

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME X NUMBER 85

WINTER 1999

Happy Birthday TOG! 20 years of TOG going into the year 2000



Twenty years ago in December the Tayana Owners Group (TOG) started out with a two page communication to a few Tayana 37 (T-37) owners who wanted to liaison with the builder to work out design deficiencies. Today it is an organization that produces a 24 (sometimes 28) page newsletter sent to over 450 addressees interested in the boats built by the TaYang Yacht Building Company. In the beginning it was stewarded by Norm Demain, who faithfully served for twelve years. In 1992 the helm was taken over by Susan Canfield, Bill and Rockie Truxall. Susan stepped away in 1995, due to the press of her marine survey business, and the Truxalls continue today.

In the intervening years, TOG has included owners of all boats built in the TaYang yard (not just the T-37), as well as prospective owners; introduced a line of TOG Wear and other gear; and advanced in technology to develop a site on the World Wide Web and participate in the Tayana list at <sailnet.com>. TOG News has changed format several times and produced numerous subject indexes. In addition we have rosters by owners' names, boat names, and for e-mail addresses. Dealers have come and gone, but TOG remains the constant source for networking and information regarding Tayana

yachts. The market is flooded with used boats as folks pursue their cruising dream, fulfill it, and then move on to something else.

Of the 15 charter members, five remain on the roster today. They are Tom Delaney, Former Owner of *TRELAWNEY*; Jim and Carol Hayes, *WANDERING STAR*; Jake and Lillian Huber, *ALTA*; Bob Perry, Designer; and Dan and Lee Yoder, *LETHENA*. We also continue to be in touch with Norm Demain, who has moved back to the Baja.



Halfhull presented to Rockie and Bill Truxall in appreciation of their efforts for Tayana yachts.

Today the yard is building bigger boats, and continues to build a quality vessel. To our knowledge, it is one of only two yards still in boat production in Taiwan, the other being TaShing. We are proud to be carrying on the name and tradition of these fine yachts with service to Tayana owners through the Tayana Owners Group.

Thank you to all who make this mission possible. HAPPY BIRTHDAY, TOG!

Membership Benefits

- o Four issues of *TOG News* annually
- o Subject Index for *TOG News*
- o Clearinghouse of Tayana information
- o Opportunity to network with other Tayana owners
- o Reduced membership rate in BOAT/ U.S.
- o Annual issues of Membership Roster, E-mail listing, and Boat Directory/ Hailing Guide
- o Website <www.tognews.org> with:
 - Introduction to TOG
 - TOG History
 - Rendezvous Roundup Info
 - Ship's Store (classifieds)
 - Tayana/Vancouver Yacht specs
 - Membership application
 - TOG Links to other sites
 - TOG Publications
 - TOG Gear to order
- o Merchandise
 - Imprinted polo and T-shirts, ball caps, and drink cozies
 - TOG Burgee
 - Digital line drawings of each class
 - Personalized business cards
 - T-37 Owner's Manual
- o ... and more to come!



TOG Notes

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 ROSTER, HAILING GUIDE, AND E-MAIL DIRECTORY

These three annual publications will be mailed to members as we receive their dues for membership renewal and only at their request. Be sure to check the appropriate boxes on your invoice for the directories you wish to receive.

A NEW VANCOUVER YACHT DESIGN

As introduced in the Fall '99 *TOG News* (p. 152), **Robert Harris** has been working on a new design--a pilothouse 42, which stretched a foot gives as much space below as a much larger boat, with the ability to sail, power, or motorsail from either topside or below decks. The prime mover in this design is **Colin Hadfield**, who is sharing this brainchild with you to solicit your comments. In this rare circumstance, we are sending the design package to you under separate cover to keep you abreast of the latest in yacht design and to allow you participation in the design process by providing feedback to Colin. The package should arrive in your mailbox in a few days. We hope you enjoy this opportunity.

POSTAGE

As we stated in the Summer '99 *TOG News*, due to increases in postage rates, our TOG merchandise will have a shipping cost added to the purchase price. Even the "free" T-37 Owners Manual will cost \$3.20 for postage to US zip codes.

We are increasing the price for a full set of back issues (32 more issues than you received with a full set eight years ago) to \$120, including shipping. We will provide an updated TOG Order Form in the Spring issue or before.

Basically, if the ordered item is under \$25, the shipping is free; \$25-\$50, postage is \$3.20; \$50-\$75, postage is \$5.40; \$75-\$100, postage is \$6.50; and over \$100, postage is \$8.50. Overseas shipping costs will be handled on a case basis.

YOUR SUPPORT

As you can see, TOG also is Y2K compliant, evidenced by the receipt of this newsletter! As we begin the year 2000, we want to thank everyone for their support of TOG during 1999, and ask all of you to continue your support in the following ways:

1. Please keep us informed of your current mailing address, telephone number, and e-mail address (if applicable). Each returned newsletter that has to be resent costs us at least an extra dollar.
2. Please submit articles you think may be of interest to other members on cruises you have taken, maintenance performed, new ways to make living aboard easier, or any facet of cruising/sailing.
3. Prospective owners, please inform us of model, boat name, boat location, hull number, and home port when you have purchased a Tayana.
4. Advise us when the items you have listed in *Ship's Store* have been sold.
5. Encourage others to join TOG and share in its benefits. Use your TOG business cards.

ADDITIONAL HULL IDENTIFICATION NUMBER EXPLANATION

The following explanation comes from Nan Hai Chiu at the TaYang Building Company.

TYA37 415 I 4 85

TYA37 meaning Tayana 37

415 meaning hull number

I meaning the month of building. I = September. (For example, if in January, it will be "A")

4 meaning year of building (i.e. 1984)

85 meaning year of delivery (i.e. 1985)

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

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

Rendezvous Roundup

West Coast, FL

Here is an update from **John and Sylvia Campbell** on **HALLELUJAH** (T-37, hull #520) who are hosting a Florida TOG Rendezvous on 17-19 March 2000 at the Burnt Store Marina and Country Club, Punta Gorda, FL.

Most of the arrangements were finalized and the registration packets mailed to you on 27 December. I would like them to be perfect, but if I didn't explain something to your satisfaction, let me know. You won't hurt my feelings. We have cut expenses as much as possible without cutting the quality of your weekend, so I think the prices are about as good as you can get.

So far, we have 23 couples who have expressed an interest. We can certainly handle more. For those of you who are interested, but have not communicated with us, please contact us at 4 Pirates Lane, Punta Gorda, FL 33955, call (941) 505-9295, ore-mail <JCamp18604@aol.com>.

You do not have to come by boat. If it is stored in the frigid north, come by car and get some sunshine! By the way, if you are not bringing your boat, several of us have boats you can stay on. Of course, we have the Marina Inn, but they charge you and we don't. If you want to stay on one of our boats, it's first come first serve. Get your request in now.

Please return the questionnaire from the packet as soon as possible so we can have the information needed to prepare the Saturday program. We'll see you in March.

San Diego, CA

Dan and Kay Peter of Cabrillo Yachts held their second rendezvous on 24-26 September 1999 at La Playa Cove in San Diego Bay. Friday night featured a chili-fest with a great deal of sharing both food and experiences.

Robert Harris, designer of the Vancouver boats, was on hand for the weekend again. No formal speeches were given, but information was exchanged. As Dan said, "A great time was had by all who drank the margaritas!" Breakfast and a barbeque dinner at the San Diego Yacht Club pretty much filled out the day on Saturday. All left on Sunday after a champagne brunch at the Yacht Club.

In addition to the hosts on their speculation T-37, those participating in the weekend activities were: **Tom Antonelli and Jean Francone** on **AURORA** (T-48), **Richard and Karen Genet** on **CHESSIE** (T-52), **Colin Hadfield**, former V-42 owner, **Robert Harris**, Vancouver yacht designer, **Lex and Susan Herron** on **HERRON'S FLIGHT** (V-42), **Harvey and Elizabeth Karten** on **NIGHTHERON** (T-37), **Ed and Sandy Letzring** on **ABRACADABRA** (T-52), **Kent and Gloria Lewis** on **QUE TAL** (T-37), **Mark Sahs** on **LAND'S END** (T-52), and **Nick and Linda Sciarro** on **ECLIPSE** (V-42). (See photo below)

We look forward to having an even bigger event in 2000!



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>.

BLUE MOON (T-37, hull #95) has a mainsail for sale. It has been cleaned and refurbished by Sailcare and impregnated with resins, too. Asking \$500. Contact **Chuck Harris and Nancy Eitapence** at <canvas@iu.net> or call (407) 779-4400 in Indian Harbour Beach, FL. (3/99)

CAPERCAILLIE, 1989 T-37 (hull #574) is for sale by **Paul Sheard**; the first hull off Ta Yang's assembly line with vinyl ester resin gelcoat. She has teak decks, marble vanity, and a Yanmar 4JHE with only 1400 hours on it. Other equipment includes Icom M80 radio, Icom 721 RADAR, Ampair 100 windcharger, Neil Pryde sails, 35 fathoms bbb tested anchor chain, Grunert engine-driven refrigeration, 120 amp Lucas alternator w/splitting diodes and two 200 AH batteries. Yard work in the last two years includes seven coats on brightwork, bottom gritblasting, and epoxy coating. Located in Western Scotland, perfect to start a European cruise. Asking \$162,500; open to negotiation. Both US federal dutiable entry paid and UK vat paid. Call (902) 562-5006 or UK 011-44-141-337-4467 or e-mail <DRMAX@chatsubo.com> (2/99)

CASTAWAY, a 1979 T-37 (hull #201) is for sale by **Richard and Carolyn Johnson** in St. Petersburg, FL. She has a Yanmar 3QM30 (834 original hours), aluminum deck stepped mast, mast steps, seven sails, including a new fully battened bluewater main with Dutchman, pole with mast track, new sail cover and other new canvas, dodger and bimini, all new standing and running rigging, Harken roller furling, seven self-tailing winches, anchor windlass, CQR 35# chain and 5/8 inch rode, Danforth H-20 chain and rode, teak decks (no leaks), Aries wind vane, Autohelm autopilot, radar arch (new), weather station, Icom VHF, RDF, stereo system, Combi instruments, tri-color w/strobe (new), MOB strobe, EPIRB, 6-man Avon liferaft recently recertified, Force 10 cabin heater (new), Marine AC/heat, cold plate refrigerator/freezer, 12v/110v system completely replaced, including all wiring and panels, new multi-stage temperature regulated charger, galvonic insulator, 1800 watt inverter, four batteries, poly water tanks (new), Lavoc head (new), flash propane water heater, propane 3-burner stove w/oven, h/c pressure water w/new fixtures, hand fresh and salt water pumps, fresh bottom job, cockpit cushions, spares. Changed plans force this sale

at \$79,900. Contact the Johnsons at (727) 405-1005 or e-mail <interlude@pocketmail.com>. (3/99)

CURRAGH, 1983 T-37 MK II cutter (hull #329) is for sale. She looks like a Baba 40 with her soft beige color and burgundy bulwarks. She has had numerous upgrades since we launched her in 1983 and was carefully equipped for offshore cruising in 1994. All standing rigging, lifelines, and bowsprit rigging were professionally replaced with Norseman fittings and US cable. She has an aluminum mast with separate trysail track, a Profurl system on her Yankee headsail, fiberglass decks, an eight-coat epoxy barrier system on her bottom and never had blisters. She has a professionally maintained Yanmar 3QM30 fresh water cooled diesel engine with very low hours. Extensively equipped for cruising w/wind generator, redesigned anchor rollers, and others (replacement value over \$150,000). She is beautifully maintained and as clean as a new boat. For a detailed list, please write **Bern and Maggie Collins**, P.O. Box 4065, St. Thomas, USVI 00803 or contact them c/o Caribbean Connections, FAX (284) 494-4744 or leave a phone message at (284) 494-3623. Pictures are available. Asking \$97,500 for delivery in FL or \$89,900 for purchase in the Virgin Islands. (1/99)

DOWITCHER, a well-loved 1988 T-37 (hull #534) is offered for sale by **Janet and Barry Acker** in Washington State. She is in excellent shape and looks nearly new. A list of features includes: aluminum spars; roller furling headsail, club-footed staysail, full canvas; aft stateroom, nav station; RADAR; GPS; AP; SSB; Datamarine depth, speed, and wind speed instruments; VHF; watermaker; davits; inverter; LINK 2000; built-in microwave; cold-plate reefer and freezer; diesel heat; great shower stall; Cetol brightwork; 8' Trinka sailing dinghy; and a ton of gear that all goes with her. Contact Janet at (360) 376-3082 or <excedus@pacificrim.net>. Asking \$116,000. (1/99)

EXLIBRIS, 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. (4/98)

FAR NIENTE, a 1981 T-37 is for sale by **John Stuhldreher, Jake Adams, and Bill Babington** in Redondo Beach, CA. She is in excellent condition and very clean. She is fully equipped for world cruising and ready to go. She has a Perkins 4-108 engine, 10 sails (2 mains), liferaft, 406 EPIRB, PS35 watermaker, solar panels, Monitor windvane, inverter, RADAR, HAM/SSB, WFX software, printer, full canvas, and oversized die-formed rigging (new in 1992). Too much to list. If you are serious about a T-37 for world cruising, this is the

one; just returned from a 14 month cruise through the South Pacific. \$99,000. Please leave a message at (310) 519-5496 or e-mail <Babfree@aol.com>. (3/99)

GWENNAN OF CAMBRIA, 1978 T-37 (hull #139) located in San Carlos, Mexico, is for sale by **Roger and Nancyann Thorne**. It is ready for long distance cruising with only 200 hours on a complete overhaul on the Perkins 4-108 engine and velvet drive transmission. Priced at \$75,000. Please contact the owners by e-mail at <flyingsun@aol.com>, or call (541) 723-4051, or write P.O. Box 8 in Malin, OR 97632. (2/99)

HEGIRA, 1988 V-42 aft cockpit (hull #142) is for sale by **David Laber**. She is a fresh water boat, sailed only in Lake Michigan, equipped with a Yanmar turbo 55HP w/777 hours; Hood SS ports & screens; Bomar hatches; 9 oversized Barent winches; Newmar electrical panel; custom interior; contoured cushions; custom cockpit cushions; dodger plus bimini converts to full 360 protection; SS rubrail, water tanks, binnacle, and cowl ventilators; teak wheel, dorade boxes, deck, and cockpit table; Plath binnacle compass; GPS; full B&G instruments/autopilot; Dutchman fully battened main; 4 sails, plus cruising chute/sock; 3-bladed Maxprop; 16000 BTU central A/C; Force 10 stove/oven/broiler; microwave; refrigeration; 45# plow anchor on HD SS double roller bow fitting; deck wash; storage cover; and more. Three pages of factory extras. Priced at \$195,000. Contact David at (773) 772-2821 or <damonent@megsnet.net>. (3/99)

INTREPID (T-37, hull #461) has the following items for sale by **Pat Maslen**: Tayana wooden blocks in good condition, 6 single blocks w/o becketts, \$15 each, 2 single blocks w/becketts, \$18 each, and 1 double block w/becket, \$25. Price does not include shipping. Estimated total weight at 16-17 pounds. Call Pat at (978) 456-3804(H) or (781) 370-1525(W) or e-mail <72451.1251@compuserve.com>. (2/99)

KITTIWAKE, T-37 (hull #483), a 1986 MK II model with aft stateroom is for sale by **John Anastasio**. She has low hours on a Perkins 4-108 engine, new epoxy bottom, no teak decks, Monitor self-steering vane, Autohelm autopilot, new dodger and canvas, 100 gal. water in keel SS tank, 100 gal. fuel amid-ships, separate shower, electric head, Alder-Barbour refrig, 4-burner propane stove w/oven, microwave, 400 A/H gell cells, Raytheon R20 RADAR, VHF, Signet depth & knot meters, Ritchie Globemaster compass, electric windlass, 45lb CQR w/chain, self-tailing winches, generator, BBQ, swim ladder, 10 foot Avon w/Nissan 8 OB, etc. In bristol condition. Located in the San Francisco Bay area. Asking \$103,000. Call (415) 485-0597 or e-mail <fig@igc.org> for complete equipment list. (3/99)

MAGICDRAGON, a 1986 T-37 pilothouse (hull #479) is for sale by **Ian and Susan Garriques**. She is well equipped and ready to go cruising. Her list of equipment includes a Monitor self-steering windvane, a generator, watermaker, air

conditioner, holding plate refrigeration, RADAR, dinghy and OB engine. We have a web page for her at <www.tradewind-designs.com/Magic_Dragon/magic_dragon.html>. We can be contacted by e-mail at <suzun@compuserve.com> or call (305) 296-9409 or snail mail at P.O. Box 2010, Key West, FL 33045. (3/99)

MAGICDRAGON, 1988 V-42 aft cockpit (hull #155) is for sale at \$169,000 by original owners, **Fred and Linda Hixon** in Reedville, VA. She has sailed the Caribbean and is longing to return. Outfitted for long range blue water cruising, she is equipped with engine driven AC generator, inverter, alternator and wind generator, water maker and rain catching awning, dodger and full cockpit cushions, factory installed Grunert refrigeration with separate freezer, microwave, Force 10 propane stove w/oven & broiler, SSB/HAM radio, weather fax, GPS, wind/speed/depth instruments, Yanmar engine, Alpha autopilot, and Profurl headsails on genoa and staysail. The teak salon and galley have an abundance of storage with custom cabinetry. Both forward and aft cabins have double berths. Call (804) 453-7601 (H) or (804) 453-4151 (Linda at work) or e-mail <mcdrgn@crosslink.net>. (4/99)

MALULANI, a 1986 T-37 (hull #489) is for sale by **Bob and Bonnie Gebeaux**. This proven world cruiser has a custom interior, lots of stowage, teak decks, and 3QM30 Yanmar engine. Comes with dodger, bimini, sail covers, and newly painted mast & boom. Asking \$89,900. Located in Kinsale, VA. Call (804) 224-4144 or e-mail at <bgebeaux@crosslink.net>. (1/99)

MOONSHINE, a 1991 T-52 (hull #50) with center cockpit is regrettably for sale. She has many extras including teak decks and rubbing strake, cutaway sugar scoop stern, and mast guards. She is probably the fastest, safest cruiser you will find, and pretty as well. We've just completed a Med/Caribbean cruise and will sell her at an interesting price to someone who seriously wants to take her cruising again. Real Estate/Business trades may be considered. No broker. For further and fuller details call **Brian Ellis** at (904) 491-8943 or e-mail <atlanticpacific@cs.com>. Serious inquiries only. (3/99)

Brian is also interested in selling the following items: (1) Six-man canister Plastimo Offshore liferaft with survival pack. Needs recertification. \$1500; (2) Eight-man Bombard canister liferaft with survival pack, tested/inspected in Nov '98. \$1700; (3) EPIRB 406 KHz, \$500; (4) Yaesu 757 SSB (allband), needs back end power transformer. \$450; (5) ATU Auto Antenna Tuner, \$350; (6) SATNAV, \$100; (7) Handheld LORAN, \$75; (8) Sextant (E. German Zeiss copy), boxed & calibrated. \$500; (9) Zodiac Yachtline 12 foot RIB (white), \$800; (10) Med/Caribbean/Cuba pilots & charts, inquire at info above. (4/99)

PEACOCK, T-37 (hull #200) is for sale by original owners, **Judy and Dick Fow**. She has a 50 HP Perkins 4-108M

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News from the fleet...

Greg Barnicoat e-mailed from Ireland, "We have decided not to change the name of our T-37 (hull #315), since the procedure was complicated. So she is called **KISH**, which is the name of a bank (shoal) and the main lighthouse for entry to Dublin Bay.

Our main adventure this summer was "racing" from Dublin to Dingle on the west coast of Ireland. This race is held every second year and the distance is slightly more than 300 miles. The previous four races saw conditions of force 7 and 8 and one of the features of this race is rounding the infamous "Fastnet". So we were prepared for the worst. However, in this race the wind never exceeded force 3 for the first two days, so **KISH**, with her tired mainsail, struggled to keep in contact with the rest of the fleet. In the end we withdrew from the race and used the Detroit sail for about six hours. However, on the third day we had force 4 winds and we arrived in Dingle before the cut-off time had expired. Sylvia and I sailed **KISH** back to Dublin over several long weekends. We are very pleased with her performance, especially in the eight foot swells we experienced on the west coast." (11/99)

Abbie and Jack Fassnacht inform us, "We are at TTYC in Trinidad with **PERSEVERANCE** (V-42, hull #126) until the end of January when we'll begin our sail northward with the intent of getting to the Chesapeake Bay in mid-July. Please note our new e-mail address: <captaincem@pocketmail.com>. Health and fair breezes in the new year." (12/99)

John Fisher updates us from **CRACKED ICE**, his V-42 center cockpit built in 1983. "We are based in Fort Lauderdale, [FL] and have cruised from this location for the last four years...and Georgia before that. The boat was completely refurbished last year by Treichel Marine in Dania, FL, which took five months to complete. Many modifications were made in the process that have made the boat easier to handle." (11/99)

Imants and Elsa Golts report, "In July we purchased the pilothouse T-37 (hull #204), **SUZANNE** from TOG member, **Paul Peyton**. The new name is **LAIVA**, which means boat in Latvian. (Imants was born in Latvia.) We picked up the boat in Juneau, AK and after a couple of days' instructions on boat systems from Paul, set off on the 800 mile trip to Port Townsend, WA. It was a great trip--beautiful scenery and nothing broke. We did not hit anything very hard! However, we had to motor about 90% of the time due to the calms and SE winds on the Inside Passage." (10/99)

Scott and Marja Jordan inform us, "After much searching and many disappointments, we have finally purchased a new boat. She is an aft cockpit V-42, hull #170, built in 1989. We purchased her from a French-Canadian gentleman named Andre LeGault. She has spent her entire life on Lake Champlain, a rather odd place to find an offshore cruising boat. The boat had been on the market for some time and was basically ignored by buyers who didn't want to go that far to look. Their loss is our gain, as we found her to be in like new condition, with only 450 hours on the engine. Her name is **DESIRADE**, which we have decided to keep.

The hardest part was making the deal happen and getting the boat back to the Chesapeake Bay before the weather became a factor. We did not close the deal until 8 October and the marina where she was berthed was closing on 15 October. Just to add to the stress, the Champlain locks also close shortly thereafter. With so little time to go over the boat and prepare to leave (the rig needed to come down to pass through the canal), we decided the prudent things to do was to truck her back. The trip was successful and upon her arrival in Annapolis, we had a barrier coat applied and she was splashed on 17 November. Two days later she was motored to her permanent slip on the Magothy River. As with any just acquired boat, there are all kinds of little projects that need to be done. I guess that's what winters are for." (11/99)

John Kraft and Karen Hurt report from **THE CHANCE** (T-37, hull #478), "Things are fine in the Caribbean. We spent four more weeks on the Macareo River in the Venezuela jungle, then to Trinidad, Guadeloupe, Antigua, and the Virgin Islands before returning to Venezuela for 17 weeks at the uninhabited offshore islands and a short trip to Merida in the Venezuelan Andes. We took the world's longest, highest cable car ride to 16,000 feet.

Our next move is to Bonaire in mid-December to top off diesel tanks and hope for a quick weather window to Boqueron, Puerto Rico. We'll spend January to April in the Bahamas and head back to the Chesapeake Bay in May." (12/99)

John and Yvonne Laurenson write, "We just got **EMERALD EYES** (V-42, hull #151) back in the water after 4.5 months on the hard. She has a new paint job--her hull is now a dark metallic green and her new name is on. She was beautiful before, but now...we're speechless. We are continuing to work on her at the slip before we move back aboard--installing a new Adler-Barbour super-cold machine and a reverse-cycle marine air conditioner to name a few things. Our plan is to begin our cruise shortly after Thanksgiving." (10/99)

Tom and Shirl Maxson check in with this update. "**HARMONY** (V-42, hull #20) departed Beaufort on 4 November, headed for the Virgin Islands. News of Hurricane Lenny drove us back 170 miles to Bermuda where we spent a lovely 3.5 weeks waiting for another weather window. Six days of

great sailing brought us south to the Virgin Islands with splendid weather. We've seen two dorado, one wahoo, and several sightings of tropic birds." (12/99)

Mac McBroom and Becky Hess report from *OWL HOOT* (T-37, hull #496). "We've met quite a few Tayana owners and TOG members since we left the U.S. a year ago. They are *PERSEVERANCE*, *STARLIGHT DANCER*, *TAMARAK II*, and *TRANQUILLITY*. We've met Tayana owners, but non-members, *CASITA* and *PEACE AND QUIET* and have encouraged them to join. When we were hauled out in Trinidad a guy walked up and started talking to us. He was Dan Womack from Houston, owner of *MORNINGSTAR* (PH-37).

Just in case you thought something of it, SSCA printed "Mac and Becky McBroom". There should be no wild rumors. We have not gotten married and have no plans to do so. You can imagine our surprise when we were asked about that before we had received our SSCA bulletin in the mail!" (10/99)

Steve and El Morse inform us, "We sold our farm in August and moved aboard *SHAGGYDOG* (T-37, hull #436) in dry dock at Halsey Cannon Boat Yard, Charleston, SC. We left the boat with the approach of [Hurricane] Floyd and had her launched the day after Floyd went through the area. We anchored in Charleston Harbor across from the City Marina and planned to be there for two days before heading for St. Augustine, FL. The two days turned into five because the anchor was fouled and no matter what we tried we could not raise it. Because of all the damage caused by Floyd, it took a while for a diver to come and help. He unwrapped the chain from around a couple of pilings and told us that many boats get hung up there. Nothing was indicated on the intracoastal chart or did the City Marina mention it.

We are now anchored just south of the Bridge of Lions in St. Augustine. We had a dodger made, installed a wind generator, and repaired a refrigeration leak since we have been here. We'll leave the week after Thanksgiving for Miami and will wait for the right weather to go to the Bahamas." (11/99)

Karen and Roy Olson, former owners of *KAMPESKA* (V-42, hull #150) write, "We are pretty well settled here in California. Roy is feeling pretty well, although he has some pain from time to time. He is ready to look for work this month. My job at Marriott Vacation Club International (the timeshare division of Marriott) is not quite as exciting as working for Jack [Kemp], but it is less stressful, interesting to learn something new, and my boss is great, with a commute of less than ten minutes.

KAMPESKA was found 150 miles off the coast of Florida (see Summer '99 *TOG News*, p. 107). The insurance company and salvager were the principles, as we had settled with the insurance company. David Walters of Ft. Lauderdale

purchased her and is putting her back together again. He built Shannon boats at one time, and we have confidence that he will do a good job. We can hardly believe it was a year ago that we left Norfolk with such high expectations. (See Winter '98 *TOG News*, p. 49 for the Olson's story.)

Roy has been talking about maybe getting another boat. It would be a good fit with living in the desert and keeping a boat in San Diego, Long Beach, or Dana Point. It is so hot here in the summer, it would be nice to have a cool getaway on weekends. Maybe a Tayana 37 would fit our needs better this time. I can't believe we are even thinking about another boat. Time heals all and I guess we need our dreams." (11/99)

Bob and Mary Penney, owners of *CAPRICORN IV* (T-37, hull #275) pen, "We sailed our boat from Vancouver in August '97 to Mexico where we have been based since. We have met up with many Tayana owners in Mexico and have shared our back issues of *TOG News* with them all. We used many of the ideas from them to modify our Tayana for the trip to Mexico. We will be enjoying the new millenium on our boat in Mexico." (9/99)

New members, **Ralph and Jeanne Richardson** write, "We've been meaning to join TOG since we purchased *TERRA NOVA* (T-37, hull #406, formerly *SHUNFAN*) from **Rich Mattingly** of Mobile, AL in late 1997. Local members, **Dominique Ohier and Julia Keck** lent us all of their back issues last year, and we swore we would join then. Our only excuse is that we've been doing a total refit of the boat and getting out on the water as often as possible.

The refit is an ongoing project and quite extensive. The boat was in good mechanical condition upon purchase, but cosmetically and aesthetically it was in need of attention. All exterior teak has been Cetoled with 6-8 coats, deck hardware upgraded, all new canvas, rebuilt cockpit hatches and companionway doors. Interior work has included refinishing all teak, building a new navigation station, refinishing cabin sole, and addition of formica on some of the vertical surfaces. Some have called us crazy, but the interior is a bright and cheerful place now rather than a teak cave. [Additionally, we've installed] a new battery system, 660 amp house bank, 3-stage charger, regulator, combiner, and a thousand other projects that have all occupied Ralph to the tune of 20-30 hours a week (I've kept a detailed log) for the past 21 months. We have to admit that our ego has ben inflated to many times its normal size by admiring "dock walkers". We were once in their position, wandering marinas and dreaming, stopping to stare longingly at heavily built cruising boats, hoping that one day we too would own a fine blue water vessel. We feel fortunate to have realized the first part of the dream. Soon (six years until retirement), we hope to be sailing off into the sunset.

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Maintenance and equipment comments and questions...

COCKPIT CUSHIONS

Dave and Carol Bechtel, owners of *CRIMSON CLOUD* (T-37, hull #540) write, "We are considering new cockpit cushions for our MK II T-37. Bottom Siders and C Cushions are both less expensive than the quotes we have on closed cell foam with sunbrella covers. We are concerned that Bottom Siders or C Cushions will be uncomfortable in hot weather. Can anyone give us first hand experience with either Bottom Siders or C Cushions from the tropics?"

Willi on *AUGUST WIND* replies, "Another method would be to buy closed cell foam from McMasters catalog available online and take them to the local upholstery shop, not marine canvas shop, and have them made. You cut the cushions and have them covered. Very comfortable on the butt and the pocket book."

Bruce Walasek aboard *BLACK CORAL* (T-37, hull #431) claims, "We use Bottom Siders in WA and FL. They are about 10 years old, but still OK. I'd get them again."

John and Susan Pazera from *COMPANIA* (V-42, hull #117) answer, "Bottom Siders are durable, easy to keep clean, and very comfortable."

HEAVING TO

There have been many comments on heaving to since Hurricane Mitch tossed many members around during the Caribbean 1500 in 1998. These questions come from **Bryan Biesanz**, owner of *SERENDIPITY* (T-37, hull #405) to all T-37 cutter rigged owners who have put their boat into the hove to position. "What sail combination did you use? What was the highest wind speed and seas when you did it? What problems did you have? Please share anything with us who still have to go through the exercise."

Alexandra Filia and Paul Kelly share from *NIKIA* (T-37, hull #184). "We have hove to on a few occasions. The most severe weather was a force 9 in the Mediterranean between Sicily and the African coast. I decided to heave to not only because the ride was uncomfortable, but also because we didn't have a lot of sea room (there's a bunch of little Italian islands around there). We had hove to before with the staysail and a deep reefed main, but this time it was a no go. So, I raised the storm trysail in combination with the staysail. This worked. The motion of the boat becomes quite comfortable (relative to the hell we were experiencing before).

We were still making leeway (about 1.5 knots), but everything was cool. It took me a while to find the best rudder position so she wouldn't jibe, but eventually I found a position that would stay and that magic "slick" appeared that Lyn and Larry Pardey talk about in their book on *Storm Tactics*.

Afterwards I realized that the whole thing would have been much easier if I had raised the storm jib. The staysail is a powerful sail and I had too much power up front. That's why she wanted to jibe. Also, I feel that the staysail was the reason I was making 1.5 knots instead of a bit slower.

In summary, I'd recommend to any cutter rigged Tayana owner that they should heave to in really heavy weather with the stormsails. In less heavy conditions, they can probably get away with the staysail and a triple reefed main, or a yankee and a deep reefed main. The previous owner of our boat said he heaved to with her with just the staysail. This has never worked well for me, but maybe he had the magic touch!"

REVERSING

Bill Godsey, owner of *PROSIT* (T-37, hull #527) writes, "To those talking about reversing, follow **Jean-Louis LePendu's** advice. The only way to control a T-37 is by backing and filling as he says. This problem is not unique to Tayanas; it affects nearly all full keeled (not fin keeled) boats with the rudder hung on the keel. As several have alluded to, the rudder is too close to the hull's center of effort (pivot point) when backing to do much good. The aperture for the prop further screws up the turning effectiveness of the rudder. Finally, having the rudder post at such an angle (and also moving the rudder's center of effort forward) makes the rudder very inefficient when going in the wrong direction for which it was designed.

Despite all these handicaps, there is one redeeming value to this characteristic of full keeled boats. The next time someone with a fin keeled Hunter or Catalina comes into your marina and throws it in reverse and backs into his slip, just ask yourself about how well that jerk could do that with a Tayana. You know the answer: Not as well as you can.

When backing and filling, you need a little momentum in forward to effectively pull the stern to port (with a Yanmar) when you do put it in reverse. Try experimenting in an open area around a mark or mooring as a reference point to get the hang of it. The boat will do a 180 in almost its length with a little practice."

HOLDING TANK PLACEMENT

Imants Golts, owner of *LAIVA* (PH-37, hull #204) queries, "I have purchased a 1979 pilothouse Tayana with the holding tank in the bilge under the engine. The location is less than ideal if you ever would need to access it. Also, it only holds 15 gallons. Is this the standard installation from the factory? Has anyone found a place for a holding tank of about 30 gallons? I have a fuel tank under the V-berth and the water tank in the bilge." Respond to TOG or e-mail Imants at <golts@olympus.net>.

DECK FITTINGS

Erik Hammarlund asks, "We're about to begin the process of removing all the deck fittings on our V-42AC [*FREYA*, hull #28] to rebed them. We want to drill out and epoxy the holes since the fittings are out, but how big do we drill the holes? Is 5/8 inch a good size guesstimate? Should we worry about adhesion in the drilled holes? We will be using backing plates, but I don't want to weaken the attachment. We will be removing the glass skin that provides strength and replacing it with goop.

Do we even want to attempt to do the toerail bolts, or is that a bag of worms better left closed? I know that these are the bolts holding the hull-deck joint together. I don't think that the deck is cored at that point, which might make redrilling the holes a pointless endeavor, though it still might be worth pulling off and rebedding the toerail. Comments, anyone?"

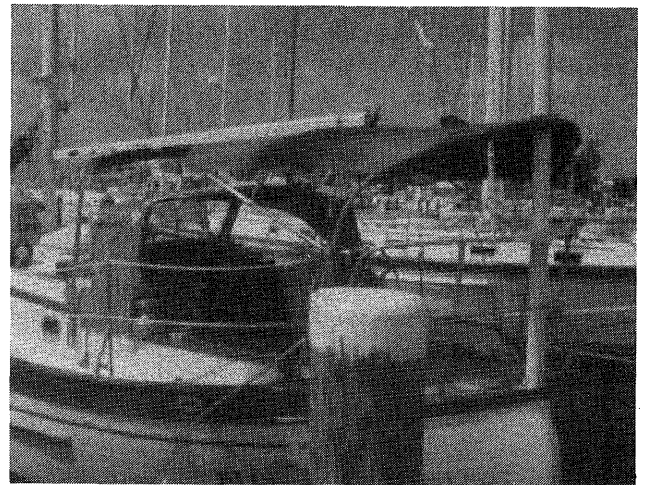
Jean-Louis LePendu, owner of *TIRUA* (T-37, hull #78) responds, "I removed the deck fittings on my boat and filled the holes with epoxy mixed with a little thickener. I redrilled some of the deck holes a little larger in order to clear out some of the suspect wet core. I did not drill any larger than 3/8 inch on the deck, making sure not to penetrate the second skin of glass beneath. Where needed, I dug out some of the core wood with a small L-shaped tool (the pointed end of a file bent 90 degrees works). Tape the hole shut from underneath and fill the hole with epoxy. I think the smaller you can keep the holes the better.

I found a leak in the overhead of the quarter berth. A previous owner had drilled some holes in the overhead to fasten a rack for charts. The holes did not penetrate through to the top layer of fiberglass, however, leaks from the teak deck fastenings had saturated the core from the top down and caused the leaks above the quarter berth. I had no idea which of the hundreds of small screws was leaking. I fixed the problem by drilling a 1/2 inch hole into the overhead at the point of the leak. I used my L-shaped file handle and began digging out the wet core until I had dug out a three inch radius from the 1/2 inch hole. I then moved the drill about six inches and made another 1/2 inch hole and dug out more of the wet core wood. After several holes and a bucket full of wet core wood, I found no more wet wood. I dried the space with a heat

lamp and injected 3M 5200 into the 1/2 inch holes overhead. I covered each hole as I filled them so the 5200 wouldn't leak out. I kept injecting 5200 until I completely filled the cavity. Since each hole was connected, it was somewhat messy plugging the holes. I used duct tape with a piece of wood and a long dowel pushing up the wood. On the last and final hole, I injected the 5200 until I had built up quite a bit of pressure, then quickly plugged the hole. It stopped the leak and filled the core without having to drill any holes in the deck. Hope you don't have to go through what I did."

DODGER & BIMINI

Chuck Harris and Nancy Eitapence share, "Here is a picture of our finished dodger and bimini on *BLUE MOON* (T-37, hull #95). We bent the aft bimini pole to conform to the shape of the transom. The enclosures we eventually put on will fall straight down to the stern pulpit. We can unzip the aft section of the bimini to work on the stern at either side. We'll soon be adding a connector that will give us total protection in the cockpit."



PORTHOLE WINDOWS

Bob Hughes aboard *BRIGHT STAR* (T-37, hull #295) asks, "Does anyone have the answer for what kind and size of rubber seal is needed to re-seal ports on a T-37? Also, we have several ports where the glass is now milky colored from moisture. Has anyone had to fix this problem and if so, what did you do? Do the ports come apart where the glass can be replaced?"

Bruce Walasek replies from *BLACK CORAL* (T-37, hull #431), "The seals are 3/8 inch square rubber. Now for the glass, take the two hinge bolts out and lay the window down seal side up and remove the seal. Under the seal there should be four screws, one at each end and one at the top and bottom. Remove these screws. Separate the two pieces. Remove the

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More maintenance and equipment comments...

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old glass. Have a glass cutter cut a new piece of safety glass and re-assemble. Warning: Don't lose the screws! You'll never replace them."

Tom Cagney, owner of *NEPENTHE* (T-37, hull #256) adds, "I have used a 3/8 inch square gasket on the ports and it works very well. I found it in the Defender Catalog."

Ray Slaninka, owner of *LORNA DOONE* (T-37, hull #123), also refers readers to the results of Harvey Karten's research on gasket material in the Summer '99 *TOG News*, page 115.

INTERIOR WOOD FINISH

Harvey Karten, owner of *NIGHTHERON* (T-37, hull #84), asks, "How was the teak interior finished in older Tayana 37s? The previous owner apparently heaped on large quantities of varnish. In the course of scraping it down, I finally got to a layer that appears to be the original finish and it seems to have the texture of a Urethane. Any hints people may have on the original finish and how I might be able to restore that texture would be greatly appreciated."

Denis Beaudry replied, "I have *S/VTAYANA*, old hull #8. Most of my interior was very dark, even reddish. Many different types of finishes had been applied to different areas over the years. The areas that I am now becoming satisfied with are the areas I heat stripped, sanded, and used a few coats of teak oil on. I applied the oil using those grey 3-M pads and rubbed the area quite smooth. When this dried and was buffed, I used Varathane, black tin, "gloss", while sanding between coats with a small block I fashioned from a piece of scrap teak. The commercial sanding blocks are too big and quite useless. Apply enough coats, sanding with small block in between, until you are happy and it is not too wavy in appearance. The Varathane has a naturally light golden color. For final finishing, you can buff lightly with those 3-M pads, which cleans up those tiny bubbles resulting from forgetting to use a tack cloth, and then apply a few coats of quality paste wax, buffing to your heart's content. The result is a nice smooth patina. I did not strip any ceiling strips, but did use that wipe-on poly from Varathane on those strips and the large bulkhead wall between the salon and head. I tried the Varathane semi-gloss and satin and both looked like a plastic finish has been applied."

MARINER STOVE PARTS

Tom Mason, owner of *TOMAR* (V-42, hull #110), queries, "I have a Mariner Propane gas stove on my V-42. Does

anyone know where parts can be obtained? I have written to the factory in Auckland, New Zealand, but received no reply." Send answers to TOG or directly to Tom at <Tmase@aol.com>.

CHAIN LOCKER MODIFICATION

Jim and Judy McGuire, new owners of *SONGLINES* (T-48, hull #44) pose a question. "As we started to put the second [anchor] rode on the bow, we found the chain locker to be pretty small, and the 200 feet of chain already there pretty much filled it. We're wondering if anyone has cut through to the small chamber under the anchor well floor, or tapped into the space under the hanging locker just before the anchor rode locker proper? We would appreciate any suggestions as to how we might separate or use the additional space. By the way, our model is the "head in the bow" version, and we don't know if the other models have the hanging locker there." Please respond to TOG for sharing or directly to the McGuires at <jmcguire@ricconnect.com>.

CAPEHORN SELF-STEERING

While reading the Summer '99 issue of *TOG News* (p. 113), **Lee-Ann and Henry McKintuck**, owners of *JILOCASIN* (T-37, hull #49) offered these comments. "We have Capehorn self-steering and love it. It is the best crew we could ask for and when there is any wind to speak of "Unity" does the work. Like any self-steering system, sail trim plays a big part and we have become better sailors for this reason. It will not anticipate wind that is very light with large swells. As the boat falls in the trough of a wave and there is no wind, the paddle will lose the wind and become upright. We have found this situation few and far between, but talking to cruisers using any of the wind vanes they all find the combination of light wind and large seas a particular challenge.

The Capehorn is a beautiful piece of equipment, but can be difficult to install. Yves, the designer/owner of Capehorn, came to our boat with a measuring tape and a plumb bob, worked his magic, drew a pencil line on our aft hatch, and said in his stern voice, "You will measure exactly 17 1/4 inches down from here, then you will do a right angle to the stern and there you will drill the four-inch hole! You will have 1/4 inch clearance for the Capehorn quadrant all around." With great care, we followed Yves instructions to the letter and it was a perfect fit. With the canoe stern it is necessary to mount the Capehorn slightly offset from the center line, but this is hardly noticeable. The installation is neat with the quadrant and lines below, two small holes in the rear of the cockpit allow the quadrant lines to be pulled and then locked into place with a camcleat.

The cloth paddle is easy to remove when not in use and the Capehorn also comes with an aluminum heavy air paddle. If the cloth does deteriorate, you can slip a nylon stocking or heavier leotard over the frame work of the paddle.

Our friends on a True North 34 also have the Capehorn. They have sailed from Victoria, BC, Mexico, Marquesas, and on to Australia. They have seen storms and squalls of every description and the Capehorn has never failed them."

E-MAIL AT SEA

The McKintucks continue, "We subscribe to SailMail, which is a non-profit SSB-based system (\$100 US per year for unlimited use). If you are a HAM, there are many HAM stations doing the same thing for free. Essentially the system is like a party line on e-mail. You tune into a radio frequency and you can hear if the frequency is in use or not. This is where the party-line aspect of this system comes into it, since you can also see any e-mail on your PC. Wait until that person is finished, hit a button on your PC, and off goes your mail. That is a very non-technical description, but the message is, don't send anything you don't want others to see!

There are a lot of knowledgeable cruisers who are very technical and will be glad to help with the installation, which can be very tricky. Once set up, it is a cruiser's dream. We receive and send mail from anywhere in Mexican waters and all across the Pacific. All that is needed is a SSB/HAM capable radio (not a Kenwood TKM-707; it is the only radio we have come across that does not transmit/receive fast enough for e-mail. If you want more information on this Kenwood SSB, please contact us directly at <jillocasin@ibm.net>), a TNC, and a reasonable PC. Oh yes and patience. A lot of people have been turned onto this new and reasonably priced technology, so waiting for a pause in the e-mail traffic can take some time. However, since you are cruising, it is simple to have a cerveza in one hand and an eye or ear to the radio at the same time."

HAM/SSB RADIO INSTALLATION

In response to Nick Sciarro's quest for information regarding his HAM/SSB radio installation in the Fall '99 issue (p. 143), Dick Miller on *EVOLUTION* (V-42, hull #105) relates his experience. "There was an excellent how-to article in *Ocean Navigator* (May/June 1998, Issue #90, p. 80). I ordered the parts from the source mentioned in the article. My antenna is a SS wire running from the top of the mast to the stern rail--insulated at both ends. I installed a block at the top, so the antenna can be lowered if necessary. The wire running from the SS wire to the tuner is GTO 15. This is a high voltage wire and is not shielded, consequently this wire forms part of the antenna. The wire running from the radio to the tuner is RG 8U and is connected to radio and tuner with PL 259 connectors. The power leads (both fused) for the radio are connected to a separate 20 amp circuit breaker. I installed a separate three-breaker panel for the SSB/tuner so each works off its own circuit breaker. As far as the grounding, fold the copper strip to a "V" and attach it directly to the tuner ground with the wing nut. My understanding is that the copper

should be connected to tanks and other grounding points to provide a large surface ground. The ground on the radio is connected into the boat's grounding system with a number 8 or 10 green wire."

MICROLOGIC GPS

Dick continues, "I saw John Kraft's article on Y2K for Micrologic LORANS and GPS. Even though Micrologic is out of business (I recently heard that someone is taking them over), the older units can be reprogrammed. I had three units reprogrammed last July and all work just fine. Just before they went under (about April/May 1998) they sent a list of all of their units and instructions on how to tell if they are Y2K compliant."

CHAINPLATE RESPONSE

In response to Heath and Mary Boyer's questions in the Fall '99 *TOG News* (p. 140) regarding repair of a chainplate related leak, Terry Moore, owner of *HERON* (T-37, hull #52) writes, "I know that *HERON* is a fair bit older than *REVISION II*, but the problems you described are ones that I have just dealt with. So recently, in fact, that I am still trying to get the caulk out of my hair. I don't know if the construction has changed in the intervening years, but I can tell you my experience with both the hull to deck joint leaks, the genoa track fasteners, and the chainplates.

I am guessing that your query about the genoa track and the hull to deck joint are related, since the leaks that I attempted to track down led me to rebed everything that could possibly be leaking down the hull on the inside. In the process of poking around I learned a lot about how the boat is put together, and the water gets in. There is a good picture of the hull to deck joint in the *T-37 Owners Manual* that you can download off the TOG website. You should look at it, but also know that it is not quite accurate. The glassed in wood at the top of the joint is there to have something to screw into and bolt through for the mechanical joint, but it does not fill the entire top of the joint like the picture shows. There is a void on the inboard side because the piece of wood is glassed to the hull, not the deck half of the joint, before the two are joined.

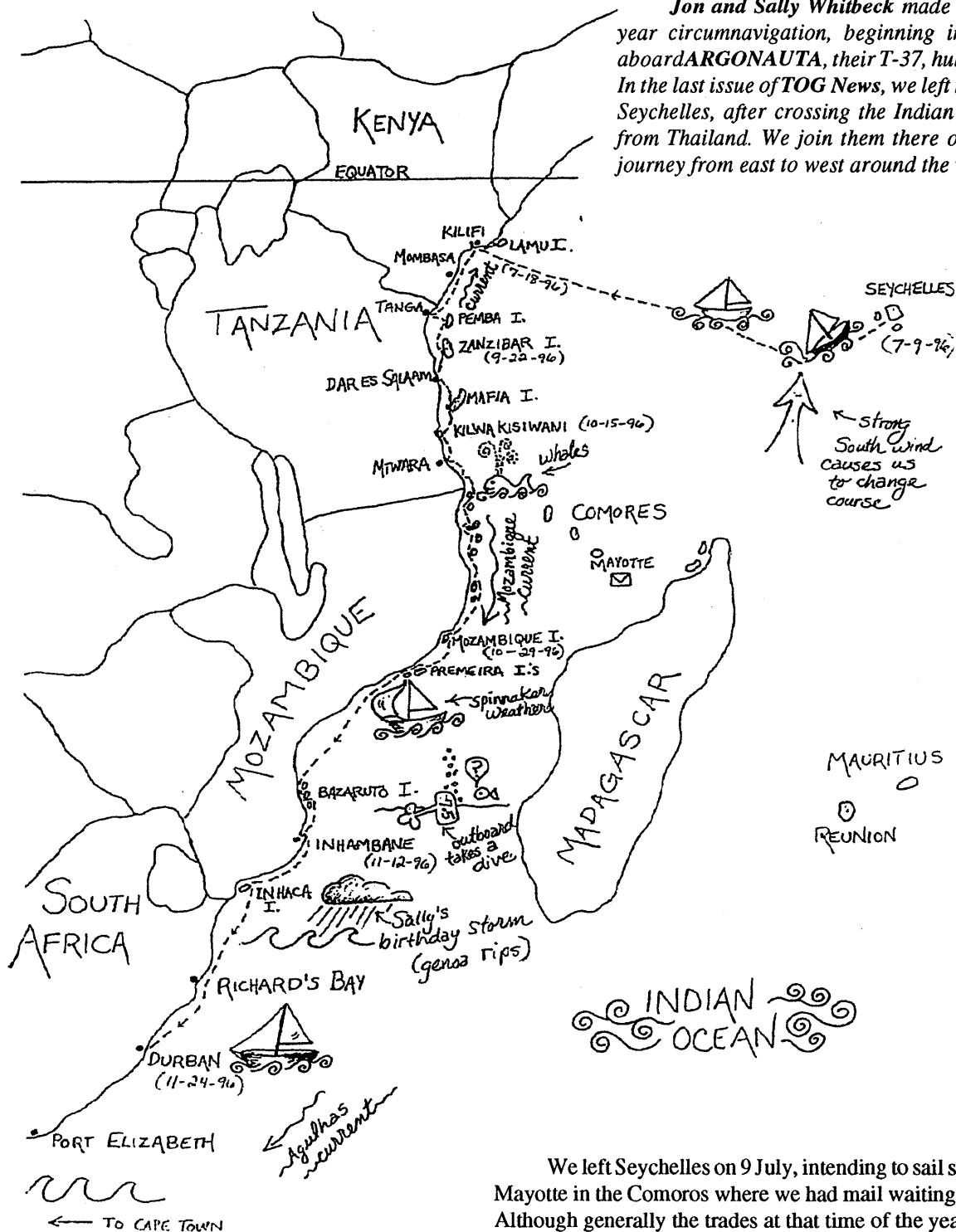
First the genoa track. On my boat, every third fastener is a bolt, all other are screws. You access the nuts through a foam plug knockout on the inboard side of the bulwark. If your boat is the same, you should be able to see the plugs if you look closely. If not, you can sound for them with the butt of a screwdriver. I broke out the plugs and removed the bolts and screws, then rebedded the track. I replaced the plugs by cutting new ones out of closed cell foam insulation with the appropriate sized hole saw, then pushed the new plug in just past flush, and finished with a few coats of epoxy putty.

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ARGONAUTA explores Africa

by Sally Whitbeck

Jon and Sally Whitbeck made a four-year circumnavigation, beginning in 1993 aboard ARGONAUTA, their T-37, hull #114. In the last issue of TOG News, we left them in Seychelles, after crossing the Indian Ocean from Thailand. We join them there on their journey from east to west around the world.



We left Seychelles on 9 July, intending to sail south to Mayotte in the Comoros where we had mail waiting for us. Although generally the trades at that time of the year blow from the southeast, we experienced 30-35 knots right out of the south. The seas were miserably steep so after a couple nights sheltered behind a remote reef in the Amirantes we decided not to fight mother nature. We set a course west instead; straight for Kenya. Our mail would have to wait.

After a roly but uneventful passage, we arrived in Kenya on 18 July. We motored up into the Kilifi River and anchored in front of the home of Tony and Daphne Britchford. Tony is a ham radio operator who runs a daily "net" for sailors throughout the Indian Ocean, providing weather information as well as communication with worried mothers back home. (I won't mention any names.)

Those sailors who find their way to Kilifi are welcomed to the Britchford's home like long lost family. Their generous hospitality was a wonderful introduction to Africa. On our first night in the calm waters of the Kilifi River we enjoyed a long peaceful sleep, with the satisfaction of having crossed another ocean.

In this peaceful anchorage we were introduced to the sights and sounds of Africa. At night we'd hear songs of fishermen as they paddled up river in the dark or laid their nets along the shoreline near *ARGONAUTA*. At dawn we were roused by the mocking laughs of hadeda ibises flying overhead. Wagtails perched on the lifelines and kingfishers dove around us catching fish. A huge monitor lizard would occasionally be seen slithering under the mangroves and families of vervet monkeys entertained us with their humorous antics along the shoreline under the fat baobab trees.

Plenty of children were always on the beach waiting for us, ready to "help" with chores such as laundry or hauling water. Laundry was done in buckets under the watchful eyes of the monkeys overhead in the acacia branches. The children didn't speak any English, but they answered all our questions with an enthusiastic "Yes!". Jon gave the kids a couple swimming lessons and attempted to teach them to row the dinghy. Considering the language problem he did make a fair bit of progress and it was pretty hilarious to watch.

During a short-lived attempt at maintaining physical fitness, Jon and I began a jogging routine. White-legged people in Nikes running into the bush in Kenya are apparently an unusual sight. The locals smiled at such ridiculous behavior, but the kids loved it. Barefoot boys held our hands and guided us along the tiny footpaths that wound through the countryside.

The paths led us through small clusters of huts where people greeted us with "Karibu!" (welcome). Their homes were built of red mud dabbed into sisal* pole frames and thatched roofs. Women, dressed in colorful kangas (sarongs) walk long distances to carry firewood and water to their homes. Rarely would you see a woman without a baby strapped to her back (slung in a kanga) and a heavy load on top of her head.

** Sisal is a plant that looks like yucca, with thick succulent spiky leaves and a pole that grows in the center. There are huge sisal plantations in Kenya. The fibers in the leaves have many uses.*



A market in Kenya

While in Kilifi we took many road excursions, either squeezing ourselves into the death traps they call busses or piling into the back of Tony and Daphne's pick-up. We went south several times to the bustling city of Mombasa for spare parts, souvenirs, and visits to the immigration office.

We also went north and visited the Gedi ruins, the abandoned remains of a 13th century Arab-Swahili town. Nearby at an interesting butterfly farm, we met a British scientist who is teaching the local people to raise butterflies for export to live butterfly exhibits throughout the world. He's attempting to show the residents a way of utilizing an important coastal forest reserve without damaging it.

On 23 August, we sailed out of the Kilifi River and headed north to Lamu Island. Upon arriving we experienced a strange time-warp sensation as though we were 20th century intruders in an ancient world. Lamu was a thriving trading port from the early 1500s until the abolition of slavery in 1907. The economy then went into decline until very recently when a few tourists managed to find their way there.

Now Lamu is a quiet place where there are no cars, only donkeys, and the streets are narrow sandy walkways between crumbling old buildings. The older buildings are built of coral-rag block and have intricately carved doors. The mostly Muslim population dress in the traditional manner, the

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women covered from head to toe, sometimes with only their eyes exposed, and the men wear long tunic-type robes and "kofia" caps.

Our dinghy wasn't necessary, as we need only to flag down one of the many dhows passing by for a lift to shore. These wide wooden vessels with large (usually tattered) lateen sails are used for fishing as well as cargo and passenger transport between the mainland and the islands. They've remained virtually unchanged from the dhows that were used for centuries for trading all along the East African coast to the Persian Gulf and India. The men learn to sail when they are young boys and we were impressed by their skill. The dhow sailors seemed to feel a sort of camaraderie with us and were happy to give us rides and even let Jon take the tiller since he was "captain of a very big boat".

To fully experience Lamu we decided to travel to a small village on the other side of the island, five miles by donkey. We arranged this through some boys in town who recruited their big brother to be our guide. The poor donkeys were so small our feet practically dragged on the ground. Jon's donkey was so annoyed at having such a large passenger he threw Jon off and then nearly kicked him in the head, to the amusement of our guides. Lamu is practically a desert and our donkeys trudged through deep sand taking special care to rub our bare legs against thorn bushes whenever possible.

Finally arriving at our destination of Matondoni, we watched the villagers weaving mats and repairing dhows. We were fed a fish and rice lunch in a small thatched hut. When I expressed my reluctance to put my sore behind back on that bony donkey, arrangements were made for us to make the return trip by dhow. This mode of travel was far easier and we leaned back in the shadow of the huge sail and quenched our thirst with coconuts.

After a week in Lamu we sailed south again and returned to Kilifi where we had a fun time socializing with our cruising buddies before moving on. It was sad to say goodbye to Tony and Daphne who had helped us in so many ways during our stay there.

We arrived in Tanga, Tanzania on 14 September and anchored in the large harbor which was dotted with the triangular sails of dhows. We toured the area on bikes, passing women sitting along the side of the road selling piles of salt, a medicine woman selling herbs and twigs, and the busy market with great stacks of sisal poles (for building huts), and charcoal (for cooking fuel).

From Tanga we traveled to the island of Pemba, where tourists were quite a novelty. Some of the younger children had apparently never seen white people before and they screamed and ran as we approached their village. The older kids followed us in droves, but cautiously kept a safe distance. We anchored at the southern end of Pemba where we practiced Swahili with the villagers who came out to see us, and climbed a non functional, dilapidated lighthouse where I was quite sure I would fall to my death.

On 22 September we sailed to the island of Zanzibar and anchored right in front of the old Sultan's palace in "Stonetown". Walking through the maze of streets (no wider than sidewalks) that snake between the old buildings, you can't help but feel immersed in the fascinating history of the place.

A multitude of tiny shops, a Portuguese fort, mosques, beautiful carved doorways, courtyards, colonial mansions, cathedrals, Persian bath houses, and an old slave market can be found by walking around the maze of streets in Stonetown. Many of the buildings are crumbled ruins and there is trash everywhere, but it's easy to imagine what the town must have been like in its former glory.

One day we rented motorcycles and toured the island with a young Zanzibarian named Abui. After a bit of a rough start in which we wiped out our motorcycle in the middle of a busy street, we took off into the country. Without Abui we would have been lost. He took us through many back roads, through tiny villages, and even "off road" into a forest of teak and cypress. We found a cave near the coast which was said to have been used for illegal slave trading after slavery was abolished. We also went to the Jozani Forest and watched the rare Colobus Monkeys eating the leaves of almond trees. We hiked into the forest along a fern-lined path beneath towering mahogany trees and raffia palms. Before we finally made it



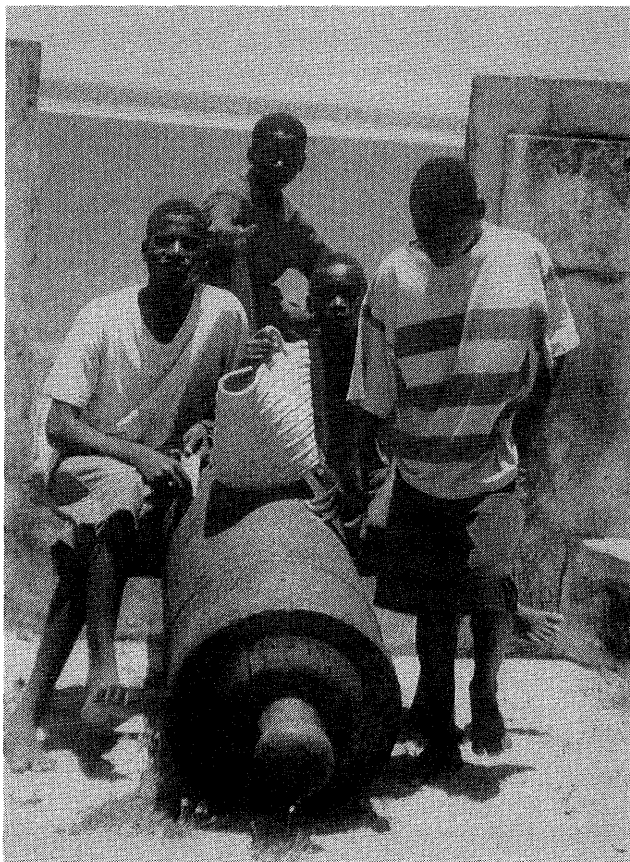
Local transportation in Zanzibar

back to Stonetown we had a few motorcycle crashes in deep sand, and one bike ran out of gas. We got back just after dark, exhausted and covered with orange dust.

One day while we were working our way through the crowded streets on our way to the market, Jon caught a pickpocket red-handed. He had the thief in sort of a headlock when someone in the crowd threw a punch at the thief's face. Jon reached out and caught the punch with his hand, then let the thief go. We were told by a couple different people later that if Jon hadn't stopped the beating from starting the crowd might very well have beaten the thief to death. Jon thought afterwards that maybe he should have let the thief take at least one punch!

In our last few days in Zanzibar, Jon met a chess player. They played afternoon games in a courtyard, beside a group of men playing dominoes. I met some darling school girls who brought me gifts of photos, cassava chips, sweets made of baobab seeds, and even a beautiful kanga.

October 10 we left Zanzibar and sailed to Dar es Salaam where we visited the American embassy to cast our votes in the presidential election. We continued south stopping at several coastal islands along the way. At Kilwa Kisawani we visited the old Portuguese and Arab ruins of what was once a busy port for trading slaves, ivory, and rhino horn.



Our tour guides at the fort at Mozambique Island

Our last stop in Tanzania was Mtwara. This area is the home of the Mkwende tribe, famous for their ebony carvings. In town we met a German priest who runs a mission there. He buys carvings from the Mkwende people and exports them to Germany. The proceeds go to the mission's school, church, and hospital. The priest arranged for a couple of guides and a Land Rover to take us to one of the Mkwende villages. After a bone-rattling ride over horrible roads we came to Mbowala where we were able to meet and watch the carvers at work.

We knew very little about Mozambique before we arrived. There are no cruising guides and we had only bits and pieces of advice from cruisers who had gone there before us. We had a very thin guidebook about the country which gave handy information like which beaches had been cleared of those pesky land mines and which hotels had suffered the least bomb damage. We were pleasantly surprised (actually amazed) to find that the Mozambique coast is beautiful and unspoiled. Miles of white beaches, gorgeous islands, and pristine coral reefs gave a month of cruising fun. We saw many porpoises, a few sea turtles, and on a couple different occasions we were thrilled to get a close look at humpback whales.

We had our fill of lobsters since we traded clothes for them with fishermen and Jon managed to catch a few as well. The local people seem to live on not much more than maize meal, but we were able to find a few fresh vegetables every now and then. Clothes for trade turned out to be far more valuable than the nearly worthless Mozambique currency and we always drew a crowd in the little markets with our odd negotiations. The poverty in Mozambique was worse than we had seen anywhere and the people were literally dressed in rags.

One interesting stop was Mozambique Island, another important Arab trading port even before the arrival of the Portuguese. The island has a history as long and varied as Zanzibar, but now is dilapidated and seems nearly deserted.

On 13 November we left an anchorage outside Inhambane and sailed south on a good NE breeze. Jon made me a nice birthday dinner and we enjoyed an evening of fair sailing. At 1900 we spoke on the SSB to a boat that was 100 miles ahead of us. They warned us that they had just been hit by a cold front and it was headed our way. Thanks to the warning, we had plenty of time to prepare, digging out foul weather gear, harnesses, and storm sails. The front hit us in the face with 30-35 knots winds and we hove to. The seas built quickly, creating enormous waves, but *ARGONAUTA* rode over them well. The visibility was practically zero in the darkness and rain and howling wind. Hour after hour we endured this miserable beating. The next evening conditions hadn't improved and I hadn't eaten in 24 hours. Jon decided to make me some soup, but after the dishes jumped out of the

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More News from the fleet...

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We vowed that this refit would not keep us from sailing. We've managed pretty well to keep the boat together enough the whole time to just drop the dock lines when the urge to sail strikes and the weather allows. *TERRA NOVA* is one of the few ketch rigged T-37s and we have found her to be an easily sailed and balanced boat, no problem to single hand, surprisingly quick, with the ketch rig very versatile in our changeable local weather conditions. Our cruising has only been local to this point, but we've plowed some water here on the Columbia River and do have long range plans for the future. Alaska, Mexico, and points beyond keep us dreaming. *TERRA NOVA* means new land and we hope the boat will take us to some of those undiscovered (at least to us) places." (9/99)

Mike and Yvonne Rose briefed us, "We have received the green light to continue our cruising lifestyle, so we will be leaving on Sunday [21 November] to return to our "home" in Trinidad where our boat [*PACIFIC GRACE*, V-42, hull #168] has been on the hard since June." (11/99)

Sally and Jon Whitbeck, former owners of *ARGONAUTA* (T-37, hull #114), whose circumnavigation we've been revealing in *TOG News* over the last year, inform us, "We have been adjusting to shore life gradually, although very realistic sailing and scuba diving episodes come to us in our dreams now. Recently, Jon started to get out of bed during a storm to go check the anchor. We are just a few minutes from beautiful Lake Michigan beaches, so we get our fix of wind and waves by taking long walks there. We can also see a bit of White Lake and the tops of sailboat masts from our windows, so that helps us keep in touch with our "other life".

Fortunately, we have not had to go so far as to return to the 9-5 routine. Jon was re-hired by the computer graphics company he worked for in Annapolis and now tele-commutes via the Internet from our home office in Michigan. When not up to my elbows in spackle, renovating our old house, I have been doing some writing. I haven't submitted any new articles to magazines recently, but have been concentrating on a book instead.

TOG seems to have quite an adventurous and knowledgeable membership. Thanks for including our stories." (11/99) [See p. 164 for this issue's *ARGONAUTA* episode.]

Charlie and Elaine Williams have sent us several sitreps from *WALKABOUT* (T-37, hull #320), as they made their way south from the Chesapeake Bay this fall. "Late October--Norfolk, at last... Mile 0. We are sad to be leaving the Bay, but we are ready to be moving on because there is a little nip in the air, and once the bow is pointed south, one

wants to get on with it! There is a lock at Great Bridge, VA, marking our entrance into a fresh water system, and a dozen boats were waiting to be locked through. Amazingly, we and a half dozen more late arrivals fit in. We stopped at some free docks there....a place we had never stopped before....and will now always include it in our itinerary. We have re-entered the land of dark brown chocolate colored water, stumps along the sides of man-made channels, and mosquitoes!

We shared the dock with *STRIDER* [T-37, owned by **Randy and Diana Prentice**] at Midway Marina in Coinjock, NC and are beginning to see many of the same boats at marinas as we go along. The waterway is incredibly busy with boats heading south, a bit of a surprise to us since it is so late.

Albemarle Sound was like glass....the easiest crossing we have ever had. We have discovered the joys of the autopilot. Ours had been on the fritz for ages, until we played in the spaghetti maze of wires and re-did one of the cables while in Annapolis. We are now believers!

We ducked into the River Forest Marina in Belhaven, NC, to hunker down for a couple of days while a nasty storm passed our way, but nothing could stop the merriment in the restaurant and bar where fried chicken and collard greens, cigars saved for a special occasion, and the camaraderie of cruisers was the order of the night. What a great community we live in, wherever we happen to be!

There was frost on the deck as we pulled away from the docks in Belhaven, but things warm up quickly here in the south. We anchored in the South River and the next day came into Beaufort, NC, where we watched the towing companies pull boat after boat off the shoals. Boat/U.S. was very helpful and came alongside to offer a sketch chart to help us get in the channel and find the deep water....it was low tide. We have always enjoyed Beaufort and wish that our Beaufort (pronounced Bewfort) [SC] was as hospitable to the boating trade as this town. It is always fun for us with interesting shops and restaurants, and one of the best maritime museums anywhere. We met some nice people. *FLYING SCOTT*, a T-37 from Vancouver, BC is on his way to the Chesapeake; he evidently doesn't realize it is cold up north. We also spent some time with **Theron Moore** aboard the *HERON*, another T-37. We spent three days watching the large herd of march tacksies or ponies on Carrot Island. As we were leaving, a very large sea turtle poked his head up to say goodbye. This was to become one of our best days for wildlife viewing. While approaching our anchorage on Camp LeJeune, we saw a bald eagle! On the way to Wrightsville Beach the next day, a deer swam across the channel in front of us. The devastation from all the hurricanes this year along this section of the waterway was striking.

We had a good visit with **Jim and Lynn McFayden** of *DIVA* (T-37, hull #552), who are land lubbing in Wrightsville Beach while they prepare for the BIG cruise!

Mid-November the crew of *WALKABOUT* arrived in Charleston, SC to spend Thanksgiving with family. After Turkey Day, we had a beautiful overnight in the South Edisto River and rode the tide into Beaufort, SC, averaging a dizzy 7+ knots. Beaufort is a beautiful spot and it has felt like being back "home" to return here. We also feel the same when we return to Jacksonville or the Chesapeake Bay now. Guess we have that gypsy spirit in our souls these days! What was to have been a two week visit will probably end up being a month! There are a few projects I will tackle on the boat like replacing the rest of the zippers on the dodger and bimini and doing some general maintenance. We are making plans to ring in the new year in Beaufort style, but will be prepared to leave the dock and generate our own electricity and water, if the naysayers are correct. There is still a tremendous amount of waterway traffic, much more than either of us ever remember seeing as late as December. The anchorage beside the marina is absolutely jammed." (10-12/99)

Tim and Cheryl Wise share, "*WISE ONE* (V-42, hull #158) is currently up on the hard and covered for winter; the joys of Lake Ontario sailing. The picture (below) was taken in June 1999 while tied up at Cedar Island, Kingston, Ontario in the 1000 Islands. This is a great cruising ground with many island parks available to explore either at anchor or from a dock such as Cedar Island. There are also many interesting towns and villages in the U.S. and Canada, not to mention the great Cottages built earlier in the century by the very wealthy, several of which are still used by the original families. The area is relatively easy to navigate with the correct charts, but the bottom is hard and unforgiving, so care must be taken with a six foot draft. Unlike the Chesapeake area there are no crab pots or tides to worry about, but the storms come and go just as fast. During the months of July and August it is usually very busy with boats from both sides of the border filling up the best spots by Thursday evening." (11/99)



ARGONAUTA ...

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cupboard and the soup leaped off the stove, we were swimming in broken glass and tomato soup; Jon handed me a can of corn with a fork in it and declared that to be the day's meal.

That night after the wind dropped to almost nothing, Jon rolled a bit of the genoa out. We were then hit with a 25 knot gust and as Jon tried to roll the sail up a long seam parted, ripping the sail wide open. The next day we were finally able to take a rest at Inhaca Island. We waited there a week for a weather window and left for South Africa on 21 November. Once again we were hit by a front, but eventually made it in to Durban on 24 November, exhausted and wet.

We tied up to the "international jetty" where cruising boats from all over the world raft up together on the small pier. We were welcomed by old cruising friends we hadn't seen in months. After a cold beer, a hot shower, and a good night's sleep we felt human again.

Durban is a wonderfully convenient place, with everything we need within walking distance. We have undergone a bit of cultural shock. Highrises have replaced mud huts, there are highways rather than sand tracks, and Pizza Hut awaits us! After only a week in civilization our tans are faded and our feet are blistered from the unfamiliar feel of shoes. We've begun tackling our long list of boat projects and hope to go on safari when we've gotten some of the projects under control. After that it's around the cape we go. Gulp!

To be continued...

*[Editor's Note: If you would like to read more of the Whitbeck's adventures, Sally has had articles published in *Islands* (August 99 and April 97), *Latitudes and Attitudes* (May/June 99), and *Chesapeake Bay Magazine* (February 99). She has a *Cruising World* article coming out in February 2000.]*

Sister City Cruise

by Doug Coleman

Mary and Doug Coleman made the decision to cross the Atlantic on COSMOS MARINER, their V-42, hull #84, about five years ago. Their original plan was to sail to Port St. Louis, France, in the Mediterranean, but the powerful memories of the people of Nantes (Jacksonville, FL's French sister city), of visits there, of hosting visitors in Jacksonville, of friendships and good times....well, how could they not sail to their sister city, Nantes, France.

We cast off our lines on 15 May 1999 at the Ortega River Boatyard in Jacksonville, bound for Bermuda, which we hailed eight days and 890 nautical miles later. After taking on water and fresh vegetables, we laid a course for the Azores Islands, some 1,900 miles northeast. We made landfall at Flores Island 15 days later. And what a sight it was! A volcanic island soaring 3,500 feet, with dozens of waterfalls, tens-of-thousands of hydrangea, hibiscus, lilies, and assorted exotic flowers...and fewer than 4,000 people. As the only American vessel in the harbor, our U.S. flag brought a dozen islanders to the pier to meet us, to invite us to their homes, to show us their island, and asking for nothing but friendship in return. We shall always have a warm place in our hearts for the people of Flores.

Lajes harbor, a port-of-entry on Flores Island, is the only safe anchorage in unsettled weather. Approach is straightforward with no offshore obstructions. A swell is usually present in the harbor and the holding is fair to good (All the boats that were patient and careful in setting their anchor were fine; two boats that anchored quickly without backing down did drag.) One can tie up on the commercial wharf to take on fuel, delivered by truck at \$1.40/gallon in June 1999, but commercial vessels and fishing boats have priority. If you are in the way, you will be informed. The problem with the wharf is lying against the large tires. With a swell and the tide, your boat can take a beating. We secured lengths of chain around the bollards, then attached dock line to shackles. Meeting locals is much easier if you are "on the wall". Laundry service is available at the local bar above the harbor. Water is free and available at two taps along the wall. It is a beautiful harbor with 200-foot sheer cliffs and very hospitable people. It is the most beautiful island in the Azores according to all sources and we agree.

Sailing on to the island of Faial we encountered mechanical problems that caused a delay of a week and detracted us from seeing more of the spectacular Azores Islands. We discovered a fuel injection pump was leaking fuel into our crankcase of our Perkins 4-108 diesel. The pump could not be repaired on Faial Island. The quote for a new one flown in from Lisbon was \$2,500 and time needed was 30 days. All the local mechanics, shops, etc. were courteous, helpful, and reasonable in cost; they just couldn't solve my problem in a

satisfactory manner, so I turned to Mid Atlantic Yacht Services and found that all the good things said of them in the SSCA Bulletins were true. Mr. Sweet, the owner, examined my pump and told me to book a flight to Ponte Dalgado immediately. I flew the pump to the island of Sao Miguel. The pump was repaired the next morning (the shop dropped all other jobs to take care of my pump) and I flew back that night with a working pump. The cost for the repair was about \$225 plus my air fare. Mid Atlantic also found a special impeller for one of our pumps. Prices were fair and the service prompt and courteous. They are good people and will be my first stop in Horta if I have a future problem there. How different from the overpriced, uncaring service we found in Bermuda.

Tradition and superstition (read Cafe Sport website article about painting the wall: <www.ciberacores.pt/petercafesport/>) dictate that every good sailor paint a piece of the harbor wall at Faial with his boat's name, hailing port, date, etc. for good luck. We painted ours twice!

June 23 found us at sea again, with only 1,300 miles to the coast of France. Each afternoon as we listened for Herb's weather we followed the progress of GRACE (engine failure and low batteries), PIPER (weak radio signal, single-hander), and other boats enroute to Horta from the west. The vastness of the sea is made smaller by radio contact and our fears and difficulties seemed more manageable as we learned that almost every boat was having problems. Our fondest memories of our journey was people....yachties from Blush (UK), Nyati (South Africa), Glen Farr (Canada), Blue Highway (US), Dionysus (US), and Papillion (France).

The first two days out of Faial were miserable with rain, unsteady but strong winds on our nose, and rough seas. After two sleepless days and nights we had advanced our position only 80 miles. So much for the good luck paintings. Ah, but then our luck changed, the wind veered to the southwest and off we ran. With favorable winds for the next week, we made good speed under full sail, arriving off the coast of Europe on 3 July. With a full gale forecast, we entered the Bay of Biscay with our hearts in our throats.

Our luck held yet again. Winds remained behind us and were less than forecast so we were off the Nantes sea buoy by 0200 on 5 July. However, our radar screen was alive with targets; over 20 ships awaiting the tide to enter the Loire River for Nantes, fishing boats trawling in erratic patterns, and a few odd sailboats. The heavy sea traffic, coupled with intermittent fog and rain, made for a sleepless night.

Again our luck held and we reached La Couronne marker where we fell off to the south out of the traffic, bound for the harbor of Pornic, 15 miles south of the River Loire. After

12 long days at sea we secured *COSMOS MARINER*, walked ashore, and kissed the ground. After our first showers in 12 days, I phoned a person we knew in Nantes to tell him we had safely arrived. By 1600 that afternoon, 12 friends from Nantes were crowded aboard *COSMOS MARINER*, having brought wine, pate, bread, cheese, flowers, and a boatload of smiles.

Pornic, Bay of Biscay, France is located about 15 miles south of the River Loire and is rarely visited by American sailors. We were the only American boat at Pornic Marina (1,000 slips) and that made the visit all the more special for us. This large, well protected marina is just great....clean showers with hot water, laundry facilities, 20 ton lift, and helpful staff. A good collection of restaurants and shops, wonderful walks along the harbor, and a full array of services for your boat. Cost (July 1999) was \$25/day for our 42 foot Tayana, including power and water. Rate is higher from mid-July to September and lower in the winter.

Mary returned to Jacksonville the next day, having run out of vacation time. I remained and with Michel Bolo (Grand Master of the Chevaliers Brevins wine order), Michel Mocquillon, and Michel Dupas (both local Chefs de Cuisine), we sailed from Pornic to the River Loire and upriver to AluMarine Shipyard near Nantes, where *COSMOS MARINER* was hoisted from the water and blocked up for the winter.

The River Loire is navigable by sailboat (with mast stepped) as far as Nantes. A 12-foot tide means you travel with the tide only. As with coastal France, the river is very well marked. The AluMarine Shipyard (website: <www.alumarine.fr> and e-mail: <info@alumarine.fr>) builds aluminum boats, both power and sail, has a 15 ton lift, and provides long-term storage. Cost for our boat for ten months, including haul-out and launch, will be about \$1,100. The facility, owned by Yannick Herisse, is only four miles from Nantes, France's fifth largest city, yet is secure, being located in the marshes at the end of a dead-end road. I found them very helpful and plan to leave our boat there for the next two winters. Access to Nantes is very easy: fly to Charles de Gaulle Airport, Paris, collect your seabag, and walk to the rail terminal (it's in the airport) where you board the TGV train to Nantes and arrive two hours later!

The help I received from local friends was invaluable. Translation, transportation, local knowledge, and friendships made my task of preparing *COSMOS MARINER* for a long lay-up so much easier. Mary and I are excited about returning to Nantes next summer (and the one after that) to cruise the coast of Brittany, Ireland, and England. What wonderful things happen when you are an active member of the Sister Cities program! Other sailors might want to explore such relationships in their home port.

Dealer News

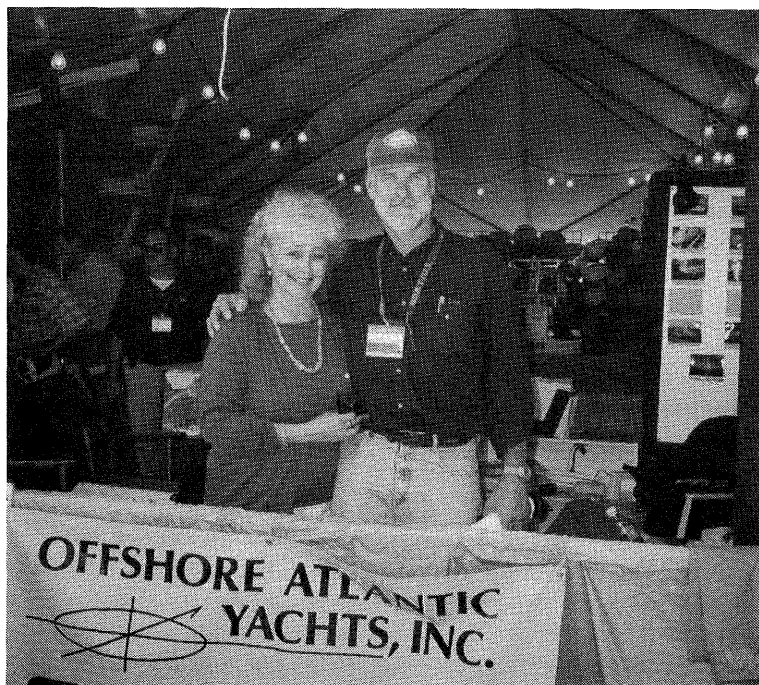
Cabrillo Yachts, San Diego, CA

Happy New Year from **Dan and Kay Peter**, owners of Cabrillo Yacht Sales in San Diego. Once again we have found that Tayana yachts are standing out in the crowd. TaYang has made the commitment to build larger pilothouse and deck salon vessels that seem to be the new style for the cruising boat of the future. We are also looking forward to getting your feedback on **Robert Harris's** new 43 foot dual station "The Passagemaker" for a mid-range cruiser for the year 2000.

Right now we have a new 48 foot deck salon being built for a retired executive here in San Diego and a 52 foot Tayana aft cockpit for an engineer. Both clients have looked at all the competition, and for value and quality, no manufacturer is coming close to TaYang.

Offshore Atlantic Yachts, Riviera Beach, FL

Sylvia and Stan Dabney of Offshore Atlantic Yachts were a real presence at the Annapolis Sailboat Show in October 1999, as shown in the photo below. Their booth provided an opportunity for potential buyers of both new and used Tayanas (and other boats) to see photos of boats and discuss the real value of TaYang yachts. They have been extremely helpful to owners and seekers alike. They truly represent some of the best in the Tayana family.



Ship's Store ...

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engine (new 1990), oversized keel-stepped aluminum spars, and fiberglass decks. Major upgrades to rig and superbly equipped for comfortable cruising and living aboard. Asking \$79,900. For a brochure, equipment list, layout diagram, and photographs e-mail the Fows at <Tyana37@aol.com> or leave a message at (603) 479-4992. (3/99)

RUNNING FREE, a 1985 V-42 center cockpit (hull #101) is for sale for \$169,900. She is tan w/teak decks, has two cabins, two heads, and a real shower. Equipment includes Simpson Lawrence electric windlass, Kobata 4kw diesel generator (fresh water cooled), 40 gph water maker (driven by the generator), two 150 amp alternators, Heart 2 kw inverter, Four Winds wind generator, Avon 6-man liferaft, Espar diesel forced air heater, Furuno RADAR, Furuno weatherfax, Trimble GPS, and more. Heavy duty ground tackle includes 300 feet of 3/8 inch HT chain for 66 lb. Bruce, 45 lb. CQR, 50 lb. Danforth, or 65 lb. Luke, plus 12 foot sea anchor on 600 feet of 1 inch nylon, and a big drogue (Gale rider type). Sails include a fully battened main, 135% jib, and a big spinnaker. She carries 150 gal. fuel in three tanks and 175 gal. water in two tanks. She is powered by a Perkins 4-108 engine w/18 inch MAXI 3-bladed prop. Tons of spares for all gear. Interested parties can contact **Gilbert Smith** at (252) 633-9821 or <runningfree1@juno.com> or write to Gil at P.O. Box 1209, Alief, TX 77411. (1/99)

SEAING'S BELIEVING, a 1983 V-42 center cockpit is for sale by **Don and Margaret Watson** in Pensacola, FL. Improvements in the last year include, engine overhaul, new prop shaft, serviced bilge pumps, new fresh water pumps, serviced electric head, new microwave, new cushions and fabric throughout, new Autohelm 4000, new Raytheon RADAR, new Garmin GPS, new Direct TV satellite dish & receiver, backstay split and insulated, new fully battened mainsail, bottom paint job in Spring '99, and much more. Asking \$135,500. Contact Don at (256) 464-3600 or e-mail <insiderdon@aol.com>. (3/99)

SEAQUESTOR II (T-37, hull #547) has a Forespar-type whisker pole for sale, line control, 3 1/2 inch 13-22 ft. expansion, slides up forward edge of ISOMAT masts. Great for spinnaker/drifter. Cost \$800, will sell for \$450. Contact **Bill Truxall** at (804) 453-5700 or e-mail <tognews@crosslink.net>. (3/99)

SHENANIGAN (T-37, hull #402) is for sale by **Robert McAuliffe** and is located at the Myrtle Beach Yacht Club, SC. Everything has been replaced except the engine, the six-man Givens life raft, and the Maxwell Nielson windlass. She has all new rigging, Harken roller furling on both heads'l and stays'l, new life lines, and a new bowsprit made of Brazilian mahogany laminate. The Yanmar 3QM30F engine has been overhauled

while in Trinidad two years ago. New bottom paint and propeller shaft, plus thrust bearing within last six months. Aluminum Isomat spar system, 90 gal. diesel port and starboard tanks amidships, 100 gal. water midships on the keel. Shipmate stove (3 burner w/oven), Adler Barbour refrigeration, electric windlass, 35 lb. CQR with 200 feet chain rode, 33 lb. Bruce w/200 feet rope rode, 75 lb. Luke storm anchor (no rode), Autohelm autopilot, Raritan head (just installed new pump system), Force 10 BBQ, swim ladder, SSB Icom radio. Sale price \$85,000. E-mail Bob at <shenanigan69@att.net>. (1/99)

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. (4/98)

SPIRIT, 1983 T-37 (hull #388) is offered for sale by **John and Ann Doerr**. She has fiberglass decks, aluminum deck-stepped mast, all tanks in bilge, and a 3QM30 Yanmar engine. Impeccably maintained with Cetol finish. Unique interior arrangement with lots of storage, double bunk forward, two tables in main salon, and enclosed quarter berth. A partial equipment list includes: 83 gal. fuel tank on centerline (new 1991); 100 amp alternator (new 1997); exhaust system (new 1997); 3 batteries (new 1997); 3-step 30 amp battery charger with isolator (new 1997); electronics, including stereo/12 disc CD changer, TV/VCR, VHF, GPS (all new 1997); instruments, wind/depth/speed (new 1997); cushions for interior (blue velour) and cockpit (oyster w/blue trim), new in 1997; custom cockpit table (new 1997); Adler/Barbour upright refrigeration (new 1997); Shipmate 3-burner propane stove; Magma propane grill (new 1999); 3 anchors, including Danforth, CQR 45#, and Fisherman w/Simpson Lawrence manual windlass (new 1997) with 100 ft. 5/16 inch chain; teak boarding ladder; stainless steel davits; UK mainsail w/lazy jack system (new 1996); all new sail covers in 1996; rigging restored/replaced in 1997; Harken roller furling on headsail; bottom is blister free w/barrier coat and new bottom paint in 1999; dodger, half bimini and insert (new 1999); full deck awnings (new 1997). Maintenance records since 1995 and all equipment manuals. Located Ft. Myers Beach, FL. Asking \$89,900. Call (941) 263-3080 or write 595 Regatta Road, Naples, FL 34103 or e-mail <annhd@freeway.net>. (3/99)

TERRA NOVA, T-37, hull #406 has a cruising spinnaker for sale. It was built by Larsen Sails in Santa Cruz of 1.5 oz. nylon with 41 foot clew and 43 foot tack and includes dousing sock and sheets. Colors are light blue, dark blue, red, and purple. In nearly new condition for \$800. Call **Ralph and Jeanne Richardson** in Springfield, OR at (541) 747-1113 or e-mail <jrichard@sps.lane.edu>.

The Richardsons are also looking for one teak dorade box of standard dovetail construction measuring 13.75 inches x 7.75 inches x 4.5 inches. (4/99)

TRANQUILITY, a 1985 T-55 (hull #17) is for sale by original owners, **John Don Carlos and Leila Jimenez**, who are stopping their round-the-world cruise due to health reasons. The boat is cream color with blue trim, has an unusual layout, and a 120 HP Perkins 6.3544, non-skid decks, a RADAR arch, keel-stepped mast, 8-man Avon double bottom liferaft, 10 ft. Caribe w/18 HPOB, standard equipment, plus a considerable amount of spares, tools, galley equipment, linens, medical supplies, books, charts, cruising guides, etc. Located in Preveza, Greece, about 60 miles south of Corfu, in the Ionian Sea. Call Leila or John in the US at (703) 757-0491, or fax (703) 356-3103, or e-mail <ljimenez@isl-inc.com>. (2/99)

VIXEN, a 1986 T-52 aft cockpit is for sale at \$269,000. The customized, varnished interior features a queen berth in large forward stateroom w/private head & shower, and two aft staterooms w/double berths. The galley is appointed w/ Grunert holding plate refrig & freezer, Force 10 stove, microwave & convection oven, and custom task lighting. Interior upholstery is spotless. Electronics include five 4D gelcell batteries, smart regulator & high output alternator, 85 watt solar panel, two ICOM VHF radios, SSB & auto-tuner, cell phone, two custom stereo systems w/Bose cockpit speakers, B&G Network System w/cockpit repeaters, B&G type 2 autopilot, two Raytheon GPSs interfaced to a Raytheon 40XX RADAR, and more. On deck equipment includes Harken hardware, Lewmar winches, Maxwell 3500 (reversing) windlass, 110 lb. Bruce w/all chain rode, full sunbrella cockpit enclosure, davit & OB motor crane supporting a 12 foot Nourania RIB w/25 hp OB, full compliment of North sails (ProFurl roller furled headsails & fully battened main w/lazy jacks), plus a Hood cruising chute. She is powered by a Perkins 4-236 turning a 3-blade Max-prop. She carries 350 gal. fuel plumbed through a Racor 1000 filter system, 250 gal. water, plus a Village Marine 400 gpd watermaker, and 40 gal. propane. She has a stunning dark blue Awlgrip hull and gray non-skid decks. She has been maintained with an open checkbook and is currently cruising the Caribbean w/plans for the Chesapeake in the summer of '99. VIXEN needs nothing. Contact **Larry Gahagan** at <Gahaganlw@aol.com>, message service (281) 442-2383, or postal address 1429 Kowis, Houston, TX 77093. (1/99)

WANDERLUST, a 1978 T-37 (hull #153), is for sale in Pensacola, FL. She has been extensively cruised and is ready to go again. Equipment includes windvane steering, wind generator, refrigeration, new Nexus instruments, roller furling foresails, and much more. She has West System epoxy barrier coat and new prop shaft and cutlass bearing. Asking \$66,000. Contact **Dick and Kay Heckman** at (256) 534-1461 or e-mail <hekdic@worldnet.att.net>. (2/99)

WINDSHIP, a 1982 MK II T-37 (hull #302) is for sale by original owner, **Gary Watkins**. She is an aft cabin model with full head and shower, satin varnished interior, Perkins 4-108 engine, 3.5 kw genset, 16,000 BTU AC/heat, no teak decks, 8-inch V-berth innerspring mattress, Bomar hatches, SSB,

RADAR on Questus mount, GPS, LORAN, VHF, EPIRB, watermaker, Vetus exhaust system, custom double headstay with 120% on Profurl, hank on 135% drifter, yankee, staysail, fully battened mainsail w/3 reefs. 45lb CQR w/130 ft. chain, 33lb Bruce w/40 ft. chain and 200 ft. rope rode on custom built rollers, Simpson Lawrence 555 windlass, Adler-Barbour fridge/freezer, 3-burner propane stove w/oven, SS 10 gal. water heater, dodger/bimini/side curtain enclosure, Isomat spars, davits, brass dorades, 440 amp battery w/100 amp starter battery, 3 bilge pumps, custom cockpit table, bottom paint done in Spring 1999, complete maintenance records. Asking \$93,500. Contact Gary at (281) 293-0448 or <gtw1947@aol.com>. (3/99)

Jeff Langlo has brand new davits for a T-37 for sale, still in the box from Taiwan. Call (800) 910-2695. (3/99)

Roy and Karen Olson have the following items for sale: (1) PUR Survivor 06 hand operated water maker (with case). Never used. Retail price \$527, asking \$275; (2) West Marine Santana VHF Radio (no charger). Retail price \$200, asking \$75; (3) Floating Abandon Ship Bag. Retail price \$112, asking \$50; (4) ACR 406 EPIRB, Model 2759. Factory rebuilt w/factory certification and new batteries. Retail price \$800, asking \$375. Contact Roy at 73 Lake Shore Drive, Rancho Mirage, CA 92270, phone (760) 674-1154, or e-mail <kampeska42@aol.com>. (4/99)

Dennis Piermarini is looking for a good liveaboard/cruising T-37, preferably on the west coast for under \$100,000. Contact Dennis at 508 Channel Drive, Tampa, FL 33606 or call (813) 254-6070 or e-mail <sundog@mail.com>. (3/99)

New Members

Chris, Lelani, and Brian of Atlantic Pacific Company,
MOONSHINE (T-52), Amelia Island, FL

James and Dianna Clemens, *ATHENA* (T-58), San Francisco, CA

Colin and Audrey Hadfield, (Former & Prospective Owner), Oakville, Ontario, CANADA

John and Carole Keefe, *ODYSSEA* (CT-37), Wilson, NY

Erich and Dorothy Kothe, *DULCINEA II* (T-37), Mamaroneck, NY

Kathleen and Bill Laughlin, *FALCON* (CT-37), Bellingham, WA

Jim and Judy McGuire, *SONGLINES* (T-48), Warwick, RI

Robert and Barbara Newell, *CHEROKEE ROSE* (V-42), San Diego, CA

Ralph and Jeanne Richardson, *TERRA NOVA* (T-37), Portland, OR

John and Vicky Robinson, *SANDPIPER* (Mariner 36), Belhaven, NC

Judith Schpilka, *IMPREVU* (PH-37), St. Augustine, FL

More maintenance and equipment comments...

continued from page 163

Many of the bolts came out wet, dark with rotting wood, so I am very glad that I did it, but later discoveries have me questioning whether the water that was getting to the wood came down the bolt holes or through the hull to deck joint, or both. There did not appear to be any old bedding compound under the genoa track. Determining exactly where the leaks are is very difficult because the bottom of the tunnel that is formed by the bulwarks (the top of which is the hull to deck joint) is glassed over, essentially creating a gutter that runs the length of the boat. Any water that gets into that tunnel can run the length of the boat as well, dribbling out wherever it finds an outlet. The outlet could be a pinhole in the glass lay-up in the bottom of the gutter or into the endgrain of any bulkheads that are glassed to the hull, since these bulkheads are the only thing that interrupts the continuous glass of the bottom of the gutter.

I eventually cut a window out of the bottom of the gutter in order to try to figure out what was going on. I cut the window at the low spot of the sheer, creating an outlet that water could not run past, so I would know whether water was coming from forward or aft when it leaked. What I discovered, with my head wedged as far up in the portside galley locker as my shoulders would allow, armed with a pivoting mirror, and someone on the outside selectively hosing very small sections of the underside of the caprail, was that the hull to deck joint definitely leaks. No question, I am hoping to avoid taking off the caprail, so trying for an easier solution, I got down on my ear and cleaned all the old, hardened, cracked caulk out of the joint between the caprail and the bulwark/hull to deck and recaulked it. So far, so good; a couple of good rainstorms and no leaks. We'll see the next time we are bashing around in a blow, though. Now if I could only figure out where the water is coming from that drips in at the two aft corners of the cabin trunk, inside the cabin. Any insights?

Now for the chainplates. I have not actually cut off any of the hanging knees that the chainplates are bolted to, but it is pretty high on my list. On my boat, the aftermost port chainplate had been leaking long enough so that not only had the chainplate itself pitted and developed small vertical cracks, but the internal structure of the hanging knee had lost its integrity. When I tried to rebolt the chainplate after having a new one made, the top bolt pulled through the knee as I tightened the nut. The lower three are still sound, but I don't know for how long. I am hoping that the glue bonding the knee to the hull is not too hard to break after cutting through the glass that also bonds them to the hull. A dremel tool with a cutting wheel on it works very well for controlled cutting of the glass laminate if you decide to pull off the knees. If you do it, I would love to hear about what you find. I think you are

right on the money about the internal structure of the knee and I don't think it is necessarily a huge job, although that is easy to say now, before the glass dust flies. The chainplate attachment is one of the few things about this boat that I think could have been done differently. The distance from the clevis pin where the turnbuckle attaches to the first bolt is quite a ways, with a bend in the chainplate tossed in. Any working of the rig is going to pull the chainplate away from the knee, instead of into the hull, which it would do if the chainplates were external. And because of the bend, and the long lever, the caulking gets worked fairly often and probably fails fairly often, allowing water into the deck core. My through deck holes for the chainplates have never been isolated and sealed from the core and allows water down into the guts of the hanging knee attachment points for the chainplates. Judging by the water stains, all of the chainplates on my boat have leaked at some point in the past, two of them significantly.

I know that our boats are not very similar in age, but you are asking the questions, almost word for word, that I was asking about a month ago. I am interested to hear what you discover while you deal with your leaks. My to-do list is a mile long, but I feel like fixing deck leaks is right up there in priority, with so much of the internal structure framed in wood. Fortunately, most of the other items on the list are relatively trivial. Good luck."

SHIPMATE STOVE/OVEN PARTS

Lou Roux, owner of *NINA DELMAR* (T-37, hull #403), asks, "Does anyone know where parts for my Shipmate stove can be obtained? I need parts or a used stove. Please reply to TOG for sharing or directly to Lou at <ninadelmar@hotmail.com>."

WINDLASS INSTALLATION

Ray and Terre Rogovy write from *NOCTURNE* (T-37, hull #156), "For those who may be interested in installing an electric windlass, I installed one last summer. After checking just about every windlass on the market, I settled on the Lofrans Tigress. It will fit between the inner forestay and the pulpit platform. I used the original SL555 mounting bolt location and with a 1/4 inch stainless steel adapter plate machined and drilled locally, the installation was fairly easy. The most difficult part was the running the 00 supply wires from the batteries located aft. First I took a cardboard template of the bottom of the SL555 (mainly for the mounting hole location), then I took another template of the base of the Tigress, showing mounting holes and wiring access. Then I laid one on the other and had the outline and hole arrangement for the adapter plate. The original four 5/8 inch hex head mounting bolts for the SL555 had to have the heads machined to make them flathead configuration, so they would be flush when holding down the adapter plate. Then the Tigress was bolted down with its flathead mounting bolts coming up

through the plate. I had to cut a small amount of the bowsprit wood away to get the power lines into the base of the Tigress. The whole assembly works like a charm. We used it almost every night on our trip to Alaska and back this spring and summer without a problem. I'm glad we had the electric unit, as we regularly anchored in 80-100 feet of water. If anyone is interested, I'd be happy to answer any specific questions, or take a few pictures of our installation on *NOCTURNE*. E-mail: <svnocturne@hotmail.com>."

TAYANG YARD SUPPORT

Jim Smiley offers these comments regarding response and support from the TaYang yard. "In the rebuild of *SMILES*, my T-37 following extensive damage from Hurricane Floyd, the TaYang yard has been very helpful, especially the General Manager, Mr. Nan Hai Chiu. I have ordered pieces and parts (carved teak stern quarter board, stainless steel bobstay stem fitting) that the craftsman at the yard here in South Carolina could not replicate and the prices were always reasonable and the shipment from Taiwan (via UPS) was prompt. If you ever need a Tayana-made part, don't hesitate to e-mail or fax Mr. Chiu. [The telephone, fax number, and e-mail address can be found on the TaYang website at <www.TaYang.com.tw/index.html>.] The boatyard seems to be in excellent condition and very willing to accommodate requests for miscellaneous parts."

Harvey Karten, owner of *NIGHTHERON* (T-37, hull #84) expresses the opposite sentiment. "Yes, they are very courteous, but I have asked about three items and their response, though prompt, was that they couldn't supply the parts (hinge for the butterfly hatch, shower faucets on 6.5 inch center, and a pedestal guard of the original design to match my original pedestal). But all that is trivial when compared to the wonderful boats they have made."

BOWSPRIT

Ted Stevens, owner of *REVERIE* (T-37, hull #319) explains, "I redid the bowsprit over last winter while the boat was on the hard. [It] was separating in three or four areas. I first thought of having a new one made, but changed my mind after hearing the cost! It did involve a good deal of time and labor, but the project turned out fine. After removing the stays and platform with railing, the bowsprit was a bit difficult because of the vertical bolt located just aft of the bow of the boat. The bolt extends down into the chain locker and I could not reach it with my arm. I finally had to insert the end of my ratchet into a two-foot piece of electrical conduit to undo the nut. This takes two people, one unscrewing from the top and one holding the nut in the chain locker. Then you can remove the long bolt from the two sampson posts."

Next stage: bowsprit in my basement. I stripped the varnish down to bare wood. I broke a hacksaw blade in the middle and used the broken edges to clean out old adhesive,

and all other accumulations from the delaminated opening. Any place that looked like it was starting to open up I cleaned out with the hacksaw blade. With masking tape, I taped along the edges of the openings before I began to inject the West System epoxy. I used West 105 Resin, 206 Hardener, and thickened with 406 Adhesive Filler. I used a West #807 syringe to inject the adhesive into all the openings, slightly overfilling onto the masking tape on each side of the openings. I did use a pipe cleaner on the outer board to hold it in while the epoxy hardened overnight. After all openings were filled, I sanded the complete bowsprit and especially the slightly overfilled areas. Next I rolled on three coats of West System, slightly thickened. I started early in the morning, applying one coat approximately every four to five hours, while the previous coat was a bit sticky. If you let each coat dry, you will have to sand between coats. The theory is to completely encapsulate the raw wood. After completely dry, I wet sanded the complete bowsprit to make it ready for painting. Be sure to wash it completely with a solvent and with water after sanding. I had Sherwin Williams [commercial office] mix a quart of Acrylic Enamel matching the hull color of *REVERIE*; you must also use their hardener. The Maaco Shop near where I live [in Springfield, VA] agreed to spray paint it for \$75, using my paint. I have part of the quart left to use for any chips or scratches. I am pleased with the appearance and it will be much easier to maintain than the varnish. You may want to paint it yourself with a small roller and brush. It is a good winter project and could be done with the boat in the water. You will need help taking off the platform and railing and carrying the sprit. I lowered them to the ground with a halyard. Any questions, don't hesitate to call at (703) 451-2351 or e-mail <tstevsail@aol.com>."

BOUNCE SHEETS

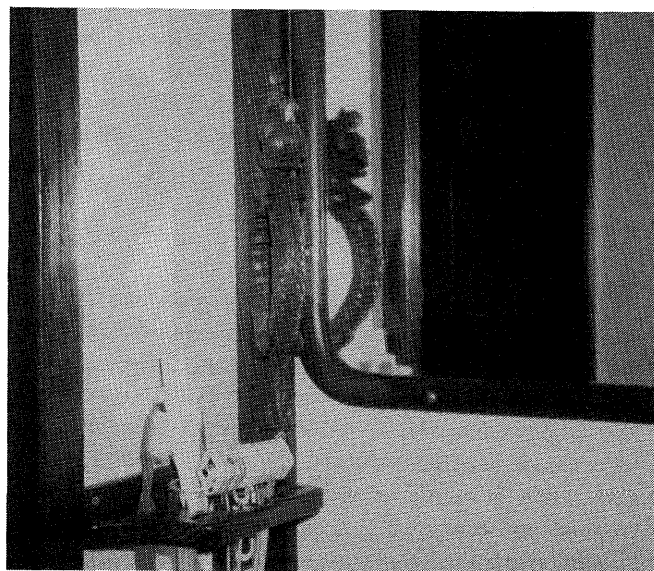
Rockie and Bill Truxall on *SEAQUESTOR II* (T-37, hull #547) share several wonderful things you can do with a Bounce dryer sheet.

- 1) Repel mosquitoes. Tie a sheet of Bounce through a belt loop when outdoors during mosquito season.
- 2) Dissolve soap scum from showers. Clean with a used sheet of Bounce.
- 3) Freshen the air. Place an individual sheet of Bounce in a drawer, closet, or locker.
- 4) Clean baked-on food from a pan. Put a sheet in the pan, fill with water, let sit overnight, and sponge clean. The antistatic agents apparently weaken the bond between the food and the pan while the fabric softening agents soften the baked-on food.
- 5) Eliminate odors. Place a sheet of Bounce at the bottom of the trash bag and the laundry bag or hamper.
- 6) Collect cat hair. Rubbing the area with a sheet of Bounce will magnetically attract all the loose hairs.
- 7) Deodorize shoes. Place a sheet of Bounce in your shoes overnight so they smell great in the morning.

Do you have a dragon on board?

That's the question that **Diana and Randy Prentice**, owners of *STRIDER* (T-37, hull #522) ask all Tayana owners with whom they come in contact. They believe that the Chinese made a carving of a dragon somewhere on the interior of all Tayana boats or attached a carved dragon somewhere in every Tayana for good luck. Their dragon, pictured opposite, is mounted in the head.

Does anyone else find that they have a dragon somewhere on board, either carved into a wall or attached as a carved figure? If so, please inform us of the form, size, and location of your dragon. This could be an interesting story!



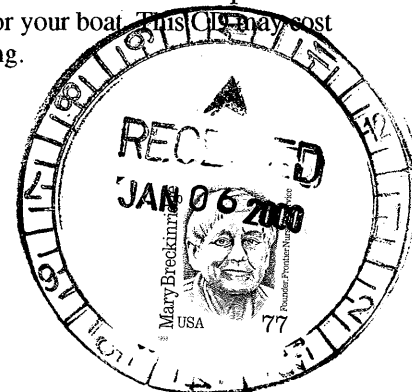
TOG Notes ... *(continued from page 154)*

WHAT'S NEW IN 2000

We expect to finish the *V-42 Owner's Manual*, but we still need more volunteers to work on a portion of the manual. Please drop a note or e-mail whether you would like to help us with "Commissioning/Decommissioning", "Operating Procedures", or "Maintenance and Maintenance Procedures" sections.

We also hope to have a *T-37 Operations Manual* on compact disc (CD) available to you from TOG. In addition to the information in the *T-37 Owner's Manual*, this will include some operational information and some preventative maintenance routines for your boat. This CD may cost about \$15, including shipping.

TOG NEWS
P.O. Box 379
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Address correction requested