

# TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VI NUMBER 53

WINTER 1991

## Capercaillie's Voyage From Maine to Scotland (T-37)

### "Who said we weren't ocean yachtsmen!! by Paul Sheard

This account may I hope encourage other would be ocean sailors to have a go at a major ocean crossing. On the other hand, it may confirm the views of those who would rather remain within 50 miles of our glorious coastline.

On the 13th of July, '91, I and three relatively inexperienced crew members set off from Maine for a North Atlantic crossing to the Clyde (Scotland), anticipating fog, force four winds on the average, and an uneventful three week crossing. I have a land-based Yachtmaster Off-shore certificate, with self taught practical cruising limited to the Hebrides and the Maine coast. Two crew members had motorboat handling experience and were relatively immune to seasickness, while the fourth member could boast only of canoe and dinghy experience. We all had deadlines to meet in terms of not being away from either work or the job market for too long; hence, the decision to make the voyage a non-stop one.

Preparations were done mainly by myself in terms of provisioning, and spares. Passage planning involved talking to several veteran trans-Atlantic friends, consulting the Atlantic crossing Passages of the

World, and pilot charts for the North Atlantic for the months of July/August. I picked mid-July as the optimum time from the point of view of reduced gale frequency and safer passage through the iceberg zone.

Originally the crew were to include friends with considerably more experience, but for domestic reasons both had to bow out several months before departure. I decided it would be wiser to stick with relative novices whom I knew rather than fill the boat with too many "chiefs". This proved to be a wise decision as none of us fell out and indeed we worked well together for most of the trip. Occasionally one of the crew would wrap a line the wrong way round a cleat, but this was not a frequent problem. Apart from "port, starboard, aft, bow and quarter", we avoided nautical terms to facilitate communication.

For watches we adopted the three hour on system of Bluebird of Thorne (Atlantic Crossing Guide) which gave us six hours of sleep on many nights and meant a one in four cooking rota. The cook would also wipe floors and clean the heads.

Safety wise, we had a ICOM M800 receiver SSB with mast (insulated backstay antenna), M56 VHF,

Furuno LC90 Loran, I720 Radar, and a Tron EPIRB-121.5. We also shackled ourselves to a safety point even whilst helming. Also to insure watches were kept properly, no self-steering was installed and the whole 3200 mile journey could therefore be said to have been directly helmed. Altogether we packed 90 US gallons of diesel, 140 gallons of water and four weeks provisioning.

Straight out I would say there wasn't enough fuel with three hours charging a day and a couple of days of headwinds and calms we put about 140 hours on the engine over the three weeks. We should have had an auxiliary means of charging such as solar panels. The 75 AMP alternator was not powerful enough to cut the hours of charging with an AMP-hour capacity of 360 hours between three batteries in two banks.

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## TOG NEWS - A New Direction

Dear Friends,

It's time to regroup and seek a new direction for our newsletter. For the moment there will be a pause in the publication cycle while a new editor is found and a new format evolved. So after nagging you for 12 years to send in your dues, hold on to your money until further notice. Members who have already sent in their '92 dues can request a refund now or wait to be advised.

In the last two issues I have indicated that, for whatever reasons, membership contributions to this newsletter have dwindled to a trickle. I still do not know the reason, but I believe a new editor, with lots of enthusiasm and some spare time, can figure it out.

I certainly do not intend to just drop out of the picture. You are all too important to me for that to happen. I fully intend to spend whatever time is required to insure a smooth take over of the editorial helm. So if any of you are willing to put in some very rewarding time, please step forward. Call, write, or come see me at my new address on the beach near Melbourne, Florida, just south of the Kennedy Space Center.

297 Highway A1A, #512

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P.S. Have a great holiday season and make '92 a good one!

Warm regards,  
Norm

## A New Look At Life Without a Staysail Boom On Your T-37

### Another good idea from Charles Huffman, The Good Neighbor

(See pics and sketch on facing page)

The staysail boom provides the T-37 with two advantages- namely sail shape control and self tacking. The disadvantages of a boom on a foredeck are obvious to those that use them. The point of this article is to outline a way to get decent sail shape and tacking method, and still do away with the boom. Unless otherwise stated, all gear mentioned herein refers to staysail equipment.

Sail shape is determined by the angle the sheet line has as it goes from the clew to the traveler lead. A sheet going directly from the clew to a typical traveler block causes too much tension in the leach. Using the lead on either side of the cabin roof between the skylight and mast causes too much tension on the foot. The solution is to modify the blocks on the traveler car to produce the proper angle. The proper angle is determined by continuing a line from the center of the luff through the center of the clew to the deck. This comes to a point beside the mast which is not a good place to put a track or lead as it interferes with your foot space and mast pulpits. Experimenting with a number of solutions, a system allowing the sheave of the traveler block to be about 7-9" above the car produced the best results. When in use, the block will be drawn aft of the traveler, providing the required sheeting angle (see sketch).

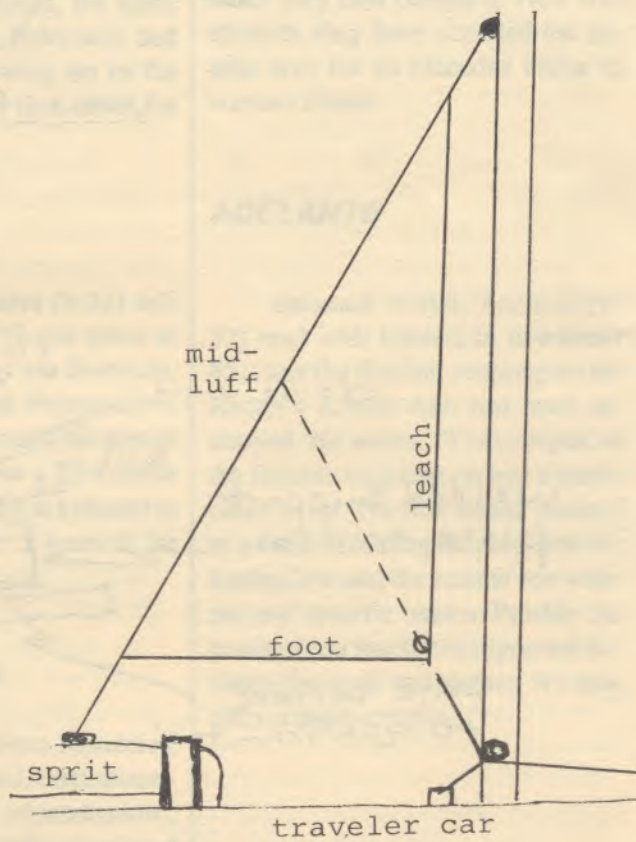
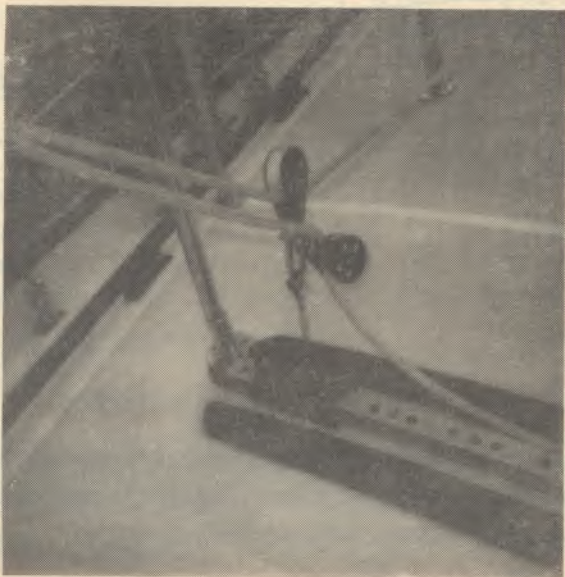
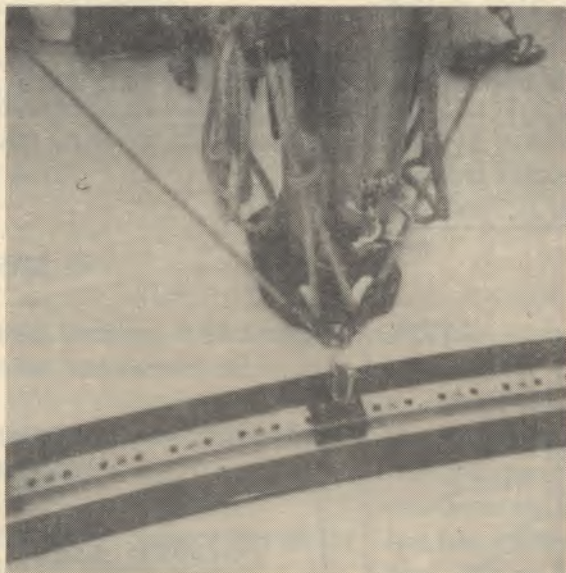
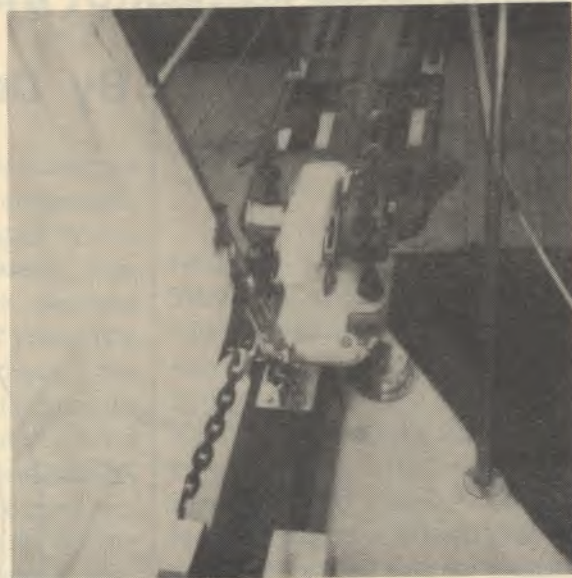
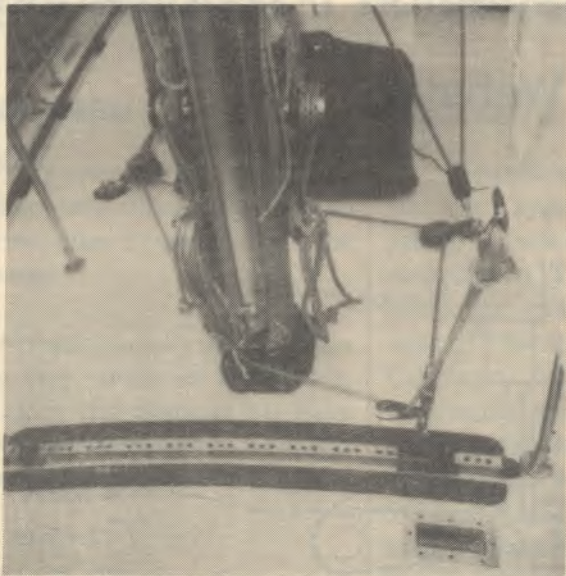
While not providing for self-tacking, the staysail is simple to tack. Take your present sheet, tie a bowline in the center for the shackle/sail

connection. Lead each leg back through a separate swivel block mounted on the traveler car. The port line goes through a block on the same lead the mainsheet uses, then through a double sheave block on the lead on the starboard cabin roof, then back to the staysail winch. The starboard sheet goes through the other swivel, then through the other sheave on the double block, to the same winch. When tacking, one line is removed and replaced on the winch with the other. The traveler still crosses over, stopping at the stops..

Advantages to this system are that it opens the entire foredeck up and the safety factor is greatly improved with the "widow maker" gone. We modified the sail cover into a sail bag which is tethered on the stay as any other headsail would be. The shackle connected to the sheets is disconnected and stored on an empty cleat on the mast. The gooseneck has been removed, holes filled with epoxy and bunged.

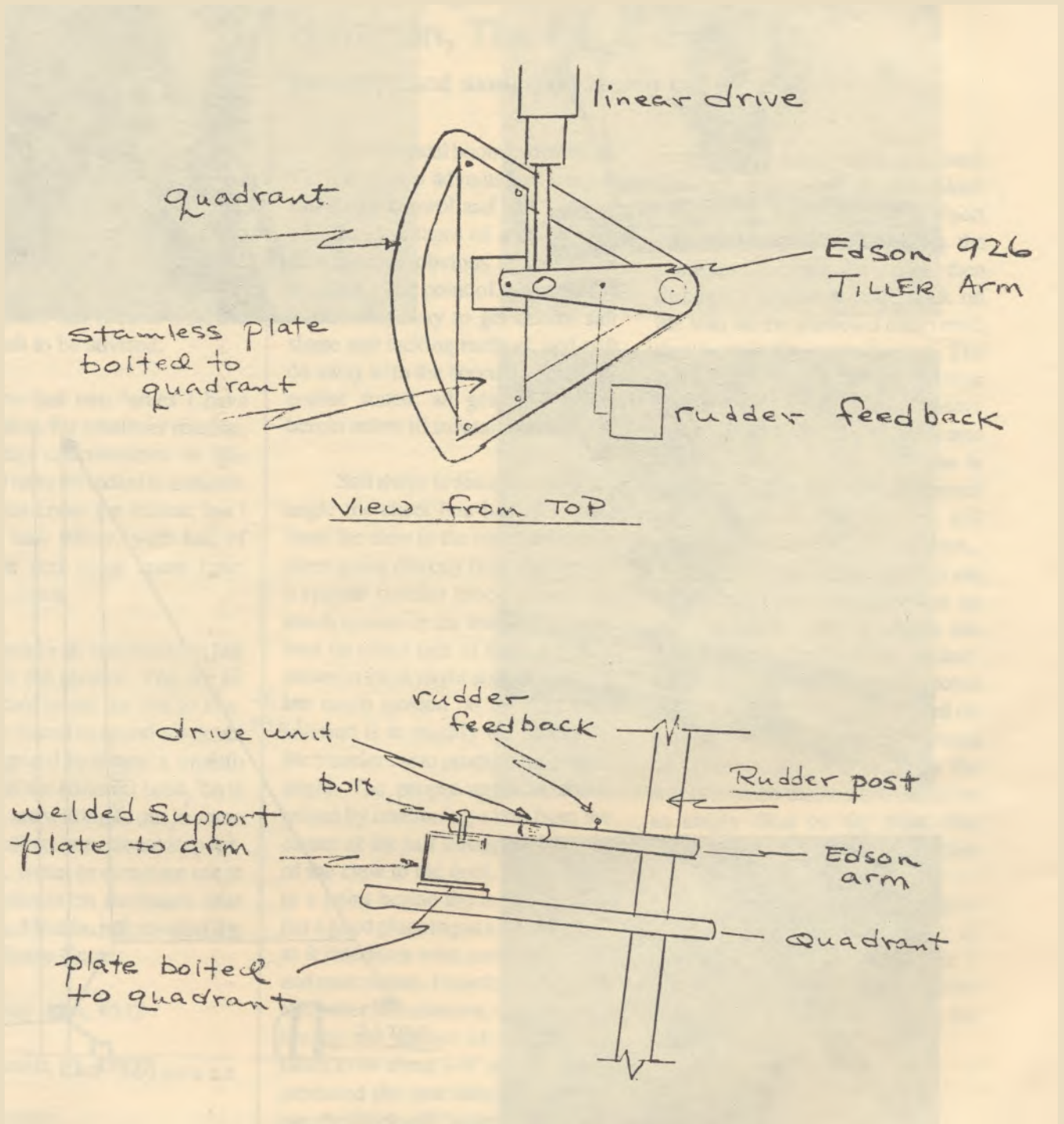
The hardest part of this was to come up with an effective way to handle the sheets at the traveler. I used the tops of two old swivel blocks mounted on a shackle, allowing the leads to be fair.

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# Dana 3700 Autopilot Installation on T-37, Tiger Lily

By Denis Webster



Denis reports that the autopilot installation was complicated by the fact that there is no keyway on the rudder post for the tiller arm. The diagram indicates his solution to the problem. The unit is manufactured in Denmark and is basically a CETREK unit. He will report on current draw and effectiveness.

## Members Ask

### **ANNA MARU**

T-37 owners Karen & Charley Petersen, Anna Maru, would like to hear from other 37 owners about the following:

0 No batten vs fully battened main (we're very concerned about abrasion from the shrouds so have tentatively decided to go no battens as we would be happy with less sail area).

0 The Dutchman reefing system (in theory or practice).

0 Wind generators for Mexico (we have refrigeration). If its a good idea we'd add a pole and find other things to put on it.

### **JOSUM G**

Paul Sheldon, T-37 Josum G, would like some advice on:

0 Installing a new electrical system and panel.

0 Installing a copper ground for HAM radio use.

### **PARALLAX**

Al Boyden, T-37 Parallax, wants some advice on how to repair the false ceiling as in several places, the gelcoat has peeled off. Since this is a common problem, input will be appreciated from any member who has come up with a solution.

Al needed to repair his Avon and found a two part cement from Bostik, available from West Marine, worked great. The cement is Bostik Adhesive - NATO No. H1/0442/

## Cruising Bits

### **ADELANTE**

In newsletter #51 we mentioned that four Tayanans were circumnavigating. Emanuel & Helgard Wirfel, aboard their T-37 Adelante, now brings the total to five. Emanuel writes, "After spending 2 years in the Caribbean, Adelante transited the Panama Canal in Jan. '91, visited the Galapagos in March, made the run to the Marquesas in April (San Cristobal to Hiva Oa in 24 days) and spent June in the Tuamotus, July in the Society Islands and August in Samoa. Sept. and Oct. will be spent in Fiji, and then south to New Zealand to sit out the cyclone season. In '92 we plan to cruise to New Caladonia, the north coast of Austrailia, Indonesia and Thailand before pressing on to the Red Sea. '93 should find us in the Med.

### **ZORA**

Ned Killeen, Zorra (T-37) will be retiring in early '92 and plans to sail to Europe in May via Bermuda, the Azores and Ireland. Prior to Zora, Ned had a series of boats, all named Zora. The last one was a 73' custom yawl which he operated *as a* charter in the eastern Carib. for 5 years in the 70's.

### **MOONSHADOW**

On a postcard from Mauritius, Tom & Carolyn Beard, circumnavigating aboard T-37 Moonshadow,. write," We are now totally convinced that a T-37 is just a little faster and holds up better in rough weather than most other boats we've met during our cruising. In the past six months we've been to Hong Kong, Borneo (great spot), Singapore. Now on to

## Equipment Comments

### **NORDL YSET**

Mike & Sharon King purchased Nordlyset, T-37 hull no.17 this year. They replaced the black iron fuel tank with a 80 gallon aluminum one. They also replaced all the under water through hulls, a must on the older hulls. They installed a Ratheon 520 Loran, Ratheon R10X radar, and a Autohelm 4000 autopilot. All these items have done very well. They are extremely pleased with the autopilot which functions well even in 30 knot winds, 3 foot seas and motoring. They swear that the boat was 10 feet longer when they first bought it. Now live aboards, they have departed the Seattle area for an extended cruise to wanner climes.

### **ADELANTE**

Emanuel Wirfel, Adelante,(T-37) read with interest in newsletter #51, that the flexible coupling on the Rueter's Kristin Ann had been destroyed. He writes, "I have replaced the flexible coupling on our Yanmar twice so far. The first failure occurred as a result of fouling the prop with our fishing line and the second one without any specific reason. Proably the result of too much misalignment between the shaft and engine. We now carry a spare coupling."

## Capercaillie's Voyage (cont.)

The Tayana being a traditional heavy displacement cruiser seemed to hate running or even taking the wind on the quarter which lead to sails flapping. This was especially true with the genoa set, given that westerlies on an easterly heading was the predominate wind. Later in the voyage, however, we discovered her true favorite position was tacking east with a south easterly when she could go for hours without resetting anything and without even lashing the tiller.

Large merchant vessels were a real problem even with our Firdell Blipper Reflector. On the Grand Banks, the seven day pea soup fog gave rise to several close encounters despite a double watch being kept plus a so called radar alarm which several times allowed boats to sneak in undetected. A couple of times a Saycuritee call on the VHF was required to request vessels to alter course or clarify their intentions. Not all bothered to reply however.

Through the ice fields we tried our best to keep an extra look out but to be honest, it was more luck than anything which saw us through. We had obtained a map from Ice St.Johns which showed the heaviest concentration of bergs and growlers. We sailed north to a latitude of 45 degrees until we reached 48 degrees west, a detour of 100-200 miles from the great circle route, but slightly safer. The ice this year has been the worst for decades and had we avoided the fields entirely, we would have ended up going the Azores route by default.

What further undermined our confidence was the difficulty in obtaining radio contact with HF or MF with Halifax, Sydney, or St.Johns, Newfoundland. Even though we sailed the whole length of Nova Scotia, at no time could we receive or trans-

mit via these stations. Our first patched call to Scotland was off Sable Island via an ATT' High Seas station in New Jersey! Moral of this - don't promise to call people on set days. Keep *trying*, particularly during the daytime hours, and don't expect a high tech SSB to bail you out of trouble. I am convinced on the Grand Banks nobody would have heard us. Only once could we reach St.John's coastguard who were kind enough to wish us good luck in the ice fields for the next 500 miles. All this added to the loneliness and unnerved feelings which fog induces. A large part of my task was to keep cheerful and instill confidence in the crew. I was aided by schools of dolphins who kept following us, giving good jumping shows and providing good photo opportunities.

Fortunately for us it wasn't until clear off the Grand Banks on day 13 that the radar came crashing down from it's platform and dangled precariously on it's wire before being lost overboard- cause unknown but possibly faulty commissioning by whomsoever stepped the mast.

Weather by this time had given us a heavy taste of "close encounters of the Heavy Weather Sailing" kind. I had previously read and re-read Adlard Cole's Bible many times and praised God I had.

A day to remember was July 23, 8 p.m. to 8 a.m. The barometer plummeted from 1011 to 1004.5 shifting from SW to S to NW. Strength 6 gusting to 8 with confused seas due to the speed of the wind changes. Went off a starboard tack trying to avoid broaching, keeping up speed and taking seas on the quarter. Pooped over the stem once, but the cockpit drains worked well and we regained control before broaching. At times we surfed with only 3-6 feet of our 130 genoa

instead of a storm trysail, Being a cutter rig with a Dutchman slab reefing main it was not feasible to take off the mainsail. In the future I would hank on a small storm jib instead of the staysail to take the pressure off the genoa forestay and facilitate easier steerage. In the interim, the staysail/genoa combination proved much more versatile than the mainsail because of the mast's position and the weather helm on the yacht in heavy weather a staysail/reefed main combination. We don't have a separate winch for the genoa furler which proved to be a major liability when too much of the genoa was out for too long. I should add that I was up all night helming on the occasion which threw our dead reckoning to the dogs and forced us to believe more (at least temporarily) in our Loran C unit.

On day 16 another barometer drop and rapidly changing winds through the night pushed us up to seven knots with big breaking waves coming over the quarter. With only a small patch of genoa out, we surfed over the waves, the tops of which were breaking at an angle of 30 degrees. The heavy keel kept us from being rolled. The mast was often at 60 degrees, but never to 90. We were somewhat disturbed at what all this heavy weather was doing to our overall track. Only by maintaining speed however, did we keep up with the swell and avoid being pooped in any troughs. I am therefore, a devotee of the "Moitessier" school referred to in Coles book.

As if we hadn't been through enough upset with all the heavy weather, on day 20, Aug. 2, 350 miles off the Irish coast, the headstay suddenly snapped in a SE 4 under full 130 genoa and staysail. This nearly proved to be a major catastrophe averted only by the staysail forestay

supporting the mast until we could wrap the sail around the dangling forestay held up only by the halyard. We then let the whole thing down and tied it to the port side. One of the crew had to lean out over the stem where the top end of the mess came to rest projecting some 10 feet over the stern. In a bumpy seaway he managed to free the snap shackle with a mop, screwdriver and combination splice so we could use the halyard as an alternative forestay. We then proceeded on with reefed main and staysail and our fingers crossed. Without enough fuel to motor to Ireland, we limped along with reduced rig.

What a relief on day 21 when the loom of Tory Island light off the Donegal coast came into view. At least the next day we could be within VHF range of Malin Head radio. Forget about reaching them on MF, too many lovesick trawler skippers reaching out to their sweethearts!

Sod's law of yachting visited us 10 miles short of the Mull of Kintyre the next day when the predicted SW failed to materialize and we ran out of diesel. We were forced to sail to Port Ellen, Islay, and load up with

diesel. We hoisted Q on approaching Islay and cleared customs there enjoying a hearty breakfast ashore in a local inn. We cleared the airlocks in our diesel lines by sucking two mouthfulls of diesel- not to be recommended, but it works! I discovered our fuel tank still had about 5 gallons in it but this was unavailable to the engine for some reason, probably the position of the outlet pipe.

I should mention on the medical side that being a physician I had organized a complete medical kit including fiberglass cast tape, intravenous antibiotics and fluids. The only items used were wristbands and scopalmine slow release patches (both highly recommended) for seasickness. Only two of the crew felt seasick and only in the first couple of days in heavy seas.

Owing to a persistent cloud cover, navigation was a combination of DR and Loran C.. Celestial Sun-Run-Sun fixes were achieved on only three days and backed up the DR within 30 miles using the Air Almanac tables. I had put the PBO basic program for sight reduction onto a Casio calculator spending literally

hours and hours debugging it before the trip only to have the calculator fall off a shelf and break on the first day out!

Finally I would say that trying to sail fast point to point with an inexperienced crew is not easy. We came through limping but safe thanks to a sound hull and perseverance. Had we reefed down more aggressively, particularly at night, we probably would have had a slightly longer crossing, but with an intact headstay. I would take more fuel and water next time. Never, never will I again try to cook, let alone eat, in a rolling seaway- spaghetti-it just doesn't have enough friction to stay in one place on the cabin floor long enough to pick it up, let alone eat.

The Tayana hull sheds heavy seas most impressively, which gave us tremendous confidence. The forehatch came loose early on only two small screws holding it and therefore almost disabled our V berth storage and sleeping area on occasions. We needed canvas hammocks to assist sleep as we couldn't stay put in the quarter berth. V



Original humor by Marv Milner, T-37, Sirena



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