
TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME X NUMBER 78

SPRING 1998

To America - The Viking Way

by Trevor Hodgson

Trevor and Lesley Hodgson, owners of SYMPHONY (T-37, hull #463) are frequent contributors to TOG News, being prolific sailors and writers. After wintering over a second year in Hull, England, they spent the Summer of '97 bringing SYMPHONY back to the United States. In this, their latest cruise, they take us back a millenium to some of our sailing fore-fathers.

A thousand years ago, Vikings sailed island by island from their Scandinavian homeland to Shetland, to the Faroes, then Iceland, and on to Greenland. Each new land was first sighted accidentally by voyagers driven off course through storms or uncertain navigation. Exploration followed and soon men, women, and children crowded aboard the open boats with their domestic and cherished possessions, to begin new lives in unfamiliar lands. For a brief historic moment, a few explorers stood on the soil of North America becoming the first Europeans known to have crossed the Atlantic.

Remains of Viking houses, churches, and farms form a fragmented but continuous trail. Jarishof in south Shetland is a picturesque ruin beside a curving sandy bay. An unfinished cathedral lies between mountains and sea in the Faroes. In northwest Iceland the pagan holy mountain, Helgafell overlooks a promontory where Erik the Red was banished and propelled on his historic voyage to Greenland. In the

settlement he founded, Erik's farm at Brattahlid, the colony's cathedral at Gardar, and Hvalsey church, all enjoy delightful fjord-side settings. L'Anse Aux Meadows in Newfoundland is a worthy final link in this distinguished chain. We explored each island, leaving SYMPHONY moored in a busy port, tied up at a small fishing dock, or swinging at anchor in a remote, isolated anchorage.

Spectacular scenery unfolded each leg of the journey. The fjords of Norway gave way first to cacophonous Shetland bird cliffs and then to long desolate Faroese valleys. In Iceland,

A fouled propeller necessitated diving into frigid water off northwest Iceland.

volcanoes were still warm and smoking and hot springs spouted water skyward. Greenland was a classic composition of icebergs, glaciers, and snow-sprinkled mountains. Deep fjords in Northern Labrador cut from the sea to the heart of the Tomgat Mountains. Whales, seals, dolphin, and the always-amusing puffins were our constant companions. Eagles and gyrfalcon soared over Greenland. In Labrador, we watched from our anchored boat as polar bear, black bear, and caribou foraged along the shore.

It is well that we prepared carefully for voyaging in these cold sub-arctic waters. Approaching Shetland, a fresh breeze split the mainsail. South of Iceland, waves driven by gale-force winds buffeted SYMPHONY for 18 hours as she lay tethered to a sea anchor. A fouled propeller necessitated diving into frigid water off northwest Iceland. Icebergs threatened us constantly around Greenland and early winter gales kept us sheltering at anchor for several days in southern Labrador.

Apart from these excitements, we enjoyed a lot of great sailing. We left from our winter base at Hull on England's northeast coast at the end of April. After a five-day passage across the North Sea, we found Norway, wreathed in fog, using GPS, chart plotter, and radar. A line of offshore islands protect the Norwegian coast. Behind them is a sheltered waterway. Here we enjoyed brisk, fair winds in waters essentially without waves. It was great sailing. For much of our stay we had sunny weather. We were told this is not usual.

For the first part of the voyage, most of our berths were in commercial harbors. These varied from Bergen, Torshavn, and Reykjavik, which are busy commercial ports, to small harbors used primarily for fishing, such as Westmanna (Faroes) and Stykkisholmur (Iceland). After Norway,

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TOG Notes

ADDRESS CHANGE

Anything good certainly bears repeating and it appears that we need to repeat our new address for those who have not yet seen it.

TOG
P.O. Box 379
Reedville, VA 22539-0379

NEW FAX NUMBER

TOG has installed a second phone line, so we have a separate number for our fax machine. The new fax number is (804) 453-4961. Our phone number remains (804) 453-5700.

TOG ONLINE

TOG now has its own domain, thus the new home page address of <<http://www.tognews.org>>. We will be adding new pages, so those of you online should watch for TOG Notes and a page of hyperlinks to connect you to other sailing and boating links on the internet that you may find interesting. Our e-mail address remains <tognews@crosslink.net>.

CREDIT CARDS

On the request of a number of TOG members, we have investigated the possibility of obtaining a credit card capability to pay for dues and TOG Wear. We know that it would make life easier, especially for overseas members. Unfortunately, the expense to buy or lease equipment and the percentage we would have to pay Master Card/VISA is monumental and would cost the membership more money than the few occasions it would be used. We continue to receive payment from overseas in US\$ (cash or money order), and have never had any problem with it.

REVIEWS

Often we are asked for reviews on our boats by those who are interested in purchasing them. We do have on file several articles on the T-37 written by "outsiders" that are quite complimentary. We do not have any that are written on the other class vessels, such as the V-42, T-47/48, or larger. We resort to offering the telephone numbers of those who own one of that class near to the one asking for the information. It would be beneficial to have such reviews. If anyone knows of or has seen a review on other Tayanans than the T-37, please let us know. We would like to add them to our file.

TOG NEWS INPUT

We are always interested in receiving stories, comments, critiques, and other inputs. It is your newsletter, and it is lifeless without your support. We are extremely grateful for all of you who do contribute, although we do not always personally thank each of you. Keep it up! If you have not sent in anything recently or at all, we are really looking for your input. Enclosed is a "Sound-Off" sheet for your use and as a reminder to send a story. Pictures are always desired, especially if there are people and places in them.

PHOTO COMPETITION

We would like to offer the membership an opportunity to share with us photos of their boats and themselves for publication. The best boat photo each quarter will appear on the opening page of our home page and in *TOG News*. So sail to a neat anchorage, get out in your dinghy, clean off those lenses, and get your mate on deck to pose!

BOAT/U.S.

As most of you know, TOG has a Cooperative Agreement with BOAT/U.S., the association for the boating public. We may not always have agreed with everything they espouse, but they are lobbying the government and looking out after the best interests of U.S. boaters. You may join them for \$8.50, half the cost of the non-associate member, by using our group number - GA80446S.

If you are looking for speakers for a get-together, they offer video tapes on a variety of subjects. If you are interested, please call the Speaker's Bureau at (800) 678-6467.

T-37 PHRF

We have been asked by a number of people over the years about a Performance Handicap Racing Fleet (PHRF) number for the T-37. Bob Perry has stated that the range is from 176 to 201, with a median PHRF of 185-187. So that's the word from the expert!

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Editorial Staff: Rockie and Bill Truxall

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Rendezvous Roundup

Chesapeake Bay, MD

The Fall Rendezvous on the Chesapeake Bay will be hosted by Dick and Martha Miller on *EVOLUTION* (V-42, hull #105). The tentative location selected is behind Gibson Island near Cornfield Creek on the Magothy River. Mark your calendar now for 26-27 September, however notices will be mailed as a reminder to those in the Chesapeake area well in advance of the scheduled event. If you have questions call Dick and Martha at (410) 757-0680 or e-mail them at <millerrg@erols.com>.

Palm Beach, FL

An unscheduled Tayana Rendezvous took place in the Palm Beach, FL area on 13 January 1998. Six T-37 owners found themselves anchored in good company in Lake Worth among the 50 or so other boats there waiting for parts to arrive (for last minute repairs and up-upgrades) and for that elusive weather window to cross the Gulf Stream.

Members who enjoyed the impromptu happy hour at TGIFriday's that Tuesday were: Don and Elaine Roddy on

CYGNUS (hull #337), Jim and Lynn McFayden on *DIVA* (hull #552), Terry and Nancy Newton on *LA ESMERALDA* (hull #512), Glenn and Paula Richardson on *PURA VIDA* (hull #241), and J.R. and Diana Prentice on *STRIDER* (hull #522). Also in the picture (below) are T-37 owners Anja and Ben Tresoor from Holland aboard *D'ROOM*.

Tayana representation seemed to dominate the area with Bernie and June Francis on *QUEST* (hull #274) nearby to offer local knowledge. Then still more T-37s entered the anchorage: Bob and Chesley Logcher on *CYGNET* (hull #259) and Burt and Virginia Carlisle on another *QUEST* (hull #349). The real quest is to enjoy the remaining winter months in the islands and this group will do just that, as we'll all be nestled into various anchorages among the hundreds of cays across the Stream by the time you read this.

San Diego, CA

The second annual Tayana Rendezvous in San Diego Bay will be hosted by Dan and Kay Peter of Cabrillo Yachts, Inc. in La Playa Cove on 29-31 May. The host boat will be a brand new 1998 Tayana 37. If you are interested in attending or have questions, call Dan or Kay at (619) 523-1745 or e-mail <cabrillo@cerf.net>.

[Editor's Note: We are looking for volunteers to host a rendezvous in Puget Sound, Gulf Coast, San Francisco Bay, and Long Island Sound. It is as easy as choosing a date and place. TOG will provide mailing labels to send invitations and announce your event in TOG News and on their home page.]



l-r in photo: Paula Richardson, J.R. Prentice, Ben and Anja Tresoor, Glenn Richardson, Don Roddy, Diana Prentice, Elaine Roddy, Terry Newton, Lynn McFayden, Nancy Newton, and Jim McFayden.

News from the fleet...

Tom Beard has completed a shakedown cruise on *MOONSHADOW III* (T-52, hull #67) from the builder's plant in Taiwan to San Francisco, via Hong Kong, Japan, and Hawaii. He has started a new book so will be taking time off for research, if his idea flies. In the meantime, it's off sailing! (1/98)

Danny and Cindy Cram write, "After retiring from the Denver Police Department in 1995, we purchased *CINDY LEE* (V-42, hull # 41) in Ft. Lauderdale, FL and left immediately for the Caribbean. After 2 and 1/2 years, we are returning to the East Coast of the U.S. and plan to travel from Florida to Maine this summer." (2/98)

Sylvia and Stan Dabney report from Offshore Atlantic Yachts, Inc. in Riviera Beach, FL, "We sold *RIALITY*, Sam and Caron Brown's V-42, to Sandy and Dave Alexander in Austin, TX." (1/98)

Ann and John Doerr onboard *SPIRIT* (T-37, hull #388), left the Chesapeake Bay last Fall after the rendezvous for points south. They note, "We made it to Ft. Lauderdale for the holidays. We'll shortly push on to the Florida Keys, then the Bahamas. We are enjoying every moment. We are looking for a place to drop anchor after cruising since we sold the house and put it all in storage. The place must be warm." (1/98)

Kent Dudley onboard *LADY BESS* (T-37, hull #423) relates, "The next Cuba Race is scheduled for 22 May 1998." (1/98) [See Cruising Events on page 8 for other information regarding events to Cuba.]

Congratulations to Mary and Howard Eckert, who report, "We have moved up to a V-42. We bought *NO AGENDA* (hull #160) from Tom James. Consequently, we now have *SIRENA* (T-37, hull #412) up for sale." (See Ship's Store, p. 13) (3/98)

Lee and Ellen Ferber write, "We purchased *CREQUET* (T-37, hull #518) from Terrell and Dani Chapman. The boat is renamed *NELLE BLY* and is berthed in Marina Del Rey. Our home is in Santa Monica, CA." (1/98)

Lin and Barb Fuller charter *JESSIE*, their V-42 (hull #92), in the Virgin Islands (see Ship's Store, p. 12). They report, "We've been busy with many charter guests. In 1997, we completed ten charters aboard *JESSIE* and already in 1998, we have ten confirmed bookings. We have had really great guests; all have said *JESSIE* is beautiful and not what they

were expecting in a charter boat. The Virgin Islands are a great place to work; we are having fun while earning a living. Throughout our cruising/chartering life we continue to see and meet new couples who own Tayanas. Recently we met Harvey Walters and Ellen Callins on *SEA WHISPER* (V-42, hull #136), formerly known as *KAMPESKA*. *CINDY LEE* is another V-42, formally named *WIND SPIRIT* when we first met its owners in 1994 in the Bahamas. Both these boats are in the Virgin Islands now. *SOJOURNER* (T-52, hull #44) with owners Cal and Heidi Fearon have been cruising with us for the past few years. There are more Tayanas here; I'm just not remembering them at the moment. It is sure great to see and sail with fellow Tayanas." (1/98)

Bob and Marge Klein write, "It is with mixed emotions that we tell you that our beloved *WANDERLUST* (T-37, hull #513) has been sold. The new owners are George and Joan Brooks, out of Saline, MI. The transition of ownership has gone very smoothly. We assisted the Brooks in winterizing and having the boat hauled and stored for the winter at a local Maryland boatyard. We even had them to our home for a family Thanksgiving dinner get-together.

George and Joan shall return to Maryland in the Spring and we expect to help them prepare *WANDERLUST* for its move to a new home port on Lake Michigan. The Brooks eventually plan to go off cruising in the future. We have told them to just point her bow south, as *WANDERLUST* knows her way. We can only ask that TOG members treat George and Joan as well as you have treated us.

Now what about Bob and Marge? Well, we are now shopping for a trawler with plans of making a multi-year circumnavigation of the eastern half of the United States. We hope to see TOG people out there and that you will still talk to us, even though we will be in a trawler." (1/98)



Red-footed Booby chick photographed by John Kraft.

John Kraft and Karen Hurt report from *THE CHANCE* (T-37, hull #478), "We recently spent seven weeks in Las Aves and Los Roques--beautiful clear blue 83-86 degree water--great reefs--fish and lobster--15-25 knot constant breeze. It is the nesting area for red and yellow footed boobies and pelicans. We also saw flamingos." (12/97)

Jason Maroney purchased *TROLLSTIGEN* (T-37, hull #279) from Paul and Dagny Thrower in December 1996. He chronicles, "I bought the boat in Seattle and sailed it to Juneau, AK via the Inside Passage in May 1997. I'm now preparing for a move back south (perhaps California) in the Spring of 1999. I plan to leave for extended offshore curising in 2000-2001." (1/98)

Dan and Kay Peter of Cabrillo Yacht Sales in San Diego, CA, are so excited. They just received a brand new 1998 T-37 (MK II), hull #583, which they had built on speculation. (1/98)

Bob Walker on *ZEEOTTER* (T-37, hull #104) sends news of the Rialto (West coast version). "*ZEEOTTER* from Port Townsend, WA and *CAPRICORN IV* (T-37, hull #275) from Vancouver, BC (with Bob and Mary Penney onboard) have had a successful, if not hateful, El Nino sail down the West Coast where they are now hooked off in La Paz, Mexico.

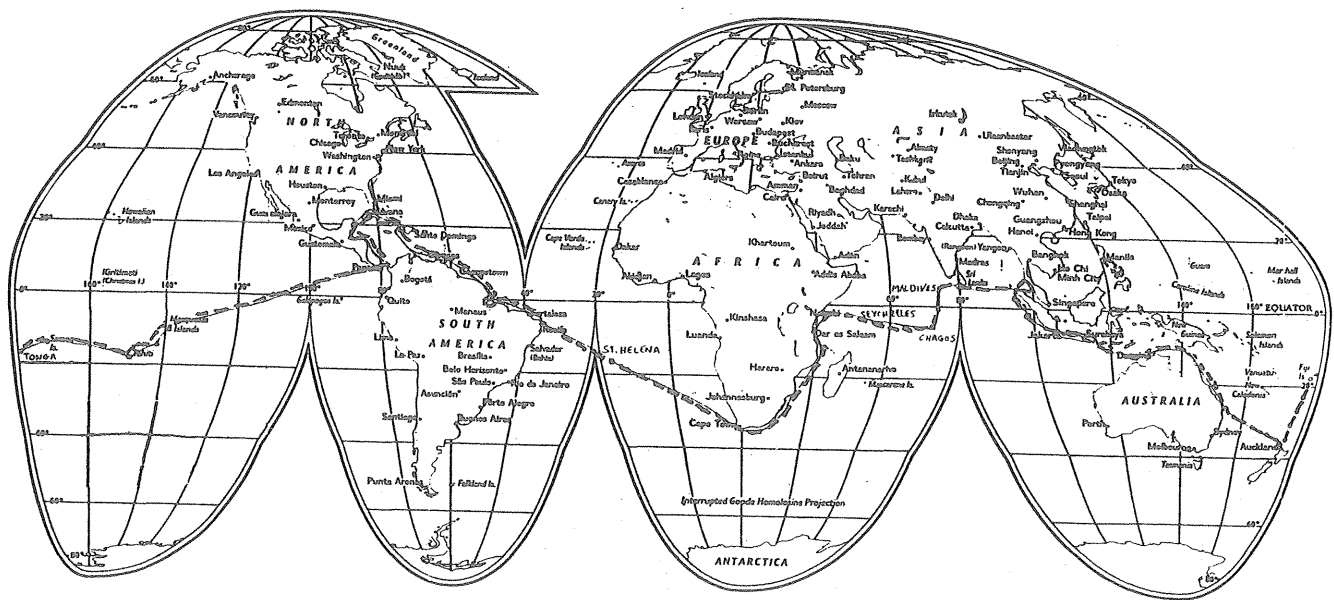
The newsletter with the electronic revolution in it finds *ZEEOTTER* with a freshly dead computer and noting there is no benevolent God of things electrical. The trip down was a volume in itself, with the wind being within 10% of 180 degrees wrong, according to the Pilot charts, 72% of the time between

Neah Bay and San Diego. San Francisco was a pleasant remission from backward wind, with 15-30 knot breezes and 75-90 degree weather in October. *ZEEOTTER* soloed down most of the trip and Bob and Mary did their fine job for *CAPRICORN IV*.

Anyone wishing to crew for next season in the Sea of Cortez, then the mainland coast, contact Bob Walker on *ZEEOTTER* at 808 Sunset Drive, Lexington, KY 40502." (2/98)

New members, Jon and Sally Whitbeck write, "We just completed a four-year circumnavigation on our T-37 (hull #114), *ARGONAUTA* (see chart below). On the last leg of our trip, out on a lonely reef in Las Aves (Venezuela) we met John Kraft and Karen Hurt on *THE CHANCE* (T-37, hull #478) and they told us about your group. We left the boat in Key West and drove to Ohio for the holidays, but will be returning to the boat in February. After we get some work done on it, we'll head back to Annapolis in the Spring, where we began our trip. Maybe we'll see you this summer on Chesapeake Bay." (12/97) [See their story beginning on page 14.]

Tim and Cheryl Wise have owned their V-42 *WISE ONE* (hull #158) since it was new in 1989. They have spent most of their time sailing on Lake Ontario, but the yacht is currently in warmer waters and will be cruising for the next year or so. They learned about TOG from James Grubb, whom they met cruising the Intra-Coastal Waterway en-route to Florida last winter. (1/98)



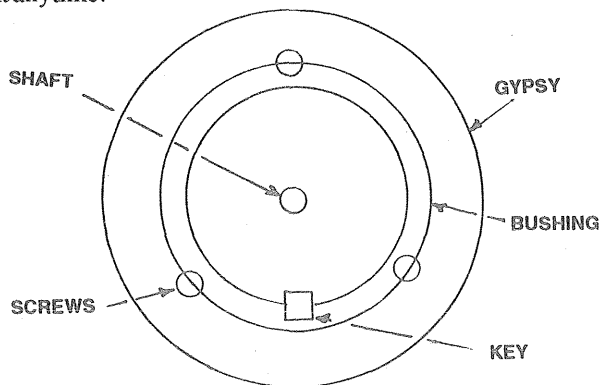
Argonauta closes the circle...

(33,000 miles and 33 countries)

Maintenance and equipment comments and questions...

WINDLASS MODIFICATION

Richard Bennett, former owner of *PANGAEA* (T-37, hull #474) modified his Simpson-Lawrence Model 555 Windlass. He shares, "Because I intended to do only single-handed sailing, the rope drum was useless to me. An extra rope-chain gypsy was modified and installed so that rope and chain can be retrieved without a tailing crew member for the port bow anchor, as well as the starboard anchor. A hard bronze bearing was used as a bushing to fit the port shaft hole in the gypsy. The outside diameter was sanded evenly to the correct outside diameter with emery cloth and secured to the gypsy with solder. A slot was filed in the bushing to accommodate the shaft key. Three holes were drilled and tapped to hold bronze screws, as indicated in the diagram below; half the diameter of the screw is in the gypsy and half in the bushing. The bronze screws were installed and soldered in. (Mercedes-Benz has used similar, but loose, pins to secure their crankshafts.) The gypsy then slid onto the shaft and the original bolt was installed. The rope drum may be reinstalled at anytime.



INSIDE END VIEW OF MODIFIED ROPE-CHAIN GYPSY

The system has a disadvantage. The port anchor must be lowered by hand because the brake is not part of the rope drum side of the windlass, but it does pull up each of the two anchors (one at a time), when two anchors are required.

Modifying the port gypsy could have been done by a machine shop very quickly, but I wanted to see if I could do it by hand. It took care, but it can be done.

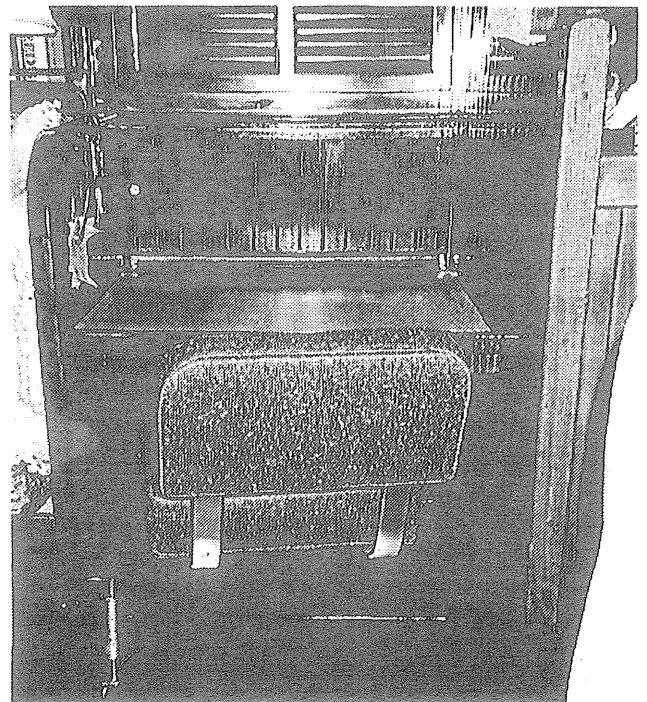
A friend from Alaska modified his Model 555 Windlass with an hydraulic motor that fit like it was made for it. He does not know the name of the motor, but having a powered

windlass was necessary for the deep anchorages of Alaska. The motor and its shaft fit in the starboard lever action shaft hole."

COMPUTER DESK

John and Barbara Ferrell have lived aboard *SALUBRIOUS*, their T-37 (hull #311) for well over ten years. One of the things they felt they needed was a desk. They explain, "The biggest problem was our computer and peripherals. Every time we wanted to use them we had to lug them out to the dinette table and then put them away before dinner. We had no navigation station of any kind and we knew the problem would only get worse when we went cruising. We needed a permanent place for these pieces of equipment and someplace to serve as a nav station.

To solve the problem we built a computer desk. We had the starboard settee cut back to the hull to provide the 26 inches needed for the desk and the computer cabinet. The first picture (below) shows the desk closed. There is a drawer under the desk. You can see the vertical line of the drawer's edge to the left of the chair. The drawer won't open unless it is pushed down, so it should stay closed in a seaway. We built a locker under the desk against the curve of the hull to replace some of the lost storage.

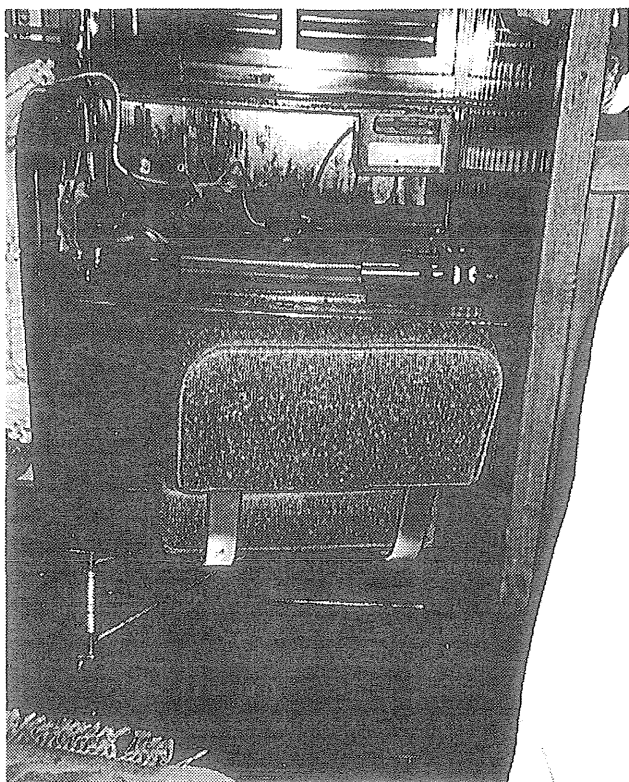


The back of the desk is a lockable panel that folds down and pulls forward on ball bearings, as you can see in the second picture. The laptop is mounted on the vertical panel, and the printer and scanner are held in place with Velcro. The box in the upper right corner contains the Zip drive and CD ROM drive. This setup allows us to have the computer and peripherals easily accessible, but out of the way when not needed. It sure beats having to drag the equipment out each time we want to use it. We plan to install a SSB/Ham radio in the upper left corner of the box to make use of the remaining space and complete the communications center.

We saw the chair on a Catalina at a boat show and contacted a dealer who ordered it for us. It swings out on a base when in use and automatically swings in when not in use, as the picture shows. We also can turn it to face to the left to watch TV or sit at the dinette. No other chair we looked at seemed to fit the design as well. One thing we found is that we can't open the drawer when we sit in the chair, but it opens nicely when no one is in the chair.

We were fortunate to find a ship's carpenter who matched the style of the cabinetry very well. We added a hand-hold to the left partial bulkhead between the desk and the settee. It not only looks nice, but you can never have too many hand-holds in a seaway.

The settee now makes a comfortable place to stretch out and read, but we lost the ability to use it as double berth. The addition of the desk more than makes up for this. We hope some of you can make use of this design on your T-37."

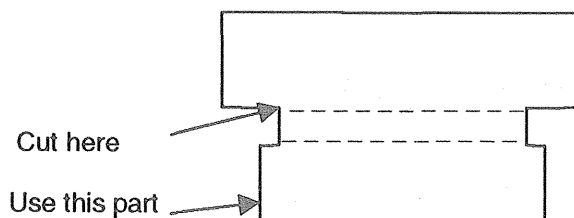


SEA BASKET STRAINER

Lin and Barb Fuller aboard *JESSIE* (V-42 (hull #92) request, "We are in need of a new strainer basket for the raw water sea chest. Do you or someone else know where we can purchase one?" Please reply to TOG or directly to the Fullers at P.O. Box 119031, Sta. 2029, Hialeah, FL 33011.

FAUCET WASHERS

Harry Hammond, owner of *KISMET* (T-37, hull #437), offers this answer to Tom and Marlyn Mason, who were looking for faucet washers for Grand Deer plumbing fixtures in both the head and galley of *TOMAR*, their V-42, hull #110. "Here is a workable substitute for Grand Deer faucet washers on T-37s (at least). Get American Standard washer or "seal" and cut off the upper part (see diagram below). The lower part will fit over the button-shaped knob at the bottom of the valve stem. Since it doesn't have a metal disc inside the bottom, like the Grand Deer does, be careful not to tighten it any tighter than necessary to stop the drip or it will wear out sooner. This has worked for me on our T-37 and I assume the valves are the same on a V-42."



FLEXIBLE COUPLING

John Kraft and Karen Hurt onboard *THE CHANCE* (T-37, hull #486) write, "Recently we have had engine alignment problems and the shaft has been singing to us at certain RPMs and offshore when rolling or pitching. To my horror, I discovered two cracks in the transmission/shaft coupling not shown in the Yanmar repair or parts manual--PANIC! Oh, look at the excellent Index in the *TOG News*, updated in Summer '97--"SHAFT"....Coupling....65:38....57:36....57:33. Ahhhh! Flexible coupling available from Mastry Engines, etc. I called Mastry. The price is now US\$172 instead of US\$85, plus \$68 UPS to Trinidad. Two days later I had the part and installed it. Thanks again to all the contributors to TOG and to the publishers and editors, Rockie and Bill Truxall. The shaft is still singing a bit, but I suspect it may be possible that I accidentally swung packing gland 180 degrees when installing additional packing."

continued on page 8

More maintenance and equipment comments...

continued from page 7

TANKAGE

John also relates, "The specs on our boat say we have a 100 gallon water tank in the bilge and a 50 gallon water tank under the portside settee. I accepted that without question, but after 11 years I'm now filling these tanks from gerry jugs, and guess what? The 50 gallon tanks holds 40 gallons and the 100 gallon tank holds 82.5 gallons, plus six gallons in the hot water heater and maybe two gallons in the accumulator tank and hoses. SURPRISE!"

WINCHES

Greg Nickols inquired about mounting newer, larger winches on *FOUR WINDS*, his T-37 (hull #453). He reports, "I ended up having 14 inch machine screws fabricated and then through bolted the winches all the way to the bottom of the coaming box. There was no other way. At least I can rest easy, knowing that the winches aren't going anywhere."

CUTLASS BEARING

Denis Webster aboard *TIGER LILY* (T-37, hull #564) noted Pat Maslen's query regarding cutlass bearings, alternator drive pulleys, and hatches in the Winter '97 issue of *TOG News*. He offers the following information. "The cutlass bearing is a 1 1/4 x 1 3/4 x 5 inch commercial model Morse Chub or Johnson Bird--no threads. To remove: (1) remove prop; (2) unscrew 2 allen screws on each side of the housing that holds the cutlass bearing from rotating; (3) lock the double nuts together on the 4 studs and remove the whole stud (bolt); they are fastened to nuts in the fiberglass; (4) unscrew the housing and punch out the bearing."

ALTERNATOR DRIVE PULLEY

Denis continues, "We run a 120 amp hour alternator on a single pulley to a 440 amp hour bank of batteries for one hour per day with engine driven frig-freezer. We also have two solar panels."

HATCH REPLACEMENT

Denis concludes, "The hatches on *TIGER LILY* are Bomar, which were factory installed on a teak base. We have been cruising the Caribbean for seven years and have had no problems."

Cruising Events

Year 2000 Olympics

U.S. Sailing's Olympic Sailing Committee has announced its site recommendations for the U.S. Olympic Team Trials. They will select the Olympic Yachting Team to represent the USA at the 2000 Olympic Regatta in Sydney, Australia from 16 September-1 October 2000. Trials are: Fall 1999 in St. Petersburg, FL, Cocoa Beach, FL, and Santa Cruz, CA; Spring 2000 in San Francisco, CA; June 2000 in San Francisco, CA. (Courtesy, *Spinsheet*)

Havana Cup

The Third Annual Tampa to Havana Yacht Race starts 22 May 1998. Race participants are "fully hosted" by the Hemingway Marina. A skipper's meeting will be held 4 April at the University of Central Florida, St. Petersburg campus, for those interested. Fax inquiries to (813) 251-4275. A Key West to Havana regatta is also being planned for later in the year.

Transcaribes des Passiones

A first time race for cruisers from Le Marin Marina, Martinique to Hemingway Marina, Havana, Cuba will begin 7 March 1999. Participants will sail along the Caribbean arc, stopping at Les Isles des Saintes, Antigua, St. Barths, then Varadero, Cuba. It is expected that the course will take about 12 days. Competitors may join along the way if they are unable to start in Martinique. (Courtesy, *Caribbean Compass*)

Blue Water Cruising Rally

This is a round-the-world rally for cruising boats making a leisurely sail "through some of the most beautiful cruising areas of the world." For information regarding the 1999 rally, contact P.J. Seymour, Blue Water Rally, Windsor Cottage, Chedworth, Cheltenham, Gloucestershire GL5 4AA, England, tel/fax (01285) 720904. (Courtesy, *Caribbean Compass*)

Bermuda Rally/Caribbean 1500

The West Marine Passagemakers Seminars have begun for these rallies. Seminars are conducted 17-18 October in Newport, RI and 24-25 Oct in Hampton, VA. The Bermuda Cruising Rally departs 22 June from Hampton, VA; the Caribbean 1500 via Bermuda to Virgin Gorda, BVI departs 28 October and the non-stop departs 1 November from Hampton, VA. Participants must gather up to a week prior to departure for preparations. Contact Steve Black at 410-848-0302, or write him at Cruising Rally Association, 12 Canonicus Avenue, Newport, RI 02840.

The Viking Way...

continued from page 1

Shetland was rather gray and dour. Houses in the Faroes are colorful against the green hillsides. The valleys are long and deep with a great sense of isolation. Iceland is like no other place we have visited. The land is so barren. There are very picturesque places around the coast. Notable is Snaefellsness, a classic cone-shaped mountain capped with a small but well-fitting ice cap.

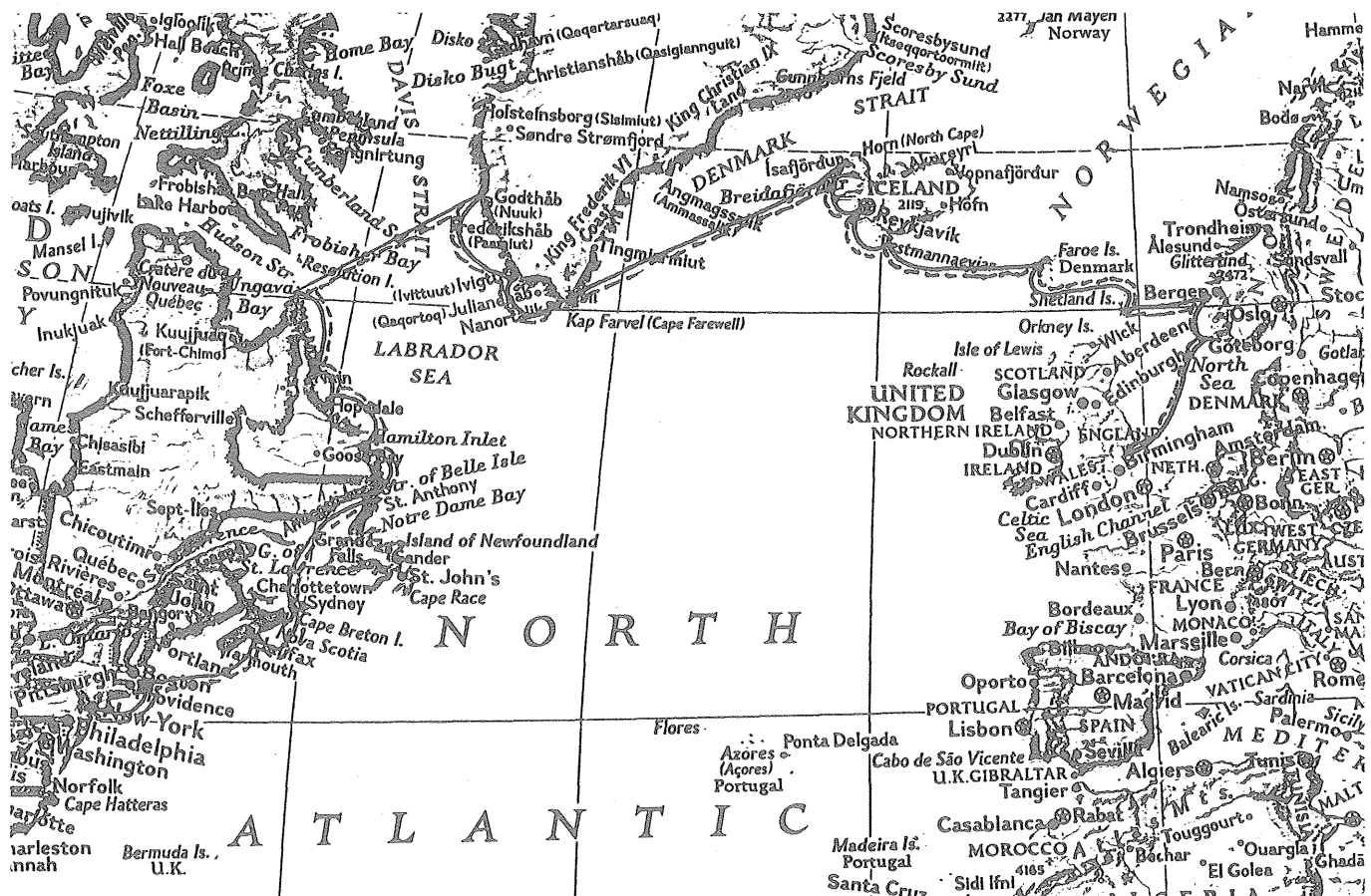
Most of Greenland is inhospitable. The inhabited areas are along sheltered fjords, and may be 60 or more miles from the sea. The winds here are light and we motored more than we are accustomed to. Here, too, we used harbors when they were available, but we also spent time at anchor in remote, often picturesque bays. Icebergs are everywhere. Usually these are not a problem, but they certainly get your attention when they disintegrate or roll over with a tremendous crash.

For navigation, the most interesting part of our journey is Labrador. The surveys used for the charts are generally of a preliminary nature, with soundings limited to a single line. This marks "the route usually followed by coastal traffic" and

is deemed safe by repeated use. GPS errors can be large. In some cases, the datum used for original surveys is unknown. We found discrepancies of over half a mile. There is no habitation for the most northerly 300 miles. We sailed down the coast in September. The nights at this latitude by this time of the year were quite dark and we enjoyed our first views of the extraordinary Northern Lights, accompanied by perfect crisp views of the Milky Way.

Our sail along the Labrador coast gave us a unique insight into the Vinland voyages. What extraordinary sailing directions the sagas provide! The Wondersands (the first sandy beach we had seen since Shetland) and Keelness (Cape Porcupine) form unmistakable landmarks for mariners in search of Vinland.

Finally, we stood beside the Viking houses at L'Anse Aux Meadows and looked out over the Strait of Belle Isle. Our thoughts turned back 1000 years to sailors who navigated here in magnificent high-prowed, open boats. Our fascination for them had not dimmed. Rather it was enriched; bare bones now clothed with vivid impressions of the lands they occupied. We had discovered the extraordinary beauty of the ice. Deep fjords backed by bold dark snow-sprinkled mountains are lasting memories. It will be very difficult not to return.



Robert's Rules of Balance

by Robert Perry

Bob Perry, Yacht Designer of the Tayana 37, Tayana 47/48, and Tayana 52, shares some background and thoughts regarding weather helm.

Weather helm is the boat's proclivity to round up into the wind when you let go of the wheel. Some weather helm is good for three reasons. (1) It adds lift to the keel to help drive the boat to weather. (2) If you happen to fall overboard, your boat will round up and hopefully go into irons while you swim back to the boat. (3) Weather helm also helps the driver of the boat keep the boat up into the wind when beating. It feels natural to have the boat "seeking" the sweet spot on the wind in order to optimize your speed made good to weather. If you have ever had the opportunity to sail a boat with lee helm, you will remember how strange it felt. Lee helm is slow and dangerous. If you let go of the wheel on a lee helm, it will jibe!

Weather helm comes from several components: mast location, keel location, mast rake and athwartships tune, sail shape, and heel angle. Simple, orthogonal and two dimensional diagrams don't do this set of physics justice, so I won't bother with a diagram. Keep in mind that this only becomes a problem as the boat heels and gradually becomes overpowered.

When I drew the plan for the T-37, I had just finished designing the Valiant 40. I was convinced that the cutter rig would replace the ketch rig as the accepted rig for cruising. History shows I was correct. In order to draw a "true cutter", I moved the mast of both boats aft of station four. (Boats are divided into ten stations with "station 0" being at the cutwater and "station 10" being at the buttwater. This gives designers a common language.) The reason I moved the masts aft on these two boats was to provide a big enough fore triangle so that two headsails could be flown. The good news is that you can fly two headsails. The bad news is that both rigs require careful trimming and mast tuning in order to minimize the helm. The Valiant suffered far less from weather helm, but you will note in current Valiant 42 ads that the boat now comes with a bowsprit. One of the reasons the bowsprit was added was to help with the helm.

Certainly the T-37 has its keel in the right place, so it makes sense that I did put the mast a little too far aft. The T-37 ketch rig balances beautifully. Its main mast is further forward. Keep in mind that there is no "science" or engineering method that will quantify the components so that a designer can calculate helm signature. There are some ultra simplistic methods to balance the rig and hull, but they are proven wrong as often as they are proven right.

So, what can you do without major surgery to correct weather helm? When the T-37 was first launched, I sailed the boat in Seattle, ketch and cutter rigs, and I was not pleased with the helm of the T-37 cutter. My solution was to move the mast, but I was adamantly opposed in this suggestion by a strong East Coast dealer who accused me of trying to wreck the boat. (Yeah, that's it. I was trying to damage one of my own designs. Why didn't I think of that?) I think we owe the "under the V-berth fuel tank" to the same dealer.

Visiting with Hugh Jones in Oakland, I was impressed with the number of T-37s he was selling, but at the same time I was puzzled. "How can you sell T-37s in San Francisco with all that weather helm?" "Oh, we fixed that." My ears pricked up. "How?" Hugh explained that removing the rake from the mast had dramatic effect on the helm. In an effort to make the boat look sexy and salty, I had drawn exaggerated rake into the mast. Getting the mast as near plumb as possible resulted in a very acceptable helm feel. If it worked in San Francisco with their strong winds, it would work anywhere.

Getting the rake out of your mast may require shortening the headstay and adding link plates to the backstay. Do it. There are few joys in life more tactically rewarding as well as a balanced boat.

It is also critical to get the mast to stand straight athwartships. As the masthead falls off to leeward, it will exacerbate helm problems. Pick a quiet afternoon with a steady 10-12 knots of breeze; go out by yourself so you can tune and adjust without distraction. Work on the leeward side of your mast. Tack again and retune until you get it perfect. It takes time, patience, a screw driver, and a wrench. It's demanding, but rewarding work.

Sail your boat as upright as possible. Heel angle adds to helm. Sailing with the rail awash is photogenic, but old fashioned and very inefficient. You should do everything you can to keep your boat on its feet. That may mean reefing the main or changing jibs. In both the Valiant 40 and the T-37, I think your first reef should come with about 18-19 knots of apparent wind, if you are feeling too much helm. Reefing should be an aggressive move to improve boatspeed and not a life-saving technique.

Drop the traveller. This will ease main pressure and ease helm. Flatten the main and pull the draft as far forward as you can with halyard tension, cunningham tension, and outhaul tension. Some sails come with a "flattening reef" and this can be helpful. You can also ease the mainsheet and let the top part of the main "twist off" to relieve main pressure. If you are

ordering new sails, full battens will help with draft control, but do not make the mistake of asking for a "full roach". Minimize the roach curve. The T-37's rig is big enough that you do not need to add any sail area with roach. Have the new mainsail out flatter than normal.

DONOT go for a battenless mainsail! If you remove the battens from the main you will lose all control of draft and end up with a "catcher's mit" shape, with the draft too far aft and a big cup in the leach. We jokingly refer to this as a "speed cup" and it will destroy helm feel. Full or long battens will help keep the last 40% of the main nice and flat.

I cannot stress the importance of good or new sails enough. Old, dead Bill Atkin used to write on his sail plans, "Sails are power. Buy good ones." That's it in a nutshell. I like to know that my sails are well up to the task and that they will respond to my efforts to drive the boat quickly, efficiently, and safely. Carved ivory, that's what good sails should look like. A skilled sailmaker can work with you and help stress the boat's strong points and minimize the boat's weaker points.

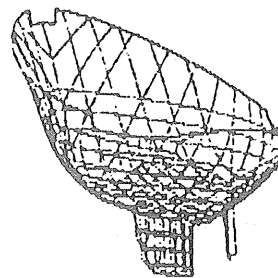
If you don't feel comfortable with the task of talking technical with a sailmaker, give me a call. I'll accuse you of being a "wanker", then try to help you. I'll even talk to your sailmaker for you, if you like. There are a lot of sailmakers that don't take cruiser's input very seriously, but I can assure you they will at least pretend they are listening to me.

If your sails are the original sails that came with the boat, they are most probably too old. Buy expensive, high tech

sails. Trust me, they will make a huge difference and be far more durable than you imagine. Keep in mind that you only need sails that are durable enough to last as long as the sail's shape lasts. Once the shape deteriorates, your sails can be your worst enemy. Blown out sails will maximize the heeling angle while minimizing the drive. If there is one part of the boat that you should throw money into, it's the sails.

That about covers it. As owners, you are lucky. T-37s respond very nicely to changes in mast rake. Some boats do not. My own Esprit 37's helm did not improve at all with changes in mast rake. It's important to correct your helm. Your boat will sail faster, because you won't be dragging excessive rudder angle through the water. Your arms will feel better and the boat will be able to take care of itself longer. It will also put less stress on your self steering gear.

Today, I have almost mastered the art of balancing the design. I strive for a very light, almost neutral helm. You can almost always dig up some weather helm from somewhere, if you really want it.



New Members

Richard and Beverly Becker, *DESTINY*, Tucson, AZ
Michael Byron, *RIGPA* (V-42), Key West, FL
Danny and Cindy Cram, *CINDYLEE* (V-42), Phoenix, AZ
Scott Darrell and Robert Conti, *ACADIA* (T-37), Los Angeles, CA
Steve and Evette Davis, *ENCHANTRESS* (T-37), Tigard, OR
Charles Harris and Nancy Eitapence, *LOON* (T-37), Indian Harbour Beach, FL
John and Deborah Henderson, *CASTAWAY* (T-37), Tampa, FL
Chip and Jill Hoins, *BLUE MOON* (T-37), Issaquah, WA
Jason Maroney, *TROLLSTIGEN* (T-37), Juneau, AK
David and Joyce Maynard, *TAPESTRY* (T-55), East Greenwich, RI
Jere Patterson and Marcia White, *EL TIBURON* (T-47), Palo Alto, CA

Willy and Patricia Piessens, (*Prospective Owners*), Mattapoisett, MA
William and Elaine Rodrigues de Miranda, *ORCA* (V-42), St. Petersburg, FL
Adrian Royle, (*Prospective Owner*), Westmount, Quebec, CANADA
James and Josie Swanson, *JUBILEE* (T-48), St. Petersburg, FL
Andy and Laurie Thibeault, (*Prospective Owners*), Hollis, NH
Peter Van Benthuyzen, (*Prospective Owner*), Scabrook, TX
Jon and Sally Whitbeck, *ARGONAUTA* (T-37), Waterville, OH
Tim and Cheryl Wise, *WISE ONE* (V-42), Cambridge, Ontario, CANADA

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 379, Reedville, VA 22539-0379, (804) 453-5700 to place your item.

AIRSTREAM, a 1979 T-37, rare pilot-house cutter, is for sale. She has had a thorough refit in '95-'96, including: a new Seafrost holding plate fridge-freezer (engine drive and AC); Navico 8000 autopilot; two Garmin GPSs; one year old Caribe dinghy with 10hp Toshiba; new standing and running rigging; new sails, ground tackle, and windlass; Perkins 4-108 engine; Balmar DC monitor; inverter; Profurl roller furling; aluminum spars; windbugger on custom arch; great tankage; trouble-free teak decks. She is beautiful and in excellent condition. Located in Melbourne, FL. Asking \$78,000. Call Kim Larson at (407) 720-8848 until 1 April or (501) 643-2619 thereafter.

ARGONAUTA (T-37, hull #114) is for sale by Jon and Sally Whitbeck. She is a MK I model with aluminum spars, Volvo MD17C diesel engine, fully equipped for cruising, many upgrades, and epoxy bottom. Will deliver anywhere on the East Coast of the U.S. Will be in Annapolis, MD by 28 April 1998. Asking \$71,000. Call (716) 352-4234.

BRIGHT STAR, a T-37 (hull #295) has cockpit cushions for sale. They are ivory in color and in good shape. Asking \$200, plus shipping. They fit a Mark I model (not a totally enclosed cockpit). For information write or call Bob Hughes or Marilyn Geraghty at 226 Washington Avenue, Dumont, NJ 07628; phone (201) 385-3238 (H) or (201) 642-5500 (W).

ENCANTADA, a V-42 aft cockpit (hull #137) built in 1988, is for sale at \$165,000. She is in truly bristol condition and is probably the most extensively equipped and best maintained 42 around. Contact Owen B. Lovejoy, P.O. Box 2071, New Smyrna Beach, FL 32170, phone (904) 427-2980.

FLYING DUTCHMAN (V-42 aft cockpit, hull #47) owned by Bob Matlock and Barbara Wood is for sale in Houston, TX for \$129,000. Just back from a year-long cruise, it has a great layout for a live-aboard couple, with lots of storage. Features include Marine Air 19,000 BTU cool/heat air conditioning, 4 kw generator, Heart 2800 inverter, VHF w/ hailer, SSB, weather-fax, RADAR, LORAN, GPS, cold plate refrigeration (engine drive plus 115 volt), watermaker, three anchors, electric windlass w/200 foot chain rode, Profurl roller

furling, five sails (mainsail, 150 genoa, staysail, yankee, and cruising spinnaker), movable inner stay, mast pulpits, lighting ground system, custom dodger and bimini w/sun screens, hatch and companionway screens, three-burner stove w/ oven, microwave, TV, telephone jacks, innerspring mattress, and vinyl ester barrier coat. Optional equipment includes hand-held GPS, hand-held VHF, folding bicycle, AVON 8-man liferaft, inflatable dinghy, and outboard engine. Call (713) 781-9702 or write P.O. Box 37305, Houston, TX 77237-7305.

GRACE (T-37, hull #474) is for sale. She's like new throughout with only 420 original engine hours. Ideal for liveaboard with 115v refrigeration, air conditioning, phone, and cable. Ideal for cruising with engine driven refrigeration, water maker, solar panels, extra heavy rigging and ground tackle, midships fuel and water tanks, keel-stepped aluminum spars, never-used storm sails, Drogue sea anchor, quarter berth, and much more equipment and spares. No teak decks. Everything is clean, detailed, and working properly. She's currently in the Bahamas returning to Ft. Lauderdale, FL this winter. Asking \$89,500. Please leave a message at (603) 526-8765.

IVORY TOWER, a T-37 pilot house (hull #286) is for sale by Marguerite Sailor, since her husband, Vance died in May 1997. Call (516) 477-9594 for Jeff Goubeaud at the Brewer Yacht Yard in Greenport, NY.

JESSIE (V-42, hull #92) is available for crewed charters to anyone interested in hands-on experience aboard a Tayana/Vancouver 42 in the Virgin Islands with owners, Lin and Barb Fuller. They specialize in private charters, sailing to cozy coves where the sunsets will fill you with wonder and peace and the cares of everyday life fade away. They can be reached at the Flagship, (809) 774-5630 or contact TOG for a copy of their brochure.

KOCHAB, a V-42 (hull #28), 1981-82 aft-cockpit cutter is for sale. She was in fresh water until 1994. She has a modified fin keel, skeg-hung rudder, Perkins 4-108 engine, Adler-Barbour refrigeration, Autohelm 5000 w/cockpit remote, Heart 2800 Inverter, Profurl roller furling jib, Cruisair drop-in AC, etc. She is cruise ready, a lively sailer, and a beautiful boat to liveaboard. For further information and photos, call John at (561) 467-2537.

LORELEI III (T-37, hull #165) has one complete electrical panel with the original inscription for sale. Asking \$50, plus shipping costs. Please contact Pauline Wilkinson or Mauro Migliorelli at (415) 331-2222 in San Diego or by e-mail at <100314.3416@compuserve.com>.

MIAMORE (T-37, hull #252) is for sale. She is a Mark II model with 3QM30 Yanmar engine, aluminum spars, equipped for offshore cruising and club racing. Equipment includes roller furling genoa, refrigeration, diesel heater, instrumentation, davits, and many extras. The vessel is

federally documented and has annual Coast Guard inspections. **Joe Tosta** is the original owner asking \$79,500. Call Joe at (95) 782-1880. Avon 2.8, 8HP Evenrude, and 4-man liferaft negotiable.

NAMASTE (V-42, hull #122) with owner **Chris Catt**, a USCG master, hosts Educational Sailing Expeditions in West Coast waters from Monterey, CA to Mexico. Chartered sailing cruises from two to fifteen days for up to six crew members can be booked. You can reach Chris at (408) 423-7245 or e-mail at <sail@cruzio.com>. Check his website at <www.pacificsail.com>

NELLE BLY (T-37, hull #518) has a staysail boom for sale. Call **Lee and Ellen Ferber** at (310) 828-9365.

ODYSSEA (T-37, hull #63), owned by **Mark and Cathy Williams** is looking for a whisker pole and dorade boxes and/or guards. Please contact the Williams at (716) 865-2267 or write them at 57 Edgemere Drive, Rochester, NY 14612-1709. Or you can e-mail Cathy at <packer_fan@ibm.net> or Mark at <mwilliams@rghnet.edu>.

PEACOCK (T-37, hull #200) is a 1979 cutter rig for sale by original owners, **Judy and Dick Fow**. She is white with emerald green trim; keel stepped oversized aluminum mast and rigging; 3/8 inch SS 1x19 wire headstay and backstay; Perkins 4-108M engine (new in 1990); sail inventory includes a roller furling Yankee (1983), original staysail, main (recut for better set), roller furling jib, a light-air reacher/drifter, and a storm jib and storm trysail in new condition; SS water tanks (100 gal on keel and 50 gal in the port quarter); 100 gal black iron fuel tank under forward berth; dinghy davits; new interior cushions (1995); Standard Horizon VHF; Magellan 500DXL GPS; Apelco 365 depth, water temperature, and speed/log system; EMS boat speed/log, wind speed and direction; Icom 720A Ham/SSB; LORAN; wind generator; AutoHelm 3000 autopilot; Ratcliffe Marine Design auxiliary rudder self-steerer; Simpson-Lawrence SL555 anchor chain/rope windlass; 45 lb. CQR plow with 105 feet 3/8 inch BBB and 200 feet 3/4 inch three-strand; Danforth 22H with 15 feet 3/8 inch BBB and 200 feet 3/4 inch Samson nylon braid; Danforth 12H with 10 feet 3/8 inch BBB and 100 feet 5/8 inch three-strand; 6-person Given's Life Raft in hard case. She is superbly equipped for living aboard at adockside or on the hook by an owner who demands the comforts of a home on land. To this end, she has: a trouble-free engine drive and 100v AC holding plate; 6 cubic foot freezer, and slightly smaller refrigerator; 16500 BTU Marine Air reverse cycle air conditioner; a Dickinson diesel cabin heater; and propane-fired recirculating hot water heater for hot showers and a warm cabin while on the hook on cold nights; the usual engine and 110v water heaters; Paul Luke 3-burner propane stove with oven; two 275 amp/hr house battery banks; 925 CCA starting battery; 30 amp charger; 500 watt inverter; 800 watt Honda generator in an enclosure that serves as a seat for the helmsman on stern deck behind the wheel; Marincos SS telephone and cable TV jack inlet; and

much more. Asking \$83,500. Until mid-April call (954) 527-5123 in Ft. Lauderdale; from 4/15/98 to early June call cellular/voice mail at (413) 447-4137; from early June to mid-September call directory assistance for phone number in Fairhaven, MA. E-mail: <OnRBoat@aol.com>.

ROBIN, a T-37 (hull #316) owned by **John Sams** is available for bareboat charters in the uncrowded fresh waters of North Carolina's Albemarle Sound. For details call John at (919) 221-8555 or check his website at <http://computeability.com/yachtcharter>.

SALUBRIOUS (T-37, hull #311) wants to obtain 120 and 12v electrical panel circuit breakers. Call (281) 732-7147 or write **John Ferrell** at 2425 NASA Road 1, Seabrook, TX 77586, or e-mail <tayanajbf@aol.com>.

SIRENA, a 1984 T-37 (hull #412) is for sale by **Howard and Mary Eckert**. She is a MK II model with a quarter cabin, AC/heat, fiberglass deck, davits, and 3QM30 fresh-water cooled Yanmar engine. Many upgrades, including standing and running rigging, refrigeration, seacocks, and propane heater. Excellent condition. Asking \$88,500. Call (301) 299-4972 in Potomac, MD.

S & S FOREVER (T-37, hull #485) is for sale by **Steve and Sally Williams**. Built in 1985, she is berthed in New Smyrna Beach, FL, has a dark blue hull and is exceptionally well equipped. Equipment includes: custom steering station w/table; 35# CQR plow anchor w/sixty feet of 3/8 inch chain and 200 feet of 5/8 inch rode; 44# Bruce on 120 feet of 3/8 inch chain; 20# Danforth with ten feet of 5/16 inch chain and 150 feet of 1/2 inch rode; Simpson 555 manual windlass, Ritchey Electronic compass on binnacle, Raytheon 7500 VHF w/external speaker, hailer, and fog horn; Micrologic LORAN; Magellan 5000 hand-held GPS; MOM unit; ICOM SSB/Ham w/auto tuner; Navico Wheel Pilot 5000 Autopilot; nylon web jacklines; Raytheon RL9LCD 16-mile RADAR; Sitex hand-held VHF; Guest Class B EPIRB; Sitex Marine AM/FM Cassette Stereo; bimini w/stainless steel frame; dodger w/full clear and screen cockpit enclosures; cockpit cushions; front loading refrigeration and freezer w/Isotherm 12v holding plate system w/Econo Cycle for running on Rolls batteries; Windbugger wind generator on stainless steel stern mount; Zodiac inflatable dinghy w/Evinrude 4 HP outboard; Shipmate three-burner propane stove w/oven and broiler; Force 10 propane cabin heater; genoa and staysail roller furling; Lazy Jacks; and Six-man Lifeguard liferaft w/deck mount. Asking \$96,500. Please contact Steve at (904) 428-2311.

Tayana 55 Furling Mast for sale by **Bill Hanna**, who has been building the rigs for Tayana boats for Thom Wagner in Annapolis, MD for several years. It is a new, white awlgrip manual furling mast, complete and including a boom. Retail value of \$25,340; need to get \$16,000 for it. Contact <sparman@forespar.com> if you would like to upgrade to a furling spar and/or can find a home for this original equipment.

ARGONAUTA off Venezuela

by Sally Whitbeck

Jon and Sally Whitbeck left Annapolis, MD onboard ARGONAUTA, their T-37 (hull #114) in 1993 to circle the world, but only recently learned about TOG. This story covers only the last leg of their trip around the world. We hope they will share other segments with us for future issues.

In July 1997, we were leaving the Amazon, a world of pink dolphins, colorful toucans, and friendly natives in dug-out canoes. We'll never forget our experiences with the people who live along that enormous river. From there we sailed up the South American coast to French Guiana, where we anchored at Iles du Salut, the group of three small islands that were once a penal colony (Papillon's Devil's Island). The eerie prison ruins are slowly being swallowed by jungle now. We crept through the dark maze of cell blocks imagining the horrors that took place there, nearly jumping out of our skins at the screech of a macaw or the scurrying of iguanas.

Next we went up the Kourou River on the mainland, where we bought produce and found bargains on French wine. On 19 July, we left French Guiana and sailed overnight to Suriname. We made our way up the Suriname River and anchored just after sunset with the light of a rising yellow moon to guide us. The next morning some fishermen provided us with buckets of shrimp and invited us to visit their camp on shore. Their shacks were built with materials found on the beach and they showed us how they dry the shrimp and prepare it for market.

We continued upriver to the bustling town of Paramaribo. The battered and weathered Dutch colonial architecture spoke of grander days past, but the liveliness of the street and the agreeable mix of Chinese, Javanese, Africans, Amerindians, and Dutch portrayed Suriname's eclectic present. We saw temples and mosques side by side, as well as strange voodoo wares for sale in the traditional market right across from a very modern Kentucky Fried Chicken. After a few days of exploring this interesting town, we filled our backpacks with bananas and pamplemousse (like a giant grapefruit) and sailed back out the river.

We had a pleasant three-day passage north along the coast to the island of Tobago. Just being back in the Caribbean felt like we were nearly home. We were reunited with a Namibian family on a boat called *STENELLA*, and a South African couple on *WARWICK*. We had often traveled with both boats along the South American coast. The captain of *STENELLA* had caught a monster of a tuna, which had to be consumed in a nightly series of parties on board their boat, and of course, we were happy to help.

After spending a lot of time in the muddy rivers of South America, it was wonderful to be in the warm, clear water of the Caribbean. Tobago offered many beautiful anchorages, some with excellent diving. We circumnavigated the island, stopping at as many anchorages as we had time for. The people of Tobago were warm and friendly, without the jaded attitude towards tourists that you often find in some of the other Caribbean islands. As is our luck with finding festivities around the world, we happened to arrive in the country just a few days before the "Great Race," the biggest party of the year, except for Carnival. Speed boats start from Trinidad and race across to Tobago, where a wild party in progress awaits their arrival. We were anchored right between the finish line and the party on the beach, so we were really in the thick of things. After a day of booming soca (sort of a modern form of calypso that is about as soothing as rap), we had enough, but the party continued for a couple more days!

Another interesting thing that happened in Tobago, was that we met a honeymooning couple from Annapolis, who happened to be sailors themselves, and we gave them a ride along the coast of the island. They were interested in the details of our trip and we were interested in all the latest news from Annapolis, so we had a fun time with them. Before we left Tobago, we were reunited with the California yachts *DANA* and *KOKANA*, whom we hadn't seen since Christmas in South Africa! Needless to say, the champagne flowed freely as we caught up on all the various adventures of our friends.

On 21 August, we sailed overnight to Trinidad, arriving in a torrential downpour. When the rain let up and we could finally see, we were amazed at the number of boats in the harbor. The marine businesses were booming. Besides the boating related businesses, Trinidad has a lot to offer. Washing machines, shopping malls, and Pizza Hut were first on our list of necessities, but then we discovered beautiful, undeveloped shores, bird-watching, chess playing, steel pan music, curried rotis, and callaloo soup. The local transportation was always interesting. In vans that were crammed full of friendly people, we either bobbed our heads to the pounding soca, hummed along with the gospel music and cheered "Praise the Lord" now and then, or listened to Bob Marley and watched the joint passed around the front seat, all depending on which driver we had that day.

Once again our timing was excellent, as we were in Trinidad for their Independence Day, which involved fireworks, a parade, and big street parties with lots of steel pan bands and larger, steel pan orchestras with as many as 20 musicians in a group. Unlike Carnival, there were very few tourists at these celebrations, which allowed us to feel like we were a part of things.

Before leaving Trinidad, we rented a car for a couple of days and headed into the mountains, winding through lush hillsides of banana trees and huge stands of bamboo. At the Asa Wright Nature Center, we sat on the balcony of an old coffee plantation house and watched the hummingbirds come to the feeders just a couple of feet away. We drove along the beautiful empty beaches, stopping to search for turtle tracks and take a swim. We also visited the Caroni Swamp, where we took a boat ride through the maze of channels in the mangroves to see the gorgeous scarlet ibis arriving in great numbers at sunset to settle into the mangrove branches.

On 6 September, we set out for the Venezuelan island of Margarita. The wind failed to materialize, leaving us to motor the whole way. As often happens on calm passages though, we were entertained with shooting stars, a lightning display, and dolphins churning up streams of phosphorescence around *ARGONAUTA*'s hull.

We were again surprised to see the number of boats anchored in the harbor when we arrived in Margarita. We've been spoiled by the many remote anchorages we've visited, and we were starting to realize that cruising the Caribbean is a whole different experience. The day after we arrived, an Annapolis friend, Sherry Krum, braved a visit. We rented a car to explore the island, visiting forts, cathedrals, and a castle, and sampling the local food. Believe it or not, once again our visit corresponded with a festival, although I have no idea what it was about.

Just off the coast of Margarita are two smaller islands, Coche and Cubagua. We sailed first to Coche and anchored off a windswept beach that is popular with windsurfing tourists. We then went around the corner and anchored in a peaceful harbor with only fishing boats and pelicans for neighbors. The sleepy village seemed to have only one passion--baseball--and we attained near-celebrity status just by saying we lived near the home of the Baltimore Orioles.

We sailed on to Cubagua, which was so desolate it made little Coche look like the big city. It was a scorching, arid island, covered with brown scrub and cactus. We stopped first to snorkel at a coral-encrusted shipwreck, where we had to swim through clouds of a non-stinging jellyfish-like creature. Although they were beautiful, it felt like swimming through Jello. Sherry's bad past experiences with jellyfish in the Chesapeake Bay didn't help her cope and she nearly bit through her snorkel from gritting her teeth.

Further along the shore there was only a small research station (closed) and a ramshackle mess of a house for the caretaker and his extended family. We anchored nearby and set out the next morning to find the ruins of Nueva Cadiz, the first European city in the Americas. It had been founded in 1492, but was completely wiped out by a tidal wave in 1541. We first visited the caretaker's shack and picked up two of the caretaker's sons, Jesus and Luis (age 13 and 10), to be our

guides. They were great kids, patiently dealing with our limited Spanish by using sign language and acting things out. They each carried a slingshot and managed to kill a tiny warbler and a lizard apparently for our entertainment. Hiking across the island was more challenging than we expected, especially since we didn't have enough sense to bring water. We constantly had to stop to pull huge thorns from our shoes as the vultures eyed us from overhead.

We eventually made it to the ruins, which were more vast than we imagined. Only the stone foundations of the houses and walls remained, all connected in a complex arrangement of hallways and walls. Nearby were the only other inhabitants of Cubagua, several fishermen living in makeshift camps along the beach. Our guides were ready to continue exploring, but we opted to avoid heat exhaustion and dehydration and asked them to lead us back. We followed the boys' example and ate cactus berries just for a little moisture! After recovering, we sailed back to our starting point on Margarita. Sherry caught a plane out the next morning, somewhat relieved to have survived another visit onboard *ARGONAUTA*!

One reason Margarita is popular with yachties is the provisioning. The stores have just about everything and the prices are good. So before we left, we made several trips to load up the boat with provisions to last us for the next few months. On 25 September, we left Margarita and sailed overnight to another Venezuelan island called Tortuga. Tortuga is an uninhabited island of long empty beaches with a few small cays and reefs off its northern coastline, which provide nice anchorages. We spent a week hopping along the coast, snorkeling, beach combing, fishing, and having beach barbecues with our friends on *DANA*.

We skipped visiting the next island group, Los Roques, and headed straight for Bonaire, part of the Netherland Antilles, since we were due to meet my brother there. Bonaire is known for this great scuba diving and we discovered that the reputation is well-deserved. After Norm arrived, we dove every day--sometimes twice a day--and it never failed to amaze me. The water is crystal clear and the reefs are incredibly healthy and diverse. It was Norm's first salt-water diving experience, so we had a hard time keeping him out of the water. There is nothing that compares with the other-worldly experience of exploring a coral reef (especially one as beautiful as in Bonaire), and it would be impossible for me to adequately describe it here. It is something we will really miss.

We found Bonaire to be a pretty nice place above the water's surface as well. It is another arid island with more cactus and lizards than I've seen in one place. On Norm's last day we rented a car and set off to see the old slave huts near the salt pans, flocks of flamingoes, as well as the cactus covered hills and wind-sculpted divi-divi trees of the national park. The town of Kralendijk, with its picturesque row of

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pastel painted Dutch homes and buildings along the waterfront was one of the cleanest places we'd ever seen.

Norm flew out on the morning of 13 October, and by that evening we were resupplied with fuel, water, and fresh produce and set off again to head back to Los Roques to meet my sister Liz and Jon's sister Carol, who would both be meeting us there. Since the trade winds tend to blow steadily from the East, we expected a rough ride heading back in that direction. Luck was with us though, and the trades died completely, allowing us to motor eastward in calm weather.

Los Roques is a Venezuelan atoll consisting of many small islands, most of which are uninhabited and part of a protected marine park. The airport is a tiny airstrip just steps from the beach and it was fun to pull the dinghy right up to the "terminal" to pick up our guests. The next couple weeks were spent as much in the water as out, as we sailed from island to island, snorkeling and beach-combing. The water was clear and warm and the beaches were completely unspoiled. Liz was thrilled to discover and photograph a colony of nesting

brown boobies on one island, and Carol was even more thrilled to be chased by a nasty looking gang of eight large barracudas while out snorkeling alone along a reef. We also discovered how beautiful it is to snorkel along the edges of the mangroves, swimming through the thick soup of glittery minnows and peering back in the colorful roots where there is a quiet world teeming with life. Carol was the most adventurous of us all, hopping overboard alone at night to stir up the phosphorescence and see what was happening on the bottom. One night she discovered a strange beast, which we later identified as a short-nosed batfish. It was one of the most bizarre creatures--marine or terrestrial--that we had ever seen.

For most of the sisters' visit we had wonderful weather, but on their last day, when we needed to sail back to the airstrip, it began to rain and the wind blew like heck right from the direction we needed to go. It was a long, rough, wet sail back. From out in the cockpit we could hear our sickly crew down below singing the Gilligan's Island theme song and the Song of the Edmund Fitzgerald, apparently an expression of their level of confidence in us. The only bright spot in the day was when Jon caught a four-foot wahoo, which temporarily added to the chaos on deck, and then became breakfast, lunch, and dinner for several days.

To be continued in the Summer issue of TOG News.

TOG NEWS

P.O. Box 379
Reedville, VA 22539-0379

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