

# TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME IX NUMBER 72

FALL 1996

## Bertha Blasts Boats

### Tayanas take a hit

*Although hurricane season officially begins on 1 July, Hurricane Bertha was only the fifth hurricane to arrive in July in 100 years, according to CNN weather. Circumstance and location play a large role in survivability, as does preparation. We are featuring stories from two TOG members and their very different outcomes from Bertha, which rolled through the Caribbean in July 1996.*

Bev Nelson, experienced yachtsman and owner of *SHAGGY DOG* (T-37, hull #436) survived the onslaught. She writes, "After hearing the first reports of Hurricane Bertha on Friday, 5 July while sitting in pretty Caneel Bay, St. John, I decided to settle *SHAGGY DOG* into Hurricane Hole, St. John. Being by myself, it takes longer to lay anchors and stern lines. I found a

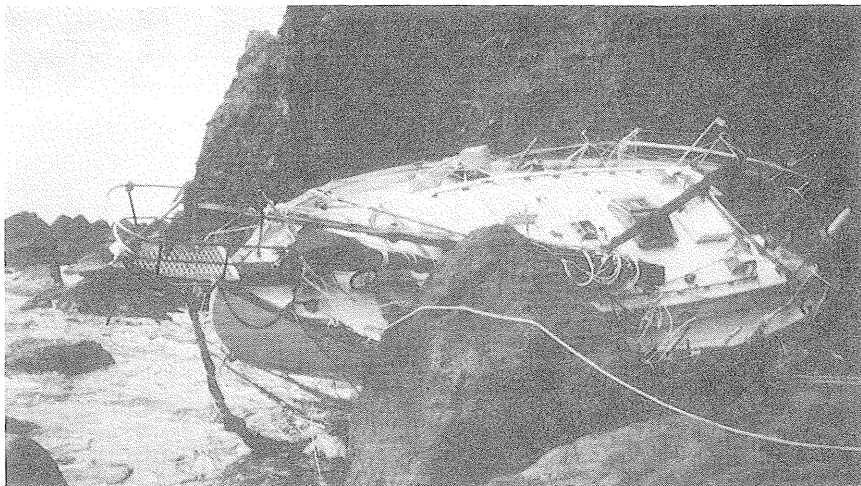
good spot in Otter Creek and laid my primary anchor, a 45 pound CQR with 100 feet of chain and 150 feet of rode in 15 feet of water. I then dinghied my second anchor, a 22 pound Danforth with 130 feet of chain and 50 feet of rode, out to port at a 45 degree angle from my first anchor, and thirdly my other 22 pound Danforth with 30 feet of chain and 150 feet of rode out to starboard, again at a 45 degree angle to my primary anchor. To the stern of *SHAGGY DOG* I ran three stern lines to the mangroves, securing them low with plenty of chafing gear. As an Australian who spent many years in the North of Australia amongst crocodiles, it felt strange for me to be climbing amongst mangroves without worrying about crocodiles!

The weather was beautiful on Saturday, 6 July--sunny with winds 15-

20 knots. By late afternoon a few more yachts arrived and were securely in place. Sunday morning saw an influx of yachts, many of them my friends on charter yachts with guests still aboard. One such charter captain had dropped her mate off so he could take care of his own yacht, so her delightful guests helped her stripsails, bimini and dodger, as well as handle lines while we organized a fleet of dinghies to maneuver various yachts around. The camaraderie was very good until late afternoon when the 'Johnny Come Latelys' started to arrive. Many were bareboats with one person on board, who threw out two or sometimes only one anchor, casually tied one or two lines to mangroves, and left. These were the first boats to break loose and cause problems for everyone else.

Virgin Islands Search and Rescue (VISAR) set up a great net on VHF 67, to report location and number of people on board. They did a brilliant job, to which I can personally attest, but more on that later.

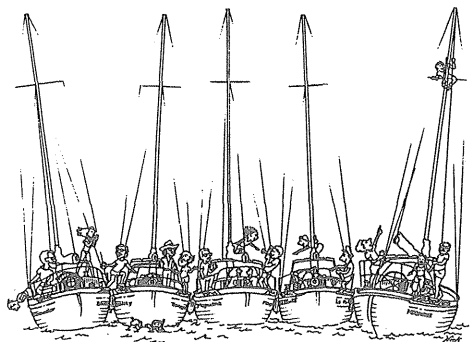
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*EVANGELINE on the rocks, with a trawler chaser (See story, p. 43)*

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# Rendezvous Roundup

[Editor's Note: We all support the concept of TOG Rendezvous. We appreciate volunteers to coordinate rendezvous. Please contact us and we'll help get the ball rolling with mailing lists and publicity.]

## Chesapeake Bay, MD

This is a reminder of the Fall Rendezvous to be held on 5 October in LaTrappe Creek. Plan to anchor no later than 1700 and bring a potluck dish to share. If not in the anchorage behind Martin Point, host boat *AEOLUS* will be found upstream near Sawmill Cove. Bring your dinghy and plan to explore.

## Gulf Coast, TX

Here are some details regarding the Second Annual Tayana Rendezvous being held at Lakewood Yacht Club on Clear Lake in Seabrook, TX, 2425 NASA Road One.

Friday, 4 October: Boats begin arriving about 1600. Docking will be Mediterranean style. Informal social at 1800. Share an appetizer and BYOB.

Saturday, 5 October: Continental breakfast around the pool beginning at 0830. Morning program at 1030. Afternoon program at 1330 - Bob Martin will present his Atlantic Crossing aboard a T-37. 1730-1900 will be a basin-side social with a cash bar, followed by a Tex-Mex Buffet.

Sunday, 6 October: Bloody Marys and Mimosas beginning at 0830, followed by brunch at 0930. Door prizes at 1100. Boats begin departing early afternoon.

If you are not bringing your boat and need a list of places to stay or have questions, call John or Barbara Ferrell at (713) 474-7476 or Ernst or Fran Voigt at (713) 367-6847.

# New Members

Jack and Abbie Fassnacht, *PERSEVERANCE* (V-42), Lake Forest, IL

Val and Lloyd Janes, *VALCOR* (T-37), Toronto, Ontario, CANADA

Allan and Dianne Jones, (*Prospective Owners*), Anchorage, AK

Henry Miller and Joanne Ni, *ESPERANZA* (T-37), Bridgewater, NJ

Gary and Lynne Monnell, *IRISH MIST* (T-37), Largo, FL

Sid Moody, *CLEARTIME* (T-37), Bernardsville, NJ

Stu and Lee Myers, *MOONSHADOW* (V-42), Arnold, MD

Alan and Beverly Nixon, *KEOKE* (V-42), San Francisco, CA

Bob and Mary Penney, *CAPRICORN IV* (T-37), Delta, British Columbia, CANADA

Ron and Dee Stevens, *ALMOST HEAVEN* (T-37), League City, TX

Bob Walker, *ZEEOTTER* (T-37), Port Townsend, WA

# TOG Notes

We reiterate again the importance of keeping your address current. We feel badly when someone has paid their dues, then moves/changes their address without informing us, and *TOG News* is returned. We've wasted the postage and the addressee doesn't get his newsletter.

If you are not members of the Seven Seas Cruising Association (SSCA), we recommend it. They have over 6,000 members, with the motto to "leave a clean wake." For information on the association and its monthly bulletin, contact SSCA, 1525 South Andrews Ave., Suite 217, Ft. Lauderdale, FL 33316. Their annual party is being held November 15-17 in Ft. Lauderdale; they also support "gams" (social get-togethers) in various locations throughout the year.

Enclosed is a "Sound Off" sheet to send us your summer cruising stories. Don't forget the pictures!

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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.*

**ADELANTE** (T-37, hull #361), built in 1983, is for sale by her first owners, Emanuel and Helgard Wirfel. Excellent condition, long range cruise equipped and ready for a second circumnavigation, sensibly priced. Currently located at Charleston, SC. Interested parties invited to call (409) 295-0962 for information package.

**BELLES ANNEES**, a 1993 T-47 (hull #23), is for sale by Bert, Jane, and Al Zinkand 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 Aqua Pac generator, Autohelm 7000 auto pilot, Wind System, Tridata, Navcenter, Raytheon GPS, Kodon 40-mile radar, 8-man life raft, PC with weather fax programming, Icom 600SSB, Pro-Furl roller furling, fully battened main with Harken batt-cars, and a serious ground tackle and sail inventory. Call (941) 723-3055

**BLUE WATER** (V-42, hull #65) is for sale by Dan Williams. It is a center cockpit, cutter rig, built in 1983. Equipment includes: Marinaire 19K BTU reverse cycle heat/air-conditioning, separate Espar forced air heating system, custom dodger & awning, custom stainless steel davits, cockpit cushions, Perkins 4-108 engine, Borg Warner velvet drive transmission, 2-speed anchor windlass, boom vang, pedestal guard with custom teak cockpit table, 2-burner propane stove, extra opening hatch above galley, microwave, Grunert refrigeration, 6" interior cushions, wired for telephone & cable TV, stainless steel dorades and ports (in lieu of bronze), screens, mast pulpit, Data Marine instruments, Heart 2800 inverter, Micrologic LORAN, Furuno LC-90 LORAN, VHF, two anchors, full sail inventory, and much more. She has been in storage for the past three years; a beautiful vessel, maintained by a loving and fastidious owner, with an interior that shows like new. Located on East coast of U.S. Asking \$145,000. Contact Dan at P.O. Box 1386, Chelan, WA 98816 or call (509) 682-0701 or (410) 263-3278.

**DUCHESS** (T-37, hull #253) owned by John and Sandy Emery is offering an ASTRA III Sextant to anyone interested in celestial navigation. It was made in China and still in the lacquered box, untouched by human hands. Make an offer to the Emerys at Acc't 2061, Box 111778, Hialeah, FL 33011.

**FIDELITAS**, a V-42, is desperately in need of a 'new-ish' mainsail for an aft cockpit model. Condition is important; location is not. Please fax Gernot Winkler at (619) 744-9162 or call (619) 744-8199.

**FOUR WINDS**, owned by Greg Nickols, has ten barrel type turnbuckles with lower toggles available for sale. These are the original 1985 rigging of the T-37 and are in excellent condition. Make Greg an offer at 32 Oakhurst Road, San Rafael, CA 94901 or call (415) 459-3070.

**INTERLUDE** (T-37, hull #281), a pilothouse cutter pictured below, is for sale by Ken and Carol Pierick. She has cruised in Mexico the last several years and is completely equipped for extended cruising in the tropics. Full equipment list available upon request from TOG. Asking \$89,000. Currently located in Puerto Vallarta, Mexico. Call their son in California at (714) 858-7063.



**KAMPESKA II** (V-42, hull #150), owned by Roy and Karen Olson, is looking to purchase four dorade guards and two or three extra Nico Fico traveler cars. Please contact Roy or Karen at 15704 Mahogany Circle #301, Gaithersburg, MD 20878, or by phone (301) 258-5701 at home or (301) 762-9009 (Roy's work).

**KUIII** (T-37, hull #149) is for sale by Fred and Linda Daugherty. She is a lovingly-maintained cruising veteran, just returned from Alaska, with an earlier trip to Mexico. She is equipped with an Isuzu 40, Pro-Furl, 150% genoa, cruising spinnaker, heavy manual windlass, large battery bank

*continued on page 44*

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# News from the fleet...

Tom and Carolyn Beard are back in Washington state after five months in the Mediterranean (Cyprus, Turkey, Greece, Sardinia, Corsica, and the Balearic Islands). They comment, "We just commissioned *MOONSHADOW* (T-37, hull #72) from 20 months in storage following most of Tom Egan's suggestions from his article on 'Long Term Storage' in the Spring '96 issue of *TOG News*. We had a full vinyl cover, rather than shrinkwrap, and everything aboard was perfect! The engine (Yanmar 44) started on the first piston up. I left the fuel tank empty and it collected no moisture. All I did was disconnect the batteries. They all had 12v+ since Cyprus (where the boat was stored) is a dry climate and seldom freezes. There was no mildew anywhere, even on leather shoes forgotten in the shoe locker. I did cover the anchor hawse pipes and lazarette vent with screen to prevent roaches and rodents. We left the boat with a broker in Palma de Mallorca." (7/96)

[Editors Note: Tom Beard has completed a book published by the United States Naval Institute (USNI), entitled "Wonderful Flying Machines", a history of U.S. Coast Guard Helicopters. Should you wish a copy, it may be ordered directly from USNI, 2062 Generals Highway, Annapolis, MD 21401 for \$32.95 plus shipping and handling.]

Chuck and Mary Cook, owners of *SOLACE* (V-42, hull #107), write, "Wish we could still sail the Chesapeake Bay, but family ties are keeping us in Florida. We are slowly getting back to normal here in Pensacola, one of the few harbors in the panhandle without a 50 foot bridge blocking the entrance from the Gulf of Mexico! Give our best 'Alohas' to Fred and Linda Hixon, our good friends on *MAGIC DRAGON*. Our E-mail address is [solace@sprynet.com](mailto:solace@sprynet.com)" (6/96)

Bill and Donna Croff report from *SERENDIPITY*, their V-42 (hull #36). "We are currently hanging out in Grenada for the hurricane season. From here it's on to Trinidad and Venezuela. We plan to cruise the Eastern Caribbean for another year." (8/96)

After a year ashore, Bob and Bonnie Gebeaux have moved back aboard *MALULANI* (T-37, hull #489) at the Quantico Marine Base Marina. Bob is still building guitars and they are both working at the Aquia Harbor Marina on the Potomac River. Bonnie writes, "*MALULANI*'s teak is looking great. I love Cetol. I've done all but the cap and toe rails this

summer. They're next. We plan on sailing to the TOG raft-up on the Chesapeake in October. See you there." (8/96)

Trevor and Lesley Hodgson write, "We have just returned home after a wonderful cruise to the Western Isles of Scotland, the Orkney Islands, and the Scottish and English East Coasts. We plan to be here for a couple of months and then return to Hull, England for four weeks to lay up *SYMPHONY* (their T-37, hull #463) for the winter and to complete some fitting out ready for next year. Departing next April, we plan to return to the U.S. via Norway, Shetland Islands, Faeroes, Iceland, Greenland, and Labrador." (8/96)

New member, Sid Moody communicates, "For 35 years I sanded, varnished, cursed, and cajoled a 36 foot sloop-rigged cutter made of forest products. She took us from Nova Scotia to Grenada and out to Bermuda and everywhere in between.

Retiring in 1994, we wintered in the Bahamas, using icebox water drained into one of those plastic douche bags in the morning to shower in the evening and living a frontier existence. We befriended several Tayanas along the way and were overcome with the civilities and comfort the breed offered. Returning to America, we went keel kicking and after a cursory inspection of Tim and Christine Akers T-37 (hull #452), *WAYWARD*, out of Ft. Lauderdale, bought it, and junked the solar shower and a lifetime supply of China bristle brushes.

She's renamed *CLEARTIME*. This is an obsolete term from news wire services--for whom I worked longer than I varnished--dating back to teletype days to connote to points along the line that the wire is clear, i.e. nothing is going on.

Rich Beers of Ft. Lauderdale, whom I warmly recommend, installed his customized refrigeration. We installed ProFurl on the headsails, Tim told me where the valves were and how to light the propane stove, and no longer having to spend half my life looking for blocks of ice, we set off around the Florida Keys to New Orleans.

For \$2000, which somehow struck me as kind of a bargain, we trucked the boat to Sturgeon Bay, WI. (The boat is six inches under a wide load, which saves double trucking charges.) We paused in Mackinac so a friend could spread the ashes of her recently succumbed parents on the waters, and went into the North Channel via the Les Cheneaux Islands.

The North Channel is the loveliest non-tropical cruising ground I've ever sailed and we've gunkholed the Maine coast for years. At one stretch we sailed 10 days and saw no trace of people, other than boat people. It is a rocky, cliffed, forested wilderness, with no tides, no currents, rarely fog (but some), and water you can drink and swim in (72 degrees in coves in August; 47 degrees in the middle of Lake Michigan in early July) that won't coat you or the vessel in salt like a

cured ham. It doesn't get totally dark until 2230, although mosquitoes the size of B-17s will send you for cover around 2115. There are so many rocks the charts look like they have chicken pox, but the water is clear 10 feet down, and there's an adequacy of anchorages. We heard of a sailor who had spent six weeks every summer in the Channel for 26 years and still hadn't been in all the anchorages. Be prepared to make your own repairs, but there's usually another yachtsman nearby to lend marine technology or hoses or bad advice or just to watch you work. Fishing is OK, but the meat is bland. We're trucking south this winter, but we'll be back." (9/96)

Greg Nickols shares, "My wife and I purchased *FOUR WINDS*, a 1985 T-37 (hull #453) through Bill Gorman Yachts in Alameda, CA. The boat was in fantastic condition as the original owner took excellent care of her. The reason the boat was for sale is that the owner purchased a T-47. Our plans are to 'cash in the chips' in a few years and head out to the South Pacific and over to the Caribbean." (5/96)

New members, Alan and Beverly Nixon retired in 1991 and have been cruising the west coast of Mexico on their V-42 (hull #172), *KEOKE*. "This year we are cruising the Ixtapa/Zihuatanejo area, 100 miles north of Acapulco." (8/96)

Roy and Karen Olson communicate, "We're progressing with our newly purchased (in March) V-42 from TOG members, John and Jean Beazley, in San Diego, CA. Thanks to TOG--a Ship's Store success story! *EGRESS II*, now *KAMPESKA II*, is finally in the water at Herrington Harbor North on the Chesapeake Bay, but the rigging is not done yet, so she's not ready for sailing." (9/96)

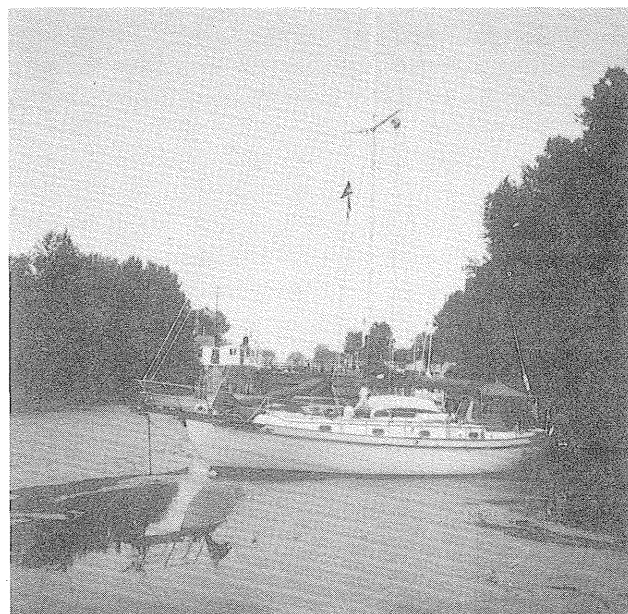
Congratulations to Phil and Teresa Patterson on the news that their son, Alan, was offered an appointment to the U.S. Naval Academy. They note, "If Alan survives plebe summer, and we think he will, we intend to move our *Baba 40*, *SANGGUMAY* from Bass Harbor, ME to someplace in the Annapolis, MD area. We are very excited and desirous of being back on the Chesapeake Bay. Maine has given us some unique experience in fog and tidal flux, but the season is so short. We are also looking forward to attending a few rendezvous; they were always such fun and the interchange of information, ideas, and stories quite worthwhile.

During the spring of 1995, we attended the 'Safety at Sea' seminar sponsored by the Naval Academy Sailing Association, a fine program. All TOGers within reach should attend." (4/96)

Bob Pauly writes from the Abacos, "*BRIANA* (T-37, hull #444) has upgraded since the photo (opposite) was snapped while waiting for a lock in the Dismal Swamp. The sail covers are now beige and dark blue, with a roller furling yankee and radar. I will head back to South Carolina, U.S.A. in another two to three weeks." (6/96)

Dan Riedel and Suzy Mills send greetings from *FAR NIENTE* (T-48, hull #32). "Since we last communicated in February, we have had a blast at Carnival in Trinidad. The best fun was Jouviet (or 'dirty Mas'). It began at 0100 in the morning with a band that paraded through the streets of Trinidad until 0900. We were dressed as Indians and chipped down the streets to the beat of our own sound truck, which was big as a barn and very noisy, followed by a beer and rum truck with an endless supply of booze. The best part was the mudmen who pushed a mud wagon and got it all over everybody. 'Pretty Mas' was all glitter and glitz, thousands of beautiful people parading to the rhythms of steel pan bands. It was lots of fun and we'll always remember the very friendly people of Trinidad.

The trip to Margarita, Venezuela, was a downwind run, which we did overnight. The sole purpose of this trip was to replace our old dinghy and motor with an ocean rig. The trip back to Grenada was hell. It took 36 hours. The wind, current, and waves all ganged up on us and there was nothing to do but motor directly into the waves and wind and take the bashing. Suzy caught a bug at Carnival and we were both green around the gills finishing this leg of our trip. We will never do anything that dumb again. We got into Prickly Bay at 0230 and it took six attempts to get the anchor to hold. Our friends, Carol and Paul, arrived the next day and we promptly left for the Grenadines. The winds were northeast and still on our nose. In addition, the forward head malfunctioned and then a water line burst under the water heater, which had to be removed before it could be fixed. Of course we had just filled up with water and our tanks were empty again. So we went to Union in the Grenadines and Med-moored to get more water. We ended up banging into the dock when the anchor gave way and now we have a lovely dent. Our guest, Paul was a real trooper through it all and said he might even consider a return visit. The Tobago Cays were fabulous and the snorkeling and sailing were the best. We loved Saltwhistle



Continued on page 38

## More news from the fleet...

*Continued from page 37*

Bay, rented motorcycles in Mustique, and shopped and ate our way through Bequia--all great stops. Paul and Carol left us there to enjoy flush toilets and we sailed on to Rodney Bay, St. Lucia. We got our second autopilot installed there. It's a relief to have a reliable autopilot and a backup in case of failure of our primary unit.

Tom and Janet Donaldson joined us at Rodney Bay, and we left for Martinique. We enjoyed the French islands. The 'frogs' live well and expensively. Our next stop was Portsmouth, Dominica, where we were robbed in the middle of the night. Suzy caught two kids red-handed trying to steal our dinghy and outboard. They were successful in pinching the oars and fuel tank, but we nabbed them when they returned to get the dinghy which was locked to the boat. After much negotiating (Dan locked their bowboat to our ship), we got our oars and tank back and were able to revisit our young robbers the next day with their mothers. We promised them we wouldn't tell the police if they returned our stuff. They made a confession and performed some community service; they probably won't do that again. Les Saints was the next stop. It is a clean, happy island with lots of good French food. We celebrated Suzy's birthday; she got a new badger brush for her varnish work. Tom and Janet left us in Guadeloupe and we sailed to Antigua for race week. Classic week was wonderful; the old wooden boats were beautiful and the racing done with grace and style. Dan raced on a 71 foot cutter, *TIVOLI*. Can't say the same for race week; most of the boats raced with green crews. The wind and seas were high and there was a lot of damage to boats and crew, including one death and two boats nearly sunk. But, we got our Mt. Gay red hats and have 'been there' and 'done that'.

We left Falmouth Harbor with *LIVE FREE* and spent a couple days at Nonsuch Bay. It was absolutely what life is all about: clean water and peaceful anchorages. All too soon our anchor was up and we headed back down island. After a stop in Guadeloupe, we joined *DESTINY* and *ISLAND GIRL* and sailed back to Les Saints. We caught our biggest fish yet, a four foot, 25 pound Wahoo. We almost didn't get it into the boat. We fed a party of ten and still had half a fish leftover. We are really getting good at this fishing business.

We left Les Saints and met up with our old friends, Michael and Meredith on *MEREDITH* in Bequia. We cruised with them a short four days in the Grenadines before they had to leave for Peakes in Trinidad. We had an overnight in PSV (what an adorable island) and a three-day layover in Secret Harbor, Grenada to await a tropical depression (the first of the summer season). We spent some time with *BLUEWATER*,

a Tayana 55 owned by Doug and Dale Bruce, before making the final 80-mile leap back to Trinidad.

We spent a week preparing *FAR NIENTE* for her summer lay-up. What a chore. We're having lots of neat little goodies done to the boat at Peakes, including a new awning, new winches for the furling lines, some additional woodwork, new auxiliary fuel tank, and bottom paint. Maybe we'll even get the watermaker working. We're getting the idea that there is no finish line for this stuff.

We're back in Dayton for the summer. Dan is working and Suzy is enjoying land life. We plan to return to *FAR NIENTE* in mid-September and spend the winter in and around Venezuela. Suzy is getting her Scuba certification this summer and will do her open-water diving in Venezuela to get a PADI certification. And so the odyssey continues. We plan to spend at least two years in the Caribbean; there are so many things to see and do. Hope to see you soon, on land or on the water." (7/96)

Don Rock from *AUF WIEDERSEHEN* (T-37, hull #328) shared the following information. "I picked up on a news item in the most recent issue of *Ocean Navigator* about Buzz Radicon, one of the stalwart early members of TOG. He had to abandon his vessel, *SEA WEED*, en route from Hawaii to California. His SOS/Mayday was directed to a Chinese merchant vessel. He was about 850 miles west of San Diego in deteriorating weather with badly leaking hull to deck joints. Electric was out, engine failed, and manual bilge pump broken. The Chinese vessel diverted 150 miles from her route and picked up Buzz.

Also, Norm and Ann Demain stopped by here (Pensacola, FL) on their way to Mexico with their land cruiser." (6/96)

In June 1996, Karl and Mary Lou Sartore, with two other crew members, sailed *STARLIGHT DANCER*, their T-37 (hull #424) to Tuxpan, Mexico. They report, "There is a bi-annual regatta from Galveston, TX to Vera Cruz, Mexico. We were unable to start the race on 24 May, since we both worked for a school district. There was a short race from Galveston to Tuxpan, Mexico; we went on that race. We had a wonderful sail with no mishaps and reached Tuxpan the afternoon of the fifth day. We stayed for one and one-half days and met up with other boats that stopped on their way back from Vera Cruz. We spent a day touring ruins at El Tajin and then attended a banquet for all the boats there. *STARLIGHT DANCER* won a plaque for 1st place, even though we were the only boat in the race. We had a marvelous time. Our sail home was great, even with no wind some of the time. In October or November *STARLIGHT DANCER* will leave on an extended cruise to Florida and the Caribbean. We are really looking forward to this trip." (7/96)

In January, Rockie and Bill Truxall escaped the severest winter storm in the Washington, DC area in 25 years by heading south to visit some TOG folks, where the weather was warmer. They recount, "Since *SEAQUESTOR II*, our T-37 (hull #547) was on the hard, we motored. We stopped in St. Petersburg, FL at the Tierra Verde Yacht Club to visit with veteran Tayana racer, Kent Dudley aboard *LADY BESS* (T-37, hull #423). He regaled us with stories of his sailing adventures in Cuba and the Mexican peninsula.

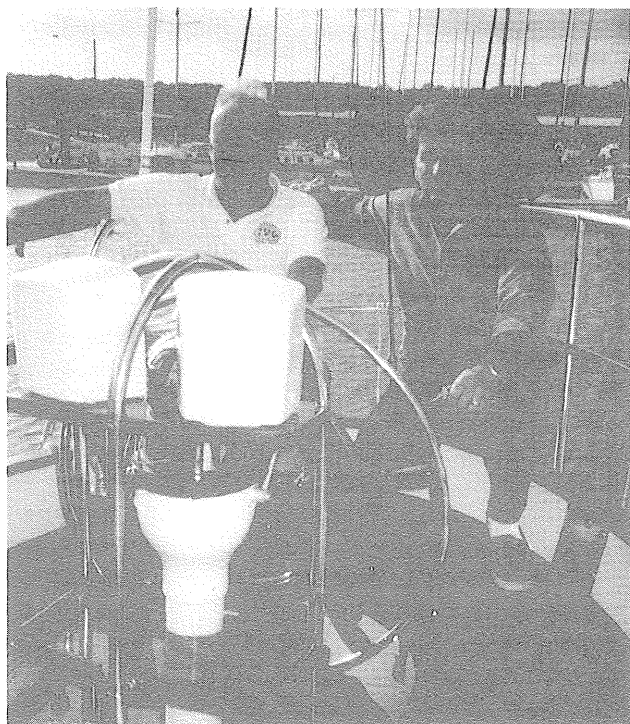
A week later we spent an exceptional day in the Houston area with a number of TOG members, including Ernst and Fran Voigt of *TUSEN TAKK* (T-37, hull #183), Ron and Dee Stevens of *ALMOST HEAVEN* (T-37, hull #211), and John and Barbara Ferrell of *SALUBRIOUS* (T-37, hull #311). We were invited below on several T-37s in the Portofino Marina and were impressed by the camaraderie of the Texas TOGers and the long sailing season they enjoy.



*l-r: Bill Truxall, Ron Stevens, Ernst Voigt, Fran Voigt, Dee Stevens, and Rockie Truxall tell sea stories over lunch.*

Richard and Karen Williams are the owners of *AQUARIAN* (V-42, hull #141), pictured below. They write, "We are the original owners having 'spec-ed' and ordered the vessel in 1987. We keep the boat in Lake Huron and sail our Inland Seas during the ice free periods. We will spend as long as 30 days gunk-holing in the North Channel and Georgian Bay at a time.

Because we intend on retiring and living aboard our Tayana someday, we have added extensively to her equipment since purchase. She has reverse air/heat, gen-set, Robertson autopilot, electric windlass, inverter, furling, Shaft-Drive, radar, GPS, LORAN, etc. The only things yet to add are SSB and a watermaker. Boy, we can hardly wait for retirement." (7/96)



*Bill Truxall and John Andrews enjoy a warm January day.*

Several days later we joined John and Dianne Andrews aboard *CHINOOK WIND*, their T-37 (hull #300) on Lake Travis near Austin, TX. We enjoyed some good Texas ribs with them in celebration of John's birthday. What a privilege to be associated with such fine boats and the fun-loving people who sail them." (9/96)



# Maintenance and equipment comments and questions...

## ANCHORS

While bringing *GALATEA* (V-42, hull #119) from Florida to the Chesapeake, John Hussey spoke to another V-42 owner in Norfolk, VA about the anchor pictured below. It was provided by Tayana to the owners of *BAMBOOSHAY*, who said "the stainless CQR-type anchor cracked and distorted in less than 30 knots of wind."



## ANTI-SYPHON VALVE

The problem described by *CAPE DIEM* regarding the anti-syphon valve in the Summer '96 issue was corrected by Tom and Jan James aboard *NO AGENDA* (V-42, hull #160). The anti-syphon valve was replaced with a Groco bronze vented loop. The small vent hole in the cap was tapped for 1/4 inch fitting. Tygon tubing was installed and directed to the bilge.

## PAPER TOWEL HOLDER

Tom and Jan also offer this cruising comfort idea. "On our V-42, we hook a bungee cord (stainless ends) from the base of the chain used to hold open the port located over the refrigerator, string a roll of paper towels on it, and attach it likewise across the corner. It can even be reached from the cockpit."

## STANDING RIGGING

Henry Miller and Joanne Ni are recent owners of *ESPERANZA* (T-37, hull #451) built in 1985. They have some questions. "It appears that a previous owner built a new bowsprit and attached the inner stay in a slightly different position, about one foot inside of the old position. What is the exact position of the bottom of the inner stay, measured from the front of the two deck posts and also back from the most forward point on the hull? Do you think there is an advantage to moving the stay back? Possibly to make tacking the genoa easier? Our boat has the tall rig and the mast is (I think) farther forward than the earlier T-37s. Also, do you have any advice to counteract delamination of the bowsprit?" Send answers to 224 Foothill Road, Bridgewater, NJ 08807 or call (908) 563-9352.

## RUNNING RIGGING

Greg Nickols is the new owner of *FOUR WINDS* (T-37, hull #453) and has the following questions. "I would like to know what the original block and main sheet arrangement was for the 1985 T-37? Mine has been changed and I have a combination of the older wooden blocks and newer Harken blocks."

## SCUPPERS

Greg also asks, "What was Robert Perry thinking when he designed scuppers that allow water to flow from the side decks across the bridge deck in front of the companionway? If the boat is heeling in a heavy sea, the seating area (and the crew's lower posterior) gets soaked. What have other Tayana owners done to correct this?"

## SHEET WINCHES

Greg continues, "How do you get access to the nuts that hold the primary winches (head sail sheet winches)? I would like to remove them and install larger ones. The combing they sit on appears to be completely sealed."

## STERN ANCHOR SET UP

In addition to the solution presented in the Winter '95 *TOG News*, Greg would like to know, "What do people do to set up a stern anchor? With the shape of the stern and the location of the stern cleats, I cannot see a good way to tie off



the anchor rode unless a bridal is used." Call Greg collect at (415) 459-3070, if you can help with any of the above items.

## T-37 EXHAUST REFIT

Derek Rhymes has done a major refit to *SOULMATE*, his T-37, hull #123, and has been most generous in sharing information on his experience. "One of the more common mechanical problems is the failure of the original exhaust systems. These exhaust systems are water jacketed dry exhausts (a pipe within a pipe) that leads to a muffler where the seawater is then injected into the exhaust gas, which then runs downhill to the outlet pipe. *SOULMATE* was 16 years old when the outer pipe of the water-jacketed exhaust developed a crack, apparently from vibration. Fortunately it was just the outer pipe. If it had been the inner pipe, seawater could have flowed back into the cylinders via the exhaust valves and caused expensive damage to the engine. As I go through the steps of describing the refit, you may refer to the parts list (below) and accompanying diagram (p. 45) for specifics.

### PARTS LIST

ITEM	QTY	COST(US\$)
1. Exhaust elbow with 1 1/2" NPT inlet, 2" hose outlet, and 1" raw water hose injection nipple	1	90/150 (steel/bronze)
2. Vernalift Mdl 1300123 muffler (7" diameter) with 2" hose inlet on side and 2" hose outlet on top	1	90
3. Bronze vented loop with 1" hose barbs (Groco HVL-1000)	1	35
4. 1 1/2" NPT 90° elbow	1	5/12 (steel/bronze)
5. 1 1/2" NPT 60° elbow	1	5/12 (steel/bronze)
6. 1 1/2" NPT 2" long nipple	1	2/5 (steel/bronze)
7. 2" Trident #252 flexible exhaust hose	14'	100
8. 1" Trident #100 raw water hose	8'	25
9. Vent fitting (BOAT/US #140079)	1	14
10. 1/2" PVC hose (vented loop to vent fitting)	6"	1
11. Hose clamps for 2" hose	8	10
12. Hose clamps for 1" hose	8	10
13. Hose tie downs/clamps for 2" hose	4	6
14. Small piece of 1/2" plywood appx. 1' x 2'	1	1
<b>TOTAL MATERIALS</b>		<b>\$ 394 - \$471</b>

NOTE: Hose lengths are estimated. Always measure carefully before ordering cut lengths (I always add a foot, just in case). Always double clamp raw water and exhaust hoses. Bronze exhaust elbow available from Waterway Marine in Annapolis, MD at (410) 266-0590.

I knew I wanted to go to a water lift type exhaust, but I wasn't sure how. One of the problems facing the T-37 is the fact that the engine is very low in the bilge. To have a water lift system, the muffler must be installed below the engine level. Another major problem was where to run the exhaust hose. To overcome the first problem of having enough

vertical separation between the injection elbow and the muffler, I used a 90 degree elbow coming off the exhaust manifold (pointing up when finished), with a 45 degree elbow then threaded into the first elbow, which is finished pointing straight aft. This adds enough height to then thread on a special bronze raw water injection elbow. (On the Perkins 4-108, the flexible pipe that came off the exhaust manifold was 1 1/2 inch pipe thread, so no modifications were needed to the manifold.)

I placed the muffler against the port-side vertical panel of the engine compartment all the way aft, so it sits half underneath the athwartship non-structural bulkhead (a little creative jig-sawing is required). I fabricated a simple shelf screwed to the port side vertical panel for the muffler to sit on.

To make this arrangement work, you need a muffler with a side inlet and a top outlet. I chose the Vernalift brand of fiberglass muffler as it is a top-end product and had the attributes I needed. For hose, I chose Trident 2 inch flexible exhaust hose, which is very expensive, but can take the tight turns required without kinking. From the muffler, I ran the hose straight up the aft side of the athwartship bulkhead for 48 inches and then turned it in a downhill slope running aft along the port side footwell wall. After clearing the steering gear brace, the hose can run straight to the outlet pipe in the hull. The important point is to make sure there is always a downhill slope from the initial high point. This will keep water from ever running back into your engine.

For the raw water injection, I threaded a 1 inch hose barb onto the injection elbow and ran 1 inch reinforced water hose to the discharge side of a bronze vented loop that I attached to the forward end of the footwell wall 5 inches above the vented loop and connected the two with 1/2 inch plastic hose. The raw water discharge from the engine is then connected to the inlet side of the vented loop.

The end result is a very quiet exhaust system that can accommodate vibration without cracking and withstand salt water without crevice corrosion. The injection elbow and the associated pipe elbows must be checked periodically for signs of deterioration. Using bronze for these parts is expensive, but should easily double their life. Anyone going on a long-distance cruise should consider carrying a spare injection elbow as added insurance."

## BATTERY BOX

Richard and Karen Williams, owners of *AQUARIAN* (V-42, hull #141), added more and larger batteries in the area under the aft cabin berth. "They would not fit the boxes, so we epoxy-coated the entire area, installed fiddles and tie-downs for the batteries, and turned the entire compartment into a battery box. We have an 1100 amp hour house bank, a starting battery, and a separate battery for the gen-set."

## Bertha...

*continued from page 33*

Monday morning was overcast skies. Too nervous to sleep, I was up at 0500 drinking too much coffee and talking to various friends on the VHF, finding out their locations. Friends at the Bight in Norman Island were soon reporting 50 knot winds, which became noticeable in my protected anchorage about 0700. Having discussed with locals the usual direction of wind in my hole, it was a bit of a surprise to find the winds coming from a totally unusual direction. It just goes to show the unpredictability of Mother Nature. This had me pinned with wind on my starboard beam, so I was being held by my smallest anchor and one stern line. With safety harness on, I ventured on deck every now and then to check on my chafing gear. It was then the first of the abandoned boats tore out its stern lines and swung dangerously close to a Formosa 85, which was upwind of me. From their high deck level, the charter crew on this boat could see the abandoned boat had an anchor still sitting on deck! With winds gusting 90 to 100 mph, this crew managed to reach the yacht by dinghy and launch the second anchor. They discovered the first anchor had been left on the windlass and had run out to the bitter end, secured by thin line! While they were securing this yacht, stronger gusts caught their yacht broadside and tore out 3 of their 5 stern lines bringing them perilously close to *SHAGGY DOG*. They managed to make it safely back to their yacht only to drift beam on towards me. Maneuvering forward they cleared by bowsprit, but their remaining stern lines were then down my starboard side, pulling me over in every gust of wind. It's rather scary looking out the portholes and seeing the cap rail underwater. I couldn't believe my 22 pound anchor and one stern line was holding both boats! Luckily, they released one, which I pulled on board and secured as an additional stern line. With great seamanship, this huge yacht missed everyone and motored forward while the captain's wife cut the last remaining stern line. Unfortunately, the knife blade broke as the line parted, the sound like a gun shot, severing the top part of the captain's wife's thumb and shredding part of her next finger. Her husband was unaware as he fought to clear the other yachts, only to wrap his second anchor line in his prop, leaving him dead in the water with one anchor and to windward of ten yachts. VISAR was notified and relayed suitable treatment while we held our collective breath. Would he hold?

The rain wasn't as bad as I imagined. With winds at 100 mph I couldn't imagine how the yachts survived Marilyn last year, where winds were in excess of 200 mph. *SHAGGY DOG* stayed bone dry and held securely. I watched my barometer drop nine points in 15 minutes! Reports of the eye arriving in Gorda Sound, then Virgin Gorda Yacht Harbour, then closer toward our area had everyone anxious. Could we get the

injured woman ashore? Could we secure the drifting boats? Could we free their boat? The eye came over us quickly. How much time were we going to have? With another friend's dinghy still upright, with a 90 HP outboard, the woman was rushed to Coral Bay where a nurse listening on the net had volunteered to drive down and take her to the clinic. Meanwhile another friend dived on the charter boat's prop and freed it up. Knowing *SHAGGY DOG* was fine and safe, I went over to help the charter boat. With two babies on board and a mate only a month out from Sweden, whose wife took care of the children, I felt I could do more help than remaining safely on my boat. Praying the eye would hold, we left Otter Creek and headed to Coral Bay. There wasn't enough room to stay at anchor with the other boats around us. Once there, we found we couldn't anchor as the rolling had jammed the chain, so now we madly were winching the chain up the mast to free it. Unable to find anywhere secure to anchor, we headed out to open water, when *SILVER CLOUD*, a large schooner, called and told us of a hurricane mooring near them. Just as we picked the mooring up, Bertha returned! By motoring forward between gusts we managed to drop the anchor and rode out the second half of the storm with one anchor, one mooring, and motoring into the wind. I was, of course, still worried about *SHAGGY DOG*, but friends assured me she was fine.

Luckily Bertha moved quickly, so by evening the winds were down to 40 or so knots. However, it was the next day before I could get back to my boat to find her sitting serenely where I'd left her, none the worse for wear. Personally, I was exhausted! In our part of the world there were seven yachts on the beach, but thankfully no loss of life. The young woman is back in Sweden with her children and has undergone surgery, so only time will tell how she will recover.

Many lessons were learned by various people over the last two hurricane seasons. I was lucky enough to have gone home to Australia last year, so missed both Luis and Marilyn. *SHAGGY DOG* was in the inner harbor at Roadtown, Tortola and fared fine, again as dry as a bone. Living in a hurricane zone asks more of a boat owner. Ensure you have good ground tackle, plenty of spare line, keep abreast of the weather forecast, and if there is something out there, make a decision early, even if it is a false alarm. Give yourself time to secure your vessel and DO dive on your anchors. Questions are asked by many. Should you stay with your boat? Should you keep family aboard? This is very much a personal choice. I'm glad I stayed aboard, even being by myself, as I felt I did prevent any damage to *SHAGGY DOG*, such as with chafe gear. God knows what the rest of the season will bring us. All we can do is keep fingers crossed and plan a hurricane policy. I'm thankful I have a good strong boat with strong deck hardware. Yes, I'm planning to sell her, as work commitments keep me busy, but I never regretted owning her. I wish things were different and I could keep her for many years, but such is life."

*Bertha saga continues on next page.*

Ed and Evelyn Van Allen report the loss of *EVANGELINE* (T-37, hull #294) on 8 July 1996. They write, "Hurricane Bertha ended five years of cruising and getting to know 'VANGIE' as the great boat she was. On 3 July, we left St. Thomas, USVI with three other sailboats enroute to Saba, Netherlands Antilles, 90 miles to the southeast, then south through the Windwards. Marine weather broadcasts spoke of a tropical depression some 800 miles to the east, a development to be monitored, although the early summer hurricanes historically turn northward and dissipate in the Atlantic. Later storms are more likely to strike the Antilles. Our insurance required that we be south of 16 degree latitude by 1 August, some 150 miles southeast of the southern coast of Guadeloupe, an easy voyage within that time frame.

We left St. John at daybreak, 5 July, had pleasant sailing at four to five knots for about the first eight hours. The winds and seas kept building throughout the day and we had to tack back and forth to maintain our easterly course, keeping radio contact with the other three boats every two hours. It was a tedious voyage; we lost contact with one boat early the following morning and later learned they had turned back because of engine problems. They arrived in St. Thomas shortly before Bertha, were not allowed into a marina, anchored out, and sank in 20 feet of water, escaping with only the clothing they were wearing. Meanwhile, we arrived at Saba in mid-afternoon and received the news that Bertha was now a tropical storm, expected to be upgraded to a hurricane. (The marine weather forecast on our single side band radio continued to call it a tropical depression!) We decided to prepare for heavy winds and outrun the storm by sailing directly south at right angles to it. We secured everything below decks, put up the storm jib, and reefed the main sail. We found that we had to replace five cars on the main sail, spent an hour doing so, then discovered we could not raise the sail; something was blocking it. By now, it was 2200. We had been up for 40 hours and were exhausted. The wind was howling with increasing ferocity. Further repair would require Ed's going up the mast, a dangerous feat under those conditions. The other two boats decided they were too exhausted to attempt the journey south and opted to go north to the protected anchorage in St. Maarten. That entrance is through a narrow cut spanned by a bridge that opens only twice a day, possibly more under hurricane threat, but does not open in winds higher than 45 knots. 100 boats were destroyed there last fall during Hurricane Luis; some remain sunk in the harbor. (We later learned that Bertha's eye passed directly over St. Maarten, and that one of these boats was tossed onto the rocks and declared a total loss; the other sustained \$12,000 in damages.)

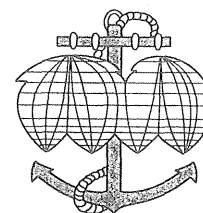
We decided not to risk either going south or to St. Maarten without a main sail, so we remained on a marine park mooring buoy on the west side of Saba. The next morning we added more lines to the buoy and dinghied the mile to Ft. Bay. This is the sea entry into this small, beautiful, mountainous

island, settled by the Dutch, whose descendants are friendly, industrious, and well organized to deal with natural disasters. Unfortunately, the natural features of the island are not hospitable to boats during a storm; there are no protected bays. We hired a diver to come back to *EVANGELINE* with us, dive down and secure more lines to the 1000 pound base of the buoy. Then we checked into a small inn, Captain's Quarters, in Windwardside, a picturesque town high in the hills. Another town, The Bottom, is nestled into a crater from a long-ago volcano. Both are reached by a winding road, built by hand by early settlers who were told it was not possible to build a road in these rocky crags.

By evening, 7 July, Bertha arrived. The wind was howling, rain pelting down. Midday on 8 July, the diver who helped us secure *EVANGELINE* stopped at the inn to tell us she was no longer on the buoy. Later the marine park ranger came by to say he had spotted her on the rocks at the base of the cliffs in Wells Bay. Two days later when the wind had subsided, a kindly resident took us by car to a spot about one-half mile from the site; he and Ed waded through surf and rocks to the boat. It was not a pretty site. The lovely wooden mast was broken, parts of it scattered on the shoreline. There was a hole in the hull on the port side, delamination on the starboard, the compression post bent, bulkheads broken away, and rigging strewn about. The insurance surveyor has written it off as a total loss. A salvager from St. Maarten now owns her.

Not all was dismal, however. Saba remains a jewel in our memory, perhaps the best site we could have picked in which to be shipwrecked. Its natural beauty is complemented by the 1,000 human and 7,800 goat inhabitants. During the two weeks we spent there, we were able to mourn our loss and recover. People were invariably kind and helpful. We soon became known as 'the ones whose boat is on the rocks'. Phone service was disrupted for several days, so a ham radio operator patched a message through to our family in Minnesota that we were safe. Drivers always stopped to pick us up as we hitched rides back and forth from Windwardside down to The Bottom and Fort Bay.

We are now back in the States, have begun boat shopping, learning about trawlers. We remain admirers of Tayana sailboats, but had planned to move to a trawler after our Caribbean sailing adventure. Bertha hastened that move! We'll continue to hail Tayanans and look for familiar faces along the ICW and in the Bahamas. Please watch for *EVANGELINE II!*"



# Ship's Store ...

continued from page 35

energized by solar panels, GPS, LORAN, radar, refrigeration, Force 10 Slimline cabin heater, and many amenities that make living aboard comfortable. Located in San Diego. Call (619) 589-5316 for complete listing.

**MOONSHADOW** (T-37, hull #72) a proven world cruiser (over 90,000 miles cruised on all oceans) is for sale. She has been exceptionally maintained, upgraded, and modified for extended cruising, with custom teak interior & exterior, LPU paint, Yanmar-44 engine, Balmar alternator, Monitor windvane, ProFurl, Neil Pryde sails, cruising spinnaker, watermaker, Icom HF, SatNav, GPS, Avon life raft, dinghy & 8HP OB, plus pages of extras. Call Tom Beard at (206) 452-9940 or fax (206) 457-5952.

**NAMASTE**, a V-42 (hull #122), owned by Chris Catt and Jami Omellas is being offered for crewed charters. Cost will be approximately \$100 per day per person, gourmet food included. Anyone interested in joining them in the Caribbean, South Pacific, or Hawaii should contact their communications headquarters: P.O. Box 717, Kalkaska, MI 49646 U.S.A. Voice mail/fax: (616) 258-2164.

**SHAGGYDOG**, a 1985 T-37 (hull #436) owned by Bev Nelson, is for sale in Tortola, British Virgin Islands. She has a Yanmar 3MQ30, 100 gal. stainless fuel tank in keel, and two 60 gal. stainless water tanks under settees. With a manual and electric windlass, extensive new ground tackle, new Adler Barbour 12v refrigeration, Magellan GPS, King LORAN, SEA222 SSB, two inverters, 30 amp charger, 16000 BTU Cruisair reverse cycle AC, VHF, as well as charts, manuals, tools, and extensive spares, and 2.3 M Avon dinghy with 8 HP Mercury OB, she is ready for cruising. She has no teak decks, no quarter berth, and a blue hull. She has sailed from Florida to Grenada and been based in the Virgin Islands for the last five years. Asking \$80,000. Listed with Southern Trades Brokerage (809) 774-7174, broker: Jaye Tullai.

**SOULMATE**, a 1978 T-37 (hull #123), is seriously for sale. She has been recently overhauled and has an all new interior, new electronics/electrical system, new mainsail, barrier coat bottom, refinished/rewired aluminum spars, plus a Perkins 4-108 47 HP diesel engine. Asking \$66,900. Call Derek Rhymes at (703) 418-3339 (W) or (301) 778-0029 (H).

**TILlicum** (T-37, hull #113), a proven cruiser is for sale by Robert and Ron Gilden. A one family boat, **TILLI** has sailed from Maine to the Caribbean. The Volvo engine was replaced with a 66 HP Yanmar in 1993. With 150 gallon fuel capacity, 100 gallon stainless steel water tank, seven deep cycle batteries, two outboards, Loran, GPS, and many spare

parts, this boat is geared for both coastal and blue water cruising. With new non-skid and canvas, her wooden mast, and rails, she is a classic. We are looking for a worthy new owner. If you qualify, please call Ron at 1-800-538-0016. Asking \$83,000. Laying in Miami Beach, FL.

Prospective owners, Rob and Claudia Host, are actively searching for a well maintained V-42 aft or center cockpit. If you are interested in selling your V-42, please contact Rob and Claudia at 23 Hampton Road North, Roses Grove, Southampton, NY 11968 or by phone at (516) 283-3864.

Randy and Lorraine Newnam in Dallastown, PA, are looking for a T-37, 1984 or newer, in good condition. Call (717) 244-1429 or (717) 244-2402 anytime.

George Palazzo from Johnston, RI, is looking to purchase a T-37, cutter rig, black hull preferred. Must first sell his 1971 Pearson 35 with black hull and Atomic 4 engine. Ready to trade, plus cash, for the right T-37. Call (401) 949-3113.

Steve Schoenike at P.O. Box 013115, Miami, FL 33101, has a 1983 T-37 Mark II for sale. It is in excellent condition, located in Miami, FL. Asking \$80,000. Voice mail: (305) 608-6105. Calls returned collect.

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.

*[Editor's Note: If you plan to sell your boat through a broker and advertise in TOG News, you may wish to advise your broker that the price appearing in TOG News be with broker's fee deducted for TOG members.]*

## Brokerage

Tayana Yachts in Annapolis, MD, has a new 1996 T-37 (hull #583) for sale with a traditional interior, fully commissioned for \$162,000.

Also on their November list are five used Tayanas:

'37	1984	\$ 94,500
	1986	\$ 98,000
'42	1982	\$123,000
	1984	\$145,000
'52	1987	\$325,000

For information on any of the above, please call Gabriele at (410) 268-6924.

# BOAT/U.S. Report



If you're cruising the Internet's World Wide Web, be sure to visit the new home page of BOAT/U.S. (Boat Owners Association of The United States), the nation's largest organization of recreational boaters. The address is: <http://www.boatus.com>

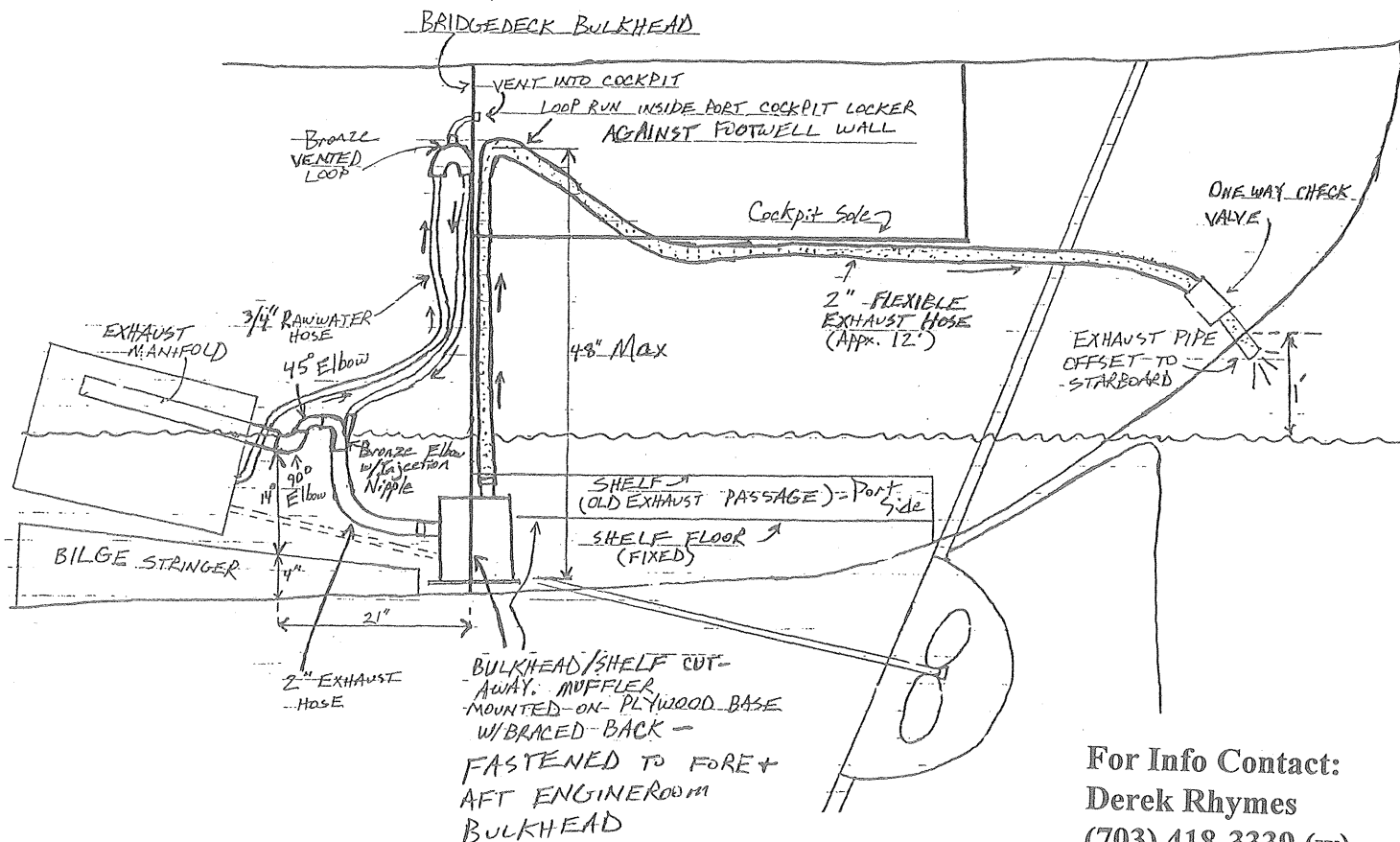
You'll find information about BOAT/U.S. services, as well as boating news, consumer and safety tips, technical advice, nationwide boating weather forecasts and continuous severe weather updates, "web-only" specials on equipment from the BOAT/U.S. catalog, and much more.

You can browse listings for hundreds of boats for sale in the BOAT/U.S. Exchange, get the dates for most U.S. and international boat shows, and even order tickets on-line for some shows.

The site also brings you the latest word on issues important to recreational boaters, including FCC VHF marine radio licensing requirements, the federal diesel fuel tax, and coastal sport fishing species restoration.

## TAYANA 37 EXHAUST SYSTEM REFIT (PERKINS 4-108) Water-jacketed exhaust conversion to water-lift type exhaust

(See article on p. 41)



For Info Contact:  
Derek Rhymes  
(703) 418-3339 (w)

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# ADELANTE Continues Circumnavigation

by Emanuel Wirfel

*In late February 1995, Emanuel and Helgard Wirfel resumed their circumnavigation by returning to Germany to pick up their car and resume their sightseeing of Europe. ADELANTE, their T-37, hull #361, had spent the winter on the hard in Sibari, Italy. They readied her for another cruising season, and then set out for central Italy.*

"Starting in Rome, which turned out to be a very pleasant place, we found the city business, government, and religious complexes interspersed with residential streets, giving everything a lived-in feel rather than the big city atmosphere we have come to despise. There is of course, not room enough here to write about the sights of Rome; suffice it to say, don't miss it if you get the chance.

Of the places we stopped on the way to Florence, we particularly remember Colle di Val d'Elsa, a small town with a centuries old tradition of producing blown and cut glass. Here we broke our rule against buying souvenirs and acquired a beautiful cut glass vase; we first saw it in the town's museum of historic and contemporary glass art and ended up buying it directly from the master craftsman who had created it and who later casually mentioned to us that every year he sold a few pieces to an American retail establishment in New York by the name of Tiffany's.

Another source of pleasure was the countryside we were driving through. This is the Tuscany, that quintessential Italian landscape, which has enchanted and inspired generations of German poets, painters, and musicians and has become a favorite place to retire for many successful European artists and intellectuals. And then we arrived in Florence itself, legendary city of the Medicis and the Renaissance, and another place whose embarrassment of riches cannot be exhausted in volumes, let alone a letter such as this. For days we wandered through its palaces and churches, museums and galleries, parks and gardens, taking in the works of the old masters until we thought we couldn't handle one more Byzantine mosaic, Romanesque church, Gothic tower, Renaissance painting, or Baroque sculpture. We then headed back toward Sibari and our boat, but not without stopping by the Bay of Naples, where we dutifully climbed to the crater rim of Mt. Vesuvius and wandered through the streets of the dead city of Pompeii.

Unfortunately at this point, we suffered a setback, as the day before we wanted to depart, I discovered a potentially serious problem with our engine, one of those vexing things that took me three weeks to pin down and less than an hour to fix. In the course of going over the engine with a fine-

toothed comb, I also discovered and fixed a lot of incipient weak spots, so that it performed flawlessly for the rest of the year.

Having been delayed by almost a month and not wanting to race through the western Mediterranean, we decided to forego Malta and Tunisia and head directly for the Balearic Islands. We managed the first leg of the trip--around the toe of Italy, north through the Strait of Messina and across the southern Tyrrhenian Sea to Sardinia--in six days, stopping only once after encountering a freak storm while crossing the Golfo de Squillace (Bay of Shrieks) during the first night out. Nothing serious happened, but we got a little water in the boat and wanted to dry out. Such sailing conditions are typical for the Mediterranean, either no wind or too much (you motor from gale to gale). On Sardinia we stopped only at the most pleasant Marina Piccola de Poetto, just east of Cagliari on the southern tip of the island. Then, as we were closing the Balearics we picked a harbor on Mallorca, where we found a pleasant, well protected anchorage, and our sailing buddies on *LAZYREBEL*. So of course from then on we sailed again in tandem a good part of the time.

Most of the coastal towns in the Balearics we found overrun with tourists, bereft of suitably protected anchorages, and if they had a marina, disproportionately expensive.

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"...we found what is probably the best anchorage in the Mediterranean on the small Isla Espalmador"

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An exception was Palma de Mallorca, where we spent several days at the well guarded city dock. Because the summer tourists all flock to the beaches, this city has maintained its South Spanish character, with the Moorish influence visible in many of its architectural landmarks. Prices are also more attuned to the native population rather than the tourist trade, something we took advantage of to restock the larder. We also liked the small port of Andraitx on the west side of the island. It has a sizeable anchorage and several yacht clubs. As we happened to be there during the annual Festival of the Sea, we were treated to a great procession of all the local boats

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outrageously decorated in a competition for the best dressed boat of the year. And we finally found what is probably the best anchorage in the Mediterranean on the small Isla Espalmador; this harbor is a large, sandy bay, not only protected all around so one does not have to worry about the 180 degree windshifts at 0300, but also far enough from the public beaches that after 1600, when the day trippers have gone home and only a handful of cruising boats are left, one can enjoy the sunset in true peace and quiet.

Heading from there to the Spanish mainland, we made for Valencia, another very enjoyable stop. This city is far enough north of the famous Costa Blanca that one is truly in Spain. Historically it is a center of learning and the arts, with quite a number of colleges, universities, academies and museums, many of them housed in huge centuries old buildings always enclosing a beautiful center court planted with a riot of flowers among the orange trees (after all this is the Costa del Azahar - the Orange Blossom Coast).

Between Valencia and Gibraltar we only made a few refuelling stops, the most memorable being the very nice Marina Aguadulce near Almeria where the Moors built their largest fortification in Spain. Only its outer walls are still standing, but they enclose a vast area, testifying to the large Arab population that at one time occupied the south of the Iberian peninsula. In this part of the Costa del Sol, marina facilities have been somewhat overbuilt leading to healthy competition noticeable not only in the somewhat more modest price levels, but also in the quality of the services offered. We found a restaurant at Aguadulce that served the best paella we had in Spain, which is saying a lot as we were just coming from Valencia!

Gibraltar was the crossroads we had been expecting, with good chandleries, excellent communications and provisioning, some good restaurants, a breathtaking view across the Straits, and an opportunity to meet cruising sailors from all parts of the world. An absolutely astounding couple (considering their unconventional circumnavigation route) we came to know are Larry and Maxine Bailey of *SHINGEBISS II*. (Read their letter in the October 95 issue of the SSCA Bulletin.)

In the third week of August we left Gibraltar and had an uneventful but rather rolly seven-day trip to Las Palmas de Gran Canaria, due to constant following seas. Contrary to earlier horror stories, its Puerto de la Luz is well equipped and well run, and because we were ahead of the annual Caribbean-bound fleet, we had our pick of slips. The Canaries are very much a part of Spain and Las Palmas is indistinguishable from a European city. When we rented a car to explore outside Las Palmas, we were not too impressed with the beaches and adjacent tourist communities, but enjoyed a drive into the interior of the island, which is still home to some magnificent pine forests. The areas close to the coast have been totally denuded and are so bare it is depressing.

Upon departure we headed to the Cape Verde Islands, following the route Frederico Alvarez Cabral took in 1500 when he tried to sail around the southern tip of Africa for the Far East, and drifted a little farther west thereby accidentally discovering Brazil. Our jumping off point for this route was Palmeira on the Ilha do Sal, the most north-easterly of the Cape Verde Islands. It is about 800 nm south of Gran Canaria and

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**"...we...follow[ed] the route Frederico Alvarez Cabral took in 1500 when he tried to sail...for the Far East and...accidently discover[ed] Brazil."**

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we reached it in seven days of sailing, wind over the stern all the way. As opposed to the Canaries, which are wholly European in character, the Cape Verdes are definitely Third World. Palmeira, on the shore of a nicely protected bay, is the only commercial port, which means that every few days a ferry or small freighter is tied up at the concrete dock. There is a warehouse, a customs building, a fuel depot, a desalination plant (foreign aid at work), and about two dozen houses. A rusty Korean fish processing vessel that buys from the local fishermen was anchored about a mile off the mouth of the bay. Many of the small fishing boats have no motor and have to sail back into the harbor against the trades every night.

The island's only town is about three miles inland, conveniently accessible via some well used pick-up trucks converted to taxis by the addition of handrails and wooden benches. The town boasts a bank, a post office, a hotel, and the only international airport of the Cabo Verdes. To check into the country you walk to the airport where there is an immigration officer who stamps the passports. On the whole the island is a piece of African desert dropped into the Atlantic, bare, brown, and stony (it almost never rains). In spite of this the town and its people look remarkably clean and everyone was very friendly (except that someone stole our dinghy anchor two days after we arrived).

Of the 21 days it took us to get from there to Brazil, the first four were spent sailing nicely with the NE trades on the beam; the next ten were exceedingly frustrating when first an easterly wave and then the doldrums made our life miserable. Instead of the anticipated zone of no wind and calm seas, we encountered a 700 mile stretch of very unsettled weather, with

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## ADELANTE...

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rapid changes from calm periods to high winds in heavy rain, winds changing direction with every passing cloud, thoroughly unpleasant to sail in and a constant raising, reefing, and dousing of sails. Far off lightning was almost continuous, but we fortunately never blundered right into a thunderstorm. One day we spotted a classic waterspout hot on our tail, but it petered out before catching up to us. At night we motored because we were worried about failing to spot the next storm cloud in time and having to deal with too much sail up on a pitch dark deck. Only after we crossed the equator (the midpoint in our planned course) did we pick up steady southeasterly winds so that we were able to work out a good sail plan, set the windvane and let the boat do the work. As far as the seas were concerned, we never experienced the peaceful long swells that made our trip across the Pacific so pleasant. There was always a swell, but it often changed direction and was forever overlaid with choppy cross seas, making for an unpredictable and thus tiring motion of the boat. I suppose when the early Spanish and Portuguese sailors began to explore the big water on the other side of the new world, they called it "Pacífico" because they noted the difference with what they had been used to in the Atlantic.

Reaching Salvador, Bahia on the last day of October, we managed to find our way through the immigration customs and port authority offices without any problems beyond the recognition that in Brazil our lack of Portuguese language skills would be a definite handicap. Very few people speak English, the country being large enough to be independent of foreign products (e.g., there is a fully developed domestic auto industry with large assembly plants by Ford, GM, Fiat, and Volkswagen). We also realized that as a result of the current economic stabilization policy, which includes a strict (IMF imposed) austerity program and a very restricted money supply, everything is very expensive, most prices higher even than in Europe, not to mention the U.S. The policy is working though, with the "Real\$" introduced about 18 months ago at par with the US\$, now worth about US\$1.08. More than anything else this stability of the currency, coming after decades of galloping inflation, appears to be responsible for the fact that the population is grudgingly bearing up under the burden of high prices, expecting better time to come.

The three weeks we were in Salvador were filled with making arrangements for leaving the boat in a safe location and making travel plans, so our Brazilian adventures will have to be reported next time."



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