

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME X NUMBER 81

WINTER 1998

Hurricanes 1998... "Nowhere to run"

The December 1998 *Caribbean Compass* had the headlines "Nowhere to Run" describing the situation of the 282 foot four-masted schooner, *S/V FANTOME*, off Honduras in late October. Hurricane Mitch literally chased the ship down and sat on it. The ship and 31 crewmen were lost at sea as the result of one of the five most powerful and destructive hurricanes of all time. The hurricane track was over the Yucatan peninsula, across the Gulf of Mexico, over Florida, and out into the Atlantic, where on November 5-7 it crossed the path of the boats in the West Marine Caribbean 1500.

Abby and Jack Fassnacht in *PERSEVERANCE* (V-42) managed to get out ahead of the system to win their division (see their write-up on p. 57), but were nonetheless battered for several days by high winds and seas. Many of the entries diverted back to Charleston or returned to Norfolk.

Roy and Karen Olson on *KAMPESKA* (V-42), with crew Roger and Judee Olson (Roy's brother and sister-in-law), were caught directly in the path. That coupled with a developing low near Bermuda was not good news. Karen reports, "On 3 November the winds picked up to 25-35 knots (gusts to 40), rain squalls, confused seas--not a very comfortable ride! The disconcerting aspect was how unrelenting the winds and rains were. We were trying to get south as quickly as possible, but with SW winds and large swells from that direction, we weren't making the headway we needed.

By then we were emotionally and physically exhausted and had been so looking forward to having the weather clear and seeing sunshine and the full moon, which we hadn't been able to glimpse through the clouds and rain! We were longing for the crystal clear waters and soft white sands of the Virgin Islands. However, the winds picked up. About 1900 on 5 November, with the wind and sea conditions, we decided our best course of action was to lie ahull with the tiller lashed. We put the companionway boards in, closed

ahull from 2000 to 0500 the next day. We thought we had it made. Then we were hit by a terrific impact! Roy, who broke his back in the impact, operating on adrenaline, opened the hatch to see what had hit, thinking we surely must have hit a ship or something. However, he saw we had been demasted, our life raft had been ripped from its cradle where it had been lashed down very securely, the foresail and staysail were gone, and lifelines and stanchions were down. It was evident we had been rolled over by a rogue wave. He then collapsed in severe pain at the bottom of the companionway steps.



"...your attitude is the only difference between an ordeal and an adventure"

the hatch, and all went below to wait out the storm. Our instruments indicated that we were making headway NE about one and a half to two knots, and we clocked the winds 45-50 knots, with gusts to 60 (other boats reported gusts to 70 knots). The seas were 20-30 feet and confused, but while we were having a rough ride, we successfully lay

The good news was the batteries, stove, and engine were all secure. Judee, who was sleeping in the aft stateroom received only a few bruises. Roger, who was sleeping on the starboard settee landed face on the floor near the nav station. I had a short scare when I couldn't get him to answer and I thought he was dead, but he regained consciousness, although suffering disorientation from his concussion. Roy, who had been standing, must have hit his head on the ceiling (there was a concave dent in the ceiling that matched his head) and sustained a broken back. I had been sitting on the port settee and didn't leave my seat, due to the centrifugal force of the rollover. I did receive broken ribs and a wedged vertebrae, plus many bruises. One of the portholes on the port side was cracked, some of the looser fitting floorboards

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TOG Notes

Cover page caricature courtesy of
Latitudes & Attitudes.

ANNUAL DUES

It's time for payment of your annual membership renewal (look for enclosed invoice). Renewals are \$15 for US zipcodes and \$25US for other countries. In general, postage for other countries is more than twice what it is for US mailings, but additionally, US banks are now charging a fee of from \$5-30 for checks on foreign banks. This is even when it is written in US dollars. We will hold the dues at \$25 as long as we can. It would be helpful if overseas members would purchase a US Money Order, which require no fees to negotiate.

TOG BOAT DIRECTORY

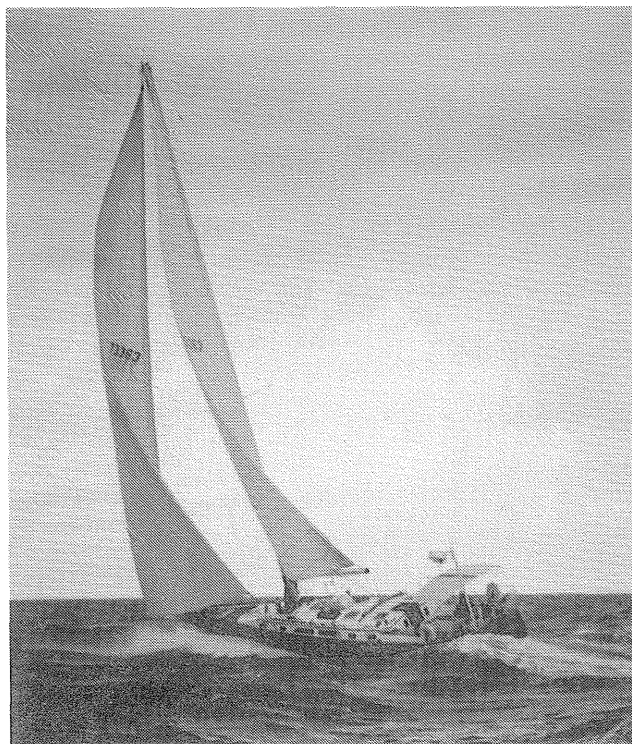
Several people have suggested a separate listing of TOG members by boat name to keep next to their VHF or in their binnocular locker, It's included in this issue as your Christmas present. Enjoy!

A NEW PUBLICATION

We've run across another new magazine dedicated to the cruising sailor. Bob Bitchin (yes, you're reading this correctly) is the charismatic editor and publisher of *Latitudes and Attitudes* and has offered TOG members a trial subscription of six months (three issues) free. The pictures are extraordinary and the magazine layout is what we would call "planned serendipitous." To experience this adventure in good reading, send the coupon below (or a reasonable facsimile thereof) with the notation that you're a TOG member to P.O. Box 668, Redondo Beach, CA 90277.

PHOTO COMPETITION

Our winner this quarter is *CONFRONTATION* (T-52, hull #25) owned by David Povich and Brendan Sullivan shown off Annapolis, MD in August. The picture in print does not do justice to either the picture or the boat. It is a beauty! Congratulations.



CYBERSPACE CHAT ROOM

A number of members have inquired about a chat room on the internet for Tayana folks. There is one now, under the auspices of Cheryl and Sam Boyle at <www.sail-net.com>. It requires "joining", but it gets you on the Tayana list.

Mail to:

Latitudes & Attitudes

Box 469094
Escondido, CA 92046-9700

A free 6 month subscription to *Latitudes & Attitudes* Magazine, the cruising magazine with attitude, has been arranged for as our way of saying we appreciate your support. This is a new bi-monthly cruising magazine that shows the real cruising lifestyle as it is today, as experienced by people like you, who get out and do it.

We hope you enjoy every minute, and every issue of *Latitudes & Attitudes*.

Name _____

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Just fill out this coupon and mail to the address above.

A GIFT FOR YOU
FROM THE TAYANA
OWNERS GROUP

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Sail Trim Talk

by Robert Perry

Cruisers generally have not had the benefit of honing their sail trimming skills on the race course. In my opinion, racing is the only way you can truly learn to optimize the performance of any boat. I urge you to crew on a friend's race boat for a year or two or enter cruising club races. The quest for speed under sail should lead to safer and easier days under sail. Controlling all the sail trimming variables will make your boat behave better.

Sail trim articles are usually aimed at racers, but there are many elements that can be adapted to cruising. Sail trimming articles oriented towards cruisers are generally over simplified and seldom cover the wide options available with a true cutter rig like the T-37. I'd like to go over sail trim techniques as they specifically apply to a true cutter sailing off the wind. Sails are power and sloppy sail trim is sloppy seamanship. I don't know about you, but I prefer to go faster if I have the option.

With the apparent wind angle of about 100-110 degrees, you may note "twist" on your mainsail. In other words, the centerline of the sail's foil falls off to leeward as you go up the sail, "twisting" the foil. The top portion of the main is not drawing or doing any work. The twist could be corrected with some vang pressure to pull the boom down. The vang can be rigged from the partners, race boat style or a simple multiple purchase lead to the rail from a boom rail. This way the vang can also act as a preventer. The mainsheet traveller should be dropped to leeward (not left centered), so it helps with the vanging vector. You must have leach telltales placed at each batten to guide you with these corrections. You should also spend some time learning how to read the telltales.

When you bear off from a beat onto a reach, you need to move your genoa lead forward, significantly. It also helps if you can move your genoa lead outboard so the sail is not curling back in towards the mainsail. This "opens the slot" and allows a clean flow of air over the mainsail without any "backwinding" of the mainsail. You will get more drive from the genoa and the main. Sometimes you can use a convenient deck pad eye, a snatch block, and a short piece of line to pull the lead outboard, while you still use the track mounted genoa car. This is commonly called "barber hauling" and I have no idea as to the origin of the term. This is also an ideal use of genoa track mounted on top of the cap rail.

I hope most of you will have given up trying to beat to weather using both genoa and staysail. Hard on the wind with apparent winds around 35 degrees, the staysail only clogs up the slot and acts like a parking break due to its interference with the mainsail and genoa. If you do not have a genoa and rely upon a high clewed yankee for beating, you may find the staysail works well in conjunction with the yankee. I find a

high clewed yankee and mainsail combination to be a very ineffective beating rig. Your effective apparent wind will have to be more than 36 degrees, but the staysail will fill the "hole" between yankee and main and add considerable drive.

Once you bear off onto a reach and open up the slot, you can really use the staysail for extra power. Adding sail area forward with the staysail can also help reduce weather helm that builds up on a hard reach. If you use a jib club, you will need to rig a temporary club vang to pull the club down and again, reduce twist in the staysail. If you do not use a staysail club, you will also need to move that sheet lead car forward just like you moved your genoa car.

Some amount of twist is desirable in all sails due to the sheering action of the wind as it nears the water. You may also want to induce twist if you are trying to depower the sails so that wind spills from the top portion, however, reefing is a far better way to depower. In moderate air you should practice, using your luff telltales on the genoa and staysail and leach telltales on your mainsail to get both of the sails drawing well over their entire hoist. Let your top batten telltale stall behind the top batten about 40% of the time, but keep the second to the top telltale flying clean all the time. For the genoa, make sure the top, inside telltale breaks first. Trim the staysail on the "light" side with the inside telltales breaking first to prevent oversheeting and backwinding of the mainsail. This will also help the genoa to fly better without being sucked into the lee side of the staysail. Do your best to avoid "overtrimming" when off the wind.

Let's go through a drill of trim adjustments that you should make as you bear off to a reach and ease your sheets: 1) Drop the mainsheet traveller to leeward. 2) Move the genoa lead forward and outboard. 3) Add some vang to pull the boom down and reduce mainsail twist. 4) Ease off on both main and genoa halyards to move the draft aft in both sails. You can also ease off on the mainsail outhaul. Some luff wrinkles may be okay. 5) Hoist your staysail and use it to help fill the slot, keeping a careful eye on the staysail's luff telltales to avoid oversheeting.

These are all incremental adjustments, but correctly addressed, they could combine to add an additional 30% to the available power and the boat will feel better and more in control. You are out there, relaxing and enjoying the sail and I know you have time to try these techniques.

Go forward, right to the end of the bowsprit. Look down the slot and admire the subtle family resemblance of the interacting foils, each one working independently, while also smoothing out the flow for the next sail. Rigged and trimmed properly, the cutter rig can be the most picturesque and effective of all reaching rigs. I'm always available and willing to advise you on sail selection and point you toward sailmakers that are sensitive to the needs of cruisers. If you feel like throwing some money at your boat, throw it at the sail plan. There's nothing like a new set of sails looking like carved ivory.

When you look good, I look good.

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 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 (501) 643-2619.

BLUE MOON (T-37, hull #95) has a full list of world charts for sale. Areas included are Australia, New Zealand, Pacific Islands from Tahiti west, the Indian Ocean, South Africa, the Atlantic Ocean, northern section of South America, and Caribbean. There are also 22 charts of the Red Sea, all excellent copies on architectural paper and full size. Also included are east coast of the U.S., several cruising guides and pilots. There are a selection of Australian and British Admiralty charts. Of the 250 charts, 200 are original. The price of each chart is approximately \$5.50, but would like to sell as a complete kit for \$1,100 or best offer. Contact Chuck Harris at <canvas@iu.net> or call (407) 779-4400.

CINDY LEE, a V-42 center cockpit (hull #41) built in 1981 is for sale at \$135,000. 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.

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 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.

EX LIBRIS, 1984 T-37 MK II (hull #357) is offered for sale by Jim Skipper. She has fiberglass decks, aluminum keel-stepped mast, and all tanks in bilge. She has been maintained and continually upgraded by live-aboard original owners. This well equipped cutter is now based below the hurricane belt with access to all parts of the Caribbean. Write Jim c/o Moorings, Box 11, St. Georges, GRENADA or fax him at (473) 444-2090 for a complete equipment list. Asking \$88,500. Purchaser will be given an allowance for an inspection tour.

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), ore-mail <72451,1251@compuserve.com>.

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.

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 Evinrude, 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.

MISTY DAWN TWO, a 1988 V-42 aft-ao cockpit (hull #151), light tan with green trim, is for sale at \$159,900. She is in mint condition, a proven cruiser, extensively equipped with a wind vane, electric windlass, Ham/SSB radio w/tuner & backstay antenna, Profurl jib & staysail, RADAR, VHF, heavy duty ground tackle, drifter, Yanmar 50HP engine, dodger/bimini, plus lots more. Contact Bruce Lombardi (the original & only owner), P.O. Box 783, New Bern, NC 28563-0783 or phone (252) 514-0197. Boat located in New Bern, NC.

MORNING DEW (T-37, hull #382) will be upgrading and has the following items for sale: (1) one double and four single teak blocks; (2) Fico Freeway traveler car and controls; (3) teak destroyer-type wheel; and (4) Aries windvane. Contact Willy or Pat Piessens at (508) 758-6048 or fax them at (508) 758-3912.

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 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; Marinc SS telephone and cable TV jack inlet; and much more. Asking \$83,500. E-mail: <OnRBoat@aol.com>.

ROYAL DAWN, a 1986 T-37, is for sale by Dwight Sauter. She is a MK II with an aft stateroom, v-berth, and separate shower, aluminum spars, Perkins 4-108 engine, 100 gal. water in keel, 100 gal. fuel amid-ships, no teak decks, professionally maintained brightwork, new dodger and canvas, new bottom paint & trim. Equipment includes Raytheon R20 RADAR, 4-burner propane stove w/oven, microwave, Adler-Barbour refrig, electric windlass, 45 lb. CQR with all chain rode, 35 lb. CQR with chain/rope rode, 23 lb. Fortress with chain/rope rode, Autohelm autopilot, Monitor self steering vane, Ritchie Globemaster compass, VHF, Signet depth & knot meters, self-tailing Bomar winches, 400 Amp/Hour batteries, Honda 1000 generator, Par electric quiet-flush head with manual conversion, Force 10 BBQ, swim ladder, 10' Avon, and Nissan 8HP OB. HAM radio optional. Asking \$95,500. Call (310) 833-5976 (W) or (310) 519-0546 (H) or e-mail <dsauter@coop-ads.com>.

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News from the fleet...

New members, Rick and Mary Sue Balabuck purchased their V-42 (hull #81), *WINDBIRD I*, four years ago. They report, "We left Marina Del Rey [California] on 1 December 1996, and cruised down the west coast of Mexico, Costa Rica, and Panama, through the canal and on to the San Blas Islands, Cartagena, then north to Jamaica and East to the Dominican Republic, Puerto Rico, Virgin Islands. Finally we turned around back to Florida via the Turks, Cacaos, and Bahamas. We arrived in Florida in June 1998." (10/98)

John and Sylvia Campbell are new owners of a T-37, hull #520. They write, "*HALLELUJAH* is our first sailboat and we are thoroughly enjoying sailing her here in South-west Florida. We are planning to join some others on a trip to the Keys and the Bahamas in the near future." (10/98)

Lynn and Alan Chaikin note, "We finally left our new home in Oriental, NC, after only three months of living there to go cruising. Our boat, *NOW VOYAGER*, a V-42 (hull #132) was still in Connecticut and we moved aboard. After three weeks of cruising on Long Island Sound, we discovered an oil leak and went back to the yard that had maintained the boat for the last three years. It took three long weeks to find the leak. Years ago the vented loop had leaked onto the back of the engine and corroded the camshaft oil seal, which is hidden by the bell housing, obscure and hard to find. Finally, we headed east and are now in Portsmouth, NH. From here we will head south to bring *NOW VOYAGER* to her new home in North Carolina. Then off to the Bahamas for the winter and the cruising life." (7/98)

Ann and John Doerr report, "*SPIRIT* (T-37, hull #388) was out of the water for the summer, but went back in Tampa Bay in early November at Sneed Island Boat Yard, an excellent facility. She now sits in her new slip near Naples, FL. We plan to cruise the Keys again this winter with some English friends we met there last year. This reversal of the cruising calendar has us a bit confused; we keep thinking it must be spring if the boat is back in the water, but the days are getting shorter rather than longer. Give us a while and we'll catch on." (11/98)

John and Barbara Ferrell onboard *SALUBRIOUS* (T-37, hull #311) check in with this news, "We did start our cruise, but had a slight problem. Our engine wiring harness burned up and caused us a few minutes of excitement. Prior to that the only clue may have been the fact that our starter would continue to turn after the engine started. We got home by jumping the solenoid and rewiring the oil and temperature gauges. We are now getting ready to start out again." (10/98)

Heidi Fearon tells this sad story, "My husband, Cal and I have been sailing since 1992 and our T-52 (hull #44) named *SOJOURNER* was our home. Cal just turned 60 and was diagnosed with cancer. Not quite three months later he passed away. *SOJOURNER* is in Venezuela and I have to sell her. (See Ship's Store, p. 65) I'm glad my husband retired early and could live his dream for six wonderful years." (10/98)

Editor's Note: *We're sure all TOG members join us in expressing our sympathy to Heidi.*

Alexandra Filia and Paul Kelly onboard *NIKIA* (T-37, hull #184) report, "We have not seen another Tayana in the Mediterranean, but ours is admired everywhere we go. People want to know what kind of boat she is, where she was made, etc. Sailing in the Med is exhilarating. Sailing in the Aegean makes you a darn good sailor; 40 knot winds between islands is not uncommon. Just the staysail makes you go 7.5 knots! You never get used to it. Docking is also different. We learned to go stern to everywhere and in the process we learned a great deal on handling our boat. I am convinced she is the slowest boat in the Med, even though we have temporarily removed all the cruising gear! Greece is the best cruising ground we have seen, mostly because there is life ashore--something totally missing in the Caribbean. We will be heading back to the States in 1999." (10/98) [See Charters, p. 68]

Lin and Barbara Fuller write, "*JESSIE* (V-42, hull #92) had a terrific charter season in '98. We want to thank everyone responsible for our success: our charter guests, the yacht brokers, Flagship and VICL, along with many friends and fellow cruisers. Our charter season ended in Puerto Rico, so the decision was made to haul out in Palmas Del Mar shipyard and give *JESSIE* a two-month rest. She too had worked hard during the charter season. In hindsight, this was the wrong decision. While we were visiting with friends and family stateside, on 21 September, Hurricane Georges roared down on the island with a vengeance. Per eyewitnesses *JESSIE* withstood the first half of the ferocious storm, as they saw her standing proud during the eye of the storm. The second half of Hurricane Georges was more forceful and knocked *JESSIE* over. She took a hard hit, her mast was broken in three places, her hull has a three foot crack on the port side, and she has major structural damage below deck. The insurance claim adjuster says *JESSIE* is a total constructive loss. Needless to say we are heartsick; our once beautiful home and business is no more. After finalizing with the insurance claim, we plan to find another boat, get her charter ready, and return to the islands. We look forward to staying in touch; we can be reached via e-mail <JessieCharters@worldnet.att.net> or P.O. Box 119031, Suite 2029, Hialeah, FL 33011. Happy Holiday Wishes to Everyone." (10/98)

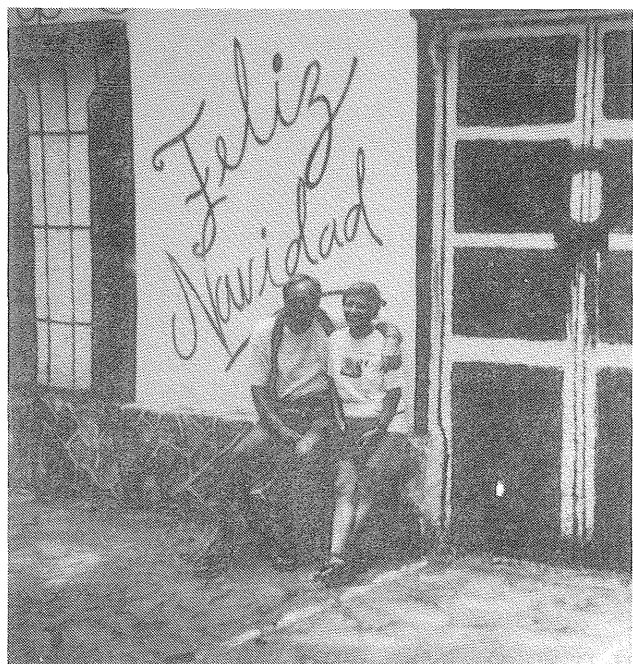
Chuck Harris and Nancy Eitapence proclaim, "We sold our Bayfield 40 ketch, *TUPPENCE* and should have our

“new” 1977 T-37, *BLUE MOON* (hull #95) in the water by Christmas. New paint, rigging, and rebuilt engine are being done as we speak. Nancy can hardly wait to do our own canvas and upholstery! We had a great time at the Annapolis Boat Show! We finally got to buy some things, instead of just looking. We ordered an electronics package from Defender and some of that gooey mast boot stuff called Spar Tite. We had the pleasure of meeting Art and Judy Mensch, owners of *SEPTEMBER SONG* (T-37 KTCH, hull #560) and bought their boom gallows. Nancy and I look forward to cruising the Chesapeake Bay in a couple of years. See you on the water!” (10/98)

Longtime members, Trevor and Lesley Hodgson send their wishes for a Happy Holiday. “We are in the process of rebuilding a 45 foot steel ketch and *SYMPHONY*, [the T-37 (hull #463) they used to own] has been sold to the Morrisseys. They are already TOG members. We wish TOG all the best for the future.” (12/98)



John Kraft and Karen Hurt on board *THE CHANCE* (T-37, hull #478) send best wishes to all from Puerto La Cruz, Venezuela. (See photo below) “We recently spent six weeks in Las Aves, which was great for snorkeling and spearing fish, including a few nice lobster. We also took an island trip in September to Salto Angel (Angel Falls), the highest single-drop falls in the world--nearly 3000 feet. Spectacular! Then we flew to the Brazil border and had a driver and interpreter bring us back north through the Gran Sabana of Venezuela. This is tepui country. Flat-topped mountains jut straight up out of the jungle floor 2000-3000 feet and more with hundreds of



waterfalls cascading down their sides. We had some awesome views from the road and from the small plane that flew us from Angel Falls to the Brazil border. We plan another trip to the Macaroe River in the Orinoco Delta from 15 January to 15 February. Then we will head up the island chain to Antigua and the Virgin Islands and return to Venezuela from June to December in 1999.” (12/98)

Bruce Martin reports, “I am in the process of replacing the decks on *SPARHAWK* (T-37, hull #221), along with three bulkheads that have gotten wet over the years. That will give the boat an entirely watertight hull, as the chain-plates and other deck hardware have already been rebedded. The boat has a semi-new aluminum mast, a new boom, and a new Shaefer furler, and an almost-new main. All this work is being done in anticipation of selling the boat and getting something a little handier for coastal sailing. I’ll sail to Annapolis in mid-November and place the boat on the market at that time.” (10/98)

Roy and Karen Olson stopped in Reedville, VA on their way to Norfolk to participate in the Caribbean 1500. They penned, “Our trip from Reedville to Deltaville was most pleasant. We anchored in Fishing Bay--lots of room there--total of 15 boats for the night. There were five boats flying Caribbean 1500 flags and we had them all over for cocktails. Ten of us fit nicely in the cockpit of *KAMPESKA* (their V-42, hull #150) The weather was perfect--70s and sunny. Our trip to Salt Pond was chilly and roly with north winds 15-18, but glad we traveled when we did ‘cuz today it’s rainy, gusty winds, and a very chilly 50 degrees! Getting lots of jobs done like cleaning filters and adding battery water.” (10/98)

Editor’s Note: *KAMPESKA’s* experience during the Caribbean 1500 appears on page 49.

New members, Bernd and Renate Pullig write, “We are Germans and are living near Bonn. During our sailing trip in Belize, Denis and Arleen Webster of *TIGER LILY* (T-37, hull #564) told us about the Tayana Owners Group. Right now our boat *VOLLE PULLE*, a V-42 (hull #130) built in 1987, is stored in Mario’s Marina, Rio Dulce, Guatemala. In November we will be back there.” (9/98)

Bobbie and Joel Scheckerman on *EMERALD CUTTER* (V-42, hull #162) report, “We just had our boat transported to Miami (our new home) from Chicago, four days prior to Hurricane Georges. We were lucky; it missed Miami. Our gorgeous boat is ready to be relaunched. Can’t wait to sail to Cuba, the Keys, the Bahamas, etc. We spent the whole summer sailing Lake Michigan, up to Canada, a great challenge and adventure.” (10/98)

Mike Sissenwine, owner of *INTERLUDE* (T-37, hull #422) reminds us, “You may remember me from a few rendez-

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Maintenance and equipment comments and questions...

WIND STEERING

Denis Beaudry would like to install wind steering on his T-37 (hull #8), *TAYANA*. "I've looked at the Capehorn and have heard only good things about it, but can't seem to find anyone who has any experience with setting up the hydraulics. I'm also curious about the Windhunter from the UK." Anyone with information on this subject may e-mail Denis at <dbeaudry@cadvision.com> or call him at (403) 271-3317 in Calgary, Alberta, Canada.

BLISTER REPAIR

Don and Kathy Fanell own *BARNABAS* (V-42, hull #100), which was delivered in February 1988. Thirteen months later they hauled out and thousands of blisters were present. They had expensive and tedious work done over the last ten years to eliminate this problem and feel they finally have it resolved. "There were four coats of gel coat, plus multiple layers of Trinidad bottom paint on the hull. The inner coat was black and the remaining coats were blue and white, the colors of our boat and boot stripe. In our first haul-out we removed the last layer of gel coat and then applied the Interlux barrier coat system. This did not work, so the next couple of haul-outs we did spot grinding and the West epoxy system. I did a lot of research on the Internet and came up with what most agreed was the common problem. The manufacturing process in the hull lay-up was not done properly. The various reasons were: cheap resins, too hot a mix, too cool a mix, not saturating the cloths, voids in the lay-up, contaminated resins, contaminated working conditions, etc. On our boat, I believe the gel coat was inferior. I have talked to owners whose boats were built in 1987, and several have had blister problems. Here is what we did.

I removed all bottom paint and all gel coats down to the bare fiberglass hull. I used a Makita two-speed grinder with 24 grit grinding disks and a semi-soft pad. It took me 100 grinding disks and about two weeks of time. You could correlate the blisters with the faulty gel coat. Everywhere the gel coat bubbling appeared, the blisters were also present. The area around the waterline had polyester filler next to the fiberglass lining. It was under the boot stripe, an area where we had a lot of blisters. I removed all this filler down to the bare fiberglass hull, as I feel these caused the blisters.

Then let the boat dry out until no moisture is present. The drying process was not long--maybe one to three

weeks--because almost all of our blisters were in the gel coats. The fiberglass hull was in excellent shape, no voids or loose laminates. If your blisters are in the hull, follow the West Marine Gudgeon Brothers procedure. At this point wash the hull down with plain water and baking soda to remove contaminants. I washed the hull three times.

I then hired someone to assist me with fairing on the hull. After the grinding, the hull was very rough. We used the West system epoxy and fillers, about five gallons of epoxy and one pound of 406 and 410 fillers. Fillers were mixed in a 50/50 ratio with the epoxy. This took about a week. We faired using an eight-inch dry wall spreader blade. After each application and drying of fairing putty, we would grind it down using a soft pad with 60 grit disks. We did the grinding with long strokes and a crisscross pattern. This gradually faired out the hull smoothly.

The next step was applying the Interlux 3000E barrier coat system. We applied two gallons of the 2000 primer. Follow the manufacturer instructions on cleaning and sanding. Basically, this is just pure epoxy. Mix small batches and apply with rollers. After the last coat dried overnight, we sanded with 80 grit disks and soft pad. Then wash with plain water and wipe down with denatured alcohol to remove the blush from the epoxy. Blush is a substance that is left after the epoxy hardens. Blush must be removed before the next coat is applied or it will not adhere properly. We applied eight gallons of 3000E. Since our boat is in the tropics (Hawaii), it is recommended to apply up to ten coats. It takes over a gallon to do one coat. To keep track of the coats, I added coloring to the mix. Our last coat was pale pink. You can apply coat after coat without waiting. After the last coat, we waited overnight and sanded with 80 grit disks and washed down with water. This completed the barrier system application. All of the above coatings added about one sixteenth of an inch to the hull, about as thick as the original gel coats.

We then applied four gallons of Pettit Trinidad bottom paint, providing a little over two coats. The boat was put back in the water, being hauled for only 30 days. I hired out about two man-weeks of work and did the remainder myself. Only time will tell if this is a good solution to an old problem."

CUTLASS BEARING REPLACEMENT

Don also thanks Patrick Maslen on *INTREPID* (T-37, hull #485) for his cutlass-bearing article in the Summer '98 issue of TOG News. "My bearing specs were the same as Pat

Maslen's; the procedure I used was as follows:

- 1) Remove cotter pin on the shaft end.
- 2) Remove two left-hand threaded nuts. I was told these nuts are valuable, as the size is not standard.
- 3) Remove prop with a large proppuller. Do not beat off, as the seals in your transmission may be damaged.
- 4) Leave the four double nuts on the housing studs locked together; remove cotter pins on outer nut 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. They were each a different length. The two top studs were about 14-15 inches long and the bottom two were about nine inches long.
- 5) Carefully pry the grounding strap away from the housing. This strap goes down to the two zincs on the hull. The strap on mine was added after the hull was made. It is imbedded in a channel from the housing to the zincs. The channel was not water tight and leaked water for a day or so.
- 6) Be careful not to gouge up the two set-screws on the housing. Put a BIG pipe wrench on the end of the housing and screw it off the shaft log. It has standard right-hand threads. If you wish, you can pull the prop at this time. It comes out on the port side of the rudder skeg.
- 7) Remove the two set screws that hold the bearing in the housing and have the bearing pressed out. The cutlass bearing was epoxied in place. The epoxy was removed, and the outside of the housing and propeller were sandblasted to a new look. The new cutlass bearing was pressed into place.
- 8) At this time I had the shop add a vibration damper between the transmission and propeller-coupling flange. This also added about one inch of exposed propeller shaft outside the boat. I have always had to file the one-inch zinc collars to fit the space between the propeller and cutlass bearing housing. Now there was plenty of room.
- 9) My boat is ten years old and came with a Lasdrop shaft seal. It was not dripless! It would gush at 2000+ rpms. The battle to keep it from leaking while motoring was continual. My boat has had osmotic blisters ever since day one. The wet bilge is a significant contributor to the blister problem. So I had an old fashioned packing gland installed. The recommended packing was 1/4 inch. I had to go to 3/16 inch packing to keep the packing gland and propeller from getting hot (150 degrees F). There are about four rings of packing in the gland and plenty of adjustment left. I feel relieved to have a tried and faithful prop shaft seal.
- 10) All was put back and we used a 3M white polysulfide non-hardening sealant on all the mating surfaces. Reverse steps 1-6. Rebend 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 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. Lock the double nuts on the end of the stud and use a regular wrench to tighten them.

13) 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."

SEA ANCHOR

Jack and Abbie Fassnacht recently completed the Caribbean 1500 on *PERSEVERANCE*, their V-42, "As you have probably heard, it was a rough trip this year. We left Hampton, VA on 1 November in light air; only two hours after the start, all the fleet was under power. By day three, however, we were in gale conditions on the eastern side of the Gulf Stream. By day seven we were in the remnants of Hurricane Mitch, fighting 50-60 knot winds and seas to 25 feet. We came through with no damage, but we could not get *PERSEVERANCE* to heave to. We ended up laying "a-hull" during the storm, which is an extremely dangerous situation. We towed warps to no avail. We realize we should have had a sea anchor; those that did, fared quite well and we will never venture into the open ocean again without one. The failure to heave to is distressing. We have tried several times in winds of only 20 knots, using every combination of sail trim we can think of, including little or no sail set, but to no avail. Any advice or information from other V-42 owners on this subject would be appreciated. Incidentally, we ended up first in our division, admittedly a division somewhat reduced in size, [due to *KAMPESKA* being] rolled and demasted."

TANKAGE

Alexandra Filia and Paul Kelly on *NIKIA* (T-37, hull #184) provide a unique solution to a leaking fuel tank. "Our 100 gallon diesel tank broke on our way to Antigua and spilled 95 gallons of diesel into the bilge. It was a trickle leak and took two days to empty the tank. We calculated the rate of spillage by timing our five gallon-a-minute bilge pump. Once we realized we had enough diesel to get into port, we sat back and waited. It really wasn't all that bad. When we got to Antigua, we cleaned the tank with soap and water, and had it cut out with a blow torch. We converted one of our water tanks into a fuel tank and never looked back. Now we carry 100 gallons of water and 50 gallons of diesel and *NIKIA* sails much better than before."

DECK LEAK REPAIR

Alexandra also shares a relatively quick fix for wet decks. "After all the abuse I have given Chuck Harris and Nancy Eitapence regarding their leaky deck [on *BLUE*

More maintenance and equipment comments...

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MOON (T-37, hull #95); see issue 79, p. 22], we decided to pull out a couple of screws in a spot we knew we had a leak to check out the situation. Needless to say, we have a lot of water in the deck. We spent a weekend pulling out the screws on the port side, all the caulk and all the plugs. Then we let it dry for a week and squirted "git rot" into the holes. It turns out the leak came from the engine ventilation hole located next to the boom gallows; it is like a half cowl vent facing back. Inside is a screened hole. When a wave hits, water comes in that vent. Anyone else have this problem? and what have you done about it?"

PHILOSOPHY

Alexandra's final comments put this cruising life in perspective for us all. "Our prop shaft broke due to a fault in the Taiwanese steel. Unfortunately, it happened in October when everyone was hauling out. Since we could not be hauled out to fix it, we sailed without an engine from Cape May, DE into Norfolk Harbor, VA. Getting out of Cape May inlet without an engine was hair raising, but we are better men and women for doing it. Since then, we have sailed in and out of harbors (without our engine) for practice.

When we left New York, we thought we had fixed everything, but it is guaranteed that something you have not fixed will break. Even if the boat is brand new, things will break. Don't spend all your money trying to guess what will break. Just fix the obvious and as for the rest, wait for them to break (Old Chinese Proverb)."

HEADSETS

When anchoring *QUEST* (T-37, hull #274), Bernie and June Francis communicate between the cockpit and foredeck with short-range belt-mounted radios with headset units, eliminating yelling and hand signaling. They can also be used to talk between the boat and the dinghy or the boat and the beach. Such units can be purchased at most electronic stores for less than \$100.

HOLDING TANK

Ian Garriques on *MAGIC DRAGON* (PH-37, hull #479) asks, "Where does the holding tank vent? I know the tank itself is hard to find and I have finally figured out all the y-valves, but if the tank is vented, I can't find it." With the environmental police so pervasive, this is an important issue to address. Please answer to TOG for sharing and/or to Ian at <igarriques@compuserve.com>.

GRAND DEER ANCHOR WINDLASS

In response to an inquiry from Ken Gross in the Fall '98 *TOG News*, Jim Richardson, owner of *NALANI* (T-37, hull #456) writes, "If your windlass is the same as mine (which it sounds like it is), it is a knockoff of the Simpson-Lawrence Sea Tiger 555. You can call them for a part's explosion at (941) 753-7533. I don't know how many of the parts are interchangeable, but the seal(s) package they sell fits fine. It's their part #AA6055595E and contains all the rubber seals in the windlass. I also heard that ABI in California used to carry the Grand Deer (GD) windlasses and may stock some spares."

On this same subject, Jim Coolbaugh on *ASYLUM* (V-42, hull #156) reports, "I've never seen a rebuild kit for the GD windlass, but Bacon's in Annapolis, MD usually has one or two used GDs. One of them there now is mine. I finally got tired of it and replaced it with a Simpson-Lawrence Horizon 1500. It fits perfectly in the well with only minor under-deck modifications. I got it through <Onlinemarine.com> at a greatly discounted price."

COMPRESSION POST LEAK

Nick Sciarro replied to John Sam's question in the Fall '98 *TOG News* on this subject. "You may want to do what I did to *ECLIPSE*, our V-42 (hull #173). It doesn't rain very much in San Diego. The average rainfall is less than 6.5 inches a year, but the greenery is plentiful. During this past spring and winter we had a few rainy spells that prompted me to look into the bilge. There was an accumulation of fresh water. While cleaning under the floor boards, I noticed that the compression post had a hole roughly five inches high by two inches wide, wiring and such in it, and filled with fresh water. I cleaned the water out and checked it a few days later. It was half full again. With no rain, it must be condensation. Then the rain came; water filled the base of the compression post to the hole and was overflowing. I figured the rain water was probably following the wiring. What should I do? Clean out the hole every time it rains? No way....but what I did do was this. I made a wick using an old T-shirt; I rolled it into a snake-like shape approximately 18 inches long, wrapping a few electrical ties around the cloth every three inches. I took a stainless steel bolt and threaded one end of it and tied it off. I placed the bolt and wick into the hole, dropping it to the bottom of the post and draping the rest toward the bilge. Magic happened! The water found the wick and followed it out and down the wick into the bilge. Within 24 hours, the water was gone, the wick dried, and the compression post was free of water. The system works, but if just condensation occurs, the process is slower. By the way, you may try to use a wick from a lamp, but since the one I made is working, why fix it?! If you have any thoughts on this, e-mail me at <njs@mail.maricopa.gov>."

More News from the fleet...

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vous on Chesapeake Bay. I'm now sailing out of Falmouth, MA on Cape Cod. It's beautiful, but in late October when it's getting cold, I miss the longer season on the Chesapeake." (10/98)

Tom and Sue Starks, owners of *THREE BAGS FULL* report, "The Navy has assigned us to a new duty station and we have decided to move onboard our V-42 (hull #37) upon arrival in San Diego [from Virginia Beach, VA]." (12/98)

Richard Thompson and Brenda Burney share their trip from Key West to Panama City, FL, aboard *WOODWIND*, their V-42, hull #52. "We both had good jobs in the Conch Republic, but after a year we had rock fever. It was time to go back to Panama City. A year ago, we had made a fast passage from Panama City to Key West in four days, but going north would take us three weeks.

We left Safe Harbour Marina on Stock Island at 1100 on 5 May, heading west to the Dry Tortugas National Park on Garden Key, 70 miles west of Key West. We motorsailed to the Marquesa Atoll, a 30 mile trip, where we dropped anchor at 1800 on the southwest bank in ten feet of water. This is a beautiful cluster of islands, and with time and a shallow draft boat, we would have gone inside for a week or so. About five feet of water is over the bar at the entry, but about 15 feet inside. The anchorage outside the group is open north and west to the Gulf of Mexico. Many sailors make the run to Garden Key an overnighter to keep from having to stop. We rested and pulled anchor at 0700 the next morning and arrived at Fort Jefferson 12 hours later.

What a beautiful spot! The water, the fort, and the Sooty Tern bird colony make this trip well worth the effort to get here. We spent most of the day visiting the fort, which was constructed in 1846. Fort Jefferson is where Dr. Samuel Mudd was imprisoned after setting John Wilkes Booth's leg. The Sooty Terns migrate from here to South Africa, sleeping seconds at a time in midflight. Loggerhead Key, located a mile west, has a lighthouse built in 1856. It is so amazing that all this is here, just a couple of rocks in the middle of nowhere. Take note that recent publications concerning the north channel, between Garden Key and Bush Key are correct; it only carries three feet at low tide. The charts show 28 feet. Go around to the well marked northwest channel. We spent two days here snorkeling and exploring.

From here we set sail for Boca Grande, FL, but because of a slight engine problem and no wind, we rode the seas to Naples. This town was too far inland and way too pricey. Next stop was the anchorage at Fort Meyers Beach, behind Estero Island. This was a nice anchorage in that it was close to everything, but watch the currents. We typically use two

anchors off our bow, but if boats anchored nearby are using one, there could be a problem concerning your flagstaff and the backstay of another boat, not that anything like that happened to us.

North of Sanibel and Captiva Islands is Cabbage Key. This is a lovely spot. We put this on our "to do again and spend more time" list. We had a great meal and spent the evening chatting with the fishermen, while smoking the finest cigars Cabbage Key had to offer. We spent next morning watching Osprey, Pileated Woodpeckers, and Red Headed Woodpeckers, while being escorted around the island trail by the local "dawg".

Reluctantly, we left this area and sailed north to the Longboat Key anchorage for a night, where the Crabshack is the place to eat, then on to St. Petersburg and Clearwater. Clearwater Harbor is another spot that is close to everything. We plugged in, cooled off, and replenished supplies for our crossing to Panama City. We were going to sail straight through because our vacation had run out.

We set sail at 0700 and motored for 57 hours. Other than dodging the midnight fishing fleets off the Appalachicola coast, this was a pretty uneventful passage. We saw lots of dolphins, which we never tire of seeing, and occasionally received barnswallow hitchhikers.

Our trip seemed to take forever because we were hot. We have no bimini, but are now in the process of raising our boom and designing one. We also were constantly fighting an engine overheating problem. We have recently remedied this problem with a new raw water pump and re-routing of several hoses. We did, however, feel very safe and comfortable with our boat and her sailing ability. We used a wheel-mounted autopilot for much of the trip with success.

We plan to stay in Panama City, until it is time to do some serious cruising. This area offers a lot to a weekend cruiser, such as St. Andrews Bay, Appalachian oysters, San Destin shopping; Pensacola has its "Bourbon Street", and of course, the Florida panhandle has the most beautiful beaches, as well as several hurricane holes. We would look forward to a Tayana rendezvous in this area." (9/98)

Denis and Arleen Webster e-mailed, "Hurricane Mitch has put a temporary hold on the re-rigging we plan to do on *TIGER LILY* (T-37, hull #564) here on the Rio Dulce, Guatemala. We'll start when the water recedes enough so that the marina docks are above water. We plan to return to Florida next spring to let the boat dry out for a few months and re-epoxy the bottom, replace wiring in the mast, and other projects. We need to replace cushions and upholstery. We are wondering if any TOG members have had any such work done in Florida. Any recommendations would be appreciated. We can be reached via e-mail at <va3ajw@lee.winnet.org>. HTML must be turned off so that message is sent in plain text for HAM radio PAKTOR use." (11/98)

ARGONAUTA in the South Pacific

by Sally Whitbeck

We last read about Jon and Sally Whitbeck's adventures of cruising the western Caribbean and transiting the Panama Canal into the Pacific Ocean in ARGONAUTA, their T-37 (hull #114). Now, six months, 4500 miles, and five countries later, they write:

We arrived in the Marquesas, French Polynesia on 2 June. These breathtaking volcanic islands have steep peaks and deep, lush valleys filled with luxuriant coconut palms. Their peaceful bays and coves are lined with white sandy beaches. We enjoyed lots of hiking in the mountains, seeing a variety of birds and flowers, finding waterfalls and petroglyphs, and gathering mangos and papayas.

While in the Marquesas, we visited the islands of Hiva Oa, Tahuata, and Nuku Hiva. On this last island, we met Christine Hontheim, a German woman who was traveling alone. We took her on board for five days as we circumnavigated Nuku Hiva. She was thrilled to be able to see the island by water and was an enthusiastic crew member. We were often accompanied by porpoises playing in our bow wake.

One day with Christine, we hiked along a swollen creek, following it deep into the valley, in search of a 1,000 foot waterfall. On the way, we passed through the ruins of ancient villages, with stone roadways and walls, moss-covered rock platforms where houses once stood, and mysterious Tiki statues staring out at us amidst the growth of ferns and vines. These eerie places seemed to whisper with the voices of a vanished civilization. We finally came to a beautiful gorge and heard the thunderous waterfall long before we actually saw it.

On 21 June, we left for the Tuamotus. We had a beautiful moonlit passage during which time we were briefly followed by a killer whale. Jon felt the "little feller's" misty breath on him a few times on night watch, but didn't know what it was. When I came up to relieve him, we noticed a huge black fin just a few feet away glistening in the moonlight. It was slicing through the water, keeping pace with the boat. I know they seem cute at Sea World, but since they've been known to sink yachts, "cute" was not a word that came to mind. We started the engine, altered course, and ditched him. (Read "Our Last Chance" by Bill and Simonne Butler - eek!)

The low-lying coral atolls of the Tuamotus group are a sharp contrast to the mountainous Marquesas. Without our GPS for navigation, visiting this island group would be very hazardous. The tiny rings of coral with maybe a rim of coconut palms are nearly invisible until you are practically on them.

With the surf pounding around the outside of the atoll, we would search until we found the pass, wiggle our way through, and then experience the instant relief of gliding across the placid turquoise lagoon inside.

Our favorite island in the Tuamotus was Toau, where for most of our two-week stay, we were the only yacht. Only five people lived on the lagoon, and two of them, Ismael and Roddy became our temporary adopted family. They were brothers, 18 and 19 years old, who lived in a thatched hut on the beach with two dogs, two cats, five roosters, and one baby frigate bird. We had an underwater tour of their oyster farm where they were growing black pearls.

Although there were many sharks, the snorkeling was fantastic. The water was clear, the fish were plentiful, the sand was white, you know, classic island paradise type stuff. Ismael and Roddy took us spearfishing, lobstering, gathering giant clams, coconuts, and papayas, and taught us how to make "biere locale" (coconut bread) and weave pandanus leaves. In return, we taught them a full repertoire of English cuss words and let them watch all of our American videos, which I roughly translated into French. We ate lots of fish every day and were punished for our gluttony with a mild case of ciguatera poisoning, but hey, what's a little biointoxication among friends? After Ismael broke a tooth, we practiced onboard dentistry by filling it for him. Fortunately he couldn't understand what we were saying, because we had no idea what we were doing.

On 12 July, we said goodbye and left for the Society Islands. We arrived in Tahiti the next day, tying up along the quay in the bustling city of Papeete, where we were able to see some of the Bastille Day celebrations. After nearly a month in Tahiti, we moved on to Huahine, where we saw humpback whales in the anchorage, and visited a vanilla plantation. Next we sailed to beautiful Bora Bora, stopping only briefly, moving on to a tiny atoll called Mopelia on 17 August.

Mopelia has a turquoise lagoon surrounded by white beaches lined with coconut palms. Again, we were the only yacht for our entire stay and were adopted by the locals, who also farmed oysters for black pearls. Two cousins, Carl and Carlos, lived in one thatched hut. Next door was a young couple, Teamo and Geniviere, and Teamo's brother, Leon. Between the two households (hutholds?) they had three dogs, two cats, and one baby booby. They cooked many feasts for us, took us scuba diving to see the giant oysters at the bottom of the lagoon, and led us on moonlit walks on the beach in search of sea turtles. One day they took us on a

coconut crab hunting expedition. We caught a couple of the enormous coconut crabs and filled our pockets with limes, while clouds of terns, boobies, and frigates circled overhead.

On 27 August, after exchanging farewell gifts and having a pile of coconuts loaded on our deck, we sadly hauled our anchor and moved on. We had a rainy ten-day passage to Pago Pago, American Samoa. Due to its cheap prices and American products, Pago Pago is a favorite reprovisioning stop for many cruisers. Consequently, it's also a great place for socializing with sailors from all over the world. We also befriended a couple of Samoan women who took us to a rocky cliff overlooking the water. As legend has it, if a particular song is sung there a shark and turtle will appear in the waves below. Several boys gathered and sang their hearts out, until suddenly everyone (except Jon and me) saw the shark and turtle.

Although most of the island is beautiful, I was ashamed that the smelliest, dirtiest harbor on our Pacific voyage was an American one. We left Samoa on 20 September with a full moon for our passage. We crossed the International Dateline on 22 (or, gee, was it 23?) September. We stopped at the northernmost island in the Tonga chain, Nivatopotapu (called "New Potatoes" by cruisers).

I never imagined that we'd encounter any more generosity and hospitality than we experienced in French Polynesia, but the Kingdom of Tonga welcomed us with open arms. Their traditional, close-knit villages seem to be almost untouched



by the modern world. Our arrival coincided with the arrival of a new bishop, which was apparently a pretty important occasion, involving lots of feasting and dancing (see photo below). We were invited to several elaborate feasts where we were served whole suckling pigs, lobster, chicken, fish, various types of meat wrapped and cooked in banana leaves, taro, yams, breadfruit, coconuts, papayas, bananas, and cakes. We attended a church service where we sat on their beautiful finely woven mats and the choir sang wonderful acappella harmony. Outside later, each village performed several dance routines, from graceful artistic dances to fierce war dances.

We became friends with a schoolteacher and his family who joined us for dinner onboard *ARGONAUTA* and invited us to their home for their Sunday meal. The food was cooked in an "umu", an underground oven. We crowded together on the floor of their tiny thatched hut and ate the food off the floor on "plates" of banana leaves, (no silverware).

We were often visited by village boys in dug-out outrigger canoes, who brought us bananas, limes, coconuts, and papayas, and thought it was hilarious to see themselves on video after I would film them. We traded books and T-shirts, and Jon gave a couple of lessons in chess.

We reluctantly left Tonga on 2 October and had an easy passage to Fiji, arriving in Suva on 6 October. A bustling city, Suva has a mixture of Polynesians, Melanesians, Indians, and Chinese, and seems to blend together their rich traditions and the modern world. We loved the good cheap Indian and Chinese food and the enormous marketplace filled with produce and barrels of colorful curries and spices.

On 15 October, we sailed to the town of Nadi where we met Jon's sister, Carol, who arrived on the 18th lugging mail and gifts. We had a fantastic ten days with her, exploring the Namanutha and Yasawa Islands. We visited resort islands, uninhabited islands, as well as traditional villages.

When visiting a village, newcomers must first present the chief with a gift of Kava, a root that Fijians use to make a type of drink. Once the gift is received, a brief speech of acceptance is given, and visitors may then tour the village and snorkel and fish in their waters. Once we got the hang of this custom, we really enjoyed it, as it provided a way to meet people and learn about their culture. We were often invited to join in the kava drinking, which one drinks from a half coconut shell, and involves a ceremony of clapping and saying a few Fijian words. The Fijians drink the stuff for hours, sitting in a circle on their mats, talking. The drink is relaxing and causes your lips and tongue to get numb, although it is not alcoholic. We were also invited into people's thatched homes for food and drink, and enjoyed watching (and participating in) the colorful and exciting Fijian dancing.

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ARGONAUTA...

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After our first day in one village, we had all gone to sleep when Carol heard a voice outside the boat. I thought she was suffering jet lag-induced hallucinations, but as it turned out, there was a man in a kayak calling us for help. His wife was in labor and he needed to go to a nearby island to get the midwife. Jon hopped in the dinghy and they set out in the darkness. When they got to the other island, they stumbled along the dark paths to the village, disturbing sleeping cows and goats along the way. The midwife was an old woman who walked with a cane and Jon had to carry her through the shallow water out to another boat. A healthy baby boy was born at 4:30 that morning.

Also in the same village was a baby with a badly burned and infected foot. After explaining to the parents how serious it was, we sailed the baby and her father to the main island, where there was a hospital. It was probably a good thing we left when we did because the villagers had fallen in love with Carol and were ready to marry her off to one of the village men.

On 29 October, we said goodbye to Carol, and friends from Annapolis arrived, toting more mail and supplies. Like Carol, they were great travelers, ready to jump into whatever adventures we could come up with. We visited many of the same islands, enjoying lots of snorkeling, fishing, hiking, and kava drinking. We found the baby's foot was greatly improved after she received an injection of antibiotics.

The day we went back to the main island, the wind and engine both failed us. We ghosted into Lautoka after dark as the fireworks of the Diwali celebration lit up over the city. We had more sad farewells on 5 November, as our friends boarded a plane for home. We spent the next couple of weeks in Lautoka with many other sailors, readying our boats for the passage to New Zealand. After Jon had been slaving for days rebuilding our engine, he presented me with a small Volvo parts box for my birthday. In it was the key to the ignition and I happily did the honors. It was very romantic.

On 21 November, we set out into 25-30 knot headwinds and steep waves to begin a very uncomfortable passage. We arrived in New Zealand on 30 November, wet and tired, but have recovered rapidly by soaking in the sunshine, beauty, and friendliness of this country. Eating all the scallops, mussels, lobsters, and clams Jon can catch has helped, too!

A year ago today, we were heading out of Annapolis in the freezing weather and wondering what was ahead of us. Now, looking back, I can say it's been more than I expected, while encouraging us to look forward to the year ahead.

To be continued...

Rendezvous Roundup

Chesapeake Bay, MD

Times, they are a changing! Tayana 37s used to dominate Tayana Rendezvous on the Chesapeake Bay, but this Fall, the complexion of the raft-up behind Gibson Island on the Magothy River was different. The Vancouver 42 (V-42) was predominant. Hosts, Dick and Martha Miller commented about how impressive it was to see so many V-42s lined up side by side.

Owners of 17 Tayanas, plus two prospective owners, gathered on 25-27 September to renew their love and appreciation of these vessels. No matter what the size, from 37-52 feet, and each boat is very individual, they all had that rich and elegant aura of teak, meticulously crafted by the builders at the TaYang Yard in Koahsiung.

The days were warm, the nights cool, the winds favorable, the water deep, the anchorage protected, and the camaraderie familiar that last weekend of September, as the



participants hopped boat to boat, comparing interior layouts, equipment, cruising experiences, and future plans. Of course, eating is a favorite activity for cruisers and Tayana owners are no exception. A potluck spread of hors d'oeuvres, entrees, and desserts pictured here on our host boat, enticed all to congregate on *EVOLUTION* and neighboring boats as shown in the photo below. In fact, there was talk of publishing a Tayana Rendezvous Cookbook. [This is your invitation for feedback, so send TOG your recipes and we'll add this to our TOG merchandise.]



Those in attendance who arrived on Friday were hosts, Dick and Martha Miller on *EVOLUTION* (V-42); Mike and Yvonne Rose on *PACIFIC GRACE* (V-42) from Washington state; and Diana and Randy Prentice on *STRIDER* (T-37) from Texas; *STRIDER* and *PACIFIC GRACE* stayed until Monday. The bulk of the attendees arrived on Saturday and left on Sunday, including Scott and Marja Jordan on *SIREN'S SONG* (T-37); Mary and Howard Eckert on *SIRENA* (V-42); Heath and Mary Boyer on *REVISION* (T-37); Chris and Marsha Kellogg on *ENDORPHINS* (T-48); Glen Newcomer and Laurie Duke on *ENDLESS SUMMER* (T-52); Suzanne and Bill White on *DOLCINEA* (V-42); David and Connie Povich on *CONFRONTATION*

(T-52); and Jim and Katie Coolbaugh on *ASYLUM* (V-42). Those who came on Saturday and stayed over Sunday night were Roy and Karen Olson on *KAMPESKA* (V-42) and Stu and Lee Myers on *MOONSHADOW* (V-42). New members, Charles and Sue Hodges arrived Sunday on *WINDSPIRIT* (T-48), as did prospective owner, Mel Donahoo. Three members came on Saturday sans boats: Susan Canfield of *AEOLUS* (T-37); Rockie and Bill Truxall of *SEAQUESTOR II* (T-37); and Coleman Blake, another prospective owner.

The raft-up began to break up early Sunday afternoon, but the good times linger in memory and pictures.



Mayday

by Teresa Heller

Rudy and Teresa Heller bought PELAGIC, their T-37, hull #393, in January 1998 and carefully planned a shakedown cruise to the Dry Tortugas, 60 miles west of Key West, FL, with visions of beautiful anchorages and tropical drinks melting in their hands. What happened on the second day of their vacation was an adventure they will never forget and hopefully never experience again.

Since El Nino was playing havoc with our Spring winds, we decided to set out the last week of April. We sailed out from St. Petersburg on a beautiful Saturday afternoon. Winds were ESE at 10-15 knots. We set the autohelm and headed due South. Our first overnight sail was beautiful. The moonless sky came alive with a million stars. Dolphins escorted us much of the way and the bioluminescence made a beautiful trail in our wake. We were both so excited that sleep did not come easily.

Early Sunday morning, winds began to pick up to 20-25 knots, seas built to a bumpy 6-8 feet. PELAGIC effortlessly sailed along between 6.5-7 knots. We estimated landfall at Ft. Jefferson by sunset. We wanted to make sure we did not try to enter the coral-filled shallow waters around the Fort at night.

On Sunday afternoon, I was down below in the cabin when I heard a very unusual sound overhead. I stuck my head up through the companionway to see what was going on. A U.S. Coast Guard Falcon jet had flown overhead at about 200 feet. We didn't think much about it until the jet made a second pass. As the jet approached for the third time, it finally dawned on us that maybe they were trying to reach us. (Amazing what a day without sleep does to the brain.) We turned on the VHF to Channel 16 and sure enough, we were being hailed. The Coast Guard advised us that there was a vessel in distress eight miles northeast of us and requested that we render assistance. Without hesitation, we turned PELAGIC towards the coordinates and headed for the troubled sailors. Because of the bumpy eight foot seas it took the better part of one and a half hours to reach the vessel.

WANDERING STAR was a 56 foot pilothouse sailboat. She had been taking on water and the engine had quit working. When we reached her, the Captain told us the leak was under control and the engine should be up and running within an hour. Meanwhile the Coast Guard jet had been circling overhead and received another search and rescue call. They asked if we would stay with WANDERING STAR and escort her to Dry Tortugas. WANDERING STAR's Captain advised that the engine was working and they were

no longer taking on water. They were ready to follow us to Dry Tortugas. Fair enough. We told the Coast Guard that we would escort WANDERING STAR to Dry Tortugas and off they went on their new mission. Since it was already 1900 and we were still 50 miles from landfall, we knew we would have to wait until morning to go into the anchorage at Ft. Jefferson.

We set course (again) for the Tortugas. WANDERING STAR obediently following us at a nice distance. Around 2030 our engine made an all too-familiar choking sound and died. We looked at each other and knew instantly that the pounding we had taken getting back to WANDERING STAR had shaken up the fuel and we had a clogged fuel filter. Rudy got to work changing the fuel filters and I kept an eye out on WANDERING STAR. I radioed the captain to tell him we were without an engine but would stay close. We reefed down the foresail and already had a double reef in the main. Somehow the staysail sheets tangled and we couldn't use the sail. Even at four knots we kept getting further ahead of WANDERING STAR, her mast light began to look like a star on the horizon. About the time we considered going back, we heard WANDERING STAR's call:

"PELAGIC, PELAGIC this is WANDERING STAR. The pump has failed. We are rapidly taking on water. We are gonna lose this boat. This is a mayday." This was immediately followed by "Any vessel, any vessel, this is WANDERING STAR. Mayday, Mayday." Rudy and I looked at each other in total disbelief. We had no engine, a new boat, the staysail is useless, it's dark, windy, and rough, and we are 40 miles from nowhere in the middle of the Gulf of Mexico.

We immediately answered her distress call and told them to get into the life raft and to grab as many flashlights as possible. It took over 20 minutes to get back to WANDERING STAR. With adrenaline pumping, we rigged lines, donned our life vests and tried to figure out how we were going to get an unknown number of people on our boat under sail alone. When we arrived, her decks were already awash and the crew was still on board. With no engine and little maneuverability, we didn't want to risk getting tangled up with the sinking boat. As we sailed by, we yelled to them to get into the raft and away from the boat. On the first pass, we then noticed that the life raft was actually a life ring and that there were four men in the water. They were still too close to the sinking boat, and we were too far away for a line to reach them. Wearing my life vest, I couldn't easily throw the line. I knew I shouldn't take my vest off, but I felt I had no other choice, so I took it off. Standing on the edge of the deck, leaning as far out as possible, I threw the line perfectly over their life ring. I yelled for them to grab hold and to tie off. As we sailed by, two of them grabbed the line and we were now dragging them through the water. Rudy frantically worked to get an emergency collapsible ladder over the side. I kept telling them to hold on for their lives. If they let go in rough seas, no moon, dark clothes, and taking 300 yards to turn around, I was not sure we could find them.

The first one to come aboard was Emory. This was Emory's first sailing experience and he had been seasick for three days. He was so physically fatigued, he could not pull himself up. Rudy literally hauled him aboard and unceremoniously dumped him on the cabin top. Right behind Emory was Josh, who was in much better condition and made no bones about wanting to come on board. Meanwhile, we were still sailing away from the other two in the life ring. I kept my eye on their small flashlight beam the entire time. We were nearly a mile away by the time we got the first two aboard. By the time we came around for the fourth pass, I could only see their light when we were at the top of a wave. As we approached the life raft, I stole a glance at *WANDERING STAR*. She was completely submerged with only her mast above water. She was sinking so slowly and gracefully. Every light was still on which made a very eerie and surreal sight as we sailed passed. I couldn't help but to think of the *TITANIC*. Rudy said, "I'm going to put this boat right over the top of them", and incredibly sailed right next to the raft, heeled over at the perfect point. I threw the line right over the ring, but the guys would have none of that. They both reached up and grabbed the stanchions and shrouds and hung on for dear life. Afraid of being pulled overboard, I told Josh and Emory to help their friends aboard. As the Captain was climbing aboard, I heard him say, "she's gone". When I looked back, *WANDERING STAR* had disappeared.

Once aboard, they all came into the cockpit. They were wet, cold and shaking, but very happy to be safe and out of the water. After we got blankets and jackets and wrapped them up, we set course for Dry Tortugas (yet again). Rudy called the ranger station to advise them of the situation. Apparently, our earlier transmissions had been heard at Ft. Jefferson and they were anxiously awaiting the outcome of the rescue.

The night passed uneventfully. Exhausted from their ordeal, our passengers slept the better part of the night. We waited until daylight to approach the island. The park ranger escorted us into the anchorage where we finally and thankfully dropped anchor. We said our goodbyes to Jim, Keith, Emory, and Josh and waved as the ranger headed for Ft. Jefferson. Battered, bruised and exhausted, all we could think about was a shower and a few hours sleep.

Reflecting back on what could have gone wrong is very frightening. I now realize how naive we were with our first open-water cruise. We did not have an EPIRB, nor did *WANDERING STAR*. We did not have a life raft, nor did *WANDERING STAR*. We took our life jackets off and foolishly placed ourselves in greater danger. What I learned from this experience is sailing offshore is a completely different level of sailing. Once you are out of radio range of land, you are at the mercy of other boats. If there are no other boats to hear your call, you are at the mercy of the sea. We are very fortunate everything went right. Next time, however, we will expect the unexpected and be much better prepared.

Ship's Store...

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SHALAKO, a 1986 V-42 (hull #125) is for sale. Paul and Nancy Rerucha are completing three years of cruising the Caribbean and returning to Florida by February 1999. *SHALAKO*, which means "renewal" in Zuni, is fully outfitted to continue bluewater and offshore cruising, with oversized standing rigging, watermaker, Yanmar 4JH 75 HP turbo (1985) with 1100 hours, Balmar alternator, Alpha regulator, Fourwinds wind generator, all navigational electronics, sat-phone, SSB, VHF, Autohelm 7000 linear drive, Fleming wind vane steering units, bimini, sunawnings, raincatchers, rebuild kits, and more. Asking \$149,500. For full details, contact Paul Rerucha at <Shalakoaf1@aol.com> until 28 February and <shalako@accessone.com> after that or leave a message on voice mail at (206) 256-9633.

SHENANDOAH (T-48 CC, hull #37) has a dodger for sale. It should also fit a T-47 CC. Stainless steel frame, toast colored canvas in excellent condition. Three elk hide-covered grab rails. Middle front section rolls up; two side panels on front are scratched and need replacing. Made by North Sails in Annapolis, MD; used only three summers. Make offer to Kerry and Fay McCluney, 304 Harbor Pointe Drive, East Peoria, IL 61611 or call (309) 698-7873. Scratched glass can be replaced before shipping.

They also have a stainless steel bimini frame for a T-48 (or T-47) CC for sale. It is in perfect condition. Used three summers. Best offer.

SHILOH (V-42, hull #144) 1988 aft-cockpit cutter is for sale. She is well equipped, cruise-ready, and has all liveaboard amenities, i.e., A/C, awnings, Webasto heater, etc. Updated electronics. Asking \$175,000. Contact Duke and Donna Chandler at (954) 527-5117.

SOJOURNER (T-52, hull #44), built in 1990 is for sale. She is located in Venezuela and is fully equipped for cruising. Interested parties should contact Heidi Fearon at 28 Yellow Tail Lane, Hilton Head Island, SC 29926.

YAB YUM (T-37, hull #485) has two slips for rent on Weems Creek off the Severn River in Annapolis, MD. Beautiful view, quiet, private, 8 feet of water at low tide, 30 amp power. \$900 semi-annually. Call Bob Parker at (703) 354-4689.

David and Aine Mackey are actively looking for a T-37 MK II, 1983 or newer. Aluminum spars and fiberglass decks preferred. Call (905) 820-4662 (W) or (905) 821-7993 (H) or e-mail <dam@idirect.com>.

Ed Tanzer wants to buy a T-37, 1979 to 1985 model, with aluminum spars and a nav station. Call (301) 214-3230 or e-mail <edward.tanzer@comsat.com>.

Hurricanes...

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had fallen out, there was rum soaked spaghetti on the ceiling (both items were in the galley's dry storage and were expelled and merged!), and the silverware was on the ledge by the companionway, but the drawer had closed again. The stateroom doors were dislodged and cockeyed.

Without the mast, we had no communications except our handheld VHF with one back-up battery. We activated the EPIRB and tried contacting on the handheld VHF anyone who might be near, but received no response. We were 211 miles SW of Bermuda and 600 miles from the U.S. The mast continued to bang into the side of the boat, but everyone was too injured to go out and cut the mast away, even though we had a hack saw, bolt cutters, etc. on board. We were worried that the waves would knock the mast through the side of the boat. We were taking on some water, but the bilge pump was keeping up with it. Filters had to be cleaned often because debris was getting into the bilge with the absence of floorboards.

About 1030 on 6 November, a Coast Guard C130 flew over. We set off a flare and Judee and Karen got into the cockpit. The sun was shining, but the seas were still 20 feet and confused. We successfully contacted them with our handheld VHF and told them our last battery was running low, so they dropped a radio so we could stay in contact with them. Their first course of action was to have a 600-foot freighter try to rescue us. They arrived early afternoon, however their attempts to get us aboard failed because of sea conditions. This huge freighter crashing down upon us as they tried to rescue us was the scariest part of the whole incident. They finally aborted their efforts, but remained on lookout over us all night until the Coast Guard helicopter arrived the next morning. We were very thankful for all their efforts.

At daybreak of 7 November, we heard the Coast Guard C130 overhead and we managed to get Roy into the cockpit for the second time. They indicated the helicopter was ten minutes out. We were overjoyed. We can't say enough good things about the U.S. Coast Guard from Portsmouth, VA. The helicopter crew was from Elizabeth City, NC. Everyone was great, from the guy who fought against odds to okay a helicopter rescue, and those who kept in close contact with Roy's mother, to the crew that so expertly accomplished our rescue. They dropped a swimmer into the water, who climbed aboard and guided us into the basket that had been dropped on the foredeck. They took us up one at a time, with Roy being last because of his severe injuries. They had us all aboard the helicopter quickly and smoothly. It was so sad to see a stripped *KAMPESKA* bobbing in the 20-foot waves.

We were flown to Bermuda where Roy's condition was confirmed; the rest of us were treated and released. A wonderful hospital volunteer took us to her home, where we stayed for two nights. She was a guardian angel, providing all our needs, since we only got a few important papers, a change of clothing, and our wallets off the boat.

We were then flown by air ambulance to Johns Hopkins in Baltimore, MD, where Roy had successful fusion surgery on 12 November. The Blue Water Lifeline Insurance Policy (Blue Water Insurance Company, Jupiter, FL) that we took out to cover just such a need for transportation back to the states, was the best \$65 investment we could have made. One phone call to Traveler's Emergency Network (the company providing the insurance for Blue Water) and they made all the arrangements for air and land ambulances. They were truly a lifeline.

We are now recuperating in South Dakota at Roy's mother's (Traveler's Emergency Network took care of this flight, too). We don't know what the future holds for us, but are thankful for our lives and that Roy's prognosis is for complete recovery with no residual effects. While we are devastated with the loss of our beloved *KAMPESKA*, we are thankful that she was such a seaworthy vessel and kept us safe and out of the water during our long ordeal. She may still be roaming the seas; she was spotted by a freighter two weeks later, but attempts to bring her aboard failed."

But before Mitch, there was Hurricane Georges, that started where most do, off the coast of Africa, and followed a more traditional track. Nonetheless, Lin and Barb Fuller felt the impact from over a thousand miles away, as described on page 54. As with the Olsons, their boat, their home is lost, and since they chartered *JESSIE* (V-42), their livelihood is lost.

Then there was Bonnie, the first hurricane of the season, giving some reason for concern to Mike and Yvonne Rose on *PACIFIC GRACE* (V-42). "We first heard about Hurricane Bonnie as we were traveling north up the Intracoastal Waterway (ICW) on our way to Maryland. We didn't pay much attention to it except we knew we'd better track its course over the next few days, which we did. As the storm gained strength and size and its direction became more evident, we began to become personally concerned about where we should duck in for our own protection. There aren't many hiding places in the ICW and there is only a sandspit between it and the Atlantic, normally less than a mile wide. So we hightailed it on to Beaufort, NC to seek advice. "Bonnie" was now just three days behind us and moving north at a good clip.

After a day of inquiries, we had more information than we knew what to do with and none of it was more than opinion. We discussed and debated on all the options and decided to head north up the ICW to the Neuse River and duck into one

of its tributaries, the South River. We arrived at the South River in the afternoon and slowly worked our way back as far as possible as the water is fairly shallow and we didn't have complete charts. We dropped our anchors (we used two of them) and began to strip the boat of all the canvas and anything else that could fly around during high wind conditions. During the process we noted another boat, a Hans Christian 48 similar to us entering the river and heading for what appeared to be a specific location. We contacted them on the VHF and they said they had weathered two hurricanes in this river and that we were anchored in a terrible spot and should move to another location, which they pointed out to us. We relocated and laid out a 66 pound Bruce anchor on 200 feet of chain and a 20 pound Danforth on 25 feet of chain and 150 feet of 5/8 inch line.

The day was perfect. We finished preparing the boat and went below to read and take a nap so we would be ready when "Bonnie" came calling. Late in the afternoon you could begin to see clouds forming on the leading edge of "Bonnie", but meteorologists didn't know if she was going to make landfall or just skim the coast. We went to bed in a state of apprehension, but awoke in the morning to sprinkles. The rain began to increase and by 1320 the rain was coming down in buckets and the wind was beginning to strengthen. Your mouth gets a little dry at this point because you have no idea what to expect. You make silly jokes and try to keep busy. We were tucked into a rather narrow river with our bow pointing towards some trees that we hoped would dampen the wind. The wind increased to the 30 knot range and our wind indicator stopped functioning, so we had no idea of the wind velocity after that. The night progressed slowly. The wind continued to increase and at 0115 the captain of the Hans Christian reported a peak gust of 57 knots! Our boat was dancing all over the water and we were very concerned about our anchors holding. There was no sleep that night; the apprehension levels were too high. The noise was incredible and the rain was horizontal with the tops of the waves being blown off into a fine spray. You didn't even want to open the hatch to look outside. During the early morning hours, we realized in watching our radar, that our anchors were not holding and we were dragging onto a marshy shoreline. It was almost impossible to go outside as the rain was being blown with such force that it actually hurt when it hit your bare skin. I donned a pair of goggles to protect my eyes and when I went onto the deck, they were immediately blown off my face, never to be seen again.

I started the engine and put it in gear, hoping I could relieve some of the strain on the anchors. It was so dark that I couldn't tell on which side of the boat the anchors lay. I left the motor running with the wheel locked down and went below. At 0600 we heard a loud explosion from the bow of the boat. The snubber line I had on the chain broke. This was a 3/4 inch piece of nylon line. The chain began to peel out of the chain locker at a rapid rate and the boat immediately went broadside to the wind and began to drift toward shore,

less than 100 yards away. I was out into the cockpit in a flash, thankful that I had the motor already running. I poured the coal to it and brought the boat around into the wind until I caught up with the chain that was paying out. I then worked my way forward and attached a new snubber to the chain. Disaster was averted.

The hours passed slowly and the wind continued in the 40-50 knot range with gusts over 60 knots. The noise created by the wind was so loud that standing behind the wheel and communicating to someone four feet away required yelling.

We continued to drag toward the shoreline, so I attempted to steer the boat to deeper water without overriding my anchors and fouling the propeller with the anchor rode line. It was a losing battle and we began to bounce off the bottom as we drifted closer to shore. I was beginning to get chilled; I was exhausted with no sleep in over 24 hours and little to eat (no appetite). I decided we had done all we could and we would just deal with the outcome later. I knew no one was going to die and the worst that could happen was that our boat would end up beached in the mud with minimal damage. So I shut down the engine and went below to wait for the hurricane to blow itself out. The boat bounced off the bottom as the waves lifted it. We expected it would soon settle and that would be where we would stay for the duration, but surprisingly the wind began to shift and we drifted out to deeper water. Before we knew it, we had two feet under us again and were floating freely.

Every 30 minutes the TV had hurricane updates and we watched as they plotted its course. We were stunned when they said it had not only come ashore, but had stalled and was slowly moving in our direction. The eye passed about 20 miles from us. We were in the worst possible location! We were anchored in the northeast quadrant of "Bonnie" and that is considered the location for the highest winds in a hurricane. They aren't kidding!

The wind and rain continued late into the evening. The wind was still in excess of 25 knots, with higher gusts, but after the events of the night, it seemed like a light breeze.

Were we scared? Kinda'. Fear is not a very helpful emotion in a crisis, so you try not let it take hold. You know you must deal with the situation, so you do. After it is all over, complete exhaustion. Some say it is better to leave the boat to ride out the storm unattended. If we had done that, *PACIFIC GRACE* would have been on the beach, no question about it. Would we want to do this again? Not in a lifetime."

This was a year of hurricanes of great intensity and persistence. Hopefully, we won't have a repeat for years to come.

New Members

- Rick and Mary Balabuck, *WINDBIRDI* (V-42), Victoria, British Columbia, CANADA
 Wes and DeAnn Birdsong, *LIBERTY* (PH-37), Jonesboro, GA
 Heath and Mary Boyer, *REVISION* (T-37), Philadelphia, PA
 John and Lisa Burd, *ISLAY* (T-37), Tierra Verde, FL
 John and Sylvia Campbell, *HALLELUJAH* (T-37), Punta Gorda, FL
 Earl and Dana Dunham, *INTERLUDE* (T-37), Pogooson, VA
 Doug Frisby and Angela Treiterer, *WAYWARD* (T-37), Boulder, CO
 Mike and Sandra Greene, *VELELLA* (T-37), Charlotte, NC
 Charles and Susan Hodges, *WINDSPIRIT* (T-48), Annapolis, MD
 Scott and Marja Jordan, *SIREN'S SONG* (T-37), Baltimore, MD
 Kent and Gloria Lewis, *QUE TAL* (T-37), Taos, NM
 David and Aine Mackey, (*Prospective Owners*), Mississauga, Ontario, CANADA
 Scott and Gail McLain, *WANDER* (T-37), Sequim, WA
 Rob and Teri Moore, *INCRESCENT MOON* (V-42), Alameda, CA
 Chuck and Henri Naccarato, *SIRENA* (T-37), Highland, NY

Bernd and Renate Pullig, *VOLLE PULLE* (V-42), Graftschaf, GERMANY
 Steve and Jeanette Soule, *PASSPORT* (V-42), Wellington, FL

Charters

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>.

NIKIA, a T-37 (hull #184) will be looking for charter guests who want to experience different parts of the Mediterranean on a Tayana during the Spring and Summer of 1999. Price is \$1,500 per couple for seven days of sailing, including three dinners on board, as well as all breakfasts. People who want to join Alexandra Filia and Paul Kelly in the Med should e-mail them at <nikia@compulink.gr> to receive a schedule and pick the week you prefer. They are fun people in their mid-30s, plus Alexandra is a fantastic cook.

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