

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VII NUMBER 61

WINTER 1993

MOONSHADOW travels the canals of France

In May 1992, Tom and Carolyn Beard completed an eight year circumnavigation in MOONSHADOW (T-37, hull #72). Their 80,000 mile voyage was TOG News' (No. 56) cover story that Fall. After leaving their boat in Charleston, SC the Beards spent a year at home in Port Angeles, WA, then returned to refit last Spring. The following is taken from Tom's letter (dated October 5) postmarked Avignon, France:

We are stranded on the Rhone just miles from the Mediterranean due to flooding from heavy rains the past two weeks. The locks are closed to shipping traffic until waters subside. We have just the final lock on the river to pass through - less than ten miles away. But here we sit.

According to our GPS, the starting point of our current odyssey, Hobcaw Creek in Charleston, SC, bears 293 degrees and 3864 miles. This venture puts about 85,000 total miles on MOONSHADOW now - close to one and a half times around the globe.

Recommissioning the boat from winter storage was hectic. The job took longer than planned. We hoped for a mid May departure, but didn't leave for Bermuda until June 4. Already late for our planned European tour, we pushed on, stopping briefly in the Azores before reaching LeHavre, France in late July. We intentionally

dismasted the boat (for low bridges) and started up the Seine.

It was a beautiful day as we sailed (motored) into downtown Paris. Tourists crowded the bridges and walkways along the Seine taking pictures of our boat! We had to wait 50 minutes at one bridge muddling about and one man spent 20 minutes video taping MOONSHADOW. This should not come as a surprise to Tayana owners,

"Tourists crowded the bridges and walkways along the Seine taking pictures of our boat!"

however. Over the years and around the world, we have looked up to see the optical end of thousands of cameras. On two occasions, the boat was draped with professional models for advertising photos.

Just a note on cruising the canals of France in a boat with six feet of draft. It is possible, with care and restrictions on some routes. I dread the next haulout to see the condition of the bottom of the keel, however.

Most canals are maintained to a minimum depth of 1.8 meters (5 feet 11 inches) for a horizontal distance of about 16 feet (the same width as on-coming barges). We did discover a

few large paving stones deposited in mid channel and we've grounded out on the concrete bottoms of several locks. Our boat normally draws about six feet, plus an inch more in fresh water. The amount of rain determines water depth in the canals. This year was dry; water was low everywhere. As a result, canal alternatives from Paris to the Mediterranean were limited.

Another problem was toting the mast aboard. Our wooden mast is keel stepped, weighs about 400 pounds, and is 59 feet long. Before starting, we were advised, "don't carry a mast that hangs over too far - a few feet being too much." But the length of the mast wasn't a problem; we just considered ourselves a 60 foot boat. It did create a few interesting moments, but no serious difficulties. I had the biggest overhang in front (15 feet ahead of the

Continued on page 83.

What's Inside?

Ship's Store.....	74
BOAT/U.S.....	74
Rendezvous Roundup....	75
Fleet News.....	76
Equipment Comments...	79
New Members.....	84

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.

AEOLUS, Susan Canfield, has a 135% roller furling genoa for sale. Built by Horizon Sails/Scott Allan Sailmakers in Annapolis, MD. Excellent condition; UV treated leech and foot. Original price (new) was \$1650; asking \$700. Call (410) 626-8545.

DUCHESS, Sandy and John Emery, have located another source for teak blocks: Thomas J. Coughlin Imports, Inc., P.O. Box 82, Elm St., Kingston, MA 02364. Singles are \$26, doubles are \$35 (add a dollar for becket). You pay freight. Phone (617) 585-6311.

SEAQUESTOR II, Rockie and Bill Truxall, have received many favorable comments on Sikkens Cetol, a wood preservative available in the Washington, DC area

from Potomac Paint Company in Arlington, VA, (703) 536-4770. They also report that Bacon and Associates, a company in Annapolis, MD, (410) 263-4880, that handles second-hand sails, hardware and canvas items on consignment, sells Sunbrella fabric for just \$10.95/yd.

SHAGGY DOG, Bev Nelson, is looking for a Ronstan RF832 mainsheet stopper and a cheap Navstar 2000 SatNav. Call (809) 774-5630 or write Bev c/o Flagship, 5100 Long Bay Rd., St Thomas, U.S. Virgin Islands 00802.

TRELAWNEY, a T-37 (hull #264) owned by Tom Delaney is up for sale. Cutter rigged, she's powered by a 50 hp fresh water cooled Perkins diesel, and equipped with Autohelm and CPT autopilots, windvane, loran, mylar genoa, Hood roller furling, dodger, awning, winter cover and frame, two VHF radios, stereo, and more. Write Tom at 15 Kilmer Rd., Larchmont, NY 10538 or call (914) 834-6243 for a complete listing. Asking \$72,500.

Judy Su reports that Aegis Marine has T-37 and V-42 port light gaskets in stock, as well as sink strainers, port light screens, T-37 emergency tillers, dinghy davits and more. She says TaYang used the same sink strainer in both the T-37 and V-42, except for 10-15 boats built around 1983 which have a smaller size. Judy travels to Taiwan two or three times each year and is happy to bring back any parts you need. She can be contacted at Aegis Marine, 1602 Monrovia Ave., Newport Beach, CA 92663, (800) 747-3014.

BOAT/U.S. provides speakers, videos, and weather information



The Boat Owners Association of the United States provides the general public as well as its 450,000 members a variety of services including:

- Speakers Bureau and Video Library. Call (800) 678-6467 and tell BOAT/U.S. the date, time and location of your group's next meeting as well as the preferred topic. If you don't have a preference, they'll provide a list of local speakers you can choose from. Available videotapes address a wide variety of topics (safety at sea, marine hurricane preparedness, GPS, bareboat chartering, inspecting your rig, etc.) Call four weeks ahead for a speaker; two weeks in advance for videotapes.

- Weather Watch. Up-to-the-minute NOAA weather radio marine broadcasts are available for any port, coast-to-coast by dialing (900) 933-2628 from a touch-tone phone.

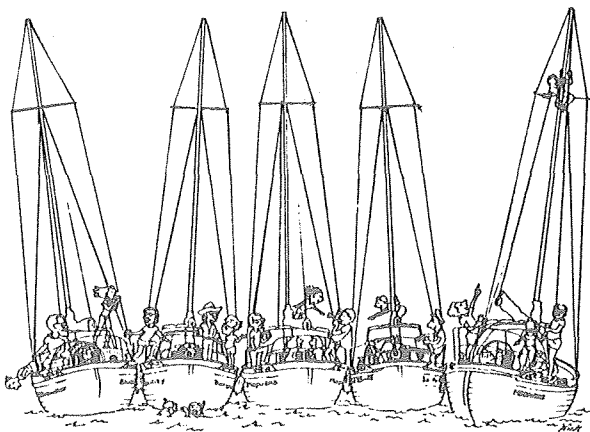
The cost per call is 98 cents a minute and the average call about three minutes. The charges will appear on the caller's monthly telephone bill. Callers need to know the area code for the desired boating area.

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.

*Editorial Staff: Susan Canfield, Rockie and Bill Truxall
Subscription Rates: \$20/year in the U.S. and Canada, \$25/year elsewhere.*

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.

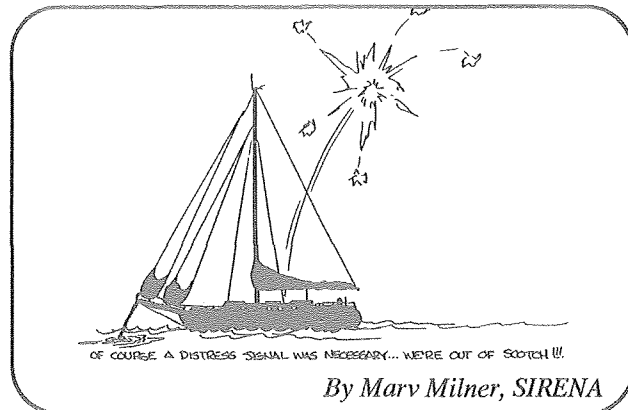


Rendezvous Roundup

Are you planning a Tayana rendezvous in 1994? Please contact TOG so that we can provide you with a mailing list of members in your area. Let us know about your plans so that we can help with publicity.

Chesapeake Bay

Susan Canfield will host the Chesapeake TOG's winter rendezvous, potluck and swap meet at her home in Arnold, MD on Sunday, March 26 from 2-6 p.m. Bring the family, a dish to share, equipment to swap or sell, and your list of suggested 1994 rendezvous destinations. A BOAT/U.S. videotape, "Spring Commissioning - Secrets of the Pros", will be shown. Mark your calendar and call (410) 626-8545 to RSVP. *Directions: Take MD Rte. 2 to Arnold Rd. (first light north of Rte. 50). Go west on Arnold Rd. (becomes Severn Way after crossing the Baltimore-Annapolis Trail) one mile to 187 Severn Way (mailbox on left at bottom of Turtle Hill). You may drive up Turtle Hill to drop off passengers, etc. before parking below on Severn Way.*



LEPAS's crew finds solace among TOG friends

By Dr. Phillip Patterson, Sr.

Phillip and Teresa Patterson live in Tullahoma, TN but keep LEPAS (T-37, hull #246) on Chesapeake Bay, where they attended the Fall '93 TOG Rendezvous, held 11-12 September.

During our departure from Tennessee enroute to the rendezvous, we received word that Teresa's mother had passed away back in the Philippine Islands. This was quite unexpected and Teresa was caught without a current passport. We elected to continue on to Washington, DC to get travel papers, tickets, etc. and spend the weekend aboard LEPAS in the company of other TOG sailors. It was truly the best decision to have made.

Teresa and I along with Joseph and Craig, ages 12 and 13 years respectively, spent a very pleasant night on the hook with Diane and Ted Stevens, *REVERIE*; Joe and Shirley Rubino, *BAMBOOSHAY*; and Bob and Suzy Parker, *YAB YUM*.

The other boats were already anchored when we arrived. A call on VHF channel 9 gave us badly needed guidance for entering Tilghman Creek. At low tide, we "bottomed" three times, even under "ground control approach". Safely in, we recruited Ted Stevens to assist Teresa and our two boys in setting our hook. We snuggled in beside Bob and Suzy Parker's T-37, handed over some *vin*, and enjoyed a lovely quiet meal with some genuinely gracious people. The unacceptable alternative would have been a DC hotel room, impatiently awaiting the Washington bureaucracy to grind out the required documents.

So, from the co-skipper of LEPAS (who by the way grew up in lateen-rigged outriggers sailing the Mindoro Straits) a most heartfelt *Salamet Pô*. You great folks really do possess the "oil of human kindness".

Photos, line art wanted...

Help us make *TOG News* interesting and attractive to its readers. We're continuously looking for photographs of TOG members for use in our Fleet News column and for interesting line art or cartoons.

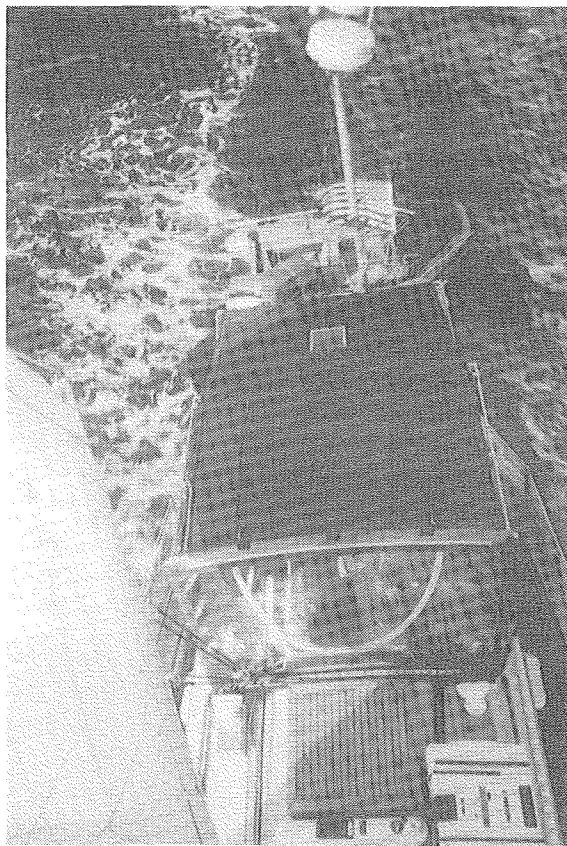
Photographic negatives, black and white or color prints, and line art will be returned upon request.

News from the fleet...

Cate and Deaken Banks needed to replace *YANKEE's* (T-37, hull #266) propeller and wrote *TOG* for advice. After a little research, copies of applicable pages from *TOG News*, Nos. 19, 21, 23 and 41 were sent to them, noting "the general consensus is that 18x13 is the preferred 3-bladed prop for the Yanmar 3QM30". **Mike and Jude Davis** had *SATORI's* (T-37, Hull #242) 18x13 prop repitched to 18x11, which they feel "gives better performance by permitting higher engine RPMs." Alternatively, an 18x14 2-bladed prop is reportedly the next best thing to a folding prop if sailing efficiency is paramount.

Of interest, Bay Yacht Agency tested a 3-bladed Max Prop on a T-55 back in 1990. At the time, Eric Smith reported that the boat, which "seemed to need a small army to fend off the dock before, can now be easily handled by a couple. With a little practice the instant reverse allows you exceptional control, where before the thrust of the engine torqued the stern around before you ever got any motion that allowed the rudder to give you effective steering in reverse. We found you can maneuver effectively by manipulating the rudder and using bursts of power to kick the stern in any direction you wish." Eric also commented that Max Prop's maker says that, "a 3-bladed Max Prop will give you approximately 20% increased thrust (when compared with a fixed blade prop) in forward, in heavy going. Feathered, under sail, the total drag is less than a fixed 2-bladed prop. In reverse, you gain 80% thrust."

The joy of safe boating and the companionship of other safe boaters is something **Al Boyden** wants everyone to experience. As flotilla commander of the U.S. Coast Guard Auxiliary in Stockton, CA he is responsible for educating the public; providing free, optional "courtesy inspections" of boat; and patrolling Stockton's deep water channel to help boaters who may be in trouble. Al comments, "We inspect boats to see if they comply with federal and state regulations. If they do, we give them a placard. If the boats don't comply, we tell them what they need to fix. Getting a placard from us can mean an insurance reduction of as much as 10 percent." After taking early retirement, Al and his wife, Elizabeth, spent three years cruising Mexican waters in their T-37, *PARALLAX* (hull #56). Al has long been active in community service. He has served as chamber of commerce president, and was on his county's board of zoning adjustment for ten years. He joined the Coast Guard Auxiliary in 1975.

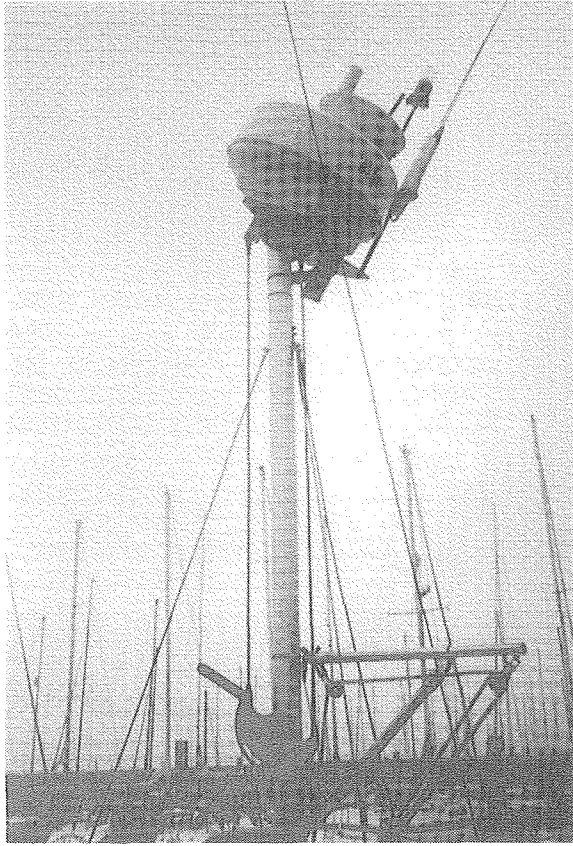


Jim and Jan Vogt have equipped JANEV (T-37, hull # 445) with a gimballed radar mast, permanent dodger, bimini with solar panels, 6-man Avon liferaft with hydrostatic release, and a 406 EPIRB.

On March 13, 1993, *NEPENTHE* (hull #256) was moored to a buoy in Key West, Florida when Hurricane Andrew, the "Storm of the Century", arrived with winds over 100 knots. At the height of the storm, she broke loose and was blown against a large fuel dock. **Tom Cagney** reports, "There was no sense of movement until the boat hit, then heeled violently, throwing everything not secured across the cabin. We sustained damage to the rub and cap rails on the portside, bent a chain plate and the propeller, and overstressed the upper shrouds and whisker stays. Other damage included a broken bowsprit, steering cable, and steering quadrant. Total damage was about \$15,000 and required two months in the yard to effect repairs.

"During the course of repairs, several things came to light which may be of interest to other Tayana owners:

- When the damaged chainplate was pulled, crevice corrosion was noted at its lower end well down inside the hull. This corrosion could not be observed without pulling the chainplate.



JANEV's gimballed radar antenna at maximum tilt angle. Also shown is the lifting crane for her 6 hp outboard.

• *NEPENTHE's* bowsprit was laminated teak and fir. When the broken bowsprit was pulled, we saw that some type of insect had entered the fir strip on the underside and was happily tunneling away. In addition, moisture had accumulated where the platform arms were inset in the bowsprit. As a result, dry rot had begun in the fir portions of the sprit. I don't know how this can be prevented, but a good application of Git-Rot can't hurt. The new bowsprit is solid teak.

"Despite all the cosmetic damage and the fact that we bounced off the pier several times, structural damage was light. Tayanas can really take a beating!"

Isobel Duxbury, T-52 *KWENDA*, wrote to correct two discrepancies in "News from the fleet" (Tog News, No.57). We had reported that the Duxburys commissioned Bob Perry, to develop a 52' pilothouse design. However, we noted incorrectly that it was to be based on the T-47 pilothouse. Isobel says, "The T-52 pilothouse being designed by Bob Perry is a proper marine design. The T-47 pilothouse was designed and built by the yard. There is no

comparison." The yard in Kaohsiung is reportedly prepared to do the tooling to build the 52' pilothouse design, as long as they receive an initial order for three boats. Anyone interested in purchasing a pilothouse 52 should contact the Duxburys at P.O. Box 3, Sai Kung Post Office, Sai Kung NT, Hong Kong.

Additionally, we misspelled **Dr. Stuart Rance's** name. Dr. Rance, who died of a heart attack in August 1992, was the owner of T-65 *WATERWITCH*. We apologize for these errors and our delay in printing corrections.

Marge and Bob Klein spent last summer cruising the East Coast of the U.S. from Chesapeake Bay to Maine onboard *WANDERLUST* (T-37, hull #513). "Our hope was to set sail for the Mediterranean, but our house didn't sell and we now have aging parents who require our attention. Our trip to Maine was a great introduction to the cruising life. We are now more committed than ever to continue cruising. We sailed as far north as Roque Island

Continued on page 78.



JANEV's antenna/light matrix (viewed from the forward end) includes (left to right above radome): SatNav, GPS, TV, and security system antennas, automatic anchor light, Loran and VHF antennas. Her stern light is located beneath the radome's after end.

More news from the fleet...

Continued from page 77.

(about 60 miles north of Bar Harbor). Met fellow TOG members **Dave and Linda Freeman, FARAWAY**; **Jeff and Melia Joy, ATHENA**; **Frank and Catherine Lynch, SLAINTE**; and **Mac and Linda McBroom, OWL HOOT** during our three month, 2,000 mile journey. Now we're back in the Chesapeake Bay area. Our house is still on the market and we are busy modifying and improving *WANDERLUST* based on experience gained this summer. We look forward to moving back aboard and cruising again soon."

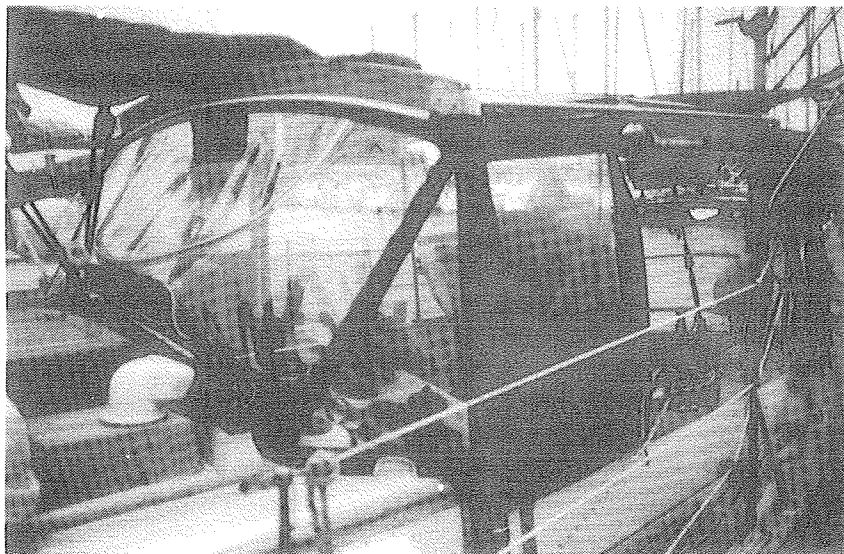
Yvonna and Paul-Christian Schlawe purchased their T-37 *VALKYRJA* (ex-*YONDER*, hull #170) last year from Rita and Bob Hempen. Now registered in Australia, *VALKYRJA* also flies the Danish flag on her port side for Yvonna, who writes, "For those thinking of buying a boat without the use of a broker, I can only say how lucky we were in buying from the Hempens. Despite our being foreigners, everything went perfectly due entirely to the honesty, integrity and, I suppose, plain niceness of the Hempens. They could not have been more helpful.

"Since buying *VALKYRIA*, we have been to the U.S. and British Virgin Islands and the Florida Keys. We plan to leave Fort Lauderdale for Cuba in early August, then on to the Caribbean, and hopefully, northern Europe. We feel as though we're always working on the boat, but apart from some rewiring, improvements to the refrigeration system, engine servicing, and dismantling and reassembling the head, most of the work has been cosmetic. We've added a spinnaker pole and Paul is currently moving our "toy size" winches (located forward of the dodger), installing clutches, and adding larger self-tailing winches where the main winches presently sit.

"I have completely dry-scraped every inch of brightwork, bleached, sanded, sealed, and am now varnishing. I would never take this job on again single handedly. It was tedious and lengthy because the Hempens had applied that wonder, Sikkens Cetol, which wasn't going to come off without a fight. I bleached with Teak Wonder (which really was a wonder). All of the brightwork, ladders, doors, fly screens, hatches, etc. have been sealed with three coats of Interlux 1026 wood primer/sealer. Beautiful stuff. On top of this I am applying five coats of Interlux 95 Clipper clear varnish. I am only up to the first coat of varnish but the effect is beautiful. Quite superb if you like your woodwork very light gold."

Last August, **Jim and Jan Vogt** (T-37 *JANEV*, hull #445) were in Lochranza, Isle of Arran, Scotland when they wrote, "Our Scottish cruise is about to end after logging 1,300 miles and visiting 49 anchorages or ports (including just two marinas) since early June. We've had great sailing through spectacular country that is full of castles, history, and friendly people. We even made it to the remote, beautiful Outer Hebrides, almost 60 degrees North. Although part of the British Isles, it felt very foreign since the locals speak Celtic.

"Now, it's time to head South as the equinox is upon us and we still have more than 700 miles to go. Within a few days we will leave for Ireland. Then, when the weather looks right, we'll cross the Irish Sea and round Land's End to Falmouth. We'll coast hop thereafter, visiting friends. We have decided to return to Chichester again this winter since Jan's family and many friends live nearby. Winter rates in the full service marina there are comparable to what we used to pay at the Key West (Florida) city docks.



JANEV's boom galleys/dodger installation incorporates a bimini top with external frame, grab rails, and side curtains (rolled up).

"Last winter, thanks to *TOG News*, we had visits from **Dave and Jo Phillips**, *SYBARIS* (hull #10), who live in St. Ives, Cornwall. We spent two days with them in Falmouth enroute to Scotland. A week ago, when *JANEV* was anchored in Lamlash Harbor, Isle of Arran, we heard a call from the beach, and someone we didn't recognize yelled, "Can you come ashore?" It was **Andy and Maggie Nelson**, *JOREE* (hull #99), from Jacksonville, Florida. They were visiting Maggie's mother in Lamlash and just happened to have the Winter '92 *TOG News* with them. We had tea with all three the next morning. Andy and Maggie are looking forward to sailing *JOREE* to Scotland next year."

TOG members can contact the Phillips in Chichester this winter by calling 0243-513786.

In November, **Mary Taylor and Paul Zack** left Long Beach, California for Mexico and the Caribbean. They planned to be in Vallarta by Christmas. Mary writes, "In getting *AVVENTURA* (hull #358) ready for the trip, we

dealt with several companies that provided excellent service:

- Kern Ferguson of Kern Ferguson Sails in Newport Beach, CA redid our rigging and made new sails or recut our old ones. He is great to work with, timely, and really knows Tayanas. *AVVENTURA*'s performance under sail increased dramatically.

- Jim Lamb of Aegis Marine in Costa Mesa came through for us on the sink strainers. It turned out we were one of ten T-37's equipped with smaller than normal strainers. He persevered until the original supplier in Taiwan was contacted. Ah, small things make us happy!

- Also, we had received a West Marine gift certificate that got lost. Their Alimitos Bay store (with help from the district office) solved the problem immediately and with style. Their customer service attitude was exceptional."

Maintenance and equipment comments and questions...

PERKINS REAR OIL SEAL

John Andrews, *CHINOOK WIND* (T-37, hull #300), writes, "Our Perkins 4108 had a rear seal leak neither I, nor our surveyor, noticed at the time of purchase. In my initial communications with Detroit Diesel and Perkins, I was advised that I would have to pull the engine out of the boat. However, with the help of Detroit Diesel, I replaced both the oil pan gasket and rear oil seal *in situ*.

"This was accomplished by decoupling the prop shaft, sliding it back until the prop contacted the rudder, removing the transmission, bell housing, starter, fly wheel and oil pan. Next we disconnected throttle and shutoff cables, and then placed a hydraulic jack in the bilge. By placing 2x4's under the jack and between the jack and the engine, we were able to raise the engine up on its mounts. This then gave us easy access to the rear of the engine.

"The rear oil seal is in a two piece plate bolted to the rear of the engine block. Once all eight bolts are removed, both the top and bottom plates can be removed, giving access to the old rear oil seal contained within. While putting everything back together, it is easy to replace the oil pan gasket.

"My fix took a day and a half, and cost about \$13 for gaskets and the new rear seal.

SECURITY SYSTEMS

"During the course of a blister repair job in 1992, our boat was burglarized. The main companionway doors were broken and everything that could be taken was taken. I then went in search of a security system. I settled on a state of the art mobile 8080 system by Alpine. This system has an external keyboard, which I mounted on the forward bulkhead in the starboard lazarette, and a small hand-held 8401 remote transmitter.

"The system incorporates many protection features including doors, motion, and glass breakage; additional features can be added. I used only motion and put the small transmitter or detector behind my CB and switch panel. It looks up and detects motion through the fiberglass to the area in front of and including my companionway doors. Detector height and sensitivity is adjustable. When alerted, a siren sounds, the masthead strobe flashes, and the spreader lights come on.

TEAK TREATMENT

"I cannot say enough good about Sikkens Cetol Marine (1-800-336-9320) for exterior brightwork. Dianne and I completely recoated all of *CHINOOK WIND*'s exterior

Continued on page 80.

More maintenance and equipment comments and questions...

Continued from page 79.

brightwork in just two four-hour periods. This we do twice each year. Sailormans Choice water based polyurethane is another good product. This finish is applied normally and easily cleaned up. It dries to the touch in 30 minutes and may be recoated in two hours."

VENTILATION

Tom Beard reports that *MOONSHADOW's* (T-37, hull #72) fuel tank is in the forepeak where the air was stagnant and sometimes smelled of diesel. He writes, "I installed an in-line 3 inch bilge blower and ran a hose through the bilge to the engine compartment. I also installed louver vents above the cabin sole below the berth to allow air to enter the forepeak area. The blower is wired to the ignition switch bus. It operates automatically whenever the engine is running, provides forced air for the engine compartment, and helps to keep the forepeak area fresh."

BILGE PUMPS

Tom has also installed two additional electric bilge pumps in *MOONSHADOW's* sump. "One is a Rule 1100 automatic - no float switch. The other is a Rule 3700. I cut off about two feet of the original 1 1/2 inch hose that led to the manual bilge pump strainer and attached a length of new hose (with a check valve) connected to the Rule 3700. Now I can pump with the high capacity electric pump or with the standard builder-installed manual (guaranteed heart attack) pump via the same piping system. The electric pump acts as the strainer for the manual pump in the later operation. It works!"

"*MOONSHADOW's* original electric bilge pump was barely adequate and required frequent repairs. Float switches caused more problems than they solved. Our new Rule 1100 with it's computer controlled switch appears to work fine - so far. This pump was installed with a check valve in the existing bilge discharge hose for the original pump."

DC ELECTRICAL SYSTEM

"*MOONSHADOW's* electrical system has many modifications, a couple of which have worked well enough to talk about. Since modern navigation devices are sometimes given a case of amnesia by power spikes from the engine's starter motor, I used a series of buses to isolate the

starting battery from the electronics' power supply. While there are several ways to do this, the arrangement described below has served me best."

"All electronic equipment (except the SSB) is powered off one bus. This Com/Nav bus is wired to a battery bus that is hot all the time, even with the master battery switch on "Off". The battery bus is powered by only the house battery, #1 in my case. As a result, I can turn on my Com/Nav switch, power the bus, and run any of the electronics equipment anytime, batteries off or on. The engine starting battery (#2) is normally used for all starts and nothing else. However, I can start off #1 after first taking the precaution of turning off the Com/Nav bus switch or by not having sensitive electronics on. The starting battery cannot be run down by leaving a radio on accidentally. If the #1 battery is dead, I can run the electronics by switching the master battery switch to the "Both" position to power the battery bus through the #1 battery. However, I make it a practice to never use the "Both" position of the master battery switch except in an emergency - and that emergency has yet to occur."

"I also use the battery bus to power the automatic bilge pump. Thus, the bilge pump is on line all the time, even with the master battery switch off. It has no switch; it is fed through a fuse so that the power cannot be accidentally shut off. The bilge pump will not operate off the #2 engine starting battery except as noted above. While it's possible to run down the house battery, the engine starting battery should always be alive and well. Our big electric bilge pump gets its power from the primary bus, which is powered from either battery via the master battery switch."

"This arrangement has evolved through many generations, however, the present configuration has been trouble free. Since we live aboard nearly full time and average close to 10,000 miles a year, all systems have had a chance to prove themselves. I still look for better ways, however, and keep my tools and spare parts handy."

FUEL TANK DIPSTICK

"The pictures of the keel tank (in *TOG News*, No. 59) were very good," writes **Richard Bennett**, *PANGAEA* (T-37, hull #474). "I had no idea of its shape. Mine is stainless steel and is also used for fuel. I had the dipstick drilled every inch to make it easier to check the level."

HOT WATER SUPPLY

Dave Freeman says his diesel mechanic reported finding two thermostats in *FARAWAY* (T-37, hull #237) where there should have been one. "That was corrected and we had a conventional six gallon hot water tank installed in the internal loop of the engine heat exchanger. It has been working very well, even while cruising last summer in those wonderfully cool coastal Maine waters of Penobscot Bay."

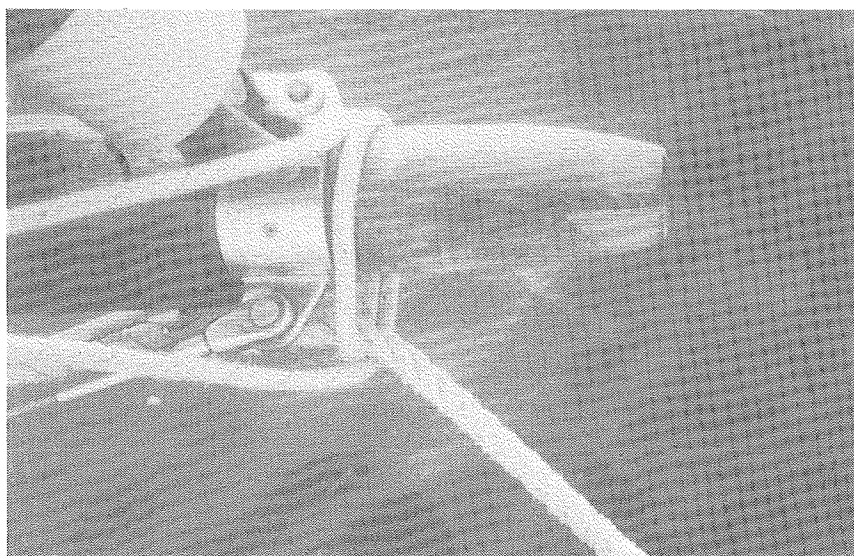
RADAR

John Kraft reports no problems with the radome installation on *THE CHANCE* (T-37, hull #478). "There's no interference with sails, halyards, etc., although I did stop using my spare foresail halyard as a topping lift for the staysail boom. In lieu, I installed a second staysail halyard that does double duty as a staysail boom topping lift. Also, no need to worry that the height of the radome would make it difficult to see close in targets. Even at 45 ft. above the waterline, I can see a mooring buoy at less than 300 ft., and runabouts are visible at 100 ft."

"I am convinced, however, that lots of practice is needed to read a radar screen correctly. It's one thing to use radar during periods of restricted visibility to spot something you know is there because it's shown on the chart. It's quite another thing to be in a dense fog or rain and try to differentiate between real and false echoes; decide whether an echo is a vessel, navigational buoy, debris, etc.; and if it is a vessel, whether it is commercial traffic, power, or sail."

ANCHOR RODE "TWANG"

Beth Prata, *CHINA DOLL* (T-37, hull #254) writes, "Mike Salvetti and I have discovered a way to stop the annoying "Tayana twang"! That's the noise we hear from the anchor rode riding against the bobstay. In addition to the noise, it puts stress on the stay and chafes the rode."



"After completing our anchoring sequence, we tie the anchor rode off around the samson post, then around the deck cleat. Mike goes forward on the bowsprit platform and wraps a 4-5 ft. piece of line (which we keep tied to the pulpit) twice around the rode and bowsprit - just enough to gather the rode close to the bowsprit, yet safely away from the chafe-happy turnbuckles and their threaded studs. The other end of the line is then tied off to the pulpit with a couple of half hitches. The same effect could be achieved using a snatchblock in lieu of the line."

"A negligible amount of the anchor load is transferred to the bowsprit since the bulk of the load is still carried by the samson post. We've been anchored this way in winds up to 60 knots (an unexpected squall!) with no problems. It reduces the tendency to yaw at anchor and it prevents chafe."

CANVAS CARE

Bill and Rockie Truxall recommend Aqua-tite, a colorless canvas preservative, which extends the lifetime of dodgers, biminis, sail covers, etc. "Moderately expensive, easy to apply."

CONDENSATION

Jim and Jan Vogt write, "Prior to her 1992 Atlantic crossing (TOG News, #57), *JANEV* had spent years in tropical climes and had few problems with condensation. We had SSI eyebrows on all eight side ports and left them open 99% of the time, giving good air flow. It was only in the English winter, heating a closed space, that ugly "C" word reared its head. We did three things to counteract it:

◦ *Forward berth:* The mattress bottom of our forward double berth was getting damp despite frequent attempts to air it by tilting it off the bunk support boards (BSB's) during the day. We considered solutions such as interlocking plastic grids (expensive and inconvenient if you want to access the storage locker underneath, since the interlocks and BSB's would not line up). Our solution was to tack 3/4 in. by 3/4 in. wood strips to each BSB with thin serrated boat nails. Each BSB can still be lifted up separately; the wood strips add little weight. Installation was simple and straight forward.

◦ *Forward and quarter cabins:* *JANEV*'s forward and quarter cabins are lined with white fiberglass panels with teakstrips. As on many Tayanas, the panels are spaced from the hull with 1 in. battens, glassed to the hull

Continued on page 82.

More maintenance and equipment comments and questions...

Continued from page 81.

contour. This one inch air space provided adequate insulation as long as nothing interfered with air circulation over the panels. However, clothes on the shelving or use of the quarter cabin as a stowage closet caused instant dampness and then mildew, even when the interior seemed dry and warm from our Hi Seas heater. We decided to put foam insulation between the hull and lining, using "Foam-in-a-Can" polyurethane foam. Since this foam sticks to almost anything and uses humidity as an activant, it is a logical choice to inject into damp voids. We penciled along the top and bottom of all teak strips prior to their removal, leaving the underlying panels nailed in place. Number the back of the teak strips and their locations on the white lining. We drilled 1/2 inch holes in the lining under the teak strips, starting about 3 inches up from the bottom, every 6 to 9 inches, and every third strip up.

Then, following the instructions that come with the foam, stick the tubing nozzle in each of the lower holes and inject a little foam. Start with a 1 or 2 second squirt. Initially, the foam expands rapidly, then more slowly. During this expansion period, it is capable of exerting significant force if restricted. Do *not* get impatient and inject more foam too soon, or you will distort the lining. Have at the ready: a roll of paper towels, a bottle of nail polish remover or other recommended cleanup fluid, 1/2 inch plugs to stick in a hole if excess foam starts coming out, and several pairs of disposable gloves along with a box to dispose of messy paper towels, gloves, etc. Don't worry about small amounts of foam coming out of a hole. Just let

it ooze and harden. In a few hours, it will break off easily or can be trimmed off with a wood chisel. Also, when you put the foam can down, remember it has expanding foam in its plastic nozzle. Foam will continue to ooze from the nozzle for some time, so keep cardboard under it to catch the drips. When the nozzle stops oozing, it's time to start the next series of injections. It's good if you can set up to do the whole boat at once, because it's a messy job and the waiting period between injections is longer than seems reasonable. This insulation really does work and is worth the effort. Just don't get impatient and rush the job. It took three large 500 ml cans of foam and the equivalent of one day to do *JANEV*.

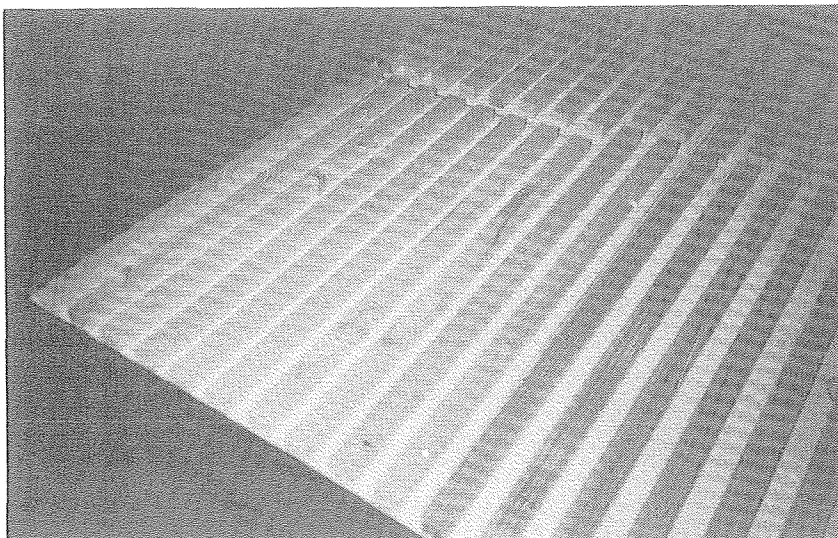
◦ *Lockers/hull:* We lined the lockers with the 1/2 in. foam that backpack campers use for mattresses. It is waterproof and insulates. Surprisingly, it took two layers to do the job. We cut it to shape and applied it with contact cement (over the top of the original quilted lining) on all hull sides and under the deck in all lockers.

STAYSAIL BOOM

Don and Elaine Roddy purchased their T-37, *CYGNUS* (hull #337) in 1982. Don writes, "Several years ago I resolved the problem of being intimidated by the staysail boom by replacing it with a Bierig Camber Spar sail/system. I'm very pleased with it, since it eliminates the "club" but maintains the self tending character of the staysail.

MAX PROP

"I also recently replaced *CYGNUS*' original propeller with a Max Prop. While I'm generally pleased with it, it didn't seem to help much when it comes to controlability in reverse - the main reason I bought it.



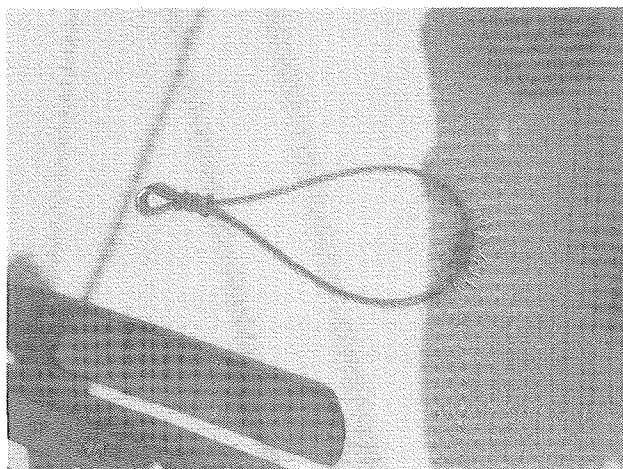
3/4 in. wood battens were nailed to JANEV's bunk support boards to permit air to circulate beneath the mattress, thereby preventing condensation.

WINDVANE

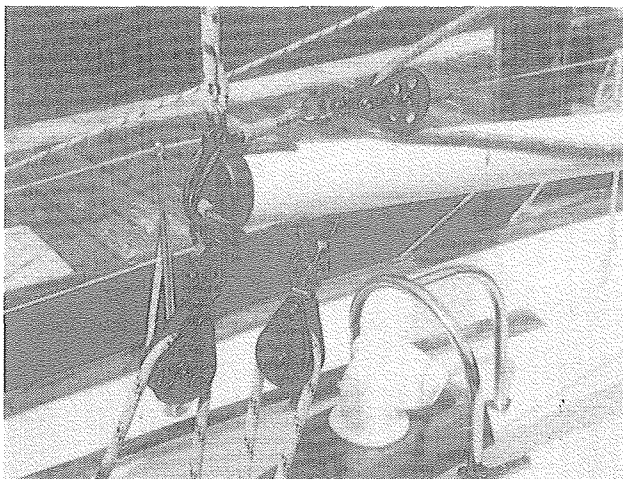
"Last Fall, I attended the Annapolis Boat Show and met Yves Gelinas, inventor/designer of the Cape Horn windvane. I ended up ordering one of his self steering systems but haven't had the opportunity to install it yet."

STAYSAIL CLEW OUTHAUL

Richard Bennett has made a number of improvements to *PANGAEA* (T-37, hull #474). After seeing a friend's staysail clew fitting break in high winds, he made a new, stouter fitting for *PANGAEA*. He turned a length of 3/16 in. stainless steel wire around a stainless steel thimble, anchored with a Nicopress sleeve. A second Nicopress sleeve was to connect the ends of the wire as shown below.



This clew fitting is pulled through the staysail boom end bail and over the topping lift fitting as shown below. "The length of the wire loop is critical; it must be short enough to be a snug fit over the topping lift fitting. Together, the two 3/16 in. lengths of wire constitute a more than adequate replacement for the original 1/4 in. outhaul cable. There have been no problems with chafe.



DINGHY DAVIT BRACES

Richard writes, "A heavy dinghy mounted on davits provides a springy load that can be more than the davits can take if their resonance frequency is reached. To prevent this problem on *PANAGEA*, I had braces or "stiff legs" installed. Since then, I've seen two boats with bent davits, one caused by waves from a passing motorboat, the other while beating to windward. In each case, the davits reportedly failed a short time after they had begun to resonate under excessive loading.



MOONSHADOW...

Continued from page 73.

bow) and flew a couple of yacht club pennants from a weighted line at the very end. Once, I turned the boat around in a 40 foot wide canal. The overhanging mast swung over the trail and a park bench where two people sat watching. It passed a good three feet over their heads. Their calm expression of disinterest did not change through the entire event.

Getting supports to hold the mast above the deck was a big expense - about \$700. I hired a "boat builder" who spoke no English. Since I spoke the same amount of French, I drew pictures of what I wanted and wrote out the scantling sizes of the wood supports. I thought two-by-sixes would be sufficient.

Subsequently, three "boat builders" showed up at the boat with a cart load of three-by-eights (which were then doubled up using about 30 pounds of bolts and rods) and

Continued on page 84.

MOONSHADOW...

Continued from page 83.

spent two days building three supports! They were not to my plans and most of the men's time was spent arguing with each other over how to make them. I insisted on just three supports - the builder looked hurt (like I had snatched his oldest child). He wanted four. In the end, the three support weighed about half as much as the mast itself. They do attract attention and comment along our route.

Most sailboats we encounter have aluminum masts. One end is typically lashed to the bow pulpit, and the aft end supported with a cross of scrap one-by-sixes.

Although Carolyn and I have been pleased with our canal experience, we would not take a deep draft vessel through again. While there are many lovely spots alongside the canals to visit, you cannot get there if your boat draws over about two and a half feet. We spent many days traveling past villages we had hoped to visit, only to find there was nowhere with water deep enough to tie up. Even where we could find "deep water", we often had the keel parked in gravel with a short jump to the bank. But the food is fantastic! So are the prices - expensive.

Tom Beard is a former Navy pilot. After returning from Vietnam in 1965, he left the Navy and joined the Coast Guard, retiring ten years later. See page 80 for Tom's remarks on boat maintenance and equipment.

New Members

Karl and Linda Feldthausen, ZEPHYR (V-42),
Hialeah, FL

Lin and Barb Fuller, JESSIE (V-42), Chesterfield, MO

Joe and Terri Ghiotti, GALE RIDER (V-42),
Hawthorne Woods, IL

Bob Granger, POEM (T-37), Pompano, FL

Dick and Kay Heckman, WANDERLUST (T-37),
Huntsville, AL

Drum and Judith King, PYEWACKET (T-37),
Allentown, PA

Jim Lamb, Aegis Marine, San Diego, CA

Bob and Gerlinde Lindy, FREYJA (T-37), Ann Arbor,
MI

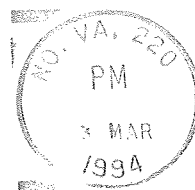
Gernot Winkler, (NAME UNKNOWN) (V-42),
Seabrook, MD

Chris Winnard, Neil Pryde Sails, San Diego, CA

TOG NEWS

P.O. Box 213

Mt. Vernon, VA 22121-0213



Schuler, Stan & Marilyn
1198 Navigator Drive #144
Ventura, CA 93001