

# TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VIII NUMBER 67

SUMMER 1995

## Cruising Alaska by Sea and Land: Two Stories from Different Perspectives

By Tom Bowers

*In the summer of 1994, Ann and Tom Bowers of Nipomo, CA, cruised their T-37 pilot house, MACBEE, from Port Townsend, WA, to Glacier Bay, AK, and back. MACBEE has a fresh water cooled Yanmar 3QM30; the sails consist of an 8 oz. main and staysail, a 103% 4 oz. genoa, supplemented by an 8 oz. working jib. The navigation equipment included: a Furuno radar, which experienced some problems; a first generation Eagle GPS, which performed flawlessly in spite of some not-very-user-friendly software; II Morrow Tigershark LORAN, which refused to function once we reached the Gulf of Alaska; and a Benmar autopilot, with a power drive unit below deck and control unit in the pilot house.*

"Because of fog, we departed Port Townsend at 1400 on 19 May and anchored in Parks Bay in the San Juan Islands at 2000 that evening. It did not turn out to be a favorable anchorage because of the restrictions caused by a fish farm. We checked through Canadian customs at Bedwell Harbour the next morning and proceeded to Montague Harbour, which we found crowded with about 75 boats, as it was a Canadian holiday weekend. We timed our approach to Dodd Narrows the next morning (21 May) to arrive 30 minutes before the slack at the top of the Flood. We motored through against the residual Flood, which was very weak. On

reaching the other side, we saw three tugs pushing a log raft into the narrows. We could guess the consternation felt by the boats coming through the narrows behind us when they saw this log raft bearing down on them!

We were able to get a side tie at the outside of Nanaimo Yacht Club's floating breakwater, departing there on 25 May with a warning of heavy weather. We ducked into Schooner Cove as the Northwest wind was freshening. The next day we had a good cruise up Malaspina Strait until near the end of Texada Island when the front hit us on the nose. We bashed through the chop to Sturt Cove on the east side of Texada Island and were able to tie to the government float. Weather on 27 May predicted the approach of gale force winds, but we decided to take the close reach across Malaspina Strait to Westview Marina. Westview is the residential area for the Powell River Paper Mill, which is farther up the coast, and it turned out to be a very pleasant stop-over, in spite of the gale-force wind that struck that first night.

We departed Westview on 30 May in calm conditions, but with radio warnings of another gale. We arrived in Refuge Cove located in Desolation Sound in heavy rain and tied up to their long float, departing the next morning for Yuculta and Dent Rapids. Passage through both rapids was near slack and without difficulty, however, heavy rain

began to fall as we cruised up Codero Channel, restricting visibility. We had planned to traverse both Green Point and Whirlpool Rapids and anchor in Forward Harbour, but the weather diverted us into Blind Channel Marina, which is always a welcome stop since they have power and fresh water at the floats. The electric heater provided relief from the chill as the high winds blew overhead during the night.

The next morning (1 June) we traversed both Green Point and Whirlpool Rapids without trouble. We cruised down Sunderland Channel, through Johnstone Strait in benign conditions to Port McNeill, where the stores, bank, restaurants, and fuel dock are all close to the marina.

On 3 June, we made the passage across Queen Charlotte Sound to Fitz Hugh Sound with only two hours of fog

*Continued on page 60*

### What's Inside?

<i>Rendezvous Roundup</i> ....	54
<i>Radio Shack</i> .....	54
<i>Ship's Store</i> .....	55
<i>Fleet News</i> .....	56
<i>Equipment Comments</i> ...	58
<i>Bermuda Triangle</i> .....	62
<i>Weather Helm</i> .....	65
<i>Jaws IV</i> .....	66
<i>New Members</i> .....	68

# 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

A Fall Rendezvous for the Chesapeake Bay will be hosted by Susan Canfield on board *AEOLUS* on 30 September in Skipton Creek off the Wye River (East Branch), about three miles upstream from Dividing Creek. If you don't see this on your chart call Sue at (410) 626-8545. Anchorage will be off the Wye Heights Plantation, an old colonial estate. Mark your calendars now and plan to attend.

## Texas

Ernst and Francis Voigt on board *TUSEN TAKK* are hosting a rendezvous for Tayana owners in the Houston/Galveston area on Saturday, 16 September, at the Harbor House on Galveston Bay. They expect about ten boats, but you will also be welcome if you are unable to come by boat. If you have not been contacted and wish to attend, please call the Voigts at (713) 367-6847.

# The Radio Shack

## Code Practice Tips

*Some believe that learning code is "too hard". We will publish some "how to" suggestions from those who have done it. Watch for more tips in coming issues.*

1. Get on the air. There is nothing like a good QSO in the Novice bands to get you enthusiastic about CW.

2. Do you have a cassette player in your car? Once you get over the hump, listening to CW while driving can be fun. Put on a tape or W1AW at 20 WPM higher than your copy speed. Lean back, relax, and enjoy the musical quality. It is like a symphony and soon you will be able to copy at that speed. Anyone that can learn the code can progress to 35 WPM. There seems to be some correlation between musical ability and good CW operations.

3. Use audio rather than visual means to learn CW. The transition from individual dits & dahs to letter sounds is very hard. If you learn that didah is 'A', you don't have to translate the individual sounds into a code and then to a letter.

# Tool Time

Do you have a wrench large enough to tighten a leaking stuffing box? Could you rewire a bilge pump if you had to? Do you have tools to bleed your fuel system? Fixing a problem on a boat in bad weather many miles from home port can be difficult enough, but without the right tools it can be knucklebusting, frustrating, and can make the difference between getting to your destination safely or being stuck and not going anywhere.

The following list of recommended tools comes from Passagemaking Handbook, A Guide for Delivery Skippers and Boat Owners, by John Rains and Patricia Miller. It's an excellent guide for someone planning a voyage for many days or just a weekend.

- Socket wrenches and sockets in 1/4, 3/8, and 1/2 inch drive
- Box (open end) wrenches from 1/4 to 1-1/4 inch
- Crescent/adjustable wrenches in 6, 10, and 16 inch sizes
- Channel lock (water pump) pliers (small, med., large)
- Vise grip pliers (narrow and medium wide jaw)
- Wide jaw pliers
- Filter wrench
- Pipe wrenches (medium and large)
- Set of Allen (hex) wrenches
- Pair of Dikes
- Wire stripper/crimper
- Set of feeler gauges
- Multi-tester
- 12 volt test light
- Razorknife
- Hammer
- Cold chisel
- Center punch
- Hacksaw and spare blades
- 3/8 inch drill (preferably cordless) and assorted bits
- Two sets of screwdrivers (Phillips and Flathead)

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

*Editorial Staff: Rickie and Bill Truxall*

*Subscription Rates: \$20/year for U.S. zipcodes; \$25/year elsewhere.*

*Back Copies: \$5/issue. A complimentary copy of the TOG News Index (Issues 1-60) is available upon request.*

*Disclaimer: TOG makes every attempt to avoid analyzing 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.*

---

# 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.*

**AMBROSE LIGHT**, a 1986 T-37 (hull #470) is for sale by Dan Lee of Fairport, NY. She is off-shore equipped, with light, fresh water use. Call (716) 381-4002.

**EOWYN**, a ketch rigged T-37 (hull #249) is seriously for sale by Hugh and Barbara Thompson. She's a well cared-for, 1979 boat with a Perkins 4-108 engine, air conditioning (new compressor), Adler-Barbour refrigeration, almost new electric windlass, Pro-Furl on the jib, aluminum masts (about 5 years old), Autohelm 3000, Loran, 9 sails, new blue cushion covers, and lots of varnish. The price has been reduced to \$65,000, but any reasonable offer will be seriously considered. Located in New Orleans, LA. Call (504) 899-8766.

**HALLELUJAH**, a T-37 Mark II (hull #520) is for sale by the original owner, Bill Gutzwiller. She is bluewater ready and in mint condition with Yanmar engine (1350 hrs), Grunert refrigeration, ham radio, electric windlass, and more. Moored at St. Thomas Yacht Club, U.S. Virgin Islands. Call (809) 775-1580 or (414) 747-0422.

Barry Adams aboard **KAMA** (T-37, hull #14) is looking for line drawing views of CT-37s, in particular 3/4 views or exploded views. He would like to see how other boats have been laid out in order to draw ideas for interior and exterior design work. Please send to P.O. Box 2696, Washington, NC 27889.

**LITTLE BY LITTLE** (T-47, ) has a brand new (never been used) Neil Pryde 135% genoa for a V-42. Asking \$2000. Contact Allen Kuettner at (414) 662-4141 in Waukesha, WI.

**ORIKI III** has her Nilsson Windlass H400M for sale, using up to 3/8 inch short link chain. Installation/operation instructions, bow sprit mounting hardware, chain stripper, nuts, and bolts included. Good operating condition. Price \$250 (firm). Contact Richard Kemper at 101 Rivers Edge Lane, Palm Coast, FL 32137.

**QUEST** (T-37, hull #349) has a used Neil Pryde main sail and a propeller for sale. The sail (in very good condition) was used on Isomat spars and the dimensions are: luff-43'6", leech-45'9", and foot-15'2". It has two jiffy reefing points, a Cunningham cringle, and leech line. The prop is a left-hand turning three blade (17" x 9") and is ideal for the Perkins 4-108 engine with a transmission that has a reduction ratio of between 1.8 and 2.1 to 1. Call Burt and Virginia Carlisle in Atlanta, GA at (404) 458-9832.

**RECLUSIVE**, a cutter rigged T-37 (hull #261), is for sale. She is equipped with Sheiffer spars, LAM and North sails including genoa, a Yanmar freshwater cooled diesel, Dickinson oil fired stove, water, and cabin heater, two enclosed heads, refrigeration, and autopilot. Built in 1980, she is in excellent condition. Call James Gifford (203) 795-5592 in Orange, CT.

**SEAQUESTOR II**, Rockie and Bill Truxall, have an Isomat staysail boom free for the taking. Call (703) 799-4422 or write the Truxalls at Box 357, Mt. Vernon, VA 22121.

**WAYWARD**, a T-37 built in 1985 and owned by Tim and Christina Akers, is for sale. It is in excellent condition having cruised the Bahamas, Florida and the Keys, and Yucatan, Mexico. The boat is located in Ft. Lauderdale, FL. If interested, please contact the Akers at (305) 767-0878.

Dick and Joan Worsfold of Toronto, Canada are looking for a Tayana 37 with the fuel tank in the bilge and a large engine (44 or 50 HP). Please call collect at (905) 849-4265.

---

## TOG Notes

Your editors are in Iowa for the summer, but will continue to pick up messages from their Virginia telephone number: (703) 799-4422. Please note that this number also serves as the fax machine!

We again want to remind you to keep us apprised of any changes in address. If you miss an issue, just call and we'll correct the mailing label.

You may note that this issue is lacking pictures, diagrams, and chartlets. We are grateful for the abundance of news from all of you and we encourage you to keep those letters coming. In order to complement your articles and notes, we suggest you send photos (color or black and white) and/or diagrams. We may not use them all, but will return them after they are published at your request.

Due to the passing of Bill's sister, our retirement from the workforce on 30 June, and coming to Iowa for the summer, we are going to press several weeks late with this issue. Please accept our apology.

# News from the fleet...

Virginia and Burt Carlisle have been retired for almost a year now and are preparing for full time cruising, spending about half their time at home and the other half on *QUEST*, their T-37 (hull #349). "In the past two years, we have replaced all the standing rigging with larger rigging, installed Profurl roller furling on both jib and staysail, a Furllex roller furling on the main, Monitor wind vane steering gear, stern "goal post" mount with radar and wind generator, 3-blade Max prop, Spurs weed cutter, PYI shaft seal, Heart Freedom 10 Inv/charger, and several other items. We hope that within a few months we will be free to cruise full time for a few years. We would like to talk to any T-37 owners about sailing offshore, rigging, sails, running backstays, sea-anchors, etc. Our phone number is 404-458-9832." (6/95)

After 26 years in the Army, the last six in the Pentagon, Chuck (KE4KEA) and Mary Cook can't wait any more! They and their two boys, Chris (5) and Kevin (3), are off for some extended cruising, effective September '95. Their V-42 (hull #107), *SOLACE* has been moored in the Northern Neck of Virginia where Chuck and Mary have been active in the Yankee Point Yacht Club. Duties as Fleet Captain have unfortunately curtailed attendance at the TOG Raft-ups in the Upper Bay, but *TOG News* fills in very well. *SOLACE* plans on wintering in the Florida Keys and Bahamas; come back north to Rhode Island, Mystic, CT, and Maine for the summer and fall; and then off to the Windward Islands via Bermuda. The boys will home school. Chris came up off-shore to Solomons Island, MD, from Port Canaveral, FL, when he was six weeks old. He has more sea time than most of our club members! There is no greater bliss than a wife and kids asking, "Shall we go to the boat Friday evening or first thing Saturday?" every weekend of the year! (4/95)

Bill and Donna Croff are currently in the Bahamas with their V-42 (hull #36), *DESPARADO*, and have seen lots of Tayanas. 42s include *EAGLE AIRE*, *MISS ADVENTURE*, *KEEN SPIRIT*; 37s include *DREAMER*, *EVANGELINE*, *THE GOOD NEIGHBOR*, and several more they haven't met. They will be in the Chesapeake Bay this summer and hope to meet everyone there. (4/95)

John and Sandy Emery have a question for fellow Tayana owners that have cruised or are cruising the West Coast of Florida and the Gulf of Mexico region, "Is it possible to gunkhole the region with our 5 foot 8 inch draft? We know the East Coast and the few anchorages along there, but nothing about the 'other' side. Help! We're getting ready for our second escape (on board *DUCHESS*, T-37, hull #253) to a better life in '96 and, as before, the planning goes on daily...want to buy a house???" (4/95)

Cal and Heidi Fearon are cruising New England this summer on board their T-52 (hull #44), *SOJOURNER*. They will visit Halifax, Nova Scotia, before going back to the Virgin Islands in late October. "The trip north via Bermuda was great! Not like last year when we lost our Laffite 44, *ARIES WON*, enroute to Mystic, CT, from Bermuda. Mistcaue wx helped from St. Thomas to Bermuda and then Herb's help from Bermuda to Mystic made for a very smooth trip. *SOJOURNER*, with its aft cockpit configuration, is very comfortable, fast, and has had very few problems." (6/95)

The new owners of *BRIGHT STAR* (T-37, hull #295) are Marilyn Geraghty and Bob Hughes. They report, "She made the trip from Clearwater, FL--some 1500 miles--without a scratch. She was a sight pulling into the yard in Bristol, RI, and unloading amongst the local yachts--Pearsons and Bristols and the like. (See photo below.) She is still drawing lots of attention. We only know of two other Tayanans in Narragansett Bay, so everyone wants to see her. We look forward to launching her soon and sailing around the Bay. Maybe even a trip or two to Martha's Vineyard or Nantucket is planned for late summer." (5/95)

John and Nancy Hussey report, "*GALATEA* (V-42, hull #119), normally based at Solomons Island, MD, was in the Abacos, moored in the Man-O-Way harbor from July 1993 until July 1994. David Albury, of the famous Albury family, helped us look after her during this time. We can't say enough



about the competence and hospitality of the Alburys and their neighbors at Man-O-Way. *GALATEA* returned to Florida from the Bahamas and berthed at Old Port Cove Marina in North Palm Beach, where we are getting her ready for extensive cruising in the Caribbean. For those cruising south, we recommend an outstanding anchorage in the northernmost reaches of Lake Worth, north of Old Port Cove Marina, about a half-mile off the Intracoastal Waterway, with entry just south of the U.S. 1 Bridge in North Palm Beach. At one time this winter, four Tayanas were among nearly 50 boats anchored here waiting for a good shot at moving on. The local community does not complain about extensive visits as long as boaters are courteous and display good manners." (5/95)

This is a brief update, in haste, from Lesley and Trevor Hodgson, as they were about to depart. "The repairs to *SYMPHONY* (T-37, hull #463) following her being run down on her mooring by an oil barge have been completed. With her new awlgrip topsides and new bowsprit, she is sparkling, even better than new. We are departing for England tomorrow (15 May) with landfall planned for Falmouth and the next port of call being Hull. We will summarize our experiences of refurbishing *SYMPHONY* and our voyage to England for a future newsletter. We will try to look up other Tayanians while we are there, too." (5/95)

John Kraft and Karen Hurt write, "After living aboard *THE CHANCE*, (T-37, hull #478) from 8/86-8/93 and cruising since then, it is impossible for us to picture life ashore. Full time cruising has a way of making one lose all comprehension of how the rest of the world lives. We still have an interest in the "news", but many cruisers we know won't accept a newspaper, even if it is free...because 'it's too depressing!' We are in Cat Island. We'll go north to little San Salvador, back to Cat Island, Conception Island, Rum Cay, then south through the Exumas, and back to Georgetown for the Family Island Regatta starting 26 April; then head back to the Chesapeake to haul out, re-fit, and provision for our 2-4 year trip to Venezuela. The water and beaches are beautiful; the weather is warm; the fishing is good; but the Bahamians are the real reason to return to the Bahamas. Outside of Nassau and Grand Bahama, in the Family Islands, it is safe to walk alone on any beach or road. We love the people here--very friendly." (3/95) (See p. 66 for their "Jaws IV Adventure")

Robert and Gerlinde Lindy are selling their Ann Arbor house and moving aboard *FREYA* (T-37, hull #342) in June. They will begin moving in early August: Buffalo, NY, the New York State Barge Canal, the Hudson River, Atlantic, etc. Plans also include the Chesapeake. (5/95)

Mac and Linda McBroom report, "*OWLHOOT* (T-37, hull #496) is back. We left Venezuela December 17, 1994, heading for the Chesapeake Bay with short stops in Bequia, St. Martin, Culebra, Puerto Rico, Caicos, Bahamas, and entering the USA at Cape Fear, NC. From there it was the ICW to the Bay. We arrived in Annapolis April 7th. We are anchored

in Back Creek just off Port Annapolis Marina until the weather turns cold. If you come by to visit, give us a whistle from the dock." (4/95)

*Editor's Note: Linda McBroom passed away very unexpectedly in May. Mac intends to continue cruising, returning to the Caribbean in the fall. All of us in the cruising community send our condolences to Mac on the loss of his lovely companion and first mate.*

As he gets ready for cruising, Bob Muenckler writes from Long Beach, CA, "I'm looking for advice on equipment, the do's and don'ts of leaving the country, tax problems, living on your savings, etc. Because I'm single with no family, I have no one to help or rely on while leaving on a long cruise. Also I'm looking for a cruising partner before the dream is gone. I'm 43 years old and had the *MARYC* (V-42, hull #152) built for me, but very bare because of the time frame and money demands of cruising. All ports o' call of interest. I would like to cruise around the world for about ten years, if all goes well. The bottom line is: have boat; have dream; need help to make it real! All advice and recommendations cheerfully accepted." (4/95)

Bob and Suzy Parker continue to aspire to the cruising life and write, "In December, on our annual vacation to Bonaire, Netherland Antilles, (unfortunately sans *YAB-YUM*, their T-37, hull #485) we had a very unexpected surprise. As we were driving around the anchorage in envy of all the cruisers, we spotted *TIGER LILY*, a T-37. We made a mental note to connect with the owners and continued our drive. Around the bend we spotted a couple walking toward town and offered a ride. To our surprise, it was fellow TOG members, Denis and Arleen Webster, owners of *TIGER LILY*. Denis and Arleen were spending a few days in Bonaire before sailing on to Curacao to spend Christmas with friends. We shared a week of fellowship, Tayana tips, and hospitality, which included a beer toting island tour and plenty of Dutch cheese. Before boarding our plane for home, we took a final drive around the anchorage consoled by our dream that in only four more years, we too can join the ranks of the full-time cruisers." (4/95)

1994 cruising plans for Jim and Jan Vogt on *JANEV* (T-37, hull #445) were to sail SW across the English Channel from the Chichester Marina, around Brittany's tip and SE to the inland Morbihan Sea. We would deadhead 370 NM there, spend a few weeks and return at a leisurely pace. After a pleasant diagonal Channel crossing, passing near Ile Vierge (France's tallest lighthouse), we put into rockbound L'Aber Wrach, just north of Brittany's western tip. (Wise strangers sail the Breton coast only when tides, weather, and visibility are favorable due to extensive offshore rocks, 30 foot tides, and swift currents). The next morning gave us fair tides through the infamous tidal races of the "Chanel du Four" and

*Continued on page 63*

---

# Maintenance and equipment comments and questions...

## RIGGING

Barry Adams writes, "*KAMA* (T-37, hull #14), like all of the early CTs, was not originally rigged with a set of forward lower shrouds. When I replaced the old wooden spar, I rigged the new mast without rake. This required the addition of forward lowers. I measured other Tayanas and obtained a consensus on location. I glassed knees to the inside of the hull on both sides of the boat and ran 1/2 inch bolts through the hull from the outside, in and through the chain plates. Due to the anticipated compression load on the gel coat, polished stainless steel backing plates were added to the outside. Without question, this single feature will mark *KAMA* as one of the early hulls to other Tayana owners."

## ANCHOR ROLLER SYSTEM

Barry's scheduled work this season includes fabricating a new bow sprit anchor roller system. He plans to use the design featured in two earlier newsletters, but would be very interested in talking with anyone who has done this, particularly if they encountered problems.

## DAVITS

*KAMA* now has new davits, built locally in Washington, NC, by a metal worker who got his training through working at Hatteras Yachts. Barry claims, "He's good and the davits are very sturdy."

## STORM SAIL RIG

Gerald Atkins owns *SAUDADES* (T-37, hull #464) and questions the rigging of a storm sail on the main. "With an aluminum mast, is it proper to run a track on the outside of the mast so one does not have to remove the main from the mast channel to raise a trysail?" Does anyone have first hand information on such a modification? If so, please reply to TOG or directly to Gerry, c/o McCann-Erickson, 457 St. Kilda Road, Melbourne, Australia.

## PROPELLER

Tom Bowerson *MACBEE* (T-37, hull #396) now has a 3-bladed propeller driven by his Yanmar 3QM30. He would like to switch to a 2-bladed prop to reduce drag while racing PHRF. Any suggestions?

## HAM RIG

Chuck Cook on *SOLACE* (V-42, hull #107) bought a SG2000 HAM/SSB radio on the basis of The Practical Sailor article. He says, "It and the SG230 Coupler work great with a seven foot vertical outbacker from the condo in Alexandria, VA, or with an inverted V or backstay on the boat."

## LIFT RAFT

Chuck continues, "Only one purchase left to make--an emergency lift raft. Can't decide where to put a hard case topside with a deflated rib crosswise, the club-footed jib, and intake and exhaust for the Dickinson Stove up front. Inclination is to get a soft, valise-packed E-raft and stow it under the port-side fold-down table in the main salon. It and the Get-away Bag could be secured there with bunge cords."

## WATERMAKER

Roger and Lynn Griffith write, "We've logged over 23,000 miles on *WELUVIT* (T-37, hull #337) and she's still going great. The Yanmar 3QM30 is wonderful. It drives a 120 amp alternator and a CAT 277 pressure pump to supply the 750-800 PSI for our custom watermaker, designed and installed for us by Phil Leveton of NAVCON, Inc. in Ft. Lauderdale, FL."

## ROLLER FURLING STAYSAIL

Roger also comments, "We run our staysail boomless on a Cruising Design roller furler. It is the greatest retrofit ever! Here in the Caribbean with steady 15-25 knot winds, we use it a lot in conjunction with a reefed main. Sure glad we have aluminum spars!"

## TRANSMISSION REPAIR

John and Nancy Hussey report the repair of the transmission on *GALATEA* (V-42, hull #119) created more than just a mechanical challenge. A saw, hammer, nails, and even a hatchet—plus some carpentry skills—were also required. When the settee and galley arrangement were designed, Ta Yang provided access to the Yanmar 44 JHE by requiring the removal of panels, one under the settee for the forward part of the engine, a larger and more bulky panel from under the galley counter to gain access to the rear and the transmission.

Unfortunately, Ta Yang did not make similar arrangements in the floorboard and support beams for the removal of the transmission, which is required in order to service it. On *GALATEA*, when we notice tell-tail red transmission fluid in the drip pan, we knew something was wrong and expert help was needed (in this case, Jupiter Diesel of Jupiter, FL). The mechanic-owner-carpenter diagnosed the problem as salt water corrosion and pitting, permitting the fluid to escape around the seals. In order to repair the transmission, it had to come out and go to the shop. To get it out and back in again posed a real challenge. In the final analysis, after we scratched our collective heads trying the figure out how we could do the job without ripping out a significant portion of the cabin sole, we were left with no choice but to make a few surgical cuts, remove one support member, which was replace later and held in place with metal braces, and cautiously remove the transmission. This took hours of sweat and hard work.

Once in the shop, wear was discovered on the shift fork, so it was also replaced. The transmission was completely overhauled. Getting it back in was just as hard as taking it out. In this process, the cutlass bearing slipped and the rubber sleeve component was shoved out (this was discovered during an underwater check of the prop assembly and shaft). This added problem required *GALATEA* to be towed to a nearby yard, hauled, and repaired. With the job finally done, we now have confidence that everything is in good order again.

## AUTOPILOT

Bob Muenckler has installed a CPT Autopilot on *MARYC* (V-42, hull #152) and has been very unhappy with the performance. It just doesn't steer the boat when sailing or motoring with any wind or seas. Works only in calm, flat weather.

## BOBSTAY CHAFE

John Sams has always been bothered by the constant bobstay chafing *ROBIN* (T-37, hull #316) experiences while on her mooring, especially when the wind picks up. He writes, "I made up a mooring bridle shielded with heavy-duty PVC hose, which helped some (if anyone has a design that does not chafe, I am definitely interested!), but I worried about the effects of winter winds. Knowing that *ROBIN* always points stern to the wind without engine or sail, it seemed reasonable that a stern aspect is the point of least wind resistance. So taking advantage of the T-37 double-ended hull and sturdy chock/cleat arrangement, I rigged my bridle through the stern chocks, with a small line to prevent the bridle eyes from popping over the stern cleats. The rudder was locked amidships. The boat immediately began to ride easily, stern to the wind, with no yawing. Chafe to the lines is restricted to the point where they go through the chocks and pass the rub rail. The boat experienced no problems over the winter, during

which we clocked 60-70 mph winds, and I believe the stresses on both the boat and mooring are minimized using this method. If someone knows of an engineering reason this practice is foolish, I would love to hear about it. The boats looks odd, riding backwards on her mooring, and I would not try this in a crowded mooring field, as it would doubtless confuse everybody, but a downward departure from a mooring does simplify the maneuver. And on a hot day with light winds, the dodger acts like a giant wind scoop to assist ventilation."

## REFRIGERATION

"*TIGER LILY* (T-37, hull #564) received an upgrade to her refrigeration system while in Curacao, Netherland Antilles, which took a long time due to a lot of hunting to find all the needed parts. First, we (Denis and Arleen Webster) had to put extra insulation along one side of the fridge box as they only put two inches in at the factory rather than the regulation six inches that they put on the other sides. This involved building a new wall on the settee side to install the liquid foam. Pouring that liquid foam was an interesting experience. The stuff puffs up like something out of a science fiction movie and sticks like glue on your body! The parts for the new fridge system had to be ordered from the States and sent by ship. Then the copper tubing and plates were installed and freon pumped into the system. We had an Australian boater, who is familiar with marine refrigeration and has all the necessary tools aboard his boat, help us with the installation. We now have a freezer in one section and a spillover for a fridge in the other section. With the bigger plates, the engine running time has decreased to one hour per day (half of what it was before) and with more cooling capacity.

## DEPTH SOUNDER

"Our depth sounder packed it in while we were in Venezuela. It took a while to get it back after sending it to Canada for repair, so we bought a second one in the interim. We used the sender unit from the first one during that time. Now we have permanently installed the second one. We looked everywhere for mineral oil to put into the sensor enclosure, but met with dumbfounded looks from shopkeepers in three countries. Trinidad had tiny bottles in the pharmacy and when we told them we needed over a pint, they looked at us as if we were very strange or very constipated! We finally decided to try baby oil and it seems to work just fine.

## MISCELLANEOUS

"We bought some solar panels to keep the batteries charged and to be able to run the watermaker, which Denis plumbed in so it runs directly into the water tank. We also repaired the fume-alert gas detector for the propane and installed arresters on the electronics."

# Alaska...

*Continued from page 53.*

early in the passage. Otherwise it was an overcast, almost windless passage. We spent the night with six other boats in Pruth Bay, where there is a large fishing lodge. The next day, following the route of the Alaska Ferry, we met four cruise ships heading south. We found light winds and partly overcast skies as we cruised from New Bella Bella to Horsefly Cove in Green Inlet on 5 June. On 6 June, we tied up to a dock in Hartley Harbour, which is well protected by a rock breakwater. It is mainly used by the Indian fishermen, but no one seems to be in charge of the harbour, consequently the floats and lighting are falling into disrepair.

From 7-9 June we made our way, via Greenville and Revillagigedo Channels, into Bar Harbour Marina in Ketchikan, re-entering the USA. Here we traded our portable generator for a new Honda 1600, found a technician who cleaned our Tayoset Kerosene Furnace so it would work at low heat (it operated flawlessly once the slight bend was removed from the flue), and engaged a refrigeration man who got the engine-driven freezer system to operate. (The latter lasted approximately two weeks and then it failed for the summer, due to a refrigeration leak, which opens up with engine vibration. The sealed 115 v. motor-driven deep freeze system operated without failure all summer.)

After topping off fuel and propane tanks, we departed on 14 June, continuing up the Inside Passage. We saw our first iceberg at the entrance to Holkham Bay. We saw three more later. All four had a light blue iridescent quality. We reached Auke Bay (a suburb of Juneau) by noon on 18 June with the Mendenhall Glacier visible as we approached. We spent the next eight days sight-seeing in Juneau, renting a car at the Juneau airport.

On 28 June, we cruised across Icy Strait to Glacier Bay. We had written confirmation for our entry into the Park on this date, so we called ahead and notified them of our pending appearance. On arrival, we dinghied ashore, viewed a film at the Park Service Headquarters, took a nature walk with a Park Service Ranger, and obtained showers at the Lodge. The next day we were bound for Reid and Lamplugh Glaciers, anchoring in Blue Mouse Cove, named for a giant purplish-blue rock formation in the shape of a crouching mouse across the channel from the entrance.

1 July dawned a beautiful clear, windless day and this weather held all the way to Tenakee Springs. We hauled the anchor in Appleton Cove off Peril Strait at 0240 on 3 July in order to reach Sergius Narrows at high water slack, arriving Sitka's Thorsen Harbor at 1230, where we remained until 8 July. My over-riding memory of Sitka is one of almost constant rain.

Departing Sitka, we decided to get off the beaten path and cruise down the west coast of Prince of Wales Island. We caught the ebb down Peril Strait with a light wind out of the north. We found Chatham Strait calm for a change, and continued to Red Bluff Bay, where the scenery was spectacular, surpassing Misty and Fjords National Monument in the number and beauty of the waterfalls. On 12 July we cruised to the village of Point Baker, an isolated village accessible only by boat or aircraft, in a well sheltered location at the northern tip of Prince of Wales Island. We decided to approach the west side of the island by way of El Capitan, delaying our departure from Point Baker in order to traverse the shallow parts at high water. The passage was easy and we anchored in Sarkar Cove where there is an oyster farm and the water gets inspected weekly by the state. The assurance of clean water encourages transient boat people to dig for clams at low tide.

*MACBEE* made a winding passage on 14 July in fair weather to Craig with no difficulty, getting a side-tie to a float with power and water available. The marina is new with sturdy, well-planned floats and protected by a floating breakwater. Salmon fishing was underway with fishing boats lined up at the processing plant in Craig. We liked Ruth Ann's Restaurant for their grilled halibut. In fact, Craig turned out to be our favorite town in southeast Alaska, so remained there until 20 July.

In the days following, we made our way through the Barrier Islands, cruising south down Chatham Sound to cross Dixon Entrance and clear customs at Prince Rupert, British Columbia. We followed the Inside Passage through British Columbia, making numerous stops.

We departed 1 August for Pruth Bay, where the new lodge seems to be Japanese owned, but we later saw an advertisement indicating that cruisers would be welcomed in their restaurant. The following day we encountered dense fog just south of Egg Island, where there were a large number of Gillnetters working. It was a tense harrowing experience; our radar enabled us to avoid them, although it was only intermittently operational. From there we cruised to Port McNeill to Alert Bay to Blind Channel Marina to Heriot Bay Marina, where we stayed for three days because of rain, fog, and heavy weather. Departing Heriot Bay on 10 August, we came down the west side of the Strait of Georgia and once again visited the Nanaimo Yacht Club. The weather was beautiful and I took advantage of the clear, sunny days to apply more varnish to the top teak rail. At Port Browning, we picked blackberries for the evening cobbler, and remained there until 15 August, to avoid the Sunday evening rush back through the San Juan Islands.

Our next port was Anacortes, WA, where we had the radar repaired. On 21 August, we departed Cap Santee Marina and cruised south down Rosario Strait. It was a gorgeous,



sunny day when we arrived back in Port Townsend and began preparation for hauling *MACBEE* for the winter.

*Tom made the following observations: Daily runs ranged from 50 to 70 miles. Due to debris in the water, traveling at night was dangerous, requiring careful planning to arrive at the destination anchorage before nightfall. Consequently, sailing became a limited luxury and use of the "iron spinnaker" a must! It was a wet summer, with rain falling on an estimated 80% of the days in Alaska, but the furnace helped dry out the cabin and make life pleasant.*

*For the reader who may be interested in more detail, you may request a day-to-day account of the Bower's cruise from TOG.*



By Norm Demain

When I asked TOG News editor, Bill Truxall the question, "Is there life after your Tayana?", he answered that trawler ownership came after a Tayana. This may be true for some, but for others RVs are the answer. While it may appear that sailboats and RVs have little in common, there are many aspects that are directly transferable. Take wind strength and direction for example. Beam winds on an RV's "freeboard" can be uncomfortable, frightening, or even dangerous, depending on wind velocity. On the other hand, "running" with the wind can really yield big fuel savings. Of course, taking it "on the nose" has just the opposite effect. Annie and I have, on numerous occasions, plotted our course per direction from the "wind god."

Creature comfort systems have much in common. Plumbing systems must furnish water for drinking, cooking, and cleaning. Cooling systems chill/freeze food. A heating system for cooler climes. An electrical distribution system, which operates from battery or shore power. Radios for safety, assistance, weather reports, and amusement. Storage space for galley items, food, water, maintenance equipment and supplies, bedding, tools, spares, etc. A human waste storage and disposal system. A propane storage and distribution system.

Knowledge gained from Tayana ownership regarding equipment maintenance and repair transfers nicely to an RV. We've taken our RV to all the contiguous states, plus Alaska. We are quite familiar with most of Canada and Mexico. We've been discussing a possible RV trip to Costa Rica. The Alaska trip was the longest, both in time and distance.

Our favorite RV configuration is a fifth wheel rig. The photo (below) shows our '86 Chevy pickup pulling a 26 foot Holiday Rambler. We prefer a fifth wheel because when you arrive somewhere, you can unhitch and use the truck for whatever. While standard travel trailers can also be unhitched, it's much more difficult. Towing a small car behind a motor home is unwieldy because it extends the overall length of the rig and one cannot back up with the towed car attached.

We crossed the U.S. on a diagonal path to Seattle from our Florida home. From Seattle, we "buddied" with another RV to Alaska. From Seattle to the Alaska border is about 1700 miles through Canada. The Alaska Highway was built by the U.S. during WWII as a defense measure. Most travelers on the highway are on their way to Alaska, so Canada benefits only a bit from the road. With no incentive, the road is poorly maintained through Canada. Roads in Alaska are much better.

As you have heard, or perhaps seen, the scenery in Alaska is awesome. We preferred the southern coastal portion as opposed to the central areas and big towns like Fairbanks and Anchorage. The spawning salmon are everywhere, some of whom have swum 800 miles upstream. I didn't have the heart to catch a fish that had swum that far to lay her eggs. I did fish out of Valdez, bringing home 40 pounds of salmon filets. The oil spill never reached Valdez. We saw where the Exxon Valdez went aground on a well known reef many miles off course.

The round trip distance was 14,000 miles and we managed to add another 6000 miles in side trips.



---

# Conclusion of the Northern Bermuda Triangle

By David Freeman

*In our last issue, we printed the preparation and first leg of a Northern Bermuda Triangle passage by FAR AWAY, a Tayana 37 (hull #237) owned by David and Linda Freeman of Potomac, MD. The last two legs of their trip is presented on the following pages.*

## BERMUDA

Sitting around after an enjoyable buffet at the White Horse in St. George's, we reflected back. We began our passage to Bermuda with comparatively little extended ocean sailing experience. The changes made in outfitting for the trip had worked out remarkably well, the new steering quadrant and the staysail trim achieved with the new winches went far to make the sailing enjoyable. As a crew, we had all learned to adjust to non-stop beating while heeled at 15-20 degree angles and dealing with more than 'fair winds'. We did not go aground on a Bermudan reef, as had happened to an unfortunate multihull several weeks earlier. We had grown reliable sea legs and shared in the satisfaction of getting to our destination with our friendships very much intact. My low cost, shunt-fed, back stay antenna worked well (when dry); all of our radio messages had gotten through. This first leg, though rough, had created in me, at least, a real high feeling, which I find pleasant to recall.

We spent an enjoyable week messing around Bermuda; used island water sparingly; biked; swam; snorkeled; saw island sights; and enjoyed food, music, buying presents, and just being tourists.

The Bermuda-bound crew stayed on for a few days, as planned, and the northbound crew began to arrive. All managed to find us at St. George's Dinghy and Sport Club. We visited with other seafarers. From a professional captain, I learned, "On that leg from Bermuda to Maine, if the wind drops, don't ask for trouble by just sitting there. BURN FUEL!" As we prepared to depart, we bought fresh fruits and veggies and filled our water tank. We needed no fuel, as we had used so little after leaving Chesapeake Bay. The autopilot arrived from Florida with only minutes to spare before customs closed. This was lucky, because otherwise we would have been forced to leave without it.

## SECOND LEG: BERMUDA TO PORTLAND

It seemed too soon to be ending our Bermuda visit, but here we were at customs, where they did our papers swiftly and gave us the latest weather report before we headed out to sea. Our departure was recorded at 1000 from St. George's Channel. There was a gentle breeze on the port quarter, which gave us a relaxed sail. The wind lessened and by 1730 we put the engine on at 1400 RPM, which gave us enough push to make 4 knots. I found we were making course adjustments hourly in order to follow a straight track to Portland. While the GPS was providing a precise track based upon latitude and longitude data, the course headings (COG) showed hour-to-hour variations.

We took solo shifts at night, which permitted us to have ample sleep. An hour after sunrise the second day out of Bermuda, we had wind again. The engine was turned off permitting a soft, hull-through-water sound. A few hours later, we saw some boats heading south. One reported spending four weeks in fog along the New England coast. Then we spotted a Maxi a good mile off with her foresail trim and looking as if she meant business. It was RENEGADE and she told us she was out in front in the Newport to Bermuda Race, so we talked on low power VHF to avoid giving any tips to other boats in the race. We passed ROYAL MAJESTY, a Bermuda-bound cruise ship; we learned they have indeed rescued sailors in life rafts on several past occasions. This reinforced the idea of keeping a hand-held radio sealed up watertight and ready for emergency use as a complement to the EPIRB safety equipment.

This downhill run kept the chef full of creative ideas and meals approached the exquisite. This routine was not bad. We kept full sails up for the night while clicking along at a pleasant 5.5 knots.

At dinnertime the next day, the wind suddenly dropped, but came up again quickly from the NE. Not wanting to break the spell for dinner, we maintained our luxury by running a few points off the wind and congratulated the chef as he put a dash of rum on the last of our ice cream for dessert. Suddenly the wind was much warmer and the water temperature bounced up ten degrees. The knot meter read 7 knots, but the GPS told us the speed over the ground (SOG) was 5 knots. So we seemed to be at an eastern edge of the Gulf Stream in a

southbound eddy. Eight hours later, we were greeted by six foot seas on the beam and we flew at 8.3 knots SOG in mid-Gulf Stream. There was a three-quarter moon and gorgeous clouds. This was a beautiful run! The weather voice on 6501 told us these idyllic sailing conditions should continue for three days. We came out of the Gulf Stream just as suddenly as we entered.

Aiming between Cape Cod and Georges Shoal, we saw graceful birds and companionable dolphins. What was that water spout? Whales enjoying a loping food run. The winds dropped, so we motored in light air for about six hours. By nightfall the wind was back and we sprinted at hull speed through three-foot seas. This incredible run continued as we were now sailing in high pressure weather and the clear skies continued to bring us moderate breezes. I enjoyed a ham chat with several--the voices of the "Cracknet." With great camaraderie and lots of good-hearted "Say again?" repetition, we took nearly an hour to communicate a fifteen word radio message to our spouses, that we were now nearing Portland. Monumental inefficiency, but loads of fun. The crew was amused.

We motored the last few miles to Portland at midnight, aided by radar. My son, Will saved the trip from an ignominious end by pointing out that Spring Point light is at the end of a jetty, to be steered around, not through. The pre-trip logistics fell into place as the crew dispersed after we quickly cleared customs. Cold fog and rain moved in to extend Maine's spring season by another five days at the end of June. There was in fact a gale out on the ocean and the head boats and tour boats were all staying ashore. We were lucky to get to Portland ahead of it. After the gale cleared, Linda and I headed out to enjoy five weeks of peaceful cruising along the often foggy, but always beautiful Maine Coast, getting as far north as Roque Island.

### THIRD LEG: PORTLAND TO ANNAPOLIS

To complete the sailing of this northern Bermuda triangle, my son, Will and his wife returned to Portland to help sail *FARAWAY* back. This part of the route took us through waters familiar from our many previous summer sails to New England and back. The three of us visited the Isles of Shoals, Provincetown, Cuttyhunk, and Block Island, where we watched a fierce electrical storm that made strong winds and monstrous waves when we left Old Harbor the following day. We headed into Long Island Sound for the traditional stopover at Noroton Yacht Club in Darien, CT to visit family and be joined by my eldest son, Chip for his annual ride back to Manhattan. We proceeded down the East River, with a quick stop to let Chip off, and took overnight breaks at Manasquan Inlet and Cape May. We rode the tide up Delaware Bay and through the Chesapeake and Delaware Canal. Almost back to Annapolis, we came at night through fog, shoals, and the hairpin turn into Fairlee Creek to anchor and sleep through a downpour. Two months and eight days

from the start of our adventure, we arrived in Annapolis, unloaded the essentials from the boat, and headed home.

### POSTLUDE

For many years we have kept a saying taken from an old ocean liner ad, posted above the companionway on our boat, "Getting there is half the fun." Our guests can always be counted on to sort themselves into sailors or landlubbers on the basis of their reaction to it. Our more seaworthy friends see 'getting there' as a positive set of events lasting from the decision to go to disembarking. Our good natured landlubber friends tolerate the 'getting there' and are usually much happier once 'there' is reached. Our sailing a Bermuda triangle worked as a magnificent getting-there experience, including an interesting planning process that enhanced a strong and seaworthy boat and an able crew for plenty of unexpected events that we were prepared to greet, ready or not. From beginning to end, from all the preparations to the savoring of the many mind-warming memories, our 'getting there' was a thoroughly enriching adventure. For me, this is one kind of opportunity I see begging to be repeated.

## More news from the fleet...

*Continued from page 57*

"Raz du Sein". The former is north of Brest and the latter 20 miles south. We stopped at Concarneau (a medieval walled city) and at Port St. Nicholas (a rocky niche in the cliffs on Ile de Groix). The following day brought us into the Morbihan, with 40 islands, many beautiful beaches, and France's premier oyster and mussel area. The oyster beds are private, but we found several island beaches that yielded 18 or so stray oysters. Tides and inflow of four rivers create 7+ knot currents in channels. We carried the tide up a twisting, drying river and locked into the exquisite, walled city of Vannes, mooring literally at the front gate. Vannes dates back 1000 years, with outstanding formal gardens along its walls.

It was time to head north and with our open itinerary, it was an interesting trip. A British skipper told us not to bypass Pont Aven, a picturesque medieval watermill town where Gauguin had started his school of art. Its beauty was worth the navigational challenges created by the drying Aven River and shallow bar at its mouth. The river and its mill races/slucices literally cascade through Pont Aven. While there, a French skipper told us Les Glenan Archipelago was a must, only a half-days sail offshore, and easier to enter than indicated on the charts. He was right! There were beautiful, uncrowded, white sandy beaches and reported live coral! We dropped the hook just for the night in Camaret (at the entrance to the Bay of Brest) and spent a week exploring the cliffs, fortifications, and beaches. Continuing north, we went up the Treguier to the "last" anchorage and dinghied into town where we experi-

## More news from the fleet...

*Continued from page 63*

enced the delights of Breton Bagpipes. Morning revealed it was market day, complete with a roast pig and seafood feast.

By then it was the end of July, and we left *JANEV* in Pontrieux on the Trieux River, for two months as planned (\$72/month with electricity). We took a ferry back to Portsmouth to join friends with whom we were going to crew on the Ocean Cruising Club's Race-Rally to Horta in the Azores. Horta, on Fayal, is 1300NM SW of Portsmouth and 870NM West of Portugal, an eleven-day sail. Our arrival in Horta coincided with the start of "Sea Week", a thoroughly enjoyable festival. Enroute home, we stopped at Angra do Heroismo on Terceira, Azores--the first Portuguese Renaissance city (1534). The Azores are so beautiful and unspoiled that a week or even a ten-day stay is not long enough.

After a week of wedding festivities for our daughter in Boston, we found our way back to Pontrieux, brining back a GPS-45 and a Navtec hydraulic backstay adjuster for *JANEV*; both worthwhile additions. We cruised back to Chichester via Guernsey and Normandy. In Cherbourg, we hired a car and toured the five D-Day beaches in this 50th Anniversary Year. We drove as far as Pegasus Bridge, which had been captured the night before D-Day and held intact by 38 British, who landed in three gliders within 100-150 feet of the bridge. The strongly defended cliffs of Pointe du Hoc between Utah and Omaha Beaches were overwhelming. Pointe du Hoc, taken by US Army Rangers, has been left as a shrine to their bravery, with craters and blown-up bunkers to show the battle intensity. In the surrounds of these five beaches are 22 Allied Cemeteries (American, British, French, Canadian, and Polish) containing 36,812 graves and five German Cemeteries with 58,172 graves. Very humbling numbers, proving again, War really is Hell!

We are in our third liveaboard winter at Chichester Marina. The winter rate for *JANEV* is about \$208/month, half the summer rate. Electricity at \$0.17/kw is expensive, but diesel is only \$0.86/US gal. for contracted berth holders. (The UK is one of three European Union countries that does not tax boat diesel and it normally costs \$1.18-1.29/US gal. in the UK.) We will be here until May 1995. (12/94)

David Waltz sends this news. "After many delays, *VICTORIA* (T-37, hull #222) will finally leave North Carolina for points south. Last year's plan was to spend the winter with two people and two dogs aboard one T-37 in the Bahamas, but the dogs didn't like that idea. So, we spent the winter here. Now *CHRYSALIS* (a 32-foot Westerly Ketch) and *VICTORIA* will be traveling together with one person and one dog aboard each boat! We will work our way to the Keys and the Bahamas, and then go south down the Thorny

Path. The season is not exactly right with hurricanes and all, but I refuse to go north any more for a while. I must continue to praise North Carolina as a cruising ground. It is relatively uncrowded and very pretty, with open water for good sailing. If one is careful, even a creek that shows less than six feet on the chart can usually be entered. For snowbirds, I recommend Campbell Creek, between the Hobuken Bridge and the Pamlico River on the Intracoastal Waterway. It doesn't look great from the Waterway and the entrance is charted shoal and usually littered with crab pots, but just go slow and hold your breath while picking your way through the pots. The creek deepens and winds its way for several miles with lots of good anchorages. I would use it for a hurricane hole in these parts. I haven't done much work on the boat lately, but have been very interested in ham radio. My call is KE4SMK and I monitor the Waterway Net most days, as well as 6215 kHz marine SSB. I would like to hear more from other owners on their use of the radio." (4/95)

Denis and Arleen Webster (*TIGER LILY*, T-37, hull #564) report from the Netherland Antilles, "Curacao is an interesting island. It is a lot larger than Bonaire, and the capital city, Willemstad is quite a large metropolis with industry and good shopping areas. Downtown looks like an old city transported from Holland. The streets are quite narrow and most of the buildings/stores are narrow, attached to one another, 4 or 5 stories high, with arches around the windows, and steep peaked roofs. The old houses also have peaked roofs, much fretwork, and are painted pastel yellow, green, and blue. We were able to find items in stores that we hadn't been able to find in other countries. In the supermarket, we saw some Joy detergent and almost danced for same, since it's the only detergent that produces suds in saltwater and we hadn't seen any for a long time!

I (Arleen) signed up for scuba diving instruction at the beginning of March. After not completing the course when I took it in Canada, I vowed never to do it again. However, I finally decided to give it one more try in the clear water of Bonaire. What a difference between the cold, northern waters where visibility is about 10 feet and the 60 feet or more here. It was an exhilarating experience being eye to eye with fish within inches of your face! Of course the fish are unusually tame here because the whole island area is a marine park, where no spearfishing is allowed. Every time we went diving there was always a large yellowtail snapper swimming right beside us. The instructor has a theory that these fish are not too clever and seem to think we are just large predatory fish and they just hang around waiting to grab any leftovers we might leave. Two of the more impressive sightings were: a three-foot-long, young hawksbill turtle, who allowed us to come within a few feet of him and seeing a 'cleaning station' in operation. Several little goby fish were cleaning the parasites from the mouth and gills of a large (two and a half foot long) grouper fish. We plan to do some more diving and then head for Venezuela to cruise the coast; then on to Trinidad where we plan to haul the boat and return to Canada for a couple of months." (3/95)

---

# Weather Helm

By Kern Ferguson

*Kern Ferguson has been a sailmaker for world cruisers for approximately 20 years, as well as a past cruiser himself. It was his sails that powered the winner of the Pacific Cup twice in a row. Mr. Ferguson also teaches courses to cruisers at Orange Coast College, as well as various yacht clubs across the country, on how to deal with various cruising boat problems, sail control, sail repair, and sailmaking. Mary Taylor and Paul Zack on AVVENTURA (T-37, hull #358) have been satisfied customers of Kern's Sails.*

All boats have weather helm at some point or another. The trick is to control it and keep expenses down to a minimum. Let's look at some of these factors, keeping in mind that any helm condition can only be balanced out if one thing is kept at a constant--the angle of heel.

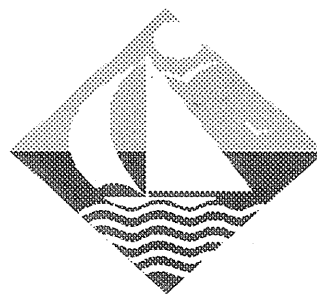
As you start sailing in lots of breeze, your helm feels good, and the wind starts to build, your helm starts to get heavier, and guess what? your angle of heel is also increasing.

Assuming that when the mast is vertical, your hull is going through the water in a symmetrical manner. (The T-37 is a bit different from side to side, which makes the boat sail different speeds and handle differently from tack to tack.) When the hull is heeled, it becomes asymmetrical and drives the boat to weather.

The sail rig is balanced so that when it is vertical, it technically has a lee helm (goes downwind). As the wind builds and the boat heels, the lower side of the hull appears to be rounder than the weather side. Now, how to control it.

The mainsail is a very big culprit. Oriental sails in general are fairly non-descript in their shaping. This means they don't tear easily, but the shape moves aft as the wind builds, moving the center of effort aft, and creating more helm pressure. Many like to put a reef in at this point. Letting the main out a couple feet helps also, but remember that this will close off your slot and slow the boat.

A cutter with a staysail and working jib basically has an incompetent forward triangle, even though these two areas (staysail and jib) add up to 500 sq. ft. I have found that it is not the total area that is important, but one should think of the staysail as an air flow stabilizer and make sure the jib itself is in the 500 sq. ft. range. The key is to make sure it has a full length luff. Overlap is not very important. In fact, too much just makes the boat heel too quickly.



The amount of fullness or flatness of both the main and jib is critical. If the main is full and the jib is flat, obviously the load is greater aft of the mast, resulting in weather helm. You can reduce weather helm by altering your sails, flattening your main and making the jib full. This is fairly costly and you need to make sure your sailmaker keeps the air-flow theory in mind as he or she takes scissors to your sails.

Most of the luffs on the headsails and staysails are wire. This does not allow the sailor to increase luff tension on the sail cloth to keep the draft forward. If wire is used, the fabric will stretch without resistance around the luff, making the sail full and non-descript in its shaping.

Good headstay tension is critical, assuming the sails are cut for a tight headstay. What happens is that the clew position does not change, but the luff moves outboard, as the stay sags. This puts your most forward sail more parallel to the centerline of the boat, reducing its effectiveness by as much as 50%, making the main more overwhelming and creating more weather helm.

The best solution for a quick fix is to let out the mainsail!

One thing you hear is to rake your mast further forward. This will help a little, but don't plan on a lot happening here for the big fix. This is a good solution for fine adjustments.

---

**"The best solution for a quick fix is to let out the mainsail."**

---

Shortening the foot of the main and forcing the draft forward is very effective way to radically alter weather helm. This, tied in with a 450-500 sq. ft. super yankee, will make your vessel versatile and straight steering in the broadest conditions. However, you will notice a bit of speed loss going downwind. Versatility on any changes is very important. It is easy to hear a hundred different solutions to any problem, especially in a marina. In making any changes, it is very important to know what the short-comings are, what the end result is going to be, and how many problems you are going to encounter by making that change.

# Jaws IV Adventure

By John Kraft

This adventure started quite innocently when Karen and I were anchored at Cave Cay, Exumas. We decided to take a dinghy ride out onto the flats and explore some sand bores that are exposed at low tide. We walked around the sand bores, enjoyed the sun, picked up some shells, and looked for conch. We spotted a bunch of Southern Sting Rays just off the beach in 18-24 inches of water, so we donned snorkel masks and took the underwater camera. We got within five feet of the rays and took a couple of photos.

On the way back to *THE CHANCE* in the dinghy, I spotted a shark and Karen wanted to get a closer look, so I turned the inflatable around and followed him. The shark headed back into the shallow water near where we had been previously. We got fairly closed and tried to get a photo of him in two feet of clear water with the sandy bottom, but he swam off across a shallow sand bar and we slowly followed. By now his dorsal fin and tail were well out of the water and I could see that this was a Lemon Shark--about six feet long with a pointy nose. We got within 12-15 feet of him and took a couple of photos while running our engine at very slow speed--just enough to keep up with him. About now he made a sharp right turn and passed immediately in front of the bow of our inflatable.

We were both standing up so we could see into the water better and Karen was fumbling with the camera while I was shouting, "Take the picture--He's so close." Little did I know that Karen was considering putting her snorkel mask on and sticking her head in the water so she could see him even better!

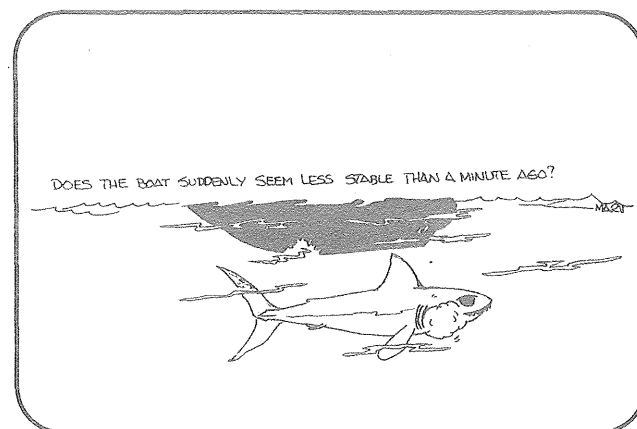
Now he circled back and passed immediately in front of the dinghy again. We could have touched him! I'm still saying, "Will you take the damned picture?" Well, I guess he was a bit fed up by the photo session, because in a millisecond he flashed to the left and attacked the left rear pontoon of our inflatable dinghy! For a split second I saw that fin and that face headed at us and thought he would come right into the dinghy after us. But instead, he hit the pontoon with such force that Karen was knocked down and I think the stern of the dinghy actually moved under by feet because the dinghy anchor laying on the floor crashed against my left foot. The pontoon deflated, but not all the air escaped. Also, we have two more fully inflated chambers--the bow and the right pontoon, plus an inflated keel--so the dinghy listed to port, but Karen fell to starboard, so she was balancing it nicely. We were not in danger of sinking; we were only in two feet of water.

Mr. Shark, who immediately got our respect, swam off in an agitated fashion. I guess he didn't like the taste of our dinghy. We motored slowly the one and a half miles back to *THE CHANCE*. We had a portable VHF radio with us, so we could have radioed for help from another boat if it had been necessary. As we returned we could faintly hear the theme from *JAWS* coming from somewhere behind us.

After we got the engine off the dinghy and got the dinghy on deck, we could see that a 12 x 15 inch area of hypalon fabric had been severely brutalized. Mr. Shark's teeth had punctured the fabric in many places and a four inch diameter section of fabric was totally missing. We took a couple of photos, had a drink, and contemplated how on earth we could possibly repair this massive damage to "our car." The standard repair kit is little more than a bicycle tire repair kit. The instructions say, "Any tear over two inches should be handled by an authorized service center." We only know of one such repair place. It's in Annapolis. Fortunately, before we left the states, I got a two yard piece of Hypalon from Lou Pellegrino and Harry Crouse and I bought extra adhesive. Still the job seemed impossible.

A large patch inside and outside the tube would be required and even though I could easily stick by arm inside the hole, it would be tough to roughen up the fabric, spread the adhesive, and place a patch properly. Karen made a suggestion that turned out to be a big help and after eight hours of work the patch was complete. We re-launched the dinghy and it appeared that we had several minor pin-hole leaks around the big exterior patch, which I will try to repair by cementing a strip of thin rip-stop nylon around the entire perimeter of the big patch. Air leaks got worse, so I cleaned and re-cemented one area of the patch with 3M #5200 and after 24 hours, it seems not to be leaking "any" air. Hopefully, that will work!

Moral of the story, "DON'T MESS WITH MR. SHARK!"



# Mayday! Mayday!

*As editors, we exchange newsletters with the BABA Owners Group. The following article is a reprint from the BABA SALT, with their permission, because we felt the message was pertinent and very important to any boat owner and cruiser.*

*By Penny Ritter*

My husband, Rod and I were on our way to Olympia. It was February and cold, yet the glass smooth water allowed us to relax and reflect on all the fun we'd had the night before.

We'd been underway for about one and a half hours when our cat's behavior began the terrifying chain of events.

"What's wrong with the cat? She's acting strange." Our spoiled baby, Tasha had staggered from the V-berth, eyes glazed, and complaining loudly.

Because she's toilet trained, we first attributed her loud complaints to unhappiness about using the head while underway. I carried her to what we thought was her destination, telling her everything was OK, but she simply hung in my arms. Within a minute we knew she was terribly sick. Her condition declined rapidly while we tried to figure out what was wrong. I laid her in the V-berth and removed her collar. She started panting heavily, shuddered, and was still. Our emotion was reflected in our confused questions, "What happened?" and "How could she just die so suddenly?"

And then I felt it. As I came up from the V-berth, I started to feel light-headed. I took two or three steps when the loss of control descended on me. I had perhaps five seconds of warning before my legs gave out. I called to my husband, "My cat's died and now I'm going to." I was certain I would not make it to shore. "Mayday! Mayday!" Rod pushed me outside to the cockpit as I struggled for control and heard him calling for assistance. He yelled to me, asking if he should "go for it" and try to get in to Olympia. I responded with, "Oh, please, hurry." We didn't get far. The engines stalled, then quit. We've taken the Coast Guard safety classes. Somewhere in our muddled minds we knew to drop anchor. We drifted a few minutes before we got our anchor down.

Meanwhile a fellow boater and friend had heard the "Mayday." He quickly determined our location and began directing Coast Guard personnel. He headed our direction in his boat, but to us everyone seemed so far away.

We could see a small open fishing boat nearby and began blasting on the horn and calling for help. They told us later they did not respond immediately because they thought we were simply signaling "hello" to friends on shore. After

what may have been a lifetime, but in reality was only a few minutes, they did approach. Seeing we were in trouble, they offered help.

They pulled and pushed me into their boat, putting me inside a life jacket, and repeatedly asking Rod if he was OK. He assured them he was and directed them to take me to Boston Harbor where an ambulance would meet us. They showed us how close we were to Johnson Point and told Rod to redirect the aid unit. And he once again assured them he was OK.

When Rod went back into our boat to notify the Coast Guard that I was being taken ashore, he noticed that Tasha had disappeared. He checked her favorite cubbyhole and found our "dead" cat. He put her outside to get fresh air. He knew he also needed air, but returned to the cabin to talk to the rescue boats.

I can remember laying on the dock for an eternity. My Heroes had piled their coats and every extra piece of clothing they had on me. They also produced blankets from somewhere. I could hear them talking to me and I was able to tell them my name, but our friend's telephone number wouldn't come out right. I couldn't figure out some of what they were saying. I was terribly afraid. Then I heard, "They're here," and I saw the EMTs. They started giving me oxygen immediately and the fear began to subside.

Meanwhile, out in the water, the rescue boats arrived. Rod was started on oxygen, removed from the boat and someone (we believe the Olympia Police) took charge of the vessel. We learned later that much of Rod's radio transmissions were incoherent.

When Rod reached shore, still under his own power, the ambulance took us to the hospital. One of the first questions asked was about headaches. We both responded with, "No, we didn't have a headache." The doctor treating us assured us that without evidence of headache, he felt sure we had NOT been poisoned with carbon monoxide. The results of blood tests proved him wrong and we continued to receive oxygen until the blood levels were reduced to within normal range.

The next day, friends went with Rod to determine what might have caused the problem. They found a large hole in the exhaust hose from one of the engines and the hose from the second engine was cracked. We bought this boat new and it had 185 hours on the engines.

*Continued on page 68*

# Mayday...

Continued from page 67

I've written this because I wanted to share the things we learned with anyone who will listen.

♦ Carbon monoxide is truly the Silent Killer. The effects hit suddenly and dramatically. (Although Rod had assured the fishermen that he was OK, his blood level of carbon monoxide stood very near the "severe" range, which can bring death.)

♦ Even a "nearly new" boat can kill you.

♦ All the training in the world will do you no good if you cannot think clearly.

♦ Just because your symptoms don't follow the textbook doesn't mean you're not in trouble.

♦ A little fresh air won't "fix" the problem. Once you begin to breathe PURE OXYGEN, it still takes 80 minutes for your levels to reduce by one half. And every additional 80 minutes the levels fall by half again.

♦ Even within sight of shore, help can be far away.

♦ Cats truly do have nine lives! (Tasha continues to rule our home.)

## New Members

Dan and Karen Baker, *CHE BELLA* (T-37), San Diego, CA

Robert and Cathie Beers, *HYBRASIL* (T-37), Newville, PA  
Capt "P.Y." and Sheila Boggs, *SPIRIT WIND* (T-37), Ft. Myers, FL

Brian and Deborah Brooks, *SKYBIRD* (V-42), Sault Ste Marie, Ontario, CANADA

Ed and Jacque Cantin, *LADY J* (V-42), Wisconsin Rapids, WI  
Roger and Jeanne Davis, *CANVASBACK II* (V-42), Charlottesville, VA

John and Ann Doerr, *SPIRIT* (T-37), Alexandria, VA

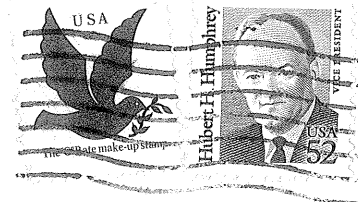
John and Barbara Ferrell, *SALUBRIOUS* (T-37), Seabrook, TX

Fred and Rainer Hertrich, *SONATA* (T-48), Longmont, CO  
Tom and Jan James, *NO AGENDA* (V-42), Oceanside, CA

Ed and Barbara Keenan, *GALLANT* (T-37), Lincolnville, ME  
Patrick and Itzel Mulhern, *SPIRIT OF AMERICA* (T-37), La Porte, TX

Stan and Yolanda Powers, *CROSSBOW* (V-42), San Antonio, TX

**TOG NEWS**  
P.O. Box 213  
Mt. Vernon, VA 22121-0213



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