

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME XI NUMBER 86

SPRING 2000

Sunshine, Sailors, and Smiles Florida West Coast Rendezvous

Sunshine, swaying palms, 60-80 degree temperatures, smiling faces, good food, appropriate music, and a great agenda provided the back-drop for a successful TOG Rendezvous at Burnt Store Marina on the West Coast of FL, south of Punta Gorda on 17-19 March 2000. Thanks to the efforts of **John and Sylvia Campbell, Tom and Marlyn Mason, and Jim and Mary Lou Murphy**, the first annual TOG Rendez-

vous in FL was a glorious achievement, with 15 boats and 51 attendees from all over the state. The marina provided excellent facilities, with slips for those who came by water and rooms at the Marina Inn for those who came by land. We were particularly blessed to have in attendance **Stan and Sylvia Dabney**, Tayana dealers from Offshore Atlantic Yachts in Riviera Beach, FL, and **Ed and Wilma Potter**, "dealers

emeritus" from New Port Richey, FL, and **Rockie and Bill Truxall** of *SEAQUESTOR II* (T-37), Editors of *TOG News*.

Others attending without their boats were **Walt and Annie Baccala** of *EAGLE'S QUEST II* (T-48), **Bob and Sandy Buchanan** of *SAPPHIRE* (V42),

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Pictured above l-r: Front row-Tom & Marlyn Mason, Jim & Mary Lou Murphy, Sylvia & John Campbell, Rockie Truxall; 2nd row-Chuck Cook, Elaine Miranda, John & Sue Fisher, Don & Bev Rock, Sylvia Dabney, Bill Truxall; 3rd row-Pim Miranda, Char Lindblom, Jane McCay, a guest, Claire Koshar, Joyce Walasek, Marty Koshar, a guest, Stan Dabney; 4th row-Gene Lindblom, Lowell Chapin, Susan Parker, Bruce Walasek, Wilma Potter, Marsha Godsey; 5th row-Crew for the Walaseks, Bob Parker, David & Pat Greenshields, Ed Potter; 6th row-Karin Richardson, Jim & Josie Swanson, Nancy Eitapence, Bill Godsey, Jim Richardson; Back row-Bob & Sandy Buchanan, Chuck Harris, Annie & Walt Baccala

TOG Notes

DUES: SECOND NOTICE

Some of you may be receiving a "second notice" dues invoice with your newsletter. We still have nearly half of the membership who have not paid their 2000 dues. We operate fairly close to the "break-even point" in order to provide you with the best service at the least cost. We appreciate the expeditious payment of your dues. You may pay for years in advance if you wish!

TAYANA IN THE PRESS

Bob Bitchin has done it again. In his great third anniversary edition of *Latitudes & Attitudes* (Mar-Apr 2000) he has highlighted one of our own, *FAR NIENTE* (T-37). **John Stuhldreher** and company have a beautiful boat up for sale [see *Ship's Store*, p. 5]. The article was very complimentary to the owners and our Tayanas in general. Look for a "New Design" article on a T-48 in a future issue of this great magazine.

The Tayana Owners Group was also given an "attaboy" in the February 2000 issue of *Spin Sheet* magazine. Thanks to our friends, Dave Gendel and Mary Ilif Ewenson.

NEW ENGLAND 600 CRUISING RALLY

Jim Favors of Nautech Enterprises in Annapolis, MD has put together a cruising rally from Annapolis, MD to Newport, RI and Camden, ME. The avowed purpose is to "present a unique chance for cruisers wishing to gain off-shore experience." The sponsor of this event is *Blue Water Sailing* magazine. The format is similar to the Caribbean 1500 Rally with seminars and safety, rigging, inspections, and engine tuning. The route will be through the Chesapeake and (C&D) Canal north end of the Chesapeake Bay, Delaware then turning northeast at Cape May direct to Newport. Departure from Annapolis is 18 June, weather permitting, but the seminars and workshops are being conducted in April and May. There are costs associated with this event, as you might expect. If you wish further information, you can visit their website at <www.nautecenterprises.com> or call (410) 573-1089.



BOAT/U.S.

Once again TOG has signed a Cooperating Group Agreement with Boat Owner's Association of the U.S. This allows TOG members to receive membership in BOAT/U.S. at a reduced price (\$9.50 per year). To join BOAT/U.S., you must provide our group number, GA804465 on your application. In addition, there are a number of benefits BOAT/U.S. provides, including videos on a range of subjects for get-togethers with other boaters, clubs, and associations. Their significant benefit, however, is their ability to affect pending legislation dealing with boating and waterways. With over a half million members and a very visible presence in the Washington, DC area, they have clout!



HAM RADIO

The QRZ Ham Radio News Website <www.qrz.com> is full of information about Ham Radio, such as sunspot activity (important for HF radio long distance transmission), clubs, new rulings by FCC, practice tests, equipment exchanges, location of stores, books, and it goes on and on. The most significant information listed is the implementation of a new ruling effective 15 April. This rule deletes the novice and extra classes, leaving only the technician, general, and advanced classes. It also removes the 13 word per minute (wpm) and 20 wpm code requirements, which means that you only need to demonstrate 5 wpm code and take written, multiple-choice exams to use all the ham HF frequencies! The morse code requirements in the UK and Sweden have also been reduced to 5 wpm. Another reason to consider the HAM radio option!

SUMMER CONTACT FOR TOG

Your editors are taking a vacation this summer (to Alaska via Iowa) and will be on the road during June and the first half of July. We will put the Summer issue of *TOG News* in the mail sometime after the middle of July. Our phone number from mid May until late August will be (712) 336-5700 and we will remain online at <tognews@crosslink.net>.

TOG News is published quarterly by the Tayana Owners Group, P.O. Box 379, Reedville, VA 22539-0379, Phone (804) 453-5700, Fax (804) 453-6149, e-mail <tognews@crosslink.net>, website <<http://www.tognews.org>>.

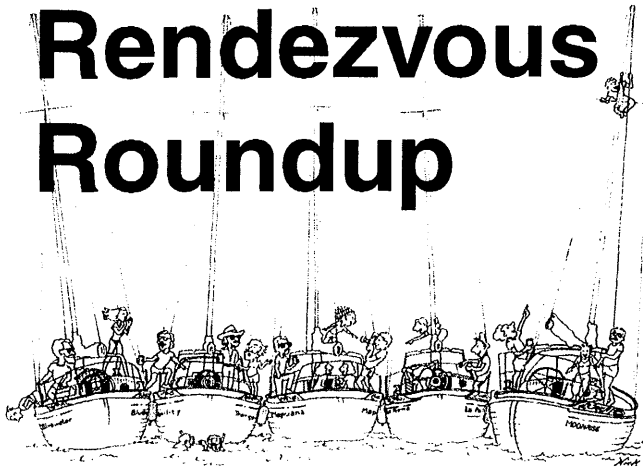
Editorial Staff: Rockie and Bill Truxall

Subscription Rates: \$20/year in the U.S.; renewal \$15/year in the U.S.; \$25/year elsewhere.

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



Chesapeake Bay, MD

Sailing season is right around the corner on the Chesapeake Bay, and we need a volunteer to host the Fall Rendezvous there. It is always a well-attended event, with lots of summer cruisers from other parts of the world collecting to enjoy the best cruising weather of the year or waiting to attend the Annapolis Sailboat Show in early October. The job is as simple as selecting a date and location, and sending notices to area Tayana owners, with address labels supplied by TOG. So make yourself known by calling (804) 453-5700 or e-mailing TOG at <tognews@crosslink.net>.

Puget Sound, WA

Another all-Perry design rendezvous in the Pacific Northwest is scheduled for 18-20 August in Port Ludlow, WA.

Long Island Sound, NY

Was there a successor appointed to host the rendezvous held in New England last summer? Don't these folks pictured below look like they are having a good time? This could be you! We need to fill the blanks on the rendezvous page of our website, so take your turn and volunteer.



Dealer News

TaYang appoints Imagine Yachts

We have been informed that the Tayana Dealer in Annapolis is no longer Wagner Stevens, but **Imagine Yachts**. They have been appointed as the exclusive Tayana Yacht Dealership for the Mid-Atlantic and Great Lakes Regions of the United States. Their new offices are located at the Annapolis Landing Marina, Suite 201, 980 Awald Drive in Annapolis, MD 21403.

Featuring the full line of new and used Tayana Yachts, Imagine Yachts aims to focus on design, service, *after market support*, and the education of their clients with regard to these fine sailing vessels.

Headed by three-time America's Cup Sailor, Jim Kavle, they are working closely with the TaYang Yacht Building Company on new designs and to continually improve performance and rigging ergonomics.

Imagine Yachts' strong commitment to Tayana is illustrated by the fact that they are having yachts built for inventory. Arriving soon to Annapolis will be a newly designed Tayana 58 Deck Saloon and Tayana 48 Deck Saloon.

We wish Jim and his staff much success in their endeavors to provide capable, honest support with integrity for Tayana owners and would-be owners, a much needed commodity.

Phone: (410) 268-0102

Fax: (410) 268-6799

Website: <www.imagineyachts.com>



**IMAGINE
YACHTS, LTD.**

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 until 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>.

ADELANTE, a 1983 T-37 (hull #361) has the following items for sale by **Jim Goodman**: 1) full-length awning in two sections, overlapping at the mast, blue canvas w/side flaps, \$300; 2) Mariner hank-on roller furling gear for jib and staysail headstays, \$100 each; 3) Avon MK3 4-person offshore liferaft, needs recertification, \$400. Call Jim at (512) 442-1067 or e-mail <Jgoodman@hwlaw.com>. (1/00)

ALONDRA, 1978 T-37 (hull #150) is for sale in St. Thomas, USVI. She has fiberglass decks, aluminum deckstepped mast, generator, plus many more distinctive features. Bristol maintained. **ALONDRA** is a very special vessel. Over \$90,000 has been spent in recent years to bring her to a spectacular condition. All improvements documented. Complete set of photos and December 1999 marine survey report available. Asking \$91,000. Contact **Ricardo Charaf** by phone at work (340) 776-7000 or home (340) 777-6672, by fax at (340) 777-8816, or by e-mail at <rcharaf@islands.vi>. (1/00)

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 <info@canvasconnection.com> 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 TaYang'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 by e-mail at <interlude@pocketmail.com>. (3/99)

DESIRADE (V-42, hull #170) has the following items for sale: Windbugger wind generator and five (5) Grand Deer fiberglass Dorade vents with brass mounting rings and cover plates. All equipment is in excellent condition, having been removed from our boat that has had extremely light use (450 engine hours). Scott and Marja Jordan can be reached at (410) 823-6818 or e-mail <polymarclay@home.com>. (1/00)

DESPERADO, V-42, hull #36 will be for sale June 1st when she completes a six year circumnavigation of the Caribbean. Built in 1981, she was completely refitted in 1994 prior to leaving the U.S. In excellent condition, **DESPERADO** has all the bells and whistles, including a Monitor windvane, Robertson autopilot, Pur 80 II watermaker, Heart Freedom 20 inverter, all new North sails (including a cruising spinnaker), cold plate refrigerator/freezer, Avon 6-man life raft, Ideal electric windlass, and many more items too numerous to mention. Priced for a quick sale at \$124,000. Arriving in south Florida, **Bill and Donna Croff** can be contacted via e-mail at <desperadocroff@yahoo.com>. (1/00)

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)

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, 406EPIRB, 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@megsinet.net>. (3/99)

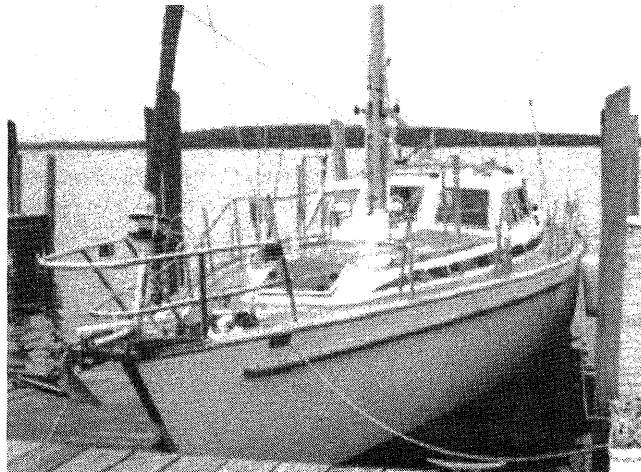
MAGIC DRAGON, 1988 V-42 aft cockpit (hull #155) is for sale at \$169,000 by original owners, **Fred and Linda Hixon** in Reedville, VA. She has sailed the Caribbean and is longing to return. Outfitted for long range blue water cruising, she is equipped with engine driven AC generator, inverter, alternator 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 cus-tom interior, lots of stowage, teak decks, and 3QM30 Yanmar engine. Comes with dodger, bimini, sail covers, and newly painted mast and 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)

PRN, a 1993 T-48 pilothouse (hull #22) is for sale by **Ed Goble**. This one-of-a-kind freshwater boat has a Yanmar 88 turbo engine, Max Prop, in-mast furling, sea/fresh water washdown, cruising spinnaker, Profoil jib furling, 2 LaVac heads, 3 staterooms, washer/dryer, Espar heater, full Norcold refrigerator, TV/VCR combo, am/fm/tape/cd, Heart 2500 inverter, Raytheon 20xx RADAR, Autohelm: 600 Chartplotter; 7000 autopilot; speed, depth, and wind instruments; and rudder. In excellent condition for \$395,000 (photo below). Phone (312) 803-1900 or check online at <www.prnboat.com>. (1/00)



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News from the fleet...

Bryan Biesanz writes from Alaska, "I am home for two weeks and taxes. Linda is still in Ixtapa, Mexico on *TUNDRA SPIRIT* (T-37, hull #405). We will be moving north to summer the boat at La Paz." (2/00)

Al and Betty Boyden, owners of *PARALLAX* (T-37, hull #56), share, "We first met **Norm and Annie Demain** in April 1983 at Puerto Escondido, Baja. We joined TOG at that time and to date still keep in contact with Norm and Annie. We were in the Class of '82, arriving in Carbo just after the southeast storm put 20 plus vessels on the beach. We spent Christmas '82 at Carbo and then spent a total of three wonderful years in Mexico. When we purchased *PARALLAX* in 1978, the mainsail had a CT-37 emblem on it, but the serial number shows it as a Tayana. We haul the vessel every two years and have no blisters. The wooden masts are lifted out every five years. This year we found a little dry rot under the sail track. We repaired our Perkins 4-108 engine with 2900+ hours on it and it is still going strong. *PARALLAX* is used as a Coast Guard Auxiliary Safety Patrol Vessel and each year we sail out the Golden Gate; one year we sail south to Monterey and the next year north to Bodega Bay and Tomales Bay. All in all, we love our vessel and use it a lot." (1/00)

Rick Clow and Mary Boyko, owners of *TRANQUILITY* (T-37, hull #481), report, "We are currently in Trinidad and heading for St. Martin, coming up on our first full year of cruising. You can follow our travels at <www.tranquillity.net>. We would love to hear from folks. Just e-mail from the website." (1/00)

John and Ann Doerr write, "Sadly we have sold *SPIRIT* (T-37, hull #388) and are boatless. Thought we might take three or four months to sell, enabling us to pass through the winter. We listed it with an Annapolis broker who put it on the internet boat listing site and we had two offers in two days and closed on the transaction two days later without a survey or hauling for inspection. Alas, a sad day to part with the boat that was home for 10 months, but we still want our TOG newsletter 'fix'." (1/00)

Dick and Judy Fow inform us, "We have sold the *PEACOCK* (T-37, hull #200). The buyers are Jan Costelloe and Jim Connelly of Babylon, NY. They are a great couple and will not be taking possession until 8 May. Until then, we will be living aboard in Ft. Lauderdale, FL, while we await the sea trial and closing on a Tradewinds 38 Sundeck Motor Yacht we have purchased in Connecticut. It was a mutually advantageous arrangement as Jim and Jan are headed to the Turks and

Caicos on their present boat, a 31 foot Pearson Wanderer with a three foot draft, wanting to go into places a T-37 would never be able to go. And we hope to have moved aboard our Tradewinds 38 by then, which we will also name *PEACOCK*." (2/00)

Tom and Jean Goldson report, "*AMADON LIGHT* (T-37, hull #351) was struck by a Tropical Shipping container-freighter while at anchor in ten feet of water on Thanksgiving Day 1999 in Nassau Harbor, Bahamas. Amazingly, we and the sturdy T-37 hull were not hurt, but the freighter caught a spreader and the mast collapsed with all the rigging. Harbor patrol personnel were on the scene almost immediately, despite the late night hour. Throughout the next month, we received sincere apologies from Tropical Shipping, who immediately admitted fault and every consideration while insurance negotiations were conducted. In fact, we were treated to four enjoyable trips to Spanish Wells, Eleuthera on the new fast ferry catamaran, *BO HENGY* to check on our house renovations there. In the end, surveyors found damage so extensive that a buyout was agreed upon. We now live in an apartment on Spanish Wells while we work on our antique house. *AMADON LIGHT* was brought back to Florida for repairs by the salvager. She has been a wonderful boat to live and cruise on and has given much pleasure and pride since purchase in 1983. Regretfully, life moves on." (1/00)

Colin Hadfield, former owner of a V-42 and assistant in designing the new V-42 pilothouse/passagemaker with **Bob Harris**, writes, "The website is now up and running at <passagemakeroffshore.com> and producing enquiries. Bob Harris is still working with TaYang on a building plan and also dealing with three New Zealand boat builders. Some of the TOG members who are not in the market for a new boat have been kind enough to provide feedback and suggestions for improvement. One has asked about a shoal draft keel. Another suggested an engine bypass on the saltwater manifold—both great ideas. Bob has now designed a shoal draft (4'6") keel and incorporated the bypass! I have changed the first page on the website so that TOG members can keep up-to-date on changes and what is happening. I will probably visit TaYang and New Zealand in the next few weeks to try to finalize the building plans." (2/00)

Charley and Judy Huffman, owners of *THE GOOD NEIGHBOR* (T-37, hull #549), inform us, "We're spending the Winter in the [FL] Keys again. It's warm and pleasant here and lots of decent restaurants. We do miss the islands however." (1/00)

Chris Kellogg writes, "*ENDORPHINS* (T-48CC, hull #18) has entered The Bermuda Ocean Race 2000 (6/9/00), which is 758 miles. We are putting together our crew now and making upgrades as needed to meet SOLAS regs. We've never had *ENDORPHINS* into the ocean, although we've done inter-island sailing, nor have we ever over-nighted, so this is a big deal for us!" (1/00)

New members, **Gene and Char Lindblom**, inform us, "We have lived aboard *LIAT* (T-37, hull #347) since 1987 when we crossed the Gulf of Mexico to Florida. Since then we have cruised the Caribbean, South and Central America. We have circumnavigated the Caribbean Sea twice, coming up [to Florida] from Panama last March." (3/00)

Tom and Shirl Maxson report, "*HARMONY* (V-42, hull #20) departed Beaufort 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. Two dorado, one wahoo, and several sightings of tropic birds!" (2/00)

Teresa McAuliffe reports from *SHENANIGAN* (T-37, hull #402), "With great sorrow, I write to tell you of the death of my husband, Bob on 1 January 2000. *SHENANIGAN* is in Myrtle Beach and I am living nearby in Little River, SC. I hope to sell *SHENANIGAN* before the year is out. [See *Ship's Store*, p. 23] She is too good a boat to leave unattended. I hope a future owner will have the joy and adventure that we so enjoyed." (2/00)

Tad McDonald relates, "After almost a year of searching for the 'right' boat, I bought T-37, hull #329, *CURRAGH*, from Bern and Maggie Collins on 8 March. I am currently outfitting her for a one or two month cruise to New England in late June or early July. Following that, I hope to make an offshore passage to Bermuda and then on to the Caribbean in late October or early November. I have renamed her (replete with appropriate ceremony) *MARIEUSZ*, which is the name my former Cape Dory 30 carried through thick and thin. I hope the name brings me the same fair winds and following seas on this vessel." (3/00)

Henry and LeeAnn McKintuck send greetings to TOG. "The last time we wrote we were making *JILCASIN* (T-37, hull #49) ready for a great adventure. We thought this meant we would be crossing the Pacific to enjoy the turquoise waters of the Marquesas and Society Islands. However, the adventure we were so longing for is turning into a major rebuild of *JILCASIN* here in San Carlos, Mexico. Does a total rebuild count as an adventure? The first step was to remove the teak decking. This alone took ten days and we have learned a lot. We could now do the same thing again in much less time. There are definitely some tricks to this job; we would have manufactured some job-specific tools to make the whole thing a lot less physically intensive. We are pleased with what we haven't found--*NODECK ROT*. It has been a tremendous opportunity to set right the things that were missed or poorly done during her original lay-up. When we are finished, she will be structurally, cosmetically better than ever and set for another 25 years.

San Carlos is the right place for us to do this work, especially after the Pacific Northwest. We don't have to pray for a sunny day; they are the norm here. The common phrase used to describe the weather is, "If you liked yesterday, you'll like today." The yard (Marina Seca) has no problem with people doing their own work and for supplies, the USA is only a four-hour drive/bus-ride away. The yard does offer the basics, such as West System stuff, various types of bottom paints, etc. Also many things are available in nearby Guaymas, including one of the best machine shops we have ever seen, offering both aluminum and stainless welding. Mr. Javier Hernandez of Servicios Mecanicos Hernandez speaks great English, will come to your boat if need be, is extremely helpful, and is reasonably priced. Since this is a major refit, we decided not to live on the boat, although the yard has no problem if you do. Accommodations are very easy to find in San Carlos. Our small apartment is on the beach and we pay \$300 USD per month. The view is spectacular. After spending 8-10 hours daily in a noisy boatyard, the sight of pelicans diving and whales spouting calms our soul. A cold cerveza helps too. Writing e-mail is the one thing that keeps me up past 8 p.m., so we look forward to hearing from our fellow TOGers. E-mail us at <jilocasin@attglobal.net>." (1/00)

Nancy and Terry Newton relate, "*LA ESMERALDA* (T-37, hull #512) left the states back in January 1998. We've spent two hurricane seasons in Venezuela and will return there again by June 2000. Most of our time as been spent in the Windward Islands and south, so this May/June we will explore the BVIs and Leeward Islands. This winter/spring we are trying out working on a charter boat in St. Thomas and enjoying it for the tourist season. It's been three years since we held jobs, so having to be on a schedule again is a culture shock in itself!! Hurry up, **Lynn and Jim McFayden** on *DIVA* (T-37, hull #552) and get down here to the Caribbean. We're still waiting for you! We will miss **John Kraft and Karen Hurt** on *THE CHANCE* (T-37, hull #478). They have been a wealth of information down here." (2/00)

Phillip and Teresa Patterson, former owners of a T-37, pen, "We are all well; just not on the boat as much as preferred. We still have the Tashiba 40, berthed at Petrini, but our Annapolis trips always seem to miss the rendezvous. Someday it will work out." (2/00)

Mike Rose reports from *PACIFIC GRACE* (V-42, hull #168), "All is well in paradise [Trinidad]. Perhaps a bit warm on some days, but bearable. The rainy season is almost past and the dry season is slowly creeping up on us. Like someone said recently, 'Better Christmas under a swinging palm than a dripping pine.' Yvonne would disagree. We had a Christmas Eve potluck here with other cruisers and on Christmas Day we had dinner with a cruising couple with whom we have spent the past three holiday seasons." (12/99)

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Maintenance and equipment comments and questions...

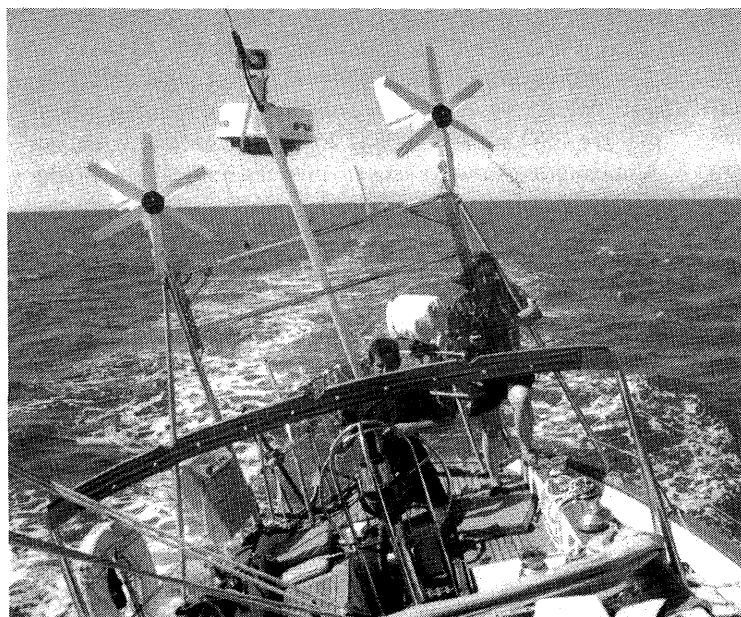
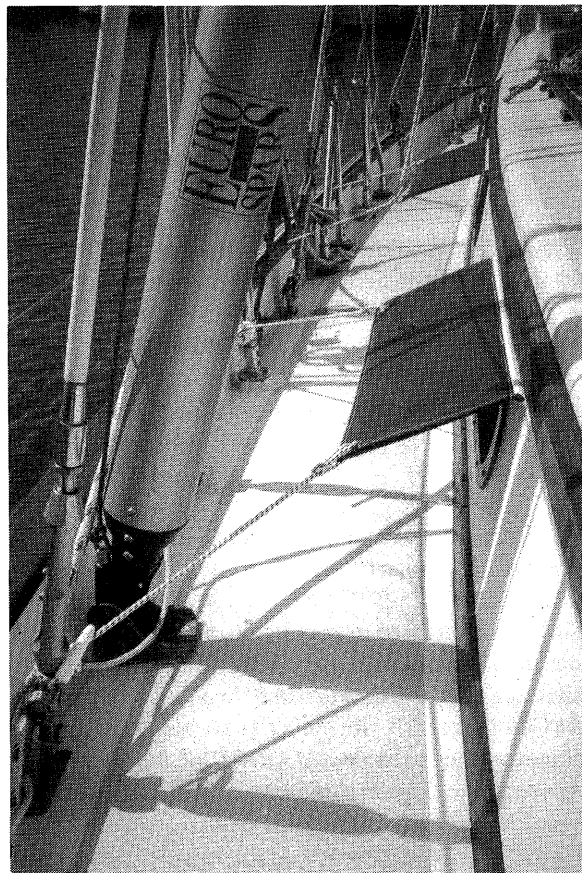
SHIPMATE STOVE PARTS

Richard Bennett, a former T-37 owner, responds to LouRoux's plea in the Winter '99 newsletter (p. 174) for where to obtain Shipmate stove parts. "Shipmate stoves were (or are) made by the Richmond Ring Co. They used to make piston rings on Richmond Street [in Ft. Lauderdale, FL]. Look on the serial number tag riveted on the back of the stove, although it is hard to get at."

Gisela Zehm, owner of *KARIN* (T-37, hull #255) also responds, "In November '97 we got a second hand stove burner for our Shipmate stove from Tasco Marine, Division of Taunton Stove Company, Inc., 490 Somerset Avenue, North Dighton, MA 02764, phone (508) 823-0786. It may well be that you can also get other parts from them."

WINDOW AWNINGS

Graham and Belinda Berry share a photo (right) of the window awnings they have for *OASIS*, their T-37, hull #352. Also below is a photo of them underway. Note the gimballed RADAR and dual wind generators mounted on the custom davits. For more information contact the Berrys by phone at (01) 27 789-6441 or by e-mail at <graham@flyingcameraco.demon.co.uk>.



SHOWER LEAK

Don and Kathy Fanell, owners of *BARNABAS* (V-42, hull #100), respond to **Jennifer Smith and Alex Nikolajevich** shower leak on *GREENGHOST* (V-42) introduced a year ago in the Spring '99 *TOG News* (p. 88). "We experienced similar problems on our boat. The shower was leaking and the floor boards around the shower pan were rotting. Our problem was with the paneling under the slotted board seat. This panel is on a slant and meets the vertical wall behind the slotted seat. The builder put the slanting panel overlapping the vertical wall, sort of like putting a roof on in reverse. The water would go down the vertical wall and behind the slanting panel and then to the surrounding areas and bilge. We too, tried caulking to no success."

The solution for us was: 1) Remove the slotted board seat and support boards. 2) Remove the bottom shower drain pan. This is a fiberglass pan and is inset into teak boards. 3) Remove molding around slant panel and then remove the slanting panel. Ours was rotten. 4) Remove all damaged supports beneath and around the shower drain pan. 5) Remove all damaged wood in the shower area. 6) Rebuild all removed pieces. We cut all the pieces to size, fit them, and then removed and covered each piece with fiberglass resin. We replaced the slanting panel with 1/2 inch plywood. The slotted seat was replaced with 3/4 inch plywood. All new wood was glassed. 7) All joints were faired with 3M marine putty. The putty could be sanded when dry. This phase took a lot of time to make everything look smooth and finished. 8) We painted the completed shower with two-part Interlux white epoxy paint. We used the short bristle, stiff rollers that Interlux recommended. We even painted the floor in the toilet area. The whole inside of the shower was white. It looks good. The secret was the fairing, sanding, and several (5-6) light coats of the epoxy paint. If you have questions, you can reach us on <DKFANELL@aol.com> or (808) 396-8363. This was a big, time-consuming job that we did about four years ago. So far all is well. We have some minor cracks in the epoxy paint where the walls or joints flex that will be touched up next time we get out the epoxy paint.”

FUEL GAUGE

Ian Garriques, previous owner of *MAGIC DRAGON* (PH-37, hull #479) offers this solution to **Harvey Karten** on *NIGHTHERON* (T-37, hull #84) [see Spring '99 *TOG News*, p. 86]. “I installed the ‘Tank Tender’ many years ago and it has worked like a charm. The installation is simple and the gauge, advertised in the back of *Cruising World* among others, is inexpensive. I installed the dual gauge, one line for fuel and the other for water. The system is totally mechanical, nothing electrical. Once the gauge is calibrated, it’s foolproof and free of maintenance or breakdown.”

V-42 SHAFT REMOVAL

Erik Hammarlund shares his experience in performing a shaft removal on *FREYA*, his V-42, hull #28. “If for some reason you need to pull your shaft in the water, you probably need to pull your engine first to take the shaft out by going forward. Or cut your shaft. I’d recommend that if you haven’t tried it, you at least remove your prop and shaft coupling, and see if your shaft will come out sternwards. It’s better than trying to guess once you have to pull the shaft.

On my engine, the rear engine mounts are on the transmission. To remove the tranny:

- Split the coupling, remove the prop, and slide the shaft as far aft as it will go (until it hits the skeg).
- Remove the transmission/reduction gear oil.
- Take off the reduction gear, otherwise you won’t have enough room to work and will break your back trying to lift the

combined unit. Don’t be surprised when you realize that there are two different size bolts (9/16 and 5/8). That’s those English for you!

- Loosen the forward engine mounts.
- Jack up the rear part of the engine until you can support it (I used wooden blocks). If your rear engine mounts aren’t on the tranny, skip this step.
- Remove the transmission. See comment above on bolt sizing. Be advised that it weighs about a gazillion pounds. Do NOT try this without a strong helper or a good purchase, lest you remain in the bilge with a transmission on your lap until you die.
- Remove the shaft coupling from the shaft.
- Try to slide the shaft out the stern. It will hit the skeg. Try to slide it past the skeg. It probably will not fit, but it’s certainly worth a try.
- Slide the shaft into the boat, all the way to the (blocked up) engine. This will let the aft shaft end pass forward of the cutlass bearing. You can easily verify this by looking in the vents just forward of the bearing.
- Remove the cutlass bearing (it sounds so simple...).
- The shaft will now have enough room to slide aft and just to one side of the skeg.

The above procedure is also the only way to change the cutlass bearing, BUT on many engines you can probably get by just removing the reduction gear and not the transmission. This should give you enough room to take out the cutlass bearing. Checking with a ruler would be a good idea.”

TRUCKING RECOMMENDATION

For family and business reasons, **Jake Huber** found it necessary to move *ALTA* (PH-37, hull #144) from the San Francisco Bay area to the Puget Sound area in February and learned several lessons in the process. “I did not relish the idea of sailing her up the Coast at that time of the year, so I decided to have her trucked from Alameda, CA to Anacortes, WA. I arranged shipping with Dudley Boat Transportation, Inc., 5303 Pacific Coast Highway East, Suite 142, Fife, WA 98424, (800) 426-8120. They charged \$2,163 and the move resulted in not one bit of damage to *ALTA*. They were timely, business-like, and professional in the whole matter. My discussions with other people who have shipped their boats with them were equally positive.”

MAST ROT REPAIR

Jake also writes, “When the mast was stepped, I discovered that it was rotten about 12 inches up from the base. The rot was from the inside out; there was absolutely no indication from the outside. The drain holes in the mast step-plate on deck were always clear and draining after rain, etc. The boat yard in Anacortes wanted \$8,000 to repair the mast. A rigging company wanted \$8,000 for a new 50 foot aluminum

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More maintenance and equipment comments...

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mast, but it could not deliver one for 90 days or more (right in the middle of our Canadian cruising season). Instead I cut 16 inches off the bottom and had a 1/4 inch stainless steel socket (a square pipe about 8 inches wide on each side) made about 46 inches long. This socket fit into the mast step-plate on deck and the mast fit about 30 inches inside the socket. I had a "floor" welded inside the socket up about 16 inches from the deck to make up for the amount that I had cut off the mast. Cleats and the goose-neck attachments were welded to the socket at the normal height from the deck. This effort took about four days and cost \$800. Sailing in Canada's inside passage this summer will determine how well this new mast system works. In the meantime, I will be seeking the best deal I can make for a permanent aluminum mast system for *ALTA*."

STANDING RIGGING

Jake continues, "When taking the mast down in the boatyard in Alameda, CA, the personnel were very quick to announce that the standing rigging was all trash and had to be replaced. When I questioned them, they said that four or five swages were cracked and then they stopped counting and that Chinese stuff is all crap anyway. I decided to thoroughly check it out myself because *ALTA* had been sailed to Ketchikan, AK and had many hard days on San Francisco Bay in her 23 years. I took all 11 standing-rigging cables, turnbuckles, and fittings home with me to Reno, NV for the week that *ALTA* was being transported. I cleaned, lubricated, and carefully checked every single swage, turnbuckle, and fitting. There was not one single crack in any fitting, swage, or turnbuckle. Every single one of the eleven 3/8 inch stainless steel "Chinese" cables were in perfect condition with not one broken wire in any cable. It obviously pays to think for yourself when you have your Tayana hauled in a boatyard. We Tayana owners can be distinctly proud of the quality of our boats. When you haul out your Tayana, question everything that the boat yard people tell you; after all, it is in their best financial interest to lie to you."

MAINSHEET RIGGING

Harvey Karten, owner of *NIGHTHERON* (T-37, hull #84) offers these comments on mainsheet rigging. "The old teak faced blocks may be very pretty and traditional looking, but they are terrible. They have small spindles, no ball bearings, and are probably 20+ years old. Even if they were well taken care of, they are very inefficient, high friction, and sluggish, with bent spindles, worn sheaves, etc. Our original teak blocks were rigged as a 5:1. The sheet ran from the forward-most block to the mast, down to the deck, then

through a block hooked to the padeye on the port side near the butterfly hatch, back to the winch on the coach. It required a fair amount of force just to sheet in the boom under moderate wind, but I could shorten the mainsheet without needing any blocks, if I pulled the mainsheet near the boom. This suggested that the system had a profound negative efficiency.

My first step was to replace all the blocks on the boom and on the traveler with Ocean 60 Garhauer blocks. These are stainless steel, with delrin ball bearings on large diameter sheaves. I used a triple block with a heavy duty cam cleat and becket on the traveler and three new Garhauer blocks (Ocean 60 also) on the boom. I rigged it as a 6:1, and ran the mainsheet (now a 7/16 line, rather than the original 1/2 or 9/16) directly from the traveler to the steering station. I found that it was now trivial to control the mainsheet from the steering wheel with a flick of the wrist. The cam cleat on the triple block on the traveler provided by Garhauer is excellent and easy to trap and release the mainsheet. The only time it gives me any trouble is when we are really hard on the wind with considerable tension on the mainsheet due to a fairly strong wind, but just shy of requiring a reef in the mainsail. The system works like a dream, except for one major problem - the cam cleat rides with the triple block on the traveler, which would make it difficult to put on a dodger.

This did solve the problem of very high friction in the mainsheet. I am about to order two additional Garhauer Ocean 60 blocks to take the mainsheet to the mast, then down to the deck, and back to the cam cleat on the coach. I will start the mainsheet from a becket on one of the blocks on the boom, thus retaining the helpful 6:1 advantage.

I can always go back to using a winch on the coach roof, but at the present time I now use the coach winch (only one on each side) for the free footed staysail sheets. If I decide at a later date that I need a winch, I will have to add another small winch on the coach.

I did this as part of the larger project of moving all the lines back to the cockpit. The cost of all the new blocks was only about \$250-300. Garhauer blocks are excellent and much less expensive than Lewmar or Harken. A number of manufacturers now use them as their main supplier of blocks and travelers. You can find them at <http://www.garhauer.com>. I bought the blocks using the phone and a credit card. They guarantee satisfaction and give a ten year warranty.

Make sure you buy enough length for your mainsheet to allow you to fully swing the boom on a full blown gibe maneuver. I bought a line that is about 10 feet too short and sometimes almost runs out of my hand when gibing. I think my mainsheet is 52 feet, but I have to replace it with one that is about 75 feet when I change the rig to go to the mast, down the deck, etc."

CABIN CEILING

John Keefe, owner of *ODYSSEA* (CT-37, hull #63), asks, "Has anyone attempted to remove any of the white interior cabin ceiling sections and tried to repair or resurface them? I believe they are thin pieces of plywood (?) with white gelcoat sprayed on them. I was wondering if they are easily taken down, sanded, and re-gelcoated? Has anyone had any experience doing this? If so, how did you do it?"

Derek Rhymes, former T-37 owner, responds, "You are correct in your assessment of the overhead panels being thin plywood with a gelcoat coating. Problem is, gelcoat doesn't adhere well when the wood gets damp as is likely due to deck leaks and condensation. Painting over the existing/remaining gelcoat is a temporary fix and may result in future peeling due to the remaining original gelcoat peeling. If your boat is over 20 years old, pulling down the headliner is not a bad idea so that you can rebed any old hardware or install new hardware. It's also an opportunity to insulate the voids between the panels and the deck structure.

I replaced the entire overhead on a 1978 T-37. I used thin plywood, coated both sides twice with West System epoxy and laminated (w/epoxy) off-white formica. To do it again, I think I would pay someone to spray the pre-cut and epoxied panels with good quality linear polyurethane paint. Formica is a pain to work with in such large sections and can be brittle. Pulling the overhead down is compounded by all of the countersunk fasteners in the teak battens used to hold it up. However, having the battens off makes it easier to refinish them in a workshop/basement environment. The hardest part of the whole job is removing the teak handrails. You need a big screwdriver and a prayer that you don't shear off any of the fasteners."

Denis Beaudry, owner of *TAYANA* (CT-37, hull #8) also responds, "I found [the ceiling panels] were actually an off-white. I had some damage over the galley and did paint part of one of the panels. In my case Interlux Hatteras off-white blended in beautifully. After pulling away the flaking bits, I actually used a few coats of a very thick undercoat and feather sanded it between coats."

This solicited further questions from **Harvey Karten**, owner of *NIGHTHERON* (T-37, hull #84). "Our panels have several cracks where the gelcoat pulled away from the backing. How did you solve this part of the problem? Can I first use a gelcoat repair kit to fill the gaps and then use the Interlux paint? What did you use as an undercoat? How did you fair it? How long did it take to cure? I also recall you used a "wipe-on" urethane that could be applied with a cloth rather than a brush. What was the brand?"

Denis provided these answers. "The undercoat was also Interlux, blue tin, went on quite thick. I was able to sand

it within 12 hours. The paint was Interlux Brightside Polyurethane #4208, Hatteras off-white. This is really a nice cream color. I'm sure it matched only because of the age of my Tayana. The wipe-on poly was by Varathane, black tin, clear. It is great as the final coats, especially on a large area. A major step in all varnishing, especially for the regular applied coats of regular Varathane is only sanding with a small block. Never sand with only your fingers as a backing. If a block isn't used, the high spots simply build higher and that wavy appearance intensifies. By the way, the wipe-on poly goes on well with the blue paper industrial rolls. This product lays on as a very thin coat, and you may end up with 10+ coats. I have had some excellent results with polishing the last coat with the 3M grey pads and applying a hard paste wax or bees wax. It ends up with a nice patina. The wipe-on polyurethane should be available anywhere the Varathane products are sold."

John Keefe continues his query, "In replacing the ceiling pieces, the handrails must be removed. Are they just screwed up into a piece of wood in the ceiling using wood screws? Or do they use machine screws that screw up into nuts glassed in the ceiling? Anything to watch out for in removing them?"

Brian Strutt, owner of *MOONSHADOW* (T-47, hull #2) replies, "On the T-47, they are just wood screws. The process is to remove the grab or hand rails first. Mine are held on with six or eight screws. Next remove the screws from the wider backing strip that the grab rail is attached to, then remove the screws from the retaining strips themselves. It is best if two people do it so that one person can hold the loose side when the restraining strip is removed. The screws themselves do not go through the ceiling boards. The retaining strips are T-shaped with the "T" being inverted and the screws go up the center of the "T". The ceiling boards then rest on the inverted "T" and get tightened to the ceiling when the screws in the center of the "T" strips are tightened. It is all very easy to do and the ceiling is easily replaced with 1/8 or 3/16 inch plastic-faced plywood or just laminate new formica to the existing boards. To cut the formica use a proper formica trimmer/cutter in a router or Dremmel tool. If you have questions, e-mail me at <bstrutt@netcom.ca> or call (905) 921-2787."

MILDEW REMOVAL

Rob Kerr, owner of *PRUDENCE* (T-37, hull #15), asks a cosmetic question. "We have some very virulent mildew on our cabin top. We went at it with bleach, mildew cleaners, etc. this summer, with negligible success. With the winter rains here in Seattle, it's gotten really bad, almost looks like lichen now. Anyone have any miracle cures short of moving to a less mold-hospitable climate?" Reply to Rob at (206) 266-3860 or e-mail him at <shockwave@seanet.com>.

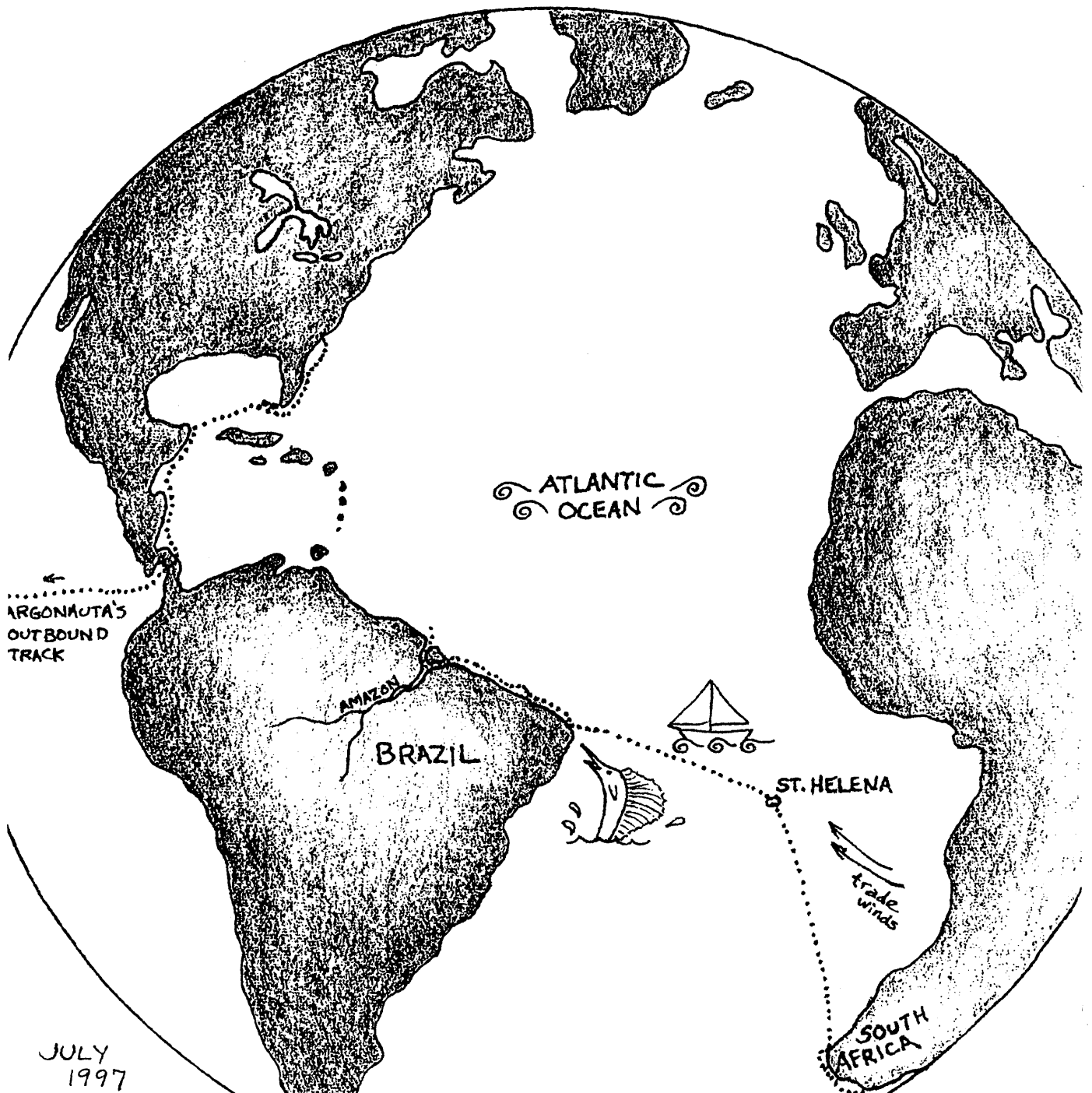
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ARGONAUTA coming into the home stretch

by Jon Whitbeck

We have followed **Jon and Sally Whitbeck** in the previous eight issues of **TOG News** (issues #78 to #85) as they shared the adventures of their circumnavigation

aboard **ARGONAUTA**, their T-37, hull #114. This is the last episode of their travels around the world, another epic voyage. Thank you Jon and Sally for providing us with such excellent world-wide coverage.



Our sojourn from South Africa to South America began in Durban, located on the KwaAulu-Natal coast. Home to over a million people, Durban is South Africa's third largest city and is one of the fastest growing cities in the world. Berthed at the international jetty, *ARGONAUTA* was a stone's throw from the city center. Here we caught up with many of our yachtie friends who also completed their Indian Ocean crossing during the previous year.

With an abundance of yachting facilities and services, and an exchange rate of nearly five Rand per Dollar, Durban was an excellent place to take care of numerous boat projects. In addition to having sails restitched and some rigging replaced, we also elected to replace our aging 90-gallon steel diesel tank with a custom-made plastic tank. Since I'm particularly adept at destroying things, I decided to remove the steel tank myself. The tank was evidently installed prior to the deck being laid, as no opening was large enough to accommodate it. Two days and a dozen jigsaw blades later, I had cut the tank into pieces small enough to remove. Upon taking these ragged chunks of rusting steel to shore, I was immediately approached by an entrepreneurial homeless person who agreed to haul them away. A couple trips with his shopping cart and the tank was gone! We later discovered that virtually anything placed ashore would disappear within minutes. This we found useful.

Despite the high crime rate, and the nearly paranoid concern for safety expressed by the white portion of the population, we found Durban to be a pleasant city. Our mornings would often begin with a jog along the beachfront known as the Golden Mile, a development that includes a beautiful boardwalk, several large public swimming pools, shops, restaurants, and nightclubs that never close. In the early hours of the day, the Golden Mile is primarily occupied by surfers, joggers, bikers, and ever-increasing numbers of homeless people.

We also decided to take advantage of Durban's close proximity to some of the best game parks in South Africa. We bought a tent, rented a car, and began a week-long safari. This was clearly one of the highlights of our stay in South Africa. We visited four game parks north of Durban: Umfolozi, St. Lucia, Mkuzi, and Itala. At Umfolozi, among other animals, we saw lions, giraffes, zebras, warthogs, wildebeest, baboons, impalas, and kudus. To see these incredible animals in the wild African landscape was something we'll never forget. The Mkuzi park provided excellent viewing from 'hides' constructed adjacent to the watering holes. Itala is a spectacular park with very rugged terrain and a large variety of game. It was in Itala where we had a close encounter of the African kind. As we entered our camping area, we were somewhat alarmed to see an enormous white rhino grazing among the tent sites!

No visit to a game park would be complete without sighting the infamous 'dung beetle'. We witnessed many of

these ambitious insects relentlessly pushing balls of dung, many times their weight, uphill and over major obstacles. Their objectives may be questionable, but their determination is admirable.

Christmas was spent at the Zululand Yacht Club in Richard's Bay. We drove up from Durban to attend a pot-luck dinner organized by the crews of the many visiting foreign yachts. It was great to spend the day with our extended family of cruising friends. New Year's Eve was spent back in Durban, where we watched the fireworks with a diverse group of friends from Germany, Poland, South Africa, and Sweden. Shooting expired 25-mm parachute flares from the end of the dock, while trying not to set any boats on fire, was also part of the entertainment.

After finishing our boat projects and waiting for fair weather, we left Durban in mid-January and sailed the 280 miles to East London. This stretch of coast is notorious for monstrous waves, up to 20 meters high, when strong south-westerly winds kick up against the powerful south-flowing Agulhas current. A large ship had recently broken up in this area and mariners were advised to look for floating debris and notify the authorities of any bodies found. We were lucky and had a boisterous sail, running downwind with 35 knots 'up-the-skirt' for the first half of the trip, and motoring in dead calm water for the second half.

East London is an industrial town with a Mercedes and Honda assembly plant, and large shipping facilities. Here we saw our first South African township. We met a very friendly local woman in the tourist office who thought we should see what a township looks like. She was right. She gave us a tour of numerous squatter camps and the second largest township in South Africa. The abject poverty and appalling living conditions were overwhelming. From then on, we saw South Africa in a different light. The residue of apartheid still remains.

Once again we waited for favorable weather before heading to our next port. The fear of huge waves during a sudden southwesterly keeps all of the Cape Town-bound cruising boats hopping from port to port along the coast, keeping a watchful eye on the weather. About 22 hours after leaving East London, we arrived safely in Port Elizabeth.

We spent only a few days in Port Elizabeth, but it was enjoyable. Several other cruising friends were there to keep us company as we visited the local brew-pub and rode the narrow-gauge steam train. We also made friends with a couple of yacht club members who took us shopping and on a tour of the beaches south of the city.

Our final port before rounding the southern cape was Mossel Bay. We sailed in light air, motored through calms,

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ARGONAUTA...

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and arrived without incident. Here we met up with another cruising couple from Germany who were not as fortunate. They collided with a commercial trawler and were dismantled just outside Mossel Bay. After spending three days in Mossel Bay, we were ready to leave the Indian Ocean behind and head for the South Atlantic. This involved rounding Cape Agulhas, the southernmost tip of the African continent, and sailing another 80 miles to the more famous Cape of Good Hope. The trick to this passage is to round both capes before the next cold front slams into you from the west. We were lucky again and had excellent conditions. We had our spinnaker up in 15 knots of breeze as we rounded Cape Agulhas just before sunset, and we leisurely rounded the Cape of Good Hope on a beam reach just after sunrise the next day.

It was a great feeling to arrive in Hout Bay (just outside Cape Town) without having encountered any serious weather. Our only surprise came in the last mile when we were hit with a few 40 knot gusts blasting down the mountainside. We were greeted at the dock with a bottle of champagne to celebrate our arrival by a couple who had rounded the cape a few days earlier, having achieved their goal of rounding all of the southern capes. Not long after our arrival in Hout Bay, we were reunited with a long-lost California friend, Gary, who had sailed into South Africa a year ago and was now working as a carpenter and living on an ostrich farm. Gary took us diving for lobsters in Betty's Bay; 'kloofing', which means climbing among the steep rocky gorges (kloofs); touring through the botanical gardens; and of course, we spent some time tipping a few brews in the local pool halls.

We next had a great visit with a friend who abandoned his family and his company for a week and flew in from Baltimore. We toured numerous wineries, drove to Cape Point where baboons climbed on the car, did a bit of kloofing, spent a day climbing up and over Table Mountain (descending beneath a massive "tablecloth" cloud), checked out a small game park, and visited the long lost city of McGregor (possibly the site where the invasion of the body snatchers took place).

After provisioning the boat for our Atlantic crossing, we finally departed South

Africa in mid-March and sailed 1700 miles to the island of St. Helena. The wool socks and heavy sweaters didn't come off until the third day of this 12-day passage, which began in the cold waters of the Benguela current and finished in the much warmer equatorial waters around St. Helena.

The island of St. Helena has a complex history of occupation by the Portuguese, Dutch, and English, and has been under British rule since 1843. The island has been used as a prison for many years and its most famous 'guest' was Napoleon Bonaparte who was exiled there in 1815. Going ashore is like taking a step back in time (possibly several steps). Most of the 5600 inhabitants (they call themselves Saints) live in the village of Jamestown, which is nestled in a valley surrounded by steep rocky cliffs. Jamestown has a lot of character with its magnificent old stone buildings. The natives are very friendly and they speak with a unique, slightly amusing, old-English dialect. During our week at St. Helena, we toured the island with four of our yachtie friends in a 1929 Chevrolet truck. The driver showed us the two other villages, Half Tree Hollow and Longwood, and we toured the house where Napoleon spent the last six years of his life. Our departure from St. Helena was not without trepidation, having heard that some cruising friends who had departed the previous day had been run down by a Lithuanian ship early that morning. They were lucky to have survived the ordeal, although their yacht did not.

From St. Helena we sailed nearly 1800 miles to Brazil. It was a trade wind passage all the way - sunny, warm, favorable wind and current. We kept the spinnaker up for days. During the passage I caught several big fish, including a sailfish and a yellow-fin tuna. We made our landfall near the easternmost tip of the South American continent at the small town of Jacare. Located on a small river near the city of Joao Pessoa, Jacare is truly a one-horse town. You can easily walk



Provisioning

from one end of town to the other in about a minute, or less, if you are in a hurry, although I doubt anyone in Jacare has ever been in a hurry.

We became good friends with several Brazilians who were unbelievable hospitably. One couple we met own a restaurant in Joao Pessoa. They took us touring by car, invited us to their home for dinner, and offered the use of their beachfront townhouse. We also met an environmental scientist who was studying the mangrove forests in the area. He took us on an all-day tour of the coast south of Joao Pessoa, and invited us to his home for a sushi dinner.

After leaving Jacare, we sailed for two days to the north coast of Brazil toward the city of Fortaleza. Catching a large dorado (mahi-mahi) was the highlight of this passage. After an enjoyable week in Fortaleza, we continued along the north coast of Brazil toward the Amazon delta, stopping at the remote sand-swept villages of Jericoacoara and Lencois.

Upon reaching the Amazon delta, our plan was to head up river and complete a 300 mile trip around the large island of Marajo at the mouth of the Amazon. We first entered the Rio Para, then navigated many of the smaller rivers farther inland, and returned to the ocean via the Rio Amazonas. It is difficult to comprehend the size of these rivers. We had sailed 30 miles up the eastern shore of the Rio Para before we could even see the western shore. With about four meters to tide, plus the incredible amount of fresh water flowing out to the sea, we had considerable current to overcome. Only by anchoring during the outgoing tide, and motor-sailing during the incoming tide, were we able to make forward progress.

Along this route we stopped for a week at the city of Belem, which is a major port for shipping timber and other products coming out of the Amazon basin. The number of barges, river boats, and large ships is incredible. Although

Belem is linked to the outside world by a single road, most of the traffic is on the river.

As we proceeded up river we explored the maze of smaller rivers. Without detailed charts and the GPS it would have been very easy to get lost, which we eventually did. We were trying to find a northwest passage around one of the islands when we came to a dead end. In the process of turning the boat around, the rigging became entangled in the jungle canopy above. Branches, leaves, spiders, and various insects were falling on the deck, and we were seriously stuck. After a brief struggle cutting down a portion of the rain forest with a hacksaw, we were underway again.

We met several Amazonians, most of whom were very timid. We frequently saw people along the shore duck inside their homes as we approached and cautiously peer out as we passed by. Those who were bold enough to paddle their canoes out to ARGONAUTA were very friendly. They kept us well supplied with fresh fruit and shrimp in exchange for clothing and other items. We would always invite them aboard and try to communicate using our limited grasp of Portuguese. They would often invite us to their homes, and we had to decline several gifts, including a pig, a turtle, and a goose. Many Amazonians have no contact with the outside world and few of them can read or write.

The wildlife in the Amazon was unlike anything we had seen before. Tropical birds, including macaws, parrots, and toucans could be seen in the early mornings. Pink dolphins would surface alongside ARGONAUTA at all times of the day and night. We even had a visit from a snake who chose to sun himself on the bowsprit. Above all, we'll remember the friendly people we met as we leave the Amazon behind. With no more oceans to cross, ARGONAUTA is on the home stretch. We're bound for the Caribbean, steel drums, rum, and reggae.



Amazon Home

For the conclusion of the Whitbeck's journey, see the Spring '98 issue of TOG News, page 14, and page 30 of the Summer '98 TOG News.

More News from the fleet...

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P.S. "There are so many of us Tayanas here in Trinidad! *TRANQUILITY* (T-37), *PERSEVERANCE* (V-42), *COCOPELI*, *OWLHOOT* (T-37), *LADYJ* (V-42), *PIPER*, *TA TA* (V-42), *ISLAND PRINCESS* (V-42), *PACIFIC GRACE* (V-42), and two others whose names I can't remember." (2/00)

Scott Smith gives us a hint of his loves in life--music and his PH-37 (hull #240), *SEA MAJOR*--by sending the photo below, which cleverly blends the two. (3/00)

Jon and Teresa Spigel, new owners of *TIN MAN* (T-37, hull #583), write, "This is the second Tayana we have owned. Our previous Tayana was *BLUEMOON*, a T-37 built in 1988. We sold that boat in 1996 and bought a 1992 Valiant 40 that we cruised to Mexico and Canada in 1997. We sold the Valiant last year and just purchased this boat new from Cabrillo Yacht Sales in San Diego, CA. The boat will be shipped this spring to Maine where we plan to cruise. These are great, well built boats. Our last T-37 gave us great pleasure and no problems. We loved our Valiant 40, but dollar for dollar the Tayana is a better value." (1/00)

Charlie and Elaine Williams inform us of their search for warmer weather on *WALKABOUT* (T-37, hull #320). "We watched a bit of snow settle on our canvas while in Beaufort, SC one night in early February. It was a sign to move south ASAP. We missed the full moon lunar eclipse sail because of cold, rain, and too windy conditions. The signs increased and we finally let go of the lines on Sunday, 6 February and pointed south. Twenty-eight hours later we were dropping the hook just off the St. John's River (Blount Island) in Jacksonville....Florida at last!! Nothing remarkable about the trip....very dark (no moon) and very cold. Just about anything would beat a winter week in the ICW. We came on down to the Ortega Yacht Club Marina two days later. It was good to be greeted by old friends and see the folks we remember from last year. It is warm and sunny and we are just delighted to be here. We've made a two page list of things we need to get done while we are here. Air conditioning is certainly at the TOP of the list after our stifling days last summer. We aren't ruling out a trip farther south before winter is done, but for now, Jacksonville is feeling a little like home. While we would love to be on a beach with those of you in the Bahamas, family celebrations may keep us happily here for a while."

Six weeks later we received another note that reads, "There's been a rumor that we have fallen off the planet....not



so...just been busy doing all the things boaters do when they're not cruising around. We have left the dock here in Jacksonville several times to go sailing or to get hauled out briefly for our new air-conditioning dedicated through-hull. We are so excited to have this nice addition to the boat and now feel that we can, in fact, go just about anywhere! Only one small canvas project left to complete. Charlie has rebuilt the windlass, wishing he could shrink himself to access a couple of tight spaces near the fuel tank in the bow to get at the wires for the windlass. We have now begun stripping the teak on deck. It seems that all of a sudden it just went to pot. This is a major project on a Tayana, as you know, so it will keep us busy right up until the time we must leave for Charleston and Elaine's son, Jason's wedding.

We continue to feel right at home here in Jacksonville. We have enjoyed experiencing the joys of grandparenting and anticipating the new arrival in June. Old and new friends from the world of cruising are always passing through here and that's a nice thing. We enjoy listening to "cruiseheimers net" on the SSB every morning, as a way of keeping up with

what friends are up to, and now feel more comfortable operating our radio.

We are both beginning to feel like it is time to be on the move again....we just have our hands full with all these projects on the boat and family stuff. Our plan, which is written in Jello, is to travel up to Charleston for the 7 May wedding....staying at Ashley Marina or Buzzards Roost for about a week, then possibly heading up to the Outer Banks of NC for a few weeks. We would like to be back here by mid-June for the blessed event, then plan to do some more boat projects in between travels here and there in July and August. So that's what we've been up to....just enjoying the wonderful Florida weather." (2-3/00)

Eckard and Gisela Zehm shared the photo below of **KARIN**, their T-37, hull #255. "This is what we sent all our friends when we returned to our winter home in the Austrian Alps after a seven-month trip from Turkey to Majorca via Greece, Malta, Tunisia, Sardinia, and Menorca. Happy New Year and a good sailing to all TOG members in 2000." (1/00)



allen Landratten und Seebären von Bord der Karin (fast).
Die hat uns in diesem Sommer mit gelegentlichen Wassereinbrüchen und viel Schaukelei von der
Türkei über Malta, Tunesien und Sardinien nach Mallorca getragen.
Und wenn sie nicht untergeht, soll sie uns auch 2000 zu neuen Küsten bringen.
Möge es Euch nicht schlechter gehen!

Sunshine...

continued from page 1

Lowell Chapin and Jane McCay of *RAISON D'ETRE* (T-37), **Chuck Cook** of *SOLACE* (V-42), **John and Sue Fisher** of *CRACKED ICE* (V-42), **David and Pat Greenshields** of *O-BE-JOYFUL* (T-37), **Chuck Harris and Nancy Eitapence** of *BLUEMOON* (T-37), and **Bob and Susan Parker** of *YAB YUM* (T-37).

TOGers began gathering under one of the tiki huts at the marina about 5:00 p.m. on Friday, 17 March, where we collected name tags, met TOG friends (old and new), put faces to names, enjoyed tasty hors d'oeuvres and plenty of liquid refreshments to start a weekend of Tayana sharing. Dinner for the evening was taken next door at Salty's Restaurant on the water, where we continued getting to know each other and were introduced to our bagpipe player for the weekend, Mike Harken.

Saturday morning we again congregated at the tiki hut for an excellent question and answer session facilitated by **Bruce Walasek** of *BLACK CORAL* (T-37), covering topics such as anchoring, reefing, blisters, maintenance tips, replacement parts, cruising to Cuba, sail configurations, and other alterations. A wealth of information was exchanged and in a format where all in attendance could benefit. It was a terrific addition to any rendezvous agenda.

The afternoon was devoted to boat-hopping where we continued exchanging ideas to make our boats more



comfortable and convenient for cruising. The uniqueness of Tayana vessels was truly exhibited as we toured *CARPE DIEM* (V-42) owned by **Marty and Claire Koshar**, *NALANI* (T-37) owned by **Jim and Karin Richardson**, *BLACK CORAL* (T-37) owned by **Bruce and Joyce Walasek**, *PROSIT* (T-37) owned by **Bill and Marsha Godsey**, *KALAKA* (T-37) owned by **Tami and Mark Tower**, *JUBILEE* (T-48) owned by **Jim and Josie Swanson**, *ORCA* (V-42) owned by **Pim and Elaine Miranda**, *MESMERIAH* (T-37) owned by **Bob and Georjean Schueler**, *EXCALIBUR* (T-37) owned by **Dave and Rhonda Ortmayer**, *TOMAR* (V-42) owned by **Tom and Marlyn Mason**, *HALLELUJAH* (T-37) owned by **John and Sylvia Campbell**, *CARPE DIEM* (T-37) owned by **Jim and Mary Lou Murphy**, *LIAT* (T-37) owned by **Gene and Char Lindblom**, *WOODWIND* (V-42) owned by **Richard Thompson and Brenda Burney**, and *AUF WIEDERSEHEN* (Kady Krogen 42) owned by former T-37 owners, **Don and Bev Rock**. This activity was curtailed mid-afternoon when a weather front passed through with heavy rain and wind that lasted several hours.

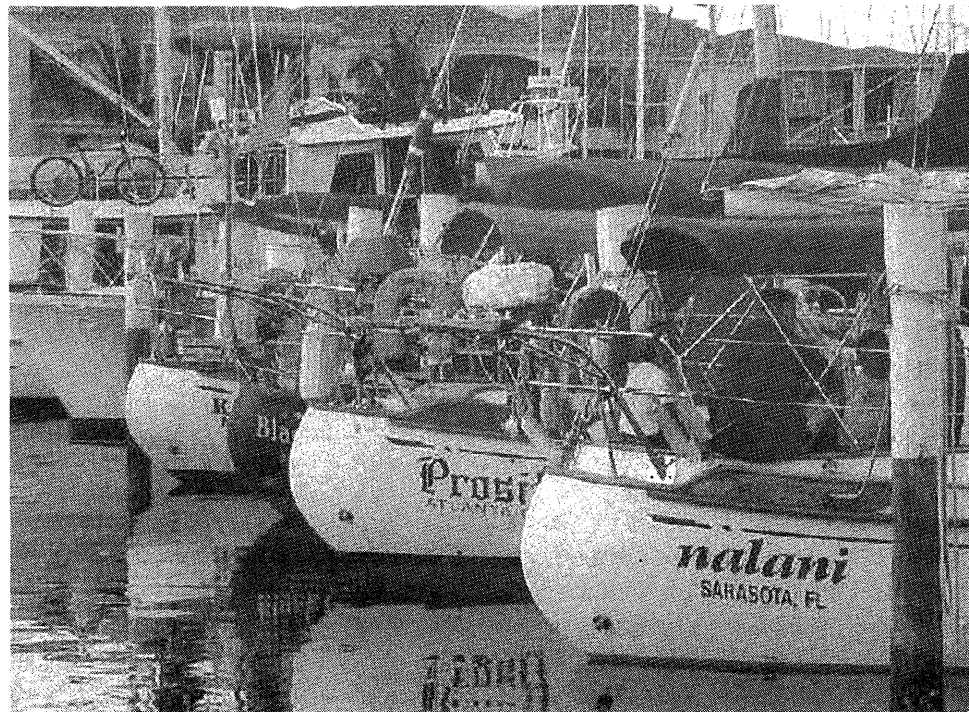


Photo left courtesy of Chuck Harris. Photo opposite courtesy of Sylvia Dabney.

Saturday evening all joined at the Platinum Point Yacht Club for traditional St. Patrick's Day fare of corned beef and cabbage and entertainment by singer, Rick Stewart (pictured opposite). We sang Irish tunes, saluted FL with "Margaritaville", the cruiser's anthem by Jimmy Buffet, danced, and had great fun. Prizes were awarded to **Don and Bev Rock** for collectively being the oldest crew and coming the farthest by water, **Mark and Tami Tower** (photo below) for being the youngest crew, **David and Pat Greenshields** for owning their Tayana the longest (21 years), and **Walt and Annie Baccala** for being the most recent Tayana owners.



Following a continental breakfast at the tiki hut on Sunday morning, there was more boat-hopping (continued from the interrupt of thunderstorms the day before) and farewells to all the folks we came to know so well throughout the weekend.



Mike Harken, piping down the sun and flags

Designer Notes

by Robert Perry

This message from Bob Perry is in response to a conversation with him concerning his relationship with Union yachts.

I'll just tell you the story and let you pass it on. I've only met one 36 owner who actually had the story right. (I questioned him at the dock without telling him who I was!)

Before I designed the Valiant 40, I designed the Hans Christian 54. Hans Christian battled with the yard and that boat became the CT-54 and over 100 were built. Shortly after that project began, I was asked by Hans Christian to design a 34'er. I did. Time went by and I heard nothing of my 34'er, but I was getting consistent reports of a Robert Perry 36'er being built in Taiwan. Finally I called Hans Christian in Taiwan and asked what was going on. They told me they used my drawings for the 34'er and expanded them into a 36'er. I said, "Great" and told them I was looking for double royalties. Hans Christian informed me that I would not be getting any royalties on the 36'er. At the time (1973), I was working for another designer and bringing home \$179 a week. I said, "Fine, screw me over, but I'll be back." I came back with the Tayana 37 design, aimed directly at the Hans Christian 36 and I think you know how many T-37s they built, nearly 600! I had my revenge.

Meanwhile, as usual Hans Christian (actually a Long Beach shop teacher named John Edwards) had his typical war with the yard and he lost control of the Hans Christian 36 project. The yard went on to continue building the boat, but they marketed it under whatever name the individual broker wanted, so that's why you find the same boat with so many names. It's all the same boat. They even tried to pay me royalties in order to get me to lay claim to the design, but it wasn't true, so I told them they could say "based on a hull design by Robert H. Perry". My arrangement with the yard did not work as they did not want me to tell the correct story. I remained friends with the yard (Bengt Ni was the yard owner), but we never did business together. His son Eric marketed the boats in San Francisco for some time and continued to connect my name to the boat and even paid a few royalties.

So there you have it! Hans Christian 36, Mariner Polaris 36, Union 36, EO 36 are all the same boat. Mao Ta 36 is a variation on the same hull, but built by a different yard. I know this boat well. I made a point to get acquainted with it when my name began to be connected with it. It's a very good boat and in every way very similar to most of my double enders. It's a bastard child of mine and I will continue to feel like the father.

More maintenance and equipment comments...

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Tom Cagney, owner of *NEPENTHE* (T-37, hull #256) suggests, "A product that has been great for interior mildew and is worth a try is Amazon's Mildew Stain Away by Marine Development and Research Corp. See their website at <www.mdramazon.com>."

Prospective owner, **Rich Hampel** offers this solution. "Use a sodium silicate based detergent--very strong alkali. The product that I use has a trade name of TUF-ENUF. It will remove air pollution deposits--those teeny black specks! I also use it to clean my sails, engine surfaces, and bilge. It dissolves mildew. The downside is it will totally remove any wax or other cosmetic polymers, so you will have to re-wax, etc."

Former T-37 owner, **Derek Rhymes**, replies, "Your recurring mildew situation may have to do with the poor quality of gelcoat that was used by the factory. It oxidizes easily and become porous with age, allowing moisture to remain in the pores and thus it mildews easily. The ultimate cure is a paint job with a good linear polyurethane paint, such as Awlgrip, Imron, or any of the others that are out there. I had the same problem until I did the big fix."

HEAT EXCHANGER & ZINCS

Jean-Louis LePendou owns *TIRUA* (T-37, hull #78) and offers this information. "Here in Hawaii we have a Perkins repair shop. They specialize in Perkins Engines, as well as do rebuilds on other engines. The owner is a nice older man with lots of experience and knowledge about the Perkins diesel. Yesterday I was asking him about the zincs on the heat exchanger and he explained that Perkins is a British made engine and originally the Brits made it non-grounded, that is all the engine electrical connections had two wires, one hot and one ground. The starter, the alternator, the temperature sensors, and oil pressure sensors had two wires. Since the engine was not grounded, it wasn't necessary to include a zinc in the heat exchanger. There was no ground on the engine. Later, as these engines came to America, they became grounded. You will find a ground strap from the negative side of the battery to the engine. With a grounded engine it became necessary to add a zinc in the heat exchanger. Some of the older Perkins won't have the zinc in the heat exchanger because they were not supposed to be grounded engines. If you don't have a place for a zinc on your heat exchanger, one can be added by a radiator shop. Simply drill a hole in the end of the heat exchanger and solder on a threaded pipe nut.

My engine has a zinc in the heat exchanger, and also one on the top of the water cooled intake manifold. There is

a threaded fitting with pipe plug already there. Just remove the plug and screw in the zinc pencil. It is a perfect fit. Of course, this is in the fresh water side of the cooling system. The zinc pencil here helps to eliminate the electrolysis between different metals in the fresh water side of the cooling system. There is cast iron, aluminum, bronze, steel, and maybe even stainless steel (if you use stainless nuts and bolts on your engine). There is an inexpensive way to add a large zinc to the raw water side by splicing in a large copper T-fitting on the intake hose next to the raw water intake. The two straight ends are spliced into the rubber hose and fastened on with two hose clamps at each end. The "T" of the copper fitting must be of the threaded type. Screw in an extension or bushing and then screw in the largest zinc that will fit. The last step is to connect a bonding wire from the copper T-fitting to the heat exchanger or to the engine or to the oil cooler or anywhere else that you think must be protected by a zinc. The copper T-fitting and bushing will cost about \$5.00 and are available at Home Depot. The owner of the engine repair shop recommended doing this because the zinc on the heat exchanger is too small and gets eaten away quickly. Also, the zinc on the heat exchanger is difficult to get at, so it usually doesn't get changed often enough. There is also a technical reason for having a large zinc; the same reason for changing the zincs on the hull when they get eaten away by 1/2 their original size. I am a believer in having good zincs protecting my engine."

T-37 ELECTRICAL QUESTIONS

Tad McDonald, new owner of *MARIEUSZ* (T-37, hull #329) [formerly *CURRAGH*] has some questions that pertain to the electrical system and engine. "The panel has a 50 amp breaker (the boat is set up for 30 amp service). Where can I find the right 30 amp? Also, has anyone done anything clever about the lack of a reverse polarity indicator? Where can I find replacement breakers for the individual switches?"

The Yanmar 3QM30F engine has a bilge pump option that apparently sucks water out of the bilge on a constant basis. There is no mechanism to turn this on/off. Is this really a good thing in its present form? I always considered an engine driven bilge pump to be the last thing running as a boat sinks to the bottom.

Thanks for any help you can provide." Answers should be sent to TOG for sharing or directly to Tad at <tadmcdonald@worldnet.att.net>.

T-37 REFIT QUESTIONS

Henry and LeeAnn McKintuck are performing a total rebuild of *JILCASIN* (T-37, hull #49) and have two questions. 1) We are considering converting our bilge to a built-in fiberglass fuel tank. Has anyone done this or does anyone have this configuration now? We are interested in any info regarding this as we explore this option.

2) Can anyone tell us how to remove the round ports at the bow end of the coach? We cannot find any visible fasteners and after discovering the sins hidden by the oval side ports, we are reluctant to ignore the front round ports." Answer to TOG or directly to the McKintucks at <jilocasin@attglobal.net>; "it could be the difference between adventure and misadventure."

INVERTED DAVITS AS RADAR TOWER

Mike Morrissey poses a question. "SYMPHONY(T-37, hull #463) had the dinghy davits inverted to create a bridged tower when we took ownership. It seems to work quite well and accommodates our RADAR, GPS antenna, and horn. It's a logical change if you add a wind steering device and can no longer use the davits. You spin the davit poles in the sockets and then add a wooden or metal beam across the top, but some additional supports are required to stiffen the rig. I'd be interested in learning any details of this adaptation. Our present problem is finding space on what's left of the aft rail for an outboard engine mount. Anyone have both?" Reply to TOG for sharing or directly to Mike at <morrissey_m@hotmail.com>.

INTERNET PROVIDER

Mike Rose offers these comments from PACIFIC GRACE (V-42, hull #168). "I made a major mistake when I signed on with AT&T as an internet provider. They do not have world service even though their address is "worldnet". They forgot Trinidad is part of the world. My new e-mail address is now and forever will be <pacifigrace@hotmail.com>. I can access that at any Internet Cafe of which there are three within walking distance of my boat at the present time. They are in almost all cities of any size."

KNOCK DOWN

Gary Schieferdecker relates, "BOLD VENTURE, my T-37 (hull #373) was knocked down, spreaders to the water, once during the 14 years that I have owned her. We were hit abeam by a micro burst while motoring across the Gulf Stream. The wind went from dead calm to 60 knots in about 15 seconds. I had seen the wind on the water and had just furled the jib and put a double reef in the main when it hit. The mast actually slapped the water, but the boat immediately rounded up bow to the wind. It hit so hard that the turning block at the end of the staysail boom actually exploded and the outhaul line actually cut through three feet of the aluminum boom before it broke. It also exploded the heavy duty vang on the main boom. Within ten minutes the wind had clocked through 360 degrees and it was back to calm again. When I called the Isomat spars distributor, he wouldn't believe me until I brought him the staysail boom. He said that he had never seen or heard of that happening before. Isomat

replaced the staysail boom with a boom made from heavier extrusion at no cost. As for the boat, it suffered no damage except for a mess in the cabin where books, etc. had fallen off the shelves. I have been caught in the Gulf Stream by heavy weather on a number of occasions and have always found the T-37 to be as seaworthy and capable as any boat on the water."

PACKING GLAND CLAMP

Nick Sciarro shares, "I had an interesting experience regarding servicing my clamps on the dripless packing gland on ECLIPSE, my V-42 center cockpit, hull #173. I have four clamps on my shaft gland that were not visibly rusted, but always had a very small amount of moisture appearing on the bilge floor while underway and then drying up if the boat was not being used for a while. I tightened all of them, but didn't get the wetness to stop. I decided to inspect the clamps thoroughly and discovered the narrow Taiwan clamps were just about to fall off. I found them to be rough on the bottom, but nothing appeared abnormal from the top. The clamps were stretching slowly, not allowing sufficient tension to stop the dripping. I guess if I waited, the clamps would have finally failed and the boat would have most probably flooded. I have read that a large percentage of boat sinking occurs at the dock and this is living proof as to some of the reasons why it could happen. I changed the clamps and they all broke after only a few bends. Another possible contributor to the failure may have been a nearby electrical bonding wire bolt having several bonding wires attached to it less than 1/2 inch from the clamps. If moisture or a splash occurs from anywhere onto this area, a conduit for electrical current could occur, which I feel may have accelerated the corrosion within all the clamps. The wires and bolt are clean and inspection of the wires showed them to be secure and free of corrosion, but I treated the area with a di-electric fluid to reduce corrosion and electrolysis. I have my doubts that the wires have not been affected somewhere. This was an important lesson. Many boat owners do not look under or cannot look under and in-between things. Maybe we should practice not just looking at equipment, but touching and feeling equipment for unexpected trouble."

THROTTLE CABLE

Johnny Short, owner of ENGIMA (T-37, hull #368) asks, "Do you have any information for Morris Control throttle cable number or its length for a T-37? I believe my pedestal is a Yacht Specialty and I need a replacement cable." Supply your answer to TOG or write Johnny at 1916 Pike Place #12-225, Seattle, WA 98101.

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More maintenance and equipment comments...

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WIND GENERATORS

Ray Slaninka on *LORNA DOONE* (T-37, hull #123) summarizes wind generator information. "There are many to choose from. The selection process is complicated depending on your requirements: electrical (for refrigeration), size, noise tolerance, support, reliability, maintenance (alternators have no brushes to replace), regulation (some have it built in, i.e. Windseeker), options, expected wind speeds in your cruising area, and mounting options. Judging output is difficult due to the way manufacturers rate their units. Output at a certain wind speed is important, but over a 24-hour period you may get more out of a unit that puts out less, but more consistently generates power in between puffs. Amp hours per day is a better way to judge a unit, but it is very subjective. I think slower start up speeds (indicates more efficient blades) and higher output at low speeds is important. I also feel that with refrigeration you probably want a 60 inch unit. Also speed regulation is very important. Can you leave it unattended? How do you stop it? Bolt holes in blades will wear and elongate. What if a blade flies off and hits someone? Blade edges wear out. How are they protected? Mounting: You may think you have a brushless system because you have an alternator, not a generator, only to find out that the swivel mount for the pole mount incorporates brushes to transfer power from the top of the swivel to the bottom where it goes back to wires. That's how some of them turn 360 degrees. The other ones have wires that can twist and need to be checked. How does your unit handle excess power when the batteries are full? Heat sink? Water heater option?

Here are some of the choices:

AirMarine <<http://www.windenergy.com>>. Noisy. Speed regulated by bending blades, which makes them less efficient, slows them down and causes noise.

Aerogen <<http://www.shipshop.de/BlueWater/Wind/AeroGen/AeroGens/aerogens.html>>. LVM manufactures the Aerogen. Their address is LVM, Ltd. Aerogen House, Old Oak Close, Arlesey, Bedfordshire SG15 6XD ENGLAND; Tel (44) 1462 733336; Fax (44) 1462 730466. 2 amps @ 10 knots, not enough for refrigeration; 6 amps @ 15 knots, plenty. Generator.

KISS <<http://www.svhotwire.com>>. 4.5 amps @ 10 knots, very good. 60 inch diameter. Alternator.

Rutland <<http://www.digigate.net/kurrier/ape/rutland.htm>> or <<http://www.marlec.co.uk/products/products.htm>>. 7.5 amps @ 19 knots. Generator.

Fourwinds <<http://www.charternet.com/fourwinds>> 60 inch diameter. Generator. Great support, cruiser/sailor. Do you want a system that can convert to a water generator (not a water maker)? I think Fourwinds does that pretty easy.

Windpower 200 <<http://www.charternet.com/greatgear/hamiltonferris/index.html>>. Also sells Windseeker.

Windseeker <<http://www.aeromaxwindenergy.com>> or <<http://www.windenergy.com>>. I like the 503 with the carbon fiber blades. Alternator, high output 500 watt! 60 inch diameter. Three blades.

Windbugger <<http://www.windbugger.com>>.

Ampair <<http://www.jackrabbitmarine.com>>.'

PORTHOLE REMOVAL

Ray also offers, "Below is a picture of what a porthole looks like without the bronze port. I removed four of them and as I suspected, two had been leaking into the core from the drain holes. To my knowledge, no one had rebedded them before.

When Tayana cut the ports out they glassed in the entire area between the skins, except for just under the drain holes. Or they cut the two sections out for the drain holes after they glassed in the entire oval, leaving bare coring material right under the drains.

Also I found that some of the core was luan and the rest was the same balsa type core as I found in the deck. The luan plywood was in the galley area. I wonder if they put it there because of the compression strength needed to support the boom gallows?

It is inevitable that if you remove the ports after 20 years, you will break off a few screws. No problem. Just drill them out, fill the holes with epoxy, and redrill them. On one port I broke as many as six screws! Some of the other screws were not screwed into anything solid. So, while I'm at it, I will through-bolt the ports, like they should have been done in the first place. Has anyone done this already?

Removing the ports is not difficult. Thank God they didn't have 5200 back then or I would have never gotten them off. I would advise at least taking the bezels off to recaulk them. I think I might use 3M 4200 to put them back on. At least then I have a fighting chance of getting them off without bending them."



Ship's Store...

continued from page 5

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 **Teresa 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 refrigera

tion, 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 Teresa 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)

THE GOOD NEIGHBOR, a 1988 T-37 (hull #549) MK II model, is for sale by original owners, **Charley and Judy Huffman** due to family health reasons. With a keel stepped aluminum mast, no teak decks, and an airy open interior, this boat is a must see for the serious boat buyer. The boat is immaculate inside and out and is truly a turn-key cruising boat. She is loaded with cruising and liveaboard gear too lengthy to list here. Request the three-page listing via e-mail at <KG8JV@pocketmail.com> or call (561) 485-9050. \$115,000. (1/00)

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)

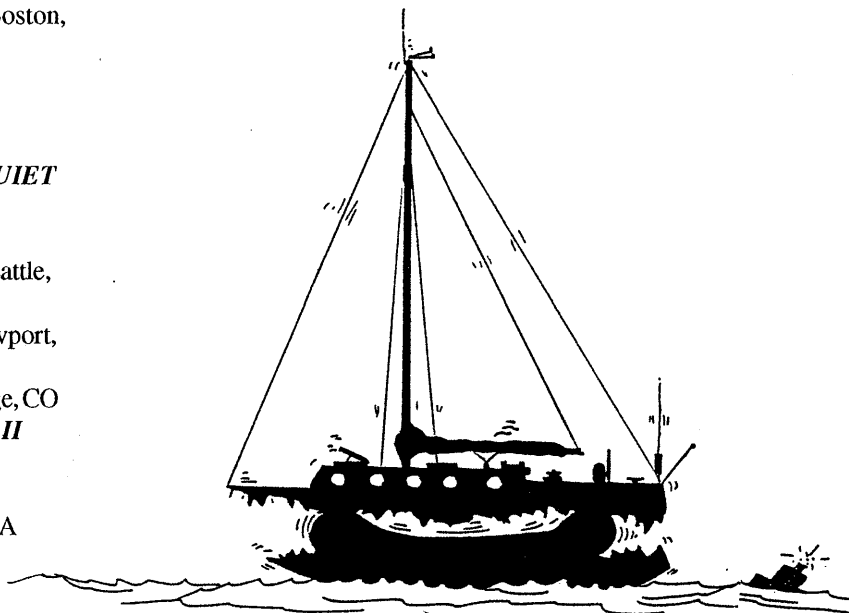
WINDSHIP, a 1982 MK II T-37 (hull #302) is for sale by original owner, **Gary Watkins**. She is an aft cabin model with full head and shower, satin varnished interior, Perkins 4-108 engine, 3.5 kw genset, 16,000 BTU AC/heat, no teak decks, 8-inch V-berth innerspring mattress, Bomar hatches, SSB, RADAR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

New Members

Walt and Annie Baccala, *EAGLES QUEST II* (T-48), San Francisco, CA
 Mervyn and Sheila Bergman, [Name not yet determined] (V-42), Superior, WI
 Don Dawes, *ODETTA* (T-37), Jacksonville, FL
 Erik and Berit Dullerud, (Prospective Owners), Scarborough, Ontario, CANADA
 Jim Elsevier and Pam Pielock, *PELICAN* (T-37), Boston, MA
 Bob and Bonnie Gayton, *ABRACADABRA* (V-42), Boston, MA
 Ed and Barbara Goble, *PRN* (PH-48), Chicago, IL
 Sutton Graham and Lynn Kerfoot, *PEACE AND QUIET* (T-37), Baytown, TX
 Breen Hagan, *MAPUANA IV* (T-37), Seattle, WA
 Richard and Catherine Ian-Frese, *ANNA* (T-37), Seattle, WA
 Jim and Ali Lesjak, *KINDRED SPIRIT* (V-42), Newport, RI
 Gene and Char Lindblom, *LIAT* (T-37), Breckenridge, CO
 Rafael and Magdalena Lopez-Morton, *SABADADA II* (T-55), Willmington, DE
 Javan Marks, *TENACITY* (T-37), Warwick, NY
 Tad McDonald, *MARIEUSZ* (T-37), Falls Church, VA

Arnstein Mustad, (Prospective Owner), Alameda, CA
 Dave and Rhonda Ortmyer, *EXCALIBUR* (T-37), Houston, TX
 Dan Parrett, *TALIESIH* (T-37), Dutch Harbor, AK
 David and Diana Spahn, *GEONOVA* (T-48), Sanford, ME
 Paul and Denise Spicer, *SOUTHERN CROSS* (V-42), Marina Del Rey, CA
 Jonathan and Teresa Spigel, *TIN MAN* (T-37), Harpswell, ME
 Charles and Teresa Wilsdorf, *EL REGALO* (T-52), San Diego, CA



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TOG NEWS

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Address correction requested