

I met a nice couple during the 1500 (Gary and Stephanie Aston-Jones) and when I mentioned that I had a Tayana, they immediately replied, 'Then you must know Harvey Karten.' Much to our mutual delight, Harvey is a dear friend of theirs and has sailed with them on their C&C 43. It is indeed a small community. I also came across a beautiful T-37 named *PENELOPE* in the Simpson Bay Lagoon. She looked brand new. I chatted with the owner for a bit and was astounded to learn that she was vintage 1976! I believe she is hull number 7 or 9. It was obvious that he cruises the boat, and to maintain her in such Bristol fashion is remarkable.

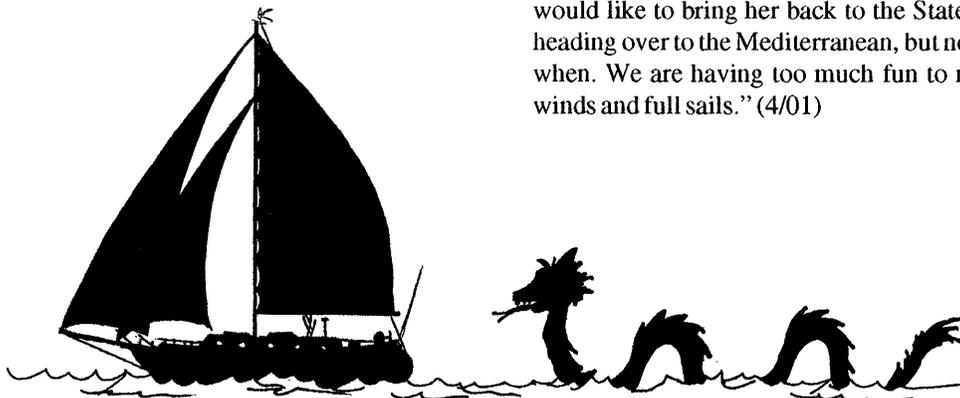
The boat performed flawlessly, but after the passage, I have a question regarding the holes in the forward ends of the cockpit coamings (port and starboard) that allow water from the side decks to traverse from one side to the other. What the heck are they for?! In every case, water on the side decks drained without the need of further assistance from these holes. The only real utility for these aberrant creations is to thoroughly soak an otherwise high and dry cockpit with gallon after gallon of raging sea water and make miserable an otherwise comfy perch in the companionway beneath the dodger. I fail to see any purpose. Please enlighten me. After you have failed to convince me that they are a 'good thing,' please let me know if anyone has found a good way to plug them up, short of glassing them in." (1/01)

Six months later, Tad adds, "I sailed from Puerto Rico to Norfolk arriving on 26 May. Just north of Hatteras, I learned my fuel tank (under the v-berth) is 80 gallons rather than 90, as advertised by the previous owner. Fortunately, I had saved one last five gallon jerry can of diesel. We had to motor for 5.45 days out of 11. *MARIEUSZ* points incredibly well without special rigging (extra tracks, barber haulers, etc.) although, in truth, I have a new fully battened main and a new 140 [genoa] rather than the usual yankee and stays'l. She easily maintains 30 degrees apparent." (6/01)

Phil and Teresa Patterson, former T-37 owners, pen from Tennessee, "The article on France (*TOG News*, issue #90, p.93) was particularly enjoyable, as we have good friends in Nantes who love the sea and sailing. [We] are not sailing as much as we would prefer. We spend numerous nights aboard [when we come to Annapolis] (berthed at Petrini near Spa Creek drawbridge), but it seems [Naval] Academy activities curtail all but a quick bit of daysailing. If we can get the USNA class of '02 and USMA class of '03 graduated, we will be back to normal and hopefully more sailing. Teresa passed her private checkride last month and is working on her instrument rating. With both of us IFR, we should not have an excuse not to zip up to the bay for cruising." (5/01)

Bob and Kathy Pauly, write from *BRIANA* (T-37, hull #444). "Well, we finally transited 4/5 of the [Panama] Canal, safely, and are tied up at Pedro Miguel Boat Club, right in the Canal between the Pedro Miguel Locks and the Miraflores Locks, on Miraflores Lake. We're less than a half hour away from Panama City, close to all the shopping we need, what with many large supermarkets and hardware stores, etc. It is some sight, to be tied up here, with nature and birds all around, yet a few hundred yards away, to see these HUGE ships passing through the Canal, day and night. It's really awesome!"

Here at Pedro Miguel, we've been doing a lot of boat projects, preparing the boat for the BIG JUMP. Our Yamaha is in the shop, having the bracket replaced that was broken in San Blas. Unfortunately, a couple of key parts were unavailable here in Panama, so they've been ordered from the States, and will hopefully be here next week. Bob is also adding an additional bilge pump and high-water alarm, replacing the old switch and rewiring the other two pumps. So, we'll now have three electric bilge pumps that will work automatically or manually, plus we have an additional electric pump on standby and the hand-operated manual pump. Hopefully, all this redundancy will mean we'll never take on much water for any reason!! We've also had our liferaft reinspected, expired items replaced, then repacked. We're also having a few spots on our main restitched and reinforced.



A FISH TANK IS FINE.....BUT YOUR FATHER AND I AGREE 10,000 GALLONS IS REDICULOUS!

Hopefully we'll be out of here in a couple of weeks. We'll spend some time in Las Perlas, then head west of Punta Mala, exploring some of Bahia de Montijo, Bahia Honda, and Coiba, then heading out for Cocos and the Galapagos." (3/01)

Editor's Note: *Don't miss the Pauly's account of helping a friend transit the Panama Canal on page 130 of this issue.*

Lisa and Gerard Principio report, "*DRAGONDANCE*, our T-55 centerboard ketch (hull #96) was unloaded from the tanker on Thursday and we saw her for the first time on Friday, [18 May] after a six hour drive. She is beautiful. We are still in shock. From what we see so far, TaYang has done such a great job. We slept over on her (freezing) and came home the next day. Our lives are changed. Super boat...Just had to tell..." (5/01)

Dick and Jane Rogavin on *JARANDEB* (T-37, hull #354) report, "We've been here in Puerto Rico for over three years and are at present preparing to finally depart Salinas, Puerto Rico. [We] will be heading down island to Trinidad for the hurricane season, July through November." (5/01)

Lou and Billie Jo Roux note from *NINA DEL MAR* (T-37, hull #403), "We sold the farm and sailed under the Golden Gate Bridge on 31 August 2000 for San Diego, CA. There we joined the BAJA HA HA rally to Mexico and points south. We now have a web site, <www.pcomt.com/ninadelmar>, which some of you may be interested in. It's not fancy, but we will work on that. Since we have no schedule, we will go where the wind takes us." (4/01)

New members, **Pete and Suzy Rummel**, owners of *MAGIC DRAGON* (T-47, hull #11), inform us, "We left Oxnard, CA in 1998 with the intention of moving through Mexico into the Caribbean within a year. We have enjoyed the 2000 miles of Mexico's Pacific coastline so much that we spent three cruising seasons here. We will be leaving Central America/Panama Canal in November 2001 and expect to be in the Caribbean for the cruising season of 2002. Ultimately we would like to bring her back to the States for a refit before heading over to the Mediterranean, but no commitment as to when. We are having too much fun to move quickly. Fair winds and full sails." (4/01)

Up a Creek in North Carolina

Hurricane Moor

by John Sams

John Sams, owner of ROBIN (T-37, hull #316), located just off the Intracoastal Waterway near Tyner, North Carolina, offers some advice regarding preparing for and mooring in the event of a hurricane. He hopes you will find the following information useful.

During recent hurricanes, which seem to have been targeting the North Carolina coast more than our fair share in the last few years, I have developed a hurricane mooring system, which has worked well for me so far. Of course, we have not had sustained winds greater than 100 mph, so I cannot say this system is foolproof, but I provide my experience. My opinion is that a boat will fare much better on a mooring up a creek than in a marina where floating piers and other boats will contribute to damage. Also, the longer length of mooring lines used will mitigate against hurricane surge.

Preparations:

Standard hurricane preps apply. Remove sails; secure all topside equipment, transferring moveable gear (boathooks, liferings, fenders, etc.) below decks; seal all openings tightly (i.e., towels into companionway board cracks); and firmly fasten the wind generator with line.

Location:

Scout out a secure location with minimum fetch and practice mooring ahead of time in order to work out problems in a benign environment. I have selected a winding creek off the Chowan River, which is well protected from wave action.

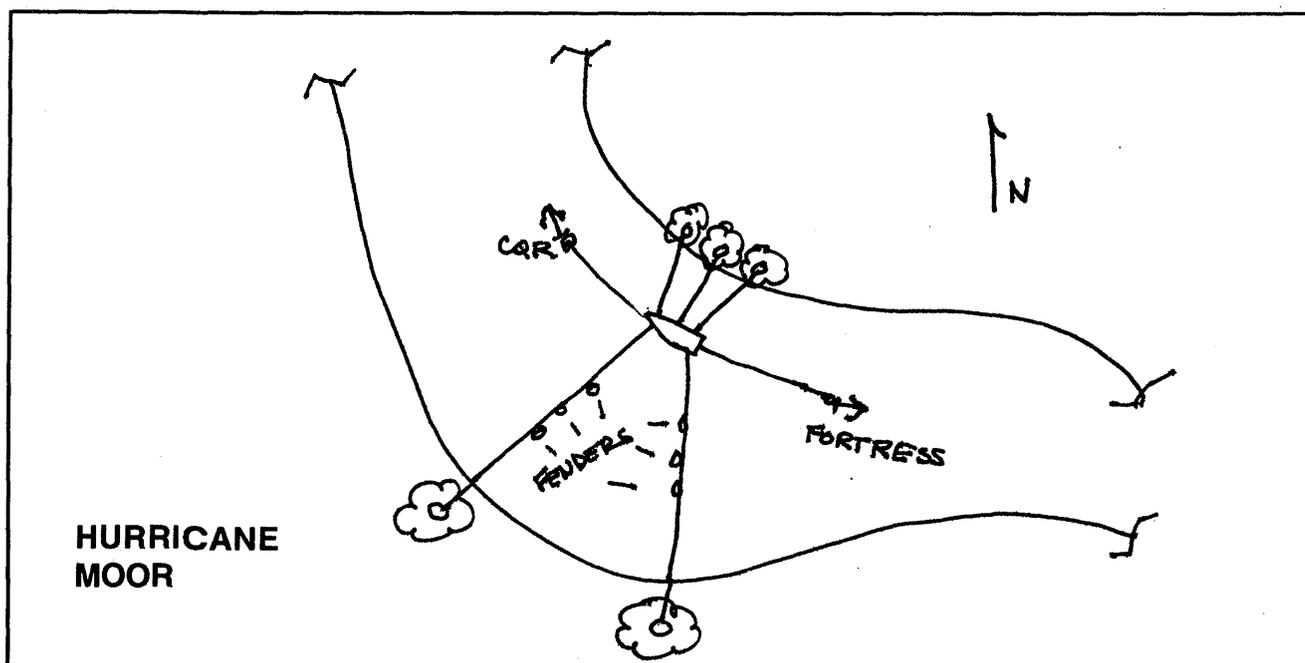
The location is over three miles from the creek entrance to the Chowan. The moor is on the inside of a bend in the creek, which does not allow more than a hundred yards fetch in any direction (see diagram below). I place the boat on the side of the creek that gives greatest protection from east to north winds. My reasoning is that most hurricanes will approach from the south and pass east of us, thus giving maximum winds in the dangerous semicircle northeast of the center as the storm approaches. My experience is that the backside of the hurricane results in equally strong (or stronger) northwest winds. Gale force winds persist for up to 24 hours after the eye has passed. I am also presuming that the worst damage to a boat will be from wave action rather than wind action.

You will need to factor tidal calculations into your particular situation. Here we have no lunar tide, only wind tides. We have a limited hurricane surge since the Albemarle Sound is not open to the ocean.

If your mooring is on a creek with restricted banks, flooding could be a major factor to consider. In my case, because the creek runs through a very large swamp and water level is essentially the same as the 50 mile long Albemarle Sound, it is unlikely the water will rise more than 4-5 feet.

Timing of the mooring:

You should have the boat in its location at least 24 hours prior to the arrival of the hurricane. This may be difficult



to do because predicted hurricane tracks are subject to large variations in accuracy. If I think the hurricane (70+ mph winds) will pass within 100 miles based on its DR track, I move the boat. I plot all Atlantic hurricanes from the time they pass 60 degrees west longitude, and always doublecheck the DR track reported by local weather stations or the Weather Channel. After you do this a few times, you will find you can see turns and speed changes far earlier than they are officially announced. Since you must use a dinghy or other motorboat to put out lines, it is a good idea not to be returning to your pickup point in gale force winds, after you set the mooring.

Line locations:

On the near bank I run three 3/4 inch mooring lines to three separate cypress trees. Distance is about one boat length. I run two 5/8 inch lines, one through the forward chocks, and one through the aft chocks, to trees on the far bank, which is about 150 feet away. These lines are each bouyed by three dinghy fenders to make them visable should any other boats come up the creek. I have old mooring pendants with hose chafing gear that go around the trees. Each mooring line is connected to a pendant. Because of the length of the far shore lines, the water can rise a good amount with negligible effect on the mooring integrity.

Anchors:

Water depth here is about 18 feet. I use the primary anchor off the bow (a 45 lb. CQR, with 60 feet of 3/8 inch chain and 100 feet of 5/8 inch line) and a secondary anchor (22 lb. Fortress with 15 feet of chain and 150 feet of line) from a stern chock. Because of the geography here, a wind induced current is generally found flowing up the creek prior to hurricane arrival, but this can be minimized if the boat is moved to the hurricane mooring early enough. It is important to point

the boat's bow upstream, because heavy rains associated with the storm will result in a strong current. It has been my experience that a T-37 does not ride well to a stern anchor, and wants to point into any current, creating large forces if there is any significant current from astern. If the primary anchor is set upstream, it will be much easier to unmoor, by riding on it as you unmoor the lateral lines. If there is a current flowing up the creek when I arrive, I let go a stern anchor first, then set the bow anchor, then put out the lines to trees, near side first. Buoy both anchors.

Chafing Gear:

I use canvas fire hose on all lines where they come aboard, whether mooring or anchoring. In practice, the chafing gear has not been fully tested because of the protected location of the mooring, but aside from all the trees blowing down, chafe at the chocks is the weakest link in the mooring.

Miscellaneous:

Lots of branches, logs, etc. come down the creek with the increased flow after the storm passes. These will snag on your mooring lines and anchor lines. That is another reason anchor buoying is mandatory.

Label the far side lines. Because the distance to each far shore tree is different, I have labeled the bow and stern line for ease in deployment.

It takes me two hours to set the moor and secure everything, and a little less time to unmoor.

Editor's Note: *If anyone knows of other detailed written instructions for mooring in a creek, please contact TOG or John Sams.*

Rendezvous Roundup

San Diego, CA

Dan and Kay Peter of *Cabrillo Yacht Sales* have set the date for their fourth annual rendezvous. It will be 21-23 September 2001 at La Playa Cove in San Diego Bay. (It just wasn't feasible to have it in Catalina.) As in the past, the agenda will be packed full of sharing time, good food, and lots of fun. If you are interested in attending, please contact Cabrillo Yachts by e-mail at <cyachts@pacbell.com> or call (619) 523-1745 or check their web site at <www.cabrilloyachts.com>. Don't miss it!

Chesapeake Bay, MD

For those who missed the Spring/Summer Rendezvous on the Chesapeake Bay, you'll have another chance for a rendezvous this year. **Greg Sickler** on *SEVENTHUNDERS* (T-37) and **Susan Canfield** on *AEOLUS* (T-37) are co-hosting the Fall Rendezvous on the weekend of 29-30 September. It will, by popular demand, be a return to Skipton Creek within sight of Wye Heights, a 1,000 acre colonial estate overlooking the junction of Wye Narrows, Skipton Creek, and the Wye East River, as was done in 1995.

This will be the weekend before the Annapolis Sailboat Show, so many of you cruising folks may be in the "wings" for that event and will be able to join the raft up. Mark your calendars now, so you will not miss the fun and adventure. Those planning to attend should e-mail Susan at <sbcnfield@aol.com> or call (410) 626-4585 in advance for additional information, including an approach chart.

More maintenance and equipment comments ...

continued from page 133

I chose a soft Sunbrella fabric (not the heavy exterior 'lawnchair stuff') that is comfortable to sit on, yet very water and rot resistant. American Foam was able to get a partial bolt from the factory and passed on the substantial savings to me. Stay away from cotton, even heavy upholstery cottons; they can fade, rot, get wet and stay that way, as well as be difficult to clean. If they are not pre-treated some will waterspot just like canvas. I would avoid general purpose upholstery fabrics; most need to be dry cleaned. I can wash my Sunbrella fabric. Don't bother with cording at the cushion edges. It will start to wear before the rest of your cushions, plus when you pull out the saloon settees to make bunks, you wind up with a ridge down the middle. It also adds to the cost. As far as designs and patterns - remember that the larger the pattern the more fabric will be required to match it (like wallpaper) and the greater the expense. It can also overwhelm a small space and create a 'busy' feeling by competing with the horizontal and vertical lines of the teak paneling and the louvers in the locker doors.

One expense I would highly recommend is upgrading foam to a high density - it's comfortable to sit on and great to sleep on."

TOG NEWS

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Address correction requested

New Members

Leslie Bond, *SKYBIRD* (T-37), Marina Del Rey, CA
 Marianne and Richard Brown, *MR. DESTINY* (T-37), San Diego, CA
 Thomas Brun and Debbie Hill, *ARTEMIS* (T-37), Philadelphia, PA
 Eric Camirand and Nathalie Garceau, *MALULANI* (T-37), Vancouver, BC, CANADA
 Mark and Judith Handley, *WINDBIRDI* (V-42), Boston, MA
 Mark and Joan Hinrichs, *QUERENCIA* (T-37), Cordova, TN
 Patrick and Lisa McVey, *SEAHORSE* (T-37), Kingman, AZ
 Pete and Suzy Rummel, *MAGIC DRAGON* (T-47), New Bern, NC
 Marvin and Patti Rush, (*Prospective Owner*), Sunland, CA
 Dean Saliani, *OASIS* (T-37), St. Augustine, FL
 Vic and Diane Santoro, *DRUM* (T-37), San Francisco, CA
 Joe and Molly Sprouse, (*Prospective Owner*), Chester, VA



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