

# TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VIII NUMBER 63

SUMMER 1994

## LADY BESS sweeps top honors

### Wins 4 trophies In annual Florida to Mexico regatta

By Kent Dudley

Kent Dudley, of St. Petersburg, FL has owned T-37 LADY BESS (hull #423) for nine months and this spring entered the "Regatta Sol al Sol," a 500 mile yacht race across the Gulf of Mexico from St. Petersburg, FL to Isla Mujeres, Mexico, sponsored by the St. Petersburg Yacht Club for the past 26 years.

Isla Mujeres, which translates "Island of Women" is located a few miles off the coast of Cancun on the Yucatan Peninsula. When sailors arrive from St. Petersburg, they are treated as distinguished guests. The reason probably has something to do with a hurricane that swept through the island in the '80s, leaving it without food, electricity, and running water. The Commodore of the St. Petersburg Yacht Club came to the aid of the struggling island by calling on area yacht clubs and sailors, who donated \$500,000 with transportation to fly in much needed supplies. The Mexican people were grateful to get their island back in shape.

In the Regatta this year there were 19 entrees ranging in size from 30 to 65 feet, broken up into 2 classes: Spinnaker and Non-spinnaker/Cruising. This was the first race for my Tayana 37, and when I mention racing and Tayana in the same sentence, many people chuckle. I guess our boats aren't as 'space age' as J Boats or



Beneateaus, but we surprised a few people, including the crew and the captain of LADY BESS.

The race started Friday morning at 10:00 a.m. The winds were out of the East around 15-17 mph, despite our concern that the wind in Tampa Bay would be light and we would be caught in shore. In a few short hours we were offshore with our sails full of wind.

After months of planning, provisioning, and preparing, we were finally off on LADY BESS' first real offshore cruise, with the crew sailing together as a team. The crew (pictured above) was comprised of Tony Uselis, my navigator, who had 4 years of cruising experience throughout the Caribbean; his wife, Paula; Mike Farina, who has offshore racing experience and owns a Jeneau 32; C.B. Moore, who owns an Endeavor 37 and past Hobie Cat racer; Denise Rosenstein, who has Annapo-

lis Sailing School experience; and me, a live-aboard sailor for the last 4 years.

Day 1: Our first major obstacle was the blinking GPS that was not updating our current position. We thought the race was over! Luckily, I had my cellular phone on board and it was still charged, so we decided to call the manufacturer. They transferred us over to a

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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.*

**BESEDA** (T-37, hull #352) is for sale. She is fully equipped for cruising. Call or write Rudy and Anne Cherny, (201) 948-6922. P.O. Box 310, Little River, SC 29566. **BESEDA** is berthed at Myrtle Beach Yacht Club in Little River.

**FLYING DUTCHMAN II**, a 1989 aft cockpit V-42, is for sale; asking \$156,000. Yanmar 55 HP diesel, refrigeration, CNG stove, microwave, B&G instruments and autopilot, Furuno Loran/plotter and color radar, SatNav, Sea SSB, inverter, VDO fuel gauges, Profurl roller furling, whisker pole, electric windlass, deck washdown system, teak decks, plus many other features. Located on Lake Superior; call John Vanden Bergh at (612) 436-7093 evenings.

**KAMPESKA**, a V-42 (hull #136) is for sale by Roy and Karen Olson. She's a cutter rigged, turn-key cruiser -- ready to go with a 44 HP Yanmar engine, Robertson autopilot, Loran, GPS and radar interfaced, VHF radio, dodger, bimini with sun shades, roller furling genoa, staysail, mainsail with triple reef, Lewmar self-tailing winches, life raft, and Zodiac dinghy with 5 HP Mercury engine. For more information contact the Olson's at 15704 Mahogany Circle, Gaithersburg, MD 20878.

## NOTES FROM TOG

We are working to return to our normal publishing schedule. In order to assist us, we need your inputs. Please do not hesitate to drop us an article, question, notes for any of the columns, and certainly suggestions on how to improve the Newsletter. It truly is your newsletter. The only thing we do is put together your thoughts and distribute them. When you happen across other Tayana owners, please let them know about TOG. You will be providing more sources of information for us all.

The Spring issue contained the Index for the first sixty issues of TOG News! It was lovingly prepared by Trevor and Lesley Hodgson of *SYMPHONY*. (See their notes in News from the Fleet.) We owe Trevor and Leslie a debt of gratitude -- again! Thanks from all of us.

**MASSETER**, a V-42 (hull #161) owned by Randall & Catherine Moles is up for sale. She has been lovingly cared for and always in fresh water. Aft cockpit, cutter rigged, built in 1988, she's equipped with teak decks, a new bimini/dodger, B&G Auto Pilot and instruments, Loran, Furuno Radar, Hood roller furling, fully battened main, Lazy Jacks, microwave, refrigeration, custom steel cradle, canvas cover, and more. Write the Moles at 107 Twelfth Street, Racine, WI 53403 or call (414) 632-9393. Asking \$145,500.

**PEACOCK**, Dick and Judy Fow, have an Avon Redcrest inflatable dinghy for sale for \$475 or best offer. Call (508) 996-4626 in New Hampshire; after October call (617) 334-4698.

In outfitting **SYMPHONY**, Trevor and Lesley Hodgson have received varying advice regarding storm jibs and trysails. If any member has ones to sell, they would be interested. Call (201) 579-1880 or write to them at 29 Fredonia Road, Newton, NJ 07860. Otherwise, advice on the appropriate dimensions would be appreciated.

**ZORRA**, a cutter rigged T-37 (hull #362) owned by Ned Killeen was built in 1983 and is priced to sell. Call Yacht Broker, Don Jones in Miami (305) 532-7600.

Patricia Garvey has a V-42 center cockpit blue water cruiser for sale with two separate cabins, new bottom paint, and 997 sq. ft. of sail area. Built in 1984, she is equipped with a Perkins 4-236 diesel, three blade Max-prop, Westerbeke generator, Signet Marine GPS and plotter, Alpha Marine autopilot, Furuno SatNav, Raytheon radar, and Cybernet VHF. Priced at \$145,000. Call Pat in Newport Beach, CA at (714) 723-4346.

D.E. "Josh" Murray of North Palm Beach, FL wants to purchase a used boat in the not-too-distant future and is considering a Tayana 37. He invites you to call collect in the evening at (407) 622-9212.

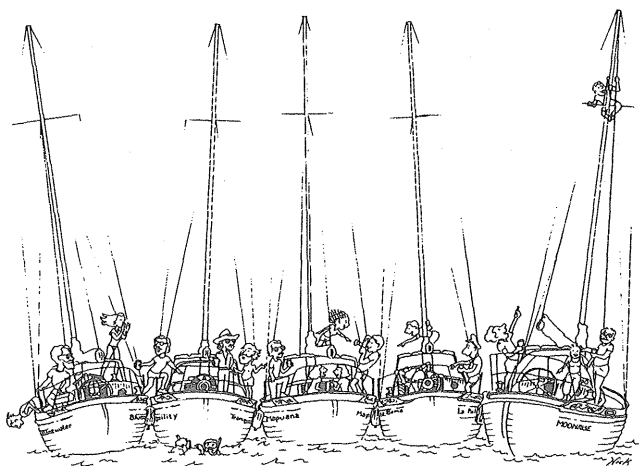
T-65 (1990) presently in Hong Kong is for sale. Owner is forced to sell boat quickly due to unforeseen circumstances. Serious inquiries, call TOG.

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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# Rendezvous Roundup

*Are you planning a Tayana rendezvous? 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

*WANDERLUST*, with her captain and first mate, Bob and Marge Klein, hosted a Spring TOG rendezvous on the Chesapeake Bay at La Trappe Creek, near Cambridge, MD on the weekend of 21-22 May 1994. While the turnout was small, the weather was great, the food delicious, and the people fascinating. In addition to the host boat, attending were Fred Hixon on *MAGIC DRAGON*, V-42, Charlie Molyneaux and Joanie on *C'EST SIBON*, T-37, and Ted and Diane Stevens on *REVERIE*, T-37.

The Saturday dinner was a grand collection of Chinese foods (yes, Diane, TAYANAS are built in Taiwan) and fellowship with a bunch of committed cruising sailors. As with these events, we visited each other's boats and got many new ideas for our own boats. Sunday morning was a TOG pancake breakfast on *WANDERLUST* before heading homeward.

Remember all you Chesapeake Bay TOG sailors, a Fall rendezvous is scheduled for 10-11 September at Round Bay on the Severn River. See you there!



# The Radio Shack

## CW MORSE BROADCASTS

If you enjoy copying Morse Code or are interested in improving your receiving skills, try tuning in maritime public coast station WLO at Mobile, Alabama. This station broadcasts marine weather forecasts and other information for ship radio operators on seven high frequencies beginning each hour on a 24 hour schedule.

When transmitting CW Morse Code the WLO transmitters operate up to 10 KW. The station uses the following frequencies: 2055.0, 4343.0, 6416.0, 8514.0, 12,866.5, 17,022.5, and 22,487.0 KHz. The Morse Code speed ranges approximately 25-40 wpm, depending on the length of the forecast material to be transmitted. No message traffic or direct communication exchanges with ships occur on the frequencies listed above.

Station WLO schedules its Morse CW transmissions to begin each hour, with a CQ general call and short bulletins. This is followed by the traffic list and extensive marine weather forecasts. The marine weather forecasts are converted to Morse Code over circuits from the National Weather Service in Miami, New Orleans, and Washington, DC. At certain times information from the Radio Operators Union is also broadcast. The weather broadcasts include many numbers for location coordinates in latitude and longitude, distances, wind speeds and direction, wave heights, precipitation, and visibility. With a little practice, one can understand abbreviations such as "KN" for knots and "TSM" for thunderstorm.

The Coast Guard at Norfolk, VA also transmits weather forecasts, other maritime information, and drill messages in CW Morse on 5870 kHz. The code rate is much slower than WLO -- usually 12-20 wpm. The drills consist of 100 five-character code groups, sent in standard military message format.

## ORIGIN OF "73"

The traditional expression "73" goes back to the beginning of the landline telegraph days. First published in April 1857, 73 meant "My love to you"! In 1859, the Western Union Company compiled a list of numerals from 1 to 92 to indicate a series of prepared phrases for use by operators on the wires. In this "92 Code", 73 changes from a fraternal sign to a very flowery "accept my compliments," which was in keeping with the florid language of the era. By 1908, it evolved to the definition of "best regards," with overtones of a much warmer meaning. Today HAM operators use it as a friendly word between operators.

# News from the fleet...

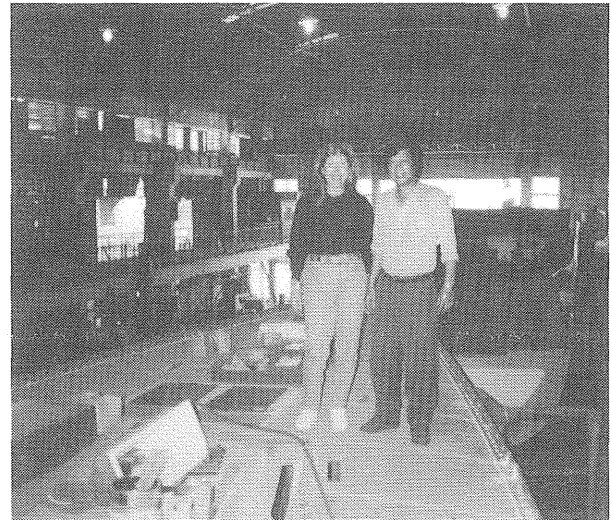
John and Dianne Andrews flew to Kaohsiung in March and visited Ta-Yang Yacht Building Company. (See photos opposite.) They reported their stay as most delightful, immensely enjoying the company and sincerity of their hosts at the yard, Mr. Han Hai Chiu and Mr. Basil Lin (shown next to Dianne). John recommends the trip to anyone who wants to visit a beautiful country that is both agrarian and highly industrial.



Pictured below is *CHINOOK WIND*, the Andrews' T-37 (hull #300), during the Christmas-time Parade of Lights on Lake Travis near Austin, TX. They had 1,236 lights put up and have won "Best Decorated Sailboat" two years in a row.

Tom and Carolyn Beard have left their T-37 *MOONSHADOW* (hull #72) in Cyprus. Tom has returned to the U.S., writing a book for the Naval Institute Press.

Scotty and Gayle Gardiner are on the move aboard *TWOEMCAS* (V-42, hull #82). They expected to launch July 1st from Clayton, NY and head south via Oswego and the Intra-Coastal Waterway, spending a few weeks in the Chesapeake Bay.

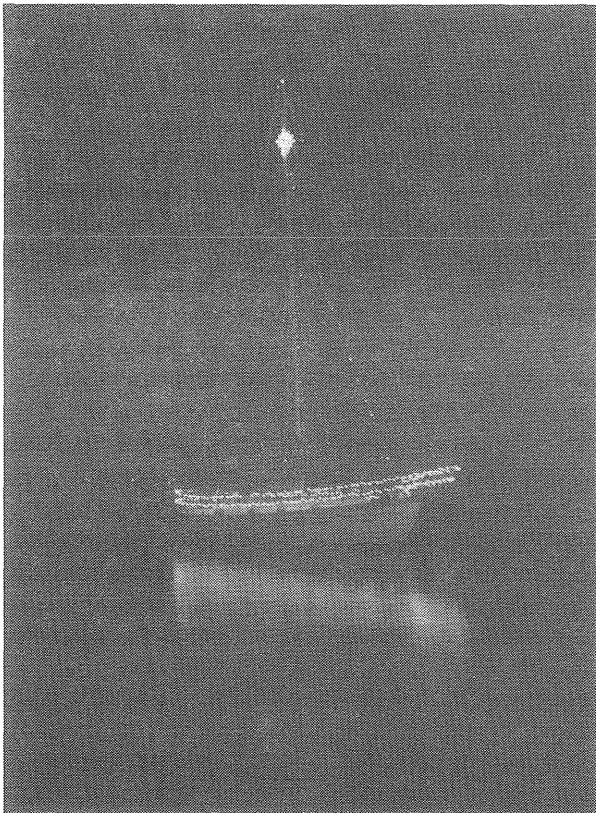


Jim and Lynda Gillman have been busy redoing the water system and replacing the galley countertops with Corian on their T-37 *ARIEL* (hull #377).

Our TOG Index Editors, Trevor and Lesley Hodgson have been planning on retirement the end of this year, but favorable events have overtaken this schedule. Full-time work finished at the end of April, with continued employment on a part-time basis. Hopefully this means much more time for sailing on their T-37, *SYMPHONY* (hull #463), and a much delayed attendance at a TOG rendezvous.

*THE GOOD NEIGHBOR* (T-37, hull #549) with her captain and crew, Charles and Judith Huffman spent the winter cruising the Caribbean and are heading north to the Chesapeake via the Intra-Coastal Waterway for the summer months.

John Kraft and Karen Hurt onboard *THE CHANCE* (T-37, hull #478) have started full-time cruising, after several



years of living aboard. They have avoided 'herding' (group cruising) and are enjoying the solitude and each other. On their way south, before jumping off to the Caribbean for their winter cruising, they met up with Jack and Helen Fox on *PRUDENTLADY* (T-37, hull #96) in St. Johns River, FL.

Ned Killeen on *ZORRA* (T-37, hull #362) completed a 13,600 mile cruise on 11 May, two years to the day from the start. He sailed from Miami - Bermuda - Azores - Ireland - England (wintered '92/'93 in Bristol - a wonderful city) - Holland - Belgium - France - Spain - Portugal - Madeira - Canary Islands - Cape Verde Islands - West Indies - Bahamas - Miami. He now has *ZORRA* for sale (see Ship's Store) and has flown back to England.

Robert and Chesley Logcher returned a year ago from cruising with their T-37 *CYGNET* (hull #259) to Lowell, MA to care for a parent. They hope to return to cruising in a couple of years.

Marvin Milner sold his T-37 *SIRENA* (hull #412) to Howard Eckert of Potomac, MD. The TOG family all knows Marv for his wonderful sense of nautical humor illustrated in the excellent cartoons published in *TOG News*. "We wish you and Joyce the very best in the future and hope you will stay in touch."

Chris and Ruth Paige spent the first half of 1993 cruising in the Bahamas aboard *MAGIC DRAGON* (T-37, hull #391). "For the first six weeks we cruised from Nassau to Georgetown and back with our daughter Kim and granddaughters Alison (3 + yrs.) and Jessica (2 yrs.) It was an exciting 'first' for all of us! Kim's husband, Bob joined us for a week in Nassau, which produced a 'Bahamian baby', Patrick James, on November 23.

"Chris and I then cruised the outer islands from Eleuthera back to Georgetown for the Bahamian Regatta, all of which we enjoyed immensely. After a visit with our son Jonathan, we had an uneventful trip back to Tarpon Springs, FL. This was in sharp contrast to being beaten up in the Gulf Stream and Tongue of the Ocean when we were trying to get to Nassau six months earlier.

"Having spent the last six months on land visiting family and putting our house up for sale, we are finally back on the boat. After some refitting, such as new sails and roller furling, we expect to sail to New England for the summer, then hopefully the Caribbean in the winter of 1994."

John Sams writes "Hello from North Carolina. Our house is finished (as much as it will be for awhile), the boat has been hauled for the first time in three years, and I have installed a mooring in the Chowan River near our house. We will be bareboat chartering our T-37 *ROBIN* (hull #316) during the summer and fall, and it occurs to me that perhaps some TOG member does not own a Tayana yet, and desires to test drive his/her dream. If so, contact me at Route 1, Box 245 in Tyner, NC, tel. (919) 221-8555, and I will provide additional information. We live near Edenton, NC at the head of Albemarle Sound, with lots of uncrowded cruising waters."

*EMERALD CUTTER* (V-42, hull #162) and her owners, Joel and Bobbi Scheckerman were featured on the front page of Sunday's Home Section of the *Chicago Tribune*. They bought their boat in 1988 and live aboard on weekends and during vacations. In addition, they regularly dine on the boat after work on weekdays. About once a week they entertain friends there. Docked in a downtown Chicago harbor, the craft is a short walk from the couple's condominium and a quick commute from their offices.

(Editors Note: The interview by the *Tribune* aids all sailors. Joel and Bobbi presented themselves, with their love of sailing and part-time liveaboard experience, as responsible people whose work ethic carries over into making "their vacation home" a show place. Thanks to the Scheckermans for the "good press.")

The photo (below) of these T-37s, *RAPASCAPA* (hull #516) and *RACHEL* (hull #493), owned by Pauline & Lou Schwab and Butch & Ellie LeBrasseur, respectively, was taken in Dutch Harbor, Jamestown, RI during the summer of '93. Both boats sail out of East Greenwich Yacht Club. Shortly after this photo was taken *RACHEL* took a three-week cruise to Nova Scotia. This year both boats are planning a three-week cruise to Maine in August.



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# Maintenance and equipment comments and questions...

## STERN-TUBE STUD REPLACEMENT

Richard Bennett shared some maintenance tips for below-water areas of his T-37, *PANGAEA* (hull #474) in Ft. Lauderdale, FL. "When removing the stern-tube studs, don't lose the nuts, which take British Standard Whitworth threads (1/2" BSW-12). There are no replacements available. American 1/2" nuts have 13 threads per inch and the 1/2" BSW nuts have 12. Good substitutes can be fabricated with a BSW-12 tap. Clamp the square shank of the tap in a sturdy vise and turn an American stainless steel nut onto it as far as it will go with your fingers. Apply some oil to the threads. With a 15" crescent wrench (long for leverage and good for those large propeller nuts), turn the nut down, well past the tapered part of the tap.

"If the stern-tube studs are damaged, replacements can be fabricated from 1/2" stainless steel solid or American-threaded all-thread rod. Cut to size and cut new threads with a 1/2" BSW-12 die. Do not even think of American-tapping the deeply imbedded fixture or attempting to screw in American-threaded all-thread rod. It may break off or seize.

"The internal fixture threads should be cleaned when reinstalling the studs. Jam a 1/2" round tube brush to the bottom of the hole and unscrew the brush, removing old polysulfide sealant from the hole. Repeat several times.

"While the stern tube is out of the fixture getting a new cutlass bearing, cover the hull opening with tape to keep boatyard grit out of the greasy threads. Grease the threads on the stern tube and the full fixture when reassembling.

"When reassembling the stern tube assembly, use a mild, rubbery sealant after cutting off the old sealant. Do not use 3M 5200 or other cement, as you may want to disassemble it again someday.

"My T-37 is full of 1/2" BSW-12 bolts and nuts. BSW taps and dies and handles are available from Scottish Imports/British Metric Company in Westminster, MD. Call 1-800-762-5134."

Richard also observes, "It is a lot easier to cut stuffing box flax on a piece of plastic pipe the diameter of the shaft while sitting on your workshop in good light, rather than standing

on your head wrapping it around the shaft itself. A plastic 1 1/4" P-trap costs about \$2.50 at a plumbing shop."

## THRU-HULL VALVES

"Stiff-operating thru-hull valves can be serviced without removal or disassembly when the boat is hauled out, but it is a two person operation. The inside person shuts the valve halfway and the outside person blasts silicone spray lubricant up the thru-hull past the valve ball to lubricate the top segment of the ball. Immediately the inside person shuts the valve and the outside person then sprays the outside segment. Exercise the valve and repeat the spraying procedure until the valve works freely."

## TOPSIDE DECK PAINT

Tom Bowers is looking for an easy solution to applying paint to the decks and topside of his T-37, *MACBEE* (hull #396). He writes, "I have reason to believe that I will encounter a zillion pinholes in the gelcoat. At least, I found them throughout the bottom a few years ago when I applied three coats of epoxy. The solution then was to brush-on the epoxy and use the paint brush tip to drive paint into the pinholes. Since each pinhole is filled with air, that seems to be the only way to fill it. Does anyone have an easier approach? Needless to say, there is a lot of manual labor involved." If you care to discuss the problem with Tom, he can be reached at 1246 LaQuinta, Nipomo, CA 93444, (805)929-5881.

## BLISTER REPAIR

Tom Egan hauled his T-37, *DAYDREAM* (hull #375) last fall, which revealed a minor case gel-coat blisters. "We decided to have a complete 'bottom job' done using the Interlux barrier coat system to stop the progression from minor to major."

## EXHAUST SYSTEM

His time "on the hard" allowed for further maintenance. He discarded the old stainless steel leaking disaster and replaced it with a Vetus Waterlok system. He reports, "it was relatively easy with only minor mods to the floorboards in the lazarette. While replacing the host to the exhaust pipe, I

noticed light coming from the outside. This should not be, as there is a one-way check valve just prior to the exit that should remain closed when no water or exhaust is exiting. Upon inspection I found that the pin holding the flapper valve had worn away and the flapper fell from its hanging position and laid wedged in the housing.

"Since the flapper valve was loose, it could have just as easily stopped up the exhaust or caused an intermittent problem of the variety that makes owners and mechanics go crazy. A simple check, without having to dismantle the system, would be to poke a rod through the exhaust from the outside; it should stop at the flapper valve. Then with the engine running, listen for the valve 'rattling' open and closed while making sure the exhaust and water flows freely."

## PROPELLER

Tom continues, "I usually have the yard remove and check my propeller, but this year I did it myself and found two things of interest. First, the propeller was marked 18x11 (18 being the diameter and 11 being the pitch), but it was actually 18x12 when measured at the prop shop. I had them change it to 18x11 and have found that the boat runs more easily without a "squat" at cruise RPM and no speed loss. Secondly, when installing the prop on the shaft, I did not like the way the key fit. On closer inspection, I found that the keyway on the shaft was 5/16" while the keyway on the propeller was only 1/4", which caused the propeller to wobble on the shaft. I had a machine shop open the keyway on the propeller to 5/16" and replaced the old key with a 5/16" bronze key. (5/16" key is the appropriate size key for a 1 1/4" shaft.) The boat runs a lot smoother with no "prop rattle", which in the past I attributed to alignment, cutlass bearing, etc.

## BOWSPRIT REPAIR

"The teak and spruce wonder protruding from the bow has been a source of tactile delight for "dock walkers" who have been driven by some inner need to touch its shiny surface and in doing so are transcendently transported to the South Sea Isles. For me, the darn thing is a pain! After years of meticulously sanding, varnishing, and lovingly caring for this thing, it repaid me by splitting along all the glued surfaces. After talking with Brian Kologe, *SLIPPER SHELL* (hull #353), I decided to try the repair myself, as described in the *TOG News* Fall '93 issue.

"When Tayana made the bowsprit, they failed to bed many of the fittings, as well as not bedding the three cross braces for the teak grating. Without sealant, no amount of varnish and care would keep water out of the glue joints and interior of the bowsprit. The repair took every bit of my spare

time for two months. Additionally, I through-bolted and plugged the sprit along its entire length. It looks beautiful, but I wish there was a non-wood replacement available."

## SAMPSON POSTS

While tightening the bobstay on *DAYDREAM'S* sprit, Tom noticed that the sampson posts rose a full two inches. "A cursory inspection revealed no problem, but there had to be a problem as sampson posts should be rock solid. Upon closer inspection the problem presented itself (not fun since it required removing everything from the chain locker).

"In construction, Tayana placed the sampson posts in position, bolted on a luan plywood cross piece and tabbed and glassed it all to the hull to anchor it. It was glassed on three sides with the bolt heads glassed over. Given time and moisture the luan plywood rotted out, but because it was glassed on three sides, it went unnoticed. The bolts were not bolted through the glass and without the plywood they hung unsupported in their fiberglass casing. This area should be carefully inspected on a regular basis."

## KEEL DAMAGE

Alessandro and Carla Gavazzi from Italy reported a crack of about five inches on the anterior part of the bottom of *SPINAWAY*, their T-37 (hull #283). When the boat was in the cradle, it had a leak, which they repaired with fiberglass. When the boat was put back in the water they had some salt water in the bilge. Alessandro wants to know if they could have salt water filtering up through the keel crack and into the bilge. He also wanted to know if anyone had a drawing of the keel construction. Would *TA YANG Yacht Builders* care to comment?

## FLAG ETIQUETTE

Alessandro and Carla also wanted to know if it is proper to fly the American flag if they have U.S. registration, even if they are Italian citizens. *TOG's* vote is 'yes'; does anyone have a comment?

## INTERIOR REFINISHING

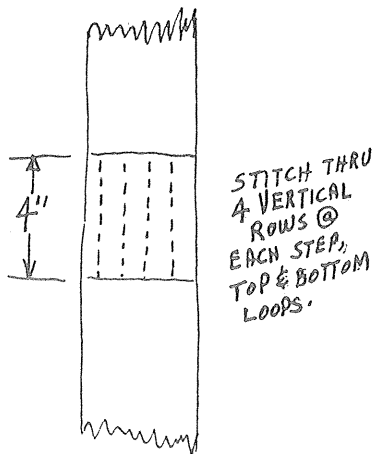
Nancy and Terry Newton began the new year in Ft. Myers Beach, FL, where they stopped to replenish their cruising kitty and do some maintenance on *LA ESMERALDA* (T-37, hull #512). For those planning to renew the finish on their boat's sole or dining table, the Newton's report, "We used regular polyurethane on the table and marine polyurethane (MinWax; no endorsement intended) on the sole. We found that the former holds up much better than the latter."

*Continued on page 16.*

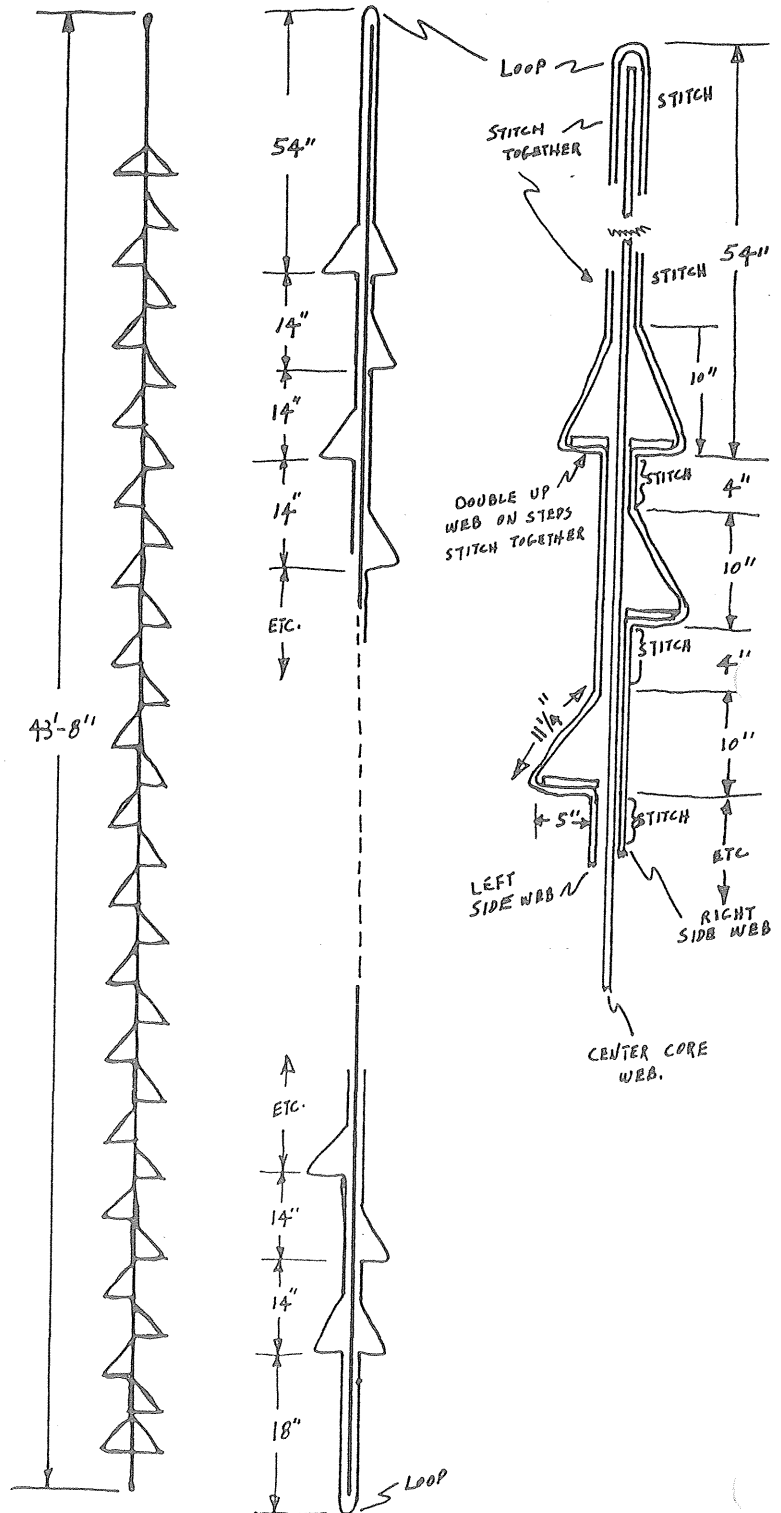
# More maintenance and equipment comments and questions...

## MAST LADDER

Bob Klein of *WANDERLUST* (hull # 513) sent a drawing for a nylon webbing mast ladder for the T-37. He admits it is an idea originating with Charles Huffman of *THE GOOD NEIGHBOR* (hull #549), modified by John Kraft of *THE CHANCE* (hull #478), and further modified by him. (It gets better all the time!) Bob recommends purchasing about 200 feet of 1 1/2 to 2 inch nylon webbing; cut a center core web, as shown in the accompanying drawing, about 44' long; manufacture a loop so there will be webbing for each side; then sew steps into the web with four rows of stitches. Bob suggests adding an extra piece of webbing for the step. For the mast height of the T-37, with a distance of 14" between steps, 54" at the top and 18" at the bottom, there will be 33 steps. When the webbing is assembled, fasten the halyard at the top; haul up and secure, pulling the bottom of the loop down with a preventer, and stretch it tight before securing. (It will stretch about 3 feet.) If you wish, you may add sail slides and insert them in the mast track for more stability. Further Bob advises, "Use a safety harness when climbing aloft."



**CAUTION:** When going aloft even with this ladder, always use a safety harness.





# LADY BESS...

*Continued from page 9.*

technician, who, after reading the model number, recognized it as a model that needed a new computer board, but explained that we would still receive signals every 15-30 minutes. He also pointed out that our Loran would take us all the way to Mexico, so we used the GPS only as a backup. We all voted to continue with the race.

**Day 2:** The winds were out of the East and the seas were slowly building. Our real concern was the Gulf Stream, which generally runs from 2-7 knots. Our gameplan was to go directly to the middle of the Yucatan Channel, pass Isla Mujeres, and then turn North having the current push us toward the island. That evening we decided to put a reef in the main as winds were around 20 knots. Tanker traffic in the Gulf was a concern of the crew. As soon as one spots a tanker, it is amazing how fast it travels across one's horizon. The stars were beautiful at night and the Milky Way was clearly visible, as were the satellites, which would occasionally pass through the sky.

**Day 3:** Winds were very consistent and we averaged 7.5-8.0 knots. It reminded me of surfing more than sailing and I was amazed how well the full-keel boat handled the seas. None of the crew ever got sick and were able to sleep well most of the trip. The third evening the action picked up. We had a contest as to which crew would have the best mileage over a 4-hour shift. From 8-12 p.m. we averaged 36 miles; the replacement crew had their turn from midnight to 4 a.m., logging 41 miles with waves dousing the cockpit repeatedly. By 4 a.m. the seas were 10-12 feet and the wind indicator was registering 25 knots. We were definitely in the Gulf Stream! We thought it made sense to put another reef in the main, so with sleep in my eyes and harness around my chest, my crew partner and I shortened sail. When we returned to the helm, the navigator told us that we were riding down the sides of waves at a speed of 12 knots. We harnessed in the cockpit and rode the waves like cowboys of the deep! The boat handled everything well, but we still only registered 38 miles for our shift. We recorded 186 miles for the 24-hour period and all shook our heads in disbelief!

**Day 4:** The winds began to diminish by afternoon. Faced with light air, we were concerned that the current was going to push us too far north. We were steering 30 degrees off our intended destination just to maintain our course made good to Mexico. All reefs were removed and we were praying for wind, hoping that the currents would not take us back to Florida. While things were quiet onboard, we decided to drop a line and troll for a while. After a few hours, we hooked a Mahi Mahi, fighting to get it in the boat. Then the winds shifted from the East to the South and began to build. What a lucky break for us! By 9:00 a.m. we started seeing a glow of light

on the horizon, but the big event for the night was spotting the Southern Cross.

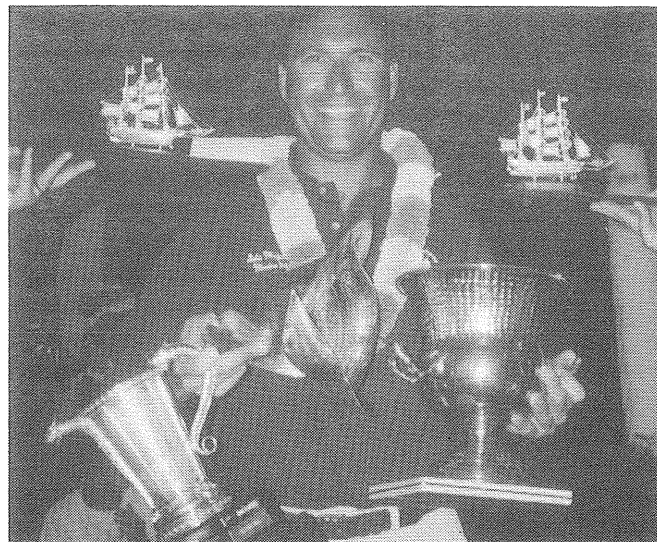
The approach to Isla Mujeres was a lot more difficult than I thought it would be. The cruising guides mentioned a large hotel called "El Presidente" that is lit up like a Christmas tree on the horizon. The problem was "El Presidente" was out of business and at 11:00 p.m. it blended in with the landscape. We were going back and forth and could not put together the pieces of the island puzzle. Finally we contacted the committee boat, which fired a flare indicating their position. We arrived at the finish line just after midnight. Our time was 87:09:05. We were excited and happy to have made the crossing. We arrived at the customs dock to be greeted by the locals bearing a case of cold beer, 2 bottles of rum, cokes, and bags of ice. We were grateful after our 3 1/2 day crossing to see friendly faces, palm trees, and cold cerveza.

The next morning we learned that we won the Non-spinnaker/Cruising Class by about 9 minutes over a Crealock 44 that was hoping we would stay lost the night before. We also won Overall Fleet by the best corrected time. The most important race was the one called "Amigos Race," which consisted of piling on as many children as you dared and racing around the buoys off Isla Mujeres. To our amazement, we again beat the fleet. We received 4 trophies:

- 1st - Non-spinnaker Class
- 1st - Overall Fleet
- 1st - Navigator's Cup
- 1st - Amigos Race

This is a trip the crew and captain will not soon forget. I don't know if ever in a lifetime I will be able to top a finish as we had in Isla Mujeres.

*After Kent's success in racing to Mexico, he participated in the June '94 resurrection of the Sarasota Sailing Squadron race from Sarasota to Havana. He was a crew member on ZIZANIE, a 42-foot Beneteau, skippered by Alan Cerf.*



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# A sabbatical, Tayana style

By Karen and Roy Olson

*Karen and Roy Olson have been Chesapeake TOG stalwarts for several years. Last year they, and others from the Chesapeake group, left for the cruising scene. Their letter, describing their fast-moving cruise of the last year on their V-42, KAMPESKA (hull #136) is an example of how one couple did it.*

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“...we joke about our 700-mile trip from Maimi Beach to Ft. Lauderdale!”

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Our year as live-aboards is fast drawing to a close, and we've had a wonderful adventure! After moving aboard *KAMPESKA* in April '93, we spent many hours and dollars readying her for cruising -- wind generator, solar panel, gimballed radar mount, new bank of three 8-D gel batteries with monitor system, life raft, EPIRB, etc. We cruised the Chesapeake for awhile (not making a dent in all the wonderful hidey-holes the Bay encompasses!), moved down the Intra-Coastal Waterway (ICW), and spent October and part of November in the Florida Keys.

On November 13, we left Miami Beach with a crew of sailing friends, intending to make an offshore passage through the N.W. Providence Channel to Puerto Rico. Our crossing of the Gulf Stream was a piece of cake, but once across, the winds picked up and we experienced 25-35 knot winds on the nose, plus 10-15 feet seas. The ride was extremely uncomfortable! Our Tayana, however, rode the high, rolling seas extremely well, and we were (and still are) very impressed with her performance.

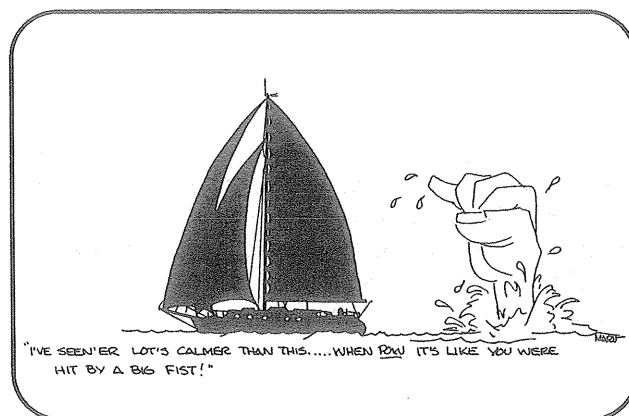
The winds did not abate or move into a more favorable direction, and we were taking longer and using more precious fuel than we had planned. In addition, we ripped our mainsail (through crew error, not boat deficiency), the leach of the genoa began fraying, the violent pounding was causing our fuel filter to clog, and mysteriously we were taking water into the bilge. (We remembered reading in *TOG News*, Vol VII, No. 55 how someone solved this problem with one-way valves in the anchor locker and lazarettes. This solved the problem for us also!)

We reluctantly, but prudently, decided to return the 350 miles to Florida. This return trip was an exhilarating sail with continuing strong winds to our back -- very enjoyable. Although the following seas were still huge, the Tayana rode then well and we were not pooped. Today we joke about our 700-mile trip from Miami Beach to Ft. Lauderdale!

Our crew flew back to their respective homes. We had the sails repaired, fuel tanks cleaned, acquired a delightful young man as crew who was seeking a sailing adventure, and joined forces with two "buddy boats" for a trip through the Bahamas, Turks and Caicos, Dominican Republic and Puerto Rico, and then the U.S. Virgin Islands.

Ironically, our first leg from Ft. Lauderdale on Thanksgiving Day was 36 hours of motoring in absolute calm to Nassau. We arrived in St. Thomas on December 22, in time to meet our family who flew down to join us for Christmas. We cruised the U.S. and British Virgin Islands until February 7 and then headed down island: St. Barths, Barbuda, Antigua, Montserrat, Nevis, St. Kitts, St. Eustatius, St. Maarten/St. Martin, Anguilla, and back to the Virgins (our favorite).

After briefly flirting with the idea of getting jobs in St. Thomas and extending our stay in paradise, we opted for the more practical scene of returning to the Chesapeake, putting *KAMPESKA* up for sale (see Ship's Store), and planning for our next cruising session, after retirement in 10 years. With an off-shore passage back to the States, favorable winds, and a combination of ICW and off-shore cruising, we are back in the Chesapeake. The year was fabulous and the other cruisers we met were terrific. The time went by entirely too fast. But most of all, we have the greatest confidence in our Tayana.



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# ADELANTE'S

## continuing voyage

By Emanuel Wirfel

*In our last issue, we traveled with Emanuel and Helgard Wirfel from Thailand to Ethiopia. We join them now, following their departure from Djibouti as they head up the Red Sea.*

Most sailors dread the trip up the Red Sea, and we too had misgivings, even though according to the pilot charts we were making the trip during the "best" time of the year.

Our trip through the southern portion, however, went pretty much according to plan. Southerly winds - at times stronger than comfortable, yet sailable under suitably reduced canvas - carried us just past the Ethiopia/Sudan border to a nice, secure anchorage inside the coastal reef. Although we had head winds from then on, we thought the worst was behind us. We could now, if necessary, motor inside the reefs from anchorage to anchorage, hopefully picking days with lighter winds. But then disaster struck - not so much us as Peter and Eleanor, our long-term sailing companions on *LAZY REBEL*. They developed a serious engine problem that completely shut down their power plant. Unable to diagnose the trouble, we towed them to Suakin, the first harbor town on the Sudan coast, approximately 35 NM south of Port Sudan.

While a secure harbor, Suakin turned out to be a real end-of-the-world kind of place. An abandoned slave trading post, it consists of 80% ruins of earlier stone and mud-brick houses; the remaining 20% is mostly wooden shacks and tents. There were no repair facilities of any kind, no telephone, no post office, and nothing that we would call a store. The only provisions available were some basic vegetables and eggs from the outdoor market and unleavened bread directly from a brick oven. Commercial activity in the harbor involved exclusively several Saudi Arabian ferries that carry busload after busload of passengers back and forth between Suakin and Jiddah, Saudi Arabia; all pilgrims on their way to or returning from Mecca and Medina.

We won't bore you with the details. We ended up spending three long weeks in Suakin futzing around with Peter's engine. Of the 35 or so northbound yachts that passed through Suakin during this time, several were extremely helpful. One of the skippers, a diesel mechanic, finally pinpointed the problem for us. The real heroes, however, and our true salvation overall, were the crew of a large Dutch dredging vessel working the entrance channel to Suakin harbor. They arranged for one of their office staff, scheduled to visit from Amsterdam, to hand carry in some

spare parts, supplied other materials from their stores, and finally even made us a piece we needed in their well equipped machine shop on board their ship. Without them, we'd have been stuck there forever.

On the other hand, staying in Sudan for several weeks was a real experience. Black Africa right out of the history books...where many still live the way they did hundreds of years ago. Arab traders rode into town on camels leading a string of pack animals, carrying a sword at their side, a curved dagger in their belt, and an ancient rifle on their back. Little boys leading donkey carts from which they sell water by the gallon can, veiled women leading scrawny goats to market. We became acquainted with a rather educated young man, a medical technician from the local health facility. He invited us to share the hospitality of the wooden shack, well concealed behind a high wooden fence, where he lives with his young wife and her niece...beautiful ladies who greeted us in colorful dresses and without veils. He was in his late twenties, very dark skinned with tribal scars on both cheeks. For local conditions, he was rich to be able to afford a wife at his age. He told us it cost him three camels and three one-ounce bars of gold, plus the cost of a wedding feast for over 200 people. As an accommodation, his father-in-law lets him pay off the price for the wife over ten years. Now he is waiting for his wife to get pregnant, praying for lots of girls!

The rest of the trip up the Red Sea was a hopscotch exercise of alternately tucking in behind some reefs during the recurring periods of strong northwesterly winds and making a mad dash, often under power, when the wind abated or even shifted to the south at times. Along the Egyptian coast we stopped at Safaga (where we made a three day trip to Luxor, the Temple of Karnak and the Valley of the Kings) and then in Suez (where we took the bus to Cairo to see the pyramids, the Egyptian museum and the sights of the city including the extensive bazaars). To tell the truth, we didn't enjoy Egypt very much, finding the towns and cities dirty, the various tourist attractions poorly kept (when visiting some of the pharaonic tombs in the Valley of the Kings, you had to carry your own flashlight, as all the electric lighting was broken), and the people's interest in strangers strictly limited to whatever baksheesh they thought could be extracted. Just asking directions in the street often brought forth the outstretched hand. The Suez Canal agent we used (also recommended by Jimmy Cornell) was reliable and efficient, but the pilots, in addition to being incompetent, made us feel uncomfortable by forever asking for cigarettes, beer, toilet articles, etc., alerting their patrol boat buddies by radio so they wouldn't miss a chance to come alongside and demand their packages of Marlboros, and reminding us every half hour that they expected a "gift" at the end of the day. In fact, we were so disgusted we didn't even stop in Port Said, but at nightfall headed out into the Mediterranean as soon as the pilot cutter had taken that pain off our boat.

*To be concluded in our next issue.*

## More news from the fleet...

Continued from page 13

Jim and Jan Vogt sent a postcard from Key West saying they had two great months visiting friends and family in Florida this winter. They returned to their T-37 *JANEV* (hull #445) back in England the end of March.

TOG notes that Emanuel and Helga Wirfel of *ADELANTE* (T-37, hull #361) were inducted in July to the highest order of the Seven Seas Cruising Association (SSCA), when they became Commodores. SSCA is a preeminent organization dedicated to leaving "a clean wake". To earn commodore status, one must be recommended by other SSCA members/commodores, have lived onboard for one year, and satisfy a cruising distance requirement. Congratulations to the Wirfels!

Jane and Bert Zinkand left Annapolis, MD onboard *BELLES ANNEES* (T-47, hull #23) in 1993 and have been cruising in the Caribbean ever since. "Our biggest problem to date is the brass cabinet and locker latches which break occasionally. Have not been able to locate replacements in

our travels. Not a very big problem and, so far, our only one in the past year with our *Tayana*. We love her!"

## New Members

Bob and Marta Arnold, *SIRENA* (V-42), Bethesda, MD  
Allen and Cherne Badner, *PUFF* (T-37), Morton Grove, IL

Graham and Belinde Berry, (*Prospective Owners*), London, ENGLAND

David Conner, (*Prospective Owner*), Santa Cruz, CA  
Mike Dawson, (*Prospective Owner*), St. Petersburg, FL  
Howard Eckert, *SIRENA* (T-37), Potomac, MD  
Roger and Sally Goodrich, *WINDSPIRIT* (T-37), Ft. Lauderdale, FL

Frank Hopkins, *SU CHING* (T-55), Pittsburgh, PA  
Karl and Rhonda Jarema, *CONDOR* (T-37), Laguna Niguel, CA

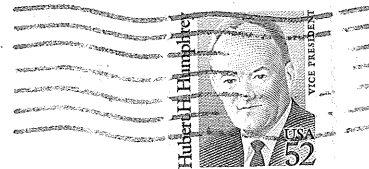
Charles Kregel, *THREE BAGS FULL* (V-42), Grand Rapids, MI

Rich Mattingly, *SHUN FAN* (T-37), Mobile, AL  
John and Lucy McCrillis, *SERAPHINE* (T-37), Chesapeake Beach, MD

Derek Rhymes, *SOULMATE* (T-37), Fairfax, VA

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