

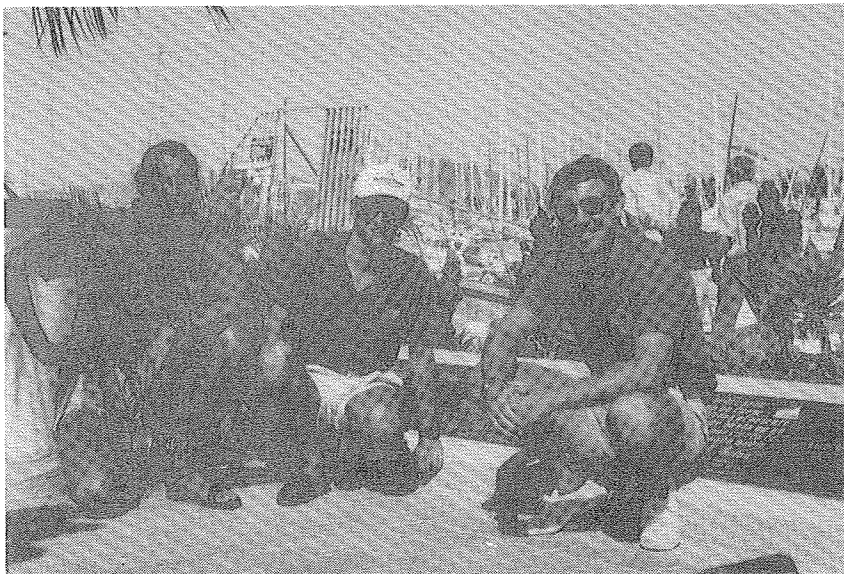
# TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VII NUMBER 59

SUMMER 1993

## SPIRIT OF IOWA sails to the New World in the America 500



*SPIRIT OF IOWA's crew at Las Palmas on the morning of her departure for San Salvador: (l. to r.) Jeff Kohlhass, Frank Rognsaa, and Randy Studer.*

On August 2, 1992, Randy Studer's T-37, SPIRIT OF IOWA (hull #559), departed Huelva, Spain as a participant in the America 500, an international yacht race that followed Columbus' route to the New World. The following is the second article in a three part series on this unique race, extracted from Randy's newsletters to family and friends back home in Des Moines, Iowa. In our last issue, Randy recounted SPIRIT OF IOWA's departure from Spain and her adventures enroute the Canary Islands, where the America 500 fleet sat out the hurricane season in Puerto Mogan. During the hiatus, Randy returned to Des Moines.

On November 5, I flew from Des Moines to Washington, DC, where I met Jeff Kohlhass, one of SPIRIT OF IOWA's crew members for her upcoming 3,200 mile voyage across the Atlantic from the Canary Islands to San Salvador, Bahamas. Jeff, who works for a marine electronics firm near Los Angeles, CA, contributed a considerable portion of the boat's badly needed electronics gear. On arrival in Puerto Mogan, we found SPIRIT OF IOWA in the capable hands of Frank Rognsaa, her third crew member. I'd met Frank, a Norwegian, two months earlier while working on my boat in Puerto Mogan. He had previously owned a small business that sold mountain climbing and

skiing gear, and had also worked for a firm involved in search and rescue operations in northern Norway. I felt very secure with his addition to our crew. Although I knew there would be crisis situations during the voyage ahead, my assumption that neither Frank nor Jeff would panic easily was later confirmed.

Three days later, Jeff and I (Frank had some business to attend to in Puerto Mogan) pulled out of our slip just before dark to sail SPIRIT OF IOWA 50 miles northeast to Las Palmas, our scheduled departure point on November 15. Five minutes out of the slip, I was chagrined to discover the Autohelm was inoperative. We steered by hand through the night, under a full moon, and arrived safely the following morning.

My log for November 12 noted that we were to leave in three days and had an incredible number of problems

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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.

**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, B&G autopilot, Furuno Ioran/plotter, Furuno radar, Satnav, Sea SSB, inverter, microwave oven, electric windlass, deck washdown system, teak decks, Profurl furling, TV, VCR and stereo. Call (612) 436-7093 evenings.

**THE GOOD NEIGHBOR**, Charles Huffman, has a hard dinghy for sale (never used). He also has a T-37 shipping cradle constructed of 5" and 6" timbers which can be unbolted for transport as necessary. Assembled measurements are 12' x 6' x 9'. No charge for the cradle. Call him in Madison Wisconsin at (502) 459-2502 or (502) 491-2531 (after 5 pm).

**ENCANTADA**, Owen B. Lovejoy's 1987 aft cockpit V-42, is for sale. Asking \$145,000. Equipped with 44hp Yanmar, Grunert air conditioning and refrigeration 115V AC generator, Profurl, Dutchman, Monitor windvane, epoxy bottom and new bottom paint, Imron topsides. All factory options; superb condition. Will consider trading for a T-37 Mk II. Call (904) 423-5349.

**RUFFINS**, 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.

1602 Monrovia Ave  
Jim Lamb at Aegis Marine, Newport Beach, CA 92663, has offered to assist TOG members who have experienced

difficulty getting replacement parts or new equipment from Tayang/Grand Deer. In response to a query from Paul Zack, AVVENTURA (TOG News #55), Jim wrote that he could provide replacement sink drains (\$5.90 cost includes the drain fitting and removeable stainless steel basket with neoprene stopper). In our last issue we mis-printed Aegis Marine's telephone number. Their correct number is (800) 747-3014. Their fax number is (714) 631-0313. We regret the error.

also (phone) 714-631-3128

## New Members

- Curt Buchanan, Vancouver, WA
- Linda Daugherty, KUI II (T-37), San Diego, CA
- Kent Dudley, LADY BESS (T-37), St. Petersburg, FL
- David and Linda Freeman, FAR AWAY (T-37), Potomac, MD
- Owen Lovejoy, ENCANTADA (V-42), New Smyrna Beach, FL
- Ken Quick, KOCHAB (V-42), Brookfield, IL
- Yvonna and Paul Christian Schlawe, VALKYRJA (T-37), North Fremantle, Australia
- Bill Trindle and Sarah Gabriel, CHEVAL (T-37), Aloha, OR

## Rendezvous Receipe

by Eleanor Black, WANDERLUST crew

### Sausage Rolls

As served at the Chesapeake TOG Spring Rendezvous

- 1 lb. hot sausage
- 2 1/2 cups biscuit mix (Bisquick)
- 1 10 oz. pkg. sharp cheddar cheese (shredded)

Mix with hands. Roll into small balls (1" diameter or less). Brown in skillet, turning frequently for even browning. May freeze for heating later. Bake at 350 degrees (not microwave) for approximately 10 minutes before serving.

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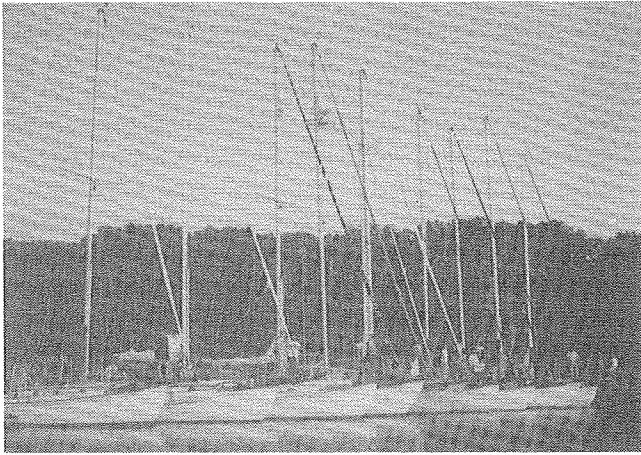


photo by Phil Patterson

# Rendezvous Roundup

## Chesapeake TOG's Spring Fling '93

By Diane Stevens

On May 22, Diane and Ted Stevens, T-37 *REVERIE* (#319), hosted Chesapeake TOG's Spring rendezvous in Harness Creek (Annapolis, MD). Dinghy service to the raft was provided for sailors arriving by car.

Our Tayana armada was a formidable sight! There were nice boats (plus their human crew, five cats, and one dog). Since I was confined mostly to the cockpit, with a Jimmy Stewart, "Rear Window" view of the raft-up, this article contains facts, half-facts, innuendoes, and plain fabrications. You must be the judge!

The main characters of the Spring Fling included:

**KAMPESKA** - Roy and Karen Olson - How a boat from South Dakota got over all those mountains, I'll never know! The Olsons have thrown caution to the wind and money into their boat. They are leaving this Fall for a year of cruising. Karen will be back to run the campaign for a future president (Jack Kemp).

**ARIEL** - Lynda and Jimmy Gilman - Lynda can handle *ARIEL* like a professional captain. She brought her alongside as though she'd been doing it forever. We think she brings Jimmy along because he's a Penn Stater!

**LEPAS** - Phillip and Teresa Patterson - Along with friend Patricia, managed to bring multiple bottles of fine wine

from Tennessee. Sommeliers, the world over, would have been proud of Phillip! I sampled all the wares. Teresa was a great help to the confined Admiral of *REVERIE*.

**MAGIC DRAGON** - Fred minus Linda Hixon - and his four-footed mate brought the boat from Reedville, VA. Fred spent time dinghying anchors around, but arrived back to partake of our gourmet spread. Beats peanut butter! The Hixons will host the July 4th celebration for Tayanans in Reedville, VA.

**THE CHANCE** - John Kraft and Karen Hurt - These two people, plus their infamous cat "Dinghy" are cutting their shore power in August. Heavyweight Karen is needed to balance the boat when John goes aground. We will miss seeing them at future raft-ups.

**SEAQUESTOR II** - Rockie and Bill Truxall - have to remain in homeport, because without them we would not have *TOG News*. But they are opening a small shop at Thomas Point Light, selling Tayana memorabilia. Look for them as you round the lighthouse. Great bargains!

**BAMBOOSHAY** - Joe and Shirley "Barbara" Rubino - are already seasoned travelers. Joe had a mental lapse and went back to work. Now he's come to his senses, and they're going back to the Bahamas this winter. *BAMBOOSHAY*'s real owners are two furry creatures, who would like a couple of companions to travel to the Virgin Islands. If you know anyone going, give them a holler!

**WANDERLUST** - Bob and Marge Klein - are getting ready to "wanderlust". Marge said the "devil" with it and put the house up for sale. Bob would have been on his way to Europe, but some friends took a liking to his electronics and walked off with all of it. At this point, departure is questionable. We look for their first article in *TOG News*.

**REVERIE** - Diane and Ted Stevens - Ted has itchy feet, but his reluctant Admiral is not entirely convinced. She needs more information on where you go when you argue with the Captain. She has tried walking on water, but that failed. Any of you who can help her, please write!

There were various other participants, who came by land and sea: Jerry and Eleanor Black (guests of the Kleins), David and Linda Freeman (new owners of *FAR AWAY*), and Anne and Scott Berg, with two little Bergs from *SKOOKUM*, anchored in Harness Creek, but not part of the armada.

There was a lot going on that I couldn't see, but from my cockpit perspective, fun was had by all!

*The Chesapeake TOG will hold its Fall raftup, September 11-12, in Tilghman Creek (on the Wye River). For additional information, contact TOG, (703) 799-4422.*

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# News from the fleet...

**Susan Canfield**, *TOG News* staffer, has retired after 26 years in the Navy and moved to Annapolis, MD, where she is now working full time as a marine surveyor. "My apologies for getting this issue out late. Since retiring in March, I've sold my house in Alexandria, VA, moved back aboard my T-37, *AEOLUS* (hull #305), for the summer, moved my mother down from Michigan, started up my own business, and am renovating my new house in Arnold. Hope to move in by October 15. Thereafter, *TOG* members cruising the Severn River can find me atop Turtle Hill at the entrance to Chase Creek (a good deep water storm haven) just two miles upstream from Annapolis harbor."

In June 1991, **Larry and Rosalie Conner** decided to relocate from Chesapeake Bay to St. Petersburg, FL. "We sailed our T-37, *CAMELOT* (hull #119), down the Intracoastal Waterway to Charleston, SC. From Charleston, we sailed outside to Fernandina Beach, FL, inside again to Port Canaveral, and from there outside to Tampa Bay via Key West. An uneventful three week trip which I would highly recommend. The only trouble we had was a blown refrigeration line the first week into the trip, a two day delay at the Core Creek bridge (jammed closed), and a solid grounding at the convergence of the Intracoastal and the Atlantic entrance to St. Augustine.

The grounding proved to me that a *Tayana* can take a lot more than I can. Anyone going through this part of Florida had better be extremely cautious. One buoy was missing and another was in the wrong place. We ended up on a sand bar with a strongly ebbing tide. That was bad enough, but it got worse when we saw a line of sports fishing boats coming in from a fishing tournament. Their wakes were so large that one actually broke over our boat. No matter how loudly I screamed over the VHF, the long line never slowed despite our obvious peril. I knew we had to have a crack somewhere in our hull from pounding on the hard sand. When I got a good look, however, all was well.

I called for a commercial towing company to come get us off, but when they realized we were a sailboat, they suddenly lost interest. We eventually got off on our own, and the next day, a couple in an Avon informed us that the local marinas made a lot of money hauling and repairing power boats that went aground on that sand bar. The following day, the Coast Guard replaced the missing buoy and moved the incorrectly placed one. However, I can't help but think they will mysteriously move again.

Since being in St. Pete, we've cruised the Keys for six weeks and are looking forward to our next excursion. We've

been living on *CAMELOT* and find the lifestyle interesting. The Gulf of Mexico is as different from the Chesapeake as you can imagine. While the Chesapeake can be dangerous, it is rarely a killer. The Gulf regularly snares the unwary. A few weeks ago, we lost a couple who had sailed here from England. They misjudged the severity of one of our local storms and were swept under a low bridge within a stone's throw of shore and drowned, even though wearing life vests. All in all, however, we love it here and wouldn't want to be anywhere else. Please come visit and give us a call at the St. Petersburg Municipal Marina, (813) 822-9411."

**Trevor and Lesley Hodgson**, owners of T-37 *SYMPHONY* (hull #463), wrote at the end of February, "We are in the process of varnishing our exterior teak (the house is full of removable items such as dorade boxes) and preparing our boat for extended cruising. We wonder if any members can help with the following questions:

- Has anyone experience with a Wolter water heater mounted externally?
- What is the best way to run chain aft from the chain locker? On *SYMPHONY*, it would appear to involve cutting through a double fiberglass section next to the samson post base.
- What is involved in replacing the cutlass bearing?
- I have read that the effect of electrolysis on the shaft and prop can be avoided by fitting a brush arrangement to provide an effective ground. Has anyone experience of this? Where can the parts be obtained?
- What is the experience of members with cabin heaters?
- How can the holding tank at the rear of the bilge be cleaned out?"

*Members able to answer any of the above questions are encouraged to write the Hodgsons at 29 Fredonia Rd., Newton, NJ 07860 or to call (201) 579-1880. Please send a copy of your response to TOG News too, so that we can share your suggestions with our other members.*

**Bob and Teresa McAuliffe** have been cruising in the Caribbean aboard their T-37, *SHENANIGAN* (hull #402), since Fall 1989. They expect to continue cruising the southern Caribbean for a few more years and then perhaps settle in Margarita, Venezuela. In the interim, they get *TOG News* and keep in touch with family and friends via a Little River, SC mail drop. They expect to visit Trinidad this year before returning to Venezuela.

**Bev and Mark MacMahon** departed Ft. Lauderdale, FL, aboard T-37 *SABBATICAL* (hull #563) in early January for their first crossing of the Gulf Stream. After an uneventful 25 hour passage, they arrived at Great Harbour Cay (in the Berry Islands), Bahamas. They write, "After enjoying the solitude of the Berrys for a few days it was on to Nassau to join the throng of boats heading south through the Exumas to Georgetown. At Red Shanks

Harbour, we enjoyed the company of **Marianne and Charlie Schuler** aboard V-42 *SEAGULL TWO*. In early March we left Georgetown to continue along the "Thorny Path." After stops at Mayaguana and Providenciales, we had a hard sail to Luperon, Dominican Republic. The Dominican Republic is a beautiful country with very reasonable prices. We felt that its negative reputation is largely undeserved. After dreading the Mona Passage for months, we left Samana Bay in a dead flat calm and motored through same for 26 hours. Not terribly exciting, but we're not complaining. Two other T-37's, *TIGER LILY* (**Denis and Arleen Webster**) out of Ontario, Canada, and *MARIKA* (**Art and Rosie**) from Jacksonville, FL, have shared anchorages with us on numerous occasions from the Bahamas to Puerto Rico. From our current location at Culebra, Puerto Rico, we are looking forward to turning the corner at St. Martin and rediscovering other points of sail than beating to windward. Thus far, we are very pleased with the way *SABBATICAL* responds to the occasion, often outperforming her crew (thank goodness!)"

**Nancy and Terry Newton** recently completed a 10-month cruise onboard their T-37, *LA ESMERALDA* (hull # 512), and expect to remain in Ft. Myers Beach, FL (Gulf/Jenners Marina) for the next five to seven years while they raise funds for a planned three year cruise. The Newtons write, "Anyone coming through Ft. Myers Beach, please stop by. Great anchorage, and we can run you around for supplies. We live aboard and keep the engine on the inflatable for visiting! We've usually got the VHF on when we're not a work."

**Paul Peyton** sails his T-37 pilothouse cutter *SUZANE* (hull #204) in Alaskan waters. He's currently in the midst of a major refit and writes, "I am replacing the wood mast with aluminum and the standing rigging, both from Yachtriggers in Seattle, WA. I'm shortening the boom and having a new main built by Mariner Sails in Ketchikan, AK. Will build up the roach some to compensate for the shorter foot and go to full battens, batt slides and lazy jacks. Am also installing a Navico 8000 autopilot, Ample Power 100 amp alternator, isolator, 3-stage regulator and energy monitor. Had to replace the 110V panel. Added Statpower 800 inverter, Promariner 15/20 charger; have two D8 batteries in parallel for the house bank. Will cruise back to Juneau via the west coast of Vancouver Island, Queen Charlotte Sound, along the west coast of Baranof and Chichagof Islands and Icy Straits."

New members **Gary and Gloria Schieferdecker** live aboard their T-37, *BOLD VENTURE* (hull #373), at the Marriott Bayside Marina in Miami, and regularly cruise the Bahamas and Florida Keys. Gary bought the boat new in 1983 and lived aboard in Maimi from 1984-91. He writes, "She has been a wonderful boat and I have had very few problems with her. However, recently, I have noticed that the 110 gallon fuel tank is rusting and scaling badly. The

tank is made of black iron and is located amidships in the bilge. So far is not leaking, but I am concerned that it may start leaking soon. It is difficult to assess how bad the problem is because the worst scaling is near the bottom of the tank and I can't reach it or see it clearly. The pieces that have scaled off are quite thick. The tank is too large to remove through the companionway."

*Fortunately, TOG News has the solution (see the photo feature on pages 58-59 of this issue).*

## ADELANTE... Bali and beyond

*Emmanuel and Helgard Wirfel's Christmas letter from Phuket, Thailand recounted their adventures this past year as T-37, ADELANTE (hull #361) cruised from New Zealand to Australia, Indonesia, Singapore and Malaysia. Our last issue followed them from New Zealand to Bali, where they took time out to fly home to Chattanooga, TN.*

Back in Bali after four weeks, we were happy to find the boat none the worse for our absence (we had arranged for some Indonesian lads to keep an eye on it while we were gone). After filling up with fuel and fresh produce, we set out across the Java Sea toward Singapore. This trip took us back across the equator into the northern hemisphere and, as is the norm close to the equator, had us motoring through a succession of windless sultry days, with the nights lit up by spectacular thunderstorms coming off the coast of Sumatra. Stopping for fuel at some small islands in the Karimata Strait, we were once more treated to the touching hospitality of a tiny fishing village squeezing out a living by sun drying sardine-sized fish on the beach.

Singapore turned out to be a large, modern city, consisting of a central business core of office towers, hotels, shopping complexes and government/public works structures, ringed by a vast belt of high rise apartment buildings. The whole thing is tied together by an efficient transportation network of feeder buses connecting into a first rate subway system. Helgard called it "New York...only squeaky clean and with an oriental face". Just about everything (food, clothing, modern appliances and entertainment) is available, albeit at prices just about the same as in the US. Coming from the poor islands of Indonesia, though, the thing that struck us most forcibly was that the people we observed on the subway and in the streets, markets and food stalls, appeared to be either intense on what they were doing or rather tired when relaxed, with little spontaneous interaction that was not business related. As obvious strangers we were always treated with courtesy. We saw few people smile or laugh, somewhat of a lesson that standard of living and happiness are not necessarily proportionately related.

*Continued on page 62.*

# A fuel tank replacement guide

By Mac McBroom

*Mac and Linda McBroom, OWL HOOT (T-37 #496), have been doing some serious reconditioning of their boat, including replacement of the fuel tank in the keel. Mac says the process took about 10 days, including a week for construction of the new tank. His cost was \$1,700, which included \$1,470 for the tank itself. The accompanying photos help describe the process.*

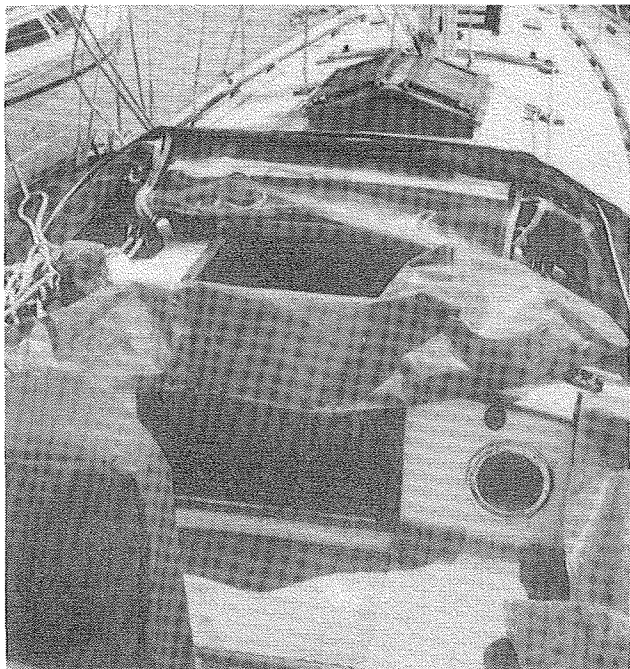


Photo 1

*Step 1: Preparation.* Pump the tank dry. Remove all interferences (table, flooring, wood blocks, hoses, lines, dodger, etc.) in the direct line from the bilge to the cockpit. Cut and position a piece of plywood extending from the cabin sole up and out the companionway to use as a ramp (see photo #1). Ensure all interior (cabinets, trim, and floor) and exterior surfaces are well protected with plastic, cardboard, or carpet. Obtain a hydraulic lift of the type shown in photo #2, and rig a fall to the padeye on top of the tank.

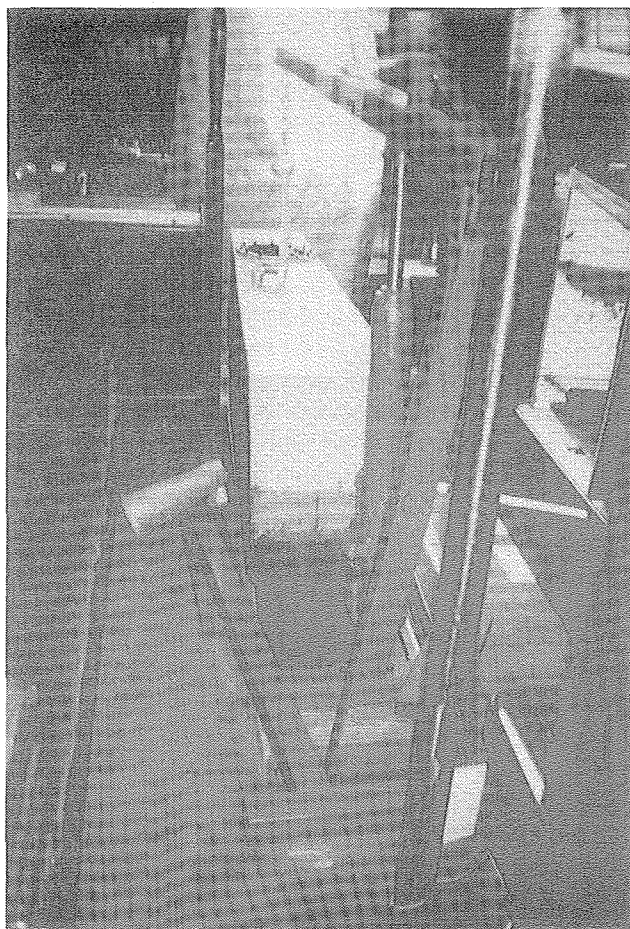


Photo 2

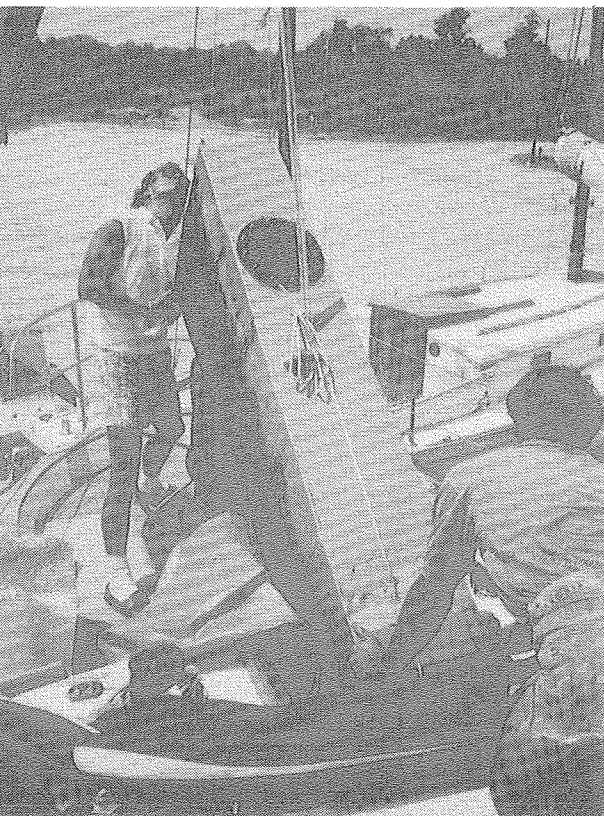


Photo 3

photo #2. At this point, transition the lift to a cherry picker, and continue hauling the tank at an angle up the plywood ramp, as shown in photo #3. Two riggers assisted in the removal, which took about a half hour. In retrospect, it could have been done with the main boom, winches, and additional people to help guide the tank. The empty tank was not difficult to maneuver and swung easily over the side into a waiting truck (photo #4).

*Step 3: A new tank.* Resisting the temptation to have the new tank built just a little smaller to make sure it fit, I commissioned Kato Marine, a metal shop in Annapolis, MD, to build a new tank to the exact dimensions of the old one, which had rusted through due to the improper installation of a float switch by a previous owner. The new tank was made of 3/16" aluminum, 5052 H32 grade, for marine use. After cleaning and re-preserving the bilge area, the replacement tank was installed (photo #5), following the removal process in reverse order. A hydraulic jack (photo #6) was used to push the tank aft to ensure it was set firmly in place. A bracket was added to the aft end of the tank to support the bilge pump switch, taking suction at the deepest part of the bilge, thus avoiding recurrence of the problem.

*Conclusion.* The bottom line is not to be overwhelmed by the job. It is do-able!



Photo 4

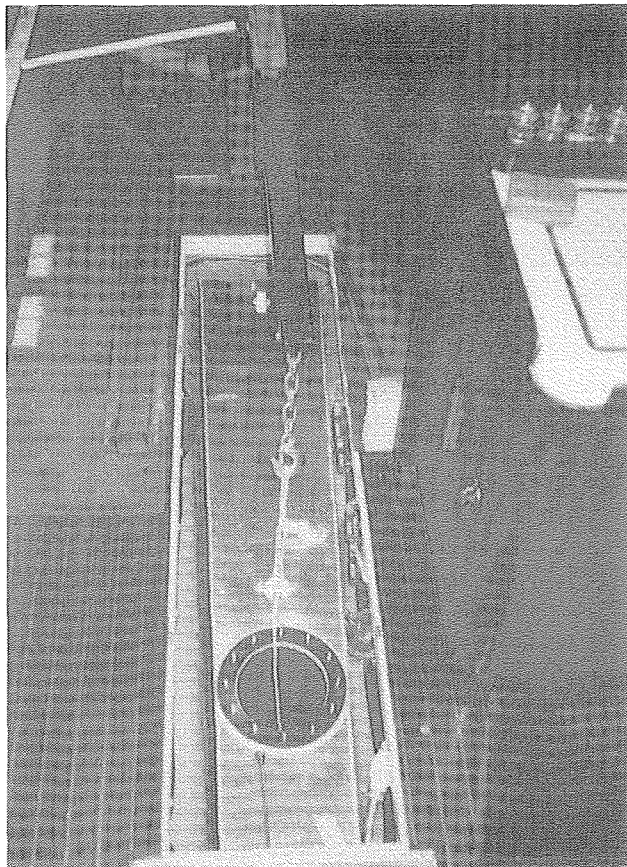


Photo 5

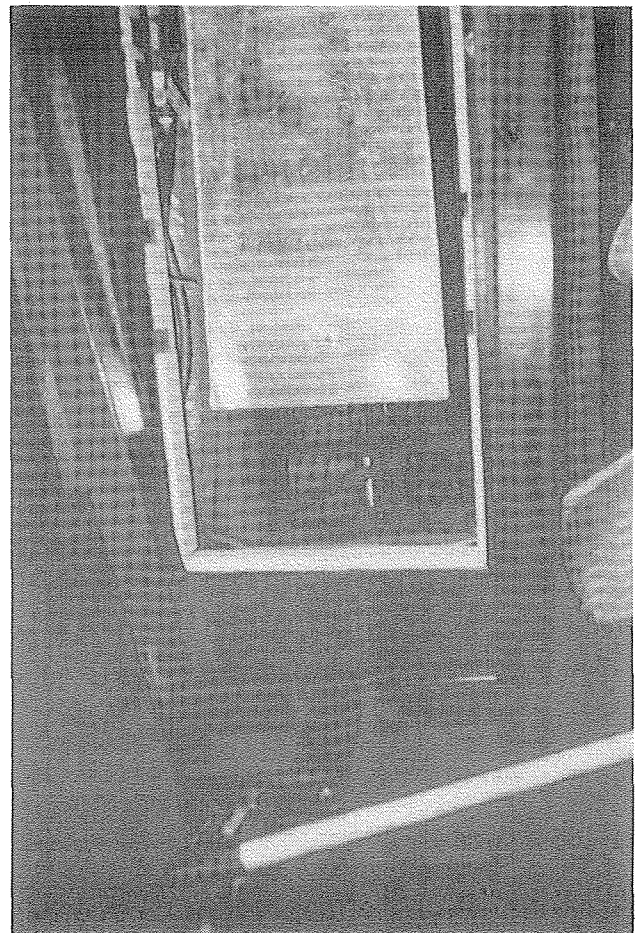


Photo 6

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# SPIRIT OF IOWA...

*Continued from page 53.*

to resolve errands to complete. Frank arrived by bus and we began to prioritize. In addition to the Autohelm, the radar had malfunctioned along with several other things. We also had to provision, a huge task in itself. Normally, I hate the thought of shopping, but this was to become a memorable event. The three of us went to a huge market and spent over \$700 before we finished. There were nine or ten Spanish girls giving out free samples of wine and liquors, and we received our fair share. Frankly, I never realized shopping could be so much fun. Our provisions were delivered in over 20 boxes two hours later.

November 15 dawned in a festive atmosphere. Hundreds of yachts were in the marina, of which 138 would leave at 1700 for the race across the Atlantic. At noon, the America 500 committee unveiled a beautiful marble monument engraved with the names of the participating yachts. I felt both proud and humble that *SPIRIT OF IOWA*'s name was among those listed. Each vessel was then given a small palm tree to be planted on San Salvador, Columbus' initial landfall in the New World.

The topic of the day among participants was their intended route across the Atlantic. The rhumb line route was approximately 3,260 miles, while the great circle route (according to my computer) was approximately 3,212 miles. My crew and I opted for the tradewind route, which was approximately 3,500 miles and more closely followed Columbus' track. This involved heading southwest several hundred miles until we reached the tradewinds near 20 degrees north latitude. The winds would be more consistently behind us and the weather would be warmer. Granted, we would have to travel 300-400 miles further, but we intended to enjoy the trip...and that meant swimsuit weather. As things evolved, strong winds the first couple of days drove us south, but first we had to navigate the Canary Islands' capricious "wind acceleration zones" (created when winds from Europe come rushing down the African coast and funnel between the islands).

The race began promptly at 1700 with thousands of people watching from the quay and many others standing off in their boats. We were delighted that several of our friends from Puerto Mogan came up to see us off. Our start was not of Olympic caliber. We'd hoisted Jeff up the mast three days earlier while repairing the radar and had forgotten to retie a line to the genoa. We didn't realize our error until after the start and were left in the other boats' wakes. We were to pass many of these boats in the days that followed though, as *SPIRIT OF IOWA* performed admirably downwind.

Like fireflies in the night, the lights of the America 500 fleet danced in an arc as we rounded Gran Canaria at 2000 and began our assault through the wind acceleration zone between Gran Canaria and Tenerife. The challenge to mariners is magnified by the fact that Tenerife towers over 12,000 feet. Sea, land and wind characteristics typically create havoc on local weather patterns (and were a major factor in the most deadly airline crash in history, involving two jumbo jets on Tenerife's runway in the early 70's). The lights of Las Palmas were 1.5 miles to our left, those of Santa Cruz de Tenerife were 2.5 miles to our right.

While the sight in front of us was beautiful, we were occupied with our own problems, and it occurred to me that each and every boat's crew was dealing with their own form of hell. *GOAT LOCKER* lost her forestay and several boats were offering repair advice via VHF before she lost her mast. Two boats turned back due to equipment failures and a man aboard a British boat lost his thumb when high winds caught it in a moving line (we later learned that surgeons in Las Palmas were able to reattach the thumb). We reduced sail as the winds increased and surfed at 7-8 knots in total darkness. As conditions persisted, I reflected on a line from the song *Wreck of the Edmund Fitzgerald*, "Does anyone know where the love of God goes when the waves turn the minutes to hours?" We set a new speed record after midnight when *SPIRIT OF IOWA*'s log registered 9.4 knots.

November 17: *"The time is 1140 and I'm experiencing one of the most incredible sails of my life. The wind is out of the east about 25 knots and we're heading SSW under full working jib. I have the Autohelm set and we're surfing down huge waves at up to 8.5 knots. I have absolutely no idea what's in front of us as it's totally dark except for a few stars. Exciting, but definitely scary. Some of the waves are breaking over the stern, so I am under the dodger - I must tend to the helm; this ride is truly beyond control. The weather is somewhat cool. I hope it warms as we head toward the lower latitudes."*

November 18: *"I finally witnessed today that which I have read much about and have longed to see for a considerable time - massive waves! Winds continued from the East at over 20 knots for the second consecutive day; several waves and swells were 15-20 feet high. They were coming up from behind us and while in the trough of the waves, water was all about us. SPIRIT OF IOWA would rise to meet the oncoming locomotive, many times surfing down waves at 7-8 knots. What a ride! Today's noon to noon run was 149 miles - not bad considering we didn't have a main since it was torn. Today we caught two fish - a small dorado and a 13 lb. tuna. Glad to have Jeff, King Fisherman, aboard."*

We provisioned with approximately 120 gallons of fuel and 150 gallons of water. For the most part, we ran the





engine only a couple of hours each day to recharge batteries. This was a sanctioned race and each vessel was penalized for every minute that the engine was used for propulsion. We drank less water than we anticipated and had ample supplies since we bathed in saltwater, and used fresh water only to rinse. Additionally, I had purchased a Survival water maker, which was a remarkable aid to resupply. We likely would have utilized more of our fresh water, but Frank is European. I believe he would be happy to simply live on beer!

November 21: "Today was one of highs and lows for me. After five days at sea, I was worn out physically, having averaged only three hours of sleep per day, and at most an hour at any one time. Last night, I didn't sleep until 0500 as we had problems with our poled out genny. We were all out on deck from 0300 to 0430 fixing the damn thing, tied to our lifelines in pitching, black seas. Today, I slept five hours and now feel fully invigorated."

November 22: "Every day at 1100 GMT we get on our SSB radio and converse with an international group of boats on the Paddy Columbus Net: CONTESSA (Bahamas), ZANYLADY (England), TIOTA (Germany), NEWCHANCE (Philippines), STRAIGHTUP (Australia), WHITESHADOW (Ireland), APRILIA (Finland), EUPHORIA (France), DULCINIA (Denmark) and TOURLITTLE 3 (Norway). We have contests daily - songs, poems, whale and dolphin sightings, etc. Since today is Sunday, we are really relaxing. Winds are only 8 to 10 knots from the ESE and we are heading 250 degrees at about 4 knots. All in all, we are doing very well and are enjoying the warm weather." (NEW CHANCE was captained by Bill Butler. While he and his wife were circumnavigating the world several years ago, they were sunk by killer whales between Mexico and Hawaii. They lived 66 days aboard a life raft, surviving capsizes and attacks daily by sharks. I read his very

interesting book while sailing across the Atlantic and can only say it's not recommended reading while sailing across an ocean!)

November 24: *The time is O-dark-thirty and I'm on the night watch. Jeff and Frank are sleeping as we are all exhausted due to some problems last evening. Of note - we crossed the 1/3 point of our voyage at 1152 today. We should be halfway by this weekend. We're having a great run today as a high pressure system north of us has cleared the air. I believe we are truly in the trade winds now as we had 15 knots of wind behind us all day. The night is dark (new moon), but I love to sit and watch the phosphorescent wake created by SPIRIT OF IOWA's bow as plankton are brought to the surface. The planet Venus leads us inexorably towards San Salvador.*"

November 28: "At 2220 we crossed the 45th longitudinal meridian, the halfway point in our voyage. The log indicates we've traveled 1,750 nautical miles since November 15, but we've probably done another 100 to 150 miles due to current set which, of course, doesn't register on the log."

November 29: "I guess all good things can't last. We got hit with squalls Sunday afternoon and evening which made things very uncomfortable. Jeff and I noticed the wind was building, but Frank was on watch and hadn't said a word. We would quickly learn not to overlook squalls. The rain came down in torrents and winds built to 30 knots. We had both sails out and quickly took in the genoa, which reduced weather helm considerably. All night we tried to dodge big, black clouds packing heavy rain and winds. I got clobbered at the helm at precisely 0320. None of us slept until morning as the boat was wet and in a shambles below. Waves were 10 to 12 feet and the winds gusty. Give me back the trade winds please!"

December 2: "Frank and Jeff sang a little sea song on the AMERICA Control Net today just prior to roll call. We'll see how long they can keep up the "Daily Duet" and remain undetected. We were all quite lazy today as the hot weather and humidity returned. Day by day we move closer to San Salvador."

December 3: "As of 0800 we had 999.8 nautical miles to go to our GPS waypoint SE of San Salvador lighthouse. My early prognostication is that we'll arrive sometime next Friday, December 11th. I think we are all ready as everyone is a bit stir crazy in the small confines of a 37ft. sailboat. We caught two dorado simultaneously today; Jeff said they often travel in pairs. He'll cook them on the BBQ this evening. I took some sun sights yesterday with my sextant and got within three miles of our GPS position - not bad! I shot the sun at 1330 and advanced the LOP to 1530 with the help of Celesticomp. Fun!"

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## SPIRIT OF IOWA...

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December 4: "By mid-afternoon the winds died completely as they veered south. We doused the foresail, backed the main, and went swimming. The water felt absolutely great. One person remained in the boat at all times to ensure SPIRIT OF IOWA didn't abandon her crew swimming alone in 20,000 feet of water."

December 9: "The winds were brisk tonight after a front passed through and a gorgeous sunset appeared through the clouds. One hour later we experienced a total lunar eclipse that lasted over an hour. What more could we ask for in one evening?"

December 10: "The evening Columbus sighted San Salvador, the moon was in its third quarter. The Pinta fired her canon, the signal for having sighted land, two hours after midnight. We were battling 15 knot headwinds and steep seas. By early morning the full moon was directly ahead at 285M. Sirius was slightly to port and Capella to starboard - the triangulation of San Salvador complete. We have a contest onboard to see who spots land first tomorrow - we're ready!"

We failed to make our landfall the next day as headwinds persisted and a front moved in from the northwest. The final

two days were to prove the most difficult of the entire journey; you might say we paid homage to Father Neptune.

December 12: "SPIRIT OF IOWA crossed the finish line near San Salvador at 03:46:15 local time. Our voyage across the Atlantic has been officially completed. We spent in excess of 26 days at sea and logged 3,540 nautical miles. We crossed four time zones. All in all, the trip has been very successful and I'm thankful no one has been seriously hurt. A norther moved into the region yesterday bringing 20 knot winds from the northwest. This has made the western shore of San Salvador, site of Columbus' first landing, untenable. Therefore, we're simply drifting about, three miles offshore, waiting for dawn to arrive. We'll anchor along San Salvador's south shore where there is protection from the northwest wind. We can't enter the anchorage though until there is sunlight as the entrance is strewn with coral."

"This is the culmination of 25 years of dreaming and four years of ardent planning. I feel quite emotional right now, but am simply too tired to enjoy the occasion. This is the second consecutive night that I will be up without sleep. I did catch one and a half hours yesterday afternoon. The moon is nearly full, the stars and planets fully visible with the exception of occasional clouds. The lights of Sandy Point are three miles abeam as we drift at half a knot in a northerly set. In two hours I'll turn to the southeast and close in on the anchorage."

*To be concluded in our next issue.*

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## ADELANTE...

*Continued from page 57.*

Having spent two weeks of time and four weeks of money, we left Singapore to head up the Malacca Strait to Malaysia. We checked in at Port Klang, the harbor serving the capital Kuala Lumpur, which was less than an hour's bus ride away. Kuala Lumpur turned out to be a real fun city with a stylish blend of British colonial, Islamic oriental, and plate glass modern architecture. The tempo is lively, yet the atmosphere is much more relaxed than in Singapore. We found the people more outgoing and animated.

Economically, Malaysia is in the middle of a boom. "Hiring" signs were everywhere, and under the express banner of tolerance, the government seems to be coping well with racial, religious and social diversity among the population. Good city planning is evident in many places; slum areas (shantytowns) are systematically cleaned up by erecting government sponsored low cost housing developments next door. The apartments are then sold to the poor families on long term mortgages with no money down, preventing

renewed decay via pride of ownership. Islam is the state religion, but it is a non-coercive brand of Islam and the constitutionally guaranteed freedom of worship is meticulously observed. Thus, while in Malaysia, we saw not only many mosques (e.g., the Selangor state mosque at Shah Alam, a magnificent building combining traditional form and high tech structural engineering, which accommodates 50,000 worshippers at a time) but also some very elaborate Buddhist and Hindu temples.

From Port Klang, we joined the Royal Selangor Yacht Club's annual Raja Muda Regatta. HRH the Raja Muda (crown prince), eldest son of the hereditary ruler of Selangor state (one of the larger states of the Malaysian federation), keeps the royal yacht at the RSYC, and is the patron of, as well as part time participant in, the race. In this regatta, over 50 sailboats make their way north through the Malacca Strait to Langkawi, a resort island close to the northern border of Malaysia. The trip is in the form of three overnight passage races, with lay days and award ceremonies (which serve as excuses for elaborate parties) in between. About one third of the participants were cruising boats, the balance were racers of varying size and description. We enjoyed the shore parties and camaraderie, but dropped out of each race early as the winds were too light for heavy cruising boats

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with sails built for tradewind conditions. The racing boats, with light weight hulls, mylar sails, and double digit crews, competed with grim determination.

The regatta ended on the 28th of November, and four days later, we were in Thailand where we were confronted with another "first". Here we not only cannot speak or understand the language, we cannot even read the signs as Thai has its own script, distantly related to Sanskrit. Nevertheless, we intend to spend the holidays here off Phuket Island, making some trips inland (we'll find our way

somehow), eating lots of exotic food and getting the boat ready to sail, early next year, across the Indian Ocean, up the Red Sea, and into the Mediterranean.

So that catches you up on the wanderings of *ADELANTE* and her gallant crew. Throughout the year we have been well and the boat has taken care of us admirably. Remains only to say that we hope that you are safe and sound as well and that, wherever you are, you have had as much fun as we did this past year.

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## Bob Gebeaux makes the case for Amateur radio

By Bob Gebeaux, MALULANI

*Bob (KA3OCS) and Bonnie Gebeaux acquired their T-37 (hull #489) in 1986, equipped her for long range cruising, and put to sea. They've been to Venezuela, spent a couple of winters in the Bahamas, and are currently in the Caribbean where they hope to remain for the foreseeable future. In our last issue, Bob shared his thoughts on the pros and cons of marine single sideband (SSB).*

For those planning any long range cruising, serious thought should be given to having some form of long range communications capability onboard in order to maintain contact with family and friends, call for help in an emergency, obtain weather forecasts, or even conduct business while at sea. Amateur (Ham) radio "pros" include:

1. *Worldwide network.* Amateur radio operators can provide weather information, take position reports, relay messages, and (where legal) make phone patches. Formal nets, available to the Maritime Mobile (MM) Ham, operate throughout the day. Here in the Caribbean,

a. The *Waterway Radio and Cruising Club* (7.268 MHz; 0745-0845) will take your position and/or float plan. It is also an excellent source for weather information and a great place to contact other boating Hams.

b. The *Caribbean Maritime Mobile Net* (7.237 MHz; 1100 UTC daily) is much like the Waterway net, but more informal.

c. The *Interconn/Maritime Mobile Net* (14.300/14.313 MHz; 24 hours daily) is great for contacting state-side stations and getting phone patches when actually maritime mobile. In my opinion, sitting in a marina in Georgia is not MM, and a walk to the local phone booth is

much more appropriate for boaters not actually sailing in international waters.

d. The *Transatlantic Maritime Mobile Net* (21.400 MHz; 1100 UTC daily) is active when most boats are making Atlantic crossings (in either direction). It provides weather information and contacts with shore stations.

2. *Cost.* In general, Ham radio is less expensive than marine SSB. Most HF ham radios start around \$1,000; an antenna tuner runs another \$200-300. However, the cost differential between Ham and SSB is not a significant factor unless you're able to get a good price on some really good Ham equipment at a Hamfest (flea market).

3. *Coverage.* Ham operators can listen to the entire HF spectrum and monitor voice and digital weather reports, facsimile transmissions, and foreign broadcasts - just like marine SSB operators do. Further, Hams are authorized to use whole sections of the HF spectrum provided they don't intentionally interfere with someone else's transmission. Hams are free to operate on any frequency within the authorized band. For example, the Ham "40 meter" band ranges from 7000-7300 KHz; voice transmissions are authorized from 7150-7300. General Class Hams are authorized 75 KHz of airspace (from 7225-7300 KHz). Assuming you can get 1.5 KHz spacing between stations without mutual interference, Ham operators can get about 50 separate "channels" at any one time, whereas the comparable SSB band of 6 MHz has only four working channels.

4. *Mode options.* Most Ham radios operate in several different modes, such as CW (continuous wave/morse code), upper and lower side band voice, and AM and FM voice. With the aid of some additional equipment, Hams can also send and receive several digital modes, such as AMTOR, teletype (RTTY) and PACKET, which open up many more communications possibilities for the MM operator.

5. *Fun.* Ham radio is a great hobby for those interested in electronics. One can spend countless hours at anchorage or in port, tinkering with radios, antennas, computers and associated projects.

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# Amateur radio...

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6. *Service.* You can be of great assistance to those in need in times of emergency.

7. *Camaraderie.* Hams enjoy an informal worldwide fraternity. Many new and lasting friendships are developed as a direct result of Ham radio.

Sound too good to be true? Well, there are some "cons" too:

1. *Formidable licensing requirements.* Mastery of Morse code (13 words per minute) and an understanding of basic electronic theory are required in order to gain voice operating privileges.

2. *Complexity.* Ham radios are not simple to operate. Many have "bells and whistles" that allow operators to tinker with their signals. While this may be considered an advantage by some, it can be overwhelming to the novice operator and actually inhibit operation.

3. *No commercial use.* Commercial traffic is prohibited. If you want to reserve a slip or order spares for your engine, you can't do it via Ham radio.

4. *Operation on marine SSB channels is illegal.* The Federal Communications Commission has not approved the operation of Ham radios on SSB bands. However, in an emergency, most Ham rigs can be operated on SSB channels to call for help.

So what's the "bottom line"? If you're interested in electronics, Ham radio is for you. If you're not at least mildly interested in electronics as a hobby, SSB is the best choice. I've talked with many boaters who jumped into amateur radio with both feet, expecting to be on the air in no time. They got their novice ticket after memorizing the code characters and studying basic electronics theory, only to be discouraged by the increasingly difficult code (13 wpm) and theory requirements needed to obtain expanded voice operating privileges. Because these sailors lacked the interest, motivation or maybe even the skills necessary to "upgrade", their Ham rigs are gathering dust on their chart tables or have been modified into illegal SSB rigs. These sailors would have been better off with SSB, which would have permitted them to get communicating in no time flat.

*In future issues of TOG News, watch for Bob's tips on installing an HF radio, computers and the marine radio operator, and antennas that work with little hassle.*

**TOG NEWS**

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