



# ALBERG 37 INTERNATIONAL OWNERS ASSOCIATION

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VOL X, NO. 2

10 April, 2000

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## News from Members

Bill Horne and Deb McKinney (SERENADE) sent a postcard in early March from Green Turtle Cay, Bahamas. They were enjoying "island life" and had met TUNDRA in Vero Beach, FL.

Received the following from Karen and Marcel Steinz aboard SOUTHERN CROSS while cruising "down south":

"January 15th. We left this morning at 0900 hours and are presently motoring down the ICW. It is a bright sunny but very cool day. We heard this morning that the temperature in Toronto is -16 degrees. The wind chill factor is not that cold but I could sure use a skidoo suit right now. We did anchor for the night just near Melbourne. It was a quiet evening but again very cool. This is Florida???"

January 17th We are presently on a mooring in Vero Beach. We arrived yesterday afternoon in this very pretty place. The wild life here is very abundant - in the past few minutes we have seen a blue heron (what a massive wind span), a pelican - doing the diving thing in a large school of fish and a manatee just swimming by at its leisure. We also have dolphin in this harbour and they sweep the surface of the water when you least expect it. I still get a thrill everytime I see them and love to watch them play with the bow of the boat as we motor down the ICW. Tomorrow we hope to leave and head for Peck Lake just north of Lake Worth. This is where we plan to cross over from. There is another front coming tomorrow and we will have to wait and see when we might cross over to Lucaya. So for now, I will say adieu and wish everyone well. We hope that the weather up north is not too cold. Regards Karen and Marcel"

We also received another email through a friend of theirs in February:

"Feb. 12. They are safe and sound in Lucaya Village Marina where they are staying until mid-April. Karen's e-mail will not work at all in the Bahamas for some unknown reason so they asked me to let you know that they are fine and enjoying the good life. You may have heard that they encountered a surprise storm with severe winds and waves on our crossing to Bahamas on Jan. 23/24. It was quite an experience, but the bottom line is that no one was injured and the boat handled it well with only minor damage to a sail and the dinghy. The bimini, however, was blown away. We had to take safe haven in the commercial port of Freeport until the winds and seas

subsided 2 days later. All is well that ends well. I am sure you will hear all the details of the crossing when they return. Dave Kent".

Greg and Penny Blair of Toronto are the owners of the yawl TUULI out of Cairns, Queensland, Australia. They recently sent the following Email:

We found Tuuli in Toronto, when we were looking for a offshore cruiser to sail to Australia. My sister lives in Cairns and my best friend (married to the grand daughter of the founder of Foster's Brewing) lives in Melbourne. We just had to go and visit Bob to check out his new lifestyle. Our family of four left Toronto in May 1997, sailed via the USA, Bahamas, Panama, Galapagos, French Polynesia, Tonga, Fiji, Vanuatu making our landfall at Brisbane in late Nov 98. We sailed down the coast to Melbourne for cyclone season and then sailed back up to Cairns. This was just a little 3,000 nm Australian coastal cruise. We spent some friends in Cairns, joined the yacht club so we could haul out Tuuli and flew home to shake the money tree. On the way to Melbourne, we nearly went as the sole spectator boat in the Sydney Hobart race, but we didn't like the weather forecast. While the A-37 is a capable sea boat, why get beat up if you don't have to? Cairns is the heart of Far North Queensland's cyclone territory. Tuuli is chained down to 6 buried one cubic meter blocks of concrete, three to a side. The home page for Cairns Cruising Yacht Squadron, <http://www.ccys.com.au>, shows Cyclone Justin's eye passing over Cairns. We have lots of stories to tell about our trip. Our first gale was Tropical Storm Anna off Charleston SC, and our next was Cyclone Alan in French Polynesia. We were in a gale between Noumea and Australia which sunk 4 boats, claiming 7 lives. We are alive because we have an offshore passage maker. I promise I'll get something together for the newsletter. My kids were 7 (Dennis) and 9 (Christine) when we left, and are now 9 and 11. They just want to be kids and don't want to continue sailing. We figured out Dennis had spent 1/4 of his life on the boat. We don't know for sure, but my wife and kids may stay home, while I sail Tuuli back to Toronto. We met Southern Cross Marcel Steiner in Nassau. He had seen us earlier, pull up our hook at Titusville FL and called us on the VHF. We didn't see him, but returned his VHF call. He kept calling us over and over again. He could not copy us. Marcel has done a fantastic job pampering Southern Cross. She is a beautiful boat. Has anyone figured out how stop the hull deck joint from leaking???" I guess we could unbolt everything, hire a crane, lift the deck off, stick it back down with lots of 5200. Seems

kind of radical and I bet we would break the deck in two in the process.  
Cheers,  
Greg

Tom Ellison recently sent the following regarding sailhandling on SABRE III:

My wife and I sail as a twosome and have not been comfortable with our reefing. I use the roller gear on the main and it is very handy except that the sail tends to build up around the gooseneck and also I have a tough time getting a good roll onto the boom (it often seems to get all creased up). As well the arrangement of the luff slides for loosening them is a lacing through the sail and specially adapted slides, it is very cumbersome, not at all handy when it is blowing like hell. The other thing is, we would like any tips we can get on changing the foresail when the wind pipes up. We have Schaefer roller furling on the forestay and the original halyard winch on the mast. It is not at all handy for a single foredeck hand to manage. We are graduates from an A30 and things we could get away with on it are not do-able safely on the A37. Any hints we can get from you or other A37 owners would be very much appreciated."

Tom Ellison Victoria Office Niche Technology Inc. Tel 250 380 6043 Fax 250 380 6035 E-Mail: [tellison@niche.mb.ca](mailto:tellison@niche.mb.ca)

We responded from our experience with SHEARWATER:

"Regarding mainsail furling, the only way to go we think is with "slab" reefing. We have 2 reef points on our main, and one person can reef in a couple of minutes even while still beating. Just let the main luff a bit, lower the halyard till the first reef tack is where it needs to be, then cinch up on the reef point clew, and readjust the halyard tension. Once done, you can tie the reef ties (not really necessary, but gets some of the sail out of the way). One reef does wonders for comfort, speed, etc. You've got too much sail up if you have the rail in the water! With a reef in the main, you can also carry a larger headsail. As for headsail furling, unless you have modern furling gear, and headsails specially constructed for roller furling, I think roller "reefing" is a joke, and a good way to tear up a sail, as they become very "baggy" in the middle. We have an old Hyde Streamstay roller furler, which still works very well as a "furler", but is worthless as a "reefer". Changing a headsail even at the dock is a 2 person job, and in anything but calm weather is difficult underway. Consequently, we use a #2 most of the time, and consequently, are most of the time underpowered (for the Chesapeake Bay), and sometimes overpowered! If at all possible, we change headsails before leaving port commensurate with anticipated conditions, but most of the time are too lazy and just go with the #2 since it's such a job to change sails. We are thinking about doing away with the roller furling completely, and go back to hanked on sails (cheaper, easier to raise and lower in all conditions, and easier on the sails too). Several A-37s we've seen have led all controls back to the cockpit - we're sort of mixed opinion on this. Hope this helps. Just remember, when you start to think

about reefing, you probably should have already put the reef in!"

Back in January we heard from Lois Jacob and Merle Galbraith who are on an extended cruise in the Tobago-Trinidad area aboard INTERLUDE. They are planning a major refit soon, and have the following questions of members:

- Their water heater "died" a few years ago and they would like to remove it. Have any readers with a Westerbeke 4-108 removed and replaced their 6 gal. water heater? How? And what did they replace it with?
- Windlass – want recommendations on brands and installation of manual or electric windlasses would be appreciated.. How were heavy electric cables fed to the windlass?
- Roller furling headsails – any recommendations on maintenance and snag free systems (Lois said "Yes, there are a few boats left out there who still have hanked on sails).

They are currently replacing the countertops and the one large, shallow SS sink they have in the galley above the engine. The sink is 13" x 15-1/4" x 4-3/4" deep. The new sink, model # S1257-0 was purchased from the Sterling Plumbing Group, 2900 Golf Road, Rolling Meadows, IL 60008. The sink is a "perfect" replacement for the original sink. They had to "plead" with the president of the company (Ms. Barbara Karen) in order to just purchase one sink instead of their normal minimum order of 6 sinks.

We followed up with our suggestions to Lois' and Merle's questions:

- Water heater removal installation. About the only way to get the old heater out without moving the engine is through the stbd cockpit locker. We don't have an engine/electric water heater (installed a propane "instant" heater in the head), but years ago had to remove a large ONAN water muffler from aft of the engine. It was large (don't remember the dimensions, but it just fit through the stbd cockpit locker). We have a large cutout (approx. 15" x 20" in the stbd cockpit bulkhead which is held in place by barrel bolts, and is easily removable) which makes servicing the rear of the engine and transmission at least bearable if not uncomfortable. I once removed and re-installed the transmission through this "hole". I've also seen some A-37s that have installed a removable and watertight "hatch" in the cockpit floor which allows access to the water heater/steering quadrant area. That may be an idea if the cockpit opening idea doesn't work.
- Windlass: Several years ago we installed a Simpson Lawrence Hyspeed 510 Manual Windlass on SHEARWATER which has served our needs well. Just be sure to install a strong backing plate under the deck in the chain locker and thoroughly bed the attaching bolts. Another good idea is to drill extra large holes and fill them with epoxy/cabosil filler, re-drill, then bed and

fasten. You don't want water to migrate into the balsa core.

- Furling systems: Several members have had good luck with ProFurl.

The following is from an Email that was forwarded from Wayne Bower (TEELOK) in response to Lois' and Merle's questions.

- On the water heater, I don't see how this would be possible. He might (depending on what heater he has onboard) find enough room if he cut out the panels on one side, but that does seem a little drastic. If I was him, I'd pull the engine. If pulling the engine is inconvenient at this time, one alternative would be to take it out of line and go without until he is in a position to pull the engine.
- 2. We are using a PROFURL and quite happy with it. I went looking for the best and came up with two names. PROFURL was one and I can't remember the other. We settled on PROFURL.
- 3. We installed a Simpson-Lawrence Model 900. We haven't used it yet (i.e. it went on just before we pulled the boat last fall). It made for a clean installation, but other than that I'll defer comment till sometime next year. Hopefully it will be all positive. Wayne"

David and Joyce Lahmann recently sent a photo of SHE 'N I – thanks. David is checking on schools to obtain his Coast Guard Captain's license, and Joyce is planning on taking a cruising course this spring.

Roly Pootmans just renewed for 2 years. Having recently sold LANIKAI, he feels that he will miss dearly, and news of other A-37s will help. He wishes all members "fair winds".

We recently received a phone call from Fred and Phillis Owen stating that they had sold their A-37 sloop, PRINCE MADOC.

Stuart and Helen Gillespie sadly report that they have sold HIGHLAND FLING several years ago to a person who has not kept her up and now she will not pass survey. She had passed two previous surveys prior to selling her. They are now looking for a Cape Dory 24 or 28. They still spend a lot of time on the "Waters of Maine", but at 83 (Helen) and 86 (Stuart) they have decided to scale back their sailing a bit. Good luck to you both!

Todd and Natalie Stebleton are making slow but steady progress on the refurbishment of COPPERHEAD (# 17). They have installed a small holding tank (6 gal.) in the bilge to make their head legal. They also installed a CD/Stereo system, and mounted 2 small waterproof speakers below the winches in the cockpit and two speakers in the main cabin (at the request of their teenage daughter). Their largest project has been refinishing the teak on deck. They have been using a heat gun to strip the old finish before bleaching,

sanding....sanding again.....and refinishing. They are suing ARMADA, which is very similar to Sikkens CETOL, except that it has no pigment. It looks very similar to traditional varnish, and are pleased with the results.

They raced in a local yacht club series the past summer and did poorly – not so much because of the boat, but the crew (Captain)! Their goal was to "beat the committee boat" – most of the time they succeeded. By the end of the season, they were actually passing other boats in the race. They were most happy to have been considered the "prettiest boat in the fleet".

They plan to install the hardware necessary to fly the spinnaker this spring. It was removed when the boat was restored and the mast replaced in '95 (why was the mast replaced? – must be a first!). They have also made plans to have the mainsail recut.

Todd and Natalie invite members to look them up when they come through Daytona Beach. They offer to help in any way they can!

Cathy and Malcolm Blackburn had a very slow 1999 sailing season aboard KAILA II, having only left the dock 3 times. Cathy retired 1 April, and they plan to spend a lot more time on the water this year (don't we all)! Malcolm reports that the water level on Lake Huron is down at least 4' from several years ago, and with the mild winter and little snow, doesn't expect the level to rise much in the near future.

## WEST COAST ALBERG RENDEZVOUS

We recently received the invitation to the annual West Coast Alberg Rendezvous from John Volc:

Y2K Alberg Rendezvous, June 24th & 25th, 2000  
Salt Spring Marina, (Ganges Harbour) Ganges, Salt Spring Island, B.C. CANADA Lat : 048° 51' 28.8" Long : 123° 30' 00.0" Please consider this YOUR invitation! This is the fifth anniversary for the West Coast and we are looking forward to seeing all of our old friends and making many new ones! Moorage can be individually pre-arranged by contacting Salt Spring Marina. Salt Spring Marina

Contact: Leslie 124 Upper Ganges Rd., Salt Spring Is., Ganges, BC V8K 2S2 tel: (250) 537-5810 CANADA  
For more information about the Rendezvous, please contact:  
John Volc tel: (604) 983-3036 1237 Adderley Street fax: (604) 983-0140 North Vancouver, B.C. V7L 1T6 CANADA e-mail: [jvolc@intergate.bc.ca](mailto:jvolc@intergate.bc.ca)

## Welcome to the Following New Members

Welcome to Ron Cole and Diane Comas of Windham, Maine, who recently bought the 1981 sloop, #216 ARETMIS (ex LA JOLLA). Ron and Diane have been exploring the coast of Maine as far south as Newport, RI every summer since 1986 in their 1970 Morgan 28, and are anxious to begin exploring in

their Alberg 37. Ron had previously sent the following Email: "I have spent a considerable amount of time looking over the A-37 web page after determining last year that I would try to locate an A37. I had known of the boats for a long time but was really sold when I saw the fine restoration that had been done to JOYOUS (Dan and Betty Stuermer) as we were anchored beside her for several days in Bermuda last June while I was bringing another boat up from St. John. My wife and I are planning our retirement and some boat time in the South is a definite part of the plan.

ARETMIS generally appears to be in good condition except for some delamination in the aft deck around the lazarette hatch. I'm looking forward to becoming much more familiar with its ins and outs and am sure I'll have lots of questions. The boat is currently at Wayfarer Marine in Camden and will move to its new mooring in Falmouth ME in late May.

They have extensive local knowledge and would love to meet any members cruising in their area.

Welcome to Rob and Julie Lee, of Steamboat Springs, CO recently joined the Association. Although they do not currently own and A-37, they are actively looking at potential purchases. While on a business trip to Baltimore, Rob even made a side trip to our area in the Northern Neck of VA to check out a few boats. He stopped by in Kinsale to take a look at SHEARWATER (not for sale) which was on the hard at Port Kinsale Marina awaiting relaunching this spring. Good luck in your search – the "right" Alberg 37 is out there somewhere!

Gerard Seguin, of West Chazy, NY, is the current owner of VIE-GIL, a 1977 sloop. They keep VIE-GIL in the Gilbert Brook Marina in West Chazy.

### FOR SALE

Recent offerings include:

Turgut Karabekir, is offering the 1971 Alberg 37 yawl KUMA (Hull # 78) for sale due to time constraints. KUMA comes well equipped for cruising. Turgut has decided to drop the asking price from \$48,500 to \$44,500. Interested parties should contact Turgut at (301) 468-0737, or email: [turgutk@erols.com](mailto:turgutk@erols.com)

Dan Stuart is offering the 1967 sloop FALCON for sale for \$45000. She's very well equipped. He will finish hull and deck painting in the spring, as well as exterior teak restoration. Interior teak refinishing will also be done this year, as well as interior painting.

### FALCON EQUIPMENT INVENTORY

SAILS Hood spinnaker (white) Hood drifter (white), Storm jib (unknown manufacturer), roller furling Spinnaker sock (red) Hood main (white) ¾ oz. tricolor spinnaker (unknown). Ratsey & Lapthorn tricolor spinnaker (weight unknown).

Hood main (white) North 160% genoa (blue & white), roller furling Hood #1 genoa (white), hank-on #2 genoa (white), hank-on (North?). Hood spinnaker staysail. Hood main (white). North 150% genoa, roller furling Boston asymmetrical spinnaker.

ENGINE Westerbeke 4-107 4-cylinder, 40 horsepower diesel with Model SA 2:1 reverse and reduction gear, fresh water cooled Custom instrument panel. Four (4) fuel filters, including primary, screen and 2 water separator filters with replaceable cartridges.

DECK & HARDWARE Simpson-Lawrence S-L 555 double-action, two-speed lever anchor windlass. Edson pedestal steering with cast aluminum wheel. Lifesling USCG-approved full size rescue system. Barient 2-speed, stainless steel primary winches. Lewmar 2-speed chrome plated, bronze spinnaker winches. Two point slab reefing system with reefing winch located on boom. Traveler mounted on aft deck, accessible from helmsman's station. Ten (10) cast aluminum opening ports with metal screens. Solid teak sliding companionway hatch, with bronze sliding screen. Solid teak drop planks for companionway. Bronze screen doors are included. Solid teak lazarette hatch, vented. Solid teak with acrylic forward hatch, with screen. Solid teak dorade box with PVC horn to vent head and cabin. PVC vents at anchor locker and lazarette.

GROUND TACKLE CQR 35# anchor with approx. 20 feet chain and 150 feet of 5/8-inch nylon rode. Danforth 25# (subject to confirmation of model) anchor with approx. 12 feet chain and 100 feet of ½-inch nylon rode.

CABIN & EQUIPMENT Wilcox-Crittenden Imperial No. 51 solid bronze, lever-pump head with china bowl. Raritan 2-way marine electrical/heat exchanger hot water heater. Henderson manual bilge pumps (2). Polarmarine Servo-Tek refrigeration. Ametek compact drinking water filter. Origo Model 3000 2 burner unpressurized alcohol stove in galley. Hold-down clamps for microwave in well below stove, wired for 115 VAC. Taylors kerosene fuel stainless steel cabin heater with polished brass front, vented through deck. Shipmate 3-burner gimbaled stainless steel stove with oven, included but not mounted. All 6 cabin berths have lee boards.

ELECTRONICS Raytheon Raynav-550 Loran-C receiver mounted at nav station, with stern pulpit mounted fiberglass antenna. Raytheon Ray33 VHF-FM radiotelephone mounted at nav station, with masthead mounted whip antenna. Signet Marine digital sail instruments: SL 254 windspeed/direction indicator with masthead sender unit; SL 172 knotmeter and log; SL 267A depthsounder with alarm. Truecharge 20-amp, 3-stage battery charging system. Yamaha AM/FM/cassette stereo radio with Optimus 2-way speakers.

OTHER Extra white oak spreaders, varnished Man overboard pole. Side-band antenna backstay. Fenders, cockpit settee cushions, docklines.

## WEB SITES OF INTEREST

Local Notice to Mariners are published at this site (Provided by Rich Border): <http://www.navcen.uscg.mil/lnm/default.htm>

Stitch and Glue method of boatbuilding, small boat plans and much more (From Good Old Boat April 2000 issue): <http://www.bateau.com>

### Winter Rendezvous

The 2000 A-37 **Winter Rendezvous** was held on Saturday evening, **18 March, 2000** at **Harrison's Chesapeake House** on Route, 33, Tilghman, MD., on Maryland's Eastern Shore. The evening's festivities began at about 6:30 PM with cocktails, with dinner at about 7:30 PM. The "same old crowd" was present again this year: Sherrill and Wayne Bower (TEELOK); Tom and Kaye Assenmacher (SHEARWATER); Bryce and Suzanne Inman (TIDINGS); Lou and Jean Wayne (PIKA); John and Becky Long (SOLSKIN II); Charlie Deakyne (SCRIMSHAW), and Gerry Warwick (ex AVALON). A grand time was had by all, the food was great, and the sea stories were tall. We even held a "board of directors" meeting and decided that the winter rendezvous would be held next year at the Annapolis Yacht Club, compliments of AYC member Charley Deakyne. The "board of directors" also decided that the annual A-37 fall rendezvous will be held at the Assenmachers' home/dock on the Yeocomico River, probably the last weekend in September or early October. We'll have more information in the Summer newsletter. All you "snowbirds" plan on including the Fall Rendezvous in your cruising plans. The Chesapeake Bay is delightful in the fall!

### Web Site

The web site is still "up", but has been dormant for several months due to conditions beyond our control. We hope to have the situation remedied this spring and summer, and have the web site more responsive to member input, so please bear with us. Members having access to the Internet can still log on to the A-37 web site: <http://www.alberg37.org>.

## NEW ENGLAND 600 CRUISING RALLY

We recently received some information about the New England 600 Cruising Rally (June 18 – July 4). The Rally has several departures/legs (Annapolis MD to Newport RI) (Annapolis to Camden, ME) and (Newport to Camden). If anyone is interested, contact Nautech Enterprises, P.O. Box 4249, Annapolis, MD 21403, or visit their website at: <http://www.nautechenterprises.com>.

## SPINDRIFT

by the Editor

The purpose of the newsletter is to provide a vehicle for the exchange of ideas relating to our Alberg 37

experiences (good and bad), maintenance tips, cruising information and to maintain a roster of Alberg 37 owners.

We suggest a donation of \$10.00 a year to cover costs of publishing the quarterly newsletter. We also suggest to our Non-U.S. members that they send an International Money Order payable in U.S. dollars (a Canadian Postal Money Order works for Canadian members).

You may have noticed a date on the label of the newsletter mailing. This is a reminder of your responsibility to help maintain the newsletter/association.

Also, you should be aware of our group's agreement with **BOAT U.S.** whereby we get membership for half price (\$8.50 vice \$17.00) as members of a cooperating group. Please mention that you are a member of the Alberg 37 Owners Group and include the Cooperating Group number **GA 83253 S** when you join Boat U.S. or send in your annual renewal of membership. Boat U.S. membership is no longer required to make purchases from their stores or catalog, however, membership is still required for the purchase of boaters insurance.

We have a 2 **A-37 IOC pennants available for \$29.00 U.S. which includes postage.** This is a very tastefully rendered and durable pennant. **The pennant cost will increase slightly with the next quantity that we order.**

If you have email, please use it to communicate with us, as it will make assembling the newsletter much easier.

We continually need maintenance articles, cruising tales, etc. for inclusion in the newsletter. Send us what you have and if you can send it to us in digital format (via email or on a diskette) so much the better.

For those members transiting the Chesapeake Bay, please plan to stop by Kinsale for a few days (or longer). It's only about 10 miles off the Bay (up the Potomac to the Yeocomico River), and our area is very secluded, protected (good hurricane hole) and quiet, and a very good cruising area, especially in the fall. We'd love to have you stop for a few days. Each fall we have several 'snowbirds' stop on their way south. (Yes, we even have a hot tub!)

Please note our Kinsale VA phone number - (804) 472-3853 - leave a message if we aren't at home.

If we inadvertently missed any of your correspondence, just hit us again – we've been getting a lot of mail, especially email.

Keep the letters and emails coming and

## GET THOSE BOATS LAUNCHED!

Tom and Kaye Assenmacher