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# TOG NEWS

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A NEWSLETTER FOR TAYANA OWNERS

VOLUME IX NUMBER 87

SUMMER 2000



## Up the Lazy River . . .



### OWL HOOT and TRANQUILLITY Report

*During August 1999, while in Grenada, Rick Clow and Mary Boyko on TRANQUILLITY (T-37, hull #481) and Mac McBroom and Becky Hess on OWL HOOT (T-37, hull #496) started talking about making a trip up the Rio Macareo, a river that is part of the Orinoco Delta Basin in northeast Venezuela. This adventure is well off the beaten path where only about 20-30 boats visit during a cruising season. They talked to John Kraft and Karen Hurt on THE CHANCE (T-37, hull #478) knowing they had made the trip several times (see TOG News #76, p. 101 and #83, p. 118). The "Cruising Notes to the Rio Macareo" by S/V MARGO was also a great help, as it included sketches. We hope you enjoy the following highlights from OWL HOOT's and TRANQUILLITY's daily notes.*

We arrived in Trinidad, where we worked on teak and other projects and were ready to start the trip on 29 December 1999. Mac gladly put down the varnish brush, but Rick has a tear in his eye after pulling the cable TV from the dock. Rick soon forgot about that when the painter line tangled on the prop while they approached the fuel dock. So the adventures began.

We anchored in Columbus Bay for the night with its secluded beach, rows and rows of royal palms, and virtually no sign of life. As the sun set, we could see the oil field lights and it looking like a city on stilts. After a very

rolly night, we set out on the next leg of the trip. As we approached the 20 meter depth line off the coast of Venezuela, we were amazed at the contrasting colors of the water. It changed from a greenish blue to a very muddy brown in a distance of one foot. The line ran from east to west as far as the eye could see. All along the line were small tree limbs, leaves, nuts, and hundreds of pelicans. At first it was very disconcerting and caused us to check the depth just to be sure. This, of course was the muddy fresh water from the Macareo River that flows into the ocean of salt water.

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### The colors and sounds were magnificent and gave us goose bumps.

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Our first night on the river was near Pelican Island, where several Wareo Indians slowly came by in their small boats to check us out while proceeding down river. As the sun was going down, hundreds of scarlet ibis, white egrets, pelicans, and other birds landed on the little island to roost. What a sight! Mother Nature at her best.

In the morning, the ibis, egrets, and pelicans left the island and a large number of magnificent frigatebirds came in and stayed about an hour. We packed our lunch, drinking water, binoculars, camera, mosquito repellent, anchor, machete, paddles, hand-held VHF and GPS, and set off to tour the island. We had to lower our heads in a couple of places to maneuver the dinghy under the low overhanging branches of the mangroves. Mary was looking up for creatures living in the trees, like snakes; Becky wasn't too thrilled about the idea of snakes either. We had begun to think about alligators, too, and Mary hoped aloud that they don't like to eat hypalon dinghy material.

Seeing the scarlet ibis, Trinidad's national bird, in Trinidad at a distance of over 150 yards just set the stage for what we saw here. We anchored the dinghies less than 20 yards from the island an hour before sunset. The birds started arriving and at one point we had them all around and above us. The colors and sounds were magnificent and gave us goose bumps.

The first day of 2000 started slowly, but it sure didn't stay that way. Shortly after having a bite to eat, we pulled anchor and headed up river to the first big Wareo Indian village. This is the village where Collins, an English-speaking guide, lives with his wife and

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were courageous enough to explore and conquer this land under extreme conditions, experienced the thrill of riding behind a team of sled dogs, observed glaciers calving 100 yards in front of us, enjoyed several hot springs, wondered at the many waterfalls, applauded the talent of the musicians performing at the Sitka Summer Music Festival, discovered Russia's part in early Alaskan history, and appreciated the culture of the various tribes who inhabited this vast frontier for thousands of years. Everything about Alaska is big and we feel we covered it as adequately as possible in the time we could afford to take.

# TOG Notes

## ALASKA TRIP REPORT

We, your editors, appreciate the opportunity to take our recent trip to Alaska, a trip of a lifetime that has been four years in the planning. Thank you for bearing with us during the delay caused in getting out this issue of *TOG News*.

From 26 May through 12 July (seven weeks), we took our "land yacht", a 22' Honey motorhome over 10,000 miles on the journey from our summer home in Spirit Lake, Iowa to the Pacific Northwest, up the Inside Passage via the Alaska Marine Highway, through the interior of Alaska, and back down the Alaska Highway. Among other statistics, we traveled through seven states and three Canadian provinces, visiting 38 cities, 19 museums, and 25 parks. Wildlife we observed included, elk, mountain sheep, stone sheep, moose, caribou, deer, fox, bears, sea lions, seals, sea otters, hump-back whales, orca whales, eagles, puffins, swans, and many other waterfowl. We saw profuse wildflowers and beautiful gardens and had wonderful weather, with sunshine on 35 out of 48 days.

The highlight of the trip was our flight to the base camp on Mt. McKinley in Denali National Park on a Cessna-185 station wagon delivering supplies to mountain climbers and landing on Kahiltna Glacier. The two and a half hour flight on this clear, brilliantly sunny day, around and through the numerous mountains surrounding Mt. McKinley, afforded us many thrilling vistas of the highest peak in North America, usually hidden in the clouds. It was an awesome experience!

We learned a little about the Klondike Gold Rush of 1898 and gained great respect for the men and women who

## TOG INDEX

Enclosed is an updated TOG Index, which incorporates articles and items from the last 12 issues (3 years), and now covers issues 1-87. As usual with revisions, we have consolidated some categories and created some new ones. If you note errors or omissions, please bring them to our attention.

## GRAND DEER CATALOG

For those of you who use our website <[www.tognews.org](http://www.tognews.org)>, we want to pass on a note of caution. On the **TOGPubs** page is a *Grand Deer Catalog*. We understand that Grand Deer is no longer in business, so it is probably fruitless to attempt to order from them. We will leave the catalog posted until such time that it no longer serves the purpose of identifying and specifying the hardware on our boats. If anyone knows anything further about the issue, please let us know.

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**Editorial Staff:** Rookie and Bill Traxall

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# Rendezvous Roundup

## Chesapeake Bay, MD

For lack of a volunteer to host the Fall Rendezvous on the Chesapeake, your editors, **Rockie and Bill Truxall** have scheduled the event for 22-24 September in the West River at Galesville, MD (for those who may wish to come by land). We have been working to make **SEAQUESTOR II** (our T-37, hull #547) beautiful and plan to sail her up the bay from Reedville for the event. There will be the usual pot luck dinner on Saturday evening and plenty of time to boat hop and share your cruising experiences. We look forward to seeing friends old and new at this usually well-attended get together. If you have questions or need help in coordinating your attendance, please e-mail us at <tognews@crosslink.net> or call (804) 453-5700 after 1 September. No registration or response necessary; just show up in Galesville on the West River sometime that weekend to join in the fun.

## San Diego, CA

**Dan and Kay Peter** of Cabrillo Yachts will hold their third annual rendezvous on 22-24 September at La Playa Cove in San Diego Bay. The host boat will be the new T-48 Deck Saloon, Cabrillo's show boat for the next year. Friday night there will be boat hopping and get acquainted time. Saturday will feature a Welcome Breakfast in the morning and a Sunset Barbecue Poolside at the San Diego Yacht Club, with plenty of time for fun in between. Sunday there will be a Champagne Brunch and an afternoon sail to the Point... and beyond. Registration is \$50.00 per person which covers all meals and gratuities. For more details, e-mail <cyachts@pacbell.com> or mail your registration form to 5104 North Harbor Drive, San Diego, CA 92106. A page has been added to their website <www.cabrillo-yachts.com> for the rendezvous, with news, updates, and registration information, as well as a photo of last year's event.

## Trinidad, W.I.

Pictured below are the attendees at the Tayana pot luck get-together held in January 2000 in Trinidad. Many of these folks are not TOG members, so share this newsletter with them, if you see them on the high seas of the Caribbean or elsewhere and encourage them to join (that's what those TOG business cards are for). This group represents Tayanas from 37' to 52'--good show!

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*Pictured above l-r: (1st row) Warren and Marilyn Cheatham on LIVE FREE (T-47), Gary Upham and Myrl Fisk on KOKOPELLI (V-42); (2nd row) Ed Cantin on LADY J (V-42), Becky Hess on OWL HOOT (T-37), Jackie Cantin on LADY J (V-42), Mary Boyko and Rick Clow on TRANQUILLITY (T-37), Ken Addes (Vickie not pictured) on EUPHORIA (T-52); (3rd row) Mac McBroom on OWL HOOT (T-37), Abbie and Jack Fassnacht on PERSEVERANCE (V-42), Lydia Cox and Roger Fish on TONICA (T-48), and Don Hendershott on PIPER (V-42).*

# 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>.*

**ACADIA**, a 1979 T-37 (hull #230) is for sale in San Pedro, CA. She has a Yanmar 3QM30 engine, aluminum deck-stepped mast, teak decks, davits, and five sails. Recent yard work includes bottom paint, new shaft, dripless packing gland, and varnish. No, she's not "turn key", but if you want to customize a solid boat to fit your special needs, this is the one. Priced for quick sale at \$65,000. Contact **Scott Darrell** at (323) 223-1032 or e-mail at <scottdd@linchousing.org>. (2/00)

**AMBROSE LIGHT**, a 1985 T-37 (hull #470) MK II is for sale by **Richard Wilder**. She is black with tan bark sails, a classic looker, equipped with an aluminum mast, stainless steel tanks in the center, Monitor steering vane, Cetrek linear drive autopilot, SSB/HAM ICOM 735, GPS, LORAN, 406 EPIRB, 6-man Avon life raft w/yearly inspection, Smart tuner, Smart regulator, E-meter, new dry cell batteries, new alternator, Grunert refrigeration (battery driven), three burner stove w/oven, Lavac head, mainsail, yankee, 135 genoa, staysail, storm trysail and track, storm jib, rigging replacement schedule up to date, and fiberglass decks. Just spent five wonderful winters in the Caribbean. A great sea boat with a nice layout and lots of light below decks. Asking \$83,500. Contact Rich by e-mail at <N2PNC@aol.com>. (2/00)

**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 <Sgoodman@hwlaw.com>. (1/00)

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

**CAPERCAILLIE**, 1989 T-37 (hull #574) is for sale by **Paul Sheard**; the first hull off Ta Yang's assembly line with vinylester 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**. 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, newsail 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), Lavac 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)

**DESPERADO**, V-42, hull #36 is for sale having completed 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 liferaft, Ideal electric windlass, and many more items too numerous to mention. Priced for a quick sale at \$124,000. Located in south Florida, **Bill and Donna Croff** can be contacted via e-mail at <desperadocroff@yahoo.com>. (1/00)

**D'ROOM**, 1981 T-37 (hull #277) is for sale in Ft. Lauderdale, FL. She is well maintained and the asking price is \$74,500. This includes Monitor windvane steering ('99), 10' Avon inflatable, Yamaha 15 Enduro ('99), new stainless steel water tank ('99), Airmarine wind generator, Balmar alternator, aluminum mast, and lots of new wiring and plumbing, among many other items. Contact owner, **Ben Tresoor** by e-mail at <abtresoor@hotmail.com> or call Whit Weihe of Jordan Yacht at (954) 522-8650. (2/00)

**FAR NIENTE**, a 1981 T-37 is for sale by **John Stuhldreher, Jake Adams, and Bill Babington** in Redondo Beach, CA. She is in excellent condition and very clean. She is fully equipped for world cruising and ready to go. She has a Perkins 4-108 engine, 10 sails (2 mains), liferaft, 406 EPIRB, PS35 watermaker, solar panels, Monitor windvane, inverter, RADAR, HAM/SSB, WFX software, printer, full canvas, and oversized die-formed rigging (new in 1992). Too much to list. If you are serious about a T-37 for world cruising, this is the one; just returned from a 14 month cruise through the South Pacific. \$99,000. Please leave a message at (310) 519-5496 or e-mail <Babfree@aol.com>. (3/99)

**FREYA** (V-42, hull #28) has the following items for sale or trade: 1) Horizon depthsounders, all brand new in boxes with new transducers. 2) Fortress FX-23 anchor 3) Grand Deer 2-speed windlass (a S/L 555 copy) recently disassembled and in very good shape. 4) Shaft-Lok shaft lock for 1 1/4' shaft. 5) Martec 18x11 LH folding prop 6) Zeppelin Bear 8'6" aluminum floor sollar inflatable, used about five times 7) Shipmate kerosene stove 8) staysail boom 9) mainsail. Things to buy or accept in trade are: 1) Fortress FX-55 anchor 2) Canvas work 3) Spinnaker pole (>19 feet). Contact **Erik Hammarlund** at <erik\_hammarlund@hotmail.com> or call (860) 445-8313.

**GRACE** (Tayana, hull #47), located in Piscadera Bay in Curacao, Netherland Antilles, is in need of a bowsprit. Contact **Bob Miara** by e-mail at <comenencia@yahoo.com> or fax him at (5999) 462-5421. (2/00)

**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)

**HONEY TOO**, 1980 T-37, (hull #207) is for sale by the original owners, **Don and Honey Costa**, in Cape Coral, FL. She is fully equipped for serious blue water voyaging. The Yanmar 3QM30 was completely rebuilt this spring and is in new condition. A partial equipment list includes Profurl roller furling on the head stay, Barlow self-tailing winches (#28 for the jib and #26 for the staysail), saltwater deck/anchor washdown, SL 555 lindlass, 45# CQR on 3/8 inch chain and 3/4 inch nylon, 20# Danforth kedge anchor, teak storage box on foredeck, Plath compass, Avon six-man life raft in FG conister, 200 gals. water in three tanks, Force 10 three-burner stove w/oven, Paloma propane hot water heater, propane solenoid shutoff, 400 watt inverter, Garmin GPS, LORAN, VHF, Kenwood TS-430 Han/SSB transceiver, CPT Autopilot, Aires windvane, cockpit table, teak decks, and Sitka spruce spars. Sails include main, staysail, Genoa, Yankee, drifter with whisker pole, storm trysail on separate track, storm jib, as well as dodger, sailing and anchorage awnings. Many spares included. Asking \$82,500. Phone (941) 542-7430, fax (941) 542-4686, or e-mail <donhon@msn.com>. (2/00)

**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 Caribbean cruiser has a custom interior, lots of stowage, teak decks, and 3QM30 Yanmar engine. Comes with dodger, bimini, sail covers, and newly painted mast & boom. Asking \$89,900. Located in Kinsale, VA. Call (804) 224-4144 or e-mail at <bgebeaux@crosslink.net>. (1/99)

**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 weather fax, 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.

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# News from the fleet...

**Heath and Mary Boyer** of *REVISION II* (T-37, hull #349) checked in with this information, "We are returning by air this week to Gibraltar after an unexpected delay of two months in the U.S., due to family matters and urgent, but not critical, medical events. Heath developed a detached retina, which was repaired and is now healing nicely a month after the event. We have a week or two of 'get-ready' tasks awaiting us aboard, and then we will head off to the Balearics, northeast Spain, France, Corsica, and Italy. We are thinking of wintering in Southern Italy. Any Med cruisers, let us know your whereabouts and plans. Are there any radio schedules we should know about?" (5/00)

**Brian and Deborah Brooks** e-mailed us from Bequia, SVG, West Indies, "We continue to look forward to news of the Tayana fleet from far and wide with each *TOG News*. An unusual convergence happened here in Bequia a few days ago when three Tayana 42 center cockpit boats showed up in the same harbour at the same time, *HARMONY* (hull #20), *WHISPER* (hull #51), and our own *TAMARAK II* (hull #97). Needless to say there was a lot of Tayana-speak over beers at the Whaleboner and some to-ing and fro-ing between boats as we compared notes. It is amazing how much the same and how different each boat is. Although we have met quite a few T-37s, 48s, and some aft-cockpit 42s, *WHISPER* and *HARMONY* are the first center cockpit models we have encountered in three years of cruising." (5/00)

**Harry Burkholder** pens, "Marsha and Captain Burk have been enjoying life aboard *LOUP DE MER* (T-37, hull #276) the last six months in Mexico. Amazing how many Tayanas are 'down here' this year!" (5/00)

**Jim and Tari Crowley**, owners of *PACIFIC DREAM* (V-42, hull #57) have lived aboard for 12 years. They share, "We finally decided to release ourselves from those "wooden anchors" last April ('99) and cruise the east coast from the west coast of FL to New England. It was a great experience, filled with new and many wonderful times. We are currently spending the summer in St. Augustine, FL, arriving in March. We are adding the final touches and equipment to *PACIFIC DREAM* so that we will be ready to leave in the fall for our cruise to the Caribbean and eventually Mexico. With Jim's pending retirement, we are looking forward to our dream of cruising with no time restraints! We would welcome any information from those who have already cruised these destinations. *TOG News* contains a wealth of information and is a true asset to all Tayana owners. We can be reached on the internet at <PacDream2@aol.com>." (4/00)

**Kent Dudley**, former owner of T-37, hull #423, writes, "They say a boat owner's happiest day is the day they sell their boat. I don't know if I quite buy that. *LADY BESS* has been nothing but a pleasure to own and she took care of me in many adventurous times, always to safety and out of harms way. I decided to buy a Corbin 39 center cockpit. The deal was too much to refuse. It had a '91 engine, new rigging, no blisters, no teak decks; so I made a change. I still have the dream to go sailing." (4/00)

**Tom and Conny Egan** inform us, "After 11 years of proud ownership we decided to sell *DAYDREAM*, our T-37, hull #375. While being interviewed for a change in Power Squadron from Mississippi to Florida, the person interviewing us was very excited to learn that we owned a T-37 and mentioned that she was actively seeking one for herself. It was only the day before that we had been remarking how everything we did on the boat started with "augh" and that perhaps a trawler would better fit our new retired lifestyle. It all seemed to come together as preordained, and within three weeks, Carole Green became the new proud owner of *DAYDREAM*. She has graciously kept the name and we feel honored that she did. We have always appreciated the information and camaraderie we have shared with TOG. Reading about the rendezvous, others' voyages, and the various upgrades and repairs has kept the dream alive and the boat floating." (4/00)

**Bob and Barbara Gilmour** report, "We have just bought a new boat to replace our T-37, *WILD HUNTER* (hull #379). After twelve wonderful years of sailing this beauty from Nova Scotia to the Western Caribbean during summers and a year-long sabbatical, we have decided to retire in June 2001 and move aboard for an extended trip to wherever wind and whim sends us. To that end, we sold our house and land, downsized ashore, and searched for a V-42 CC. While looking, we came across a Lafitte 44 that we fell in love with and bought. Sadly we will no longer be Tayana owners, but we hope we will still be part of that wonderful family which has provided so many friends along the way. So if you Tayana folks see a double-ender named *ENKIDU* out there, come on by and say hello; you will always be welcome." (5/00)

**Mike and Sheila Grinnell** inform us, "In September 1999 we bought *TRANQUILITY* (T-55, hull #17) from **John Don Carlos and Leila Jimenez**. It had been on the hard in Preveza, Greece for a year. Due to illness they decided not to complete their circumnavigation short handed (only the two of them). We changed the name to *MIGRATION* and will be launching her at Preveza Marina on 5 May and sailing in Greek and Turkish waters this summer. We plan to take three summers to work our way to the Canary Islands for the Atlantic Race for Cruisers (ARC) crossing in November/December 2002." (4/00)

**Chuck and Nancy Harris**, owners of *BLUE MOON* (T-37, hull #95) report, "It's finally coming up! The day we get

rewarded for all our hard work on the boat! Close to two and a half years and we're just about there. Our lists are actually getting shorter. We're going to the Abacos, Eleuthera, the Berrys, and Bimini. The RADAR goes on soon and that's about it! Just a few details and provisioning and we'll be gone on 6 May. By the way, our pocketmail e-mail address will be <cn@pocketmail.com>. No attachments or long epistles, please; our travelogues will be short and oh so sweet because we'll be snorkeling, etc. too much to write." (4/00)

New member **Wayne Harris** explains, "I have little to no cruising experience, but I intend to learn all I can in the next eight years, at which point I will sail around Planet Earth. I bought *FLYING DUTCHMAN* (V-42, hull #47) from **Bob Matlock** and renamed the boat *ISABELA*. Actually Bob and I traded boats. I had an '84 Californian, 43' dual cabin motoryacht with flying bridge and aft cockpit. The Matlocks are happy and I am like a kid at Christmas!" (6/00)

*See*  
→  
**Lex and Sue Herron** on *HERRON'S FLIGHT* (V-42, hull #133) write, "We bought our Tayana in May 1997, the same month we got married. We both previously owned sailing boats (Lex a C&C 35 kept in the Gulf Islands on the West Coast of Canada and Sue a Catalina 38 that she raced in Marina del Rey, Los Angeles). After two years getting the boat ready, we both retired in mid-1999 and left Marina del Rey for San Diego where we joined the 1999 Baja Ha Ha to Cabo San Lucas, Mexico. After a week exploring Cabo and watching cruise ships anchor on top of us, we left for the Sea of Cortez. On the way we stopped for a few days at Bahia Los Frailes. It has beautiful white sand beaches, fantastic snorkeling on the reefs, and great fishing. A small hotel is located on the beach run by a Gringo who will prepare your choice of meal, subject of course to availability. The hors d'hourves and margaritas served around a roaring fire pit followed by a superb meal eaten under the stars with background music of waves gently lapping on the beach was paradise.

We spent Christmas and New Years in La Paz, a city of 200,000 people and the capital of Baja with many government and professional people. Tourism is limited, consequently English is not widely spoken and boundless opportunities present themselves for learning Spanish or improvising with various gestures, body and sign language. We had an opportunity to tour a number of homes. A common theme was the extensive Christmas decorations mainly inside the houses, which included not only the traditional Christmas tree, but also figurines, dolls, trains, etc., many of which were mechanized and custom designed. The people took great pride in these decorations.

During our travels we were slowly reducing the pile of parts, stores, and miscellaneous stuff that we had literally thrown into the V-berth prior to our departure. In early February we flew to New Zealand. In late March we sailed to Mazatlan on the mainland, a city of one million people and a tourist destination. Here we converted our 110v refrigeration

to 12v (we also have engine drive) and added aft stainless rails to mount four solar panels. Now we are ready to tackle the desolate northern Sea of Cortez. But first Race Week at Isla Partida, then Loretto Fest at Bahia Escondido in April and May, respectively. Both these events consisted of dinghy and boat races, horse shoe, line ball, volleyball, talent contests, and lots of food and cerveza (beer) by some 50-60 boats. Both of these events raise money to be given to the needy Mexican people and also help improve relationships with the cruising community. Following this last fling with civilization, we are now slowly making our way up the Baja side of the Sea, enjoying the wildlife, snorkeling, and superb scenery. Tonight we are in Bahia Junnico where we watched dozens of small Manta Rays skimming the surface and not afraid of humans. Tomorrow we explore this beautiful area." (6/00)

**Jim Kulas**, owner of *SOLUS* (PH-37) lives in Kotzebue, AK. He writes, "I work at a zinc mine located near Kotzebue. The boat though, is in San Diego. It would be great to have her here in the summer, but it's an awfully short season. The joke is 'we hope summer in Alaska will come on a weekend this year.' I have cruised Prince William Sound and it's absolutely beautiful." (5/00)

**Jean-Louis LePendou**, owner of *TIRUA* (T-37, hull #78), lauds *TOG News* with these words, "I am in the process of selling my T-37. I have had her for three years and enjoyed the experience immensely. During this time I have upgraded my boat with the suggestions and help of the *TOG News*. I have a library of all the past issues, which has been my bible when starting any project on the boat. My first step is to consult the newsletters before I attempt a project. That way I can be consistent with the design of the boat and not make changes that would detract from it. My only departure from this was when I replaced my chain plates and fixed them to the exterior of the hull.

I have purchased another boat, a Transpac 49. I need a bigger boat to meet my plans to retire in a few years. We plan to live on her and needed more room. I will be a Tayana devotee forever. I look forward to future issues; the information still pertains." (4/00)

**Glenn Newcomer and Laurie Duke** report from *END-LESS SUMMER* (T-52, hull #58), "There is a very nice cruising community here in the Caribbean. We are anchored off the northeastern part of Montserrat, where the volcano has been acting up since 1995. The southern 1/3 of the island is totally destroyed along with the largest city and many of the expensive homes, quite a sight to behold. Tomorrow we plan to sail to either Antiqua or Guadeloupe, depending on the winds." (4/00)

**Dominique and Julia Ohier** moved aboard *SECOND WIND*, their PH-37 (hull #299) at the end of January after

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# Maintenance and equipment comments and questions...

## ANCHOR RIDING SAIL

**Denis Beaudry**, owner of *TAYANA* (CT-37, hull #8) is looking for solutions to the problem of 'traveling' too much when at anchor. "Last year I made an anchor riding sail for my backstay and I do notice a difference. In a recent sailing magazine, I read about one that was shaped like a V, much like the vane on a Saye's Rig. It claimed to work even better. What solutions have others found to lessen the traveling at anchor?"

**Kent Lewis** on *QUETAL* (T-37, hull #165) offers these suggestions, speaking not from experience, but passing on ideas given to him. "1) Hang a small anchor off the bow with minimal scope, so that it never sets, just drags to minimize the swing. 2) Hang weighted buckets from the bow or stern to act as drogues. 3) Hang a kelleet or stick with all chain rode, as the extra weight slows the swinging. 4) Use flopper-stoppers or some other anti-roll device. 5) Anchor fore and aft. 6) Use a riding sail or a really flat mizzen on a ketch or yawl or sheet a reefed main really flat."

**Jim Murphy**, owner of *CARPE DIEM* (T-37, hull #572) adds, "I've tried a snubber and it helps a little, but I think the value of the snubber is the reduction in height (and depth) for determining length of rode required."

## ENGINE MOUNTED BILGE PUMP

**Richard Bennett**, former T-37 owner, is still an avid supporter of TOG and offers thoughts on several subjects. In response to **Tad McDonald's** bilge pump question in issue #86, p. 20, he writes, "The engine mounted bilge pump on the Yanmar 3QM30F engine has its value and one fault. While the engine is running, any seepage past the stuffing box or other incoming water is sucked up and out. There is seepage from the engine's cooling pump impeller housing into the bilge pump's impeller housing. This is done on purpose to keep the bilge pump impeller lubricated while it is running. But when the engine is shut off the seepage continues since the engine cooling water intake valve and the engine are below the waterline. The seepage continues down the hose of the bilge pump to the strainer and into the bilge where it is, or should be, scavenged by an electric bilge pump. In my own case, the bilge pump switch failed. After a month of neglect the seepage was almost up to the floor boards. Manual switching of the bilge pump and running the engine started to pump out the boat, but so much teak dust and shavings were loosened from around the bilge fuel tank

that both pump strainers were clogged. All thru-hull valves were closed. A boatyard was of no help; I called the west coast distributor, a highly touted west coast surveyor, and Robert Perry to no avail. The impressive hand pump did the trick, but water still seemed to seep in. After more pumping the seepage stopped because the engine had its full load of raw cooling water in it, but the seepage into the bilge had seemed endless. After two haulouts, I recalled the small amount of seepage I had seen in the bilge pump impeller housing when I replaced both impellers and went to talk it over with a Yanmar dealer, who confirmed the seepage problem. I shut off the raw water intake valve and ended up with a dry, dusty bilge. To get rid of this problem, remove the engine driven bilge pump hose and plug up the outlet or clamp the hose. This was the Yanmar dealer's advice. I liked that pump and kept it going, but if I was to be away from the boat I closed the raw water valve. I got a good bilge pump switch. Some people have several electric bilge pumps installed. To be specific, seepage in the bilge is not due to a leaky stuffing box that is correctly adjusted or to rain water coming down the mast. For the 3QM30F, it's the engine driven bilge pump. Spread the word; a last drop stuffing box isn't the answer."

## SHIPMATE STOVE PARTS

Richard adds, "There may be some good news for those in need of Shipmate parts. 'Suremarine' in Seattle, WA has a limited supply of Shipmate stove parts. Their phone number is (206) 789-1660. This information came from a chain of calls involving 800 numbers, BOAT/U.S., and the Seaward Stove Company in CA, which has been in business for 25 years and makes beautiful propane stoves."

## SHIPPING COSTS

Richard continues, "To send a T-37 from Fort Lauderdale, FL to British Columbia by ship costs about \$11,000. The mast need not be removed."

## STEREO SPEAKERS

Richard concludes, "Stereo speakers with foam surrounds on the cone will disintegrate in the salt air. Replace them with speakers having rubber surrounds."



## SHOWER MIXING VALVE

**Wes and DeAnn Birdsong**, owners of *LIBERTY* (PH-37, hull #128) seek consumer information. "We need to replace the shower mixing valve set on our T-37, but we're having a heck of a time locating one. The set is designed to fit 4" center to center holes in the bulkhead. We have been led to believe 4" sets are now hard to come by. The fact that the set has only a flexible hose supply to a hand held shower head and not a tub faucet is further complicating the matter. Can anyone recommend a source for stuff such as this?"

**Mike Morrissey** on *SYMPHONY* (T-37, hull #463) replies, "Mine is also in bad shape as was the galley faucet (cracked and leaking). For the galley I found a nice 8" faucet at Sears and only had to add a hole there. I have seen some 4" fixtures since then, so I know they make them. You might check the RV market as well. If you find the shower fitting, please let me know."

**Brooks Atherton** adds, "I just finished 're-cycling' the shower mixer on *TILlicum*, my '78 T-37. It was in sad shape, the chrome all corroded and pitted. I could not find anything to fit the holes in the cabinet face, so it occurred to me that the casting was probably solid brass and perhaps I could save the original. Sure enough, twenty minutes on a wire wheel removed all of the chrome and generally smoothed the surface. I then bought two 10' rolls of 320 grit emery cloth that plumbers use to clean copper pipe for soldering and smoothed the whole thing down. I followed that with 400 grit wet/dry sandpaper and then polished the fixture with a Dremel motor-tool using the felt pad and polishing compound. Finally, I spray-coated it with clear lacquer to preserve the shine. It came out beautifully, bright and shiny. The project took about five or six hours spread over several evenings while sitting on the dock spinning yarns. Total cost was less than \$10 and it is 'original equipment'. Better yet, I didn't have to drill anymore holes in the teak."

## ENGINE REMOVAL

**Brian and Deborah Brooks**, owner of *TAMARAKII* (V-42, hull #97) ask, "Has anyone completely removed a Perkins 4-108 engine from a center cockpit V-42? How was it done? Has anyone replaced their Perkins with something else? If so, what?" Please reply to the Brooks by e-mail at <VE0TMK@winlink.org> or to TOG for publishing in the newsletter.

## STABILITY FACTORS

New member, **Richard Blutstein** is seeking information for intelligent boat shopping, as he is looking to buy a Tayana. He asks, "What is the limit of positive stability as well as the positive and negative areas under the curve for the righting moment curve for a T-37 or a V-42?" Reply to Richard at <blut@compuserve.com> or to TOG.

## TEAK DECK CAULKING

**John Campbell**, owner of *HALLELUJAH* (T-37, hull #520), seeking information about caulking teak decks, writes, "There are several places on my teak deck where the grouting is cracking or pulling away from the wood. Can anyone help me out with recommendations on the type grouting or filler to use and the best technique for removing the old stuff. Also, any DOs and DON'Ts would be appreciated."

**Harvey Karten** of *NIGHT HERON* (T-37, hull #84) responds, "First of all, don't listen to the doomsayers about teak decks. They are wonderful, as long as you don't get carried away with the problems. I am in the midst of doing a complete recaulking on a 1977 T-37. The teak is there for two reasons: 1) it looks beautiful and 2) it provides excellent footing. It does not provide structural support. The teak straking is about 5/16 to 1/2 inch thick. You must understand how the underlying deck is constructed and then how the teak is attached.

The deck consists of an outer shell of fiberglass/plastic and the surface gelcoat. The middle layer is made of hundreds of pieces of balsa-like wood placed endgrain against the inverted outer shell. Each piece is about 2x3 or 3x3 inches. Each piece is separated from every other piece. Polyester is then poured between all the pieces. An inner glass shell of fiberglass and plastic is then formed. It is essential that you appreciate the elegant construction of the middle core pieces. Even if a single piece should, under some extreme condition, start to rot, it cannot spread to any other piece.

Once the deck is turned over and set on the hull, then the teak decking is laid on this. A layer of polysulphide is squirted on the deck. The teak straking is laid out on this. The straking is then screwed to the upper fiberglass layer of the deck ONLY. The screws may penetrate into the core slightly. Each of the screws are countersunk and then covered with a teak bung. The space between the straking is now filled with a black polysulphide, forming the caulking you see on the surface.

The most common mistake people make when the screws or teak straking is slightly loose is to get carried away and decide that they have to run a screw through the full thickness of the upper glass, balsa core, and lower glass of the deck. This results in the lovely prospect of leaks into the cabin at every screw hole. This is the problem I have to deal with, as about 1/4 of the screws were replaced with longer screws by a misguided previous owner. If the straking is slightly loose, you should remove the bung and the screw, put in a small tapered plug of teak (use a narrow dowel and a pencil sharpener to make the correct angle and length of taper), and glue it in place with a suitable glue. Now drill a small diameter tapered hole in the plug, put the original screw back

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## More maintenance and equipment comments ...

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in, and this will hold the teak board very well. Cover with a bung using resorcinal glue. When the glue is set, knock off the excess piece of bung and sand it flush with the deck. After you finish this tedious job, you can start caulking. If you are lucky, all your screws are well seated and you can ignore all the previous activities.

To remove all the old caulking, use a putty knife and a modified screwdriver as shown in Ferenc Mate's book or Casey's *This Old Boat*, or any other book on removing caulk. Don't try to use a circular saw. Slowly and carefully remove all the damaged caulking. If it is intact, without cracks, and fully adherent to both sides of the caulking channel for any significant distance, you might want to just leave it alone. Once you have cleaned the channel, wash it with an acetone soaked rag to get rid of any residual caulking, etc.

Using a high grade 'release masking tape', mask the top surface of the teak on each side of the caulking channel. Deposit a continuous bead of caulking (polysulphide is good) as per the instructions on the tube and in both Mate's book and Casey's book. Once it dries, lift off the masking tape. Don't let it sit for too long. Sand down the excess bead of caulking. Make sure it is a dry day when you do your caulking and the teak is completely dry. Once you put the caulking in, you may even want to wet it down, as many of the substances used for caulking cure much more rapidly when damp."

**Chuck Harris** on *BLUE MOON* (T-37, hull #95) recently stripped the teak off his decks and commented, "With all due respect, I must disagree with Harvey about the teak deck issue. I wish to provide another view point on what we all know is a debatable issue. Also, I firmly believe that one of the best parts of owning a boat is that we can each do 'our way'. In my humble opinion, teak decks are not worth all the problems they create. I believe it makes no sense to drill 1300 holes in perfectly good fiberglass and then spread a bunch of gooey black polysulphide over it to glue a high maintenance item like teak decking onto it. Okay, I sort of agree they are pretty, but they are also hot in summer, hot on your feet, and retain heat into the night after the sun goes down, not to mention the maintenance nightmare! I didn't like the recaulking thing, plus I've seen other boats whose owners did the recaulking only to have the job fail to stick. I really can't imagine the nonskid properties of teak decks are any better than the sand/gelcoat surface we put on our decks after tearing up all the teak.

Either way, recaulking or removing, the teak deck question is a tough one. We have solved ours forever. Our

core is dry and we no longer have teak decks to worry about. By way of conciliation to those who choose to keep and maintain their teak decking, I agree with Harvey that our Tayanas are so well built that worrying about the decks may be unnecessary. It just drove me nuts to think about all the water in the core. If anyone wants more information on removing teak decks, I'll be glad to provide it."

**Denis Beaudry**, owner of *TAYANA* (CT-37, hull #8) comments, "Thank you....I am enlightened. I believe I was becoming paranoid about my decks, especially with so called experts showing up with their trusty power saws ready to deep-six the teak and rip off the top layer of fiberglass before they really know what is happening in between. I was also under the impression from these 'experts' that the core held the screw and that I had to be sure each spot where a screw goes had to be dry. Most wanted to drill a larger hole, put in resin and a new screw. I don't think I'm putting my head in the sand. Instead, I intend to start recaulking this summer and placing bungs as needed. Your description of the deck was fabulous and so clear."

Tim Lochner, owner of *PACIFIC JADE*, a Formosa with teak decking also provides some advice. "I have been in the process of recaulking my teak cabin top and cockpit. Much of the Formosa is teak-on-ply, which is far less appealing than teak-on-glass. Anyway, most of these tricks come to me via a shipwright in my liveaboard marina. You can ask me again in ten years whether they worked, as that's how long he says it will be before I have to redo the teak, if I follow these tricks.

1) Use Sika-flex 290-DC (deck caulk). It supposedly has more UV protection in it than other polysulphides.

2) Use primer to prime the seams once they are clean. I again used Sika primer.

3) Be sure to place 'Breaker Strip' on the bottom of the seam before you apply to bead. The reason for the caulking is to prevent the water from entering the gap between the teak strakes. Conventionally, the bead of caulk would bond itself to the two sides of the seam and also to the base of the seam. The wood, however, is in a continuous state of expansion and contraction as it heats and cools. Because the caulking is bonded to the bottom surface, it cannot expand and contract with the teak and eventually pulls away from one of the sides (not the desired effect). The breaker strip is a thin (the width of your seam) roll of, what to me looks like, masking tape, which lines the bottom of your seam. It prevents the caulking/bead from attaching at the base of the seam and allows the caulking to expand and contract unhindered with the teak. It's cheap and only a little more work for what seems like a plausible remedy to a theory.

4) I use the non-business end of a wood file to scrape the caulking from the seam. Get a file from your local hardware store without a handle, just the steel spike that would go into the handle. Bend this steel spike 60 degrees or so. This spike is usually square and it fits my seam width perfectly. I just squared off the corners better.

5) I no longer bother masking the seams. I apply the bead, let it cure, shave it off, and sand off the excess. That's another tool I found at Home Depot, a device that holds a conventional single edge razor blade. It's great for shaving off the bead. Anyway, good luck with the seaming."

**Ed Potter**, former T-37 owner and dealer, offers these last words, "A good way to remove the caulking between the wood strips is with a 4-inch battery operated trimming saw. One must use the saw judiciously, but it will clean out most of the old caulking material in one fell swoop."

## TEAK DECK PRESERVATION

**Jim and Pam Elsevier**, owners of *PELICAN* (T-37, hull #252) just finished recaulking their teak deck and are in the process of applying Cetol Light to all exterior wood trim. They asked for feedback regarding deck finishes. "Should we leave it uncoated and let it weather gray? Or coat it with Cetol? Is a Cetol coated deck slippery when wet? Other treatments?"

**Jerry Atkin**, owner of *SAUDADES* (T-37, hull #464) answers. "I use Semco on my decks. It provides a natural teak look and is not slippery."

**John Campbell** on *HALLELUJAH* (T-37, hull #520) responds, "Please don't put Cetol on your teak decks. Leave it natural and scrub it down with a Chlorox/soap solution about every three months. Between scrubbing, soak it down with salt water and then wash it off with fresh water when you are back at the dock. If you do this, people will admire your deck and it will stay in good shape. A yacht broker/captain gave me the formula of one cup bleach and 1/2 cup dish washing liquid per gallon of water. He used it for years on a multi-million dollar yacht and it worked beautifully. The worst enemy of teak is mold and the small amount of bleach in the solution kills the mold. Once the deck dries, it has a very consistent teak color and gradually bleaches out to a nice silver. I use a 3M scrub pad that has a handle. First wet down the deck with water and scrub a small area using the solution. Rinse that area and continue this process until finished. Make sure you rinse the boat well after scrubbing the deck and avoid getting the solution on your lines."

**John and Susan Pazera** on *COMPANIA* (V-42, hull #117) add to the discussion. "We use salt water and scrub with the grain. We hose it down with fresh water. We have noticed that the teak is looking and feeling grainy and we received advice that we should lightly sand the teak."

**Harvey Karten** of *NIGHT HERON* (T-37, hull #84) replies, "Do NOT scrub with the grain! Use a very soft brush and go across the grain. Teak has a high oil content, but the pith between the longitudinal dense wood is very soft. Even an ordinary brush will tear it out. I also would avoid Chlorox.

It is very harsh on the pith. Similarly, the various teak cleaners are loaded with high concentrations of oxalic acid. It is probably okay for a very rare cleaning, but don't use it on a regular basis.

A friend who had been on a Navy boat during WWII told me that they had teak decks and would wash them down with salt water each day and then rub it with a holystone (whatever that might be!). The salt water would both clean it and prevent the growth of fungus. The holystone apparently served to smooth it without excavating the pithy soft wood. I understand this is the long regarded way of caring for teak. Avoid washing with fresh water. Salt water is also an excellent preservative. It is sweetwater that causes rot. Consider how long lasting are the big beams in a salt mil. Those massive beams were widely sought after for boat construction as they were so soaked in high salt levels that no micro-organisms could survive in that environment. It is as good as creosote, but without the mess.

But do not scrub with the grain as a routine procedure. You will badly deteriorate your teak deck. Soap and a very soft brush are okay. There are many soaps that do well in salt water."

**Mike Hilley** comments from *CHINA PEARL* (T-37, hull #324), "From personal experiences, I can describe a holystone! It is a very large, round lava stone with a hole in the middle. A large, well worn stick goes in the middle and the crew swishes it back and forth with the grain of the deck. The chief boatswain chants and the stone is swished back and forth by the crew to the tempo of the chant. A solid stream of salt water is played on the deck as the stone is swished and detergent is thrown in. It is fun if you are watching and not doing it. I don't think there is enough room on my Tayana to carry an official holystone and I wouldn't look forward to working for the chief boatswain again! I love teak decks because of the many different opinions they create. I would use the bleach, if it were me, and scrub in a circular motion with a scotchbrite pad."

**Ed Potter**, former T-37 owner and dealer, advises, "Do not use brushes on your teak!! It will take out the softer part of the grain. Wash with salt water, use a little bleach if there is mildew. Sand lightly, if you want it brown and use a good teak oil to maintain the brown. If you don't care about the teak being brown, wash with salt water and use plastic scrub pads, no brushes. Leave the salt water to dry. The salt is somewhat hygroscopic so the teak will not dry out excessively. Remember, when teak was the real deck on older ships, the treatment was holystoning and salt water wash."

**Kent Lewis** adds from *QUETAL* (T-37, hull #165), "A salt water wash and scrub works great on our decks. I use the anchor washdown pump to provide the salt water. Just

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# More maintenance and equipment comments ...

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remember that when teak was the real deck, it was two or more inches thick, so they had a lot more to work with. My 20 year old teak is getting thin enough that it is not easy to replace the screw hole plugs when they come out, so I don't do a lot of scrubbing."

## PAINTING HEADLINERS

**Chuck and Nancy Harris** on *BLUE MOON* (T-37, hull #95) generated some discussion on painting headliners. "Most, if not all T-37s we've seen have the diamond patterned headliners on all the bookshelf ceilings, V-berths, in the lockers, and in the galley cupboards. Ours was dirty and yellow. We painted it all to see if we can avoid the expense of gluing new headliner over the old. Has anyone done it? We did the starboard side with polyurethane high gloss paint. It looks sooo much better. We just don't know how it will hold up."

**Denis Beaudry** on *TAYANA* (CT-37, hull #8) writes, "We painted part of our [headliner] last year, under the nav station and in some lockers, etc. It sure looks nice to us and we intend to finish the rest this summer. I think it's about #129 of 'things to do' on our list. I used the Interlux Hatteras white, very light beige tint to it. I also added a small amount of matte additive to cut down the gloss."

**Brooks Atherton** on *TILLICUM* (T-37, hull #113) didn't have such a positive experience. "I purchased a can of vinyl paint made by Sherwin-Williams from an auto supply store and tried it on the pilot berth sides. The results are pleasing, but the negative aspects are: 1) It takes LOTS of covers and masking, as the overspray penetrates the entire boat in a fine mist. 2) The propellant is propane, the paint is carcinogenic, and the boat is a tightly enclosed chamber; read in your own warnings here. I'm watching my test area for durability, but it looks like I may go back to stripping the old vinyl and replacing it altogether. I don't like the idea of putting new vinyl over old, enclosing years of mildew, but removing the original vinyl is truly difficult. Has anyone found an easy way?"

## V-BERTH TANKAGE

**Bob Hughes**, owner of *BRIGHT STAR* (T-37, hull #295) responded to a fellow member who was attempting to determine the amount of fuel remaining in his bow tank from looking at the dipstick. This originally appeared in *TOG News* issue #40 (Fall 1988). "The following measurements are for the bow tank on a T-37. With these numbers you could

simply mark your stick and check the scale for gallons remaining. Sorry the measurements are metric, but here goes."

Gallons	Centimeters
5	10
10	19
25	25
30	28.5
35	30
40	33.5
50	38
60	42
70	47
80	51.5
87	Full

## STERN ANCHOR

**Kent Lewis**, owner of *QUETAL* (T-37, hull #165) asks, "Does anybody have a way to install an anchor fairlead on the stern of a T-37? I'd like to thru-bolt it to the top of the gunnels with a backing plate, but I can't see how to do that, given the design of the hull to deck joint. One option would be to move it inboard and thru-bolt it to the deck with a block to raise it over the gunnels, but this seems a less than elegant solution. How have others resolved this?"

**Greg Tatarian** on *PLEIADES* (CT-37, hull #80) answers, "If you are asking whether it is possible to mount an anchor fairlead to the top of the caprail and thru-bolt it through the hull-deck joint, the answer is 'yes'. Examine the area you wish to mount the fairlead from inside the lazarette. You will see the bolts and nuts securing the stern pulpit. These bolts run through the caprail, into the hull-deck joint space. If this orientation is what you are looking for, you can mount the fairlead in the same manner. You will probably also need to run bolts through the decking, using a shim block under the piece of hardware, if the fairlead is a U-channel type."

**Ron Birdsall** on *SMOOTH SAIL* (T-37, hull #415) offers this solution, "The previous owner of my boat attached the stern anchor fairlead to a heavy stainless steel plate, which was bolted through the aft starboard top of the cockpit coaming. The inner edge of the plate was shaped, of course, to follow the curve of the coaming."

## HEAT EXCHANGER ZINCS

Kent also generates discussion on another subject. "When I tried to check the pencil zinc in my heat exchanger, it broke off the screw and the screw came out without it. The zinc is still inside the heat exchanger and is blocking the hole so that no water drains out, even when I pulled the screw out. Probing with a screw driver revealed that it is soft, but still solid (if that makes sense). Question is, can I leave it alone and

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just let it go away or should I pull the heat exchanger and clean it out? I should mention that the engine is a Perkins 4-108, 1978 vintage. The heat exchanger looks like it has an end cap right near the zinc that is held in with a center screw. I pulled the screw, but the end cap did not come off and no water came out. Does anyone know how the end cap is attached?"

Michael on *CAMBRIA* (T-37, hull #30) comments, "We have pushed broken zincs out of the way in the past. They seem to disintegrate with time and will eventually spill out as little grains of zinc. The important thing is to keep a good zinc in contact with the heat exchanger to prevent corrosion."

Harvey Karten, owner of *NIGHT HERON* (T-37, hull #84) counsels, "The bolt holds a cap that should come loose with minimal effort on the Perkins 4-108. It has a gasket. Inside there is a plate with numerous holes. This will trap pieces that enter your salt water system, such as a torn impeller blade. Your Perkins manual has a picture of this, but Calder has an even better explanation in his book on mechanical and electrical maintenance on boats. You should cautiously pry/remove the bolt and pry the cap loose. If the heat exchanger hasn't been serviced in many years, you should find the very best person who knows how to service the heat exchanger, bring it in to them, and have the salt and fresh water portions disassembled, cleaned, 'rodded', and reassembled. This is not a job for anyone lacking the correct tools or experience with brazing metals. The whole job should cost less than \$100. They will also change the zinc on the heat exchanger. When you reassemble the cooling system, remember it is very important to bleed all the air out of the system using the bleed screw on the heat exchanger."

## TEAK DECK PLUGS

Kent poses this final question. "Six to eight of the plugs in my teak deck have come out and it looks like they were never countersunk enough in the beginning. I am planning to pull the screws, drill them down a little more, reinsert the screws, and replug the holes. Do I hammer the plugs in and let them hold by friction or is there something I should use as glue to hold them.?"

Rich Hampel, owner of *LADY BESS* (T-37, hull #423) answers, "Use the same caulk as you would for sealing the strips. I use epoxy on all external plugs that are thin so I don't have to more deeply countersink them."

Ray Slaninka on *LORNA DOONE* (T-37, hull #123) also responds, "Use epoxy. You might try a penetrating epoxy like Smith and Co. or RotDoctor (Dr. Rot?) at <[www.rotdoctor.com](http://www.rotdoctor.com)>. They will seek out any dry rot and stabilize/harden the wood."

Prospective owner, Marv Stasak offers another solution, "The normal way to hold plugs is to put a small dab of

varnish on them before inserting. That holds them in, but allows easy removal. However, deck plugs might be a different story."

## OUTBOARD ENGINE SERVICE

The following discussion on servicing outboard engines was initiated by John and Susan Pazera, owners of *COMPANIA* (V-42, hull #117). "We just read an article in the June issue of *Latitude 38* about a couple cruising in New Zealand who had a problem with their Honda outboard. They had a leaky exhaust chamber and were told to send it back to Japan at their own expense to determine if it was a warranty issue. (It was only 18 months old.) Supposedly outside the U.S., Hondas are hard to get serviced and Yamahas are best. We were getting ready to buy a Honda, but now we are confused."

Ray Slaninka on *LORNA DOONE* (T-37, hull #123) says, "A number of years ago I heard Honda had corrosion problems. I guess they still do. They're great for fresh water, but evidently not for salt water."

Kent Lewis, owner of *QUE TAL* (T-37, hull #165) comments, "My Suzuki is an orphan in Mexico. Fortunately, the Suzuki dealer in San Diego is a good source of parts that he will ship down. The best choice for Mexico is Mercury; parts and service are available almost everywhere. A friend with a brand new Honda 4 stroke had a cooling port that had never been reamed out. He paid to have it fixed in Puerto Vallarta and was going to take the receipt to Honda when he got back to the states, but he wasn't happy."

## FEATHERING PROPELLERS

Bill Rohde, new owner of a V-42 pilothouse (hull #177) wants to replace the propeller with a 3-bladed Max or Martec feathering prop, based on their positive experience with a Max prop on their V-32. His question is, "Do you have any data on forward and reverse pitches that people have tended to go with as they've switched to 3-bladed feathering props? Our V-42 is powered by a Perkins 4-108 with standard (we think) velvet drive transmission." Please respond to TOG for sharing. Some of you may have already provided the answer to Bill, as TOG provided him with names of owners who have installed feathering props, but we would like to share the answer, as others may have the same question.

## V-42 SHAFT REMOVAL

Gil Smith, owner of *RUNNING FREE* (V-42, hull #101) comments on Eric Hammarlund's experience on changing the prop shaft in the Spring '00 *TOG News*, p. 9. "WOW! Talk about doing it the hard way. The bronze housing unscrews after you unscrew the four bolt/studs. It could be done in the water."

## Ship's Store...

*continued from page 29*

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 (609) 841-8021 or <runningfree1@juno.com> or writeto 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)

**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 refrigeration, electric windlass, 35 lb. CQR with 200 feet chain rode, 33 lb. Bruce w/200 feet rope rode, 75 lb. Luke storm anchor (no rode), Autohelm autopilot, Raritan head (just installed new pump system), Force 10 BBQ, swim ladder, SSB Icom radio. Sale price \$85,000. E-mail 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)

**SUMMERWIND**, a 1977 T-37 pilothouse ketch (hull #97) is for sale in Burgess, VA. Described by Bob Perry as the best sailing of the T-37s, she has a Perkins 4-108 (3900 hours); new aluminum masts; dual steering with Autohelm and Alpha 3000 autopilots; bimini; refurbished standing and running

rigging; ProFurl roller furling on headsail; Mariner roller furling on staysail; 35# CQR w/chain and 5/8 inch rode; Danforth H-20 chain and rode; anchor washdown; 3-bladed Max-Prop with new shaft, cutlass bearing, and coupling unit; PSI shaft seal; teak decks (refurbished - no leaks); davits; permanently mounted solar panels (Solarex and Seimens); RADAR; GPS (hard wired); LORAN; Heart Freedom 10 inverter/charger; Link 2000R monitor system; three battery banks (675 AH); Letra-San type 11 toilet; Adler-Barbour refrigeration; 90 amp high speed alternator; Luke soapstone fireplace; VHF; stereo with inside and outside speakers; Nexus wind, depth, and speed instruments in cockpit; Datamarine depth and speed in pilothouse; classic pin rail; extra halyard on both main and mizzen; anchor windlass; Achilles dinghy with 4HP Suzuki engine; hand fresh and salt water pumps; extra flexible water tank w/charcoal filter; new non-skid and deck paint; no blisters; and many extra parts. Asking \$83,500. Contact **Stan Gromelski** at (804) 453-6704, by fax (804) 453-4098, or by e-mail at <stansga@crosslink.net>. (2/00)

**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)

**WILD HUNTER**, T-37 (hull #379) is for sale by **Bob and Barbara Gilmour** through Ross Marine in Charleston, SC, where she is on the hard. She has an open plan below with beautifully maintained gloss teak; an oversized queen V-berth with lots of storage around and hanging lockers to starboard; head to port. The main saloon has a U-shaped dinette that makes into a large double; a settee to starboard makes into a double. The nav station follows to starboard with the quarter-berth serving as the nav seat. Galley is to port. There is an overabundance of storage under, behind, and over the settees and in the galley. Diesel tanks are under the V-berth and water in the keel. She is in great condition having significant upgrades in 1992, including new awlgrip, standing rigging, main with Dutchman flaking system and ProFurl jib, cruising chute in sock and whisker pole, dodger, bimini, wind screens and full awning, significant master-craftsman

cabinetry below (sliding door cabinets in former starboard pilot berth). Major upgrades since '92 include new stainless diesel tanks in '98, rebuilt Yanmar 30 engine in '98, new shaft in '99, new cockpit cushions, new canvas for sails and hatches in '99, new running rigging in '97 & '98, new batteries in '99, and lots more. She comes with a Questas mounted Raytheon RADAR integrated with a Raytheon GPS, ICOM VHF, Balmar alternator, Datamarine instruments on Edson Binnacle, Achilles 9'6" dinghy, and lots more. Decks are fiberglass. She includes oriental rugs (the real thing), brass trawler lamp, and original paintings below. She has a newly painted bottom and everything else is ready to go. She is on <Yachtworld.com> if you want to take a look above and below and see all the other specifics. Call Bob at work at (860) 486-1454 or e-mail <gilmour@uconnvm.uconn.edu> or <brcraig@wesleyan.edu>. (2/00)

**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)

**Richard Bennett** is giving away an air filter in a sturdy steel silencer enclosure for a Yanmar 3QM30F engine. The foam material in the original installation deteriorates in salt air and is "swallowed" by the engine. This K&N air filter for a 1961-65 Chevrolet Corvair fits the silencer perfectly and will probably last forever, with near zero air restriction. It has a million mile warranty and is "street legal". A cover is included that needs some modification for hold-downs. If interested, call (954) 763-3945. On receipt please remit postage to Richard at 101 River Beach Drive #308, Ft. Lauderdale, FL 33315-1177. (2/00)

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

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

## Rendezvous Roundup ...

*continued from page 27*

### Puget Sound, WA

It is time to start planning for the Perry Design Rendezvous to be held at Port Ludlow, WA on 18-20 August.

Last year there were a record 49 Perry designed boats in attendance. Festivities include a fleet breakfast Saturday morning so that owners can get acquainted. A volunteer is needed to organize the Tayana fleet breakfast, if anyone is interested!

There will be mini seminars Saturday morning. Carol Hasse from Port Townsend Sails will be talking about sail inspection, repair, and inventory on cruising boats. Brian Toss will talk about rigging, going aloft. Back by popular demand is "Blindfold Dinghy Races" and a new event, "Croquet" on Saturday afternoon, followed by happy hour, pot luck dinner, and dancing to the music of the talented "Fat Bottom Band" featuring 'Bob the man' and the crew of T-37 **GUMBO YA YA**.

To reserve a slip contact Port Ludlow Marina directly at (360) 285-2355. Space is limited, so reserve slips early. There is, however, plenty of room to anchor out.

For more information, to volunteer to help, or to register for a "Perry Rendezvous 2000" participation plaque send e-mail to <yachtinfo@aol.com> or call Judy Dickinson or Mike at (206) 301-9104.

## Dealer News

### Cabrillo Yachts

**Dan and Kay Peter** of Cabrillo Yacht Sales in San Diego, CA report, "We had a new 52' aft cockpit built, which was delivered in mid-June. The first 48' Deck Saloon built was delivered to us in May and will be our show boat for the next year. There is also a 1991 52' center cockpit for sale at 360K here in San Diego.

The first five Vancouver Pilothouse Passagemakers have been ordered through our office and will be delivered in May 2001."

### Pacific Yacht Imports

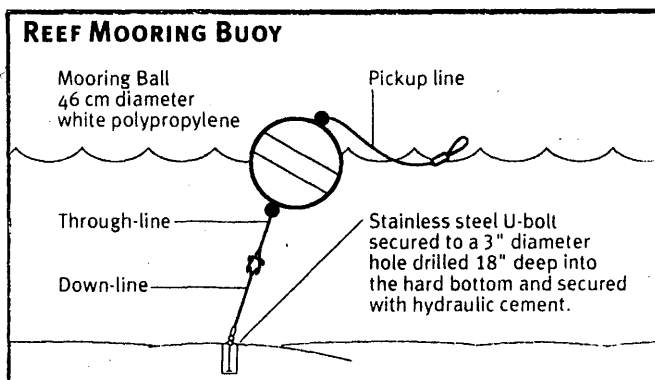
**Neil Weinburg** at Pacific Yacht Imports in Alameda, CA has a new website at <www.tayanasailboats.com>.

## More News from the fleet...

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selling their home and virtually everything they owned. They are headed for the San Juan Islands this summer, then on to San Diego, to arrive no later than November. (4/00)

New members **Craig and DeeVon Quirolo** recently purchased **MAGIC DRAGON** (PH-37, hull #479) from **Ian and Susan Garriques** and are using it as their floating home for field expeditions in the Bahamas and elsewhere in the Caribbean. They are the founders of "Reef Relief", a non-profit organization dedicated to preserving and protecting living coral reef ecosystems. Since many of our members cruise these waters, we thought our readers may be interested in how to use reef mooring buoys, which have been installed at several popular coral reef sites near Green Turtle Cay. The Quirolos explain, "Access to the offshore coral reefs is limited by the depth of the channels on either side of Green Turtle Cay (less than three feet). Munjack Channel to the north of Munjack Cay and Rock Channel to the south of No Name Cay are deeper and will allow deep draft vessels safe passage to the outer reefs. However, once on the east side of the cays, the shallow water and multitude of coral reefs make navigation for deep draft vessels impossible. (No Tayanas, please). The buoys are strategically located to provide access to small dinghies, inflatables, and open fishing boats. The buoys are available for public use on a first come, first serve basis at no charge. If all buoys are in use, small boats can tie up to one another on one buoy, provided the captain of the vessel approves. Slowly approach the buoy from downwind and/or down current. Slowly navigate around swimmers and watch for dive bubbles. Use a boat hook to grab the pick-up line of the reef-mooring buoy (see diagram below).



Insert your bowline through the mooring buoy pick-up line and cleat it securely. Let out extra scope to create a horizontal pull on the mooring. Inspect the entire buoy system once you are in the water to make sure there are no problems. Remember, you are still responsible for your vessel.

Other tips to heed are: Bring all trash back to shore and do your part by retrieving any marine debris seen floating in the ocean. Check the weather and tides before heading out to the reef. During low tide the water is calmer on these reefs because the offshore reefs buffet the ocean swells. In Green Turtle Cay it is easy to observe sea conditions from shore before heading out. Do not clean the bottom of your boat over a reef; remember bottom paint is designed to kill. Never discharge bilge water or holding tanks near a reef. Pay attention to the color of the water to avoid accidental groundings. Brown-brown run aground, blue-blue sail on through, white-white it may be all right. Snorkel aware, dive with care!" (5/00)

**Bill and Judy Rohde** report, "We are presently the owners of the TaYang-built V-32 pilothouse that is pictured on the TOG website, but we have it for sale because we have just purchased a V-42 pilothouse cutter built in 1990 (hull #177). We are renaming the new boat **JUBILEE**. We found the boat through **Stan and Sylvia Dabney**, whom we have been working with for about a year and a half now, both exploring used boats and looking into having a new V-42 pilothouse built. The new boat option dried up quickly, when Stan found the V-42 PH up for sale on the West Coast.

Yes, that's right, it's a Vancouver 42 pilothouse cutter, the only one in existence, we're told. We knew at least one had been built and have been searching for it for several years, but since the prior owners weren't TOG members and the boat was not listed "for sale" until late last year, our searches kept coming up blank. The original owners had TaYang custom design and build it per their specifications, working with Bob Harris. At the moment she is still lying in San Francisco Bay, but we'll be shipping her back to Lake Superior in mid-June." (5/00)

**Ron and Jeanne Tew** have been liveboard cruisers since December '97. They sailed their Island Packet 38 to San Diego; sold it in December '99 and purchased **VIXEN** (T-52, hull #16) from **Larry Gahagan** in Trinidad in February 2000. Plans are to return to Panama in January and on to Galapagos and the Marquesas in the Spring of '01. (5/00)

**Charlie and Elaine Williams** share, "While here at Palmer Johnson in Thunderbolt, GA, (near Savannah) working on a broken exhaust mixing elbow on **WALKABOUT** (their T-37, hull #320), we were paid a visit by **Mary and Heath Boyer** of **REVISION II** (T-37), who stopped by to say how much they missed their boat, now in Gibraltar. These two adventurers really inspired us and we thoroughly enjoyed hearing all about their passage from the Virgin Islands to the Azores and on to Gibraltar. Heath shared some good ideas about heaving to and storm tactics in the T-37. When we returned from the wedding in Charleston, we were nose-to-nose on the dock with another T-37, **SMILES**. **Betsy and Jim Smiley** were on their way to the Abacos. The Tayana still gets admiring looks wherever we go. (5/00)



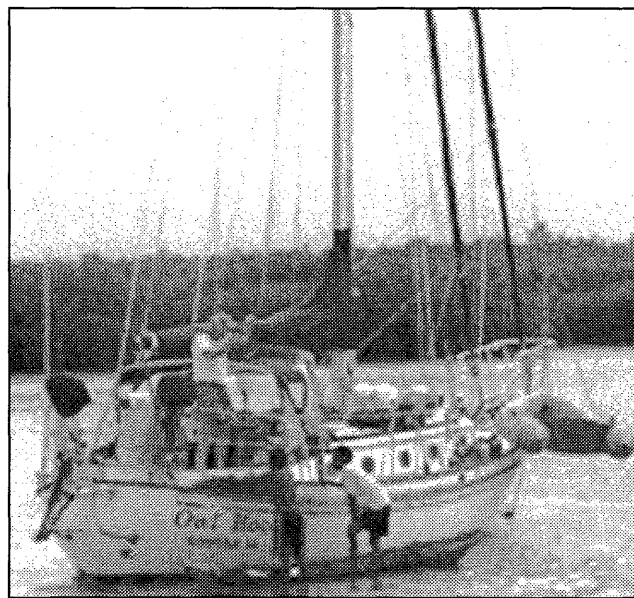
## Lazy River ...

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children. He interfaces with cruisers and gives a jungle tour as well as general information about trading with the Wareo Indians and good locations to see the many types of animals, flora, and fauna on the river.

We werestill a mile down river from the village when we saw dugout canoes headed our way. We were quickly inundated by the Indians wanting to trade for T-shirts, shorts, hats, dresses, magazines, even old catalogues with pictures. We floated along, trading in the middle of the river for 45 minutes before we could continue to the village to anchor. Once anchored, we were swamped by what seemed to be the entire village, all wanting to trade, mostly wanting clothes. We were told to get the Indians to trade rather than just give them something because they shouldn't be taught to expect a handout. They had beaded necklaces, baskets, a replica of a typical Wareo house, toy bow and arrow, toy canoe oar, green plants in beer cans, and a short tree limb with an orchid growing on it. We traded for over an hour and tried to distribute what we had as evenly as we could. At one point when we thought we were running low on T-shirts, Mac took his off and traded it. We learned that we all needed to work on the trading thing. The Indians got the better part of most deals. We quickly decided that if we didn't improve, we'd be giving away our Tayanans by the time we got to the headwaters.

After the trading was over, Rick and Mac visited Collins at his house (see photo below) to make arrangements for a tour on our way back down river. (The tour never materialized due to an emergency with Collins' son). Primitive is the best word to describe the house with no walls and its floor made from small trees about 3-4 inches in diameter, just laid side by side; tough walking on it in your bare feet. Collins did have plywood on the floor in part of the house. Hammocks were the only furniture and clothing was hung on sticks or lines. Imagine everything in your closet getting completely wet with fresh water every time it rained!



*OWL HOOT trading fishing line for baskets.*

We awoke the next morning to see hundreds of small islands of hibiscus moving down river toward us. In fact, 40-50 percent of the river was covered. We had been told to bring a machete to cut these away from our anchor rode and we were still surprised that there were so many and so large! It seems that when there is a lot of rain, the hibiscus break apart upstream and move with the current. We also had been told to watch out for snakes and other critters in these floats. It wasn't necessary to tell us twice.

Shortly, we had more locals come along side to trade. There were five boats rather than 20 the day before. In addition to things that had been suggested for us to bring, we started looking for anything to trade that we could replace in a couple of weeks in Trinidad. We needed to have more clothing for children and more dress fabric for the women. The men mostly wanted baseball caps and T-shirts.

Several miles up river we noticed a canoe hugging the shore to stay out of the current. After a couple minutes, we saw them waving, so we waved back. Then they waved a large white cloth, so we changed our course and went over to them. They indicated that they wanted a tow. What we didn't understand was that they wanted to come aboard while we towed their canoe. They unloaded all their belongings onto *OWL HOOT* and came aboard while *TRANQUILLITY* watched and took pictures. The woman pulled a pair of very dull scissors out of a bag and indicated that she wanted new ones. Mac decided to try to sharpen them. Mac sharpened the man's ax, too. They were very happy when we dropped them at their village.

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# Lazy River ...

*continued from page 41*

The day ended with a dinghy ride up a cano (canal off the river) where we saw blue and yellow macaws, green parrots, scarlet ibis, and wild turkeys. Rick counted 79 parrots and three turkeys (no, Mary, Becky, and Mac were not the turkeys). As we returned to the boats, we saw our first rainbow of many; a few were double rainbows. Collins told us we would be able to see howling monkeys, macaws, wild boars, water dogs (otters), jungle cows, and turkeys. He also said not to go swimming because there were piranhas in the water. That was okay with all of us and Mary decided not to dangle her feet in the water while in the dinghy!

The following morning gave us rain, rain, and more rain. No Indians, but we saw the famous pink dolphins. The face and nose were hard to see, but parts of their backs and sides were visible. They have a very short dorsal fin, are light gray on the back and splotchy pink on the sides. We saw them several times, mostly in water 30-40 feet deep.

The cano the next morning disappointed us with what we saw, but not with what we heard! We wished for a tape recorder or movie camera to record the sounds, like a vicious fight between two or more animals with very loud growls and screams. This all lasted about five minutes and ended just as quickly as it began. It made the hairs stand up on our necks and arms! We had been told about water dog fights over a fish, but nothings could prepare us for what we heard. At one point the two dinghies accidentally bumped and Mac almost jumped straight up. He had been concentrating on the sounds and wasn't expecting to feel a bump. Mac then took the lead and both dinghy drivers, each gripping 8 HP in their left hands and 20 inch machetes in their right, proceeded upstream, but ready to run like hell the first time a bush moved. If that wasn't enough excitement for the day, during the afternoon excursion Rick and Mary saw the first alligator. That was too much in one day for Mary. We planned to move the boats and hopefully see more parrots egrets, dolphins, and other mild-mannered animals. A fellow cruiser had written that this river trip was 'not for the faint of heart.' Amen!

As we made our way up river, we hugged the shore opposite the green grassy slopping shoreline where the water is deep. River depths run from the teens to a hundred feet. Mac and Rick traded off playing river pilot as we recalled some of the books from our childhood written by Mark Twain. They were called Tom and Huck most of the time after that discussion. We realized for the first time since entering the river, the houses here were built on ground instead of over water. The reason, of course, is that there is no dry ground to build on down stream. All the houses are built on stilts, but the ones over water are with longer stilts. There are no nails holding the houses together, only vines on the roof parts. The floor

beams sit in slotted stilts or pilings and the floor is laid on top of the beams. The access from the water level to the floor level is simply a log laid against the house at a 45 degree angle. The roofs are made from overlaid palm leaves.

Four canoes from the village two miles away arrived to trade just as we were ready to go exploring. We told them we would trade tomorrow (no cambio, cambio mañana). Three canoes left and the fourth asked for a tow back to the village. This was the largest canoe we had seen. It had ten people and room for more; of course, the ten were mostly kids and women. We agreed to tow them with one dinghy on each side. On the way, we used the binoculars to look at the village. We noticed a great interest in the binoculars and offered to let them look through them. As they were passed around, there were laughs and giggles. A picture was taken of the baby and mother, printed, and given to them later as a gift from Rick and Mary, generating a lot of attention from everyone.

As we approached the village using the principle "the shortest distance between two points is a straight line", we began to get instructions from the elder stateswoman, a toothless great grandmother, as to how best approach her village. After arriving, we realized we would have fought stronger currents and gone across a sandbar had we gone on our original course. The entire village turned up on the shore to watch our arrival. This was the second village we had seen that was on the banks of the river rather than being constructed on pilings over the river.

We were running out of things to trade and, thank goodness, running out of villages, too. Rick put some of the necklaces received in trade around his neck and got a laugh from the Indians. We found that some of the women would rather not trade than give up a prized necklace. The quality of baskets were better up river, also.

At our turn around point (L 09 14.1 N, lo 061 46.7 W), we tried to turn into the cano that leads to the Cano Lau Lagoon. The tide was high, but we were not able to find water deep enough to get in using our "bump and go" navigational techniques. We dinghied through the cano to the Lagoon and turned north into Cano Lau Lau, where we noticed a barbed wire fence, some cows, and a couple of horses. We had obviously gone past the jungle. We also saw a "no swimming" sign, unlike any other we had ever seen before. It consisted of a stick with the dead body of a large piranha on the end. The stick was bent over for a picture to be taken and to check out the piranha teeth. A bite from that thing could ruin your day.

Along the western shore of the Lagoon, we found a newly cut cano that led into a swampy area. We saw a couple of alligators slide into the water and a flock of loons, black, duck-like birds that feed on grasses underwater. We saw five of the largest birds any of us had ever seen in the wild. At first we thought they were vultures, but when we got closer, they

looked more like hawks. When they took flight, the wing span looked to be eight feet or more. The body was the size of a very large Butterball turkey. They were dark brown with splotches of white. We also saw a large flock of red-headed turkey vultures, several black-headed vultures, a large reddish-brown hawk, and about a half dozen other hawks, all relatively close. This little cano is high on the "recommend to see" list.

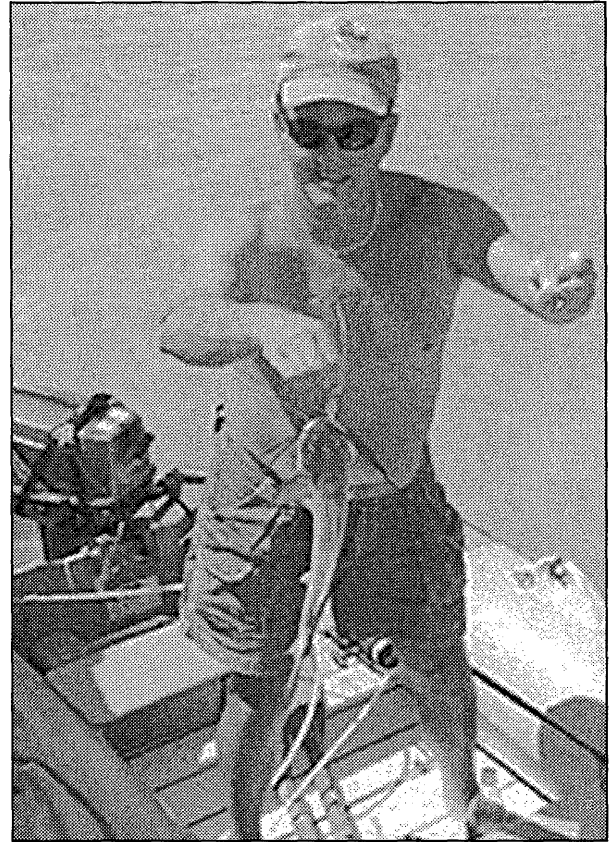
There was no disappointment in one day's afternoon excursion. We said that we had not seen any snakes, but when Mac pushed off a small log, the log moved! It was actually an eel with a body about eight to nine feet long and about six inches across. Some of it was under the dinghy and a LOT of it was in front of us. Okay, we've now seen a big snake. It's time to go home.

The next morning at 0700 we hit the mother lode on the west side of the Cano Tucupita, with a large flock of blue and yellow macaws and several Amazona green parrots eating the little black fruit or nuts off the foot long stems. You could see others flying from tree to tree through the branches. We believe we saw only a small percentage of what was actually there. Suddenly they all flew away. A few minutes later we heard the same blood curdling growls and terrifying sounds that we had heard several days earlier. We're still not sure what kind of animal it is, maybe warthogs.

That afternoon we saw several flocks of small green parrots with long tails. There was an unconfirmed sighting of a monkey (unconfirmed means only one out of four saw it). We dinghied up one long cano when an alligator splashed into the water about 15 feet away. Enough excitement for that day.

Back at milemarker 25 (where we had been on day 8) we saw at least 30 macaws! As we sat quietly in our dinghy, they fed on the little black nuts in the palm trees, flew around and squawked as if we weren't there. We continued quietly down the cano and three otters poked their heads up out of the water. They were as surprised as we were. After half a minute or so, they hissed and went under the water again. They had informed us that we were trespassing. As we continued down the cano, we spotted an alligator crossing from one side. We were within ten feet when the alligator went under, did a 180, and came back toward the dinghy. There was a lot water turbulence and Mac put the dinghy in R for "race". Rick said he had never seen a dinghy plane in reverse!

One day we saw two Indians fishing with nets, using a method we had never seen. First they laid out the net on shore. They took it straight out and then around back to shore to form a trap. With their canoe positioned in the middle of the trap, they threw this football-sized rock with a line attached into the water with a big splash. They repeated this several more times and made lots of noise. When they pulled in the net, they had two very nice-sized fish, each weighing several pounds.



Rick decided to try his hand at fishing (see photo above). It seemed that when he tried to "cambio" for a fish to eat, the locals would give him strange looks because he was willing to trade line and hooks for fish; they seemed to be saying, "Why not do it yourself".

14 January we started up the Cano Jarwana and immediately saw many toucans, who don't fly in pairs as parrots do. These birds with their big bills have a very curious flight path. They flap their wings vigorously and then glide like a stone. God made many curious flying machines before developing the 747 and it looks like He put many of His questionable designs in some of the birds on the Macareo.

We stopped by the village (four huts) where Rick and Mary's fish trading friend lives. We climbed up to the house and met the whole family and admired their handiwork - a hammock. There are many hours involved in making one. On returning to the boats, we saw our first fellow cruisers in about two weeks, and one of them was a Tayana, *PACIFIC GRACE* (V-42, hull #168) with **Mike and Yvonne Rose!** They were just beginning their jungle experience.

We had planned a Tayana pot-luck in Trinidad (see p. 27), but we had a get-together here too. The next morning *PACIFIC GRACE* headed up river and we motored on toward Trinidad, arriving 16 January 2000. Both crews were very tired, but tired or not, we'd all do it again in an instant.

# Another Dragon? New Members

In the Winter '99 issue of *TOG News*, Diana and Randy Prentice of *STRIDER* (T-37, hull #522) posed the question of carved dragons in the T-37. Greg Barnicoat, owner of *KISH* (T-37, hull #315) sent us this picture. While it's not his T-37, it does have a dragon on it. Does this make the cut?



## TOG NEWS

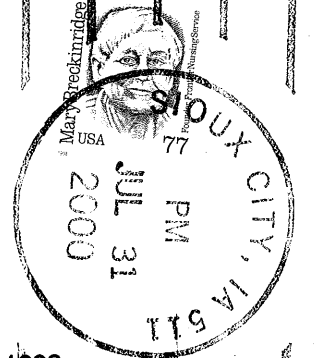
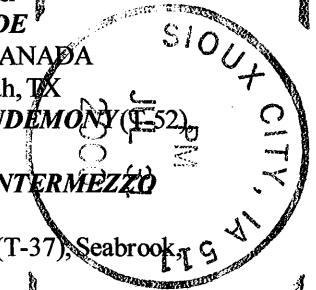
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Address correction requested

- Vicki Acciari, *PAPILLON***(V-42), Portland, OR  
**Richard Blutstein, (*Prospective Owner*)**, Harrisburg, PA  
**Bruce Christianson and Colleen McNaur, *KAHTA'HAH***  
 (T-37), Everett, WA  
**Dayton Eckerson and Darlene Como, *MISTRESS***(T-37),  
 Annapolis, MD  
**Leonard and Lynne Engstrom, *ARGONAUTA***(T-48),  
 Lewes, DE  
**Sharman Gowing, *SARA*** (T-37), Gibraltar  
**Richard and Doris Hamilton, *LATITUDE***  
*ADJUSTMENT* (T-48), Toronto, CANADA  
**Wayne Harris, *ISABELA*** (V-42), Kenah, TX  
**Royston and Maureen Lloyd-Baker, *EUDEMONY*** (T-52),  
 Devon, UK  
**Thomas Mickel and Peggy McGuire, *INTERMEZZO***  
 (T-48), Jupiter, FL  
**Paul and Patti Nesrsta, *WIND RIDER*** (T-37), Seabrook,  
 TX  
**Ed and Nancy Pierce, *ANNA MARU*** (T-37), San  
 Francisco, CA  
**John and Andrea Presland, *JOSS*** (T-37), Bristol,  
 ENGLAND  
**Craig and DeeVon Quirolo, *MAGIC DRAGON*** (PH-37),  
 Dover, DE  
**Ron and Jeanne Tew, *VIXEN*** (T-52), Natchez, MS



Pazera, John & Susan  
 P.O. Box 191623  
 San Francisco, CA 94119-1623