TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME IX NUMBER 90 SPRING 2001

COSMOS MARINER ... *en Francais*

by Doug Coleman

In the Winter '99 issue of ***TOG News*** *(p. 170),* ***Doug and Mary Coleman*** *reported taking* ***COSMOS MARINER****, their V-42 (hull #84), across the 'pond' to Nantes, France, sister city of Jacksonville, FL. This report relates their adventures of a second summer cruise in the islands off the coast of France.*

Our Tayana is currently resting quietly on the hard at AluMarine Shipyard in Nantes, France, on the lovely River Loire. Winter storage at AluMarine is quite reasonable; i.e., our cost for eleven months on the hard with haul-out and launch this past year was approximately US$1,100. The large city of Nantes is only four miles from the yard and has every marine facility and service, and is only a two-hour TGV rail journey from Paris. The coastline here is rocky and rugged with many offshore islands. It's crowded in summer (July-August) because the French love sailing and there are thousands of sailboats along the coast.

We particularly enjoyed the islands of Houat (pronounced "what"), Belle Isle, and Houedic (pronounced "a-deek"), the marina and town of Pornic

Sayzon Harbor on Belle Isle

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TOG Notes

DUES NOTICE

We enclosed the 2001 dues notice with the Winter 2000 issue of *TOG News*, but have not yet received dues from many members. If we have included an invoice in this Spring issue, it means that we have not yet received dues payment from you. Please send them to us as soon as you are able. If you believe you have already paid, call, e-mail, or write us a note and we'll track down the problem.

HOME PAGE UPDATES

We apologize for the delinquency of the data in our home page <www.tognews.org>. Some of this is due to our server/website host, and part is due to our lack of experience with the program, Microsoft Front Page. We have updated it each time, but it takes a significant effort on our part to do so. We have replaced our last computer, which had the website set up in the program, so we are essentially starting off at square one. We hope, by the time you receive this newsletter in early April, to be back on track with the website. We realize that it is a source of information for many new and prospective members, and we will work to have it reflect our high standard of excellence

CRUISING RALLIES AND WORKSHOPS

We have been notified of workshops and cruising rallies by Nautech Enterprises of Annapolis for 2001. The workshops cover Basic and Marine Weather (April 21,22), Marine Electrical (May 5), Coastal/Offshore Medical and Safety (June 2,3). These sessions are held in Baltimore, MD. The cruising rallies are the New England 600 (June 18 - July 4) and the Snow Bird (September 24 - October 2). If you are interested, you may contact Jim Favors at (410) 573-1089 or peruse their website <www..nautechenterprises.com>. We do not advocate these functions, nor is there any sponsorship of them; we are just providing you the information.

TAYANA MODELS

For those who have asked about purchasing a half hull or full model for their home or office or when they leave the sailing life, we have run across a carftsman in Missouri who does this for a living and has an excellent reputation. He will replicate any boat, either a half hull or a full display model. We do not have prices, but the more orders he has the less the price will be. If you are at all interested, you may want to check out his website at <www.nauticart.com> and let us know if there is a desire to purchase these, so we can put in a group order, or you can order on your own. His name is Tom Thomas, his telephone number is (816) 628-4336, and address is P.O. Box 544, Kearney, MO 64060.

BOAT U.S. COOPERATING AGREEMENT

As most of you know, we have a cooperating agreement with BOAT U.S. to obtain membership services at half the normal annual cost – $9.50, as opposed to $19.00 full price. This enables you to make discount purchases at BOAT U.S. Marine Centers; provides a government lobby for recreational boaters; gives you discounts on fuel, overnights, or repairs at 500 marinas on both coasts; entitles you to free on-water towing; and furnishes you with their periodic magazine and annual catalog. In addition, they have a speaker's bureau and other educational materials for your use, if you are part of a yacht club or other group that can use that sort of thing. When you send your membership dues to BOAT U.S., use our Co-op Group number, GA80446S.

V-42 OWNERS MANUAL UPDATE

Draft V-42 manual sections will be sent out shortly to volunteers to start the manual writing project. Some of you may find that you "have been volunteered" for duty. We hope you will take the task in stride. There are four sections in the manual that have to be written: SPECIFICATIONS, COMMISSIONING, OPERATING PROCEDURES, AND MAINTENANCE AND MAINTENANCE PROCEDURES. Some sections are more easily accomplished than others. We will send one section to each group of writers. One member of the group will be selected as the leader and will hopefully coordinate the writing within the group by interacting and communicating with the other members of the group. As each section is put together, a copy will be sent to each of the other group leaders, so the product will be more "seamless". When we finish with the whole book, copies will be sent to TaYang, Ed Potter (who started it years ago), and Bob Harris. More instructions will be sent with the sections. This is going to be helpful information for all V-42 owners when it's done.

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

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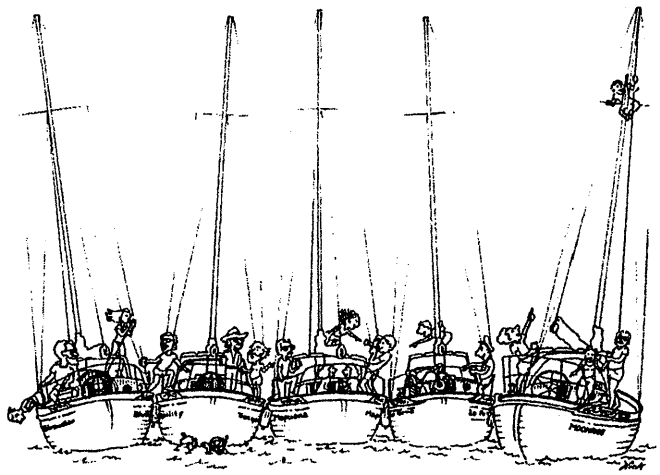
Rendezvous Roundup

Rendezvous are a great way to get to know other Tayana owners, compare upgrades, get new ideas for your boat, and just socialize. If you are in an area where you think you can get some Tayana boats together, sponsor a Rendezvous. It's easy and we'll help you do it. Contact us and let's talk.

Chesapeake Bay, MD

Marja and Scott Jordan, with their V-42 ***DESIRADE,*** are hosting a Spring/Summer rendezvous for Tayana sailors on the Chesapeake Bay on the weekend of 8-10 June. Look for a flyer in the mail or if you just happen to be in the area, find your way to Broad Creek on the north shore of the Magothy River. For further information e-mail the Jordans at <polymarclay@home.com> or call (410) 823-6818.



San Diego, CA

Very preliminary plans are in the works for the fourth annual Cabrillo Yachts Rendezvous on the third weekend in September this year. **Dan and Kay Peter** are thinking about hosting it on Catalina Island. Watch for details in the Summer ***TOG News*** or check in on their website at <www.cabrilloyachts.com>.

Battery Rx

As Spring approaches, thoughts turn to boating; perhaps even your boat's battery bank! The following discussion comes by way of Dave Gendell of ***Spin Sheet,*** *the Chesapeake Bay's sailing magazine, and one of his contributors, Cap'n Lee Mairs. Thank you both for sharing.*

In order to determine the state of your batteries, Lee has developed his two minute electrical check. One of the side benefits of this simple procedure is that it will let you determine which battery bank is "A" and which is "B".

Take out your Digital Voltmeter (DVM), probably the single most valuable tool to have on a boat. If you left the boat with the battery charger running, you will have to disconnect the battery charger and wait about an hour. Place the positive lead on the positive terminal of each of your starting batteries. Hold the negative DVM test lead (probably black colored, even though the ABYC is trying to make the world switch to yellow) to the battery's negative terminal. Note the voltage reading. This is the resting voltage of the battery. The remaining charge vs. voltage can be roughly approximated from the following table:

Battery Voltage	% Charge
12.8 VDC	100%
12.5 VDC	75%
12.2 VDC	50%
11.8 VDC	Dead

If the voltage is 12.2 volts or less, then I wouldn't advise heading out. You've got a problem, and the DVM has just mailed you a letter telling you so. Suppose the DVM reads 12.6 volts. This gives you an OK, so we can proceed to the next part of the test.

Have somebody start the engine while you keep reading the DVM. As the engine cranks, a massive load is placed on the battery. Most small sailboat starter motors will draw about 200 amps. A large engine will require 1,000 amps. While the engine is cranking, the battery voltage will drop to between 10-11 volts. This is alright as long as the battery voltage doesn't drop much below 10 volts when starting. Keep the meter attached even when the engine starts. As soon as the DVM reads above 13.5, you know the engine's alternator charging system has kicked in and is replacing the energy in the battery.

If the battery voltage only returns to the resting voltage (12.6 VDC) when the engine is running, then we know that the charging system is not working. If so, there may be a problem with either the alternator or the voltage regulator, if installed. You may want to check wiring connections. Some engine manufacturers bury a small fuse for the alternator circuit in the middle of a cable bundle.

By the way, if you are using Gel cells instead of flooded cells, the charging voltage should not exceed 14.1 volts! Anything higher is unsatisfatory according to most gel cell manufacturers, and it must be fixed right away. Flooded cells should not have a charging voltage in excess of 14.4 volts.

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 <scottd@linchousing.org>. (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)

ARTEMIS, a 1985 T-37 (hull #455) is for sale by **Lorraine and Bill Milark**. She has a keel stepped aluminum mast, no teak decks, and many wonderful modifications, including new exterior paint. This is a must see boat. She is loaded and truly a get on and go situation. All of the cruising and liveaboard gear is included. A complete list of all the amenities is available via e-mail at <Artemis48@juno.com> or call (252) 444-0902 or (252) 241-4583. (4/00)

BARNABAS, a 1988 V-42 aft cockpit (hull #100) is for sale for $149,000 by original owners, **Don and Kathy Fannell**, located in Honolulu, HI. Call (808) 396-8363 or e-mail <dkfannell@hawaii.rr.com>. Equipped with 50 HP Yanmar w/100 amp alternator, three new 8D gel cell batteries, 4 kw 110 VAC genset, 2 kw Trace inverter w/remote to nav station, stereo w/saloon and cockpit speakers, B&G instruments at nav station and cockpit, Robertson autopilot, Furuno RADAR and weather fax, GPS, ham radio, VHF radio, cell phone, Newmar electric panel, 10 oversized Lewmar winches, 45# plow and Danforth high tensile anchors on HD SS double thickness bow roller fitting, Nilson 2000# electric windlass w/new motor and remote to cockpit, Danforth high tensile anchor on stern, 70# Luke storm anchor, sea anchor & drogue, Dutchman flaking system on main, 135% Genoa on a Profurl system, storm trysail and staysail, 1400 sq. ft. cruising spinnaker w/sock, 8-person transoceanic life raft, life sling & MOB system, 10' inflatable dinghy w/6 HP Johnson OB, rudder indicator at helm, custom interior, cloth cushions w/6 inch foam, custom cockpit w/closed cell foam cushions, dodger, bimini, dockside & anchor awnings, Force 10 stove/oven/broiler, extra outlets, lights, fans, SS wheel w/teak trim, SS dorade vents, SS mast pulpit w/pin rails, fresh/salt water foot pumps in head and galley, nine deck prisms, insulated backstay, SS pedestal guard & teak cockpit table w/glass holder, bronze striker on rub rail, red night lights on floor through out, standard electric head, sea water cooled 110 vac refrigeration, Walder boom brake, built-in air compressor, new 110 VAC water heater, self polishing fuel system, 6 gph water maker, lots of spare parts and running rigging. (1/01)

CAPERCAILLIE, 1989 T-37 (hull #574) is for sale by **Paul Sheard**; the first hull off TaYang'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** in St. Petersburg, FL. She has a Yanmar 3QM30 (834 original hours), aluminum deck stepped mast, mast steps, seven sails, including a new fully battened bluewater main with Dutchman, pole with mast track, new sail cover and other new canvas, dodger and bimini, all new standing and running rigging, Harken roller furling, seven self-tailing winches, anchor windlass, CQR 35# chain and 5/8 inch rode, Danforth H-20 chain and rode, teak decks (no leaks), Aries wind vane, Autohelm autopilot, radar arch (new), weather station, Icom VHF, RDF, stereo system, Combi instruments, tri-color w/strobe (new), MOB strobe, EPIRB, 6-man Avon liferaft recently recertified, Force 10 cabin heater (new), Marine AC/heat, cold plate refrigerator/freezer, 12v/110v system completely replaced, including all wiring and panels, new multi-stage temperature regulated charger, galvanic insulator, 1800 watt inverter, four batteries, poly water tanks (new), Lavoc head (new), flash propane water heater, propane 3-burner stove w/oven, h/c pressure water w/new fixtures, hand fresh and salt water pumps, fresh bottom job, cockpit cushions, spares. Changed plans force this sale at $79,900. Contact the Johnsons by e-mail at <interlude@pocketmail.com>. (3/99)

CREW REST (T-37, hull #323) built in 1982 needs a 20 Amp circuit breaker, the green push button type. Contact

Doug Anderson at <CrewRest@aol.com> or call (941) 925-8062. He would also be interested in other amperages. (4/00)

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)

EUDOMONY (T-52, hull #20) has acquired an in-boom furling system and, as a result, has the following items for sale in Ft. Lauderdale, FL: Boom and boom vang, two mainsails (one nearly new), and a blue mainsail cover. Call Roger Underwood (agent for **Royston and Maureen Lloyd-Baker**) at (954) 764-6001 or fax (954) 764-5977 or e-mail <nanceunder@aol.com>. (4/00)

FLURRY, T-37, hull #428, 1984, cutter rigged, prime condition is for sale by **Dutch and Betty Wheaton**. Lots of TLC, but very little use; low engine hours; was never a liveaboard. Berthed in the Pacific Northwest at Blaine, WA, in Semiahmoo Marina. Close access to San Juan Islands, Canadian Gulf Islands, and Inside Passage to Alaska, a gunkholing paradise. Asking $102,000 US. Call (406) 586-6997 or e-mail <elwheaton@aol.com>. (1/01)

GRACE (T-37, 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)

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@aol.com>. (3/99)

LAIVA (PH-37, hull #204) has a full boat cover for sale. It came with the boat and is quite complete with windows, support poles, etc. It is not being used, so make a low offer to **Imants Golts** in Port Townsend, WA (the Seattle area). Phone (360) 379-1676 or e-mail: <golts@olympus.net>. (4/00)

MOONSHINE, a 1991 T-52 (hull #50) with center cockpit is for sale. She has many extras including teak decks and rubbing strake, cutaway sugar scoop stern, and mast guards. She is probably the fastest, safest cruiser you will find, and pretty as well. She has completed a Med/Caribbean cruise and we'll sell her at an interesting price to someone who seriously wants to take her cruising again. Real Estate/Business trades may be considered. No broker. For further and fuller details call **Brian Ellis** at (904) 491-8934 or e-mail <atlanticpacific@cs.com>. Serious inquiries only. (4/00)

NO PROBLEM (T-37, hull #387) has a set of new green sailcovers for sale. Mainsail cover that laces, staysail cover laces for boom configuration, and large ready bag with zippers. Never used. If purchased new, they would cost $800-$950. Located in the Annapolis area. Will sacrifice for $575, plus shipping. Call **Tom or Nancie Park** at (301) 927-7377. (3/00)

ORCA, a 1983 V-42 (hull #79) is for sale by **Pim and Elaine Miranda** for $125,000. *ORCA* is kept at the St. Petersburg, FL Municipal Marina and has an extensive equipment list, including a 4.4 KW Westerbeke diesel generator, 5 batteries, Searanger 40 amp/3 circuit battery charger, Marine Air 16,000 BTU heat pump central A/C-Heat, 110v/engine hot water, Simpson Lawrence 1500 electric windlass with 3 anchors, SEA SSB, Autohelm 6000 autopilot, 2 VHF radios with antenna switch/ground, 2 LORANS (Micrologic ML 5000 and Searanger ASB 2001), Apelco GXL 1100 GPS, 2 depthsounders, Combi Watchman RADAR detector, SS davits, 9.6' inflatable tender with 3 HP Evinrude O/B, and much more. Contact the Mirandas at (352) 564-2521 or the listing broker, Bill Browning Yacht Sales at (727) 821-5334, or see listing at <www.floridaboats.net>. (4/00)

PELICAN (T-37, hull #252) has a pair of dinghy davits for sale, to make room for a Monitor wind vane. They were built for a Mark II and are in excellent condition. Asking $250. Contact **Jim Elsevier** at <JLElsevier@cs.com> or call (413) 773-7826 in Greenfield, MA. (1/01)

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, Kubota 4kw diesel generator (fresh water cooled), 40 gph water maker (driven by the generator), two 150 amp alternators, Heart 2 kw inverter, Four Winds wind generator, Avon 6-man liferaft, Espar diesel forced air heater, Furuno RADAR, Furuno weatherfax, Trimble GPS, and more. Heavy duty ground tackle includes 300 feet of 3/8 inch HT chain for 66 lb. Bruce, 45 lb. CQR, 50 lb. Danforth, or 65 lb. Luke, plus 12 foot sea anchor on 600 feet of 1 inch nylon, and a big drogue (Gale rider type). Sails include a fully battened main, 135% jib, and a big spinnaker. She carries 150 gal. fuel in three tanks and 175 gal. water in two tanks. She is powered by a Perkins 4-108 engine w/18 inch

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Ship's Store...

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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 write to Gil at P.O. Box 1209, Alief, TX 77411. (1/99)

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

SONGLINES, a beautiful 1978 T-37 is being offered for sale by **Sara Wilcox** in Portland, OR. She has an aluminum deck-stepped mast with oversized rigging and a Perkins 4-108 engine. She is well maintained with beautiful interior and teal green upholstery. On deck there are full custom cockpit cushions and teal green canvas, all in excellent condition. Equipment includes Simpson Lawrence windlass, 45 lb. CQR and 35 lb. Danforth anchors, Navico 4000 autopilot, VHF radio. Asking $69,900. Contact Sara at (310) 821-5514 before 15 October or thereafter call Karen at (503) 289-6306. (3/00)

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 $79,500. Contact **Stan Gromelski** at (804) 453-6704, by fax (804) 453-4098, or by e-mail at <stansga@crosslink.net>. (2/00)

TAMARAK II, a Canadian-registered, 1984 V-42 center cockpit (hull #97) is for sale. An extensive refit (1995-98) saw every major system from keel to masthead replaced or rebuilt in preparation for a long-term circumnavigation. Circumstances now require a less adventurous lifestyle for her owners. Our loss is your gain. She has everything you'd expect (and a lot more!) for comfortable, safe, full-time cruising, all nearly new and kept in tip-top shape. Survey placed market value at US$175,000. Asking US$160,000 (less 5% discount on a sale closed before 30 June 2001). *TAMARAK II* is currently in the Windward Islands and heading back to the US. Expect to be in FL early summer. For a list of equipment and amenities, or to join us for a "test drive" in paradise, e-mail Capt. **Brian and Deborah Brooks** at <tamaraktwo@hotmail.com>. Broker inquiries welcome. (1/01)

VOYAGER, a 1985 T-37 (hull #425) MK II is for sale by original owners **Nan and Bob McIntosh**. She has a Yanmar 3JH2E 35 HP diesel installed in 1996 with less than 1000 hours, also new prop and shaft, airex foamed hull and decks, tan mast and hull with blue trim, and teak decks. We have lived aboard her during winters in the Eastern Caribbean for 15 years; she spends the summers hauled on land. Equipment includes Stalok standing rigging, Profurl NC-42 roller furling, five sails, Monitor wind vane steering, new 45# CQR and three other anchors, Bomar hatches, Air Marine pole mounted wind generator, Siemens solar panel, Avon eight-passenger life raft, Shipmate three-burner stove, hull mounted swim ladder, dodger, sailing awning, large awning, and new cockpit cushions. Currently located in St. Croix, USVI. Sale price $84,000. Call (703) 893-3651 in VA or (340) 773-9680 in St. Croix. or e-mail <mcintoshbob@alum.mit.edu> for a three-page inventory and picture. (3/00)

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 $64,000. For full equipment list and pictures, contact **Dick and Kay Heckman** at (256) 534-1461 or (801) 233-8792 or e-mail <hekdic@worldnet.att.net>. (2/99)

Richard Cassano has an Alpha Autopilot Linear Drive (12 inch length), model HT QDU for sale. It is new, never installed. Original cost $1,271.25; please make offer. Call (631) 368-1002 in Oyster Bay, NY or e-mail <rcassano@optonline.net>. (1/01)

Jeff Langlo has brand new davits for a T-37 for sale, still in the box from Taiwan. Call (813) 842-7409 in Hudson, FL. (3/99)

Dealer News

Offshore Atlantic Yachts, FL

Stan and Sylvia Dabney say, "Hello to our many Tayana friends who stopped by our booth at the Maimi Sailboat Show. That show is always an adventure and has now almost turned into a sailing convention, with so many of our friends and clients visiting from all over the world.

We have brokered a number of Tayanas this winter and are presently in the final stages of shipping a T-55 to CA by truck, which was sailed to us here in FL from Australia, not so uncommon a feat for a Tayana. We also brokered two V-42s, one being in Trinidad, a T-48, and several T-37s. At a time when many in the industry are crying the blues, we are blessed and fortunate to have had both qualified buyers and sellers for quality boats, such as the Tayana.

We have a feature at ***Offshore Atlantic Yachts*** that may be of interest to TOG members. We are in a unique position to provide professional services for those of you who have made contact and found the perfect boat for your cruising dreams, through private listings and private owners, for both the buyers and/or sellers alike.We recognize that often buyers and sellers are working together, without the benefit of a Licensed and Bonded Yacht Broker. The process of contracts, escrowing funds, arranging pre-purchase evaluations, surveys, haulouts, documentation, sales tax liabilities, shipping, and provision for lein free titles, are important considerations, which we have been dealing with on a daily basis for over 25 years. Since each private yacht sale is unique, due to so many variables, we at ***Offshore Atlantic Yachts*** are available to give you professional and impartial assistance and work with you on any aspect of the purchase or selling process, from start to finish or anywhere in between.

Please feel free to give us a call at (561) 845-9303 or (561) 818-9235 to further discuss our services and how we may help you, or have a look at our web pages at <www.offshoreyachts.com> and <www.yachtworld.com/offshoreatlantic>."

Imagine Yachts, MD

Jesse Frederick, Jim Kavle, and Harry Cook inform us of their coming and going. "We sold a T-58DS (hull #95) at the Newport Boat Show last fall to Tim and Jerri Miller, who named it ***BLUE RHAPSODY***. They have spent the winter outfitting her for their planned Mediterranean Cruise with their two children. They will depart Annapolis on 1 April for their trans-Atlantic (via the Azores) and plan to spend the summer primarily in Greece. Bon Voyage!

We are expecting a T-55DS -- ketch/centerboard (hull #99) to arrive from TaYang the first week of May. It is truly a unique vessel custom built for **Gerard and Lisa Principio**, with a stunning black hull and an inter-coastal friendly skeg/rudder, making her a true 5'3" draft, board up. She is to utilize Profurl Boomfurling Systems on both the main and mizzen masts, and everyone is anxious to try her out on the water!

Imagine Yachts has recently signed an agreement with **Colin Hadfield** (T/V-46 Passagemaker; see page 101), to represent the Passagemaker Offshore Yacht line for the entire East Coast of the United States. We will be commissioning hull #2 in late June.

On a recent trip to TaYang, **Nan Hai Chui** walked president, **Jesse Frederick** through the design of their new wing of the factory, which they plan to have 'on line' soon. One advantage of the new facility is that the yard will be able to utilize 'vacuum bag and scrimp' technology for their hulls and decks, for an even finer and stronger product.

We are also proud to announce that ***Sail Magazine*** has favorably reviewed the T-48DS in the April 2001 issue, in an article called **'Seaworthy Elegance'**. Please check it out, but for those of you who are detail oriented, we want to point out that they mistakenly used an interior picture of a T-58DS, in lieu of the T-48DS. Proof that ***Imagine Yachts*** was not allowed to 'proof read' the article before publication.

We may be contacted by phone at (410) 268-0102 or at <www.imagineyachts.com>."

Cabrillo Yachts, CA

Dan and Kay Peter report, "We are having a wonderful year. In cooperation with **Colin Hadfield** of Canada, we have now sold seven T/V-46 PH Passagemaker yachts. (See photo on page 101.) We may be reached at (619) 523-1745 or on our website at <www.cabrilloyachts.com>. In addition, we are providing support to the Pacific Northwest and Southwest/Mexico by yacht sales in those locations.

Daryl Williams is ***Cabrillo Yacht*** Sales' Pacific Northwest liaison for both yacht buyers and sellers in that region. Contact Daryl at <darsta@earthlink.net> or by phone at (360) 527-8661 to sell your vessel or for information about vessels for sale in that area.

Keith Demott operates ***Cabrillo Yacht*** Sales Southwest. He lives in Tuscon, AZ, but travels to San Carlos, Mexico very frequently to accommodate the needs of his clients who have vessels to buy or sell there. Contact Keith via phone at (520) 743-7833 or at <kkdemott@cs.com>."

News from the fleet...

Barry Adams, captain of and slave to ***KAMA***, writes, "The retrofitting of my CT-37 (hull #14) continues. I have slowly been refurbishing and outfitting the boat over the twelve years I have owned and lived aboard her. The list 'completed' is longer than the list 'to be done', thank heaven.

Things done:

- refurbish fuel tank (black iron in the bilge) with West System epoxy and painted with polyurethane paint
- replaced wood mast with an aluminum one and centered without aft rake
- added forward lower shrouds (the early CT-37s did not have forward lower shrouds due to the mast rake)
- replaced all standing rigging
- fixed all bulwark leaks
- redesigned v-berth area to provide more room for clothing
- redesigned the interior of the boat (excluding bulkheads) with the design aim toward having only two people on board (quarter berth is now a closet and pilot berth is cabinets and shelves)
- replaced all lighting fixtures and added many more interior lights
- insulated hull and cabin ceilings using one-inch polyurethane under the decks and 5/16-inch Reflective elsewhere
- added new cushions and upholstery
- replaced original stove with a Force-10, two-burner model w/oven and broiler
- installed white ash battens on hull ceilings, varnished (covers the insulation)
- replaced the gel-coated Luan ceiling panels in the cabin with smaller, removable Formica panels, which make the area more accessible
- rebuilt both the main hatch cover and the forward hatch cover (twice)
- rebuilt aft locker entry cover and the propane locker lid
- constructed a new electrical panel along the starboard quarter bulkhead just behind and above the nav station
- rebuilt the ice box with six inches of insulation and added a freezer/refrigeration system powered by either engine drive or 110 AC
- rebuilt the propane locker
- replaced both the AC and DC wiring
- added a Heart Freedom 10 inverter/battery charger
- replaced batteries with two 4D gel-cells operated in parallel as a single house bank and one 900 cold cranking amp starting battery
- added Ample Power Company 120 amp alternator, multi-stage regulator, and monitoring system
- added a second 30-amp power circuit into the boat in order to operate heaters, battery charger, hot water heater, and AC side of the refrigeration system during the winter
- replaced all running lights with larger size
- replaced rub rails along hull with more robust ones
- replaced many of the original stanchion bases
- replaced all DC pumps – Flojet for pressure water and Par pumps for bilge/salt water (same pump type used for redundancy)
- replaced depth and knot meters
- installed stereo/CD system and computer system
- replaced TaYang fiberglass dorade vents with ABI brass ones
- added new redesigned davits
- replaced ground system with new larger wire and copper foil for increased ground plane
- installed two ICOM VHF radios and an ICOM 710 SSB
- added Norseman insulators to the back stay to form the SSB antenna
- added a CPT AutoPilot II (*KAMA* has worm gear steerng)
- added dual galvanic insulators
- added a 44 lb. Bruce anchor to compliment the 45 lb. CQR and 45 lb. Danforth anchors (have held through five hurricanes) – there are two FX-37 anchors disassembled and stored in the bilge
- and finally added various canvas covers here and there

Now for the 'to do' list:

- install new engine to replace the #@*&(^$ Volvo that is presently in *KAMA* (this means rebuilding the engine beds, yummy)
- purchase new sails (main, staysail, and yankee), adding storm sail and drifter
- add whisker pole
- install new electric windlass (old one is original equipment and under powered)
- add chain (about 300 feet)
- add dodger and bimini
- replace my conventional computer with a laptop" (1/01)

Editor's Note: *Congratulations, Barry, on having the 'completed' list longer than the 'to be done' list. You are an inspiration, as most are not in that position.*

Maurice and Cris Beauvais inform us, "***SEA CHANGE*** (T-37, hull #549) is presently in storage at San Carlos, Mexico. We will pick her up in March for a 'shake-down' cruise after a new bottom. Then we'll store her again this summer in Mexico, to be ready for our second full sailing season there, beginning in late September. (2/01)

Heath and Mary Boyer aboard ***REVISION II*** (T-37, hull #349) communicate, "We are wintering in Barcelona and have met two other T-37s, both under non-U.S. flags. ***SEABRIDE*** is a '77 Mark I owned by Bill and Ruth Flanagan. They have had her for nine years and have come west-about from New Zealand and through the Red Sea. We also met ***KARIN*** owned

by **Ekhard and Gisela Zehm** – also a Mark I, with a German flag." (1/01)

Garry Coit writes, "I've been trying to refurbish our T-37 (hull #121) – ***SPIRIT OF PIPIT*** – for some years, but have been distracted each year by some pressing matter. I think I can complete the job this year." (2/01)

New member, **Ed Fahy** reports, "I have just purchased ***SHAGGY DOG*** (T-37, hull #436) from **El and Steve Morse**. I am currently active duty military, but will retire next January. I will keep the boat in Jacksonville, FL, and will keep the name, as well as its blue hull." (1/01)

Jack and Abbie Fassnacht post, "We are returning to ***PERSEVERANCE*** (V-42, hull #126), which has been on the hard in Trinidad since May 2000. After launching and provisioning we plan to sail up the Macareo River in Venezuela with **Ed and Jacque Cantin** on board their Tayana, ***LADY J*** (V-42, hull #161). Then we'll again return to Trinidad to reprovision before heading for Grenada and northward to the U.S. We should be in Florida by June and will look for other Tayana owners as we wend our way up the coast to "The Sailing Emporium" in Rock Hall, MD, where we'll keep her for a year at least, so we can cruise the Chesapeake [Bay] area." (1/01)

Colin Hadfield, spearheading the marketing for the new passagemaker yachts being built by TaYang (see ***TOG News***, issue #85, p. 154), writes, "I just returned from Taiwan with **Bob Harris** (naval architect) and **Dan Peter** (dealer in San Diego, CA). We put the deck on the hull of the new T/V-46 for the first time with an overhead crane (see photo below). She is stunning inside and quite beautiful outside! Everything is on schedule with hull #4 in the mould and sea trials for my boat, ***PANGAEA*** (hull #1) due for 30 April. She will arrive in San Diego about 31 May. From there we will show her around the country ending up in Newport and Annapolis in October 2001. Yacht #7 sold this week.

Last week we completed our analysis of the 'Angle of Vanishing Stability'. It was 127 degrees before she wanted to continue to mast down, however, we found out the industry standard considers only hull architecture in the measurement (most decks are the same idea). When Bob Harris included our deck architecture in the calculation, the 'Angle of Vanishing Stability' became 180 degrees! At no time and under no pressure will she cease to right herself. I suspect we have another safety factor that will be hard to beat.

We have just designed a high seas rig to supplement the ICW rig and are putting the finishing touches to a flexible water ballast keel tank to stand her up in tough conditions. We have stretched the boat to 46' with our new sugar scoop stern (see drawing on p. 116). We are thrilled with the effect of the two extra feet produced by the sugar scoop. Not only did we get more storage and deck space, but we now have a door/walk in the lazarette from the aft shower! We are now the Tayana/Vancouver 46 Pilot, available with options of a traditional or reverse stern. The adrenalin is really pumping here." (1/01)

Editor's Note: *For a tour of the yard and more information about the configurations available, visit Colin's site on the internet at <www.passagemakeroffshore.com>.*

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COSMOS MARINER...

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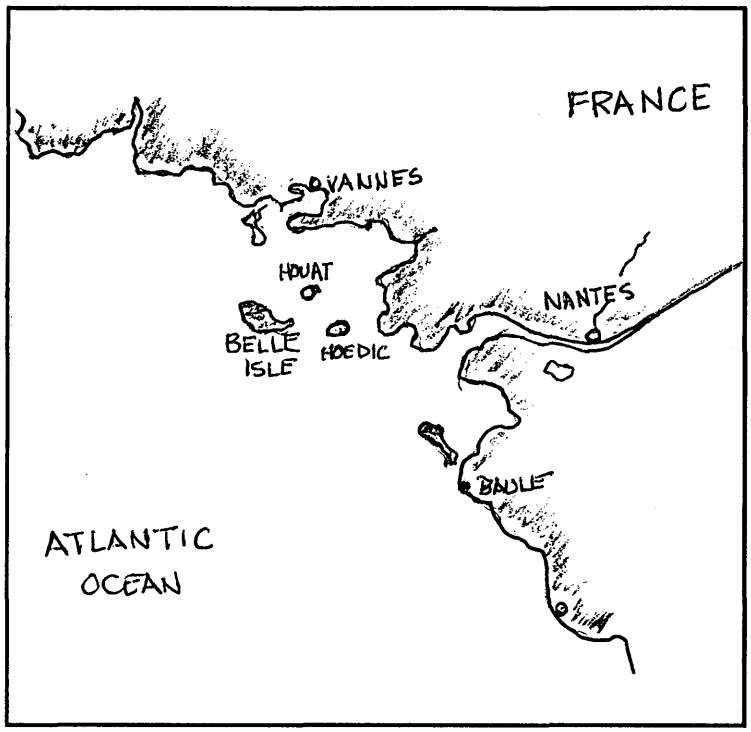
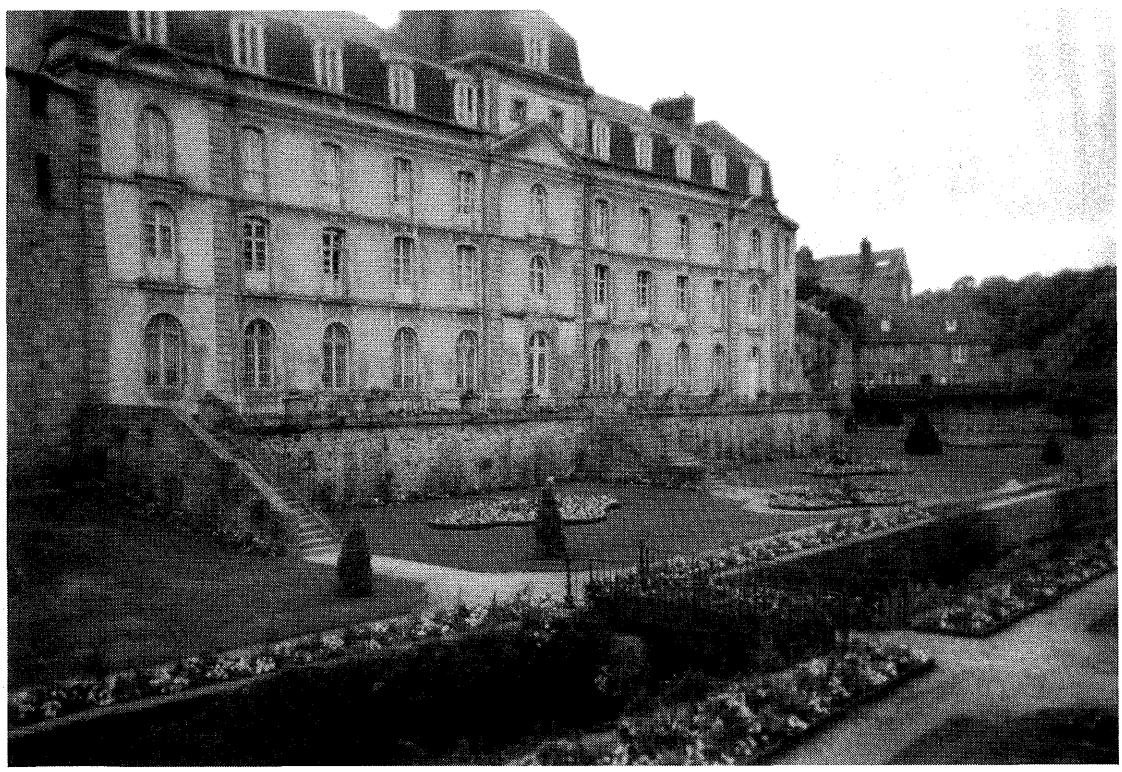
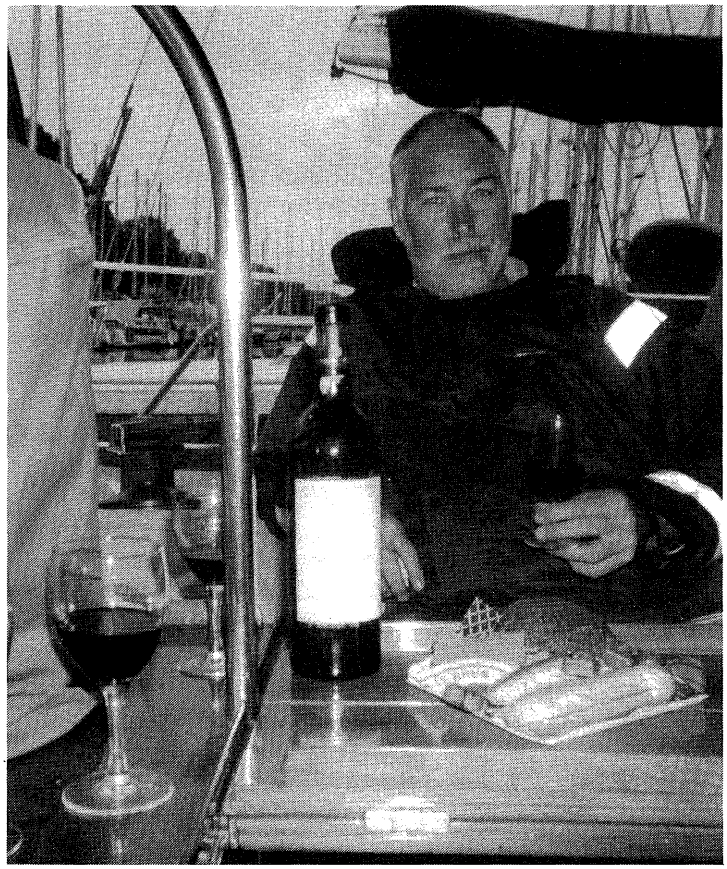


(lovely pathway from the marina along the bluffs to the old fishing harbour and charming town of Pornic– superb seafood and a nude beach adjacent to the marina!), the Gulf de Morbihan, and the medieval city of Vannes (the marina is in the city center). We spent two weeks in the harbour and were able to watch from our cockpit: a bicycle race, a rock concert, the twice-weekly market, and most of the citizens walking by to work. The main portal entry into the 14th century section of the walled city is 100 yards from the marina. At Houat, we anchored at Beg ar Talus, 100 yards off a sandy beach, dinghied to shore, and walked past fields of wild flowers and tall pine trees to the village of Port St. Gildas (three restaurants). At Houedic, we rafted up on the big mooring bouy with 15 other boats, were made welcome by our neighbor yachties (all French) who shared wine and stories with us. We circumnavigated the island on foot, passing sandy beaches, rocky bluffs, wildflowers, horses, the occasional nude sunbather, children on bicycles, and a local dog. The small village has a bakery, two restaurants, and a small grocery (all open at irregular and unpredictable hours!).

We came to this area of France because Nantes is the sister city of Jacksonville, FL, and because I am the head of the Order of Knights of Wines of Brittany for Florida. The wine order is based in Nantes and the Grand Master, Michel Bolo, has a summer home on Houedic. We always carry a case



The walled town of Vannes, France



Doug Coleman shares a glass of bordeaux in the cockpit

or more of Muscadet wine from Nantes on board and readily open a bottle to share with other yachties and locals. Muscadet, a dry, white wine is the drink of choice with seafood throughout Brittany, and is (sailors will happily note) inexpensive–only about three to four dollars per bottle locally, versus eight to twelve dollars in the U.S. One of our finest meals was fresh salmon baked in a casing of local sea salt, served with Muscadet.

All the harbours and bays must be worked with the tide; e.g., entering the Gulf de Morbihan you must pass through several narrow channels that have tidal currents of eight to nine knots at spring ebb. The spring tide in this area is 13-15 feet, and increases as you voyage towards the English Channel, to a maximum tide of about 30 feet.

If other Tayana owners wish information about this area, please write or e-mail us as we have had our boat there for two years now. Our address is 3885 St. Johns Avenue, Jacksonville, FL 32205 and e-mail is <doug@skitour.com>. Due to the possibility of being required to pay approximately $31,000 European Union Value Added Tax, we will sail this May/June to Guernsey, Channel Islands, which are not part of the European Union and are, therefore, tax exempt. We will leave *COSMOS MARINER* on the hard in Guernsey for the winter. Unfortunately, we must continue to earn our cruising money each winter, so cannot do more than a summer cruise each year.

COSMOS MARINER in Vannes Harbor

Maintenance and equipment comments and questions...

ENGINE QUESTIONS

Barry Adams, on board *KAMA* (T-37, hull #14) would like to know, "What engine horsepower do owners have in their T-37s? I want to know if their engine size is adequate or would they prefer a larger or smaller engine size? I also need to know if they are live-aboards, full-time cruisers, or weekend sailors in order for me to get an idea about their overall displacement. (*KAMA*'s cruising weight is about 28,900 lbs.) Contact me at <kama@beaufortco.com>. If members have recommendations on windlasses and sails I would love to hear about those as well."

TRANSMISSION POSITION UNDER SAIL

Wes and DeAnn Birdsong posed a neophyte question when they first acquired ***LIBERTY,*** their PH-37 (hull #128), equipped with a Perkins 4-108 auxiliary. "Which gear – forward, reverse, or neutral – should be selected when moving under sail alone?"

Greg Tatarian, owner of ***PLEIADES*** (CT-37, hull #80), replied, "If your Perkins is equipped with a Borg Warner velvet drive reverse gear box, it is hydraulic, and selecting either forward or reverse will not stop the prop from spinning. It will, however, keep the rear bearing lubricated, which is important. To stop the shaft spinning with a Borg-Warner, you must install a shaft lock. If you keep it in neutral while sailing, you should engage forward or reverse every so often to keep the rear bearings lubricated."

CHAINPLATE MOUNTS

Heath and Mary Boyer, aboard ***REVISION II*** (T-37, hull #349) offer their solutions to problems they have aired in earlier issues of ***TOG News***. "One of our chainplate mounting pods was penetrated by water, which caused the wood spacer block inside to rot completely away. After reading all the suggestions in old issues of ***TOG News*** and getting a couple of other really thoughtful ideas in direct response to our question, here is what we did: 1) Used a hole cutter to make two one-inch holes even with the middle and bottom bolts just slightly to the outside of the curving surface. 2) Cut (using a Fein vibrating saw) between the holes to have a slot through which the crud could be extracted. 3) Used a space heater and/or heat gun to dry the interior completely. 4) Positioned the bolts and the strap that holds them in place as close to the hull as possible. 5) Masked the bolts with tape. 6) Mixed small quantities of West Epoxy and 404 High Density filler and injected them into the holes. As the cavity filled, progressively taped over the opening to prevent run-out. (3M silver masking tape seems least resistant to lifting in the presence of set resin.) Drilled a couple more, smaller holes toward the top, so the pod could be filled all the way to the top. It took about a quart of resin plus filler to fill the cavity. 7) Caution! If you haven't worked a lot with this stuff, be aware that the operation demands small quantities with adequate "kick time" between injections (not to exceed 50-75cc in my experience) to avoid "boiling the batch" and producing useless fluff instead of a strong high density fill. The enclosed area of the pod tends to cause the catalytic reaction to be faster and much hotter than surface applications. 8) Ground the surface of the pod around the "incision" and overlaid layers of cloth and resin to restore its structural integrity. 9) Remounted the chainplate using Sikaflex to caulk. After using an Allen wrench in a drill to clean out the balsa in the deck laminate and filling with more West/404, used Sikaflex primers on the epoxy and on the stainless chainplate. There is a special (read expensive) resin for each material and they have a short shelf life once opened. They do, however, greatly improve the adhesion. We are told by at least two knowledgeable sources that Sikaflex has greater elasticity and hence better adhesion under lateral stress that does 3M-5200. Time will tell, I expect. (Structural note: notice how far below the deck-head the top retaining bolt is on the chainplates. The resulting "moment arm" is long enough that the chainplate can be flexed by hand from the deck. No wonder these things leak!) 10) When preparing to mount the chainplate, I wrapped it in cling wrap and then troweled a peanut butter mixture of West/404 on the surface that went against the hull. I then tightened it only until it went "home". After the resin kicked I tensioned the nuts fully. This step gives the plate a fair surface to bear against, rather than producing the stress that exists when cranking it down against an uneven, rigid surface. The cling wrap cuts loose easily when it's all done and the plate will come off if necessary in the future. 11) As an alternative approach, a boatbuilder here in Barcelona recommended clean, dry sand as a good filler for this job, and cheaper than 404. Judging by his own boat, I think he knows his stuff. I had the 404 aboard, and the available local sand was wet and dirty, so I went with what I had. We have not had her to sea yet, but the repair looks and feels good to me."

V-BERTH TANKAGE

In the on-going discussion regarding fuel capacity measurement in tanks mounted in the forepeak, Heath Boyer offers this information. "Our fuel tank has a cap on it attached

to a metal dip-stick that has no markings. We long suspected the marked, wooden dip-stick we inherited with the boat (and which was drawn based on a chart provided in ***TOG News*** many years ago) was not an accurate indicator. So when it was necessary to empty and scrape the crud out of the bottom of the tanks after getting bad fuel in Bermuda, we used the occasion to make a new dip-stick. Below are the measurements we got. The 'top-of-the-tank' mark is made by inserting the stick straight into the tank until it first bottoms. We did not angle the stick to reach the bottom-bottom corner. We figure the last couple inches is where the crud lives. Our measurements are shown, cumulatively, in inches and the resulting gallons, from the bottom of the stick to the mark made against the top of the nipple into which the dip-stick goes. I have never done these measurements until writing this letter, but suspect each increment could be rounded to the nearest whole number without much loss in accuracy. We'll be interested to hear what others get if they do this exercise from scratch.

5 1/4" - 5 gallons
8 1/4" - 10 gallons
11 5/8" - 20 gallons
14 1/8" - 30 gallons
16 1/4" - 40 gallons
18 1/4" - 50 gallons
19 3/4" - 60 gallons
21 1/2" - 70 inches
22 1/8" - 75 gallons
to 'top-of-the-tank' mark - add 2 5/8 inches.

Our stick measures 24 3/4 inches from the top mark to the bottom of the stick. We don't know what the total gallons are, exactly, because we never fill over the 75 gallon mark. Maybe somebody cares enough to do that math. I can't do it. I also don't know what kind of numerical progression these numbers produce, but to our eye they make sense based on what we can see of the tank dimensions."

Heath continues with other tank talk. "When we bought *REVISION II* we were bothered by a fuel smell in the V-berth. Since we sleep there when in harbor or at anchor, we were unhappy. I went searching and found there was a slight sag in both the fuel filler hose and the airvent hose as it passed from the vertical to the horizontal on its run from the deck to the tank. On close examination the filler hose failed the sniff test at the low point. Our deck fill opening is just forward of the head portlight, and the hose is in a run against the forward side of the bulkhead that separates the head from the forepeak. We found the fuel hose easy to replace, and by relieving the lower forward edge of the enclosed run a couple of inches and utilizing some screw-down type tie wraps, we managed to create a slope for the hose that prevents fuel accumulation at a low spot. The hose is still out of sight when the cushions are in place. The vent hose we simply drained and straightened since it passed the small test. No problem since."

FUEL BOOST PUMP

On a related subject, Heath offers this advice. "Our prior owner had installed a boost pump in the fuel line, located in the bilge near the head intake. The switch is in the cockpit. The arrangement allows us to avoid changing filters immediately when they load up at an inconvenient time. We have added a vacuum gauge as well, which helps us know when a boost is necessary before the engine starts to surge. We find also that on long motoring days, sometimes the engine pump is just not enough to pull fuel all the way from the forepeak. The other problem the boost pump solves is the occasional air space that can show up in the Racor bowl during long, hard motoring. Don't try to use a boost pump without a filter in front of it. Eventually it will load up with crud and you will have to take it apart and clean the screen at the usual inconvenient moment. Trust me on this; I have the T-shirt!"

FUEL FILTER SYSTEM

Heath continues, "After two experiences with bad fuel we installed a fuel polishing system (FPS) filtration unit, which consists of a circulation pump with auto-timer, an Algex algae killer, and a centrifugal water and solids separation chamber. It's mounted in the lazarette. We can polish a load of fuel (75 gallons) in about two and one-half hours. At anchor after a bumpy day at sea is a good time to run it because the nasty stuff is not sleeping in the bottom of the tank. Our peace of mind makes the price easy to take. You won't believe the number of hours we get out of our engine-mounted fuel filters. On my to-do list is a by-pass valve for the forward fuel filter, so we don't load it up when polishing."

OIL CHECK ON A PERKINS 4-108 ENGINE

Finally, Heath concludes, "I was annoyed and appalled at the engineering (or lack thereof) which required me to climb down into the lazarette (those owners who do long passages and/or live aboard, particularly, will understand my outrage) every time I needed to check the oil. The oil filter cap is under the handy-dandy little lift-out under the companionway, right? Why not the dipstick? So after months of looking at the problem, and cursing it every four hours of running time, a friendly Bermudan mechanic casually asked why I didn't move the damned thing. So we simply loosened the retaining nut at the bottom of the dip-stick pipe, lifted the whole shebang out, and using a $3 tubing bender and about 20 minutes of trial and error, succeeded in bringing the dip-stick up between the number 1 and 2 injectors, right into the middle of the little lift-out gizmo. A tie wrap to the injector keeps it from rattling. (Hand slaps forehead here, accompanied by 'Why didn't I think of that?')"

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More maintenance and equipment comments ...

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BLISTER ADVICE

Erik Hammarlund, owner of ***FREYA*** (V-42, hull #28) found many tiny blisters about ½ the size of a grain of rice, after starting to sand off his bottom paint in preparation for applying epoxy as a preventative against blisters. Here is his dilemma.

"1) We can launch again and do the blisters later, but they'll grow and be much more expensive to fix later. This is not a great option, as we're leaving for a three-year circumnavigation and won't be on the hard much. Supposedly they are in the very top layer at the moment.

2) We can peel the boat now. It's just in the gelcoat, so we will probably be dry in nine months, but there's no guarantee, and we're screwed if we launch before we're dry. Cost is $5000 to peel, barrier coat, and fair, ready for bottom paint. Ouch!

We're willing to pay the $ to peel, but I want to be sure I won't get them again in a year. What should we do? How can we be sure it will work?"

Kent Lewis, owner of ***QUE TAL*** (T-37, hull #165) advises, "Let them go until they really get bad or start to effect your performance, which is not likely unless you are going to race. My old Ericson developed blisters when she was about five years old. There were about 500 blisters ranging from the size of a dime to the size of a BB. Both the yard and a friend in the business told me to wait and see if they got any worse, because they wouldn't sink the boat and it would cost the same to fix them later if they did get worse. Two years later, when I sold the boat, they were no worse. Neither the buyer, who was very knowledgeable, nor his surveyor were concerned about the blisters and they did not ask for any reduction in the price when they saw them."

A broker with extensive experience in a wide variety of boats offered these words of wisdom. "First off, blisters are common and I would say more boats have blisters than those that don't, especially vessels built more than 12 years ago. This, I believe, is for two main reasons: 1) The longer a fiberglass boat stays in the water, the more moisture it will absorb. 2) There have been many new techniques and materials developed to prevent blistering (osmosis), such as new resins and epoxy barrier coatings, as well as lay-up procedures that prevent water from absorbing into the laminate as well as eliminating bubbles and contamination in the laminate. However, because there were so few boats built from the late 1980s through the mid 1990s, most good quality affordable cruising vessels will have this problem.

I have a general comment about blistering. Wooden boats rot and get eaten by worms. Steel boats rust. Aluminum boats corrode and suffer from electrolysis. Ferro Cement boats...well, boats should not be made out of stone and are only as strong as the mild steel frame that supports the concrete. And fiberglass boats blister and delaminate. The environment is harsh and it is unfortunately part of boating. Generally speaking, blisters are not structurally a problem unless they are very large, deep and in a relatively thin outer skin of a cored hull. The reason for this is that most vessels are very heavily built and would not loose structural integrity from blisters in the gel coat or out layers of mat. Something many people don't understand is that gel coat offers no structural integrity and is not impervious to moisture (the main reason boats blister is that the gel coat allows moisture to pass through it and get into the laminate below). Gel coat is only a cosmetic coating. It is only when the blisters go very deep into the layers of woven roving and delaminate or sheer these laminates that there is a structural issue. Because fiberglass boats blister and because it is not usually a structural issue, there is little reason to do a blister job sooner than later, if it will affect your cruising plans.

I would agree that the right repair procedure for this job is to have the gel coat peeled off (not sandblasted) along with any affected laminates and let it dry until the moisture is all but gone. A moisture meter should be put on the bottom weekly in a variety of locations and monitored until she has dried out. A good way to monitor this would be to write the date and relative moisture content (measured in percentage) on the hull next to the location it was measured. The spacing of these measurements should be approximately 5-10 feet apart. Do not do anything to the bottom until she has adequately dried out or you will be wasting your time and money. When she is dry, fill and fair out the areas where the blisters went deeper into the laminate. Then apply the appropriate barrier coat. These are applied as several coats and must be a certain thickness as specified by the manufacturer. There are two popular manufacturers of these coatings, West System and Interlux. I believe both products are good and recommend only that you have the yard use the one that they have the most experience with, as the applications can require skill. Finally two coats of anti fouling bottom paint need to be applied.

When this job has been successfully completed you can expect that you will not have blisters for approximately seven years. Yes, the boat will eventually blister again as the epoxy loses its water resistance and allows moisture back under it. This will first show up as small blisters in the epoxy barrier coat just like the blisters you saw and described in your gel coat. So to make a long story short, I would only recommend doing the job if and when it is convenient and would not delay your cruising plans. If now is not a good time, wait;

maybe there will be a better time when you are not using the boat and will store the boat on the hard anyway and then let it dry out. By the way, dry out time varies depending on the relative humidity of the area in which you live and how much it is raining.

Generally the cost of this repair in a yard in the Ft. Lauderdale area is $200/linear foot, so the $5000 quote you received seems very reasonable."

Editor's Note: *Should you engage a yard to take on the task of blister repair, negotiate a written, fixed price estimate, and if possible a written warranty.*

STAYSAIL TOPPING LIFT

Chuck Harris, owner of ***BLUE MOON*** (T-37, hull #95) asks, "Where do you all have your staysail topping lifts attached to the mast? Would an eyestrap on the mast in position to be out of the way while under sail be okay? I presume the topping lift has to remain attached under sail so it all doesn't come crashing down when we release the halyard. There is no obvious location on our mast. Also, is it critical to have a toggle that allows sideways movement of the inner stay? We were told it is. Our rigger put it on without an added toggle."

Kent Lewis answers, "I haven't had my staysail topping lift attached since I got ***QUE TAL***, my T-37 (hull #165). In fact, as soon as I can get up the mast, the main topping lift is coming off. When not in use the staysail boom hangs on a short (18 inch) lanyard from the mast pad eye for the whisker pole. When we ease the halyard the boom settles down on the deck without a lot of crashing involved. It is then easy to hook up the lanyard and flake the sail on the boom. Also, Nigel Calder recommends that all stays have toggles to flex in both directions and I can't recall noticing one that wasn't. I'm no rigger, but I think I would sleep better having the sideways toggle."

Another member reports, "Our staysail topping lift is attached to a block on the mast just under the staysail halyard. The line runs back down to the cleat so we can adjust the boom height. It helps when we want to open the forward hatch."

GEAR SHIFT LINKAGE

Harvey Karten, owner of ***NIGHT HERON*** (T-37, hull #84), cautions owners to check their gear shift linkage and relates his experience. "While pulling out of our slip, we suddenly lost all control of our gear shift. The lever simply flopped loosely. The problem proved simple to diagnose and to solve. The idler arm that actually moves the cable to the transmission had become disconnected from the external shift lever.

To service, remove the compass and the compass mounting pad from the pedestal, carefully noting the orientation of the compass before you remove it. You now can see the gear shift, throttle, and steering mechanisms. The gear shifting is accomplished by moving an idler arm up and down. This connects to a cable that runs to the transmission. The external gear shift lever is on the port side of the steering wheel housing bell. It is held under pressure with a heavy duty spring and a threaded brass washer, with the gear shift idler arm fitting on a square outline cut into the gear shift lever. The idler arm is held in place with a lock washer and a (non-locking) nut. The nut had come off. A quick fix can be accomplished simply by putting the idler arm back into position and tightening with a self-locking nut."

Harvey continues, "I used the occasion to completely disassemble the gear shift assembly, clean, lube, and reassemble. I suggest you put a bucket in the lazarette under the steering post. If you drop any of the critical washers or nuts, they may bounce around and slide all the way down to the bilge. A bucket will catch them if they drop down through the steering post. As you remove the chrome gear shift lever, be careful not to drop the ball bearings that provide the positive detent. They are seated between the external lever and a brass fitting in the wall of the steering housing. You should periodically check the status of the gear shifter, as I found the detents were worn out on our shifting lever, even though I examined the shifter five months earlier and lubed the 'bike' chain, wire to the quadrant, sheaves, etc., but didn't disassemble or service the gear shifter or the throttle arms and linkage. It is a simple operation and perhaps worth doing on your boat as well.

Before you fully disassemble the lever by removing the heavy duty compression spring, carefully consider if you have the tools for replacing the compression spring. It is longer than the threaded shaft, so you have to have a means of compressing the spring. A simple way to do this is to take a wood clamp and three cable ties, wrap the cable ties from the top of the spring to the bottom, placing the ties in a location that will allow you to put the brass washers in place, and yet subsequently allow you to pull out the cable ties. Place the cable ties at equal intervals around the spring. Compress the spring with a wood clamp. Tighten the cable ties as you compress the spring. You can now slip the spring on the threaded gear shift with the correct washers. Put on the brass nut and tighten slightly. Cut the cable ties and pull them out with a good pair of needle nose pliers. Now adjust the tension on the spring to provide positive clicks on the detentes. Put on the gear shift idler arm, making sure you have it in the correct orientation. Put on the lock washer and replace the simple nut with a locking nut. Triple check your work, moving the lever a number of times. Start the engine and make sure that it is actually working correctly with the engine running. BEFORE you shift into forward or reverse, make sure you are correctly tied fore and aft to the dock."

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ENGINE OVERHEATING

Harvey also speaks to a problem he has experienced with overheating of his Perkins 4-108. "Overheating is such a multi variate symptom that it may be due to a wide range of underlying problems that converge and finally overload the system. Here is a brief description of the evolution of my problem(s).

1) Loose fan belt, stripped bolt on alternator caused slippage. Alternator regulator failing. We thought there was an electrical problem contributing to an error in the reading on the thermometer. Fixed it, but still would overheat.

2) Mechanic replaced salt water pump after he found internal damage, probably due to intake of foreign body.

3) The big puzzle is that the temperature gauge rises to 200 or even to 220 F. At that point my anxiety prompts me to kill the engine. However, the coolant reservoir is not all that hot. I can even open the top of the reservoir, and it isn't even steaming. If I turn off the engine briefly and then restart it, the temperature rapidly drops to 180 F. The general hypothesis that has emerged is that it must be a local problem near the temperature sending unit. I replaced the thermometer sending unit, adding an overheat alarm. Still overheating. Not a transducer problem.

4) Replaced fresh water pump. No difference.

5) Removed thermostat. Still ran hot according to the thermometer!

6) Plugged the hot water heater line to increase flow past the transducer. No difference in overheating.

7) Replaced all exhaust lines found to be defective, but really still patent, so probably not the cause of the problem.

8) Bled the air from the heat exchanger and ran without the thermostat; now it ran cold (120-130 F) – too cold for the health of the engine.

9) Installed a new thermostat and thermostat gasket; sealed the mess with blue silicone. Seemed OK, but in retrospect, didn't test it long enough.

10) Spoke to a mechanic who said it sounded like air in the system. He said that one of the worst cases of air lock happens when the hot water heater is placed higher than the engine. In those instances, it's really important to repeatedly bleed the air from the system. He suggested this be done with several petcocks installed at every 'high' point in the cooling system. Installed petcock on heat exchanger to facilitate bleeding air out of the system. Seemed to help a bit.

11) Neighbor on our dock said I should take out the thermostat completely. Lo and behold, the new thermostat I had put in a few months ago was put in with love and far too much blue silicone gasket material. It had plugged up part of the thermostat. I put on the original Perkins thermostat with a new gasket and the skimpiest bit of silicone. Filled the reservoir, carefully and repeatedly bled the air out of the heat exchanger and hot water line. I have learned to bleed the air out of my cooling system at the heat exchanger in the dark and when I'm fast asleep. Replacing the fixed plug with a petcock valve plug makes that much easier.

12) Ran the engine for two hours at 1800-2100 RPM at about 5.3 - 6.4 knots. Mostly stayed down at about 170 F. At 2100 it did rise to about 190 F, and as soon as I dropped back to 2000 RPM, the temperature went back down to 178 F.

The moral of the story is that there were multiple factors that led to the problem: 1) Slipping fan belt, 2) Damaged salt water pump, 3) Failure to properly bleed the system repeatedly and completely at all points, 4) Gummed up thermostat, and 5) Repeated air lock. About $1000 later, I wonder if the whole thing might not have been solved early on with a proper understanding of how to bleed the air out of the system. But I now have a new fresh and salt water pump, new exhaust hoses, new temperature sending unit, and new overheat alarm. I can only hope that the problem is finally under control."

Alexandra Filia reported a similar situation on ***NIKIA*** (T-37, hull #184). "It was a series of coincidences that caused all our misfortunes. First the original gauge failed, but at the same time the engine was overheating because of unrelated problems (split water heater hose). We fixed the hose and replaced the gauge and the sender with a new one from West Marine. Engine was overheating again and we discovered the cam in the raw water pump had deteriorated and had stripped the impeller. We replaced the cam and impeller, but the engine was still overheating. We bought another gauge (same brand), but the engine was still overheating and the oil pressure started dropping to zero and staying there. Finally, a new mechanic discovered that West Marine (oversight, I'm sure, because I love them otherwise) had sold us a sender that did not match the gauge and the oil pressure instrument sender had packed it in at the same time. After a new temperature sender and a new oil pressure sender, the problem was solved. Of course, because of all the ministrations our Perkins received in the past two years in order to solve the 'overheating' problem, including flushing the cooling system several times, cleaning the heat exchanger, replacing all the hoses, changing the thermostat, fixing the cap on the cooling tank so it doesn't leak a drop, etc., our engine now runs at a slightly lower temperature than it did before all our problems started, but that's OK. It's a great relief not to worry about the temperature anymore."

Former T-37 owner, **Jean-Louis LePendu**, also provides advice on the subject. "After you clean the heat exchanger and flush out the cooling system, add a product to the coolant called Wetter Wet. Auto supply stores carry it. It is supposed to reduce temperature by making the coolant

flow better. It worked on my Perkins 4-108. Also, I took the valve cover off the engine and found tons of gunk. Accumulation of hardened oil and whatever else makes it turn to wax. I scraped it clean and ran an engine flush through the oil; did this several times to dissolve the wax elsewhere in the engine. Used a cheap oil for the flushes and finished with a synthetic oil. Some synthetic oils are blended with regular oil and are not as good as the real synthetic. However, 'fully synthetic' oils can be as little as 65% synthetic due to government labeling laws. Some of the more pure synthetic oils containing 95-99% synthetic are Synergyn, Royal Purple, and Amsoil. These oils do not break down as quickly and do not turn to wax in your engine. The way we run our boat engines is an invitation to oil break down and build up of sludge. My cleaner engine now runs cooler. In fact, my oil doesn't turn to black; it stays relatively clear. I also put synthetic engine oil in my Borg-Warner transmission."

STAYSAIL RIGGING

Kent Lewis, owner of ***QUE TAL*** (T-37, hull #165) opens discussion on this subject. "We still have a self tending staysail, complete with boom. The staysail sheet is led directly back to a cleat on the coach house top next to the companionway. There is no winch available to trim it and never has been. The boat is 20 years old. So far, this has not been a problem, but I haven't been out in winds much over 15 knots. Has anyone needed a winch to trim this sail? I can't believe you wouldn't need one, but I am baffled that no one has installed one before this. I have thought about getting rid of the staysail boom, but I really like the fact that it is self tending. It comes in handy when short tacking up a channel or when I'm single handing. On the other hand, I haven't had to be on the foredeck when it is flopping around in a breeze, so the jury is still out."

Tim Wilt, owner of ***MELIOSA GRACE*** (T-37, hull #114) answers, "Our 20 year old T-37 was completely re-rigged about eight years ago and now has a self-tending boom. We have most of the lines lead to the cockpit; there are three line cleats on each side and one winch on each side. On the portside is the main topping lift, spin halyard, and main sheet; on the starboard side is the staysail halyard, staysail topping lift, and staysail sheet. What happens is when things are up the two sheets are what ends up on the winches, one on each side. The cleats hold the lines that you are not using. The winches are not huge, but put right through the cabin top, one on each side with stainless backing plates. In conclusion, we do have a winch and yes, we use it when it is blowing."

Mike Hilley of ***CHINA PEARL*** (T-37, hull #324) comments, "We have a winch mounted just inside the dodger on the starboard side for trimming the staysail and it has been used on occasion, especially when my wife needs to trim the staysail in a blow. It looks original. I think you will need to add a winch if you expect to go offshore or get into a blow. There can be a lot of pressure on that sail even with the 3:1 purchase power of the sheet (I assume you have two blocks at the end of the staysail boom)."

Dennis Beaudry adds, "Our CT-37 (hull #8) [named ***TAYANA***] had been re-rigged, i.e. new mast, booms, and sails. The staysail had never been actually rigged. I have a Profurl on my headsail and am considering one for the staysail. A lot of 'opinions' say get rid of the boom; it's dangerous and not needed. Will it perform well loose footed with sheets to my extra cabin top spinlocks and small winches? I would need tracks on each outward side of the cabin top, just back of the mast. More opinions needed."

Bruce Walasek on board ***BLACK CORAL*** (T-37, hull #431) states, "We got rid of the staysail boom years ago and don't miss it one bit. Installed tracks on the cabin top and led both sheets to the same side. The tracks are about four feet long and installed at approximately 15 degrees. Backing plates were installed for the tracks. The headliner was removed in that area and re-installed after completion. There is enough space to install backing plates between the deck and liner."

Harvey Karten describes the configuration on ***NIGHT HERON***, "Our 1977 T-37 (hull #84) had been modified to some extent when we bought her. The staysail boom had been removed. A furler was on the staysail, as well as the jib. The staysail was loose footed and attached to the old staysail traveler rod. This gave very bad performance and back winded the main. Two lengths of Genoa track had been mounted on the coach roof, which we refer to as the staysail track. We mounted blocks on that staysail track and found that we could point much better. This required having a separate port and starboard sheet for the staysail. With that arrangement, the mainsheet and the port staysail had to share a winch and/or a cleat. We found that trimming the staysail did require use of a winch. We made the task of tailing the sheets a bit easier by buying those blue rubber 'Winchers'. They cost about $25 a pair, and really do work.

We have made numerous further changes to ease the job of single handing from the cockpit. We ended up completely re-rigging the runs on all the lines and now have a much improved system. 1) We mounted a stainless angle bracket with multiple holes on each side at the base of the mast, using the original holes of the mast plate. I replaced the bolts on the base of the mast bracket with slightly longer bolts of similar strength. The advantage of the angle bracket is that this permits me to quickly change the number and position of various blocks. 2) I replaced the main halyard with a new longer halyard that goes all the way back to the cockpit. I ran it to the base of the mast, through a turning block attached to the angle bracket. The main halyard now comes back to the cockpit on the starboard side. In order to have a clean run of lines, I mounted a quad sheath deck organizer in place of the single pad eye next to the butterfly hatch. The halyard then

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runs through a bank of three Lamar rope clutches (the other two clutches are for reefing lines). The halyard then runs to the original winch on the starboard coach top for raising and setting the main halyard. Once the main is raised, the rope clutch holds it in place and the winch is free for use with the starboard staysail sheet.

The treatment of the port staysail sheet required a strategy for handling the main sheet. (See ***TOG News***, issue #86, p. 10) By replacing all the blocks required for rigging the mainsail, I can now control the mainsheet without a winch, which frees the port coach top winch for the other staysail sheet. The only time I have to struggle with a staysail sheet winch is if I have to reef while on a port tack (and therefore using the starboard winch). At that time I am usually relying on my staysail and have to free up the winch on the starboard side for use with the main halyard. I then remove the staysail sheet from the winch, head up a bit to soften the tension on the sheet, tie it to the cleat while I work the halyard and reefing lines. Once the reef is set or shaken, I then replace the starboard staysail sheet on the winch.

I am in the process of testing a slight change in the run of the mainsheet. At present the cam rides with the traveler car, which can occasionally strangle an unwary person in the companionway. I have tested running the mainsheet forward to the base of the mast, aft to the deck organizer and to a new type of cam cleat the Spinlock PBX0161 (I think that's the number) on the coach roof. This should not significantly increase the load on the mainsheet, as all blocks are ball bearing. If this continues to be efficient, I will have managed to solve the original problem with the staysail winches, and as a bonus, solved the mainsheet problem, the topping lift problem, and the reefing line problems. If there are people who would like to know more about how I modified the reefing lines, please contact me by e-mail at <hjkarten@ucsd.edu>."

Mike Hilley on ***CHINA PEARL*** (T-37, hull #324) adds, "I decided that my original lovely wooden blocks really belonged in the museum! I regretfully replaced them because I didn't think they were safe. Have you ever had a block explode? Fortunately the one we had blow was at the head of the genoa. There is a lot of friction in an old worn block."

Bryan and Linda Biesanz on ***TUNDRA SPIRIT*** (T-37, hull #405) removed their staysail boom. When they inquired about having a new staysail made, it was recommended that they move the staysail aft about 1 ½ feet. The thinking here is that it would enlarge the gap between the forestay and the staysail stay, making it easier to bring the Genoa through on a tack. "We are roller furled with a 110 headsail and hanked on with the staysail. Most of the time we pull the 110 in about half way before coming about, then let it back out. Of course this is a pain."

Bob Hughes on ***BRIGHT STAR*** (T-37, hull #296) comments, "My sail set-up is exactly the same as Bryan's, only I have the staysail on a boom. I have a club foot on my staysail. My sheet is at the mast end of the club foot and goes to a block just in front of the round stainless bar and then back to the winch on the starboard side of the cabin top. One note is that I have made a roller for the stainless bar. I used a long D shackle and put a replacement block roller on the long D. This roller acts like a block on the bar and lets the whole system work as it should. I looked at a roller for the staysail, but instead put a reef point in the staysail for heavy weather. I have a third reef point for the main and these reefs serve as my heavy weather sails. So far, I love the club foot. It was originally put there for good reason and I use it to help get the jib to blow through; the self tacking feature is nice, too. I have never had a problem with the jib blowing through the gap. The 110 gives the boat lots of drive in light air, as the T-37 has a good sail area ratio to start with. I did rake my mast forward before I changed sails to take out some weather helm and now the boat balances extremely well. My new suit of sails made a world of difference in the sailing ability of my T-37."

Jim Coolbaugh on board ***ASYLUM*** (V-42, hull #156), chimes in, "We also have gone around and around about dumping or keeping the staysail boom. We finally kept it since we like the self-tending aspect, and put on a new hank-on staysail. We read somewhere about how much easier tacking the Genoa is, if the staysail is sheeted tight. We have a 120 furling Genoa, and without the staysail up, it is a pain to tack (especially in light air), although we can do it. Friends with a 130 have a lot of trouble. I have heard of someone on a V-42 who removed the boom and moved the staysail traveler back towards the mast to handle the sheeting with a single line. I've never heard of anyone moving the stay, though."

John and Susan Pazera, owners of ***COMPANIA*** (V-42, hull #117), remark, "We are thinking of replacing our staysail boom with roller furling. Our head sail is already on furling, and I agree it is a pain when tacking. My thinking and that of my sail maker is that the boat should tack a lot easier with staysail roller furling. Less friction."

SEA HOOD & MAIN HATCH REMOVAL

Robert Lindy, owner of ***FREYJA*** (T-37, hull #342) writes, "We have the obligatory bit of leaking around the main hatch, which is itself protected by Tayana's heavy teak (not plastic) sea hood. **John O'Keefe** of ***ODYSSEA*** describes briefly how to remove exposed hatch slide-rail screws with the hatch shut, then move the hatch open and remove the remaining screws (***TOG News***, issue 89, p. 80). With the full

sea hood this won't work, and we may have to remove the hood to get at the track screws. Is it possible to remove the sliding hatch cover without removing the sea hood? If so, how? If not, how does one remove the sea hood? We've explored a couple of the teak bungs on the hood to see if they cover fastenings to attach the hood to the hull, but have found none. I'd rather not have to demolish a handsome and useful item just to get rid of a couple of minor leaks. Any advice or experience reports will be very much appreciated." Reply to TOG for sharing or directly to Robert by e-mail at <RMLindy@aol.com>.

SPINNAKER RIGGING

Mark and Bev MacMahon, owners of ***SABBATICAL*** (T-37, hull #563) are looking for information. "We have recently purchased a cruising spinnaker, but now are having difficulty deciding where and how to install the necessary hardware, particularly the tack downhaul. The best location would seem to be somewhere in the middle of the bow pulpit platform, but that is not an attractive alternative. We would be interested in hearing from anyone who has found a good solution to this dilemma." Respond to TOG for sharing or directly to the MacMahons at <docbev@whro.net>.

HAWSE FITTING

John O'Keefe, owner of ***ODYSSEA*** (T-37, hull #63) questions, "This summer I will remove all the hawse fittings in the bulwarks to recaulk and, if necessary, to epoxy seal around the hawse cutouts to prevent any water getting into the bulwarks. Has anyone ever removed one of these fittings? Did you find that the actual cutout made was open to the bulwarks or was it glassed over and sealed similar to the cabin port cutouts? How did you reinstall the hawse fitting? I know that the head of the bronze pins or rod must be drilled out and the rod knocked out, but how do you reinstall them and get a tight fit? Did you just peen over the end of the new bronze rod and keep hammering the ends until the fitting is tight against the bulwark?" Respond to John at <PETREL5188@aol.com> or to TOG for sharing.

WEATHER STRIPPING

John also recommends a source for weatherstripping. "Try this company for all your weatherstripping requirements for the butterfly hatch, ports, etc. They have a website at <www.wefcorubber.com/AboutUsFrame1Source1.htm>, but you will have to call them or you can send them a piece of what you need and they will match it up. The prices are much cheaper, as you get it direct from the manufacturer."

ENGINE SHUT DOWN CABLE

Britt Solomon queries, "I am the new owner of ***WILD HUNTER*** (T-37, hull #470). Her new name is ***SEA OTTER***, but she is presently 700 miles away. I would like to find out the length of the engine shut down cable. The engine is the Yanmar 3QM30." Please respond to Britt at <paa9327@exmail.dscp.dla.mil> or to TOG for sharing.

METAL CLEANER

Your editors, **Rockie and Bill Truxall** report, "I'm sure most of you have run across these vendors at boat/home shows that demonstrate everything from food processors to ... 'gizmos'. Rockie and I were at the 2000 Annapolis Sailboat Show and stopped for a minute at a booth where a cleaner, Metal Clean was being used to clean many different things. Now we have a closet full of cleaners, but I was impressed with how well this stuff cleaned vertigris off metal. So, I bought a tube - almost $18.00 - but the fellow demonstrating it just took a tiny bit on the end of his finger, rubbed it on, buffed, and it was clean. The second test was to bring it home and see if it worked there. One of the first things I used it on was about 50 pieces of old silverplate flatware that had been stored and were badly tranished. They cleaned up beautifully. I've since tried it on brass, chrome, almost anything, and it leaves a finish like a polish. Try it on your boat railings, ports, controls, lamps, bells, props, etc. It will clean/deoxide fiberglass, too. I recommend it to anyone. The distributor is Bill Schell, who can be reached toll free at 1-888-647-8786. He will give you a group discount if you tell him you belong to TOG. Metal Clean comes in a 6.3 oz. tube for $17.95 or a 32 oz. can for $39.95. Good stuff!"

T-52 QUESTIONS

Darrell and Julie White are the new owners of ***DESDEMONA*** (T-52, hull #19) and are looking for answers to the following questions: "What is the height of the boat from deck or waterline to top of the mast? What would be a good location to install a 12V watermaker? Any help would be appreciated." Please reply to TOG for sharing or directly to Darrell at <DWhite8686@aol.com>.

WINDLASS

Charlie and Elaine Williams, on board ***WALKABOUT*** (T-37, hull #320) inform us, "We just replaced our Lofrans windlass with a Progress 1 model that is for sale on eBay for $675. We paid about $1100, discounted at Boat/U.S. There are several on eBay right now – rejects from SeaRay. A very big savings for a very good product."

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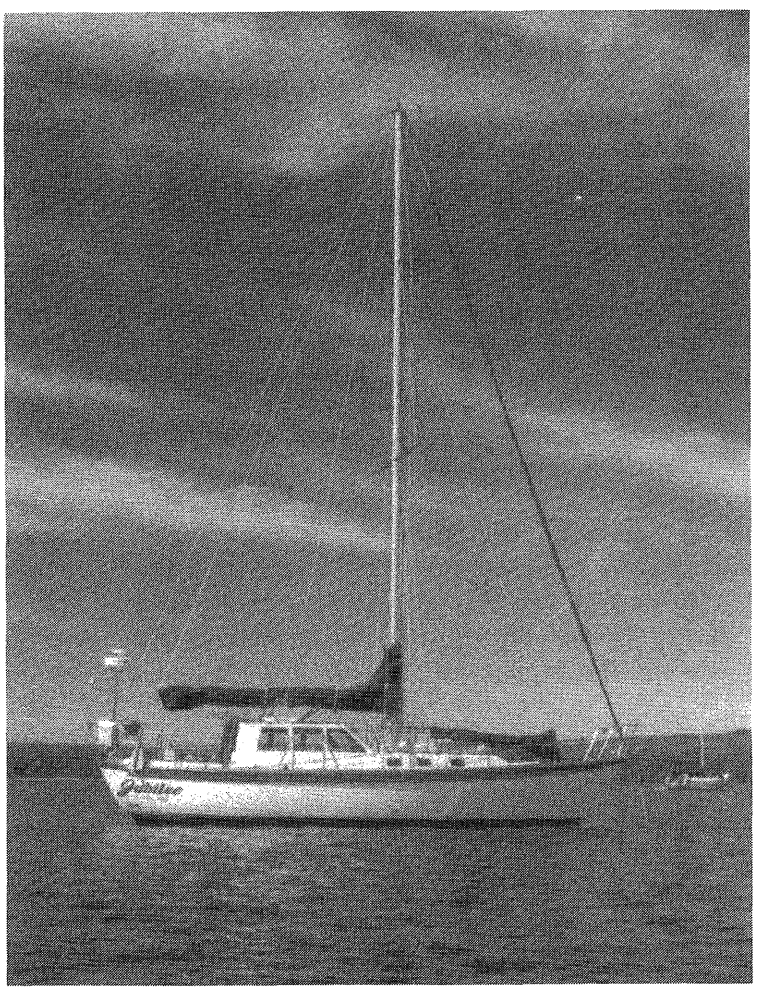
Shirl and Tom Maxsom report from at sea, "***HARMONY*** (V-42, hull #20) is leaving Coiba, Panama this morning direct for El Salvador. We want to encourage cruisers to enjoy Panama as we have. Contrary to the dire reports on the Panama Canal, it is still working fine. No delays, cost is up, but the canal area is cleaner, with lots of new construction. *HARMONY* transited in one day from Colon to Pedro Miguel. Canal traffic is down compared to eight years ago when we first passed this way, but cruiser traffic is very much increased, as were the number of boats in the San Blas Islands. This completes our third trip through the canal, enjoying both sides of the country very much, the San Blas Islands in the Atlantic and the offshore islands on the Pacific side. *HARMONY* spent two nights at Isla Coiba this trip, the island we all avoided previously because of the prison located there. The new guide books report the prison closed, however, they were premature. This prison is still in operation and has five separate facilities housing about 150 major criminals. We went hiking on the northern point, which is a park with a guide and guard. Coiba is a relatively untouched jungle, with interesting birds and animals. The park is visited by Explorer Cruises and local sport fishermen in the dry season. The Smithsonian Institute occupies Isla Rancheria, another offshore island adjacent to Coiba. Be careful of the strong currents that sweep the anchorage. Set your hook well in about 30 feet of water with sand bottom, just off the park headquarters. The cost for *HARMONY* and two people for two days was US$75." (1/01)

Miles and Anne Poor note, "***KARINA*** (T-55, hull #57) and crew left Galvaston, TX last December [1999]. After crossing the Gulf of Mexico to the Dry Tortugas, *KARINA* headed for Miami and then on to Nassau. From there it was back to Miami and then on to Baltimore for the Tall Ship Reunion. We are now back in Miami after another New Year in Key West. Summer plans are for the Chesapeake [Bay] and on to Canada. See you all out there." (1/01)

Terry and Donna Rabbage pen, "We moved onto ***SNOW*** (PH-37, hull #269) last September when our house sold and are currently at the dock in Homer, AK, where the road meets the sea (60 degrees north) preparing for cruising. This year's plans include Kodiak Island, Kenai (pronounced KE-ni) Fjords, and Kachemak Bay. We've been there before, but haven't done it all yet. We'll eventually sail south across the Gulf of Alaska to Sitka, Juneau, and points beyond. We look forward to meeting many of you in our travels." (3/01)

Bill and Judy Rohde, recently replaced their V-32 pilothouse, ***SUPERIOR PILOT***, with the purchase of a V-42 pilothouse, the only V-42PH known to have been built. They relate, "***JUBILEE*** (formerly named ***CALIFIA***) is a 1990 standard aft cockpit deck mold with a custom TaYang-molded pilothouse glassed in place of the aft part of the cabin (photo below). Forward she is fairly conventional – V-berth up front, with shower and head adjoining to starboard. To port is an L-shaped galley with the reefer/freezer comprising the L part in the aft-most section of the galley. Opposite the galley and just aft of the head is a small L-shaped settee with built-in cocktail table. Aft of that is a wide double, which we call the underbunk, as it tucks under the pilothouse settee, much like a quarter berth tucks back under lazarette seats.

The pilothouse has opposite forward-facing seats up front, with steering, engine controls, etc. to port, and a nav table, RADAR, GPS, etc. to starboard. Behind that to starboard is a raised U-shaped dining settee, so you can easily see out 360 degrees while eating or lounging. Across from that is a full length settee that pulls out to make an extra berth, should you invite too many people aboard for overnight.



As a one-owner boat, *JUBILEE* was in reasonably good condition when we bought her. Last year, after trucking her from San Francisco to Lake Superior, we spent a fair amount of time "reassembling" after transit, adding a three-blade MaxProp and Lofrans anchor windlass, and taking care of a number of miscellaneous maintenance items. This winter we're having a custom stern rail built with integral davits by St. Croix Davits in Bloomington, MN, changing the pilothouse dining configuration from its present U-shape to a dinette, so we can more comfortably seat four people, re-upholstering the pilothouse cushions, upgrading the GPS, adding a cockpit remote on the Autohelm 6000 autopilot, putting on a new North headsail, and addressing several additional miscellaneous items on our list. By then we're hoping we can kick back and enjoy. This summer's plans call for some wilderness cruising in the remote regions of northern Lake Superior. We expect to make our retirement cruising break sometime in the next five to six years.

If anyone is interested in a V-42PH, TaYang will still build one. We had been negotiating on a new one in 1999, when we found *JUBILEE* for sale in Alameda, CA. The price on a new V-42PH was about $100K less than the asking price for the new V-43/44PH. Which one you like better is a matter of taste. Certainly the new 43/44 provides a bit more space than our 42, but we're finding our 42 foot to be just about the right amount of boat for us. When we were looking for a larger boat, one thing was non-negotiable – she had to be a pilothouse. Having sailed our V-32 PH for 10 years, we've been sold on the pilothouse concept, especially for Lake Superior cruising." (1/01)

Les and Lee Price bought ***HALLELUJAH*** (T-37, hull #520) in August 2000. They communicate, "The boat is now named ***HIGH JINX***. We are to leave Ft. Lauderdale the first week of April, heading to the Caribbean. Preparations have been fast and furious, but we should be departing on schedule." (3/01)

Mike Rose e-mailed, "Good news and bad news. We have sold ***PACIFIC GRACE*** (V-42, hull #168). I returned to Cartegena and sailed her back to Puerto Vallarta, Mexico, a much easier place from which to market a boat. I sold it within 60 days and received my price. We do not know about our future boating plans, but we did purchase a home on Bainbridge Island in Washington [State] to be close to the water while my wife continues her fight [with cancer]." (3/01)

New member, **Greg Sickler** writes, "In December 1998, I purchased a T-37 (hull #371), named ***ODYSSEY***. I relocated the vessel from Baltimore, MD to Annapolis, MD and re-named her ***SEVEN THUNDERS***. I live on board at anchor on the waters of Back Creek in Annapolis." (2/01)

Blanche and Geren Thomas relate, "Welcome to the ***SOFT TOUCH***, formerly known to all of the Tayana Owners as the ***TIGER LILY*** (T-37, hull #564). The Websters said goodbye to their favorite cutter in July 2000, and passed the "sheets" to us. After a few months in Tampa Bay for some maintenance, the *SOFT TOUCH* set sail for Daytona on her maiden voyage (see photo below) and her new home port at the Halifax Harbor Marina. She is a beauty and we have learned to love her already. We put her through a demanding two and one half months of tough sea and various ports of call, which included Ft. Myers, Naples, Key West, Marathon, Miami, Ft. Pierce, Titusville, and Daytona. We are looking forward to the Bahamas and points south in the near future, that is as soon as the co-captain gets the teak done. Hope we see you all at sea some day soon." (3/01)

Charlie and Elaine Williams, on board ***WALKABOUT*** (T-37, hull #320), pen, "We still find ourselves in Jacksonville, FL, due to a busted windlass that was discovered shortly before we were ready to leave! [It] took weeks just to remove it from the boat, due to corrosion. We hope to leave for Southern FL and/or the Bahamas by some time in March. Our plan is to be back in the Chesapeake Bay this summer – in [Washington] D.C. for the 4th of July." (2/01)

Spring Recommissioning After Layup

This list is put together from a number of sources, including the T-37 Manual. For many, especially live-aboard cruisers, the list may not be pertinent, because you continue to be "commissioned"! If you do not already have all your manufacturers' booklets for all the equipment on board in one location (as in 3 ring binders), now is a good time to do that. Get them out and review them for preventative maintenance routines that should be accomplished after layup or periodically.

If you would like to have a copy of a routine preventative maintenance schedule made up by a TOG member, we have one available for the asking.

1. Inspect hull sides and bottom for fiberglass defects such as chips, delamination, blisters, or other damage.

2. Check all through hulls, fittings, and connections. Inspect transducers and ground planes; make sure they are paint free. If necessary, you may want to disassemble some through hull valves, clean and inspect them for proper operation. (Note: Be sensitive to the old adage, "If it ain't broke, don't fix it!")

3. Check the rudder condition, bearing, ease of operation and integrity. Check the propellor, shaft, and strut.

4. Check hull, rudder and shaft zincs; replace if necessary.

5. Clean and paint bottom with anti-foulant paint. Check instructions as to when the boat should be launched. (Some paints require launching within 48 hours.)

6. Clean sides and apply one or more coats of good boat wax.

7. If batteries were removed, recharge and reinstall them, being careful to observe the proper polarity when hooking them up. Strap them down in their battery boxes. Check connections to shore power and chargers.

8. Check any notes you may have made on decommissioning, and take action on items required to be completed before launching.

9. Launch, making sure all your seacocks are shut, then open them while you're still in the sling to check for flooding.

10. Check standing rigging and their fittings for fishhooks, fatigue, and corrosion.

11. Check the bedding of all deck fittings, chocks, winches, cleats, windlass, stanchions, chainplates, tracks, and blocks, as well as for cracks, discoloration, and drip stains. Inspect and lubricate as per manufacturer's instructions. If you're still using the wooden blocks, carefully check them to make sure they will withstand the tension of abnormal use.

12. Check ladders for safety and ensure securely fastened.

13. Check lifelines for tightness and for potential corrosion under the plastic sheathing.

14. Check mast and spreaders for corrosion/evidence of rot (wooden mast), and integrity of fittings.

15. Check running lights for proper operation.

16. Bend on sails, check for tears, dirt, chafing or mildew, and clean or repair as necessary.

17. Remove all halyards and sheets and check for wear or broken threads. If they're stiff, they may be washed in a clothes washer on gentle with a little liquid fabric softener, no soap! And let air dry.

18. If engine was drained, replace or shut all drain cocks and tighten caps. Fill and bleed engine cooling system if required.

19. Fill fuel tank and bleed fuel system as provided for in your engine manual.

20. If transmission, propellor shaft, bearing or coupling were removed or modified, check engine, engine mounts, and shaft alignment.

21. Check engine hoses, fuel lines, and all engine room equipment.

22. Check the exhaust lines and mufflers for corrosion and leaks.

23. Change oil and fuel filters.

24. Replace hot water heater plug and water hoses.

25. Check water tanks for algae or other contamination, and clean if necessary.

26. Flush the fresh water system, then fill water tanks. Check head(s), shower, and basins for leaks. It may be necessary to install that toilet repair kit to correct leakage.

27. Clean and deodorize interior with good household products. Tayanas have great lockers and storage places, so don't forget to clean them also. For the interior teak, wipe down the woodwork and follow with a light coat of lemon oil. It will make the inside look nicer and smell cleaner.

28. It may be time to wash cushion covers, curtains and other fabric. If you just want to deodorize them, or carpets, Fabreeze is great for that.

29. Check your wiring harnesses leading from the electrical panel to ensure there are no frayed wires and the connections are tight. Ensure the integrity of extra panels carrying additional electronic equipment.

30. Make sure that your wireways and boxes are clean, free of moisture and dirt, with no chafing of wires as they go through cabinets or bulkheads.

31. Check all your electronic equipment for proper operation and calibration.

32. Check the anchors, rode, and any additional ground tackle equipment you may have/need.

33. Check the compass and prepare to swing your boat if the deviation table you have is not correct.

34. Ensure you have all current, necessary Coast Guard required safety equipment on board.

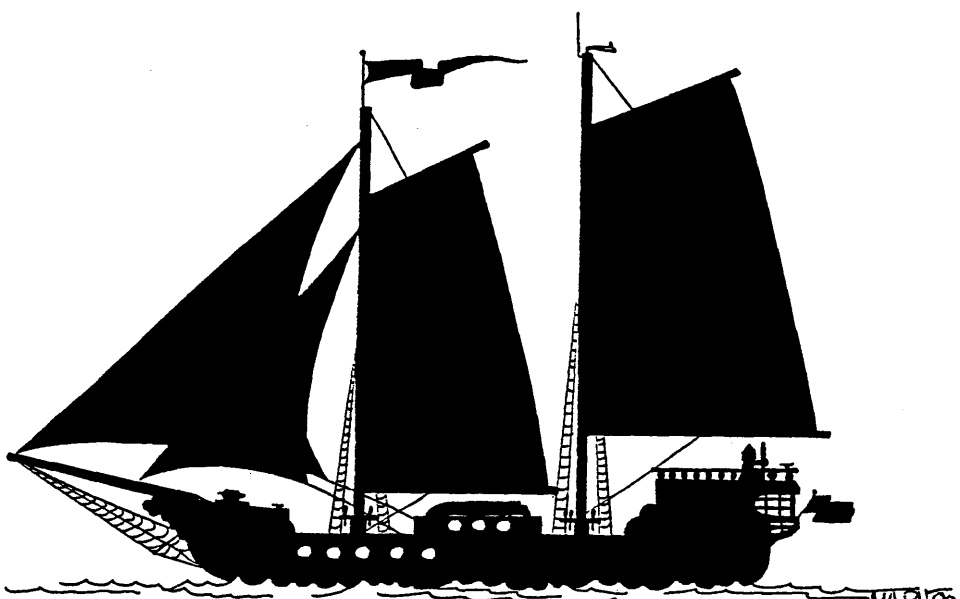
35. Stow all your equipment, consumables, personal items with which you enjoy cruising and find a place for everything. Don't let things lay around that might become missile hazards in rough weather. A storage plan is a good way to organize the interior of your boat; putting it on your computer is even better!

36. If you plan to go offshore, make sure you have a life raft that has a current inspection.

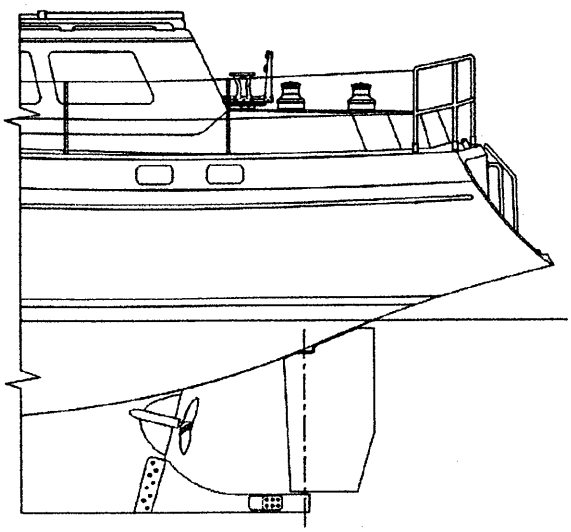
37. Do not leave for your extended cruise quite yet. If you've gotten this far, go out on a sea trial and run everything. Better to have something fail five miles from home port than 500 miles.

38. Ensure that you have proper tools, spares, and parts for everything you will need as you cruise - whether for a weekend or "the big one", plus backup equipment such as GPSs for those who are not sextant proficient, chart CDs for the electronic computer-navigator, etc.

Note Bene: *This is not intended to be a comprehensive list that will absolutely keep you out of trouble. One might look at the list and say that you'll never go out if you have to go thru the whole list. If there are areas that do not pertain to you, they may be operative for other classes/vintage of boats. Others might find the list lacking in a number of areas. If you have something to add to this list or take exception to some of it, please provide your comments to TOG.*



"BUILDING HER WAS MUCH EASIER THAN I IMAGINED.....
GETTING IT OUT OF THE BASEMENT TURNED INTO A DISASTER!"



PROFILE SHOWING SUGAR SCOOP TRANSOM

A significant departure from the traditional V-42 is shown above, providing a modern flair to the T/V-46 Passagemaker pilothouse stern. *(See page 101)*

New Members

Ira Antonoff, ***LADY RACHEL*** (T-37), Seattle, WA
Lee and Nicki Dale, ***OSPREY*** (T-48DS), San Diego, CA
EJ and Stacey Dochoda, ***SOLIDARITY*** (T-37), Houston, TX
Ed and Dicki Fahy, ***SHAGGY DOG*** (T-37), Jacksonville, FL
Marvin and Carlene Fenner, ***[No boat information provided]***, Hemet, CA
Robert and Jackie Jones, ***SPIRIT*** (T-37), Naples, FL
Greg Sickler, ***SEVEN THUNDERS*** (T-37), Annapolis, MD
Geren and Blanche Thomas, ***SOFT TOUCH*** (T-37), Daytona Beach, FL
Darrell and Julie White, ***DESDEMONA*** (T-52), Clearwater, FL
Jim, JT, Beth, and Kathy Wilcox, ***ROY*** (T-58CC), Tacoma, WA
Jordan Wulff, ***SKYBIRD*** (T-37), San Diego, CA

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Address correction requested