

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME X NUMBER 79

SUMMER 1998

E-mail at Sea An Electronic Revolution Update

In our Winter newsletter (No. 77), we highlighted some recent innovations in electronics, such as computer-aided navigation and communications. Since then we have received some additional inputs from our members and other sources on one aspect of the electronic revolution: e-mail at sea. There are a number of approaches to get into "cyberspace", but we know that this revolution is not over and the changes in capabilities and their rapidity stagger the imagination.

There are two categories into which e-mail may be received. They are by use of telephones or by use of radio transceivers. If one were in coastal waters, a cellular telephone could be used; for offshore, satellite phone communications are necessary. Both of these still require a computer and modem designed for the application. Of greater interest to long range cruisers is the second category, the use of a transceiver, either Single Side Band (SSB) or Amateur Radio (HAM).

In the latter category, a number of options exist.

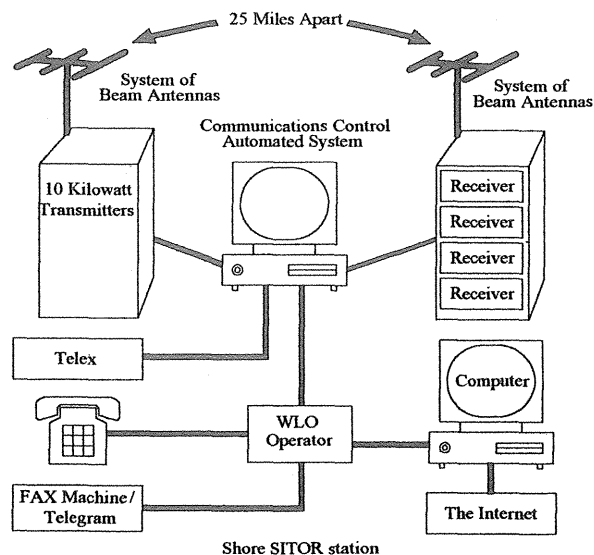
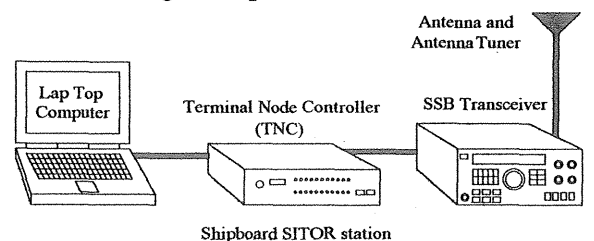
1) With Globe Wireless (Half Moon Bay, CA), one uses a simple modem connected to the computer with the "PC Mail" program. All letters are upper case, the data transfer is slow, but there is excellent coverage with 12 stations. The cost is about \$20 per month, plus an airtime charge. This option is currently used by Trevor Hodgson in *SYMPHONY*.

2) With Globe Wireless, Pin Oak Digital, and other companies, one uses a packet-type Terminal Node Controller (TNC) PACTOR, which is a more expensive device (about \$1400 to \$2000), but the data transfer is faster and both upper and lower case may be used. (Pin Oak currently only has one station in New Jersey.)

3) With Mobile Marine Radio (Codan, AL), one may use a standard TNC, such as the new BayPac TNC (about \$70). Mac McBroom of *OWL HOOT* sent us the following writeup:

"Several years ago my family asked me how they could get in touch with me in a hurry if they had to when I was cruising. I gave it some thought and decided to activate the second half of a system I had installed just to receive weather forecasts. This system consisted of a HAM transceiver, a Terminal Node Controller (TNC), and a laptop computer. Voila, I now have e-mail at sea.

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TOG Notes

PUBLICATION REVIEWS

There is a plethora of information about the cruising life and we try to keep informed about many aspects of cruising, as well as just "our boats". We have subscribed to several publications and exchange publications with other editors.

We are pleased with our sources, such as: *Caribbean Compass*, a monthly newspaper that covers the Southern Caribbean, edited by Sally Erdle; *SpinSheet*, a favorite monthly that is the Chesapeake Bay sailing primer, edited by Mary Iliff and Dave Gendell; *Soundings*, generally covering the East Coast of the U.S.; and *Latitude 38* covering the West Coast. This quarter we are pleased to review a new boating magazine below, *Good Old Boat*.

Starting a new magazine might be viewed as a relatively easy and lucrative thing to do, but just putting out a small newsletter four times a year puts a crimp in our playtime. This new magazine started by Karen Larson and Jerry Powlas of Maple Grove, MN will appear six times a year and is a labor of love. Intending to bring together a community of sailors who love and sail good old boats, *Good Old Boat* with subtitle, "still sailing after all these years" is an excellent, professionally presented magazine for all us "boat tinkerers". Look at Chuck Harris' items in the *TOG News* Maintenance section (p. 22). Tayana owners are continually upgrading, modifying, and resurrecting their boats. The premier issue of *Good Old Boat* arrived in our mail box in mid-June and contains articles on such weighty subjects as "Thru Hull Fittings", "Choosing the Right Metal...", and discussions on the Atomic 4 engine. Pictures are great, articles well written, and there will be something for everyone in future issues, we're sure. *Good Old Boat* has a website at <<http://www.goodoldboat.com>>; you could probably get a premier issue for the asking at (612) 420-8923. We recommend it.

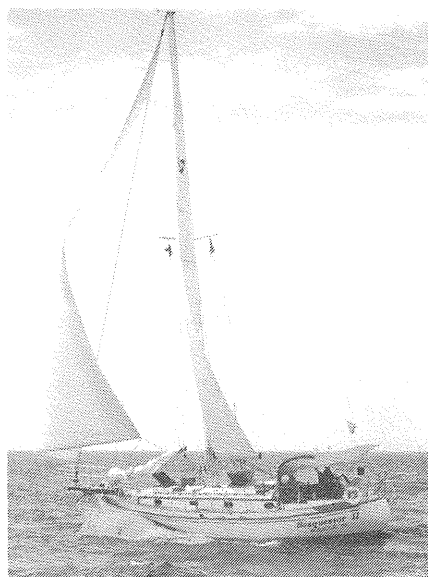
CHARTERS

For several years we have acknowledged that some members charter their boats by including their ads in the Ship's Store column. We feel that the notices may be better identified under a separate heading, as it appears in this issue (see page 32).

We would also be happy to post any boat swap offers in this column. For example, you may want to offer your boat in the Pacific Northwest for several weeks in the summer to someone in return for the use of theirs in the Southeast in the winter. Please understand that TOG cannot be responsible for any brokering difficulties that may ensue; we are just providing the vehicle to post the notice!

PHOTO COMPETITION

Last issue we offered a competition for the best boat picture each quarter. As we received no other entries, we are pleased to announce that Bill and Rockie's *SEAQUESTOR II* (T-37, hull #547) has won by default! This picture also appears on the TOG Home Page, as can any of yours, should we receive entries. The picture credit goes to John Kraft, who took the photo coming out of the West River after a TOG Rendezvous on the Chesapeake Bay several years ago.



CHAT ROOMS

In internet jargon, Chat Rooms are internet locations where people may log in to discuss various issues. We have been asked by a number of members to sponsor/manage such a service. We have been reluctant to do so because of our time constraints; we understand it takes almost daily effort to manage/monitor a location and we are too mobile to do that. We understand that there are several Bulletin Boards/Chat Rooms that do exist, but we do not sponsor them. One such location is at <www.sailnet.com>. As others are found we will put them in TOGLINKS on our website at <www.tognews.org>.

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Back Copies: \$2.50/issue. A complimentary copy of the TOG News Index (Issues 1-75) is available upon request.

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 379, Reedville, VA 22539-0379, (804) 453-5700 to place your item or e-mail at <tognews@crosslink.net>.

AIRSTREAM, a 1979 T-37, rare pilot-house cutter, is for sale. She has had a thorough refit in '95-'96, including: a new Seafrust holding plate fridge-freezer (engine drive and AC); Navico 8000 autopilot; two Garmin GPSs; one year old Caribe dinghy with 10 hp Toshiba; new standing and running rigging; new sails, ground tackle, and windlass; Perkins 4-108 engine; Balmor 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 (501) 643-2619.

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. Berthed in Annapolis, MD. Asking \$71,000. Call (716) 352-4234.

BLUE MOON (T-37, hull #95) is interested in a boom gallows. Anyone have one for sale? Contact Chuck Harris at <canvas@iu.net>.

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 feet chain rode, Profurl roller furling, five sails (mainsail, 150 genoa, staysail, yankee, and cruising spinnaker), movable inner stay, mast pulpits, lightning 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 vinylester 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.

ELIZA, a 1980 T-37 owned by Nancy and Charles Harper-Smith is currently for sale in Corpus Christi, TX. In excellent condition, she is fully fitted out and ready to sail away. She recently completed Trans-Atlantic, Bermuda and Boston to Corpus Christi offshore passages. **ELIZA** was refitted in 1993 and has all of the options that the better equipped T-37s have, including a Yanmar 3QM30 engine, hard dinghy, mast steps, drifter and storm jib, 100 gal. of water, and 100 gal. of fuel. Electronics include Micrologic GPS and LORAN, two VHF's, Navico autopilot and depth sounder, and S&R Log & wind speed/direction. Two 35 pound CQR anchors with a combination of line and chain, emergency watermaker, EPIRB, and four-man offshore life raft are some of the anchor and safety equipment available. There are numerous other spare parts and equipment onboard, too numerous to mention. Retired owners will assist with delivery anywhere. You can contact them at (830) 833-9055 or write HC4 Box 661, Old Kendalia Road, Blanco, TX 78606-9754. Reasonably priced at \$65,000.

INTREPID (T-37, hull #461) has the following items for sale: 1) Almost complete set of Tayana standing rigging with original closed barrel-type turnbuckles (not including backstay or inner forestay). Excellent condition, due to upgrading rigging from 5/16" to 3/8". Estimate total weight at 150 pounds; probably too heavy and bulky to ship. Price \$50. 2) Fiberglass rowing dinghy with wooden oars and oar locks. Teak seat in stern and midships. Made in Taiwan and fits nicely on Tayana davits. Length 8.5 feet; beam 3.5 feet; weight approximately 85 pounds. Price \$400. Too big to ship. 3) Tayana all-teak boarding ladder. Hangs on either port or starboard side and is hinged in middle. Price \$25, no shipping included. Contact Patrick Maslen at 212 Stow Road, Harvard, MA 01451, phone (508) 456-3804 (H) or (617) 370-1525 (W), or e-mail <72451,1251@compuserve.com>.

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.

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News from the fleet...

Fred and Susan Abel are on schedule with their cruising plans onboard *ABEL LADY* (T-47, hull #17). Fred reports, "Susan and I have both quit our jobs and are preparing to move aboard in May. We will leave the Tampa Bay area at the end of June. Our plans are very soft right now, with the primary concern being to become familiar with the boat and the new gear we have put onboard." (4/98)

Bryan and Linda Biesanz on *SERENDIPITY* (T-37, hull #405) project, "We will be heading up the inside passage to Juneau, AK from Washington state in mid to late May. We're going to take it easy and get a good solid feel for our new boat." (4/98)

Deborah and Brian Brooks note from *TAMARAKII* (V-42, hull #97), "We are presently in Nassau, Bahamas, enroute to Georgetown and loving it all!" (5/98)

New member, Louie Bugenig writes, "I am currently scouring the west coast in search of an older (i.e., 1979) pilothouse. I have done a great deal of research and I am dead set on getting a Tayana. I love 'em! I am hoping that by joining your group I may be able to further my knowledge of these fine boats and hopefully find one to buy." (3/98)

Bill and Donna Croff purchased *DESPERADO*, their V-42 (hull #36) in 1992 and have been cruising the Caribbean since 1994. Donna reports, "In August 1997, while on the hard at Power Boats in Trinidad, Bill fell ten feet to the ground fracturing his right hip and wrist. After seven months in Trinidad recovering from surgery, we are once again ready to resume cruising. Our plans are to continue west to Panama and look forward to new anchorages." (5/98)

John and Ann Doerr dropped a note to let us know they have put down an anchor from *SPIRIT* (T-37, hull #388) in Naples, FL. John writes, "We spent the winter wandering around South Florida. Every thought of going to the Bahamas was dashed by long periods of unsettled weather. We got our share of high winds, lots of rain, tornadoes, etc. in the Keys tied up to a good stout dock. Ground Hog Day storm had winds at 76 mph with a tornado less than ten miles away. The weather settled down and we made our way through the Everglades up the west coast of Florida and found a nice house--30 years old (very old for Southwest Florida)--in Naples and moved in last month. The boat is at Snead Island Boat Works on the Manatee River. It is on the hard for the summer, while we go to Northern Michigan to open our cottage, on to Philadelphia to get my youngest daughter

married, then return to Michigan. We will fly to Nova Scotia to see the place and visit friends. We'll return to Florida in September, then go to Italy on a long planned trip. Finally, we will return to FLorida and get the boat back in the water. Still looking for a place to moor *SPIRIT*; it is tough around Naples with all this skinny water and so few marinas. We'll try for the Bahamas again next Winter/Spring." (5/98)

Ed Doran is a prospective owner from Texas who shares, "I was down in Corpus Christi a couple of weeks ago and had a chance to haunt the docks and noticed two T-37s, but neither are on the roster. [Editor's Note: We obviously have more Tayana owners to contact.]

There's a race from Houston to Vera Cruz, Mexico coming up at the end of May. I'm not really interested in racing down to Vera Cruz, but would like to get a berth on one of the boats cruising back to Houston. It looks like about a five-day offshore run and I'd like to build up my offshore time." (4/98)

Kent Dudley, owner of *LADY BESS* (T-37, hull #423), writes, "I'm crewing this year to Cuba and we plan to leave May 21 and stay two weeks. My neighbor [Mike Tibbs] is taking his T-37 (hull #432), *PANACEA* for the first time. We are going to explore two islands on the northwestern coast." (5/98) [Editor's Note: Kent is participating in the Third Annual Tampa to Havana Yacht Race.]

Paul and Marion Fishman informed us from Bequia, "We now own a V-42 (hull #124) named *GAMELAN*." Obviously, they are cruising! (4/98)

Ian and Susan Garriques onboard *MAGIC DRAGON* (T-37, hull #479) pen, "We've been in the Bahamas. We're moving our base to the west coast of Florida. Key West is getting too crowded, so we are going to try Punta Gorda for a while." (4/98)

Chuck Harris and Nancy Eitapence have been busy with a major re-fit to their T-37, *LOON* (hull #95) since they purchased her in February. (See their input in the Maintenance Section on page 22.) Part of the upgrade will include painting the boat. They write, "We have decided to paint the hull and mast with Awlgrip, the hull Royal Blue and the mast and booms Ice Blue. Along with that we're going to add to the name. Instead of just *LOON*, it will be *BLUE MOON*, which we believe doesn't violate the bad luck rule because the same letters are still in the name." (5/98)

"J" and Sue Hess write, "After we purchased our T-37, hull #363 from Harvey Crouch in late 1994, and renamed her the *CREWS TWO*, we spent three months at the Seabrook Ship Yard in Seabrook, TX, preparing her for the trip to Pensacola, FL. We retired in January of 1996, sold the house, and became full-time live-aboards. We had dreamed and planned this for ten years. We sailed offshore to Pensacola in March of '96. We spent the summer re-fitting her for our

TOG NEWS

ADDENDUM

Editor's Note: In our haste to get the Summer issue of TOG News to the printer, we overlooked several items of input for the Ship's Store and News From the Fleet, plus an update on the San Diego Rendezvous. Obviously we had more information than could fit in sixteen pages.

News from the fleet...

Sylvia and Stan Dabney, former Tayana owners and faithful TOG supporters, are now live aboard and cruising yacht specialists for Offshore Atlantic Yachts, Inc. in Riviera Beach, FL. They share, "Our office sets right on the Intracoastal Waterway, at the end of P-Nut Island. From here we can see the main entrance from the Atlantic, Lake Worth Inlet, and all the boats going North and South. Many Tayana owners come into this inlet for a good anchorage after being offshore and many pass by going North and South to an anchorage at Lake Worth, just a couple of miles up the waterway. My point is it's spring, the Northern migration has started, and we have seen and called three V-42s via VHF in the last week. Bernie [Francis] onboard *QUEST* (T-37, hull #274) is moored here at Old Port Cove and working for West Marine. Our phone number is (561) 845-9303 and we're always happy to help fellow TOG members in their travels by passing on information regarding anchoring, services, stores, and other friendly boaters. Our VHF is not on all the time, but our eyes are focused toward the sea, though we do miss a few comings and goings, I'm sure. When the VHF is on, we're NATIVE SUN and Larry Smith, who also lives at Old Port Cove and visits most of the boats anchoring on the weekends by dink, is CHAPPAREL." (4/98)

Bob Granger, owner of *POEM*, observes, "When I bought my '86 T-37, hull #477, I was told the diesel tank held 90 gallons. I recently drained it completely and refilled it. It took 75 gallons only!" (5/98)

Rendezvous Roundup

The second annual Tayana Rendezvous in San Diego to be hosted by Dan and Kay Peter of Cabrillo Yachts, Inc. has been postponed; no date has been set. Please check with Dan or Kay periodically, if you are interested in attending. They can be reached at (619) 523-1745 or <cabrillo@cerf.net>.

Ship's Store...

CINDY LEE, a V-42 center cockpit (hull #41) built in 1981 is for sale at \$135,000 by Dan and Cindy Cram. She has been modified to include 6'2" of headroom under the bimini and underwent an extensive re-fit in 1997, including all new canvas; new or upgraded electronics and SSB; new cold plate refrigeration; norcold 110/12v separate system; new fully battened main, cruising spinnaker, and tacker; new mattresses for main cabin and V-berth; watermaker; 100 amp alternator and E-meter battery monitoring system; 3 anchors; 200' of new chain; Simpson Lawrence 1500 windlass (under warranty); Autohelm 6000 (under warranty); and LOTS MORE! Call (602) 971-0804 for a free brochure or \$6 video.

CINDY LEE also has a complete set of Imray charts, Bahamas to Bonaire, and all the cruising guides for sale at \$150, including postage. Call (303) 829-0716.

QUEST, our 1982/83 T-37 (hull #349) is for sale. It has a Perkins 4-108 engine; all standing rigging has been replaced; all sails, including the main, have roller furling; the mast is stepped on the keel and there are no teak decks. It has got to be one of the best equipped T-37s anywhere; we have spent about \$50,000 in the past 3-4 years equipping her. An equipment list is available to those interested. We are asking \$98,500. Please write to Burt and Virginia Carlisle at P.O. Box 88427, Atlanta, GA 30356-8427 or call (770) 458-9832 and leave a message. We check the messages daily in the evening.

SOLIDARITY, T-37 (hull #374), is looking to purchase a Fiberglass low profile cowl vent, white on the outside, red on the inside, with a 4 1/8 inch outer diameter, bronze threaded base. Please contact Ed or Emily Dochoda at 14115 Boulder Falls Court, Houston, TX 77062-8023 or call (281) 488-8871.

trip to the Bahamas. We left Pensacola in October of '96 and spent the next three months gunkholing down the west coast of Florida to Key West, where we stayed until February of '97.

We sailed up the coast to Miami and then across to Gun Cay, cleared customs and continued our trip to Nassau and eventually down into the Exumas. We thoroughly enjoyed ourselves and our little ship. She never once caused us a moments apprehension. I can't say enough about the seaworthiness of our T-37.

We returned to Pensacola in June of '97 and spent several months working to rebuild the cruising kitty. In May of '98, we once again sailed offshore to Galveston, TX, where we will stay for a while at the Watergate Yacht Center on Clear Lake.

While on the return trip from the Bahamas, we got the anchor stuck in rocks and unfortunately broke the bow platform. We have two anchors all the way out to the end of the pulpit, a poor set-up, to say the least. Now that we have resettled, we will figure out some way to correct this problem." (5/98)

Fred (Skip) Lieder just sailed *MAGIC DRAGON* (T-37, hull #391) from Miami to spend the summer on the Chesapeake Bay. He reports, "My son helped me sail her up and we stayed outside. We hit a storm off the Carolinas that became stationary over our heads and blew from the north at 30-40 knots. That's not a good direction when you're in the Gulf Stream. Making no real progress, we hove to under a triple reefed main, with the rudder lashed hard over, and rode it out for three days. *MAGIC DRAGON* did all the work and treated us to a comfortable ride, considering what was going on out there." (5/98)

Mac McBroom sends news from Jacksonville, FL. "The plan at the moment is to head for the Chesapeake Bay for the Summer and then to the Islands in the Fall with my new friend, Becky. Becky joined me on *OWLHOOT* (T-37, hull #496) a few months ago as chief cook and bottle washer and has brightened my cruising future considerably." (4/98)

New members, Henry and Lee-Ann McKintuck from Victoria, British Columbia, cruise on *JILCASIN* (T-37, hull #49) with their sea cat "Billy". They report, "After three years of cruising the Pacific Northwest, it was time to head to warmer waters. We left September '97 and yes, the water is definitely warmer. It is also lumpier and a lot less predictable, thanks to El Nino. Currently we live for the moment and when asked "where next?", our answer varies from day to day. San Blas, Panama, or the South Pacific, who knows. Right now I think I'll go for a swim. Wishing you fair winds and following seas." (5/98)

Gary Monnell, owner of *IRISHMIST* (T-37, hull #465) reports from Carson Yacht Brokerage in Palmetto, FL, where he works, "We sold *GRACE*, John and Pamela McClay's T-37 (hull #474) to George and Kathleen Robertson in Camano Island, WA." (3/98)

Dick and Jane Rogavin write from Puerto Rico, "All is well with us. Kind of wish *JARANDEB* (T-37, hull #354) was in as good a shape as we are. We're actually winding down with our repairs and hopefully should be ready to head down island within the next couple of weeks. We would like to be in Trinidad for the hurricane season. In fact, we have to be in order to have coverage on our boat insurance policy." (4/98) [See p. 26 for a story of *JARANDEB*'s latest travels.]

John Sams, owner of *ROBIN* (T-37, hull #316), reports, "My boat has been out of the water since December. I had about 250 small, fingernail-size blisters on each side and decided to have the underwater hull planed to the fiberglass. I am waiting for it to dry out as much as possible before installing an epoxy barrier coat. I did a less thorough barrier coat (Interlux) back in 1991, but it only lasted about four years before blisters reappeared." (4/98)

Roger and Nancyann Thorne cruise on *GWENNAN OF CAMBRIA* (T-37, hull #139). Nancyann e-mailed this message, "We have been in Mexico again this winter and it is good to be home in Malin, [Oregon] and in the U.S.A. There is nothing like your own bed at home and NOTHING LIKE THE U.S.A.

We have a permanent e-mail address now. I got tired of having to figure out a new one each six months, so now I pay for AOL all year and use it with my laptop while in Mexico. I use the cyber-cafes and it works out well. I am looking into e-mail through the ham radio, but have not been convinced it is the best way for us to go." (4/98) [Their e-mail address is <FLYINGSUN@aol.com>.]

David Waltz is in the Bay Islands of Honduras with *VICTORIA*, his T-37 (hull #222). He writes, "We have a cruising regatta here in a week or so, with at least three T-37s entered." (5/98)

Eckard and Gisela Zehm report, "A dream has come true. Our sailing adventure [aboard *KARIN* (T-37, hull #255)] is going to start in May. First we plan to sail the Mediterranean. Winter will be spent on Mallorca. At the end of 1999, hopefully the Atlantic crossing to the Caribbean will take place." (5/98)

Maintenance and equipment comments and questions...

INNER STAY ATTACHMENT

Chuck Harris and Nancy Eitapence purchased *LOON* (T-37, hull #95) earlier this year from Jonathan Ela. They are doing some major overhauling, with the assistance of some "experts", before setting sail. Chuck has shared some of their learning experiences with us via e-mail.

"When you buy an older boat, you encounter almost ALL systems gone bad, from rigging to thru-hulls; it all needs to be replaced or serviced. Since we want to go sailing before the turn of the century, I decided to call on my friend Mark, a boat repairman by trade, who attacks tough jobs with a "can-do" attitude. For example, he looked at a tough seacock that I couldn't get out and had it out in five minutes. He took off the bowsprit--no problem! He's going to make a new one. When we removed the old bowsprit, we found that all that was holding the inner stay onto the sprit was four stainless steel bolts screwed into an aluminum plate on the sprit. They were only into the aluminum 1/2 inch and even though the bronze mounting block was designed for a threaded rod to go through the bowsprit, there was not one attached. That meant that the inner stay could have easily come loose under storm conditions! So we are going to do it the right way and anchor it through the bowsprit to a turnbuckle secured to the hull in the anchor locker."

TEAK DECK REMOVAL

Chuck continues, "I also decided to get rid of the teak decks. Mark will make short work of them and any repairs to the deck. [However,] I removed the entire starboard side teak decks and was going to start filling the screw holes with epoxy, when I drilled a few holes bigger to check the core; the drill bit came up wet with rotten wood on it. I'm sure glad we decided to trash the teak decks. There is so much water in the core it is seeping out of the lower screw holes and pooling at the toerail. It makes me wonder why a grown man with his sanity intact would opt to put over 1,000 holes in his deck and then screw something to it as maintenance intensive as teak. I really can't imagine that any boat over 10 years old with teak decks does not have core problems. After sawing a section about 1 x 2 feet, we discovered that the balsa core is not rotten, just very wet. A moisture meter was used to check all the topsides and we found the entire deck to be saturated. Also a couple of areas in the cabin top were wet inside. Fortunately the caprail seems to be dry inside. I hope I have prompted you to run a moisture meter over your deck.

In order to dry out the deck core, we are going to build a PVC frame and cover the entire boat with six mil plastic. Then we are going to cut numerous holes 3/4 inch in diameter all over the deck. We will then put two heaters inside the cover and let evaporation do the trick (we hope). After it dries out, we'll repair the holes with fiberglass and gelcoat it all. This includes removing the wood trim on the cabintop, along with all the deck hardware. The area around the mast was wet, too, which means we will probably have to cut it away or drill holes in it to dry it also.

I was mistaken to think the cockpit was solid Fiberglass Reinforced Plastic (FRP). It is cored also with balsa. The moisture meter detected no water in the cockpit core, so I might try to salvage that section of teak just for esthetics. It is interesting to see the pattern of 2 x 4 x 1/2 inch pieces of end grain balsa. It is much more solid and sturdy looking than I had imagined. The fiberglass underneath is THICK, at least 3/8 inch on either side of the Balsa wood core. It is so sturdy the deck won't flex, even when jumping on the deck or just removing the wood. So there's really no way of telling if you have a problem, even though the core is history. I feel very fortunate that we had no rotten wood, only moisture. Here's hoping our plan will work and we'll have nice new fiberglass non-skid in about a month.

An engineer friend of ours has a gorgeous Southern Cross 39 that he has built to an incredible standard of perfection. He has a method of insuring that no water reaches his deck core by overdrilling the deck hardware holes and filling them all with epoxy. He then redrills them to the original hole sizes, and in this way if water does get into a screw hole, it can go no farther due to the epoxy. We are thinking of doing this also."

About three weeks later, Chuck reports, "We have managed to cover all the screw holes from the teak decking with fiberglass. After grinding the rows of holes down to fiberglass, Mark cut strips of fiberglass and laid them in the rows, then wetted them with resin. All the holes are now covered and reinforced. The next step is to sand all that down to get it as faired as possible, then fair it some more with some fairing compound. A surveyor is going to check for any moisture in the decks before Mark gel-coats the decks. We think we might tint the non-skid areas with just a hint of the blue that's in the mast and booms."

SAIL PLAN AND OPERATION QUESTIONS

As Chuck Harris removed all the main boom hardware, he wondered about the eventual mainsail boom set-up regarding reefing, etc. "Does anyone have suggestions regarding furling gear to use or to avoid? Can the staysail remain self-tending with a furler? Any recommendations regarding mainsail types and reefing points?" Please respond to TOG or directly to Chuck at <canvas@iu.net>.

RE-FIT PHILOSOPHY

In conclusion, there are a lot of decisions to be made in a re-fit process like Chuck Harris is doing. He muses, "Thinking about all the work we've done so far, a common thread has run through just about all of it. Should we take off the teak decks or not? Remove the engine or not? Replace the mast step or not? Well in each case, we decided to do all of those jobs and it was a good thing! The engine mounts had one without a nut; three out of four bolts holding the forward mounts down just snapped off when I tried to unscrew the nut. There [also] was much rust on the transmission that was hidden until we took the engine out. The teak decks proved to be the nightmare we figured on; a moisture meter confirmed our worst fear and the decks were saturated. The mast step was a pile of rust, even though it was stainless steel. I've been told that [earlier] Taiwanese stainless steel is not good quality; I believe it now. While removing hardware from the mast, one of the bolts holding a lower shroud just snapped off, rusted through. The point to all this is if you think it MIGHT need to be done, it probably does."

ALTERNATOR DRIVE PULLEY

In the Winter '97 *TOG News*, Patrick Maslen posed several questions regarding maintenance of *INTREPID*, his T-37, hull #485. Patrick thanks everyone who responded and herewith reports the outcome.

"I finally purchased an AmplePower (Powertap, Inc. in Seattle, WA 206-789-4743) alternator along with a Heart Interface Cruising Equipment Link 2000R Energy monitor with a built-in smart regulator from Jack Rabbit Energy Systems in Stamford, CT (203-961-8133) because they had the best price for the whole package. In coming to my decision, due to concern about "amp"le output at low engine speed, I gathered all the spec sheets for all the marine alternators I could find and plotted the output versus speed of rotation using their 122 degrees Fratings. I was quite surprised by the results. With the standard pulley arrangement (2.7 inches on the alternator and 5.5 inches on the 3QM30 Yanmar engine) and an operating speed range for the engine of 750-1875 rpms, the AmplePower #4023 (nominally 125 amps) puts out more amps than a 150 amp alternator, such as Balmar's 90-150. This

is not a result of any manufacturing deficiency of Balmar alternators, but rather the result of design decisions made when trying to get 150 amps from an alternator of a given volume and weight. The 150 amp Balmar will put out more amps if you can spin it up beyond 3750 rpms (1875 engine rpms), but with the Yanmar 3QM30 using standard pulleys and engine mounted brackets, the 125 amp Powertap is the clear winner over the above-mentioned operating speed."

CUTLASS BEARING

Pat continues, "Replacing the cutlass bearing was relatively straight forward once I had the right tools, namely a 24 inch Stilson pipe wrench. Although Lynn and Roger Griffith [former owners of *WELUVIT*, T-37 (hull #393)] suggested pulling the prop shaft and using a reciprocating hacksaw to make a longitudinal cut on the inside of the cutlass bearing to release it, I opted for the bearing housing removal method, suggested by several people, including Denis and Arleen Webster on *TIGERLILY* (T-37, hull #564) in Belize. The bearing size is 1.25 inches inner diameter (ID) by 1.75 inches outer diameter (OD) by 5 inches long. My cost was \$69 from H&H Propeller in Salem, MA, however, I see West Marine sells the same bearing, their #381566, for \$66. The procedure I used is as follows:

1) Scribe a line on the shaft at the end of the prop hub for future reference when reinstalling the propeller. Remove the cotter pin on the propeller lock nut and back off both nuts with 1-1/2 inch wrenches. (Note these are left hand threads!)

2) Spray a little WD40, if you can, into the keyway slot of the propeller to facilitate prop removal and pull out the prop with the appropriate puller. I used a three-bladed puller I purchased from West Marine last year, but I do not see it in the 1998 catalog. DO NOT lose the stainless steel key. It was an odd size on my shaft (.270 inches wide x .245 inches high), which I suspect is metric (7 mm square at one time and the height had been milled down).

3) Leave the four double nuts on the housing studs locked together and back out the studs (right hand threads). There are captive nuts in the keel. I had to work the studs back and forth to get them out (1/4 turn out, then 1/8 turn in) because the top (outboard) end of the studs had been sealed with black polysulfide caulking and I did not want to shear off the studs. Each of my studs was a different length, so you might want to mark yours to avoid assembly problems.

4) Carefully pry the grounding strap away from the housing. The copper on mine was somewhat brittle.

5) Being careful not to gouge up the two set screws, put a BIG pipe wrench on the end of the housing (it is 2.5 inches OD) and screw it off the shaft log. It has standard right hand threads. The outboard end of the shaft log threads had been sealed to the housing with what appeared to be a clear caulking, which had turned to a hard, brittle, almost plastic-like consistency.

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More maintenance and equipment comments...

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6) Remove the two set screws that hold the bearing in the housing and have the bearing pressed out. I tried to press it out myself, but was unsuccessful due to the presence of a lip at the back of the cutlass bearing housing. The ID of this lip is the same as the OD of the cutlass bearing rubber insert and prevented my pressing tool from coming in hard contact with the bronze part of the bearing. Therefore, most of the force of my tool was dissipated by the rubber. I had most of this lip machined out by the prop shop, as its only purpose is to prevent pressing the new bearing in too far. They left about 1/16 inch, which should be enough to prevent over pressing and allow me to do it myself the next time. The new bearing and the shaft now have about a cold .003-.005 inch diameter clearance.

7) I first put everything back together dry to check clearances. I noted that one of the studs was too long, i.e., when the housing was threaded onto the shaft log and the stud was fully threaded and seated into its appropriate hole, the in-threaded portion of the stud protruded above the flange of the housing. The double nuts therefore ran out of threads before being able to tighten against the housing flange. A couple of washers under the offending nut would have fixed it, but since I did not have any, I hacksawed 1/8 inch from the inboard end of the stud.

8) As previously mentioned, the housing and shaft log threads had some sort of sealant on them. The prop shaft shop recommended teflon tape. This was somewhat hard to apply because most of the shaft log threads are shrouded by the keel. I therefore could only get the outboard 1/2 inch of the shaft log covered. I also put a little black polysulfide sealant on the outboard two or three of the inside threads of the housing (closest to the weep hole in the housing). Since these threads only come into engagement with the mating threads on the shaft log during the last two tightening turns of the housing, future removal should not be too impeded. A good seal here is required so water does not seep into the space between the keel and the outside of the shaft log.

9) I put black polysulfide on the mating surfaces of the housing flange and the keel and threaded the housing onto the shaft log.

10) Rebind the ground strap over the housing.

11) Insert the four housing studs into their respective holes, but do not screw them into the nuts before squeezing some black polysulfide into the clearance space between the studs and the housing. If you put the caulking in before inserting the studs, you are going to get sealant all over the stud threads, which engage the captive nuts inside the keel and this could make future removal difficult.

12) Screw the studs into the captive nuts. These do not have to be too tight. Just make sure they are threaded four

or five complete turns into the nut. Unless you have a stud wrench, lock the double nuts on the end of the stud and use a regular wrench to tighten them.

13) I had previously measured the keyway and found it to be .273 inches wide (6.93 mm). I noted indications on the sides of the key that the prop had been twisting back and forth on the shaft, so I decided to have a new key made. I bought a 12 inch long piece of 5/16 inch square stainless keystock and had it sized to .274 x .250 inches--slightly oversize. I then cut off a two inch long piece and rounded the ends with a file to fit the shaft keyway. The side to side fit of the key should be a very LIGHT tap-in fit. I achieved this by laying the key on a flat file and moving the key back and forth with even, medium pressure until I got the desired fit. Top to bottom fit is not critical, as long as the prop can slide over it without binding, causing the prop not to go on all the way.

14) Put a thin film of waterproof grease on the shaft and put the prop and nuts back. I'm not sure how much torque is appropriate, considering that the nuts are bronze. On my shaft, the lock nut is cross drilled with a 3/16 inch cotter pin, so the nut and the mating hole in the shaft only line up at one specific location. This resulted in a .015 inch space between the two nuts. The main prop nut will probably hold the shaft adequately, but I made up four shims out of .004 inch stainless (it cuts easily with scissors and a nibbling tool) to close up the space.

15) Other than trips back and forth to West Marine, total time for this exercise was one and a half hours to disassemble and two hours to assemble. It took me an hour to make the shims.

STOWING INNER FORESTAYS

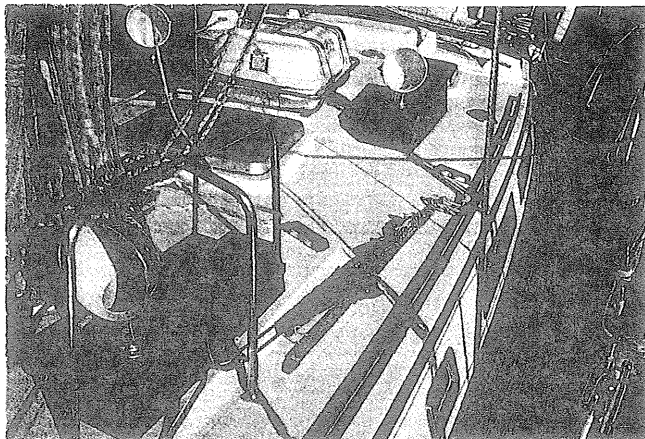
David Povich, owner of *CONFRONTATION* (T-52, hull #25), offers his solution to the problem of securing the detachable end of the inner forestay. "I have an aft cockpit custom Tayana 52 with a removable inner forestay. It is, as you know, preferred by many for offshore, and we have raced the boat to Bermuda and cruised to Maine. We fabricated a stainless steel "shoe" that we attached to the deck adjacent to the forward port dorade. It is positioned so the inner forestay is carried about a foot forward of the spreader. On deck, we simply bring the forestay around the shoe so as not to crimp it, and attach the inner forestay release lever to the staysail sheet track. I use a small, four-part tackle to create enough tension to hold the forestay in place against the shoe, and slip a leather boot over the lever to protect the cabin top (see photo opposite). In ten years of use, even in severe weather, we have never had any difficulty with this arrangement."

[Editor's Note: David's solution was also published in the March 1998 issue of *Practical Sailor*.]

DECK LEAK

Gil Smith tells how he solved his deck leak on *RUNNING FREE* (V-42, hull #101). "At first it only dripped when it rained hard, but it got worse and boarding water caused lots of water to come in. It dripped on the counter in the galley, which is just to starboard as one comes down the steps. Above the counter is a cabinet; the water dripped from the bottom of the cabinet and seemed to appear from no where. I spent hours rebedding the power cable receptacle, speakers, vents, everything on the starboard side, but the water still came in. One rainy day I started taping plastic over the area I thought held the leak, but water still dripped. Taping over the fore deck did nothing. To make a long story short, I pulled up the rubber seal on the propane locker lid on the starboard deck and was shocked at what I saw. The forward wall of the locker is a bulkhead; the top edge of the bulkhead is exposed in the opening of the propane locker. It was never sealed in any way. The end grain of the bulkhead was delaminating and I could see way down into the wood. If you have a leak over your counter, check your propane locker. This is a very poor design to leave end grain exposed to the outside. Tayana also does this in their showers and soon the floor is rotten.

To fix the bulkhead I pulled the propane tanks, put in two small electric heaters, set on low, and closed the lid all but one inch. I covered the area to keep out anymore rain. I kept a close watch over it, and about two days later it was pretty dry. I then took a foot long drill, 1/4 inch in diameter and made 10 or 15 holes down into the bulkhead in which I poured "Get Rot". When it started to drip inside I stopped. The next day I added more Get Rot. Next I made a half inch high dam along the rear edge of the bulkhead with duct tape and poured in some West System Epoxy. After it cured, I pulled the tape. I took a water hose and blasted it with water for 30 minutes. NO MORE LEAKS."



FREEZER RE-INSULATION

Gil also relates how his freezer would not hold cold very long, so he proceeded to investigate. "I pulled the sink, then the counter top. The liner inside the box is stainless steel (this is the hard part) and the freezer and fridge steel boxes are joined at the top and bottom. The top is easy to cut; I accessed the bottom by cutting the bottom corner that is next to the other box. The foam was saturated with water; the water would freeze, act as a heat conductor, and warm up the box. I had to use an ice cream scoop to dig out the foam. (I took out all the foam under the fridge as well.)

I used a urethane foam with a thin fiberglass cover on both sides to re-insulate. I bought it in Mobile, AL from Seemann Fiberglass Inc. (205) 653-5066. Their main office is at 6117 River Road, Harahan, LA 70123, phone (504) 738-6035. They have two other outlets besides the one in Mobile. The foam comes in one or two inch thick panels; the panels are four by eight feet. The R-factor is R-7 per inch. This was the best foam I could find. Epoxy sticks to urethane. If you put epoxy on some styrofoam, it will melt. It can be cut with a big sharp knife, but a big hand wood saw works better. The cut edge is a bit ragged after a cut, so use a big rasp with continuous edges (not a file with a lot of little points) and it will make the edge very smooth. I put West Systems on the edges to make the foam waterproof. However, if exposed to water for a long time, it will soak into the foam, which will ruin the R-factor. I worked from the outer wall in, gluing the fitted panels to the walls or bulkhead. I placed struts inside the box to hold the freshly glued panels tight against the wall or the last panel. The very last panels should have two or three layers of glass cloth on the inside; add white pigment to the West Systems. This will make the inside look like a real fridge. Work on a bench to do the cloth on the panels. I also used fiberglass tape on the corners. The inside can be made to look very finished, but it is not easy to do. I cut the new foam in small blocks and refilled the gap under the fridge, too.

If you need to hang a holding plate inside the box, bury two boards inside the foam. I used two pieces of wood 1/2 x 1 x 10. I epoxied them into one of the inner panels directly behind the spot where the screws hold the holding plate. The foam is not dense enough to support much weight. Make sure to use West System Epoxy because it has no smell. If you use other stuff, you will never get the smell out. Your food will be ugly.

Now when my wife defrosts the freezer, we turn it off and it takes 48 hours to get up to 32 degrees. We can keep ice cream rock hard and it's 98 degrees outside here in Florida in the summer. You can get better insulation, but it runs about \$350 for a 1 x 32 x 48 inch panel with a R-30 factor. It can not be cut, so it's very hard to work with. It also is not good on the budget. The foam I used cost about \$18 a panel."

Second Time Around

by Dick and Jane Rogavin

In the Winter '97 issue of TOG News, we featured the story of Dick and Jane Rogavin's circumnavigation of the Caribbean onboard their T-37 (hull #354), JARANDEB. This continues the saga of their adventures, as they start their second circumnavigation.

After arriving back in the USA from Isla Mujeres, Mexico [in May 1996], we spent the next several months driving to visit friends and relatives. The friends one makes while cruising is beyond belief, sometimes just a few days, and if the electricity is right, letters go back forth over the years. When we decided to depart the Rio Dulce and head back "home", we mentioned our impending return to several of our cruising friends. Without exception the reply came back, "If you don't stop to spend some time with us, you'll be off our list." We stopped in Florida; Atlanta, GA; Charlotte, NC; Richmond, VA; Baltimore, MD; Annapolis, MD; Monmouth, NJ; Redding, CT; Burlington, VT; and even made a trip to Michigan, where we spent several weeks seeing friends dating back to 1957.

With colder weather coming, we departed Boston, MA on November 4th, heading back down to sunny and warm Florida, where our boat, JARANDEB was on the hard at the Indiantown Marina (just a couple of miles east of Lake Okeechobee). We had our bottom painted, made several repairs, including a new electric anchor windlass (a Lofranz "Cayman"). Why we waited so long to have an electric windlass I'll never know. Suffice it to say, it is the best bit of equipment we have aboard.

After departing the marina, we spent the next several months in Stuart, FL, a great anchorage for cruising boats. The anchorage is just after one passes under the new Roosevelt Bridge with plenty of height (65 feet) and turns to port. There is a long concrete pier with a concrete floating dinghy dock right next to it. Cruising boats are permitted to stay one night on the dock for water (free) and fuel. Diesel can be ordered a few days in advance and the truck will come right to the dock and fill all your requirements--a great service. It sure beats "jerry jugging" it.

Within walking distance of the dock there is a shopping center with a Publix Supermarket, restaurants galore, and all kinds of marine stores, including battery distributors, West Marine, stainless tubing, riggers, sail maker (Mack Sails), and you name it.

Finally, in mid-April, we departed Stuart and headed down the Intra-Coastal Waterway to Miami, where we waited

for a weather window for the crossing to Bimini. We departed around midnight under a full moon and made the crossing without incident, arriving at the anchorage in Bimini around 0900. Unfortunately, the weather turned on us and we were stalled in Bimini for five days before the winds abated somewhat and we headed north around Great Isaac Light, on down the deep water channel to North West Light (arriving around 0100), gliding by the marker, and on to Nassau, arriving around 0800 in the morning. We only stayed two days at a marina in Nassau and then resumed our passagemaking to Georgetown, Exuma. This was our third visit to Georgetown. It was great fun seeing old friends, both locals and cruisers, and of course making new friends.

After departing Georgetown, we headed for Conception Island where we spent two nights on this beautiful tropical island. Crystal clear waters, super white beaches, a beautiful anchorage--what more could anyone desire?! We departed Conception Island and headed for the Island of Rum Cay, a day's passage. Rum Cay now has a real nice marina with a super restaurant and real friendly personnel. We stayed five nights waiting for a weather window and finally departed Rum Cay with the option of stopping at Mayaguana Island and Turks and Caicos before heading for Luperon, Dominican Republic. As luck would have it, we found a fantastic window, mostly motoring at first on past Mayaguana, Turks, and Caicos and arriving non-stop at Luperon, Dominican Republic. The weather was unbelievably calm, seas just about flat, until the last nine hours, when we had a beautiful sail right into the entrance to Luperon Harbor.

Having spent four months in Dominican Republic, we had intentions of pushing on to Boqueron, but due to engine problems we were forced to remain for a month and a half. We departed for Samana at the eastern end of the Dominican Republic, following Bruce Van Sant's "thorny passage south", which turned out to be the correct strategy, making passage at night to take advantage of subdued winds. We were only going to stay the day resting in Samana and depart that night for Boqueron, but the sea gods thought otherwise. Two hours out of Samana, our flexible coupling parted, due to vibrations caused by misalignment of the engine and the cutlass bearing. We stayed in Samana six days waiting for the new coupling to come in and having it installed, but the mechanic who did the job did not align the engine and the prop shaft. We continued to have vibrations during our crossing to Boqueron (Mona Passage), but not enough to discontinue the use of the engine. It was a calm crossing with little wind and relatively calm seas.

We spent five months in Boqueron correcting many of our engine problems and replacing most of the rigging. Boqueron has changed since we were last there. We met few cruisers in Boqueron, whereas the last time through (five or six years ago) there were about 35 or 40 boats in the anchorage. On our arrival, there were only about five cruising boats at anchor and of these, two were working at steady jobs. The remaining three turned out to have some serious drinking problems and had just about given up on life as we know it. Our intention had been to head for Salinas, but we couldn't make it due to our many problems with the engine, etc. Finally, in December we started out for Salinas with stops at La Parguera and Ponce. On arrival in Ponce, just when we were ready to drop our anchor, we heard some ominous sounds from the vicinity of the transmission, a clanking noise. We shut the engine down, anchored, and immediately found a mechanic who diagnosed our problem as a broken damper plate. After almost three weeks in Ponce, we were once again on our way to Salinas. Ponce is a madhouse on weekends with several music boom boxes all going at the same time with different music from each one. Needless to say, we had no sleep until around four in the morning. It is not a place to stay on weekends.

Salinas is a cruiser's paradise. A very protected anchorage, surrounded on all sides by mangroves, depths from eight to eighty feet, and a first class marina (Marina de Salinas) catering to the cruisers' needs. Free water for all, whether you are at their marina or not. The rates are reasonable: \$6.25 per foot per month or pay a \$75 monthly fee and you can use the showers and the swimming pool. In addition, there is a real modern and clean laundromat right

on the premises for use by all anchored at the marina. There is also a snack bar and a regular restaurant, although the restaurant is somewhat pricey.

The marina has encouraged the cruisers to have a "share-a-dish" or potluck every Monday night and a BBQ on Friday nights. In addition, there are several meeting places where one can play cards, etc. located on the marina premises. There is a really nice dinghy dock able to accommodate about 30 dinghies. All in all, it is one of the finest anchorages in the Caribbean when all things are considered.

We've finally come to the end of our repairs, only a salt water pump (engine) is holding us up and that should be back in working order in two or three days. Our cutlass bearing was replaced while we were in the water, a simple procedure with T-37s. The engine has been aligned along with the prop shaft and we should be ready to depart in mid-to-late March '98. We'll be heading for Roosevelt Roads (U.S. Navy Base in Puerto Rico) to visit with friends and then continue down the island chain to Trinidad, where we expect to remain for three months or so.

Our destination this second time around the Caribbean is Puerto La Cruz, which will be our base for extensive bus traveling throughout South America or wherever buses can go. We'll keep you informed of our further adventures as we go along.

New Members

Steve and Cindy Abel, *VICTORIA ROSE* (T-37), West Linn, OR
Walter Bruj and Ellen Eckler, *SOLTARA* (T-37), Foster City, CA
Hatcher Chalkley, (*Prospective Owner*), Carrollton, TX
Bruce and Gail Barton, *ORIENTEXPRESS* (T-37), Lyme, CT
Louie Bugenig, (*Prospective Owner*), San Francisco, CA
Larry and Sandy Gahagan, *VIXEN* (T-52), Houston, TX
Sue and Lex Herron, *HERRON'S FLIGHT* (V-42), Marina Del Rey, CA
Michael and Edie Hovermale, *VICTORIOUS* (T-37), Pacifica, CA
Paul, Tracy, and Liliana Kleine, *FANTASY* (T-55), Rochester Hills, MI
Ed and Marilyn Kuryluk, *GATOR* (T-37), Fairfield, CT
Henry and Lee-Ann McKintuck, *JILLOCASIN* (T-37), Victoria, British Columbia, CANADA

Harold and Donna Pownall, *INTERMEZZO* (T-47/48), Winnipeg, Manitoba, CANADA
Terence and Madonna Rabbage, *SNOW* (PH-37), Ninilchik, AK
Paul and Nancy Rerucha, *SHALAKO* (V-42), Seattle, WA
George and Kathleen Robertson, *GRACE* (T-37), Camano Island, WA
Steve Schneider and Mary Campbell, (*Prospective Owners*), Telluride, CO
Robert and Georjean Schueler, *MESMERIAH* (T-37), Tierra Verde, FL
Thomas and Suzanne Starks, *THREE BAGS FULL* (V-42), Virginia Beach, VA
Robert and Lynda Wolf, *TAHOMA* (CT-37), Vancouver, WA

Ship's Store...

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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 Invertor, Profurl roller furling jib, Cruisair drop-in AC, etc. She is cruise ready, a lively sailer, and a beautiful boat to live aboard. 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 (954) 782-1880. Avon 2.8, 8HP Evenrude, and 4-man liferaft negotiable.

MINERVA, a 1989 T-52 aft cockpit (hull #40), is for sale by Ken and Sandy Stafford. She is a fast, high quality, custom built boat with encapsulated lead keel (5' 11" draft), three double staterooms, two heads w/showers, and increased storage. Just returned from a one year Canada to Venezuela family cruise, she received a \$40,000+ upgrade/refit in '97. New equipment added includes Furuno RADAR, ICOM SSB w/autotuner, West Marine wind/speed/depth/log/repeater instruments, two Garmin GPSs, Sony/Bose sound system w/10 CD player, Cape Horn wind vane steering, 75 lb. CQR, 66 lb. Claw, 300 feet chain, all canvas (dodger, bimini, weather cloths, UV sail covers, fender covers), custom cockpit cushions, Ultrasuede interior, new foam interior cushions, Harken BattCar system, trysail (and track), storm jib, SeaMate LORAN, Weather Fax and Navigation software, 3-blade MAXPROP, 120 Amp Balmar alternator, ARS-II regulator, six new batteries, 1500 Watt inverter, custom fitted sheets, running rigging, insulated backstay, dual galley foot pumps, and much more. Specification/equipment list also includes Profurl headsails (110% Yankee, 135% Genoa), 100% Staysail, fully battened Main, 6-man Viking Offshore life raft (inspected July '97), all safety equipment (PFDs, harnesses, strobes, EPIRBs, MOB w/strobes, flares, emergency watermaker, etc.), 10 foot inflatable w/8 HP Mariner (both new in '92), towed generator, Marin Air air cond/heat, 250 gal. water, 165 gal. diesel, Perkins 4-236, Adler-Barbour refrigeration, 33 lb. Bruce stern anchor, etc. Lovingly maintained by

mechanical engineer owner. The ideal upgrade for the T-37 sailor wanting Tayana quality/strength and Perry design with more room and more speed (9 knots in 15-20 knot winds). Asking \$250,000. Contact <SSMinerva@aol.com> or call (503) 636-1197.

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 auxillary 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 a dockside 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; Marinco SS telephone and cable TV jack inlet; and much more. Asking \$83,500. From early June to mid-September call directory assistance for phone number in Fairhaven, MA. E-mail: <OnRBoat@aol.com>.

SALUBRIOUS (T-37, hull #311) wants to obtain 120 and 12v electrical panel circuit breakers. Call (281) 732-7147 or

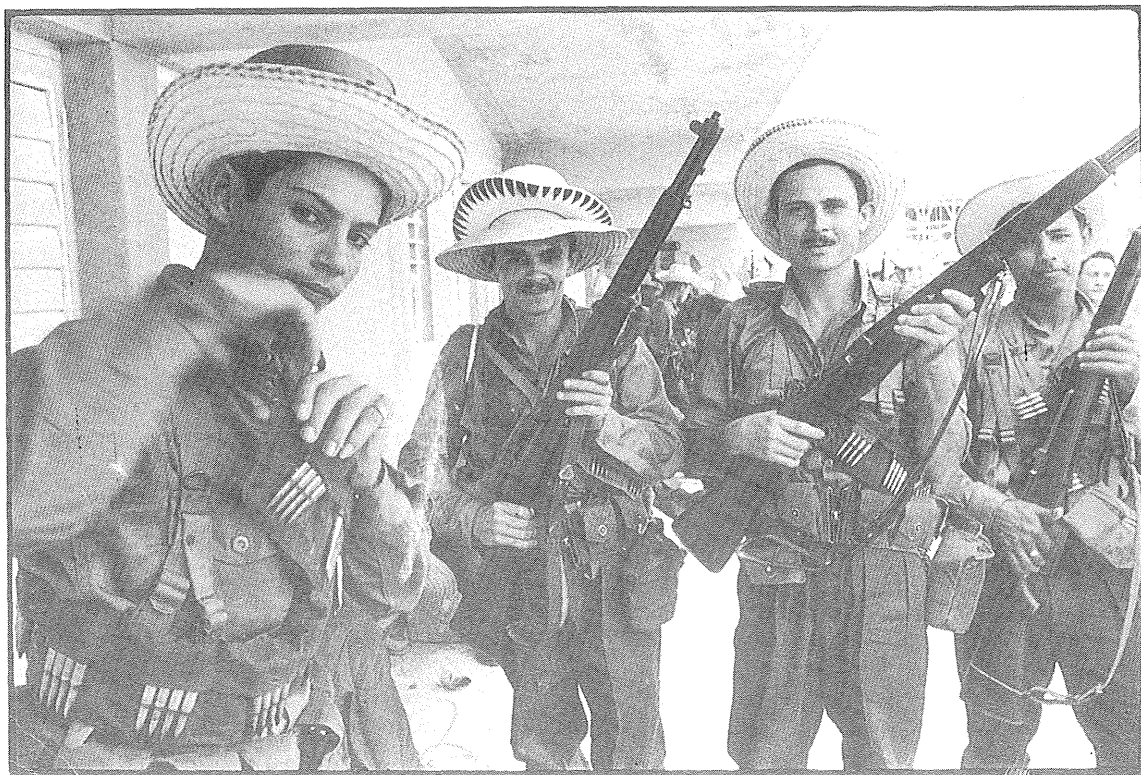
write John Ferrell at 2425 NASA Road 1, Seabrook, TX 77586, or e-mail <ayanajfbf@aol.com>.

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 or e-mail <HowardEckert@em.doe.gov>.

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 Wheelpilot 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.



This post card, entitled "Dos Sombreros" in Oriente Province, Cuba was sent to TOG with the following message: "Having a great time in Cuba. Wish you both were here to take part in the Revolution. (signed) FIDEL" Not having a close personal relationship with "El Presidente", we believe this was forwarded by one of our American ambassadors-at-large, the Honorable Kent Dudley of *LADY BESS*, in cahoots with Mike Tibbs of *PANACEA*! [See News From the Fleet, p. 20]

ARGONAUTA closes the circle

by Sally Whitbeck

In our last issue, we told you about Jon and Sally Whitbeck who left Annapolis, MD onboard ARGONAUTA, their T-37 (hull #114) in 1993 to circle the world. This concludes the story of the last leg of their trip around the world. They have shared other segments with us, so watch for the rest of the story in future issues.

On 2 November, we left Los Roques and sailed to Las Aves, catching up with our friends on *KOKANA*. Las Aves is another small group of Venezuelan-owned islands, uninhabited except for a few fishing camps and thousands of birds, mainly red-footed boobies. By quietly dinghying up into the mangroves, we were able to get quite close to the nests to see the gangly fluffy white chicks peering out at us. We found wonderful snorkeling and diving out on the reefs, and Jon and our friends managed to catch a lobster that was big enough to feed us all.

When our fresh food supply onboard had been reduced to the shriveled remains of a cabbage, we decided to head back to Bonaire. *KOKANA* was ready for a little civilization as well, so on 9 November, both boats hauled anchor early in the morning and sailed to Bonaire by that afternoon. *DANA* was waiting for us there, so we had several days of fun having the three boats together again. On my birthday our friends dinghied over at the crack of dawn, singing Happy Birthday and hanging a big banner on the lifelines, announcing to all the world that I had hit the big 40. As a nice birthday gift, I received the news that I'd sold a second story, this time to *Cruising World*, a magazine that had fueled Jon's sailing dreams since the early 70s. (The first story was to *Islands*, March/April 1997.)

On 16 November, in between rain squalls, we reluctantly left Bonaire to set out on our last long passage of our voyage, headed for Cuba. Cuba had not originally been a part of the plan, but plans have a way of changing. We decided we needed one last adventure before heading home. The first couple of days of the passage were fast and wet, but finally the sun came out and the sailing became a little more pleasant. On the fourth day the rising sun backlit the mountains of Haiti and we began to struggle with the counter-current and lack of wind in the Windward Passage. We set a record for our lowest mileage in a 24-hour period: 56 miles! On the fifth day Cuba was finally in sight and Jon caught a nice tuna, so things were looking up. The wind picked up, but unfortunately it was in the exact wrong direction and we spent hours tacking into it, trying to round the northeast corner of Cuba.

Once we rounded the corner and headed west along Cuba's north coast, we had favorable wind and current and

arrived at our destination too early, several hours before dawn. We decided to "heave-to" to stall the boat for a few hours to wait for daylight. The waves were quite big, but the motion of the boat while hove-to was pleasant and Jon went below to get some sleep. Out of nowhere we were hit with a freak wave that broke on top of us with a deluge of water that seemed to go on forever. I was in the cockpit trying to keep myself from washing away as the water pounded me from overhead. Jon was roused from a sound sleep to discover he was at the foot of a waterfall coming in the companionway. In seconds things went from peace to chaos and disbelief. We spent the next couple of hours trying to clean up the mess.

In the morning people gathered to watch and wave as we entered the historic port of Baracoa, where Columbus had landed 500 years ago. Some officials came out in a row boat and helped us get anchored next to some fishing boats. When they came onboard they informed us that Baracoa was no longer a port of entry and we would have to remain quarantined on our boat until tomorrow when we'd have to leave. We begged and pleaded, telling them we'd been at sea for six days (and by the looks of our water-soaked interior, it appeared as though we'd had one heck of a ride), but it was no use. Apparently we did appear pathetic enough to arouse some sympathy, because in the evening a couple of the National Guardsmen came out to the boat bringing bread-baking supplies and actually baked bread onboard for us! It was a funny evening, especially since they didn't speak a word of English and our Spanish leaves a lot to be desired.

The next afternoon, after a good night's sleep, we sailed overnight to the next port of entry, Bahia Naranjo, and had our first experience with communist officialdom. At each port we were required to go through the same routine as we entered and exited. At times it seemed like the Keystone Cops had invaded, as five or six officials from various government departments crowded together in our little cabin to fill out form after ragged form with identical information. They never failed to be friendly, even as they dug through all our lockers searching for who knows what. At our first port we had a long delay checking in since the immigration officer was busy dealing with the survivors of a Haitian boat that had sunk nearby (something that apparently happens regularly).

The Cuban people we met were warm and generous and we had many unforgettable experiences. One young artist named Jaime brought us to see the home he had built himself and to meet his wife and baby. He gave us one of his paintings, which he would normally sell to the tourists for \$10 US. We later learned what a fortune that is when we found out that a surgeon makes the equivalent of \$15 US per month. A teacher

makes about \$12/mo, a waiter about \$5/mo. Jaime's home was no more than a shack, with no running water. Like many Cubans we met, he has relatives in the U.S. whom he hasn't seen in many years. We delivered a letter to his brother in Florida and will send him photos we took of Jaime and his family.

We made several other friends while in Cuba. The law prohibits Cubans (except for officials) from boarding our boat, so we were unable to reciprocate the hospitality we received. We were also prohibited from giving gifts to people, although we did find ways to do it discreetly. We found that the people are very isolated by the lack of international news they receive and are completely unaware of the quality of life the rest of the free world enjoys. Most people didn't even recognize our boat's American flag! The standard of living there is well below what we would consider poverty level here in the States. The once beautiful city of Havana is literally crumbling.

We knew we hadn't allowed nearly enough time for exploring this interesting country, but after a couple of weeks it was time to head for home in order to get to Ohio by Christmas. The 90-mile passage from Havana to Key West was an easy overnight sail. On the morning of 11 December we entered the channel to Key West and finally crossed our outbound track, officially completing our circumnavigation! Four years ago we set out from Florida, nervous about our first "long" passage (only about 300 miles) to our first foreign port in Mexico. It gave us a great sense of accomplishment to realize how far we'd come since then.

Our friends flew down from Baltimore to meet us. It was wonderful to have them there to help celebrate and made us feel as though we really had come home. Although Key West had its worst weather of the year during their visit, we had a great time anyway.

After hauling *ARGONAUTA* out of the water, we hit the highway. In Delray Beach, with glasses of sherry in hand, we had a "closing of the circle" ceremony with Jon's 102-year old grandmother. Then we headed for Ohio--HOME! The holidays were wonderful for us. Our brothers and sisters all came home and our families spent a relaxing time together. The hardest part of our trip was being so far away from people we loved, so we had a new appreciation for our time together.

We can't believe our voyage is behind us now. It's impossible to summarize our feelings about our trip. I think it's still sinking in. Our experience was beyond anything we could have imagined and it's changed us in ways we probably don't even realize. To us, the world will never look the same.

We owe a special thanks to our parents for all their support as our "land crew." No, we don't know where we're going or what we're doing next and we're open to any and all brilliant ideas.

E-mail at Sea...

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Many years ago a commercial teletype communications system was setup to allow ships at sea to stay in touch with the office and to receive the latest weather forecasts. This old system used big, noisy, and hard-to-keep-clean teletype machines. The system was not very reliable and the messages contained a lot of errors when the received signal was weak or the radio circuit was noisy. Then along came a new method of communication called Simplex Teleprinting Over Radio (SITOR), sometimes called Narrow Band Direct Printing (NBDP). This new method used a couple of very clever ways to correct for errors in the messages and has since replaced the old teletype system, except for a very few holdouts. This is not to say that these are the only methods and modes of communication using teletype or multi-tone data and radio. In fact, there are many.

I use SITOR mostly when I'm on the move to let the family know my position and where I'm going. My out-going e-mail messages are usually short, 25 words or less and only require between one and two minutes of air time. When using station WLO my airtime cost is \$1.78 per minute; that's cheap! There's no sign-up fee or monthly service fee and it is automatically charged on my credit card. When I want to know if I have incoming e-mail, I monitor the traffic list in the SITOR Forward Error Correction (FEC) mode to see if my call sign is listed. The traffic list is usually transmitted every two hours and on several different frequencies simultaneously, so it's very easy to check. If my call sign is listed, I can download the e-mail by "connecting" to the SITOR station on a duplex frequency channel and switching to the SITOR Automatic Repeat Request (ARQ) mode. Once I have successfully downloaded the e-mail, my call sign will be dropped from the traffic list. All this may sound complicated at first, but it becomes very easy after the first few times.

The block diagram on page 17 illustrates how a typical SITOR station would be connected and the services it would provide, in this case, radio station WLO in Mobile, AL. You will notice that messages for you can come to WLO through the Internet, Fax, telex, telegram, or be dictated to the WLO operator by telephone. Once properly processed, these messages are stored in the Communications Control Automated System memory and are ready for you to download them, 24 hours a day. I usually wait until radio propagation is good to send or receive e-mail, because this reduces the airtime and cost. E-mail messages that you send through WLO can be forwarded to their destination via the Internet, Fax, telex, or telegram.

Geographic coverage of the SITOR stations is very good. They cover all the oceans of the world. I have had very good results sending and receiving e-mail up and down the

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E-mail at Sea...

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good results sending and receiving e-mail up and down the east coast of the U.S. and I know the reception of WLO in the Caribbean is excellent most of the time. There are many SITOR stations and some have joined forces to form world wide networks, so if you have an account with one, you can use any one or all of them. For the sake of fairness, there are many excellent SITOR stations and a list of those that I know about are as follows: WLO, WSC, KLB, KPH, WCC, WNU, KFS, KEJ, ZLA, VCT, A9M, VIP, ZSC, and SAB."

(Note: The radio transceiver used can be an Amateur Radio, but it is not advisable because of the restrictions on and selectivity of the equipment. If you are interested in additional information, TOG has articles that may help you determine what is the best equipment for your needs.)

We are grateful to Mac McBroom, TOG member; Jimmy Dezauche of WLO Radio; Doran Cushing of *Southwinds* magazine in St. Petersburg, FL; and Jim Johnson, a frequent contributor to *Southwinds*, long time HAM operator, and cruising sailor for sharing information with us.

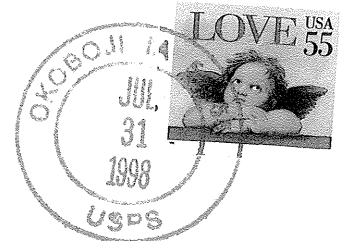
Charters

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.

NAMASTE, (V-42, hull #122) is available for charter with owner Chris Catt, a USCG master. Chris 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>.

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://host.sohoweb.net/yachtcharter>.

TOG NEWS
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Address correction requested