

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VIII NUMBER 68

FALL 1995

Planning: the Key to Refurbishment

By Barry Adams

Barry Adams owns T-37, KAMA (hull # 14). He is a single, live-aboard and has been busy completely rehabilitating her since 1990, when he purchased the boat. His story, in part, follows.

"I fought bulwark leaks and won; replaced the wooden spar with an aluminum one; rewired her and replaced the DC/AC electrical panel. I chose the Ample Power Company product line for the 105 amp alternator and three-step regulator system. In addition, the V-berth was remodeled from the traditional layout to one that better suits living aboard.

I remodeled the galley storage to fit my needs. I replaced the gelcoat-sprayed plywood ceiling liner in the galley area with formica. Prior to installing the new liner, I added one inch of foil-backed polyurethane insulation. That really makes a difference and I cannot recommend this enough to others. I have yet to complete the rest of the ceiling liner replacement, but hope to get to it soon.

The refurbished galley has a new Force-10 propane stove, which I highly recommend to others, if for no other reason than the ease of cleaning. In as much as KAMA's original propane locker had taken on the guise of pre-Columbian art, I first had to rebuild it.

This brings me to a point that I would like to make to those who are seriously considering the purchase of an older Tayana. There are three important things to remember when setting out to "make her your own"--planning, patience, and still more planning!

Permit me to explain my point by way of example. The older CTs are excellent choices for rehabilitation projects. They are strong fiberglass hulls with a wooden interior. The

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wooden interiors are a lot easier to work with than fiberglass molded interiors and can be altered and shaped without a lot of efforts. Bulkheads can be easily added or moved (although you probably should seek professional advice before doing so).

An unlimited number of options are available, as are reference materials for doing interior projects. However, the older boats have a lot of things that need attention, repair, or replacement. When I set out to install my refrigera-

tion system (see *TOG News*, issue #66), I had to plan my work in such a manner so as to take into consideration all work that must be done now and in the future, because access to that part of the boat would soon be reduced or greatly altered by the work. The following was my work sequence.

1. The top portion of the aft galley bulkhead had to be moved back three inches to accommodate my new design.

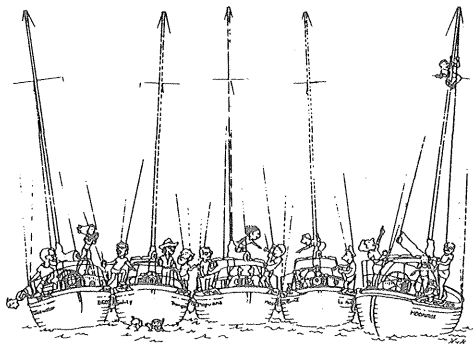
2. The ice box was gutted for rebuilding.

3. Before ice box reconstruction could commence, the galley has to be re-designed and constructed, because I had better access and room to do the work then. (i.e., I could sit in the gutted ice box and work over my head installing the recessed lighting, insulation, ceiling formica, and ash battens along

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Rendezvous Roundup

This column is for announcing and reporting on rendezvous in your part of the world. Please don't forget to send in reports on local get-togethers, however small or large they may be. 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 Winter Rendezvous will be hosted by West Marine in Annapolis, MD, on Thursday, 1 February 1996. This is part of their "Fleet Night" program that will permit only TOG members in their store that night from 8:00 to 10:00 p.m. to enjoy special discounts. In addition to the excellent shopping opportunity, the store staff will be available to answer your questions, there will be complementary refreshments, time to socialize with fellow Tayana owners, and West Marine will provide a free door prize to a lucky winner.

General

We have heard verbal reports that there have been successful rendezvous this fall in Texas and the Chesapeake areas. We believe that one was/will be held in the Pacific Northwest, but have no report on that one yet. Our Rendezvous' are an important part of the sailing and cruising life. It is more than just socializing; it is sharing concepts, improvements, destinations, things that work (and don't), and seeing how others have tailored their boats for themselves. It is an extension of *TOG News*.

If you would like a speaker or video on cruising, boat maintenance, offshore fishing, or marine weather as part of your rendezvous program, BOAT/U.S. may be able to help you. They have 350 speakers nationwide and a wide selection of boating videos. Arrangements for a speaker should be made four weeks in advance and two weeks notice for a video is preferred. Call the BOAT/U.S. Speakers Bureau at 1-800-678-6467 Monday through Friday, 9 a.m. to 5 p.m. eastern time.

Planning...

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the hull.) Other parts of the galley, such as storage lockers and counter tops were built, temporarily installed to check for fit and then removed to be installed last. The stove bay was also rebuilt at this time and three drawers added between the stove and the refrigerator, which is located beside the engine.

4. The location of the refrigeration system components had to be fixed and bed areas constructed. The engine drive system was located in the aft-most area of the quarter berth and the air cooled 110-AC system was to be placed on a shelf located in front of the propane locker. However, because the propane locker was in such bad shape, it had to be re-built before the 110 compressor shelf could be built due to restricted/reduced access later. Moreover, because I was going to put something in front of the propane locker, it had to be built to last. Because rot destroyed the original locker, the new locker had to be well drained. A whole new design was conceived and the locker built out of much heavier stock. Because new davits were to be added later, sufficient area had to be left to accommodate one of the davit backing plates directly beside the propane locker. Once this was done, the 110-AC compressor shelf could be constructed in place.

5. As for the engine drive, the space allotted and its position were critical because the quarter berth storage area also housed the batteries and much of the new electrical system. As a result, the engine drive condenser mounting platform and the new sea-duty style battery box, capable of holding two 4D-gel cell batteries and a starting battery, had to be designed and built. However, before those plans could be finalized, I first had to complete my re-design of the quarter berth area, in as much as the old quarter berth was going to be remodeled as a storage/navigation area and full access to the engine drive condenser and batteries had to be preserved.

6. Then everything had to be installed in the proper order and tested before the final assembly.

All this, and all I wanted to do was get my refrigeration system up and running.

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

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.

ALLEGIANCE, a 1986, aft cockpit, V-42 (hull #122) is for sale by Jim and Celeste Broomfield. She is in beautiful shape and cruise away equipped with Perkins 4-108 engine, Pro-Furl, electric windlass, Alpha Spectra autopilot, SSB/HAM, GPS, radar, large battery bank, inverter, wind generator, solar panels, 150 amp alternator, cold plate refrigeration, watermaker, davits, Achilles inflatable and 15 HPO/B, life raft, A/C, and more. Located in Ft. Lauderdale, FL. Call (305) 849-9797.

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.

BELLES ANNEES, a 1993 T-47 (hull #23), is for sale by Bert, Jane, and Al Zink and in Bradenton, FL. She is a meticulously maintained blue water veteran. Her equipment includes a Yanmar 62 HP diesel, Cruisair, Glacier Bay refrigeration/freezer, Balmar 2500 watt inverter, Balmar AquaPac generator, Autohelm 7000 autopilot, Wind System, Tridata, Navcenter, Raytheon GPS, Kodon 40-mile radar, 8-man life raft, PC with weather fax programming, Icom 600 SSB, Pro-Furl roller furling, furling battened main with Harken batt-cars, and a serious ground tackle and sail inventory. Call (941) 723-305 for a complete inventory.

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.

The owner of **ORIKI III** (T-37, hull #437), Richard Kemper offers this suggestion. In purchasing a yacht, buy one that you can realistically afford to maintain, rather than one you can afford to buy.

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.

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.

The Radio Shack

Code Practice Tips

Some believe that learning code is "too hard". In recent past issues, we have published some "howto" suggestions from those who have done it. Does anyone have others tips that have worked for them? We welcome your input.

1. Since most of the tapes on the market are more or less worthless (one can not learn code from four tapes), make your own tapes--lots of them. Spend about thirty minutes a day listening and practicing with the tapes.

2. Nor can one learn alone, without being within a framework. Join a class in your neighborhood. It should only take about eight weeks to learn all the letters.

3. As with learning a language, think in CW. Speak only in the language being taught.

TOG Notes

You may notice that this issue lacks pictures. We repeat the appeal of last issue. Please send pictures with your articles and maintenance items.

As we have been away from TOG "home port" in Virginia, some of your orders for TOG Wear may be taking a long time. Have patience, we will be getting them out soon.

News from the fleet...

Capt "P.Y." and Sheila Boggs onboard *SPIRITWIND* (T-37, hull #119) "left Fort Myers, FL on 22 July bound for Charleston, SC. This is Sheila's first big cruise and she is learning the job of First Mate as we go. She loves navigation, but is still very hesitant to take the helm, so we use our Alpha autopilot a lot!

We had a fine sail overnight to Key West, FL. We called A-B Marina when we were 13 miles away. They sounded friendly and assured us they had all the "goodies"; their rate was \$1.20/foot and included electricity. When we arrived, the current was ripping along at about 3-4 knots and the wind was ESE 12-14 knots. I told the young man on the dock to handle the bow line. Sheila made a great throw right into his hand and he promptly threw it back! It took over 20 minutes to convince that boy that this was not a powerboat that could turn on a dime or back straight into wind and current! After some fancy maneuvering by me, some fancy fending off by Sheila, and some head scratching by the dock boy, we finally were able to get four lines around some pilings. This marina is not one that I would ever go back to or recommend. The showers were through an alley and in a parking lot with rusty construction equipment. They were filthy and hot; we showered on deck! We stayed there thirty-four hours and paid \$137.50. Never again!

We left Key West on 25 July and sailed up the Keys, stopping to anchor at Bahia Honda, Lower Matecumbe, and Rodriguez Key. We knew that a tropical wave was over the Bahamas and we had been sailing in 15-20 knot winds for two days, but *SPIRIT WIND* loves to sail even though we were beating. When we left Rodriguez Key on 27 July, we hit a major squall. With one reef in the main and our working jib up, we hit 8.3 knots surfing down a few big ones! This lasted about one and a half hours and then the wind abated, so on came "Perky" (our engine) and we motor sailed until Hurricane Erin decided to show us what heavy weather is all about! The sky turned black all around us, the wind started howling, and the rain came so hard that all visibility was lost! Thank God for our Garmin GPS plotter! Sheila went below to watch our progress on the GPS and I steered. She would pop out every few minutes to let me know whether my course was good. By this time the wind was 35-37 knots with gusts over 45 knots and the seas were 12-15 feet, with a few big ones over 20 feet. I headed away from land to keep from being pushed into Diner Keys shoals and it took almost 3 hours to sail from Diner Key to Government Cut. What a ride! This is the first time I had *SPIRIT WIND* in these conditions and she is one heck of a

tough boat! We made it to Miami Beach Marina having traveled 45.8 miles in 10 hours, through two major gales/hurricane! What a day!

I was able to get a job for two weeks to replenish the kitty, so we are still in Miami. Another tropical storm (Jerry) is here and there are more tropical waves on the way. We wanted to sail outside to Charleston, but it looks like the ICW, if we are going to leave soon." (8/95)

Paul and Andrea Landry write, "We've just returned from a one and a half year shakedown cruise in the northwest Caribbean, visiting Mexico, Belize, Honduras, and Guatemala. Our inland touring in these countries was as enjoyable as cruising our aft-cockpit V-42, *TA TA* (hull #70) in coastal waters. Plus we had the added adventure of busing through Nicaragua for a wonderful two week stay in Costa Rica. At present we are in Tarpon Springs, FL, with *TA TA* on the hard, drying out the hull and applying a new barrier coat. We are also re-building the Perkins 4-108, which we've found to be too small an engine for this boat. Anyone have any ideas? We anticipate being here until at least 1 January 1996, completing our maintenance items and preparing for Phase II, which will take us either to Europe or points south. If anyone would like information about what worked well for us and what didn't, or about the areas we cruised, we'll welcome your calls or letters. Temporary address and phone number are: Paul & Andrea Landry, S/V Ta Ta; 800 Chesapeake Drive #42; Tarpon Springs, FL 34689; Phone: (813) 943-9798. (8/95)

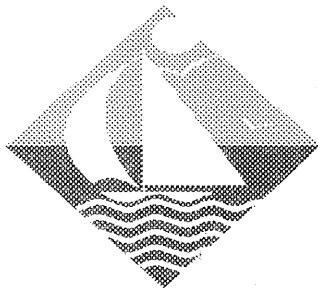
Suzy Mills and Dan Riedel thought it was about time to let their friends know what's happening in their lives and the fortunes (and misfortunes) of *FARNIENTE* (T-48, hull #32). "We came back to Annapolis in the Pusser's Rum Cup with old Carib 1500 friends and some new friends. The race back to Norfolk was very different than our trip down. The wind was light and we flew our spinnaker a lot. We rigged a pole before leaving Tortola and it worked great because the wind was behind us most of the way. As usual, we got beat up in the Gulf Stream. The winds were on the nose at 35 knots, and that was worse than the trip down because it was against the stream. We know now what "square seas" mean! We had to motor into the wind to keep our heading to Hatteras, or we probably would have made a landfall in Jacksonville, FL. As it was, we made the trip back in eight days and eight hours, and finished first across the line. We made our way from Hampton Roads up the Chesapeake Bay to Annapolis, where the boat currently lies while we refit and replace the engine.

FARNIENTE has been at the yard for over three months and still isn't done. We have a new engine and three pages of "stuff" that will make our new boat more comfortable and user friendly. The old engine was totally destroyed by salt water invasion. It was belching black smoke, and we were only able to run at a maximum of 1500 RPM. We've just now resolved the issues with Tayana about the engine... It was a real struggle. The boat has lots of new toys and improve-

ments on it. Dan is installing a new notebook computer aboard with a new Windows 95 navigation program called Navtrak. We have expanded the lazarette, which has tripled the deck storage. Suzy has some new lockers for her pots and pans and new halogen lighting in the salon. We hope our 4000 mile sea trial has exposed all the little problems and headaches, and now we can just maintain instead of rebuild.

We have sold our house, moved into an apartment in Dayton with great furniture storage, and sold or gave away everything else. Our old boat finally sold in May, so we are reducing the number of "keys" and responsibilities in our lives. Makes you kinda wonder why we bought all this stuff to begin with.

Our plans are to sail back to the Caribbean in the Caribbean 1500 on 29 October. We will leave Annapolis after the Annapolis Sailboat Show, the second week of October and sail to Salt Ponds in Hampton Roads, VA to prepare for the Rally. We plan to stay in Tortola for a week and then sail nonstop to Trinidad, hopefully to see our old friends in mid-November. We will gunkhole north from there back through the Windwards, sailing with, not against the wind. This year we plan to sail, visit places, and enjoy our friends." (8/95)



New Members

Michael and Veronica Caprara, *AVIGNON* (T-37),
Annapolis, MD

Jim and Tari Crowley, *PACIFIC DREAM* (V-42), Punta
Gorda, FL

Bob and Beth Faucett, *GRACIOUS LADY* (T-52), St.
Petersburg Beach, FL

William and Lorraine Milark, *ARTEMIS* (T-37), Arnold,
MD

Jim and Bonnie Plummer, *PLUMAIR* (T-37), Forest Lake,
MN

Karl and Mary Lou Sartore, *STARLIGHT DANCER*
(T-37), Spring, TX

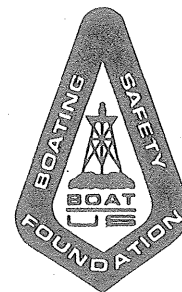
Douglas Speer and Lee Ann Somers, *SASHA* (T-37),
Kemah, TX

BOAT/U.S. Report

The Boat Owners Association of the United States (BOAT/U.S.) Foundation for Boating Safety is pleased to announce the start of the 1996 Grassroots Grants period. As in previous years, any amount up to \$5,000 will be available to the Tayana Owners Group or similar organizations. Examples of previous grant awards include: 1) erect signs encouraging boaters to take a safe boating course; 2) produce a coloring book for children on water and boating safety; 3) purchase racks to hold free boating safety literature to be placed in local marinas; and 4) purchase and distribute t-shirts to children seen wearing a life jacket. If you have any ideas for a special educational program, event, or campaign to promote boating safety, please submit them to TOG before 1 November 1995. Awards will be announced in early January.

A complimentary BOAT/U.S. membership will be provided to anyone age 18 and older who completes a boating safety course approved by the National Association of State Boating Law Administrators by 1 September 1996. Graduates of courses conducted by groups such as the U.S. Coast Guard Auxiliary, U.S. Power Squadrons, and state-sponsored courses need only send a copy of their course completion certificate to BOAT/U.S. headquarters, 880 South Pickett Street, Alexandria, VA 22304, along with a membership application, which can be obtained from the course instructor or by calling BOAT/U.S. at (703) 461-2866.

The boating season is ending and winter, a time of the year that's none too kind to boats, will be here soon. BOAT/U.S. advises boaters to prepare their vessels now or be prepared to pay for winter damage next spring. Many boat insurance policies don't cover ice and freeze-related damage, so proper preparation of a boat is essential. To help with the winterizing process, BOAT/U.S. Marine Insurance has produced a Winterizing Notebook. For a free copy call 1-800-274-4877.



Maintenance and equipment comments and questions...

AUTOHELM

Maurice Beauvis writes, "Cris and I sail our T-37, *SEA CHANGE* (hull #549) out of Emeryville on San Francisco Bay. Weather here has been perfect lately. I just installed an Autohelm 4000 on *SEA CHANGE*. Once I took all the slack out of the steering cable the rascal works perfectly. It is very impressive. We get quite a tidal rip here with a 6+ knot flow in and out of the gate with 25-30 knot winds common. This little guy on the wheel reacts quickly and does the job. I haven't tested it on the big stuff like the 10+ footers outside, but I have a Fleming Vane for that. Anyway it is excellent on San Francisco Bay."

BILGE PUMPS

Richard Bennett shares the following from *PANGAEA* (T-37, hull #474). "My bilge pump switch failed to turn on and considerable water accumulated in the bilge. The source of the water was unidentified as there were no signs of leakage anywhere. A marine surveyor suggested filling the bilge with water and watching for hull leaks at a boat yard; there were none. The stern tube was removed and a device fabricated to check for a cracked shaft tube; everything was fine. But, when I replaced the impellers in both the salt water cooling pump and the built-in bilge pump, there looked to be little to stop seepage from the cooling pump to the bilge pump and thence to the bilge via the bilge intake hose and strainer. This indeed was the problem, confirmed by "Complete Yacht Services" of Ft. Lauderdale, FL. The engine in *PANGAEA* is a Yanmar 3QM30 with a built-in engine driven bilge pump. The "normal" seepage can amount to several gallons per day and over a long period of time can build up to an amount guaranteed to bring on SSS (Sinking Ship Syndrome), a panicky sensation felt on return from from a long land trip away from the boat. There are two solutions: (1) shut off the salt water intake valve, if you are to be away from the boat from any length of time; (2) short out the bilge pump with a length of hose leading from its intake to its output. Since I like this pump, I tried to assemble a bronze flapper check valve to at least slow down the seepage. However, the cost was high and not enough adapter sizes exist to make an installation. My electric bilge pump switches have failed mostly due to grit in the float axle bearings. The new, expensive "ultra" pumpswitch seems to have no shortcomings and looks to be worth its price.

A side benefit of the high water in the bilge was to wash out all the teak shavings, wire ties, and other manufacturing

debris from around the tank in the bilge. All this junk clogged the intake strainers of both the engine and electric pumps stopping the pump-out action and bringing on another SSS attack. Both strainer screens were found to be corroded and new ones had to be fabricated. I also replaced all the vented loops. The manual bilge pump worked well, but even better after disassembly, cleaning, reassembly, and tightening the screws that had allowed a minor air leak due to the set diaphragm rubber had taken. All hoses were tightened and the head hoses replaced.

The search for the hidden leak took six months, two trips to the boat yard, two surveyors, the importer, the designer, advice from everybody, a complete inspection of the whole boat. And, yes, there was a lot of money involved, but a lot of good was done, too."

RUDDER ZINCS FOR T-37

Richard also offers, "Zincs are available to replace the Taiwan B-2 ZAP zincs at Camp, Inc. and are available by special order almost anywhere. The size and bolt holes of the Camp ZHC-3 are identical to those of the B-2 ZAP and the same sensible construction is used with marine grade aluminum backing plates, instead of steel, as used in the B-2 ZAP. The distributor in Florida is at (813) 397-6076. The only difference is that the Taiwan zincs weigh about twice as much as the Camp zincs and the Camp zincs do not have a rubber shoe furnished, but I can't find any real reason for the shoe. If anybody knows its purpose, I'd sure like to hear about it. Price of the Camp ZHC-3 is about \$20 each. Shipping adds to the cost."

V-42 REFIT QUESTIONS

Brian and Deborah Brooks at 488 Albert Street East, Sault Ste. Marie, Ontario P6A 2K2, are looking for answers to questions dealing with the construction and refitting of V-42s. "We have a major task ahead of us in re-making our 1984 center cockpit model, *SKYBIRD* (hull #97), and have need of information such as--replacing the thru-hulls (what are they bedded in? and has anyone tried to consolidate the number of them with headers?), back-pressure problems in the exhaust system (identified on the mechanical survey as caused by undersized exhaust hoses--is this credible?), recommended prop size and pitch (existing one is vastly undersized--needs 3,800 rpm to drive 6 knots), replacing fuel and possible water tanks (fuel tank tabbing to the hull has parted; welds on water

tanks are suspicious), adding wind vane steering, replacing cracked lexan port lights (those narrow fixed ones forward in the main salon), wiring (does anyone have a wiring diagram?), etc. etc.

Maybe there are some V-42 gurus, who have "been there" and wouldn't mind holding our hand through this." Please call (705) 949-0153 or fax (705) 949-4186 during the day or call (705) 942-2214 in the evening.

ELECTRICAL SAFETY

After a full year's cruising experience in the Bahamas, John Kraft on *THE CHANCE* comments on several items. "On all 12 volt equipment, use male to female connectors on negative wire and reverse--female to male--on positive wire to avoid connecting (+) to (-) in the future."

KEYWAY STOCK

"On our Tayana 37, a piece of Keyway Stock 3/16 x 3/16 x approximately 3/8 inches can render the steering wheel inoperable, so we carry a foot of Keyway Stock with us."

MOB POLES

"As far as I'm concerned, they are a total waste! If you can afford it, get a Man Overboard Module (M.O.M.)"

SINK DRAINS

"The threads on our sink drain in the head rusted through. The parts needed for complete replacement were available at ACE Hardware, but it took some real juggling. Use ACE #43782 Basket, parts of ACE #44080 Flex Universal Tailpiece, and parts of ACE #45159 Reducer Coupling (1 and 1/2 to 1 and 1/4 inch)."

BACK-UP GPS

John Kraft also share these thoughts. "We have a Micrologic Super Sport GPS, hardwired to our 12 volt system and tied to our Raytheon Radar. We are considering buying a back-up GPS in case of a breakdown. Originally, we planned to buy the same exact unit, so we could make an exact interchange. That sounded logical until we learned that everyone who owns a Micrologic (all models) suffered the same malfunction. Our back-up unit will be a different brand, not because we are dissatisfied with Micrologic, but to avoid any brand-specific universal problems in the future."

V-42 FUEL TANKS

Before leaving for a year and a half shakedown cruise in the northwest Caribbean, Paul and Andrea Landry spent

two years in New Orleans doing a complete re-fit on *TA TA*, their V-42, hull #70. "The original fiberglass fuel tanks were wicking out fuel, so we pulled everything out of our engine room, cut out the old fuel tanks, built and installed new 50 52 aluminum tanks, and put it all back together with lots of custom touches. Our engine is under the galley floor, with the fuel tanks outboard of the engine on each side."

RIGGING

Andrea continues, *TA TA*'s re-fit "included a complete re-rig and upgrade from the standard rig and sailing hardware, removing the jumper strut, and angling the bottom of the mast, which has all made a tremendous difference in our sailing performance. Other custom touches were added, like all our lines lead aft to the cockpit, and our mainsail reefing system is done completely from the cockpit. This sure makes it easy for the one on watch. In addition to the above, we rebuilt the stern pulpit to accommodate the Monitor Wind Vane, and poles for the Wind Bugger and Radar."

REFRIGERATION

"Paul built a custom refrigeration system with 12 volt holding plates (one for freezer side and one for refrigeration side) that works off thermostats. Our refrigeration system required less attention and seemed to work better than anyone else's that we met, has no temperature ups and downs, and even keeps ice cream frozen HARD!"

HEADLINER REPLACEMENT

John Sams provides his experience with *ROBIN* (T-37, hull #316). "I noticed the paint beginning to peel from the ceiling liner, and on closer inspection discovered that I had a leak. Where the cabin entry hatch teak coaming meets the fiberglass deck there was a tiny crack. As this had been going on for some time undetected by me, the ceiling liner was rotted, thus causing the paint to become unbonded. By drilling out the teak plugs, I was able to unscrew the perimeter wood strips holding the ceiling liner and remove it. It was about 1/8th inch painted plywood. It was tack-nailed to approximately 1/2 inch marine plywood, which was in turn fastened to the 1 3/16 inch fiberglass cabin roof. Luckily, the rot was limited to the 1/8 inch liner. At a glass/mirror shop, I located a masonite board for \$5/sq. ft., which was pre-painted white on one side (They use this in tub enclosures instead of tile.) The old liner made a good pattern, and I painted the back side of the masonite to make the whole piece water resistant, and it went back in surprisingly easily. The white is slightly off color from my old ceiling, but certainly an improvement over peeling paint. I haven't replaced the teak plugs yet, which will probably be the trickiest part, but my experience may help someone else with the same problem."

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Exploring the Mediterranean

By Emanuel Wirfel

When we last heard from Emanuel and Helgard Wirfel onboard ADELANTE (T-37, hull #361), they related their experiences in Israel, Cyprus, and Turkey (see the Fall 1994 issue of TOG News #64). The enclosed summary of their 1994 happenings is a continuation of their travels in the Mediterranean.

“Actually, 1994 was the year when ADELANTE came in second in miles travelled, compared to our trusted Audi. This is a direct result of the fact that the sailing season in the Mediterranean is rather short, just about May through September for those of us who opt to put up with spray in our faces only as long as the water is warm and the air is balmy. (Shows you what a few years of sailing in the tropics will do to your hardiness!) Our first trip, on returning to Europe in mid-January after a great holiday with family and friends in Tennessee, took us to Antwerp. This venerable center of commerce, science, and the arts, not only was the workplace of Rubens and the Flemish school of painters, as well as home of the world’s first full scale publishing/printing house, but also signaled the ascendancy of Transatlantic over Mediterranean trade by surpassing Florence as the busiest European harbor in the 16th century. Thus beginning an irreversible shift in economic strength from southern to central and northern Europe.

After three weeks in Germany, including canvassing the Duesseldorf boat show (arguably the largest in Europe), we set out for sunny Spain. While we still encountered lots of rain and even a little snow driving through the south of France, the sky turned a bright blue just as soon as we crossed the Spanish border. We spent almost five weeks in Spain, travelling all the way south to Gibraltar, staying a week at the Costa del Sol, and then wending our way criss-cross back north to the Pyrenees and eventually the French border on the Mediterranean coast. We drove through the never ending olive groves of Andalusia, over the dusty plains of La Mancha and Extremadura, in and out of the stark Iberian mountains, and through the orchards of La Rioja. Of course, we did all the famous architectural landmarks: the Roman theater and arena in Merida; the great mosque of Cordoba; the enchanting palace of the last Moorish Kings on the Iberian Peninsula in Granada; the cathedral of Seville, largest Gothic building in the world; El Escorial, the majestic monastery-palace and burial place of the Spanish monarchs; and the magnificent fortress that protected Toledo from the Middle Ages to the Spanish Civil War. But what we most enjoyed were the small towns bustling with life, yet each showing off their proud history. Throughout all this we stopped every

night in a succession of medieval castles, renaissance palaces, and hilltop monasteries, all lovingly restored and converted into comfortable hotels referred to as “National Paradores” (normally quite expensive, but by a stroke of luck made affordable via a promotional program offering half price to seniors). I think you can understand why we ended up having to hurry across northern Italy to catch the car ferry we had booked from Venice to take us back to ADELANTE in Turkey.

The three-day ferry trip to Turkey was uneventful. Of course, there was some work to be done to get ready for sailing, but before leaving Antalya, we made several side trips into Turkey itself: to Istanbul with its magnificent heritage of the Ottoman empire and its bridges across the Bosphorus joining Europe and Asia; to Ephesus with its archeological remnants of an entire Roman city, complete with market stalls, library, and public lavatory; to Pammukale with its fairy castle-like calcium deposits resulting from hot mineral springs; to Konya, the home of the mystic order of the whirling dervishes; to Cappadocia, where volcanic ash deposits hundreds of feet thick produced a rock so easy to carve that scores of hermit monks dug out caves to live in and churches for their flocks to pray in, and where early Christian communities built entire underground cities to escape persecution by the Arabs, who had carried the banner of Islam into Asia Minor in the 8th century; to Anamur Castle on a peninsula protecting a natural harbor; and to Thermessos, the tiny city-state so well fortified in the Taurus mountains that even Alexander the Great with his mighty army decided to bypass rather than lay siege to their “eagles nest”.

And then it was time to raise sail and set out on a cruise of the eastern Mediterranean, with the Grecian Islands our first objective. Our port of entry for Greece was the island of Rhodes. Yachts tie up at the “old” (as opposed to the modern commercial) harbor entrance, which is flanked by two columns, one on each side, presumably located in the exact spots where once the Colossus of Rhodes’ feet were planted in such a way that ships had to sail between them as they entered the basin. We found the Greek officials quite friendly and accommodating (as opposed to Turkey, where anyone in an official capacity appears to measure his importance by the degree of unfriendliness and disdain he can inflict on civilians and tourists), the tourist information office well stocked with literature, the tavern food quite tasty (although generally afloat in olive oil), the local wines excellent, and the little colony of cruising boats congenial, so we were quite tempted to stay longer than the week we had, except for the fact that northwest winds in the Aegean, which we knew would be right on our nose, would increase in strength as spring turned into summer.

We found the islands in the Aegean Sea rather uninspiring, mostly bare and dry, with very few good anchorages, so we stopped only on Kos in the Dodecanese group and on Siros in the Cyclades before reaching the Greek mainland. We tied up at Kalamaki, just a few miles from Athens, which had been on our itinerary from the beginning. We had great expectations, but were quickly disappointed. It is a sprawling city with unattractive modern buildings, murderous traffic, and terrible air pollution. The "old town" is a collection of tourist traps. For the lay visitor, the famous sites of ancient Greece struck us as sadly neglected, including the Acropolis. The result is that from slabs of stone and broken columns lying about on the ground, one cannot get an impression of what these buildings looked like their glory days. In fact, we found the Greek sites in Turkey to have been generally better preserved than in Greece itself. One day was all we needed. We found Piraeus, the harbor town of Athens, to be more attractive and cleaner and we explored it more thoroughly by way of a search for some hardware we needed for boat repairs.

After leaving the Athens area, we ran into the worst weather we had all year. The forecast had been favorable, so we steamed right on to the Corinth Canal, but by the time we arrived, the head wind was up to 35 knots and it was getting late in the afternoon, with no alternate place to spend the night, so we had to continue through the canal. Just as we came out on the west side of the canal, our engine quit because of air in the fuel line. We got some sail up to claw our way off the shore. I got the fuel filter bled and the engine running again, but decided not to risk going into Corinth Harbor, which is quite small and then on the lee shore. During that night and all day we tacked into gale force winds in the confined waters of the Bay of Corinth. It cost us 24 hours of strenuous sailing and a torn jib to cover a distance of 25 miles where we found a protected anchorage. Another testimony to the strength and ultimate reliability of our Tayana 37.

When the storm had finally blown itself out, we moved on to Patras, the third largest city in Greece--a very nice town dominated by a large commercial harbor and ferry terminal. We found a place to tie up at a small marina where the manager told us it was not worth the trouble of collecting money from us for only three or four days. We also found someone to repair our jib and some excellent hardware stores with all the things we needed to fix our badly leaking refrigeration system. There was also a supermarket near the harbor and we were able to provision at reasonable cost.

From Patras, we went to Corfu, the northern most of the Ionian Islands and our last harbor in Greece. As a town, it did not have much to offer, so we left after filling our tanks one last time with duty-free diesel fuel at .85 US\$/gal. (a real bargain compared to the 3.10 US\$/gal we subsequently had to pay in Italy). From Corfu we sailed across the mouth of the Adriatic Sea and made landfall on Italy at Santa Maria di Leuca, at the very heel of the Italian "boot". Not much more

than a little fishing village, the place nevertheless offered a welcoming anchorage and our first plate of real Italian pasta. From there we went on to Callipoli, where we formally checked in, although it was extremely informal and the only time we saw an Italian official. Yachts flying a foreign flag seem to have the run of the place in Italy.

Having arrived in Italy, we immediately began a serious search for a marina where Helgard and the boat would be safe while I went back to Turkey for the car. We found such a place in Sibari (at the instep of the "boot"). In fact, we decided to leave the boat there for the winter, as the place is secure, well run, and sufficiently away from the major centers so they charge rather reasonable prices for Mediterranean standards to attract customers.

However, we wanted to do some cruising during the hottest part of the year, so we decided on a circumnavigation of Sicily, which turned out to have quite a few things to offer. The geographical position of the island made it not only a desirable base from which to control trade and shipping in the Mediterranean, but also the target of choice for would-be invaders who wanted to gain a foothold on the southern shore of Europe. Hence there are remains of Greek, Roman, Arab, and Norman castles, palaces, and temples galore. Following the coastline is like a trip along the Rhone River--every promontory has the ruins of a castle sitting on it. Even preceding those there are archeological finds, documented in the local museums, that go back to the 8th millennium B.C., when some early humanity enjoyed the mild climate here, while most of the rest of Europe was still under slowly receding ice. Also there are miles and miles of sandy beaches, where mostly Italian holiday-makers enjoy the summer. The weather was so calm that many days we simply anchored off some beach overnight, rather than going into one of the harbors, which were invariably crowded and noisy with motor boats.

Of the cities we visited, we best remember Syracuse, with an "old city" that covers a small island reached by a bridge from the modern town; Marsala, which has a long history of wine export, a hilarious fountain with larger than life figures of a farmer's wife pouring the vino from a large crock into her mouth while her donkey, carrying the barrels, is running away, and where we bought an excellent dry white wine directly from the producer (bring your own container) for 1000 Lire (0.60 US\$) per liter; Castellammare del Golfo, where we anchored in the center of the harbor just below the castle and had the best Pizza ever at one of the waterfront trattorias; Monreale, where we visited the Norman basilica, a massive 12th century church with every square inch of interior surface given to incredibly detailed stone and gold mosaics depicting scenes from the Old and New Testaments, everything completely undamaged and blazing in colors as vivid as the day they were made; and Taormina, a hilltop walled city with a 2,400 year recorded history, a 3,000 seat Greco-Roman theater, and a gorgeous view of Mt. Etna.

Exploring the Med...

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By the end of August it was time to think about putting the boat to bed for the fall and winter, as the weather gets unsettled and every time a front passes through, the winds become unpredictable. One of these fronts caught us, convincing us that fall in the Mediterranean would be better spent travelling by car. Capitalizing on the ready availability of car ferry service, we put Sardinia and Corsica at the head of the itinerary, confirming that out-of-the-way places are the most enjoyable to visit.

Sardinia, which is Italian, welcomed us with gentle rolling hills, quaint little villages, and genuinely friendly people. The very first evening, at a small local inn, we accepted the owner-waiter's recommendation of mushrooms with our meat, and the cook (his wife) was so proud of her batch of wild forest mushrooms that she had to show them to us so we could see, feel, and smell them before they were cooked. They were superb! Then we got to see some real folk art at San Separate, a tiny hamlet where almost every wall in the town plaza and surrounding streets is given over to greater than life murals depicting historical and contemporary scenes. Artists come from all over the island to give expression to their creativity, and the people of the town ultimately judge the merits by either maintaining them, letting them fade away, or simply whitewashing over them.

Unique to Sardinia are the remnants of a bronze age civilization, not found anywhere else. These people distinguished themselves by building, all over the island, rather impressive "castles", stone structures consisting of several circular towers up to 60 feet high, surrounded and/or interconnected by walls many yards thick, everything built of basalt blocks in the several-ton range. These are laid atop each other in courses without benefit of mortar or any other cohesive material. In order to generate a roof structure, the walls had to come gradually inward, resulting in miter shaped rooms. Yet in spite of having nothing but gravity holding them together, these "nuraghes", as they are called, have survived for 3,500 years in remarkably good shape, aided by the fact that Sardinia is geologically much older than the Italian mainland and Sicily, hence not prone to volcanic or earth tremors. Otherwise very little is known about this civilization, as later populations apparently mined these edifices for any artifacts that could be melted down and "recycled".

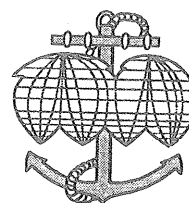
Also of interest was the fact that Sardinia still has large woods consisting mainly of cork trees. Their trunks are peeled up to the first set of branches every eight years to supply this material, apparently without suffering any ill effect from this treatment. We found, though, that dense woods survived only in the poorly accessible interior of the island, while the

coastal regions were completely denuded of trees, and as a result of soil erosion nothing but low scrub has grown back. We are told this ecological disaster happened around the turn of the century when Italy, having no coal deposits of its own, used these woods for charcoal to fuel its belated version of the industrial revolution.

Corsica, on the other hand, having been a French territory for the past couple of centuries, is densely wooded everywhere except for the rocky peaks above the timberline. In spite of the close proximity to Sardinia--no more than half an hour's ferry ride--Corsica is very different geologically, with mountains over 8,500 feet high. The guidebooks call it "a chunk of the Alps in the middle of the Tyrrhenian Sea". Entrusting ourselves to some very narrow roads, we drove for days through awesome mountain scenery, staying overnight in tiny villages precariously clinging to steep slopes, always with a stone church tower in the middle. The shoreline is also very dramatic, with deep bays between long, rocky peninsulas, many of which are even more photogenic for their bright red coloring. Here almost every promontory carries a round lookout tower, within sight of each other so that the seaside communities, which were not connected by roads, could be warned of approaching pirates by smoke signals. Of course, we could not have been to Corsica without visiting Ajaccio, the birthplace of Napoleon Bonaparte. We ended up enjoying Corsica more than Sardinia.

After taking another ferry back to the Italian mainland, we hurried north to Vienna. Next we drove north into the Czech Republic, where we visited a number of places from Emanuel's childhood memories, including Prague. Tourists are still greeted with a mixture of optimistic entrepreneurial spirit welcoming the opportunities of a market economy, and ill-concealed resentment at the passing of a more restrictive, but also less demanding regime.

Our final week was spent in former East Germany, where we toured Dresden, Berlin, and places in between. The two things that impressed us most were (1) the obvious efforts the former East German government had taken to preserve and restore the architectural landmarks of German history, at a time when poor economic health forced them to neglect so many other things, and (2) the amount of infrastructure reconstruction and new building activity going on, sure indicators that the differences between the "old" and the "new" German states will soon be erased.



No Crisis Getting to Cuba

By Don and Honey Costa

When Don (KO4JP) and Honey Costa gave up full-time cruising, they bought a home on a deep water canal so HONEY TOO (T-37, hull #207) would be available for cruises to more local waters. Since moving to SW Florida, they have sailed to the Bahamas, Guatemala, Belize, and Mexico. Through all that, Cuba lay as an enigma only 225 miles south of their home dock. Their heartwarming story follows.

"We knew it was inevitable that we would voyage to Cuba. Phone calls to the State Department and US Customs revealed that while a US passport is valid for travel to Cuba, Treasury Department regulations forbid the spending of US currency there--a Catch 22. And yet in the spring of 1994, a regatta from Sarasota to Havana was held. We rationalized that if eighty boats could do this, why not us. Clearly, a well provisioned boat could make the case that no money was spent in the country. Finally, in December 1994, we screwed up enough courage and sailed to Havana.

We arrived at Marina Hemingway, which is about eight miles west of Havana Harbor, after a brisk 36-hour sail from our home dock. We were subjected to a seemingly endless array of officials: immigration, Guarda Frontera, customs, vegetable inspection, meat inspection, and a physician. All was accomplished with smiles and good nature. We have traveled extensively in the Eastern and Western Caribbean and have never found more friendly officials. The marina is a series of canals and boats tie up fore and aft along the canals. There is water and US compatible electricity at the dock, as well as stores, disco, pizzeria, swimming pool, etc.

The warmth of the people is the best part of Cuba. The scenery is magnificent; both rolling fields and lovely moun-

"The warmth of the people is the best part of Cuba."

tains make a trip to Cuba worthwhile. We visited Havana several times, as well as Pinar Del Rio (100 miles to the west), during the week we spent in Cuba. Havana, unfortunately, is literally crumbling from lack of care, but under the squalor one can see what a beautiful city it once was. The people of Cuba feel their education and medical systems are excellent and don't want changes in those services. However, we met no one who was happy with their economic system. Communism and the Cuban version of revolutionary socialism just does not work!

Cubans of all occupations earn roughly \$4.00 to \$8.00 a month. Housing is free and the basic food ration is practically free. Notwithstanding, food is in short supply and the people spend all of their income and expend considerable energy outside their workplace in efforts to supplement their rations. The clothing ration is infinitesimal and clothing is almost impossible to come by outside of Havana. Other than a few pitiful buses in Havana, the transportation system is in shambles. Through all of this they remain a happy, highly family-oriented society, in spite of the constant intimidation by all levels of authority. The essential good nature of the people and the total control of the regime lead us to believe that Fidel Castro will rule Cuba for as long as he sees fit and that the system in Cuba will evolve along the lines of the Chinese model, rather than through violent revolution.

"Imagine a child bestowing a kiss and hug spontaneously for a tennis ball!"

We enjoyed our first visit so much, we returned for a seven week visit in April-May this year. We, of course, entered at Marina Hemingway, but cruised approximately 100 miles to the west through an archipelago of lovely cays, including one where Ernest Hemingway conducted Quixotic anti-submarine warfare against the Germans during World War II. If you are looking for deserted, quiet anchorages with superb diving, this is for you. Nowhere were we ever hassled by the authorities, although it is necessary to check with the Guarda at locations where they have a post. In fact, the few we saw were friendly in the extreme.

The Cuban people have almost nothing. There is not a single item that exists in any America chain store or supermarket that either doesn't exist at all or is in short supply. We brought clothing, medical supplies, bikes (2), ballpoint pens (300), tennis balls (200), light bulbs, and food (about 1000 pounds of stuff donated by friends and purchased by us) and shared all this with the people we met. Imagine a child bestowing a kiss and hug spontaneously for a tennis ball!

We cleared US customs on both occasions from our home dock with no difficulties whatsoever. We recommend a cruise to Cuba and certainly plan to return."

More Maintenance and equipment comments...

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STEERING PROBLEM

Gil Smith, owner of *RUNNING FREE* (V-42, hull #101), discovered a problem in the steering system of his boat that was difficult to diagnose and caused the failure of an auto pilot AutoHelm 4000 linear drive, which is a tough unit. He describes, "The wheel seemed a little hard to turn. I bought the boat from the original owner, who had never sailed any further than Catalina; the log only showed 2000 miles, so the boat was lightly used. At first I thought the tight steering was normal, but after a few sails, I came to the conclusion that it was not. Thus I started to search for the problem. I disconnected the double cables laid in conduits running to the quadrant, turned the rudder back and forth, and deemed it normal. Then I started to think the cables had some kind of bind in them. The thought of replacing them was not something I would wish on an enemy; the cables on a center cockpit are not only long, but I think the boat was built around them. After looking at what I could see of them, I decided to try lubing them. I found a place to inject a lube made for cables and added small amounts over a period of time so as to let it work its way through the conduit. I would turn the steering

back and forth to spread the lube. After a few sails, I concluded that this had no effect and started looking at the binnacle. I removed the compass and the shift-throttle levers to get down to the chain and sprocket. Not seeing anything wrong inside the binnacle, I started thinking new cables. I was just about to put the binnacle back together and took one more look. I moved the wheel very slightly back and forth and noticed one of the bushings moved very slightly. After disconnecting the quadrant again, I tried to remove the shaft that holds the steering wheel and found that I could not get the bushing off the shaft. The bushing is made from some fiber material that had shrunk so much that it cracked. I had to remove the shaft and bushing as one unit. When I tried to pull it off, I had to use a puller to get it off. The bushing was like a brake that was on all the time, making hand steering difficult, and causing the poor autopilot to wear out its drive sprockets. I made two new bushings out of porous bronze and now I can steer with one finger.

May I point out that the binnacle is made in Taiwan by Grand Deer. Edson does not use bushings, but needle bearings, which can have similar problems. I have been a professional mechanic for 30+ years and this stumped me for a while."

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