
TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME XII NUMBER 100

FALL 2003

ASYLUM inmates find solace in San Blas Islands

by Katie Coolbaugh

A year ago, we published Jim and Katie Coolbaugh's cruising experiences in and around Venezuela aboard ASYLUM, their V-42, hull #156 (see TOG News, issue #96). They have been cruising the Caribbean for six years now and delight in those areas that are unspoiled by advancing civilization. Their latest adventures come from the San Blas Islands.

It is July 2003 and we are in the idyllic San Blas Islands of Panama where we usually don't know what time it is, rarely know what day it is, and the weeks slip by unnoticed. After the teeth-rattling, bone-bouncing bash from Haiti in June last year and our run-in with thug-cum-pirates in late September in Colombia, we were looking forward to some seriously dull, uneventful times ahead. And, while these past months have been neither dull nor eventful,

they've been *muy tranquilo* in comparison.

We left Cartagena in mid-January after 3 ½ glorious months there. On the one hand we hated to leave its comforts and charms, but on the other, we were ready to be out of a marina swinging on the hook in the fabled blue-water, palm-infested, white-sand islands of the San Blas. In Cartagena one of our slip-mates was *ITHAKA*, with Bernadette and Douglas aboard, she the former editor of *Cruising World* magazine. They were headed back to the San Blas at the same time so we ended up traveling with them for about two months—an immeasurable cruising treat for us.

For most people, Panama is known for two things: the Canal and our famous spat with its notorious thug, Noriega, back in the late 80s. The San

Blas should be added to the list! This jewel chain of 400 islands—many small enough to leap across—and coral reefs stretches about 130 miles along Panama's Caribbean coast. The vast majority of the islands are uninhabited, and on those that are (habited, that is) live the Kuna Indians, an indigenous tribe of about 70,000. They're a stout (second only to the pygmies in shortness of stature), tenaciously traditional bunch, always described in the guide books as "fiercely independent." In 1925 they staged a sly rebellion against the Panamanian government—which they celebrate and reenact every year with faithfully rendered street theater—and became the "autonomous region" of the San Blas (Kuna Yala in their language).

This is a place to which time just hasn't paid much attention. The people still live in thatched huts, one for sleeping (in hammocks) and another for cooking (over wood fires kept alight with four large logs that lie on the hut floor and are pushed into the fire as it needs more juice). Some villages now have generators, but many of the small ones don't. When the sun goes down, the people may burn small lanterns, but mostly the village is just dark. There are no cars, only dugout canoes (*ulu*) which many islanders row long distances to collect water when their island has no



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TOG Notes

We again must comment on the future of TOG. The tardiness of the Fall *TOG News* may give one the impression we have already abandoned TOG. That is not the case. We have had other priorities due to Hurricane Isabel and family matters. We still are planning to shut down TOG after the publication of the next newsletter, which will be in the mail shortly after 1 January 2004, unless someone steps forward rather quickly.

We have had a number of members, including the founder of TOG, **Norm Demain**, suggest that perhaps some of the functions can live on if they were divided among several people. In response to that concept, we have broken down the present operation of TOG into various categories with an estimate of the hours we spend quarterly in each element. We know that not all components have to continue, but we would be very happy if some may survive our departure.

Production of the newsletter - includes assembling the data, writing and editing, inputting the newsletter together on the computer (we use Aldus Pagemaker 6.5), printing it out, proofing the copy, putting it on a disk with a camera ready copy, and carrying it to the printer. When we pick up the 500 copies, we print out address labels, and on two occasions annually, place an insert in the newsletter, stamp and seal the newsletter, and take it to the post office. We spell this out because in order to conserve funds and minimize error, we do all the work of the mailing ourselves. You may note that all newsletters are sent first class so members are assured of receiving the newsletter even though they have moved and may not have notified TOG.

Time consumed quarterly - 175 hours

Maintenance of the web site - includes updating the web site at least quarterly. The greatest time is consumed in the Ship's Store section.

Time consumed quarterly - 10 hours

Maintenance of the data base - This includes updating the database (Microsoft Access 2000) to open a file for new members and update files from members that have moved or whose status has changed.

Time consumed quarterly - 12 hours

Production of other TOG documents - These include T-37 and V-42 Owners Manuals, TOG Index, annual editions of the TOG Roster, E-mail Address listing, and Hailing Guide. These annual publications are developed from our data base, copied, stamped, sealed, and mailed; these are prepared as a separate mailing, based on the members individual desires. Also we have just initiated a new listing of boats by hull numbers.

Time consumed quarterly - 15 hours (average)

Business management - This involves maintaining the bank account and the financial (Quicken 2000) records for the business end of the organization.

Time consumed quarterly - 5 hours

Member services - We answer telephone, internet, and mail queries regarding Tayanans in general, the group, and specifics on boats and equipment. We maintain a repository of equipment and boat reviews. We prepare introductory kits for all new members that provide information about the benefits of TOG membership.

Time consumed quarterly - 20 hours

Support social activities - encouraging rendezvous and member interaction.

Time consumed quarterly - 3 hours

TOG Gear - We maintain an inventory of gear by ordering and mailing requests for shirts for T-37, V-42 (center and aft cockpit), golf shirts, cozies, and pennants all with the TOG logo to engender camaraderie among the members.

Time consumed quarterly - 5 hours

This amounts to 245 hours a quarter or about a thousand hours a year. This is a half a man year! Now one could take umbrage with the individual times ("Oh, I could do it much faster . . .") but this is the way we have done it. We have tried to accomplish the tasks with the minimum expense of equipment and cost, and a maximum of error-free materials that enhance the members enjoyment of their Tayanans.

Those who suggest that an on-line newsletter would suffice should consider that we receive many comments from members that implore us to retain the printed newsletter, so they can "curl up in the cockpit and read it from cover to cover". Actually, it appears that a majority of members prefer the printed form. Additionally, less than a quarter of the membership is "heavy" into computers, and many are cruising with real constraints on the size of their e-mails.

Comments and suggestions as to what the membership may consider important and other ways to provide members with a meaningful product are certainly welcome.

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

Rendezvous Roundup

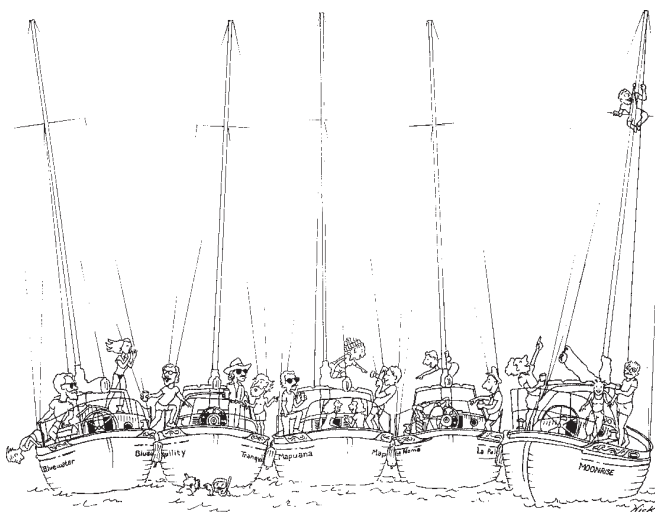
We always encourage this social aspect of TOG to facilitate camaraderie among folks with common interests, goals, and dreams.

San Diego, CA

The weekend of 26-28 September found area Tayana owners gathered at the call of **Dan and Kay Peter** of **Cabrillo Yachts** for their sixth Annual Tayana Rendezvous in La Playa Cove in San Diego Bay.

Those attending with their boats were **Paul and Denise Spicer** on **SOUTHERN CROSS** (V-42), **Nick Sciarro** and **Mary** on **ECLIPSE** (V-42), **Bill Chapman** on **PEREGRINE** (V-46PH), and **Roger and Tokiko Blakely** on **NEWHORIZONS** (T-55). Those attending without boats were **Charlotte Maure and Bob Schilling** from **WHISPER'S ECHO** (T-37), **Jim and Margo Panke** from **KAYLA SAKAE** (T-37), **Tom and Suzanne Starks** from **THREE BAGS FULL** (V-42), **Ed and Sandy Letzring** from **ABRACADABRA** (T-52), **Bill and Maureen Tieman**, and **Dot Heron**. What a respectable group!

The festivities began Friday night with a cowboy steak fry. Saturday was highlighted with a three hour cruising tour of San Diego Bay on board one of Cabrillo's motor yachts, allowing ample time for sea stories and other boat talk, followed by a full blown Hawaiian Luau, complete with a roasted pig and attendees adorned in tropical apparel. The martinis were plentiful, causing the women to be held hostage. Check out the headlines and a complete photo-



graphic report on the Cabrillo Yacht web site at www.cabrillo-yachts.com. Despite the limited numbers, the joy of boating friendships and hilarity of the group insured a lot of fun for everyone.

The traditional brunch on Sunday morning at the San Diego Yacht Club capped the weekend. We thank Dan and Kay for always hosting a first class rendezvous event.

Chesapeake Bay, MD

Contrary to our last report, there will be an on-the-water Tayana Rendezvous on the Chesapeake Bay this year, thanks to **Sandra and Coleman Blake** on **TRAVELER** (T-37) and **Dayton Eckerson** on **MISTRESS** (T-37), who have volunteered to host the event in Whitehall Creek north of the Severn River on 1 November. Look for the full report of this first ever Halloween Weekend Rendezvous in the next issue of **TOG News**.

Pictured l-r, front row: Tokiko Blakely, Paul & Denise Spicer, Charlotte Maure, Bill Chapman; middle row: Roger Blakely, Dot Heron, Robert Schilling, Susan Starks; back row: Margo & Jim Panke, Maureen & Bill Tieman, Nick Sciarro & Mary, Dan Peter, and Tom Starks. Photo taken by Kay Peter.

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>.

ALDEBARANII, a 1988 T-37 MK II (hull#550) is for sale by original owner. With her black hull she stands out from the crowd. Loaded with all the gear for world cruising. There is just too much to mention here, so check out her very own web site at <www.tayana37.iwebland.com>. She is available in St.Maarten, ideally placed to start your Caribbean cruise. Easily reached from the U.S. Contact Derek and Marilyn Hodge at <der@budmar.an>. (4/02)

CAPRICORNIV, a 1981 T-37 (hull#275) is for sale in Mazatlan, Mexico. She has a Perkins 4-108 engine, aluminum mast and boom, fiberglass decks, extensive ground tackle with windlass, five sails, roller furling on forestay, Aries windvane, below deck and wheel autopilots, Carib RIB w/ 15HP outboard, motor hoist, life raft, RADAR, SSB, 1500w inverter, 120 amp alternator, 3-stage regulator, e-meter, two 75 and one 55 Siemens solar panels w/regulator, VHF, depth sounder, KL, wind speed, wind direction, GPS, BBQ, microwave, 3-burner stove w/oven, Adler/Barbour fridge, water maker, AM/FM radio w/CD, TV w/VCR, varnished interior. Sale price of \$85,000. E-mail **Bob and Mary Penney** at <svcap4@aol.com> for complete information and pictures. (1/02)

CARIBAN, a 1987 MK II T-37 (hull#537) is for sale by original owner **Chris Arndt**. **CARIBAN** is currently hauled out in St. Augustine, FL and can be easily inspected while out of the water. A great boat outfitted for offshore cruising, including: factory upgraded Yanmar 44hp engine, new standing rigging, ProFurl jib furling from cockpit, Harken lazyjack system for main, and maststeps. Complete sail inventory includes a custom made Genoa, storm trysail, and free-footed staysail. Electronics include: Furuno RADAR, GPS, VHF, depthsounder, and Blipper RADAR reflector. Factory upgrades include: Lewmar self-tailing winches, teak taffrail, teak bulwark with decorative carving, and Chinese spruce staving in quarter berth. Fiberglass fuel tank replaced factory original cast iron tank. Owner sailed **CARIBAN** from St. Thomas to Ft. Lauderdale, FL in 10 days burning only 40 gal. of diesel. The first \$95,000 takes it sailing over the horizon. No broker involved. Contact Chris directly at (949) 498-8282 or e-mail <arndtdoyle@yahoo.com>. (2/01)

ECLIPSE I, a Canadian registered, 1984, aft cockpit V-42 (hull #87), with drop roof, in outstanding condition is for sale by **Don Foster** for \$140,000. Extensive extras include: Perkins 4-108 engine, 125 amp alternator w/3 stage regulator, 800 amp plus Trojan wet cell house batteries, 200 Heart inverter w/remote, all Datamarine instruments, Cetrek and Autohelm autopilots, new upholstery in 2000, new mainsail, new dodger in 2001, new sailcover on staysail, Lazy Jacks, safety teather, all lines lead aft, 8 Lewmar self-tailing winches, 3 anchors, 300 feet of 5/8 inch nylon, 300 feet of 3/8 inch chain on Maxwell electric winch, ProFurl on yankee, 3-blade Maxi-prop, rigid floor inflatable w/10HP engine, TV, VHS, stereo w/4 speakers, Furuno GPS, LORAN, SSS-222, VHF, hailer, beautiful interior with raised U-galley and double berth on starboard side, and tons of storage space. Log onto <www.saltworkscreek.com/eclipse.htm> for pictures. Contact Don by e-mail <daddydon@cceconline.net> or call (410) 263-3370 in Annapolis, MD. (1/02)

ENIGMA, a 1983 T-37 (hull#368) is for sale in Daytona Beach, FL. She has a Perkins 4-108 engine with a dual filter system enabling fuel filter changes while engine is running; six sails; Furuno 1830 RADAR; hot and cold running water; shower in head; Force 10 propane stove w/three burners, oven, and two tanks mounted in stern locker; deep dual stainless steel sinks in galley; Simpson Lawrence electric anchor windlass; Forespar whicker pole mounted on mast; Monitor wind vane; nine-foot Seaworthy inflatable w/8HP engine recently serviced; Kenwood HF radio with turntable antenna; Furuno GPS; Ritchie Magtronic Compass; Litton 406 EPIRB; Adler Barbour refrigeration; two Siemens sm-55 solar panels; new standing rigging on shrouds and stays; new running rigging; CQR and Bruce anchors with 250 feet of chain on the primary CQR; stern Danforth anchor; bimini; inverter; 3 battery banks, 2 for the house and 1 starter; battery charger; VHF hard wired into battery system; twin head stays, one with Pro-Furl roller furling with a 130 % Genoa; all attendant sail bags; screens for all opening ports; plexiglass tinted swinging doors for main companionway; recently serviced WP5000 Navico autopilot with remote; and 16,000 BTU reverse cycle air conditioning and heating unit, recently installed. Recent yard work includes 14 epoxy barrier coats, two coats of bottom paint, and installation of a new cutlass bearing. Asking \$80,000. Contact **Marc Duffy** at (386) 424-9720 and/or e-mail <Marc_Duffy@IDX.com>. (3/02)

EUDOMONY (T-52, hull #20) has acquired an in-boom furling system and, as a result, has a mainsail (nearly new) for sale in Ft. Lauderdale, FL. 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)

FREYJA, a 1983 T-37 (hull#342) is for sale for \$79,000 by **Robert and Gerlinde Lindy** and is currently located in Green Cove Springs, FL, just south of Jacksonville on the St. Johns River. **FREYJA** sailed the Great Lakes until 1995, and since has cruised the East Coast, the Florida Keys, and the

Bahamas. She is very well maintained, in excellent condition, and is ready to sail away. A partial list of features and equipment includes: fiberglass decks; recently rebuilt Yanmar 3QM30 (125 hrs.; five sails; four anchors; SL555 windlass; new standing and running rigging; Harken MK II roller furling headsail; newly painted and rewired deck-stepped aluminum mast; Autohelm 5000; Garmin 75 GPS; three Siemens solar panels; new dodger; bimini; 3-burner Shipmate stove w/ oven; AC/DC Norcold refrigeration. *FREYJA* has a comfortable, spacious custom teak interior with exceptional storage for extended cruising. For full details and photos, please visit <www.yachtfreyja.com>. Contact the Lindys via e-mail at <rlmindy@aol.com> or call (513) 325-7009. (1/03)

GOOD DEED, a 1983 T-55 (hull #7) is for sale by the original owners, **Hugo Dunhill and Jack Richmond**. Located in New Rochelle, NY, she has a spectacular custom white interior with teak trim and teak and holly floors; Hood stow away mast; Hood sea furl jib; twin head stays for jib; 6 cylinder, 135HP Perkins diesel; teak/stainless steel rub rail; seven opening deck Bomar hatches; 20 opening SS port-holes; three deck prisms; two heads and two showers, sleeps seven; new mainsails, mattresses, all pumps, toilets, transmission, and running rigging; and more. Priced at \$275,000. Color photos available. Call (212) 873-3513 or (212) 213-9300, ext. 40 or e-mail <adunhill@hdm.com>. (4/02)

JUBILEE, a 1995 Tayana 48 center cockpit (hull #36) is for sale by her original owners, **Jim and Josie Swanson**. She has a dark blue hull, white cove and boot stripes, white non-skid decks, navy blue canvas, and teak rub rails with stainless striker. Commissioned with long distance cruising in mind, you'll find her double master stateroom layout to have all the proper amenities, ie: centerline queen berth, Grunert 110v refrigeration, 32000 BTU of air/heat, Force 10 s/s propane stove, Corian style countertops, on-demand hot water, upgraded fabrics throughout, full cockpit enclosure, teak cockpit table, single lever faucets, beautiful teak dining table, incredible storage, teak & holly sole. Proper offshore gear includes: B&G autopilot, Furuno radar, B&G wind, speed, depth network, 406 Epirb, Ross GPS, dedicated nav station, Westerbeke 7.6kw genset, Rolls batteries, Exide inverter/charger, electric windless, Vetus bow thruster, full batten main, electric halyard winch, Profurl r/f on genoa and staysail, all lines run to cockpit, all winches upgraded, Caribe dinghy w/4 stroke 15hp Honda, Kato s/s davits, drip-less shaft, and the list goes on and on. *JUBILEE* is located in St. Petersburg, FL. Asking \$398,900. For complete specifications, contact Gary Monnell at Carson Yacht at (941) 723-1825 or e-mail: <monnellcyb@aol.com>. (1/03)

KAMALOHA (T-37, hull #542) is offering the following items for sale: 1) Raymarine M92722 mast-mount bracket for 18" (2KW) RADAR screen. Not a tube affair, this is the nice cast aluminum bracket with white powder-coat finish. Almost new; it was only on the boat three months before being replaced with the gimbal-type. 2) CPT II Autopilot. Well used,

but was operating properly when removed after installing a windvane. 3) Grand Deer manual anchor windlass (SL-555 knockoff), original equipment with T-37s and V-42s. Well used, but in operating condition. Includes handle. Make offers to **Charlie Freeman** at (603) 448-0408 or e-mail <cfreeman@alum.mit.edu>. (3/03)

LAIVA (PH-37, hull #204) has installed roller furling on both staysail and jib, and also a stack-pack style sail cover for the main. Therefore, offering for sale a 15' green mainsail cover, 11'6" green staysail cover, and a snap-on-forestay type sail bag for the jib (also green). All are sturdy and in good shape. \$200 for all, plus shipping. Call **Imants Golts** at (360) 379-1676 or e-mail <golts@olympus.net>. (2/03)

LAST/FIRST, a 2000 T-48CC (hull #66) is for sale by her original owner, **Al Colangelo**. This boat is white w/blue stripe and red water line, has completely enclosed bimini and dodger, white non-skid decks, two staterooms and two heads w/showers, master suite w/center line queen bed, and the salon also sleeps three, beautiful matching fabrics throughout, hand inlaid salon table, teak & holly sole, and special gimbal shaded lamps in salon. Equipment includes: 29,000 BTU AC and heat; Grunert 110v refrigeration w/separate freezer; Force 10 stove w/oven; double SS sink w/expensive single lever faucets; Osmosis water purifier; 12 gal. electric hot water on demand; Ray Marine late model electronics and autopilot 6000; RADAR and chart plotters both at nav station and in cockpit; depth finder, wind speed, GPS all connected and coordinated by Ray Marine SEA TALK; VHF radio w/hailer, fog horn, and other signals; four new 4-D batteries; Link 2000 inverter/charger; SELDON in-mast furling; ProFurl roller furling on Genoa and staysail; heavy duty anchor rode w/electric winch; 200' chain on one anchor and 200' rode and chain on second anchor; Yanmar 88HP engine w/turbo; Westerbeke 7.6 generator; Vetus bow thruster; and much more. All lines lead to cockpit and all winches are larger option. WFPHRF rated for racing true cruiser class. Located at Clearwater Beach Marina in FL. \$410,000; may consider trade for smaller boat. Contact Al at (352) 245-0609 or (352) 598-3626 or <magna@peoplepc.com>. (2/03)

LORNA DOONE (T-37, hull #123) has the following items for sale: 1) Danforth standard deep set D-750 anchor; asking \$30, includes 2nd Danforth standard for free. 2) Three fenders (8x30); two in very good condition, one in good condition. Asking \$25. 3) 45 pound CQR plow anchor in excellent condition; never touched the bottom! New is would cost \$545, asking \$400. 4) Cybernet 12v AM.FM cassette power amp/equalizer in very good condition; asking \$200 or best offer. 5) Raytheon Ray-80 VHF radio. Originally sold at West Marine for \$299. It's like brand new, still in the box. Full function, including four scan modes: dual watch, selective scan, all scan, and continue scan. Emergency Weather Alert

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Ship's Store...

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Mode, High/Low dimmer, Channel 16 button, back lit buttons! Asking \$85. Guaranteed. Call **Ray Slaninka** in Red Bank, NJ at (732) 758-0870 or e-mail <rays@bhealthe.com>. (4/02)

MORNINGDEW, a 1983 T-37 (hull #382) is for sale by owners **Pat and Willy Piessens**. Equipped with Yanmar 3QM30 engine w/2000 hrs; a new starter motor; dual Racor filters; headsail and staysail on Schaeffer roller furlers; mainsail on Strong track and has easy jack setup and Quickvang; 5ST and 3 regular winches; 45 lb. Delta, 33 lb. Bruce, 21 lb. Danforth anchors with 200' hi tensile chain; 2x300 ft. rode; Lofrans Tigress electric windlass; anchor washdown, Garmin GPS (2); ICOM 710 SSB; ICOM VHF, weatherfax; Pinoak modem; Datamarine instruments; 6 gph Village Marine watermaker; Monitor windvane; CPT autopilot, motor lift, Force 10 BBQ and cabin heater; 2-burner stove w/oven; Adler-Barbour 12v refrigeration; six 6v house (675 amp) plus 12v starter battery (all new in 2002); Link 2000R regulator with in-charge backup; Freedom 10 inverter; 115A Balmar alternator; Air Marine wind generator; Bottomsider closed cell cockpit cushions; ultrasuede cabin upholstery; tan Sunbrella dodger, bimini, and sail cover; 4 SS dorade vents; 2 butterfly hatches; teak decks; tan hull with blue trim. Currently in Cartagena, Columbia. Asking \$99,000. Contact <wpiessens@aol.com>. (4/02)

OASIS, a 1983 T-37 (hull #352) is for sale by **Belinda and Graham Berry**. She is fully found for extended ocean voyaging, with huge stowage and high output energy and water making systems. Continuously maintained and cared for, she has been significantly upgraded since 1995, when we first crossed the Atlantic to take her home to England. She would make an ideal boat for cruising in Europe, having had VAT paid or for anyone considering a circumnavigation. Currently located on the East Coast of US. For detailed and illustrated specifications, please visit <www.yachtoasis.com>. Contact the Berrys at <yachtoasis@hotmail.com>. (2/02)

PIPER II, a V-42 (hull #1) built in 1979 is for sale by **Don Hendershott**. She has been sailed in the Caribbean for the last 14 years by a marine engineer, who has carried out all maintenance and made extensive modifications and improvements, including a hard dodger/bimini; stern platform with swim ladder; wind generator and RADAR dome; installation of Harken mid-boom mainsheet and traveler; installation of fully battened mainsail with ball bearing track and cars; installation of ProFurl roller reefing for headsail and staysail; repowered with 65HP Perkins diesel with dual 130 amp alternators, each with 3-stage regulators. The deck was awlgripped in 1990; the hull was West system osmosis protected and awlgripped in 2001; the mast and spars were awlgripped in 1999. She was reregged with Staylock fittings and new wire in

the mid-90s. The chainplates were pulled, inspected, and replaced as necessary in 1999. The cabin sole has been refinished with 10 coats of clear Imron. She is lying in Trinidad, a great location for Caribbean cruising. Price \$110,000. E-mail: <WCV4543@sailmail.com> for a complete listing of equipment. (2/02)

RACHEL, a 1986 MK II T-37 (hull #493) laying in Ft. Pierce, FL is for sale, with keel stepped alum mast with mast steps; roller furled head sail & stay sail; self tailing genoa winches; fully battened main (Thurston); Harken bridge traveler; 135% head sail (Thurston); yankee (Hood); staysail (Hood); cruising spinnaker in chute; whisker pole; dodger & bimini; weather cloths; covers for fwd hatch & butterfly hatch; Yanmar 3QM30 fresh water cooled engine (many spares); shop manual & parts book; high output alt and spare 3-step smart regulator; spare stainless steel fuel tank under cabin sole; Spectra 380c watermaker (16 gph); 2 stainless steel 60 gal water tanks under settees; Heart 2000 watt inverter; 15 amp battery charger; Seafrost refrigeration; separate freezer & frig (engine driven & 110 vac). 3-4d batteries (house bank); 1-gp31 (starting bank); Hamm Ferris wind gen (wp-200 w/ spares); Carib dinghy on davits w/ 15 hp Nissan O/B; SGC-2000 SSB radio w/ SGC 230 auto tuner insulated backstay; Icom IC-M45 marine VHF; Raytheon SL-72 RADAR (24 mile, mast mounted); Datamarine knotmeter w/log and water temp; Datamarine depth sounder; Garmin 126 GPS; Garmin 75 GPS; Simrad/Navico wp-5000 wheel-pilot with remote; built in 19 inch color TV; built in am/fm CD player w/ Boston speakers; 3-burner propane stove w/2-20 lb. propane tanks; Force 10 propane heater; Ideal elec. anchor windless; 45# CQR w/250 ft 5/16 ft chain; 33# Bruce w/50 ft 3/8 bbb chain & 200+ ft nylon line. Asking \$110,000. Contact **Butch and Ellen Lebrasseur** at (401) 965-8691. (3/02)

RAPASCAPA, a 1987 MK II T-37 (hull #516) is for sale by original owner. Boat is in East Greenwich, RI year round. Aluminum deck stepped mast, ProFurl roller furling headsail, dodger, bimini, and side cockpit curtains. Teak sea hood and butterfly hatch, brass rub rails, teak swim ladder (folding), Yanmar 3QM30 fresh water cooled engine (very low usage), all manuals and parts books. SS fuel tank (90 gal.) in bilge and 2 SS water tanks under settees. Battery charger, refrigeration (separate freezer), 4-burner Balmar gas stove w/full oven. 8' Achilles dinghy w/2HP Mariner outboard. 16-mile range RADAR, Datamarine 5000 w/cockpit readout, LORAN, VHF, AM-FM stereo, two 20" propane tanks, two anchors (1 Danforth, 1 plow), SS davits, SS deck mounted mast guards. Layout can sleep six, gloss factory finished interior w/two 4'x4' mirrors, offset v-berth forward, pullout settee, and drop down dinette. Very limited use in Narragansett Bay and nearby islands. Shaft repacked in '02. If interested call **Lou Schwab** at (401) 737-4220. (1/03)

SATORI, a 1980 T-37 (hull #242) is for sale in Rose Haven, near Annapolis, MD. She is in good clean condition and well set up for extended cruising or living aboard. She is

in commission, in the water, and ready for inspection or sea trials, with slip fees paid through March 2004. *SATORI* is cutter-rigged with aluminum deck-stepped spars, teak decks (but not cabin roof), and Cetol finish. The sail inventory includes normal working sails, as well as storm jib, light and heavy air genoas, an asymmetric (poleless) cruising spinnaker, etc. She carries a Dyer 9' sailing dinghy in stern davits. On-deck inventory includes 65 lb. and 45 lb. CQR anchors w/3/8 inch chain rode, served by a Simpson-Lawrence 555 manual windlass, along with several Danforth HT series anchors on chain/nylon rodes, a Forespar telescoping whisker pole, sail covers, hatch covers, dodger, tropical awning, etc. Below decks you will find a semi-custom layout with a large nav station and wet and dry lockers to starboard of the companionway. To port is a U-shaped galley w/Grunert freezer/refrigeration and Shipmate 3-burner propane stove. Her engine is a Yanmar 3QM30 w/3200 hours. Amidships there is an L-shaped settee w/folding leaf table to port and a pull-out bunk to starboard. Both are equipped with lee cloths to serve as offshore bunks. A High-Seas diesel heater provides extended season sailing in cooler climates. Forward to port is a full head w/separate shower stall and laundry tub, opposite a hanging locker and shelf storage. Forward is a queen size v-berth. Electronics include Datamarine instruments, ICOM VHF, pioneer AM/FM radio w/deck and cabin speakers, and Garmin GPS. Asking \$64,000. To receive more information, including photos, history, and a complete equipment list, please e-mail owners **Mike and Jude Davis** at <judemike@aol.com> or call them at (301) 805-4639. (3/03)

SEAQUESTOR II (T-37, hull #547) is for sale by **Bill and Rockie Truxall**. She is in very nice shape with little over 400 hours on her original Yanmar 44 engine. She has never had a liveaboard crew (unfortunately). She is located in Reedville, VA. You may see her showcased in either the March or May 2004 **Good Old Boat** magazine. Please direct your inquiries to either Bill or Rockie at 804-453-5700 or to <tognews@crosslink.net>. (3/03)

SEA TURTLE, a 1986 MI II T-37 (hull #484) lying in Kemah, TX is for sale. This fine yacht has never been cruised and is ready for a new owner. She features all aluminum Isomat spars, no teak decks. Yanmar 3QM30 fresh water cooled engine with less than 2000 hours, Yanmar/Kubota 4K generator, new Neil Pryde tanbark sails, roller furling headsail, refurbished bow sprit, custom HandCraft inner-spring v-berth mattress, Marine Air AC, dodger, bimini, full awnings, stainless folding swim ladder, Grunert 12v refrigeration, four 6v Trojan house batteries, 3-burner stove, Force 10 BBQ, Force 10 cabin heater, 35 lb. plow w/all chain, 20 lb. Danforth w/nylon rode, 20 lb. Danforth stern anchor w/Ankarolina rigged for quick deployment, deck wash, DBC 4-man life raft, dinghy davits, 10' inflatable dinghy w/8HP outboard, Standard Horizon VHF w/remote access mic in cockpit, Datamarine depth sounder and knot meter, Autohelm 3000 autopilot, Alpine AM/FM/cassette w/6-CD changer, cockpit speakers, jack lines. Includes all manuals and parts books. Price \$95,000.

For more information contact **Jeff Afill** at (281) 334-3976 or e-mail <seaturtle@houston.rr.com>. (2/03)

SOLTARA (T-37, hull #170) recently made a full stereo upgrade to accommodate MP3 format and has 2 remotes ordered and unable to use. They are brand new, still in packaging with packing slip/invoice, they were \$33/ea, asking \$25 for both. Kenwood Remote Control KCA-RA4 (controls receiver and CD changer). They also have the previously installed Kenwood System available if anyone is interested: Head Unit (Receiver: Radio/Tape) KRC501, 10 CD Changer KDC-C602....we can make a deal! Contact Walter and Ellen Brujat at (281) 334-5660 or e-mail <soltara@hotmail.com>. If you need to check part numbers/compatibilities, you might want to contact Kenwood directly at www.kenwoodusa.com or by phone at 800-536-9663. (4/02)

TINMAN, a 1998 T-37 hull #583 - the last T-37 built, is for sale. Equipped with 51 Yanmar diesel engine with 300 hours; UK fully battened main with EZjacks; 120% genoa on a Profurler; Lewmar 48 self-tailing winches; navy blue canvas, sailcover, hatchcover, dodger, and more; Maxwell 1200 windlass with 250' chain; CQR and Fortress anchors; Espar heat; Raytheon instruments, knot meter, depth sounder, 24-mile RADAR color plotter all mounted on the binnacle in 2001; Waltz RADAR mount on backstay; ICOM VHF; no wood decks; starter and house gell batteries with E-Meter electrical monitor; deck and anchor wash; beautiful varnish. This boat is the best T-37 in the world and better than new, used two seasons, and always kept in a heated shed in the winter. May be inspected anytime this winter in South Freeport Maine. Contact **Jon Spigel** at 617-968-5731 or e-mail <jtspigel@aol.com>. (4/02)

TOMAR, a 1986 V-42 aft cockpit (hull #110) is for sale by her original owners **Tom and Marlyn Mason**. She has a white hull, red cove and boot stripes, off-white non-skid decks, toast colored canvas and teak rub rails with bronze striker. She has five teak dorade boxes, five stainless steel ventilators, five hatches, thirteen stainless steel opening ports, and six deck prisms. Her bow, mast, and stern pulpits are fabricated from 1 1/4 inch stainless steel. Her lifelines and stanchions are 30 inches in height. She has a teak trimmed wheel, Edson pedestal guard, and C. Plath binnacle mounted compass. She has a custom dodger and bimini with removable side curtains and windshield. She has two cabins, plus salon below with new custom upholstery, one head and one separate shower stall. She has a large open galley with a Mariner three-burner propane stove, remote shutoff, oven, and broiler, dual stainless steel sinks, sail and fresh water foot pumps, as well as hot and cold pressure fresh water, a seven cubic foot refrigerator and an eight cubic foot freezer, both of which are cooled by cold plates (110 v at dockside and engine driven at anchor). She is air conditioned and heated with a reverse cycle system (dockside), 16,000 BTU cooling and 18,500 BTU

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News from the fleet...

Greg and Sylvia Barnicoat report from *KISH*, their T-37 (hull #315). “We left Helgoland, [an island in the North Sea], in July and set sail for Norderney, which is one of the East Frisian Islands that belongs to Germany. This is a major tourist resort for the Germans who can afford not to go to Majorca. We have been there before, so we decided not to stay very long. On the afternoon of 16 July we set sail for Borkum, which is the last (furthest west) of the German Frisian Islands. It was blowing a fair bit (Beaufort Force 5-6 from the East), but we had the wind and tide with us. For the final leg up the channel we had the tide against us, so it took a little time.

There are about ten Frisian Islands, which are all low and mostly sand, but there are not many 24 hour accessible harbours. Between these islands and the mainland, there are sandy flats with about 1 meter average of water. If you choose the tides right, it is possible to sail between the islands on the inland side, but this is not recommended for boats with deep fixed keels.

When we arrived in Borkum, we tried to get into the yacht harbour at exactly low tide and went aground in soft mud. The pilot guide said that the harbour was 1.8 to 2.5 meters and mentioned nothing about a shallow entry. Later I looked at a detailed chart of the harbour that showed the entrance being 1.6 meters. We have a draft of about 1.95 meters. We were stuck in the mud for 45 minutes, getting off when the tide rose about 5 cm. We went into the commercial harbour, but had problems at the mooring site due to high waves coming in with an exposed south entry. We have moved *KISH* four times in the harbour.

Borkum is a lot like Norderney, except you have to be richer. It has a narrow gauge rail between the harbour and the town center, which is about 5 km away. We stayed in Borkum until 19 July, due to bad weather and because the wind was against any further progress toward Holland, when we set sail for Den Helder, [Netherlands]. This was a long journey, but we had the best sailing weather so far with a following breeze (NE@Force 3-4) and warm sunshine. From there we plan to take the train to Amsterdam.

We left Camaret, [France] on 17 August at 2100 on an ebb tide in six knots of NW wind, and sailed out past the rocks forming Chausse De Sein, that go out some 20 miles from the coast. From the weather fax I knew that the wind would change to SW so I got in as much ‘westing’ as I could. When the wind shifted to SW we motor sailed, which allowed us to

‘sail’ to 45 degrees of the true wind, and got our course back to due south. At noon on the 18th we had little wind, so I motored a direct course to La Coruna, [Spain]. At 2000 the wind backed to West and we motor sailed close to the rhumb line until 1000 on the 19th, when the wind went back to SW. We then motored the next five hours into La Coruna.

It was a good crossing. We are now genuine ‘blue water sailors’. The Bay of Biscay is a part of the Atlantic Ocean and the depth is about 4000 meters. This causes the water to be a deep blue color, actually a reflection from the sky. For most of the trip we saw nothing but blue water and blue sky, being outside of the shipping lanes and too far out for coastal fishing boats. For the whole trip we had light winds and slight seas with the Atlantic swell less than 1 meter. La Coruna is a city big enough for trams and we will discover its delicacies.” (7-8/03)

Brian Billings is a new member, with a 1989 T-55 (hull #37) named *BRIGHTSTAR* hailing from Bermuda. He relates, “Hurricane Fabian gave us a direct hit with winds in excess of 150 mph. My yacht broke free of her mooring and went for a sail before coming back to her mooring site, but did not find a soft place to land. Her bow and starboard side are very badly damaged, but she is still afloat with no real water damage down below, and the engine, generator, etc. are still working. Along with a lot of fiberglass repair and a complete paint job, she needs new bow and stern pulpits, anchor/mooring rode, toe rail, and stanchions. I am in the charter business (a change of life style after 30 years in the international finance/investment business) and need to have her back in the water as quickly as possible. I may have to send her to the U.S. for repairs, as the damage here to the yachting fraternity is extensive and experienced workers are few.” (9/03)

Coleman and Sandra Blake celebrate from *TRAVELER* (T-37, hull #328). “Sunday afternoon, 7 September 2003 – four years, three months, and a couple of weeks after she last sailed, *TRAVELER* finally slipped from her pier, made it into the mouth of the West River and sprouted a pair of white triangles in an almost non-existent and typically fickle Chesapeake [Bay] summer breeze for her first shakedown. Of course, it was not without some adventure. The Nexus system is not fully functional and a loose electrical connection added some interest to reading the engine temperature gauge . . . until the alarm went off. To make a long story short, we baptized the new CQR in the Chessie mud, and fellow TOG member and owner of our sister ship, along with another experienced couple from the yard who joined us for the outing, hopped overboard and discovered a fresh water clam had decided to attach itself to the intake, along with a fair amount of crud. The prop was mostly free of barnacles, however. We were pleased with that news, based on the bumper crop in the Chesapeake Bay this year. Weather was perfect, if a bit light on the wind factor. There was the requisite bellowing of a conch horn (the kazoo band was AWOL) and much cheering . . . just a little practice for her real maiden voyage and official coming out/renaming party.

It was such a great feeling to be out there at long, long last. *TRAVELER* last sailed on a full moon weekend; she debuted in the Chesapeake on a full moon weekend. Thanks to all who have provided knowledge, support, and ideas over the years. And particular thanks to **Tad McDonald's** expert tutorial on how to berth a T-37; at the end of today's outing we 'greased' *TRAVELER* into the slip the first time (of course, there was no wind to complicate matters). We can't wait to take her out again! Of course, we do need to get the radios installed, so the work, like the beat, goes on, but she sails, she sails!" (9/03)

Robert and Lorraine Morecraft announce, "We are expecting the arrival of *SCARAMOUCHE*, our new T-58 (hull #101) this fall and will be commissioning her in southwest FL, then sailing her north to Mystic, CT next spring." (7/03)

Greg Nickols writes from *FOUR WINDS* (T-37, hull #453), "I am nearly four years and half way around the world on my circumnavigation. I'm currently in Darwin, Australia and finishing up some last minute projects prior to setting off for South Africa." (7/03)

Ship's Store...

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heating. She has two 60 gal. black iron fuel tanks, two stainless steel fresh water tanks (approximate capacity of 200 gal.), a 40 gal. holding tank, and a gray water tank for the shower. She is equipped with a Northstar LORAN, Raytheon R 40 RADAR, ICOM VHF, Brooks and Gatehouse sailing instruments both at the nav station and in the cockpit, a Navico 5000 autopilot, 86 amp alternator controlled by an automac regulator. For shore power charging she uses a Sentry charger, 40 amp into three banks. She has four 220 amp golf cart batteries for house power, plus a 1000 cca battery for starting. Her ground tackle consists of a 45 lb. CQR w/150 feet of 3/8 inch BBB chain and a 40 lb. Danforth w/30 feet of 3/8 inch BBB chain and 200 feet of 11/16 rode. Anchors are carried on a heavy duty stainless steel, twin roller, bow fitting. *TOMAR* is presently located in Palmetto, FL and priced at \$185,000. For further information contact the Masons at (651) 484-5442 or e-mail <Tmase@aol.com>. (3/01)

WALKABOUT, a 1982 T-37 (hull #320), located in beautiful Beaufort, SC, is now for sale due to the owners resuming a busy land life. She has all the bells and whistles and is cruise ready. Notable amenities include: Yanmar 3QM30; new in 2001 Heart inverter/charger, Heart interface; B&G wind, depth, speed, all interfacing with the autopilot in navpod on pedestal or with remote; Furuno RADAR; solar panel; Aerogen wind generator; Aries windvane; ICOM 700 Pro SSB; Pur 3.4 gpm watermaker; Furuno weather-fax; Marine Air reverse cycle AC and heat; full cockpit enclosure and awnings; Lofrans windlass (new in 2001), all chain ground tackle w/35 lb. plough and 20 lb. Bruce; new cockpit cushions; Grunert ALR50 refrigeration and freezer; Magic Chef 4-burner propane stove w/oven; Garmin 50 GPS; propane grill; and 4-person Avon liferaft, along with lots of safety equipment included. Full specs and pictures can be seen at <charlestoneyachtsales.com>. The interior features a unique pullman berth w/innerspring custom mattress and head in the forepeak, fold down dining table in salon giving tons of

open space when not in use. Offered at \$95,000. Contact **Charlie or Elaine Williams** at (843) 522-3230 or <svwalkabout@juno.com>. (2/03)

WHISPER, a 1982 V-42CC (hull #51) laying in Ft. Pierce, FL is for sale after five years in the Caribbean and Bahamas. She has a 50HP Perkins 4-108, 180 amp Balmar alternator, Heart Inverter 20 battery charging and monitoring system. House bank: 880 amp. Separate starting and windlass batteries. Two AC units: 16,000 BTU forward, 5,000 BTU aft cabin. New Village Marine watermaker (11 gph). RADAR, SSB, two GPS, two VHF, autopilot, EPIRB. Six-man life raft, Avon rib dinghy w/15HP Johnson, dinghy davits. Cockpit bimini and dodger, Two sun awnings, full mosquito enclosure. Stereo and two TVs. Electric windlass: 300' BBB chain, 60 lb. stainless CQR, 44 lb. Bruce, 40 lb. Danforth stern anchor and sea drogue. Fully equipped for cruising with many upgrades. 2003 survey. Must sell \$115,000. Contact **Bob Platt** at (772) 563-2686. (2/03)

WINDYBLUE, a 1985 MK II T-37 (hull #451) is for sale, including life raft, Monitor self steering, ICOM SSB, fully battened mainsail w/Lazy Jacks, five sails, ProFurl roller furling, high output alternator, 4 golf cart batteries plus starting battery, Link 10 battery monitor, all SS tanks, Racor filters, Perkins 4-108, inflatable w/8HPOB, recent sail covers, 3-blade feathering prop, dodger, ST winches, windlass, anchors, standard galley, custom mattress in v-berth & quarter cabin, no teak decks, aluminum mast, and more. \$95,000. For pictures and more info e-mail **Andy Thibeault** at <windyblue451@aol.com> or call (603) 465-3725 (evenings). (1/03)

Jack Fassnacht has a new, never used, Balmar 90-100 small body, high output alternator for sale. It has a double foot mount, ideal for Yanmar engines (or any other requiring a double foot mount), and is single or dual output. Price \$400 plus shipping. Original cost is \$550. Contact Jack at (847-234-7281 ore-mail <AGFJHF@aol.com>. (1/03)

ASYLUM . . .

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supply of *agua dulce*. More often than not, this task falls to the women. The village “streets” are sand; most everybody is either barefoot or in busted up plastic sandals. Little kids run around blissfully butt-naked. There doesn’t seem to be a traditional dress for the men (ratty shorts and T-shirts are the norm), but the women make up for it with theirs. Kuna Yala is home to the *mola*, a hand-stitched, reverse-appliqué creation with embroidery and intricate designs that the women make into their blouses—and also peddle with intrepid persistence to cruisers like us. In many places, the anchor hasn’t even hit the bottom before ulus full of mola-selling Kunas are bumping the side of the boat, waving their molas to get you to look at their offerings first.

The reality is that molas are now the main source of revenue for the Kunas. Until only recently their economy was based on coconuts, which served as both currency and their chief source of income. Coconuts remain an important commodity, so much so that coconut care-taker families are assigned to many of the uninhabited islands to tend the coconut trees and protect their droppings. But the market for coconuts is down, and even though the Colombian traders still ply the San Blas for them, the Kuna women and their molas have replaced coconuts as the income generators. Beyond what they can earn from molas, the Kuna live as close to a subsistence life as any indigenous people anywhere, eating primarily fish, bananas and plantains, rice, and coconuts. Sometimes the men hunt in the mainland coastal jungle and if they can bag a wild pig or a deer they may feast on meat for a few days.

The San Blas islands all have Kuna names representing animals or plants. Our San Blas landfall was at Isla Pino—*Tubpak* in Kuna because the island’s big lopsided hill looks like a whale on its side—well down the chain. We made the overnight passage from the Rosario Islands near Cartagena with *ITHAKA* and had picked a perfect weather window to do it: for a change we managed a lovely, uneventful 24-hour passage. After motoring the first few hours in no wind, the breeze picked up and we were rewarded with a brisk but comfortable sail the rest of the way. We celebrated crossing into single-digit latitudes. The only breath-catching moment came when *ITHAKA* collided with an enormous log. At night this kind of floating debris is hopelessly invisible and a random menace we all fear. Except for scaring the hell out of them and jarring their depth-sounder from its socket in the hull, there was no damage, and we pressed on, hoping the villain was a lone operator and not a member of a pack.

Isla Pino was a perfect introduction to the San Blas: a small, traditional village where the women weren’t allowed

to row out to the boats to sell molas. (Apparently not all of them knew about that rule, however, as one hopeful early visitor did row out to see us.) Once in the village we were befriended by a worldly young Kuna named David (he’d been to Panama City), who thought he spoke English, and his little 10 year old “assistant,” Wilson. Wilson was adorable, David kind of an entrepreneurial weasel. He escorted us to see the *sailah* (chief), who was swinging lazily in his hammock while his wife tended a pot over the fire. The *sailah* extracted a \$2/head visitor tax from us and then David led us around the small, tidy village (total population about 300) where we got our first glimpse of Kuna life: the pervasive smoky smell from the cookfire logs; the women all in traditional dress, many sitting outside their huts working on molas; little kids running around, shy but curious, sticking their heads out from behind doors or their mothers calling “Merki, Merki!” (American!). Many Kuna are wary of cameras, especially the women, so we asked permission to take pictures and snapped judiciously in this National Geographic-like setting, careful not to aim directly at people. One family, however, eagerly asked that we take a picture of their baby, whom they spiffed up and nestled in a plastic tub for the shot. When we returned with a printed picture they were thrilled and gave us three coconuts as a gift. Delivering this one and a couple of others opened a flood gate of requests. We became the official island photographers for several days, taxing our small color printer cartridge and our supply of photo paper. But it was a great opportunity to get people pictures we otherwise never would have been able to pull off—from little kids to two of the *sailahs*, one of whom put on a white shirt, a funny old wide tie not much longer than a bib, and an old “pork-pie” hat that made him look like a Chicago gangster. He stared stone-faced into the camera for this portrait, but a few minutes later when we took another of him with his two little granddaughters in frilly pink dresses (who turned out to be Wilson’s sisters) his stern stare melted into a gentle, warm smile that we’ve come to see on most of the Kuna men we’ve met (see photo below).





We managed to lose David and find Horacio, a charming Kuna gentleman we'd been advised by other cruisers to look up. Horacio was about 60, a slight man with a shy crooked smile that we saw more of as the week went by. His wife was a plump, jovial woman with a ready smile, eager to sell molas that, unfortunately, she wasn't very good at making. They had an ancient Mercedes treadle sewing machine that hadn't worked in months—maybe years—that Horacio asked Jim if he could fix. Jim agreed to take a look and they carried it from the dark hut out into the sun, sticking a board under one foot to level it in the sand. The problem was clear (we thought): instead of a belt on the wheel there was a ratty piece of twine. We were sure that was it, so, lacking a belt, we fashioned one from a spare piece of shock cord: Jim cut and burned the ends, I sewed them together. But that was only problem #1. Among other things, the tension fittings were a garbled mess. We took them all apart, realigned the pieces in the right order (at least in the order they go on our machine), re-shaped the tangled little piece of wire the thread loops through, and reassembled the whole thing. I couldn't make the treadle peddles work together to give it a test run, so called in Mrs. Martines to try it out. She sat down on the little tree-trunk stool, positioned her bare feet on the peddles, and pumped. It purred. She beamed.

Selling molas was a community event at Isla Pino. Horacio had advised us not to buy them at individual homes as it created too much "envy," he said. (Never mind that later in the week Mrs. Martines waved us into their hut to sell us a mola.) Instead, word went out through the village for all the women to bring their molas to the Congresso (meeting house) where they spread them in the sand in the communal area outside the big Congresso hut (see photo above). The whole village turned out; there were molas everywhere. Dozens of them laid on the ground, all on display for the four of us. The pressure and competition were fierce. The women watched our every move, every pause to inspect someone's mola.

While on the one hand they were eager to sell and the prices were somewhat negotiable, on the other, there was a subtle form of price fixing going on as nobody wanted to come down too far in front of their neighbors. In the end, the island was richer for our visit.

From Isla Pino we headed SE to another Kuna village on Isla Caledonia (*Kanirdup* in Kuna). Somewhat larger (population about 1000), this was also a very traditional village where we saw our first albino Kunas. (There is considerable intermarriage among these tightly tribal people, the result being the world's highest incidence of albinism. The

Kuna revere their albino offspring and call them "moon children.") In this village there was no taboo against selling molas at the boats and we were regularly visited by women or whole families who rowed out to see us in their tippy, leaky ulus. We were amazed to see little kids, as young as 5 or 6 years old, often rowing around in an ulu, one or two skillfully maneuvering the traditional wood paddles used as both oars and rudder, another with the endless task of bailing. Usually the bailer is a coconut shell or a calabash, although sometimes a plastic bottle. In one village where Peace Corps distributed hard hats for a construction project the villagers suddenly had a supply of high-volume bailers. Things like life jackets and protective head gear just aren't part of the Kuna world.

At Caledonia we weren't far from the Colombian border and had our first experience with the Colombian traders that port-hop through the San Blas selling a few vegetables and basic dry goods and filling their holds with coconuts for processing in Colombia. Bernadette and I had been on a mola mission in the village and saw the trading boat come in. The pier was abuzz with villagers, as these boats are the source of just about everything that comes to the island, including and especially plantains. The ship's hold was deep with them and an enormous pile already had been moved to the dock where the women were picking through them. As soon as all the plantains were gone, they'd be replaced by coconuts for the trip back. We were after fresh vegetables and were welcomed aboard to pick through the tomatoes, carrots, green peppers, onions, cucumbers—enough stuff to keep us going till the next boat came in. We quickly learned that if you see it, buy it; the next boat may not have it; this was the only source of fresh stuff for quite a while.

All the villages have *tiendas* (stores), but most are little more than small dark rooms with a few diminutive items on a couple of bare wood shelves. They look like the "dry

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goods stores” in old westerns, where there’s a counter along the length of the store and all the items for sale are behind it. The stock is pretty minimal: a few cans of sardines and tuna, tiny jars of Miracle Whip, cans of Campbell’s Pork & Beans, maybe a tiny can or two of fruit cocktail and tomato paste, sometimes a few bags of dried beans and lentils, and always rice. There are usually a few “personal items,” some laundry soap, and almost always very small bottles of Clorox. Initially impressed that they were so concerned with getting their clothes white, we were dismayed to learn that Clorox was more likely used in fishing than laundering. Some of the bigger villages have more extensive *tiendas*, but Super Safeway they aren’t. Rarely is there any fresh produce, except maybe some onions and garlic, so we learned to keep careful watch for the Colombian traders, calling *Hay verduras?* (do you have vegetables?) as we approached them in the dinghy.

Already as far down in the San Blas as you can go at Isla Caledonia, we turned around and headed back north and west from there, moving when the weather allowed the necessary eyeball navigation through the reefs and picking our stops based on how far we felt like going on any one day. In Mamitupu, another traditional Kuna village, we were warmly welcomed by Pablo, a truly worldly Kuna who spoke perfect English. He had mastered our tongue living seven years in England where he and his fair-haired English bride had fled after he was banished from the village for marrying outside the tribe. From Pablo we learned not only his interesting story—he eventually returned to Mamitupu and took a Kuna bride—but also much about other Kuna traditions:

When Kuna girls reach puberty there is an elaborate “chicha” ceremony, at which the girl’s hair is cut by a special woman and she’s given her name by a medicine man. Up until then, she’s known simply by a nickname. Chicha is a powerful brew made of fermented corn, sugar cane, and cocoa, a great deal of which is consumed during the four-day puberty ceremony.

Kuna marriages are arranged, and until recently, they could only marry someone in their own village (hence the high rate of albinism). After the marriage, the couple goes to live with the bride’s mother’s family. (Pablo said he didn’t think he’d be banished if he were to marry an outsider now, but village life is still fairly strictly regulated.)

Many of the best mola makers are gay men. Some say that if the family has no girls to learn the craft they teach one of the boys. Whatever the reason, there are many gay/transvestite Kunas who make exceptional molas.

Each village has elected *sailahs* (chiefs) who wield considerable power over village life. Kunas can’t travel between islands without permission and they can be fined if they don’t attend the regular village-wide “congresso” meetings. One evening Pablo told us he was going hunting in the mainland jungle for wild boar. We asked him about the congresso meeting that night, but he had permission from the sailah not to attend.

Mamitupu has an abundant supply of fresh water so this was the place to do laundry. We’d been pretty lucky up till now, always finding laundromats or laundry-doers, but in the San Blas we were on our own. Doing king-size sheets and bath towels in a bucket is one of cruising’s less appealing features, but out here there’s little choice. So the four of us piled our laundry into the dinghies and took it to Pablo’s shower hut where there was water and half an old ulu (a Kuna washing machine) mounted on sticks at about hip level to save your back while kneading your dirty duds. We sorted and scrubbed and rinsed and wrung, drawing a crowd of curious children who watched and giggled as the crazy gringos—and gringo MEN at that!—did their wash. My kingdom for a Maytag!

We continued to poke our way up the island chain, stopping next at Isla Playon Chico in late February where we fortuitously landed at the start of the week-long celebration and reenactment of the 1925 Kuna revolution against the Panamanian government. This was the definition of community theater: the streets were the stage and anybody who wanted a part had one. There was ceremony, music, dancing, singing, shooting, yelling, whooping, weeping, conniving, creeping, crawling, prowling, parading, marching, hanging, burning, disemboweling, and tossing bodies into the sea. Large bands of red-clad, black-faced, barefoot, stick-toting six year olds diligently policed the streets for days patrolling for bad guys. On our first day there, we were all ceremoniously “arrested” for wearing shorts and hauled off to the police hut where they told us the story of the revolution, its events and significance, and fined us an amount of our choosing (to help support the festivities). One of the ladies made us a Kuna Yala flag that, unfortunately, looks a lot like a swastika, but the Kunas selected this symbol before Hitler got his hands on it and gave it such a bad name.

The celebration over and the weather good, we headed NW once again, stopping at a couple more villages along the way and ending up finally in the area of the San Blas where most cruisers hang out. One of the favorite anchorages is known as “the swimming pool,” an aptly named spot with crystal clear, shallow aqua water where you can watch stuff swimming around the boat under you. We’ve seen rays, barracuda, schools of jacks, and lately some friends reported nosy nurse sharks messing around with their fishing lines. Our favorite spot in the San Blas has turned out to be the Lemon Cays, a cluster of about eight little islands covered



with palm trees and ringed with white sand and fabulous reefs for snorkeling. There are no villages on these islands, only caretaker families whom we've gotten to know in our many stops here. Their lives are profoundly simple: they have no electricity, no plumbing. The women make molas, cook, row where they must to get water, and tend the children. The men fish and tend the coconuts. We are visited almost daily by ulus (above) with fishermen returning from the reef. They'll have lobster or crab (the biggest we've ever seen), an assortment of large and small fish, maybe some octopus. If we haven't caught any of our own (so far it's Fish 10, Jim 0 on the spear fishing), we'll buy or trade for something. Yesterday we traded a spear tip for a big lobster; another time we traded a gallon of outboard gas for a big crab (when I say "big" I mean a crab that will feed the two of us!). The grocery store meat we had stuffed in our small freezer remains largely untouched.

Living out here in this blissful isolation forced us to provision well and store carefully. While some fresh produce can be had, you never know where or when. If we see it, we buy it, and then find a way to store it in our small cramped refrigerator, in a hammock in the cockpit, or in the guest room (which out here is also the pantry). We've become quite expert at eking out a long life from a head of lettuce or bag of carrots. Everything gets washed in a dilute bleach solution and dried in the sun. When we left Cartagena in January we did a huge shop at the local produce market where we tried to stock up for several months. The stuff was so cheap that if you lost some it was no big deal. But we had batches of tomatoes and oranges and peppers and cucumbers and eggplants bobbing in bleach for hours. I learned to wrap the green tomatoes and all the citrus in foil to preserve them without refrigeration. I even coded the tomatoes 1, 2, or 3 based on how close they were to being ripe and which to use first. Sometimes I mis-guessed... We don't refrigerate eggs and they keep just fine for a long time as long as we turn them every couple of days. With the supply so limited, we are parsimonious and careful in the use of precious fresh stuff. I've cut little brown bits off lettuce I long since would have pitched

in the past. And when the lettuce runs out, there's always cabbage. It lasts forever.

After 2 ½ months out here, it was time to hit a grocery store and we still hadn't checked into Panama, so we set off for Colon. This city, with a well-deserved reputation as a dive (and so dangerous that even the locals are always telling us to be careful), is the Caribbean gateway to the Panama Canal. We scurried around accomplishing official paperwork, doing the laundry in real Maytags, refilling the wine cellar, prowling the aisles of the well-stocked grocery stores, fixing boat stuff, being tourists at the Gatun Locks of the Canal, making a run to the big city (Panama), and generally preparing to get back out to the San Blas as soon as we could. On the day we were casting the lines to leave, we heard on the morning radio net that another boat had just come from the Rio Chagres, that famous jungle river that was dammed and diverted in the building of the Panama Canal. We had intended to spend some time in this favorite cruiser spot, but when the war started the Canal Authority threw all the cruisers out for "security reasons." Apparently they thought the dam was vulnerable to terrorists. But this report on the cruiser net caught our attention, so as we exited the breakwater at Colon we turned left for the seven-mile trip to the Rio rather than right to return to the San Blas. We were traveling with our friends on *THE W.C. FIELDS* and we must have been the only two boats who heard that the river was "open" again, because we were the only ones up there. It's a five-mile windy stretch of river in the middle of the jungle. We saw tropical birds, monkeys leaping and yelling in the trees, a sloth hanging upside down munching on a tree, a huge crocodile ghosting along the bank, lizards, and crabs, and all kinds of other critters. This area was formerly used by the military for jungle survival training and there are trails all through the hills; one we walked was left from the days of the French attempt at burrowing a canal through the isthmus.

After our 10-day diversion to the Rio, it had been a month since we'd left the San Blas and we were ready to return. When we did, around the first of May, the rainy season arrived with us, right on time. For the first two weeks we were back we never saw the sun and wondered what we'd gotten ourselves into. An old Kuna assured us it would get better, and indeed it did, but now we only see the sun about half-time as compared to the full-time duty it did earlier in the year. The San Blas rainy season is also notorious for its thunderstorms. This, too, is a well-deserved reputation; we've never seen anything like the lightning out here. Maybe it's just that it has no competition in the sky, but it looks and feels much more intense than any we've ever experienced. Like the Scarecrow who declares the only thing he fears is fire, we feel the same about lightning. There is nothing quite as vulnerable and helpless as a sailboat in a wide open anchorage in a violent thunderstorm. We've done just about everything we can to protect the boat: Jim installed a little fuzzy gizmo on the mast

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ASYLUM. . .

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that's supposed to dissipate static charges so they don't build up; we hang a zinc over the side into the water, clamped to a high shroud to ground the boat and provide an electrical path other than us; and when we hear the rumbling begin, we put a handheld radio and GPS into the oven so that if we take a hit and all the other electronics are fried, at least we can call someone and get somewhere. Then we just sit and watch and wait. One night the show was so intense, the lightning continuous, and the rumble of the thunder so basso-profundo that we just laid in bed holding hands, feeling the hull shudder with each crash. We probably should have been singing "These are a few of my favorite things..." from the *Sound of Music*. A couple of our friends have been hit, or taken near hits. So far we've been lucky and will just continue to cringe away and hide stuff in the oven as they roll through every couple of days.

The intense rain inspired us finally to hook up the water catchment system we've had since Trinidad. When we had our awning built there they put fittings through the fabric to which we can attach hoses for catching water and sending it to the tanks. Even though we have a water maker, out here it's dumb to run it. The rain is so heavy sometimes that we can fill a 100 gallon tank in barely an hour. The buckets are all strategically placed as well, and when they're full, like they are now, I have no excuse not to do laundry (fortunately we don't generate much). In between these drenching torrents we are treated to days of sun where we dry things out, scurry back to the reefs to snorkel, move from one island to another, burn our trash on a deserted beach, polish the stainless, varnish, visit our Kuna friends, or just hang out and refresh our tans. Needless to say, we love it here. It's hard to do justice with these inadequate words to describe the pristine beauty of these islands, the tranquility, the isolation, the warm and interesting Kuna culture...

We came to this enchanted isolation after an equally enchanting 3 ½ months in highly civilized Cartagena, a city that has its own well-deserved reputation as the jewel of the Spanish Main. Whatever the problems in the rest of Colombia, Cartagena is also an isolated gem. Not once did we feel in danger there. The people are warm and bend-over-backwards friendly. The restaurants are abundant, good, and cheap. The old city oozes historical charm. Old Spanish fortresses are a dominating presence. Shops abound with ethnic treasures...and emeralds. With a grocery store around the corner, we didn't have to cut brown bits off the lettuce; the butcher a block in the other direction had fillet at \$2.50 a pound (but it hardly mattered as we ate out so much ... you couldn't afford not to!). A five-star hotel in the old city, a former convent, welcomed cruisers to their roof pool with a

drop-dead view of Cartagena Bay and the rooftops of the city. At Christmas the town transformed into a holiday fairyland: the entire wall around the old city, every one of its little watchtowers, was carefully outlined with tiny white lights. Suspended across every street were rows and rows of lighted lanterns, stars, snowflakes, and bells. Big butterflies, yellow in daylight and alight at night, hung from the old majestic trees in the old city's plazas. What's not to like? We hated to leave, but then you already know what we had ahead of us...

Now we're feeling the same way about the San Blas: our time here is running out and we hate to leave. We tell ourselves that there are more wonderful places ahead, but this one's going to be hard to beat. Right now we're off to watch bread bake in the maiden lighting of a new wood-fired brick oven a cruiser built for one of the Kuna families. And people wonder what we do all day...?



New Members

Rick and Patty Anderson, WINDSONG (V-42), Oxford, PA

Brian Billings, BRIGHT STAR (T-55), Hamilton, Bermuda

Bill and Mark Groves, LOLITA (T-37), Conway, AR

Joe Millsaps, (Prospective Owner), Renton, WA

Robert and Tina Mayberry, BLUE TANGO (T-37), Point Richmond, CA

Robert and Lorraine Morecraft, SCARAMOUCHE (T-58CC), North Palm Beach, FL

Brian Young and Rachel Cyr, REBEL (V-42), Corpus Christi, TX

Maintenance and equipment comments and questions...

CABIN HEATERS

John Kalpus leads the review, “*PRUDENCE*, my CT-37, hull #15, has a vintage Dickinson Antarctic model, gravity-fed diesel space heater. I have a five gallon day tank in the wall of the head feeding the heater. Access for filling the tank is through an opening in the cabin top.

I live onboard, and even though I’m in San Diego those cool winter winds do blow across the bay. I’ve found the Dickinson to be reliable and easy to start with a pinch of toilet-paper. Also, it’s quiet and goes for a loooooong time on five gallons. *PRUDENCE* also has an electric booster fuel pump plumbed into a two-way valve; one way primes the Perkins, the other way fills the day tank in the head from the diesel tank in the bilge.

The flue is rather large at four inches, but it draws nicely and I haven’t had a bit of trouble with the entire unit. If I were to replace it I would certainly look at a Dickinson. They seem solidly built and easy to maintain.

There was also a small 12vDC fan bolted to the underside of the heater, as an assist to complete combustion, I assume. Since it didn’t work, I removed it to simplify the heater and I haven’t missed it at all. Of course, if I were headed to the real arctic, I would certainly install a new assist fan.”

Harvey Karten, owner of *NIGHTHERON* (T-37, hull #84) writes about the Force 10 Cozy Cabin heater. “It can be purchased in either a diesel or propane version. I focused on this model as it only requires a 1” hole in the deck, rather than the more common 3” hole. The same flue diameter pipe is used for both the diesel and the propane. The 1” flue is very nice, and the flue cap is less obtrusive, but the guard on the cover on deck is held in place with three very skimpy and poorly done welds. It came off one day when I just gently brushed against it. I have to disassemble the whole deck fitting to have it re-welded. They do not consume any electrical energy, in comparison to the Espar and Webasto diesel heaters. The company claims it is safe to run the heaters while sailing, but I am unhappy about the notion of running it while sailing.

I bought the diesel unit, and don’t like it. Let me reconstruct my experience, pro and con.

The main advantages of diesel are: 1) the BTU output of the diesel fired unit is slightly higher than that of the propane; 2) it is much safer to use than propane; propane

leaks are wildly explosive; 3) diesel burns with a drier flame, whereas propane tends to produce a lot of moisture in a closed cabin; and 4) diesel fuel is easily available.

Now for the downside: The burner is the same type of old fashioned burner found in small Primus backpacking stoves. The diesel unit requires priming with alcohol and uses a pressurized one gallon tank that provides the fuel supply. Filling the tank is a pain, as there is no simple way to determine how much fuel you still have left in the tank. I put the tank in a locker behind the dinette bench seat. Dirt in the fuel can plug the burner. Failure to adjust the control correctly can result in flames and burning diesel fuel spurting all over the place. The heat output is okay, once you do have it adjusted correctly, but I had a fire with our unit, with flaming diesel fuel spurting all over the place. It taught me the value of knowing how to use your fire extinguisher on the first try.

Take great care to use lots of alcohol to fully heat the burner during the priming operation. You simply cannot allow an inexperienced person to light this. Priming it when you are in rough water is risky, as the flaming alcohol can slop out of priming cup and onto the cabin floor.

A major factor in my decision to buy diesel, was based on the mistaken idea that propane might be hard to get in northern British Columbia and Alaska. I recently found out that propane is readily available in most places.

Other disadvantages are: 1) it gives off the smell of diesel, and 2) even when reasonably well adjusted, it results in soot on the cabin liner.

The propane unit of the Force 10 Cozy Cabin heater has a built in oxygen sensor. When the oxygen level in the cabin falls too low, the unit shuts down, but it is easy to re-light. However, I disliked the notion of running yet another propane hose line into the cabin. You cannot tap a Tee into a propane line to the stove. (ABYC standards, I understand.) It is considered unsafe to do so. And a second propane appliance in the cabin raises the risk of fire/explosion.

The diesel unit is about 30-50% more expensive than the propane. I wish I could tell you that it is worth it. However, I can buy a burner to convert from diesel to propane for about half the price of a completely new unit.

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More maintenance and equipment comments ...

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My experience on other boats with Espar heaters is far more favorable, but they also have down sides. You turn up the thermostat and the heat goes on. It is a forced hot air system with ductwork to deliver the heat to desired locations. Thus the heat distribution is much better than on a single diesel furnace such as the Dickinson or the Force 10, but the installation can be more complicated. It does give off an odor of burning diesel, and can get mildly nauseating. They generate far more BTUs than the Force 10 Cozy Cabin heaters, but are much more expensive, i.e., about \$2,000 vs. \$300 (assuming you do your own installation).

It also depends upon where you live. If you are in the Caribbean, you probably worry more about chilling your beer than heating your cabin. In Southern California, the Force 10 is adequate most of the time. In British Columbia and Alaska the Espar type of heater is the only way to go. Most of the boats in Seattle and further north use Espar, as do many of the boats in Sweden.”

Michael Kahler chimes in, “Our PH-37, **LIBERATION** (hull #290) came with the Dickinson Arctic heater, a learning curve for us. It must be clean, clean, clean when you first fire it up. Follow the owner’s manual. Ours had just ‘a little soot’ in the area of the burner hole. My wife fired it up the first time. It started easily, looked nice, and went downhill from there. (Diesel smoke is very oily for the uninitiated.) More checking showed a few potential problems. We are gravity fed from the bow tank; it runs through an automotive type sediment bowl/filter, then a pressure regulator. Those all needed to be cleaned. Then the ‘carberator’ needed cleaning (not really a carb, but a float bowl/needle valve regulator). After all that and several internal soot cleanings, it seems to be working okay, with the exception of a slow drip at one of the copper connections between the regulator and the stove. It’s hard to get the copper bent sharply enough to make it all fit. I’m sure it will fit if you just hold your mouth right when assembling!

We put a Wobasto forced air diesel heater in our other boat and liked it real well. Our only sailing at this time is in the Pacific Northwest from November to March. Did I mention condensation prior to the Wobasto? We had a Force 10 bulkhead kerosene heater prior to the Webasto. It might be okay for an occasional snappy morning, but definitely not for winter cruising in the Pacific Northwest.

The Wobasto is easy to install and maintain, runs on a thermostat, and is out of the way. We ran the ducting through the lockers with outlets strategically placed where my wife’s cold feet can always find them. Also, warm porce-

lain in the morning can be a good thing. If the Dickinson continues to belch out diesel soot, it’s gone and a Wobasto will take its place.”

Denis Beaudry remarks, “I have the Dickinson Antarctic on board **TAYANA**, our CT-37, hull #8. It sure keeps the boat cozy. I have a two gallon tank for gravity feed. The tank is filled by way of a diesel pump. Owners with the Faball heater feel it burns much cleaner than Dickinson...and having seen theirs in operation, I agree. I believe Faball was started by previous Dickinson employees.”

Sandra Blake writes from **TRAVELER** (T-37, hull #328). “Our heater is actually a Dickinson Chesapeake II model. It came (uninstalled and unused) with the boat. The manual mentions two ways to supply fuel: 1) gravity feed from a storage tank 12” above the oil metering valve (I am not crazy about that being located in the hanging locker) which the manufacturer prefers, and 2) an impulse pressure pump to supply diesel from the main tank (for us aft amidships between the galley and nav station). The manual also warns that, while this is the simplest method, the pump cannot pressurize more than three PSI or ‘dangerous flooding may result’. We don’t know exactly how old the unit is, but it’s not much newer than the boat, a 1983. Perhaps there have been technological improvements in pump reliability and technology since the manual was printed?

In any event, the yard will do the installation. They said the most common installation is to pump from the main tank, but they are going to research and make suggestions and ultimately install it however we decide.”

Dayton Eckerson adds, “We also have a Dickinson aboard **MISTRESS** (T-37, hull #215), which is installed but has not been used since we bought the boat in 2000. It is the Newport model. I’m not sure how that differs from the Chesapeake model, but I doubt the basic technology has changed much. Our system is gravity-fed from a custom tank installed above the starboard hanging closet. The previous owner said it worked well once you learned how to correctly light it and adjust the feeder line. I’ve heard from several sources that this unit will also run on kerosene, and that it burns much cleaner that way. The customer support person from Dickinson confirmed that the diesel heaters can burn kerosene, if you recalibrate the fuel supply valve. I would say this would tip the balance in favor of a separate gravity-fed tank over the fuel-pump option in my book.”

Sandra replies, “The big difference between the Newport and the Chesapeake II is that the Newport is still in production. The Chessie II is/was a taller unit and has a window ‘fireplace’. I visited the Dickinson web site <www.dickinsonmarine.com> and plan to give them a call. I seem to recall that the manual said these heaters would burn either diesel or kerosene fuel, but they had to be set up specifically for one or the other.”

Charlie Freeman onboard *KAMALOHA*, (T-37, hull #542) reports, “Lo and behold, the latest issue of *Practical Sailor* arrived today, and guess what – they review space heaters for boats. Check it out.”

RADAR INSTALLATION

James Panke, opens the discussion, “When I bought *KAYLA SAKAE*, my T-37, hull #44, the RADAR was on the mast, spreader high. My problem was the cable was run on the outside. I am told there is not room in the mast for the cable. The next choice would be to put the RADAR on a rear mounted Garhauer mast, which would be nice with outboard hoist, gimbaled, and the rest, but then I am told I will loose a lot of range with the RADAR being lower.”

Jerry Atkin, owner of *SAUDADES* (T-37, hull #464) comments, “I have a Raytheon RADAR and the cable runs inside the mast. I had to purchase an additional connector as the connector would not fit through the access hole in the deck.”

John Andrews reports, “I just installed a Raymarine RL 70C RADAR in *CHINOOK WIND*, my T-37, hull #300. The location is just above the spreaders. I was advised this position was best for me. The radome is a 2 kw, eighteen inch antenna. The cable fits in my mast and runs to the base, as my mast is keel stepped. The cable has thirteen wires within and can be lengthened by way of an extension.”

Steve Abel, owner of *VICTORIA ROSE* (T-37, hull #384), states, “Our RADAR is on a questus mount on the backstay. We only use it for fairly close ranges (three miles or so), but occasionally go to a higher range when in shipping lanes. We haven’t noticed any significant loss of range, even though we seldom use the unit at a 12-mile range.”

Harvey Karten advises from *NIGHTHERON* (T-37, hull #84), “I think the difficulties about inserting wire are in regard to a wooden mast. There is a PVC tube inside the wooden masts that runs from slightly below the masthead on the starboard side, and exits at the aft side at the base of the mast about two to three inches above the deck. It is barely large enough to accommodate a new VHF cable, and a 14-2 sheathed duplex wire if you need a new anchor light wire, and a wire from the transducer of an apparent wind indicator. The RADAR cable is usually pretty thick, and might not fit in the PVC tube. If you are not planning on adding any additional hardware at the top of your mast, then you could use that. But I found that our old VHF cable was dying and I had to replace it with a new antenna cable, as was the wire to the anchor light. That took up most of the space and saved having to run a wire on the outside of the mast.

There are several different issues about locating the RADAR radome (transmitting antenna). The range will be

slightly greater when the radome is somewhat higher, but as the range increases as the square root of the height above the water, various books on RADAR seem to indicate that with small RADAR units with a maximum of 16-24 mile range, a RADAR tower provides more than adequate range. The RADAR tower does result in a slightly occulted image from the mast, but that is not a major problem.

A far more significant consideration is angle of heel. With a fixed RADAR, when you are heeling, your view to port and starboard is of the water and the sky. That means most of the view from your RADAR, when heeled, is worthless. If you put on a gimbaled RADAR mount that can be adjusted to remain level even as your boat heels, you will have a much safer assessment of things around you. That is very difficult to do with a mast mounted RADAR, and is one of the most critical factors to persuade you to go to either a gimbaled backstay mount, or a gimbaled mount on the top of the RADAR tower. The Garhauer unit provides a gimbaled backstay, although it is manually adjusted, rather than self-balancing. But the added virtue of having an outboard motor lift is significant. The lift arm can be used to haul up groceries and other supplies when at anchor, and is strong enough, reportedly, to use for hauling a Man/Person Overboard back onto the boat. A few friends who have installed the Garhauer report they really like it. It also solves the problem of running a wire down the mast, then down into the bilge and all the way back to the cockpit. It also makes it a lot easier to service the radome, if needed.

We built our own RADAR tower, as it was just before Garhauer started making their units. Ours is not gimbaled. I wish it were. I sometimes think that I ought to shift over to the Garhauer. It is a terrific unit. As far as the worth of RADAR, it can be priceless as we discovered last night coming into harbor after dark.”

Roger McClintock queries from *WEEKEND PASS* (V-42, hull #162), “Our radome is attached to the backstay with a gimbaled mount. I would like to install a backstay antenna for the SSB, but I am concerned about interference between the SSB and the radome. Does anyone have a radome backstay installation with a backstay antenna? Are there minimum clearances required?”

Steve Abel answers from *VICTORIA ROSE* (T-37, hull #384), “I have that arrangement and have not noticed any problems, although we haven’t used the SSB much (except to make sure it works).”

David Laber on board *HEGIRA* (V-42, hull #142) also suggests, “When I installed my insulated backstay, I checked with Ray Marine tech help. They had a minimum clearance suggested of about three feet. I do not recall the exact distance and recommend you check with them.”

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Cruising down Mexico way

by Richard and Marianne Brown

In the previous issue of TOG News (#99), we left Richard and Marianne Brown on board MR DESTINY (T-37, hull #356) in Marina Mazatlan, Mexico at Thanksgiving nearly a year ago, being grateful for their marvelous cruising experience from San Diego, CA to Cabo San Lucas at the end of the Baha Peninsula. We continue living their cruising dream with them in Mexico.

Still in Mazatlan

Here we are still in Mazatlan. We keep talking about heading South, but we haven't made much of an attempt to leave. Mazatlan is one of those places that is just so nice that it is hard to leave. The Mexican people here have been wonderful and so have the cruisers. As it stands now, we plan on spending Christmas here and then going South.

We have been all over town exploring and eating out. It is hard to want to cook on the boat when there are so many dining opportunities too great to pass up. Though Mazatlan does have a tourist industry, it is not a tourist town. There is so much to do; there is always an event of some sort going on. There are first run movies in English at US-style theaters with big screens and surround sound; we've seen a couple. There have been concerts, including a Christmas show and a local rock band. The stores and markets provide hours of enjoyment; you can get just about anything you want. Of course, there are frequent opportunities to savor a cold cerveza and another beautiful sunset.

We have also spent a couple weeks taking Spanish lessons at a local school. Active English has provided two instructors for us and we have been pleased with both of our *maestras*. The curriculum is excellent and we have learned quite a bit, but more to learn. We know we have a foundation to build upon. We certainly have had opportunity each day to practice our Spanish. The Mexican people appreciate the effort and they help us. One day while riding the bus, we ended up at the end of the line, waiting for the driver to finish his break and resume his return route. While cool-

ing our heels, Marianne and I practiced our Spanish. When the driver noticed our textbooks, he pulled out his English textbooks and we all had a great laugh. We spent about 15 minutes practicing our Spanish with the driver, while he practiced his English with us. Later we met up with him again and invited him over to the boat. He brought his two daughters to the boat on Christmas Day. Marianne played with the two girls, while we men talked about boats.

Richard's parents visited us this month (December). They are Mazatlan veterans, having vacationed here twice before. We spent four days with them at the Playa Mazatlan Hotel. We covered lots of ground cruising all around town and catching up on the home front news.

With all this going on, we haven't gotten very far on our list of boat projects. We did install three Hella fans to cool the cabin and keep the no-see-ums and mosquitoes away. We also sanded and varnished some of the boat, and took the HAM radio to the Servicios Electronicos Marinos to inspect the VOX circuit. It works great for Pactor e-mail, but is weak for voice communication. After three days, the radio is back and working fine; no charge for a minor voice circuit output adjustment. That's right, no charge! The list of things still left to do is much longer than the list of accomplishments, but luckily only a few of those things have to happen before we leave.



Mazatlan skyline from the top of MR DESTINY's mast.

Waiting for a weather window

We have enjoyed our stay in Mazatlan, but are anxious to get underway, see some more country, and anchor out. The boat is stowed for travel and provisioned for a month of anchoring out. We will likely go down to Banderas Bay for a month or so and then come back to Mazatlan at the end of February for Carnival. They say that Carnival in Mazatlan is the third largest in the world, behind Rio de Janeiro and Trinidad. People come from all over Mexico and the world to party at Carnival. We want to see what it is all about.

As I write this update, we are listening to the Baja Net, a maritime HAM net dedicated to providing boaters on the West Coast of Mexico and the Sea of Cortez a forum to check in with other boaters and get weather information. Each morning Don, on *SUMMER PASSAGE* from Ventura, CA, gives the weather report for Southern California to Panama. Today, Don indicates there is a huge, but weak Pineapple Express blanketing the region from Bahia Magdalena to the Golfo Tehuantepec with clouds and scattered thundershowers. He goes on to discuss the strange winds clocking from NE to SE and more important to us that the San Blas area is going to have 25-30 knot winds coming out of the East and extending 100 miles. The winds clocking to the SE will put the wind on our nose if we turn South, and the San Blas area is about 16 hours from here directly in our path, so we could get slammed by the easterly wind. So here we sit.

Escape to/from Paradise

We left Mazatlan on 9 January 2003 and headed South. We had an uneventful trip (read no bad weather, thankfully!). One pretty incredible part of the trip happened on the second day. Before daybreak when I was relieving Richard on watch, he told me there were some fish swimming along with the boat.

Those fish stayed with us the entire day (we are talking 12 hours). There were thousands of them – no, I am not exaggerating! At different times throughout the day we also had dolphins and birds hanging around. It was pretty neat.

We anchored in Punta de Mita (see photo below), the first anchorage inside Banderas Bay (north end). After a rather rolly couple of nights, we decided to go to a La Cruz anchorage for a night and then attempt to get into Paradise Village Marina, so we could make some repairs. What a place! There is a five-star resort, beach club, timeshare and full ownership condos, a small mall, and marina. There is a zoo with animals in cages, but there are also peacocks that run around the place and won't hesitate to inspect your things if you are poolside.

For the work we had to do: 1) our regulator that is supposed to stop the batteries from charging wasn't working and the batteries were being cooked. Hopefully that has all been solved with some rewiring. 2) Our outboard motor for the dinghy is another problem that has been with us since before we left San Diego. It appears to be fixed now, too. 3) The other issue is our engine and after checking it out, Richard has decided it is okay for now.

We experienced our first earthquake of the trip. We were in the mall in a little open area with tables and chairs. The place started moving. After about 20 seconds, we all ran outside, but things were still moving. The whole thing lasted close to a minute. The people staying in the hotels and condos were worried about building safety; those on boats were concerned about the possibility of a tsunami. When we got back to *MR DESTINY*, we found out where the epicenter was, the magnitude, and that there was a tsunami warning. Wow! What a night. The next day some people felt an aftershock, but we didn't.



We are heading South again. It has been rather warm here and we want to get to an anchorage where we can just jump into the water when we are hot. Our plan is to head to Tenacatita. We may or may not stop along the way.

The Gold Coast of Mexico

Cabo Corrientes is the feared Point Conception of Mexico, marking the South end of Banderas Bay. This point can really work itself up for up to 100 miles offshore. It

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also marks the transition to what is called Mexico's Gold Coast with some of the most beautiful anchorages just a day sail or less apart. We sailed past Corrientes about three miles offshore with 25 knot winds and following four to eight foot seas under a double-reefed mainsail and staysail. We had a sustained 30-knot gust that put the rail in the water for a couple of minutes. At night this wouldn't have been as much fun, but during the day it was an enjoyable e-ticket ride.

After a rip roaring sail around Cabo Corrientes, we anchored in the tiny, picturesque anchorage of Ipala. We shared the anchorage with three other boats. The calm, cool, peaceful night was interrupted with a brutal reflected swell that rolled us from ear to ear all night long. Other cruisers did not have the roll, so their impressions of Ipala are much better. Ipala is a major resting place for crews to get their game faces on before heading North around Cabo Corrientes. We, however, are glad to be leaving. After a nine hour motor boat ride, we are happy to drop the hook in Chamela for what we hope is a good night's sleep. The anchorage at Chamela was truly beautiful, but rolly. Just our luck to have another fitful night of broken sleep as our bodies tense to accommodate the swell that rocks the boat from gunnel to gunnel. We'll leave in the morning for Tenacatita Bay, the holy grail of anchorages on the West Coast of Mexico.

Here it is three months into our cruise; it is 0230 and I am lying awake in the starboard salon settee, with all of our fans blasting on us to keep cool on this still night, reflecting on our cruising lives.

MR DESTINY is gently swaying to anchor in beautiful Bahia Tenacatita in 34 feet of clean, clear, blue water. The night is dark with a slight cloud cover. There is a hint of cool breeze coming off the Pacific Ocean and gently over the mountains that protect this little bay. The night is quiet except for the rolling surf crashing on beach and rocks, occasional splashes of fish feeding nearby, buzzing from the occasional mosquito looking to snack on me, and the quiet but constant splashing from a big power yacht, thankfully anchored downwind, running its genset. There are lightning flashes in the distance, but no rain. The air has been humid with big thunder boomer clouds in the distance. These threatening rain clouds over the distant jungle mountains remind me of Arizona monsoon clouds with their black bottoms rising gray to white high into the atmosphere. So far no rain here. We haven't seen any real rain since Mazatlan, and just a spit a couple of nights ago in Chamela.

We arrived in Tenacatita Bay on Friday afternoon (1/31) after a slow, but fun 29-mile beat from Bahia Chamela.

More than one veteran West Coast Mexico cruiser has told us that this is the place that we all dreamed of when we decided to go cruising. We were warned, "If you don't go at least as far as Tenacatita, you'll be sorry", and they were right. This is truly the place with its big clean, blue bay with white sandy beaches, coconut palms swaying in the breeze, and beach *palapas* with cold beer and fresh seafood. We arrived tired and hot and dropped the anchor near our new cruising friends. We quickly stowed the boat and joined about 20 other dinghies with their crews for the Friday afternoon raft up and happy hour in Tenacatita Bay. This tradition started and is kept alive by subsequent, self-appointed mayors of Tenacatita. The current mayor is a well-known and popular veteran of many years of cruising, commune developing, and raising six kids. Each boat introduces themselves and passes around snacks, which are mostly chips and dip. After an hour or so folks start to drift off to their own boats, dinner, and parties.

The best thing about cruising is the people you meet and the friendships you make with cruisers and with the local Mexican people. We do and will always treasure these friendships. After visiting with friends, we fall into the best night of sleep we have had since La Cruz in Banderas Bay. Though we have not had any overnight passages, we have been on the move for three days, with full days of exciting sailing, and nights of rolly anchorages, where sleep comes in short fits.

The next morning we wake slowly to the sun. Marianne is up before me, heating water for coffee and enjoying the quiet morning, while I possum listening to the Amigo Net, a Mexican SSB radio cruiser's net. At the end of Saturday's net, we get the tragic news that the space shuttle, Challenger has broken up upon reentry over Texas. The radio is quiet for several seconds while Marianne and I stare at each other, dumbstruck and saddened for this tragic loss of life. Almost immediately the VHF is alive with cruisers swapping frequencies with radio news broadcasts from the BBC, Voice of America, and Armed Forces Radio. A little frustrated that we can't get additional details at this time, we go on about the daily business of cruising.

We have made plans to do laundry, lunch, and internet, which in Tenacatita requires either taking your boat and anchoring off of the town of La Manzanilla, about four miles across the bay, or taking a \$220 pesos roundtrip taxi ride. We opt for the taxi ride to haul our growing loads of laundry; we split the cost with another cruising boat. After dropping our garbage in the garbage pile, we asked the ladies at the beach *palapa* to call a taxi for us. We could toss some garbage in the ocean, but we don't, preferring instead to collect it and wait until we find an appropriate place to dump it. Legally, the only thing you can't toss in the ocean is plastic. Even oil is okay to dump offshore. We appreciate having this option, but don't see any need for coastal cruising boats to dump their garbage in the ocean.

The taxi arrives down the beach road; we negotiate our fare, and off we go on our ten mile ride to La Manzanilla, a great little Mexican town. The taxi drops us at the *lavanderia* where we deposit our laundry, preferring to have them do it for us for ten pesos per kilogram. This is a deal – one of the best in Mexico. Unfortunately, we have picked Saturday to drop laundry; they close early and we can't pick it up until Monday before 1400. If we are not there by then, we have to wait until 1600, as the siesta is strictly followed, as in most Mexican towns.

We have heard of a great little restaurant on the beach called Martin's. We are not disappointed. The Shrimp Diablo is some of the best I have had in Mexico. After lunch, we went down to the river to see the crocodiles they have bagged and tagged. The story is that the locals rounded up these monsters from the jungle river that is often toured so they won't eat the *turistas*.

We make a call to the U.S. to check in with the folks, get an update on our mail and bills situation, and the latest on the Challenger crash. The local internet café is packed with expatriots and tourists getting the latest on the shuttle break up. We decide to pass on the internet for today.

We are very concerned about the crash and loss of life, but if we were home we would be glued to the TV, radio, and internet trying to absorb every piece of information being conveyed. Like most Americans, we would become an immediate expert on all things about the space shuttle and learn intimate details of each crew's life and family. Is it really so bad not having this much information?

Later that evening, we get together with friends on the beautiful, Robert Perry designed Passport 47 for shrimp sushi rolls and quesadillas. The hosts have a magnum of a 1997 Cabernet Sauvignon that they have lightly chilled for consumption on this special occasion of so many good friends in one anchorage. We enjoy the evening that includes making

a bunch of noise with percussion instruments. I'm sure the other 30 boats in the anchorage are envious or irritated with our carrying on. We all head back to our boats about 2200, with plans to meet in the morning for a jungle river tour by dinghy. For cruisers this has been a truly late and rowdy night.

We are truly blessed to have this time to truly explore ourselves, Mexico, friendships, and adventuring by boat. Many people talk about going cruising and for all kinds of reason are not able to go. If you are one of these people, keep trying. The rewards are many.

Jungle River Trip

The intrepid explorers each with dinghy loaded with gear for a day of river running and snorkeling met enroute to the opening of the Rio La Iguanas. The tide is high now and the two knot current is against us, so fording rocks at the entrance to the river is no sweat. We motor slowly into the swift moving mouth of the river and into a deep channel. We are thrilled to have begun our Jungle River trip!

This river is surrounded by mangroves, an incredible example of them. We see many very colorful birds, butterflies, crabs, and nests. We do not see crocodiles – thankfully. The river is wide in some parts and very narrow in others. Of course, the narrow spots are where you are every time you meet an oncoming panga. That's part of the fun though. There are parts of the river that are so 'canopied' that you have to take your sunglasses off. These sections are also the cool places.

Once we get to the other end of the river, we gather all of our gear and head to the beach. This section of beach is lined with *palapas* for eating and drinking. We have lunch at a recommended *palapas* and gear up to snorkel. What a great place to see fish and even a coral reef. We wish we had thought to buy a waterproof book to identify fish. We spotted all different kinds of sea life.



Rio La Iguanas with the jungle runners. We had a wonderful time. This is a must see if you are ever near Tenacatita, Mexico.

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After snorkeling, shopping (the vendors come to you), and lounging, we gather our belongings to start the trip back to the boats. The run down the river is faster due to the following current, plus you have to increase engine speed to maintain control in the rapid current. All in all, not a bad day in paradise.

A Visit to Barra de Navidad

After being on the hook in Tenacatita for over a week, we decided to head south about eight miles to visit the much talked about Grand Bay Hotel and Marina (photo right above) to fill water tanks, provision, wash the boat, clean the bottom, and get some pool time. This is the most expensive marina on mainland Mexico, at \$1.10 per foot per day, and it is attached to a five-star hotel. We figured if we made it this far, we at least owed it to ourselves to see what all the talk was about. Since hotel guests pay close to \$400 a night to stay, boaters get a bargain.

There is a French baker that runs around in his panga each morning delivering fresh baguettes, croissants, pan chocolate, and bread to the boats. He announces himself on VHF channel 22 with a French accent, "French baker! French baker! The French baker is entering the marina." His treats are easy to get used to, expensive, and long wished for once you leave.



It was hot (yes, it was February) while we were visiting Barra. We spent mornings doing boat projects, afternoons at the pool, and evenings visiting with friends. Someone has to live the life, why not us?!

The town of Barra de Navidad is an incredibly quaint little town. They were rocked pretty good during the recent earthquake. You can see evidence of it, but luckily, very little serious damage. Across the bay from Barra is Melaque. Each year Melaque has a huge St. Patrick's Day fiesta. We don't know how this got started, but we have been told it rivals parties in the U.S. The anchorage at Melaque is known as "Rocky Melaque". The boats anchored there are subject to the roll and pitch of the water's surge. Thankfully we were not one of them.



The hotel guest's view of the marina.

Exploring Inland

We have been hearing for months about how wonderful and quaint some towns are and we wanted to see them, therefore a land trip was calling us.

We set out on Friday, 7 March to find the bus station and head for Guadalajara. We recommend the first class bus system in Mexico. It is safe, comfortable, clean, and a wonderful experience. It took us five hours to get to Guadalajara. We found the Hotel San Francisco, checked in, found something to eat, and then toured the historical district.

We decided to head to San Miguel de Allende on Saturday morning. We really wanted to get to the smaller towns (Guadalajara is the second largest city in Mexico) and we could always spend more time in Guadalajara on the way back. San Miguel is everything we were told it was. What a place! It is a charming colonial community. We found the Posoda Carmina, recommended to us and loved it. There are many nice places to stay, great food, a market place full of artisans and their wares, churches everywhere with bells that ring every hour (yes, even at night), a wonderful town square/*jardin*, incredible people watching, and so many different styles of buildings that you get lost trying to keep track of them all.

On Tuesday (3/11), we boarded another bus for Guanajuato. This city is a little larger and higher elevation than San Miguel. We had been warned that inland travel required cold weather clothes, but we found ourselves wanting shorts and tee shirts. Guanajuato is home to the University of Guanajuato, which is considered one of Mexico's finest

schools for music, theater, mine engineering, industrial relations, and law. In Guanajuato, we visited the Don Quixote Museum, the Diego Rivera birthplace and museum, the Templo La Valenciana silver mine, the *centro* market, took a ride on the incline to a lookout over the city, and people watched on the *jardin*. It was truly interesting to see all the locals, students, and visitors partake of this small central garden. We sat at a restaurant on the edge of the *jardin* for a few hours and enjoyed the evening with families, couples, and students. It reminded us of what we think a local town square in the U.S. was like in the 1950s. We thoroughly enjoyed just watching.

On Thursday morning (3/13), we headed for Tlaquepaque and Tonalá. These are small towns outside of Guadalajara. Tonalá is famous for market days held Sundays and Thursdays. We made it in time to spend an hour or so cruising the market. We then explored Tlaquepaque, another interesting and quaint town.

On Friday (3/14), we headed back to Puerto Vallarta and our boats. We had an incredible time and wished we had more time to spend in each place, plus there were other places we wanted to see. At the same time, we were ready to get back to our home aboard *MR DESTINY*.

To be continued...

Editor's Note: Watch for the surprising conclusion to *MR DESTINY*'s cruise in the next issue of **TOG NEWS**. And for more great pictures check out their web site at <www.sailmrdestiny.com>.



One of the two pedestrian malls in Guadalajara. Great for people watching.

More maintenance and equipment comments ...

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WINCH HANDLE HOLDERS

John Hovan queries from *CELTICDREAM* (T-37, hull #478), "The white plastic winch handle holder located on the forward part of the mast has cracked. I have an exact replacement model, but would like to hear suggestions on what hardware to use to mount the new holder.

Do folks recommend drilling out the old rivets and then tapping the mast for a stainless bolt? Or, drill out the old rivets and install new ones with the new holder? Looks like I may need a fairly large pop rivet gun. Or, what about using the plastic anchors at Home Depot and using the stainless screws supplied with the new holder?"

John Kalpus answers from *PRUDENCE* (CF-37, hull #15), "If your mast is aluminum, you could simply use aluminum rivets to attach a new winch handle pocket. No dissimilar metals therefore no galvanic reaction."

Harvey Karten replies from *NIGHT HERON* (T-37, hull #84), "Why not use a plastic UV protected cable tie? No rivets, no drilling. Takes only a few seconds.

Before you start drilling into your mast, make sure you know exactly where you might have wiring, halyards, etc. The cure might be much worse than the disease."

Jim Clemens cautions from *ATHENA* (T-58, hull #92), "I know that people have winch handle holders on their masts, but...! I have seen handles lost in rough weather this way and I personally wouldn't mount one on my mast. A good breaking wave will dislodge the handle from the holder. The holder does not have a securing strap - right? I keep all handles securely stowed in the cockpit and take one to the mast with me when I need one.

If I were you, I would make a belt for my waist to carry a winch handle and also a marlin spike.

When I took sailing lessons, my instructor, very good and very exacting, would require all winch handles be stowed securely in the cockpit, never left in winches or attached to the mast."

John Kalpus retorts from *PRUDENCE* (CF-37, hull #15), "It's such a pain to run up to the mast and forget the ole winch handle. Frankly the convenience of having the winch right on the mast is too good not to do it. However, you've struck a nerve. Maybe I'll find a way to attach a lanyard to the winch handle!

On another similar note, a dockmate of mine sails a Deerfoot 70 and has manual winches way too big for manual winching. He invented what he's calling the 'Winch Bit'. The Winch Bit fits into a robust cordless drill and terminates in the standard winch 'star' pattern. Insert the drill with the Winch Bit into the winch and you've got a cool electric powered winch. He uses it for raising his not insubstantial mainsail, as well as the main sheets. I use it for sail raising and furling chores, too. Nope, I'm not selling 'em, just thought you'd like to know."

TOG NEWS

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