

# TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VII NUMBER 58

SPRING 1993

## SPIRIT OF IOWA follows Columbus' track in America 500

By Randy Studer

*On May 9, Randy and Alice Studer left Miami for Bermuda on the first leg of a journey that would take their T-37, SPIRIT OF IOWA (hull #559), across the Atlantic and back. After arriving in Bermuda, the Studers returned to their home (and jobs) in Des Moines, IA, while friends sailed the boat on to the Azores and Portugal. In July, the Studer family flew to Europe. After a whirlwind tour, Randy rejoined SPIRIT OF IOWA in Puerto Sherry, Spain, as the State of Iowa's official representative in the America 500. The following article is the first in a three part series on this unique race, taken from Randy's newsletters to family and friends back home.*

America 500 yachts from a multitude of countries had assembled in Puerto Sherry. A great party was thrown by the local authorities on July 31, the evening prior to our departure. This kept most of us up to 0330. Unfortunately, we rose by 0630 to prepare for the 0900 start of the 50-mile race north to Huelva, where Columbus had provisioned for his journey to the New World 500 years earlier.

We arrived about 2200 and anchored in the very swift current of the Rio Odiel, later to be named the River Ordeal by America 500 participants. We were totally exhausted and I fell asleep. Not for long, however.

The tidal range at Huelva is 10 feet and the current is incredibly bad at times. At 0305, I heard Mary (wife of crew member Jim Price) screaming my name, but thought I was dreaming.



Then suddenly, I heard and felt a large bump and remembered where I was. As the current reached maximum velocity, *WHITE PELICAN's* (England) anchor dragged, causing her to slam into *ESPIRITU DE GRAN CANARIA* (Canary Islands). Both boats came down on our yacht and we were pushed against another English yacht and, eventually, a Finnish boat and *CHRISTIANNE* (U.S.).

All of us had set two anchors and over 2,000 feet of anchor rodes became hopelessly entangled. The situation was quite dangerous due to the current; only later could we appreciate some of the humor. With the warm, muggy weather, you could sleep only in underwear or less. I remember watching 20-25 people running around

deck, fending off other boats, speaking several languages (some with four letter words) while wearing nothing but underwear, bras or nightgowns. The ordeal on Rio Odiel ended about 0630. Fortunately, no one was injured beyond scratches and damage was superficial.

While in Huelva, we visited La Rabida Monastery where Columbus lived for some time and briefed his captains on August 2, 1492. We were briefed in the same room, exactly 500 years later. That evening we attended the Fiesta Columbina and had time for only a couple of hours sleep before our 0430 wake up. We attended mass that morning at a church in Palos where Columbus had worshiped exactly 500 years to the hour before. Seeing and hearing the local Spanish populace pray for our safe voyage to San Salvador in the Bahamas was quite an emotional experience.

After the mass, there was a ceremony where water was drawn from  
*Continued on page 46.*

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# Ship's Store

*Ship's Store regularly highlights items that members would like to purchase or sell, as well as product news of particular interest to Tayana owners. Listings in this column are free to TOG members and will be carried for two issues (unless we hear that an item has already been bought or sold). Non-members may place an advertisement for \$10. We do not accept advertising from commercial businesses. Write/call TOG, P.O. Box 213, Mt. Vernon, VA 22121-0213, (703) 799-4422 to place your item.*

**EOWYN, Hugh and Barbara Thompson** need a fiberglass cowl vent and a teak double block for their mainsheet. Write to them at 1312 Eighth St., New Orleans, LA 70115.

**FLYING DUTCHMAN II, John Vanden Bergh**, has his V-42 up for sale. Asking \$169,000. Built in 1989, she comes with a cradle, 55 hp. Yanmar engine, CNG stove, refrigerator, upgraded winches, Newmar charger, B&G instruments at chart table and in cockpit, B&G autopilot, Furuno Ioran/plotter, Furuno radar, Satnav, Sea SSB, inverter, microwave oven, electric windlass, deck washdown system, teak deck, Profurl furling, TV, VCR and stereo. Call (612) 436-7093 evenings.

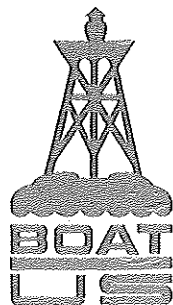
**THE GOOD NEIGHBOR, Charles Huffman**, has a hard dinghy for sale. Never used. Call (502) 491-2531.

**KAMPESKA, Roy Olson** has an 8' hard "plastic" dinghy for sale. New would be \$4-500, asking \$175. Call (301) 279-0459

**PUFFIN, Keith and Kathy Marty**, have a T-37 staysail for sale. 1985 vintage; lightly used. They're switching to roller furling on the club foot (similar to the arrangement on Island Packets). \$175 or best offer. Call (904) 254-8628.

**SOLIDARITY, Ed Dochoda**, has a variety of Tayana circuit breakers for sale, both 1-pole (10A, 15A, 20A, and 30A) and 2-pole (15A, 20A, and 50A). He also has a fiberglass instrument housing for sale with supporting stainless steel tubing (identical to Bob Klein's which is pictured in TOG News, Vol. VI, No. 51). Call (713) 781-6690 or write 10834 Olympia Drive, Houston, TX 77042-2628.

*Jim Lamb of Aegis Marine, 1602 Monrovia Ave., Newport Beach, CA 92663, has offered to assist TOG members who have had difficulty getting replacement parts or new equipment from Ta Yang/Grand Deer. Aegis Marine exports products to Ta Yang and also sells to yacht brokers, boat yards and sailors in the U.S. Lamb can be reached at (800) 747-3041.*

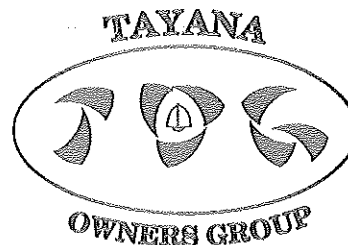


## Great bargains galore!

Turn your old gear into cash! Rent space at the Boating Gear Flea Market sponsored by Boat/US on Saturday, April 17 from 0900 to 1400 at Boat/US Washington National Headquarters, 880 S. Pickett St., Alexandria, VA. For space rental information (3 ft. tables \$25; 6 ft. tables \$40) or other inquiries, call (703) 461-2864. Admission is \$2; benefits *Schooner Alexandria*.

## New TOG logo merchandise for sale!

After receiving a number of inquiries about Norm Demain's shirt in the picture on the front page of our Spring '92 issue, we decided to order a small quantity of TOG logo merchandise for sale to members at cost. We are offering a white golf shirt with the TOG logo (shown below) on the left breast for \$18, as well as T-shirts in white, yellow, blue, red, or green with the logo on the left breast and a line drawing



of the Tayana model of your choice on the back for \$11 (two for \$20). All prices include shipping. Standard sizes are Large and Extra Large; other sizes may be special ordered. We are accepting orders now for your summer fun. If these items receive wide acceptance, we will consider expanding our merchandise line to include shorts, visors, sweatgear, totes, cups, etc.

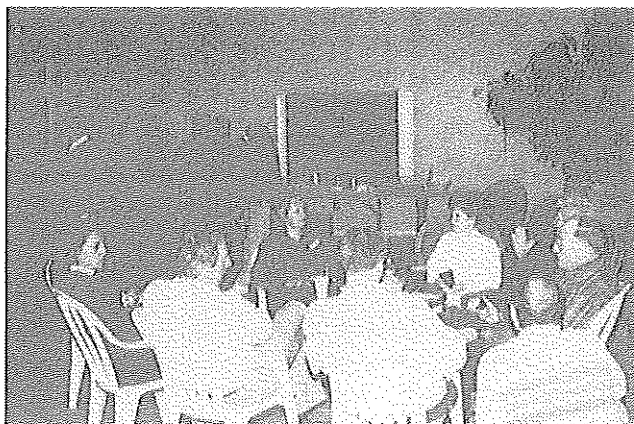
*TOG News* is published quarterly by the Tayana Owners Group, P.O. Box 213, Mt. Vernon, VA 22121-0213, (703) 799-4422/Fax (703) 360-0869.

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**Back Copies:** \$5/issue. A complimentary copy of the TOG News Index (Issues 1-49) is available upon request.

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

# Tayana Rendezvous Roundup



Shown above are the participants at the Chesapeake Winter Rendezvous discussing summer cruising plans.

Are you planning a Tayana rendezvous? If so, contact TOG and we'll provide you with a mailing list of members in your area and help spread the word through TOG News, too.

## Bahamas

Both on the way down and while in Georgetown, Exuma for six weeks, **Bob and Chesley Logcher**, T-37 *CYGNET* (hull #259), met many other Tayanas. Together with **Russ Anderson** owner of V-42 *BLUE CHIP*, they hosted a Tayana cocktail party in Georgetown on March 19. The cruising fraternity included: **Denis Webster** on T-37 *TIGER LILY* (hull #564), **Mike Salvetti and Elizabeth Prata** on T-37 *CHINA DOLL* (hull #254), **Bob Pauly** on T-37 *BRIANA* (hull #444), **Randy Myers** on T-37 *MARIAH* (hull #407) and **Jackie and Gary Melsom** on their V-42 *CELEBRATION*. The Logchers reported, "A good time was had by all, discussing TOG, our boats, and our cruising plans. It was just good to make new friends who have a common interest."

## Spread the word!

While our readers often comment, "TOG News is truly an invaluable source of information", there are still many Tayana owners who have never heard of the Tayana Owners Group or TOG News. Please help us spread the word. When you see another Tayana in your anchorage or marina, make a point to stop by for a visit. Show them your back issues of TOG News and send us their name, address and boat information (name, model, and hull number). We'll send a complimentary copy of TOG News and invite them to join.

## Chesapeake Bay

On February 6, **Jennifer and Jay Young** (*MOONSHADOW*) hosted the Chesapeake TOG's winter rendezvous at the Mears Point Marina clubhouse on Kent Island. Attendees included: **Ted and Diane Stevens** (*REV-ERIE*), **Mike and Jude Davis** (*SATORI*), **Bob and Marge Klein** (*WANDERLUST*), **Jeff and Malia Joy** (*ATHENA*), **Doug Anderson** (*CREW REST*), **Bob and Suzy Parker** (*YAB YUM*), **John Kraft and Karen Hurt** (*THE CHANCE*), **Roy and Karen Olson** (*KAMPESKA*), and **Rockie and Bill Truxall** (*SEAQUESTOR II*). (See photo opposite.) There was much talk of "going", since *WANDERLUST*, *THE CHANCE*, *KAMPESKA* and *ATHENA* plan to leave this year. Bob Klein proudly circulated a picture of *WANDERLUST*'s new stern mount arch holding radar, loran and GPS antennas and wind generator (see page 50). Upcoming Chesapeake TOG rendezvous and hosts include:

## TOG 1992 audit completed

TOG's books were audited on February 6 by **Karen Hurt** (*THE CHANCE*), who noted that all was in order. For general information, TOG's operating costs for 1992 included:

Administrative costs and supplies	173.03
Bank service charges	51.02
Postage	310.39
Printing	1,149.01
Total expenditures	\$1,683.45

We have elected to maintain annual dues at the \$20 (U.S. and Canada)/\$25 (elsewhere) level for 1993. This will allow us some flexibility in our second year as we adjust to the new 12-page format and begin to offer a limited variety of TOG logo merchandise for sale.

- 22-23 May** Harness Creek on the South River; contact Ted and Diane Stevens, (703) 451-2351
- 3-5 July** Reedville on the Great Wicomico River; contact Fred and Linda Hixon, (804) 453-7601
- 11-12 Sep** Tilghman Creek on the Wye River; anyone available to host this event, please contact TOG (703) 799-4422

# News from the fleet

**Tom and Ann Bowers** live in Long Beach, CA, but keep their T-37 pilot house *MCBEE* (hull #396) in Port Townsend, WA. They write, "We enjoy cruising up the inside passage through British Columbia to Alaska. The fishing is great and nearly everyone speaks English. On our next cruise we hope to reach Glacier Bay."

**Tom and Carolyn Beard** are departing for Europe on their T-37 *MOONSHADOW* (hull #72) in May, jumping off from Charleston, SC.

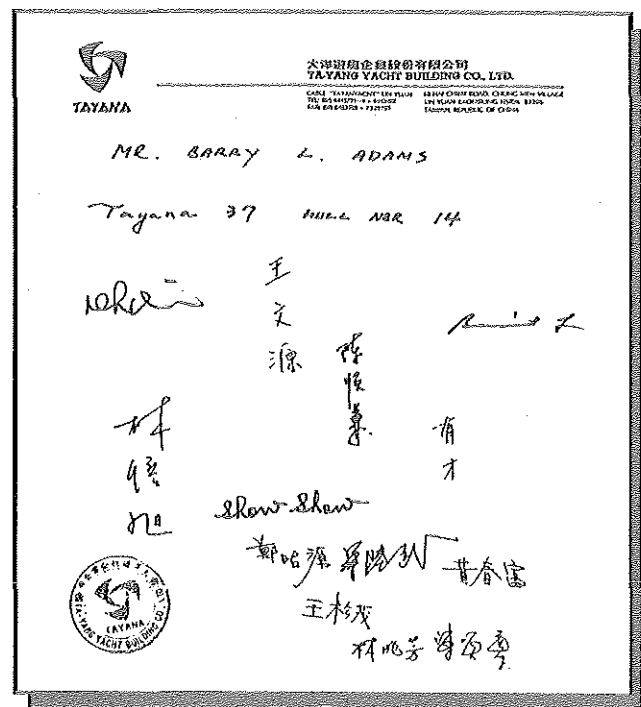
**Ricardo Charaf**, owner of T-37 *ALONDRA* (hull #150), would appreciate any recommendations from other T-37 owners on the subject of autopilots (especially the Autohelm ST 4000W). He also wants to convert his boat's V-berth into a single double berth like the one pictured on page 6, *TOG News*, Vol. VII, No. 54. Has anyone tried doing this conversion themselves? Ricardo is interested as well in information on the new Tayana pilot house 47. Write: P.O. Box 1650, Hato Rey, Puerto Rico, 00919-1650/Fax (809) 751-4571.

**Donna (Lawson) and Bill Croff** purchased V-42 *DESPERADO* (hull #36) last summer and sailed it from Tilghman Island, MD to Stuart, FL. They currently have the boat out of the water for a complete refit before leaving on a planned circumnavigation. They're still on schedule and it's "Out the door in '94".

**Barry Edwards and Mary Reif** live aboard their T-37, *NAMUKULA* (hull #203), in Seattle, WA. They have a new crew member born May 19, 1992 - Conner Griffith Edwards.

**Bob and Rita Hempen** sold their T-37 *YONDER* (hull #171) to Yvonna and Paul-Christian Schlawe after completing their trip from San Diego, Ca to Savannah, GA, via Panama. They're happy that she won't become just another "marina" boat; her new owners plan to cruise before returning to Australia. The Hempens report that they found *TOG News* invaluable in helping them to get acquainted with their Tayana and set it up for cruising. First, they eliminated *YONDER's* staysail boom and added winches. After getting tired of all the weather helm enroute to Costa Rica, they "whacked about three feet off the boom and had the mainsail cut down accordingly." They were helped in both efforts by articles they'd read in the newsletter. The end result? "We loved how the boat handled afterward. No reduction in speed that we could tell, and great balance."

**Barry Adams** wrote to report that he is currently installing a dual circuit, holding plate type refrigeration system on his CT-37, *KAMA* (hull #14). He started by gutting and rebuilding the icebox which originally had only two inches of styrofoam insulation. His new box has five to six inches of polyurethane insulation. "The refrigerator/freezer system will be both engine driven and 110 AC driven (two independent systems). It's quite a job to design a system yourself, assemble all the components, and install it. So, if anyone is planning to do the same, they may want to contact me first for pointers." (Write to P.O. Box 2696, Washington, NC 27889.) Barry also reports that he has been in contact with Tayang to order a new set of davits (\$720). While rehabing *KAMA*, impressed by the soundness of construction and design, and the quality of her joinery work (especially in comparison with other Taiwanese boats of her generation), Barry wrote to let the people who had built her know how much he appreciated their efforts. He asked the workmen who helped to build *KAMA* back in 1975, to sign a sheet of paper that he could frame and display aboard *KAMA*. The letterhead response from Ta Yang (below) bears 13 signatures.



**Bob and Diana Kelley** report that their T-37, *PANACEA TOO* (hull #432) was totalled during Hurricane Bob. She had been secured to a large granite block with four 5/8" lines, and to a 35 lb. CQR. Although both held well, adjacent boats dragged onto *PANACEA TOO's* bowsprit, which broke. The stays that had supported the bowsprit then cut through all five mooring lines, and the boat was driven into a marsh by the storm surge. Although she took on no water

she was totalled by the insurance company due to the pounding she'd taken from adjacent boats before the mooring lines chafed. "Oil canning" (the flexing in and out) of the hull forward resulted in much structural damage, shifted the fuel tank, and destroyed the transverse bulkhead between the forward berth and shower. Bob reports, "The amount of interior damage that occurred, even though the hull was intact, was amazing. It's testimony to the strength (but not the rigidity) of the fiberglass. The expense of repair was greater than the insured value so she was sold to a boat repairer. I understand that she is now for sale again. The moral of this story is, had I taken the chain from the anchor and attached the boat to the mooring ball with chain, the chafe would not have occurred. Marion harbor is now urging boat owners to have storm pennants of wire. We took the insurance settlement and used half to buy an old Pearson 35 that suits our needs at this time, though we still admire the Tayana 37's that pass.

**Paul and Andrea Landry**, who live in Mandeville, LA, plan to cruise the east coast of Central America aboard their V-42, *TA TA* (hull #70), leaving in May or November 1993.

**Keith and Kathy Marty**, onboard T-37 *PUFFIN* (hull # unknown), arrived at Daytona Beach's Halifax Harbor Marina in December. They plan to remain through February 1994, while replenishing their cruising kitty. The Martys urge, "Anyone coming through Daytona Beach, please stop by and say hello. We'll be here!"

**Stan and Marilyn Schuler**, owners of V-42 *COMPANIA* (hull #117) keep their boat at Pierpont Bay Yacht Club in Ventura, CA. They report that PBYC extends reciprocal privileges to visiting yachtsmen. The Schulers hope to begin blue water cruising in January 1995.

**Gene and Carole Simmons** from Asheville, NC, purchased T-37 *PYEWACKET* (hull #296) from Jim and Barbara Allen last fall. They keep their boat in Folley Marina, Charleston, SC. The Allens have settled in Cedaredge, CO.

**Chuck Stringer** wrote to share a "story with a twist". The Stringers spent Labor Day weekend at Catalina Island, CA, a favorite haunt. Chuck's father, Charles, and his crew had sailed T-37 *SERENDIPITY* (hull #405) over to the Isthmus from Long Beach while Chuck and his friends left Dana Point in a 26 ft. Sea Ray. Later, enroute back, the Sea Ray's engine seized and badly jolted the transom, which began to leak. They got a tow back to Catalina where they anchored. Unable to raise his dad on channel 9, Chuck rowed ashore to see how much a tow back to Dana Point would cost. After getting a quote of \$800, he called his brother back home. "There I was, stranded in paradise, waiting for someone to rescue me." Chuck's dad and brother returned in *SERENDIPITY* before sunrise the next morning...after having engine problems themselves on the

way over. Nevertheless, *SERENDIPITY* towed the 12,000 lb. Sea Ray 26 miles back to the mainland...under sail. Chuck reports that at six knots, "the Sea Ray looked like a toy astern, tossing about like a cork". Once outside the harbor entrance, they called the harbormaster to explain their situation and ask for a tow. "All we could hear was laughter at the other end of the line. We did look comical. I was really embarrassed, but I did save \$800!" Meanwhile, Chuck's dad is pretty proud of *SERENDIPITY*.

**Denis (VE0MMR) and Arleen (KB7PBT) Webster** wrote from Newmarket, Ontario, "Our plans are to go south to Georgetown, Exuma for the winter and then see how far our courage and *TIGER LILY* (hull #564) takes us. "We enjoy meeting other Tayanans and seeing their ideas and sometimes copying them. Thanks to Charles Huffman, we have now donated our staysail boom to another boat. We met TOG members Danny and Gwen Bartley on *TICUDA* and will probably catch up with them in Georgetown. We've also spoken with Bob and Bonnie Gebeaux on *MALULANI* on the Ham radio."

## **MORNING MIST sails again!**

**Sharn** wrote to share the heartening story of *MORNING MIST* (hull #237): "During Hugo, James and I lost everything we owned, including a lovely little houseboat that James had built and all that we had on her. We didn't think we'd get a direct hit from the hurricane and only took off some essentials, e.g. windsurfing gear, the cat, and some clothes! Needless to say, we were homeless until we came upon a wreck in the boatyard that was "totalled", called *MORNING MIST*.

She had lost her mast, rigging, sails, bowsprit, and samson posts (which had snapped off and pulled out part of the foredeck). The bow pulpit was cracked and bent completely out of shape. The boom gallows was gone, stanchions were bent and broken, most of the lifelines were gone, the wheel was smashed and quadrant broken; there was a hole punched in the bow from deck to waterline (which was hastily patched by the previous owners before moving her to the boatyard). The caprails and rubrails were all splintered, the dorade boxes demolished, sail tracks warped, both booms bent, gouges and scrapes all over the deck and cabin top. Phew! Anyway, there was very little damage below other than a few tweaked/cracked bulkheads.

I had crewed on *WIND ROSE*, another Tayana 37, for five years and knew the boat well. We went ahead and bid for *MORNING MIST*, got her at an unbelievably low price, and moved right onboard.

*Continued on page 46.*

## MORNING MIST...

Continued from page 45.

She sat for a few months looking very sorry in the water until such time as our finances built back up again and we could start the arduous and expensive task of rebuilding her. A year and a half and much blood, sweat, and tears later (not to mention dollars and a concussion and broken ribs falling off the scaffolding), we took her for a "maiden cruise". All seemed well, so off we went to Grenada, with ten days in Anegada and stops all the way down and back up. Four months, no problems, and another story later, we sailed back to St. Thomas to work the season so we could go again the next summer.

Well, this year we're going to leave the pond and stop in Puerto Rico, the Dominican Republic, Jamaica, Cayman, and the Yucatan before heading up to Houston. Anybody want to go?

We feel good about bringing *MORNING MIST* back to life, even though at times it was frustrating. But the rewards have far outweighed the frustration, and we look forward to the Pacific one of these years.

## SPIRIT OF IOWA...

Continued from page 41.

wells from which Columbus' men had drawn water prior to their departure. We then retired to our yachts to prepare for a review by H.M. King Juan Carlos and Queen Sophia of Spain. A tremendous flotilla of yachts, power boats, commercial craft and Spanish naval vessels were involved. The event was televised to over 550 million people in Spain, the Canary Islands and South America. It was quite an event.

We all picked up our anchors (no easy task in the Rio Odiel) and motored single file five miles down river to the Columbus Monument. The yachts and crew were dressed for review by the King and Queen. I recall passing the Columbus Monument, staying close to a replica of the Pinta to starboard, as the water near the monument was shallow. *CONSTELLATION*, a beautiful old U.S. yacht over 75 feet in length, motored too far to port. With a draft of 10 feet, she hit bottom, and within several hours, broke up and sank. None of us were aware of the gravity of her situation until we arrived in Porto Santo five days later. We felt terrible for the owners, whom we had come to know, but fortunately, no one was injured. Imagine the irony of sailing from the U.S. to Spain, in order to re-enact Columbus' discovery of the New World, only to lose your yacht 200 meters from his monument.

We continued downriver and began the race to Porto Santo, 520 miles to the southwest. The race began at 2145, just as darkness was enveloping us. Spirits were high and foghorns were blaring, but winds were light and we drifted at 2-3 knots. By the next evening, the wind had picked up to 20 knots, but directly in our faces. We had the choice of sailing due west along the south coast of Portugal, or south. We chose to head south but were forewarned not to venture too close to Morocco on the African coast because guerillas were known to attack yachts. We considered running without lights at night, but the danger posed by other ships in the area was a larger menace in our minds. After some time, the wind veered and we were able to head due west.

Meanwhile, another U.S. boat had sailed due west to reach the Portugese Trades southwest of Cabo de Sao Vicente. One ought not venture too close to this area, as it is dangerous. The combination of high winds and large waves caused their sails to go underwater, where they filled rapidly and put enormous strain on the rigging. Within seconds, their 55 ft. mast toppled into the water and the heavy rigging began to bash the hull. To prevent his boat from sinking, the skipper and his crew were forced to cut the mast, rigging and sails loose, losing over \$20,000 in equipment. He later admitted to me that he had carried too much sail for the conditions at the time. Fortunately, they were able to motor to Porto Santo.

Sailing is often *not* fun. We live in a semi-inverted world as the boat often heels 30-35 degrees or more. You must hold on for dear life at times to walk on or below deck, while cooking, or using the head. Fortunately, I've been immune to seasickness, but most people are not. The second evening out of Huelva, we were hit by rather high winds and both Curt and Mary became ill. I distinctly remember steering with my left hand while Curt jumped out of his bunk, scrambled up to the deck and threw up over the lee rail, not five feet from me. I continued to eat the pork chop we had cooked with my right hand. You learn to adapt and I've become a believer in Maslow's theory of Hierarchy of Needs. Out here you soon forget about the minor irritations of business, finances, cars, etc. as their significance pales in comparison to food, water, sleep and simply staying alive. You learn to live day to day, enjoying the beautiful moonlit evenings when sailing along in 10-15 knots of wind, then putting up with the heavy weather which prevents sleep, causes stress and makes many sick.

We often do not sleep for 24-30 hours at a time. I generally hate passing through shipping lanes. Our second day out, my log read: "We spent the greater part of last evening and this morning dodging fishing vessels and this afternoon, keeping out of the way of large ships. Freighters from northern Europe and the U.S. were rounding Cabo de Sao Vicente, Portugal, and heading for the Mediterranean Sea via Gibraltar Pass - NO FUN!" That evening we took

evasive action as I tracked a large ship from seven miles out on radar until it was one mile directly behind us, still running directly up the electronic bearing line I had set. We turned 90 degrees to port and ran off as quickly as possible as we were unable to get any response on the radio.

We arrived in the quaint little island of Porto Santo on the fifth day. Columbus spent some time here and we visited his home. After three days, we sailed 40 miles southwest to Madeira, a truly beautiful island. The governor of Madeira had a great going away party for us on our final evening before departing for the 300 mile trip to Arrecife on Lanzarote in the Canary Islands. Columbus used the Canaries as a jumping off point for his voyages across the Atlantic.

We then visited the island of Fuerteventura. Last evening we departed Morro Jable on the southwest coast of Fuerteventura and had an exhilarating overnight sail to Puerto Mogan on the south coast of Gran Canaria. We left at 0600 for the 85 mile trip and were to arrive after sunrise the next day. Winds were 30 knots behind us and we were surfing along at eight to eight and a half knots under reefed main and jib. We simply couldn't slow ourselves down and arrived that night instead. Puerto Mogan is absolutely beautiful.

Tremendous friendships have been forged on the trip. I talk to some of my new friends daily at sea, via VHF or SSB: Kari on *RUFFI*, from Finland; Dave on *WHITE SHADOW*, from Ireland; and Francois, a businessman from France, aboard *NIOB 6*; Lutz and Ingrid from Germany on *COBRA*; and Leon and Judy from Australia, who have sailed their yacht *STRAIGHT-UP* around the world one and a half times. These friendships are further cemented by the great social activities, where each island attempts to out-do the previous one.

I will lose my crew in a few days as Jim and Mary Price return to their home in Florida, and Curt returns to Iowa for the fall harvest. Joining me in November for the trans-Atlantic crossing will be Jeff Kohlhaas from southern California, formerly of Bode, Iowa. I plan to pick up another crew member here in Puerto Mogan. I will be home in October and then return to the Canary Islands in early November for the 3,200 mile trek across the Atlantic after waiting out the hurricane season.

*To be continued in our next issue.*



## *ADELANTE sails the Great Barrier Reef and beyond...*

*Emmanuel and Helgard Wirfel's Christmas letter from Phuket, Thailand recounts their adventures this past year as T-37, ADELANTE (hull #361) cruised from New Zealand to Australia, Indonesia, Singapore and Malaysia.*

"New Year's Day found us onboard *ADELANTE* in Gulf Harbour marina, drinking Australian champagne and thinking about what new adventures 1992 would bring. Well, first it brought some work as we had to haul the boat to do the usual maintenance chores, renew the antifouling paint, and scour Auckland for all the spare parts and other provisions we thought we might need for cruising through Southeast Asia. Even so, we had time to drive around North Island a bit and visit a few wineries. We have come to like the New Zealanders for their forthrightness and genuine hospitality, and to respect their down to earth sense of independence and their serious and highly successful efforts to protect the natural beauty of their small country, not only through governmental regulation, but perhaps even more so through individual responsible behavior and determined community action.

Aiming for the optimum window between the end of the cyclone season in the western South Pacific and the onset of the southern hemisphere winter with its notorious gales out of the Tasman Sea, we left the Auckland area in early April. On the 15th, we had our last glimpse of North Cape, heading first north and, after finding the southeast trades, west northwest towards Australia.

We had an uneventful crossing and after 13 days made landfall on the Queensland coast just below the southern end of the Great Barrier Reef. Our port of entry was Gladstone where, having made a beeline for the nearest telephone, we received the good word that we had become grandparents halfway through the passage! Well, this news proved such a magnetic attraction to Grandma that she immediately jumped ship and winged it to Chattanooga, leaving grandfather to singlehand the boat up the Australian coast towards the Torres Strait. The chore turned out not such a big feat as the entire 1,000 miles could be done in easy day sails, alternately between pretty coastal towns and beautiful island anchorages. The sailing was easy with steady trade wind conditions and flat water under the protection of the reef to windward. Helgard rejoined *ADELANTE* on tiny Lizard Island, which has a small airport to serve the northernmost (and arguably the most expensive) resort inside the Great Barrier Reef.

*Continued on page 48.*

## ADELANTE...

*Continued from page 47.*

The only negative part of this trip along the "Coral Coast" was that our schedule (dictated by the major weather patterns in this part of the world) allowed only two months in Australian waters. We had to promise ourselves that we would come back by plane some day with enough time to really travel the country. As it was, there was just enough time for a few days car travel inland from Cairns, a quick glimpse at the "outback", a few video shots of kangaroos in the wild, and a visit to a nature park to photograph the koala bears.

We rounded Cape York, the northeastern extremity of Australia, in beautiful sunshine and sailed 350 miles across the Gulf of Carpentaria to Gove Harbour. From there, the bauxite company's shuttle bus took us to Nhulumbuy, a modern company town in the middle of nowhere, for a last bout of provisioning before leaving civilization behind for awhile.

After another easy sail straight across the Arafura Sea, we entered Indonesia at the end of June. At the port of Saumlaki on Tanimbar Island, we found ourselves in a different world. These islands, 2,000 km east of Jakarta, are the real hinterland of Indonesia, with little evidence (except Christian churches and schools) remaining of Dutch colonial rule, and no incursion of western tourism whatsoever. We cruised among these islands (the log book lists Sefaru, Daweloor, Babar, Sermata, Seti, Romang, Wetar, Liran, Flores, Komodo, Banta, Sumbawa, Medang, Pandjang and Lombok) for two solid months before we saw the first store that had picture postcards for sale. What we did see were scores of little fishing villages and coastal towns tenuously connected to the rest of the world by the odd copra boat. Towns with a population of 10,000 can expect perhaps a boat a week, but most of the small islands see just one boat every month or two. Life is at the subsistence level in the villages and primitive even in the towns where the inevitable open air market offers fruit, vegetables, coconuts, fish, staple foods such as rice, peanuts, and sugar, spices, soaps, and some basic textiles. One sees no meat (except for the odd live chicken). The only canned goods are some Chinese corned beef and baby formula. What little bread there is seems to be more of a dessert as it is all made with sugar. For vices, there are beer and cigarettes (the two items most advertised in print and on TV - the latter is received almost everywhere, although the villages generally have only one dish antenna and two receivers, one in the chief's hut and one in the community long house). Families live in thatched or tin roof wood dwellings or reed huts, which contain a minimum of furniture and where everybody appears to sleep in one room.

Yet, in spite of this abject poverty (in our frame of reference), we found the rural people of Indonesia to be the

kindest, most hospitable, and by far and away the happiest people we have yet come across in our travels. As soon as we anchored off a small village, what seemed like half the local population - including everyone under 14 - would congregate on the beach or come paddling out to us in little dugout canoes. While communication was generally quite limited, it was clear that they wanted to say hello, ask where we came from and what our names were, and invite us to come ashore. When we did, we saw nothing but smiles, often ended up in the chief's house being served tea, fruit and maybe some crackers, with most of the village looking in through doors and windows, smiling, laughing, joking - just nice to be with.

In the towns, the harbour officials were invariably polite and helpful, the ladies in the market friendly, always inviting us to try some fruit that was strange to us, offering some tea, throwing in a few extra bananas after we had made a deal for whatever veggies we wanted to buy. The store owners where we exchanged money were scrupulously correct; never once did we feel that we were taken advantage of as strangers.

**"...we enjoyed wandering through strange temples in small towns, staying at a sultan's palace..."**

After two months of this happy cruising, during which we snorkeled some stunningly beautiful coral reefs and caught plenty of fish, it was somewhat of a letdown when we arrived in Bali to find a noisy, polluted city and crowded beaches overrun by tourists and saturated with the kinds of souvenir and "local craft" businesses that cater to them. Yet even there, we found the integrity of the business people and even the taxi drivers remarkable. While one bargains for everything, once a deal has been struck, it is carried through without fail. Soon tired of the city and the westernized establishments, we used local busses and some hired transport to travel the green mountains of Bali with their terraced vegetable fields and rice paddies. Once we had gotten away from the tourist crowds, we enjoyed wandering through strange temples in small towns, staying at a sultan's palace compound that had been converted into a guest house, sampling the local food, and generally soaking up the exotic atmosphere.

From Bali, we also took advantage of Indonesian Airline's super special fare to Los Angeles, coupled with a special low fare from there to Chattanooga. Thus we were able to make a reasonably priced visit "home", even though we started almost exactly from an antipodal position.

*The Wirfel's tales of Bali, Singapore and Malaysia will continue in our next issue.*



# Bob Gebeaux

## comments on SSB

*Bob (KA3OCS) and Bonnie Gebeaux acquired their T-37, MALULANI (hull #489), in 1986, equipped her for long range cruising, and put to sea. They've been to Venezuela, spent several winters in the Bahamas, and are currently in the Caribbean where they hope to remain for the foreseeable future. At the request of TOG News, Bob agreed to share his thoughts on the pros and cons of marine single sideband versus Ham radio.*

The Marine Single Side Band (SSB) radio is the high frequency (2-32 mhz) equivalent of the VHF marine radio aboard most vessels. The Federal Communications Commission (FCC) issues you a station license with a call sign (same license as used with the VHF, but with expanded frequencies authorized) and approves equipment for use on internationally agreed to frequencies/channels. Much as with VHF radio, each HF channel has an intended use such as distress, calling, working, or ship to shore marine telephone. Marine SSB is intended for commercial use to supplement VHF radio when not within "line of sight" communications range.

Marine SSB has a number of "pros":

1. *Ease of licensing.* There are very few requirements to be met before obtaining a SSB station license. Generally, you must first install a VHF radio on the vessel before installing a SSB and you must certify to the FCC in your application for a station license that you, the captain of the vessel, are familiar with the FCC's regulations governing SSB use. For the average operator, no exam is required, however, you must pay a small fee. If you are operating your vessel for hire, you should check with the FCC for current requirements. The same FCC license issued for SSB also covers your VHF radio and all other communications equipment, radars, and EPIRBs aboard and is now good for a five year period.

2. *Ease of operation.* Marine SSB is intended to be operated by the general public and therefore has very few operator controls to deal with, and most just require three simple steps: (1) dial the channel, (2) push a "tune button", and (3) you're ready to push the "push to talk" button.

3. *Ready access to commercial telephone systems world wide.* Offshore marine radio telephone operators monitor a wide spectrum of frequencies. (Marine SSB is not meant to replace the shore side telephone systems of foreign countries. Frequently, making telephone calls via SSB while in a foreign port or in foreign waters is a violation of international law. Check to see if "third party" agreements

have been reached with the countries you intend to visit.)

4. *Flexibility.* SSB offers full coverage reception of the HF bands and allows you to copy voice weather reports, weather facsimile (some additional equipment is required to decipher and print the facsimile signal), Ham band transmissions, and many short wave broadcasts such as Voice of America and the BBC news reports.

5. *No limitation on commercial use.* You may conduct business via SSB (unlike Ham) to your heart's content, as long as you are willing to pay the offshore marine radio telephone operator's rates.

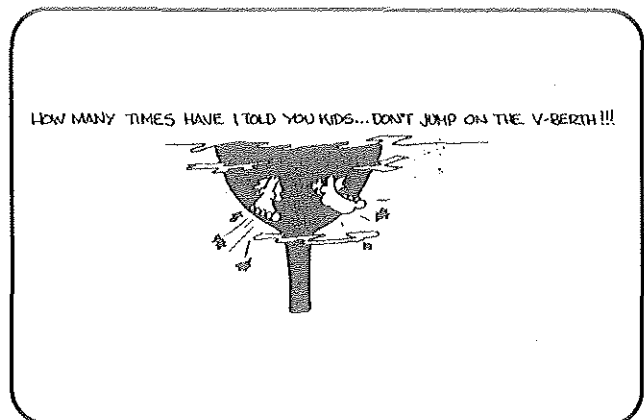
6. *Ease of ship to ship communications.* There are now additional authorized simplex channels for calling and ship to ship traffic that are used by boats to stay in touch with each other. For example, frequencies (channels) in the 6 mhz band in use daily in the Caribbean for boat to boat traffic include: 6215 khz - for calling and distress only, not for traffic; 6224 khz (6A), 6227 (6B), 6230 (6C), and 6516 (6D). There are a similar number of channels in the 2, 4, 8, 12, 16, 18, 22 and 25 mhz bands.

So, what are the "cons"?

1. *Congestion.* Often, marine SSB channels are very busy with commercial ship traffic. Recreation vessel "idle chit chat" may be seen as crowding an already overcrowded channel. There are a finite number of channels one can use to pass traffic. If they're busy, you must just standby and wait. Channel frequency and usage is established by international agreements. The use of unauthorized channels or frequencies is prohibited.

2. *Expense.* Marine SSB equipment and "air time" is generally more expensive than for Ham radio. For example, Boat/US lists an ICOM SSB for \$1695, and an antenna matcher for \$625.

*In our next issue, Bob presents the case for Ham radio.*



*By Marv Milner, SIRENA*

# Maintenance and equipment comments and questions

## HULL/DECK JOINT

Garry Coit writes, "We've been involuntarily beached since the summer of '86, having got too involved in various activities ashore. We have hopes of changing our lot in the coming year, though there's a daunting amount of work to be done on *SPIRIT OF PIPIT* (T-37, hull #121) in the interim." Garry read the recent TOG News (Vol. VII, No. 56) articles on hull/deck joint leaks with interest since he needs to carry out the same repairs on his boat. He writes, "I also know of instances where the cavity has been filled by removing the inch-or-so diameter fiberglass plugs on the inside of the bulwark (the ones that fill the holes used to affix nuts on the bottom ends of the bolts holding down the jib/genoa sail track which presumably also hold together the hull and deck moldings) and injecting foam into the holes."

## RIEBANDT STEERING VANE

Graham Hunt reports that a friend has given him a steering vane made by Riebandt in California. It was originally custom fitted to an Alberg 37. Graham would like to hear from anyone who knows something about Riebandt vanes. He is considering fitting it to his Discovery 37, *NANCY BLACKETT*. Graham's address is 1967 Barclay St., #902, Vancouver, BC Canada V6G 1L1.

## RADAR, WIND GENERATOR & ANTENNA TOWER

Bob and Marge Klein have been fitting out *WANDERLUST* (hull #513) for a planned four-year journey from Chesapeake Bay to the Mediterranean, northern Europe and the Caribbean. Bob designed and had Kato Marine of Annapolis, MD, fabricate a goal post style tower which he installed (see photo). The tower is made of marine grade welded aluminum pipe. A Raytheon R-20 radome and an Ampair wind generator are mounted on the vertical posts; the horizontal crossbar is fitted with three mounting pads to accept Ioran, GPS and spare VHF antennas. Both posts are also fitted with pads to hold a davit that lifts and lowers an 8 hp outboard motor from its aft rail mounting pad into their dinghy. Construction drawings for the tower are available from Bob at (301) 384-7294 or TOG at (703) 799-4422.

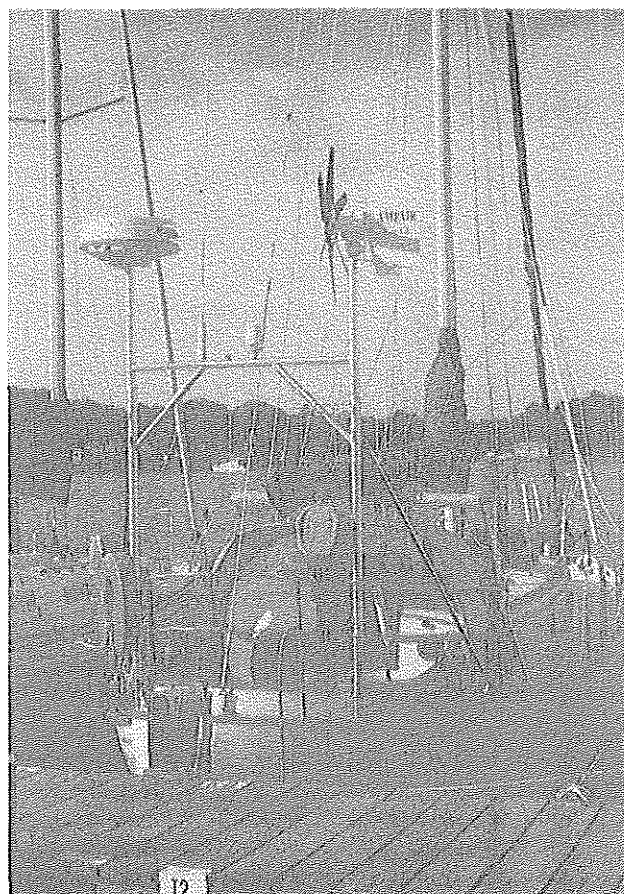


Photo by John Kraft

## WINDLASS HANDLE SOLUTION

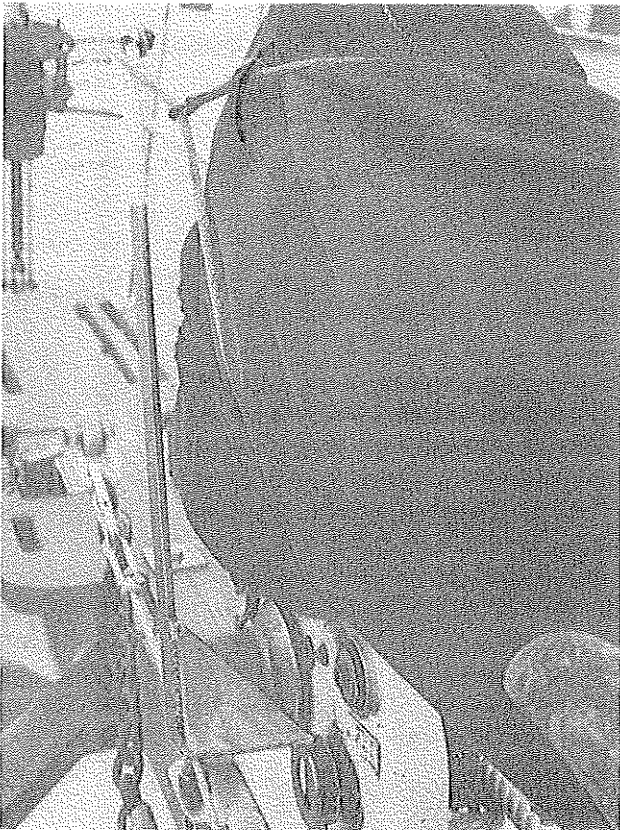
John Kraft and Karen Hurt have a Simpson-Lawrence (SL-555) windlass mounted on *THE CHANCE*'s (T-37, hull #478) bowsprit. After the windlass handle chafed the staysail cover on both sides, no matter how carefully they stacked the sail, they fabricated a new handle with a dogleg in it. The dogleg is reinforced with welded gussets for strength. John says the new handle works great and is generally left in the windlass when sailing; it's held in place by a lanyard through a hole near the top. John and Karen are now considering adding roller furling to the staysail, with a quick release lever so that the whole works can be swung over to the caprail.

## FUEL TANKS AND FILTERS

After trying a variety of diesel treatments to eliminate algae, etc. from his boat's fuel tank, John's concluded that the best thing is to keep contaminants from getting into the tank in the first place. He recently learned of a compact device, containing three removable filters, which is supposed to remove all contaminants - even water. He plans to order one from Downwind, 2819 Canon St., San Diego, CA 92106, (619) 224-2733.



*THE CHANCE's windlass handle, before (above) and after (below). Note lanyard for securing handle in lower photo.*



## HEADS

John also reports that for years, he's paid \$.80 to 1.00 per roll for toilet tissue sold as 100% biodegradable for boats and RV's. Now Scott Paper tells him that their standard toilet tissue at \$.60 is also safe for septic systems and holding tanks. Call (800) TEL-SCOT if you have questions.

## BLISTERS/AWLGRIP PAINT

**Butch (KA1BLV) and Ellen (N1EWD) LeBrasseur** bought their T-37 *RACHEL* (hull #493) in 1990. After the first season, they noticed blisters from the waterline up about 16 inches. "After having the boat hauled and the blisters sand blasted, we found that the hull had a very low moisture content. This is not what's normally found with blistering. Luckily, we have some very knowledgeable fiberglass specialists in our area. They believe that when the yard laid up the hull, they used a filler to let the glass mat lie flat over the ridges that show up as grooves in the hull. The blisters apparently were from a solvent leaching out of this filler material. We ended up having the hull Awlgriped and have been very pleased with the results. *RACHEL* looks great and needs no waxing!"

## FREE WHEELING PROP GENERATOR

We would be interested in any information on boats using a free wheeling prop shaft to charge 12 V batteries. I have put a six inch pulley on the shaft and belted it to a 55 amp alternator. This has not worked very well since the alternator doesn't cut in until hull speed is six knots or more. My next attempt will be to use one of the generators normally used as a towed unit. Putting a two inch pulley on it should make the rpm high enough even at lower sailing speeds." Write to 39 Skyridge St., Ludlow, MA 01056.

## CONTAMINATED FUEL TANKS

**Dick Miller** writes, "About three years after commissioning *EVOLUTION* (T-37, hull #105), I noticed that the fuel filter was plugged up more frequently and I couldn't get normal rpm's out of the engine. I used up most of the fuel in the tanks and then pumped them dry by hand. In the process, I removed a gritty residue that appeared to be left over from building the tanks. We've had no problem since the tanks were cleaned."

## STAYSAIL BOOM REMOVAL

**Marvin Milner** (TOG News' intrepid cartoonist) bought his Tayana 37 in 1990. Initially, he enjoyed *SIRENA*'s (hull #412) self-tacking staysail, but after going forward one time, just as the helmsman made an accidental jibe, he knew it was time for a change. "I saw the staysail boom coming

*Continued on page 52.*

across the cabin top towards me with all the gusto of "mighty Casey's bat". I hate to think what may have happened had it not missed its target!" Shortly thereafter, he came across *EXCALIBER*, whose staysail boom had already been removed, and saw how easy it was to make the change.

"We now have a boom-free staysail and more foredeck than I could imagine. We were able to use our same staysail by placing a snatch block at either end of the staysail track. We also added a third winch in the cockpit for the mainsheet; and used the other two for the port and starboard staysail sheets. On a tack, we tend the yankee as before and let the staysail back and fill. By the time we slack off the appropriate staysail sheet, the sail follows through without a problem...not self-tacking, but quite effortless."

"A bonus of the changeover was enough space to carry our ten foot Zodiac inflatable upside down on the foredeck when we go offshore...and an out-of-the-way, yet convenient, place from which to launch *SIRENA's* tender."

#### SAYES WINDVANE

Charlie and Karen Peterson, T-37 *ANNA MARU* (hull #346), responded to *CHINA DOLL'S* question regarding windvanes and dinghy davits (Vol. VII, No. 56, p. 21). "We have and are very happy with a Sayes rig. No problem with the dinghy or davits. Sold by the same folks who handle

Monitor in Sausalito (CA). Little hardware, no lines, no repair kit."

## New Members

John and Jean Beazley, *EGRESS II* (V-42), San Diego, CA

Bernard Collins, *CURRAGH* (T-37), Arlington, VA

Bill Kearns, *TIOGA* (T-55), Severna Park, MD

James and Mary Lou Murphy, (*NAME UNKNOWN*) (T-37), Crystal Lake, IL

John and Laura Navrock, *LIBERTY* (T-37), Ann Arbor, MI

Glen Newcomer and Sherri Weik, *ENDLESS SUMMER* (T-52), Lancaster, PA

Sharn and James, *MORNING MIST* (T-37), St. Thomas, USVI

Gary Schieferdecker, *BOLD VENTURE* (T-37), Miami, FL

Gene and Carol Simmons, *PYEWACKET* (T-37), Asheville, NC

Randy and Alice Stoder, *SPIRIT OF IOWA* (T-37), Des Moines, IA

Keith and Sandra Thompson, *AQUATARIUS* (T-55), Sai Kung, Hong Kong

John Vanden Bergh, *FLYING DUTCHMAN II* (V-42), Afton, MN

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