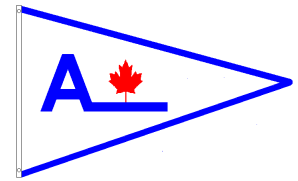




# ALBERG 37 INTERNATIONAL OWNERS ASSOCIATION

C/O Tom and Kaye Assenmacher Box 32, Kinsale, VA 22488 (804) 472-3853  
EMAIL: [a37ioa@sylvaninfo.net](mailto:a37ioa@sylvaninfo.net)  
<http://www.alberg37.org>



---

VOL X, NO. 4 (FALL)

10 October, 2000

---

## NEWS FROM MEMBERS

Cathy Bridgen and Ian Cheeseman reported that they are currently planning to cruise ESTORIL between Trinidad and St. Lucia this season.

Greg Blair is currently readying TULLI for a major voyage from Cairns, Australia back to the Toronto area via Capetown, Brazil, and New York. The following is from a recent Email from Greg: "I expect to spend about a week commissioning the boat and next stop will be Darwin. Bottom paint, replace Harken furler with a Pro Furl, new B+G knot meter impeller, new aqua signal bow rail mounted running lights (I've had it with the deck mounted bow lights), renew exhaust elbow on Yanmar 3HM35F engine, renew mizzen chain plate mounts, re-install wind generator on top of mizzen, and some very minor repairs. We'll see what has deteriorated in the year she has been chained down to 6 massive one cubic meter concrete block. She took two direct hits from cyclones, a small cat 2 and a big cat 2. These were cyclones 20 and 21 for my sister who has lived in Cairns for 9 years. Number 21 was the biggest she ever saw. Massive flooding, most roofs off, all trees down, all power lines down, crocs swimming down the main street, etc, etc. Unfortunately, my sister came back to Canada late this spring, so I lost my Cairns contact. We are pretty excited about getting underway before January for the quick 8000 nm dash across the Indian Ocean prior to Cyclone season. My wife and kids are staying home in Toronto this time around. I will email you progress reports for the newsletter."

Ss: Greg

(Ed. Note: Greg will be flying the A-37 pennant on this trip – we hope to track his progress via HAM originated Emails from Greg. Greg is using some neat planning software, called Visual Passage Planner. It basically is a computer version of Pilot Charts together with a library of performance characteristics for numerous sailboats including the Alberg 37. A free demo version of the software is available at: <http://www.digwave.com/download.htm#VPP> )

We recently talked with Marcel and Karen Steinz. Marcel recently underwent heart surgery, and all is reported fine. They left SOUTHERN CROSS in Florida, but will return to outfit her for cruising later in January.

Case Kerkstra is in the process of repowering DeZWAAN. They removed the Atomic 4 and ordered a 37 hp Phasor that is built around a 4 cylinder Kubota block, Case says that the price is very good – only \$6250, which is about \$1500 less

than a Yanmar or Westerbeck. He ordered it with the 7 degree angle transmission. The yard will install it this winter

Wayne Bower recently fabricated a diesel compression gauge to check the compression TEELOK's Westerbecke 4-107. Wayne built the compression gauge from readily available brass pipe fittings an inexpensive pressure gauge, and other miscellaneous bits and pieces. We're sure that Wayne would be happy to share his design with others by contacting him at [Teelok@erols.com](mailto:Teelok@erols.com).

Tom and Kaye Assenmacher recently took a "close aboard" lightning strike aboard their yawl SHEARWATER. Smoked the VHF, an AM/FM receiver, numerous fuses including the main engine (starter) fuse, a small halogen reading light (bulb shattered) and an old "flasher" depthsounder. No other apparent damage. We had just anchored in anticipation of a black looking thunderstorm when the close by strike occurred. The reason we think we didn't take a direct strike was that the antennae on both main and mizzen were undamaged.

We experimented with SIKKENS Cetol glossy finish this summer. It went on very smoothly, has good build-up and after a couple of months, still looks great – nearly as good a varnish. We'll see what several months of winter does to the finish!

We also just installed a new mainsail aboard SHEARWATER, replacing the original (1975) Taylor sail, which was beginning to show it's age, but was still quite serviceable. We had the sail made by a local sailmaker, DABBLER SAILS of Wicomico Church, VA. The sailmaker, Stuart Hopkins, is quite knowledgeable regarding cruising sail design and construction, having cruised extensively prior to taking up the sailmaking trade years ago. His prices were very competitive, and being local, gives that "personal touch". The new sail flies well, and we are very satisfied, having never before sailed a boat with a new main.

Bill Hartman (SAUCY) recently reported the following: "We are now in the process of replacing the water heater. In replacing the shifter and throttle cables, I removed the water heater through an access port we had made in the port lazarette. I discovered it has been slowly leaking, probably from the raw water side, and was badly corroded throughout the bottom of the tank. I have started cutting the old tank apart in preparation for removal, since it won't fit through the hatch on the lazarette. Still haven't figured out how to get a new one in place. I may end up mounting it somewhere different. If I did

that, I would improve tremendously the access to that end of the engine (water pump, fuel pump, transmission, etc.) as well as the packing gland on the prop. shaft. Please let me know if anyone else has addressed this issue. If no one has, I'll keep you posted on my replacement".

We subsequently received the following from Bill: "I have decided to place the 6 gallon Atlantic Marine stainless waterheater under the chart table, and to build an easily removable bulkhead to conceal it. There will be some loss of leg room, but I'm 6'2", and, based on our measurements and "dummying up" the bulkhead, I can still sit quite comfortably at the table without banging my knees. We will lead the raw water and freshwater lines into the forward corner of the port lazarette and then into the engine "room" from there. That should preserve the sound and temperature barrier isolating the engine from the main cabin, and keep the lines easily accessible. Depending on when the work is done, I will try to photograph the various stages and send them to you."

Greg Schurch is continuing his major overhaul of the yawl DESTINY and is giving serious consideration to using Tread master on the decks as a new non-skid surface. The existing non-skid has worn away. Greg is asking if anyone has any Pro / Con thoughts on the subject. If anyone has info for Greg, contact him at 413.247.9642

Tom McMaster asks for information on the following: "Our sloop SOJOURN, currently has her mainsheet, or should I say mainsheets, split between two on either side of the companionway, atop of the coachroof, under the dodger. It offers fairly good control of the sail, but is cumbersome to use because of the two lines that must be handled. I've seen other boats with the traveler mounted on the aft coaming (?) with end-boom sheeting. How well do people like this arrangement, and does it interfere with the use of a bimini? Another option I've thought about, is putting a traveler on the cabin top, in front of the dodger, for mid-boom sheeting. Has anyone tried this arrangement, and what are your thoughts on it? Any help on the subject would be most appreciated. I'm tired of handling two lines, and like the control that a good traveler affords." Tom can be reached at: [SailSojourn@yahoo.com](mailto:SailSojourn@yahoo.com) or 612.825.4022.

We recently heard from Lou and Jean Wayne (PIKA): "We are struggling to get out of Lake Ontario in time to make the rendezvous but at times it seems there is a grand conspiracy to prevent that from happening. At the beginning of August we pulled the old Perkins engine out of PIKA to change the worn engine mounts and fix some pesky oil leaks. As it turned out it was really time for a complete overhaul/rebuild. Just got it back in over labor day weekend and running yesterday.

It was worth the time and aggravation since there were a number of problems which would have stopped us along the way. There is still lots to do much of which will get finished up en route so I'll be packing more tools than I had expected but we are still planning to be there on the 29th. If we don't make the rendezvous we will see you sometime soon thereafter since we plan to spend October in the Chesapeake."

Rear Admiral Gene Farrell, USN, (Ret.) recently sold SALLY ANNE to SALLY ANNE to Michael W. Johnson of Riverside, CA.

Bill Horne and Deb Kinney recently reported that they are currently on the hard at Marina 31, just East of Ft. Myers, FL on the Okeechobee Waterway. They are working on their MK-I sloop, SERENADE, getting ready to go in November. They will head out to the Dry Tortugas, then on to the lower keys before heading across to Nassau and on to the Exumas (Georgetown) for Christmas and New Years. Perhaps further south later in the winter.

They are adding lots of new stuff, and have already completed a bookcase on the port side, and storage bins on the starboard side. A new battery shelf below the cabin sole which will hold 4 225 Amp. Hr. 6 V. golf cart batteries will be added to help power the Adler Barbour Frostmate. They are also adding a new wind generator and will add a new windlass and all chain rode.

Bill said "We are getting real anxious to get going again". This is a nice quiet yard (do it yourself), small and very friendly, and recently under new ownership. The only problem here is the 5' deep canal coming in. We got towed through mud coming in and probably will have to again going out".

Bill and Debbie say "Hi" to all and if anyone is coming their way, they will be at Marina 31 until about November 10.

Brian and Kathy Marsh sent a postcard from Grenada in July reporting that they were awaiting good weather aboard TUNDRA before sailing to Trinidad where they planned a haul out. This year has been quite a challenge surviving the wrath of hurricane Floyd; beating east for what seemed forever; plus Brian contracted dengue fever (from the yard in Titusville, FL) He was diagnosed and treated in Salinas, Puerto Rico. They loved the French Islands.

David and Joyce Lahmann report that SHE 'N I was the first sailboat in the water at Manitowoc as well as the first sailboat sailing (April 22). It was very cold but perfect for a sail with 15 Kts wind.

"The past winter we had our forward water tank resealed and had a new head installed in June. We used an orbital buffer to buff and wax all the freeboard.

The sailing has been terrific so far. In June we had four guests sailing with us, two had never sailed before and two were very experienced. One of those with experience had always sailed boats under 16', so handling our A-37 in and out of the slip was exciting for her. The one woman who had never sailed at all thought we were very generous to allow her to take the boat in and out as well, and thought sailing in 15 Kts wind with a 25 degree heel was thrilling indeed!"

Dan and Rita Stuart wrote the following in July: "We are on track for a full restoration of FALCON. After having painted the hull with five coats of polyurethane over two coats of primer, we decided to continue. Water levels in west Lake Erie are low, and, though our harbor is newly dredged, the depths to the deep channel outside the Club are shallow. With

westerly winds, we would face the risk of leaving the harbor only to find that we might not get back in. Thus, we're taking this year and the next to do all that's necessary to make FALCON look essentially new.

This year, the decks and nonskid will be painted, and all the exterior teak on this Mark I will be stripped and varnished, including recaulking at the toerails. (Ed. Note: What is FALCON's Hull #??) When added to the hull painting, boot and cove stripe painting and the renewal of red VC 17 bottom paint, the boat should look perfect from the outside, both above and below the waterline. This year we'll replace all the fuel system hoses and filters, as well as all the cooling system hoses. We'll also replace all hoses to and from the head. Next year, we'll strip and varnish the entire interior teak and cabin sole, and we'll paint the overhead throughout the boat.

Quite obviously, we've decided to delay the sale of FALCON. Our restoration should be complete by the end of the 2001 season. Early in 2002, we'll launch FALCON early and sail Lakes Michigan and Superior for four months. Year 2003 will find us in a four months sail of Lakes Huron and Ontario. We've already been in every harbor marked on the Lake Erie charts.

After these sails, we'll again offer FALCON for sale. By that time, we'll have done everything that we reasonably can expect to do at our age, and the boat will be in virtually perfect condition.

As an aside, we've wrestled with the problem of maintaining sanity during three years of work without sailing (we didn't launch at all last year). This was neatly accomplished by buying a Flying Scot and sailing her on the inland lakes close to home. It's fun and easy, and keeps us relatively satisfied. The Scot isn't an Alberg, but it's elemental and responsive. We can't honestly report that Flying Scot sailing has improved our sanity level, but do believe that it has prevented further deterioration!"

Ss: Dan and Rita

#### WELCOME TO THE FOLLOWING NEW MEMBERS

John (Scotty) and Fran Lamont of St. Catherines, Ontario recently purchased the sloop ROB ROY, # 145, from Des McCrindell. This is their first sailboat, and are very enthusiastic about learning all her fine features. More about Scotty and Fran in the Rendezvous section of the newsletter.

Rob and Julie Lee, of Steamboat Springs, CO, recently bought Todd Clift's yawl HERON. The Lee's plan extended cruising next year.

Garth Jones of Mulege, Mexico, is the owner of the MK-I sloop INCLINATION. Garth lives and cruises in Mexico 9 months and cruises Washington and Canada the other 3 months on a Catalina 22. Garth plans to keep his A-37 "forever" as he claims it is a "perfect" boat for him.

#### DID YOU KNOW??

The formula for theoretical hull speed (in knots) is 1.34 times the square root of the waterline length.

The distance to the horizon (in nautical miles) is 1.17 times the square root of the height of eye (in feet above sea level).

The tide rises or falls these fractions of its range during these successive hours:

- 1/12 during the 1<sup>st</sup> hour
- 2/12 during the 2<sup>nd</sup> hour
- 3/12 during the 3<sup>rd</sup> hour
- 3/12 during the 4<sup>th</sup> hour
- 2/12 during the 5<sup>th</sup> hour
- 1/12 during the 6<sup>th</sup> hour

When heeled, the draft of a vessel = (draft) x (cosine of heel angle)

Speed in knots of wind-driven current = 0.03 x (wind speed in knots)

Maximum wavelength = 1.5 times the square root of the fetch in nautical miles

Wave height = 0.026 (wind speed in knots)<sup>2</sup>

#### WORN STEERING CABLE SHEAVE PINS

By Bill Hartman (SAUCY)

While recently replacing shift and throttle cables on SAUCY (1982, hull #230), I loosened the steering cable in order to check the condition of the cable and sheave pins. On my last boat at approximately the same age I had found severe wear on the pins (in spite of constant lubrication), so felt it was prudent to check SAUCY's. ..I found them to be severely worn/weakened. Both the previous owner and I had kept the pins lubricated, but it is clear either that the lubrication was not reaching the critical areas, or the bronze pins are not hard enough. (See accompanying Photo).



I suspect that galling of the metal on the surface of the bronze pin lead to partial seizure of the pin in the sheave. As on my last boat, I replaced the pins with stainless steel clevis pins (3/8"), and lubricated them well prior to assembly. On the last boat I could find no visible wear on the stainless pins after 5 years of use, so I am certain that this is a "permanent" fix. In addition, in a conversation with Edson, I found that they have used stainless pins exclusively since 1989. This would make a

good safety check for owners. It is fairly easy to do, and I would hate to have a pin break (with consequent steering loss) while at sea or under storm conditions

### FOR SALE / TRADE

Recent offerings include:

Clayton Cole is still offering the 1986 yawl RESOLUTE for sale. Clayton can be reached at (616) 345-3222. RESOLUTE is located in Michigan.

Mike Phelps recently sent us an E-mail: "I'd like to post my A37 (#42) sloop CHRYSALIS for sail. She is located far to the south in the Virgin Islands. she's complete and ready to cruise, completed a 7 year circumnavigation in 1986. I've owned her since 1977. she's a hurricane survivor with a few scratches, but in fine shape. "I'm asking \$35K. that's a complete A37 with dinghy, windvane, 7 sails, awnings, etc. Even a good mooring in front of the St. Croix Yacht club. She can be left there too."

Mike can be contacted at: [chrysalis77@usa.net](mailto:chrysalis77@usa.net)

The 1976 Alberg 37 sloop, AVALON, # 162, previously owned by Gerry Warwick, is listed for sale by Bruce Parker. Bruce may be contacted at 508.563.9366

Cockpit Cushions - Custom made in three parts for an Alberg 37 of 2" thick closed cell foam and covered in Pacific Blue Sunbrella. Made by Karen Lipe, former owner of the Cover Loft in Annapolis, MD. Good condition - rarely used. Boxed and ready for shipping via UPS/COD. Price: \$400.00 or best offer. Contact Lois Jacob on Interlude at [svinterlude@yahoo.com](mailto:svinterlude@yahoo.com) for more information. Their address is still PO Box 2096, Chicago, IL 60690 however, if someone wants to contact us faster, they should use email at [svinterlude@yahoo.com](mailto:svinterlude@yahoo.com) or call Lois' mom at (773)779-3885 since she is storing the box of cushions!

Jon Stegenga of the yawl, SWEETHEART, is offering to trade his yawl rig (mizzen mast, mizzen boom, nearly new mizzen sail and cover, and standing rigging) for a good quality metal nautical sextant with wooden box etc.). "Jon" can be reached at the River Bend Marina, 1515 Southwest 20<sup>th</sup> St., Fort Lauderdale, FL 33315-1899.

### ALBERG 37 RENDEZVOUS

Another Success!

Friday, September 29 dawned bright with lovely early fall weather here on Virginia's Northern Neck for the 8<sup>th</sup> annual Alberg 37 Rendezvous. This is the first year in many that we didn't "capture" a snowbird going south for the winter. We had only 2 A-37s at the dock this year; SHEARWATER, which lives here year round and TEELOL, with Wayne and Sherrill Bower from the Magothy River, just north of Annapolis. A-37'ers driving in for the weekend were John and Becky Long who had to leave SOLSKIN II at home with transmission control cable problems; John (Scotty) and Fran Lamont, who recently purchased ROB ROY from Des McCrindell, drove down from St. Catherines, Ontario; and

Dick and Diane Munt, who own the yawl D-2 (as in D-squared), who drove down from Frankfort, MI, and planned to attend the Annapolis boat show later in the week. We had planned to see Lou and Jean Wayne round the point in their in their sloop, PIKA, but that was not to be (we haven't heard from them recently). Last word was that they got a late start on their trip south from Rochester, NY. We hope to see them later this fall.

What we didn't have in quantity, we certainly made up in quality. We had the traditional steamed crab feast on Saturday, with a bushel of the "bay's bounty" being consumed in record time. Later that evening, Becky Long constructed her world famous "Crab Soup" which resulted in several folks needing "new lips" (an A-37 rendezvous joke and tradition). Also had a couple of dozen sautéed soft-shell crabs, which were excellent.

On Sunday, some of us went sailing aboard our yawl, SHEARWATER to try out the new mainsail which was installed a few days prior. We took Scotty Lamont along and gave him a real workout, who, although only recently exposed to sailing, was doing jibes, tacks etc. like a pro. Scotty and Fran's spirit, enthusiasm and friendliness certainly made a great impression on all of us. We wish them well as they gain experience with ROB ROY. By the way, Scotty is an expert on single malt Scotch!

Scotty and Fran Lamont, and Dick and Diane Munt, the long distance travelers to the rendezvous, were provided subscriptions to **GOOD OLD BOAT** magazine. Our special thanks to Karen Larson of **GOOD OLD BOAT** who provided the 2 gift magazine subscriptions.

### RENDEZVOUS PHOTOS

Compliments of John (Scotty) Lamont and his New Toy



"Happy Albergers"



Good Old Boat(ers) Award



A pause during popular activities (eating).



Sure is nice having a crew aboard!



Doesn't look like a "Birthday Cake" to me! (Scotty Lamont)



Enough talent aboard, Cap'n!??



You want ME to dock this boat?!?! (Scotty Lamont)

Speaking of Rendezvous – we were thinking that it might be great to have next year's rendezvous somewhere in the Great Lakes area where most of the A-37s are. Would anyone in the Toronto or other area highly populated with A-37s consider hosting such an event? We could probably round up a van load of Chesapeake Bay sailors to participate. If

anyone would like to organize such an event, please give us a call (804.472.3853).

### **WINTER RENDEZVOUS**

Now is the time to begin thinking about attending the 2001 Winter Rendezvous (dinner on Saturday evening), which will probably be held in late February or early March in the Annapolis, MD area. Charlie Deakyne has offered to host the event at the Annapolis Yacht Club. We'll have more on this in the January 2001 newsletter.

### **WEB SITES OF INTEREST**

A good article regarding hull blistering and delamination:

<http://www.zahnisers.com/repair/blister/blister1.htm>

**If any members find interesting/applicable web-sites, please pass them on to us.**

### **WEB SITE**

#### **ADVENTURES OF DREAMWEAVER III**

By Derek Osmond / Wanita Gray

Excerpts from a letter from Derek and Wanita in August, 2000:

DREAMWEAVER III is back in Toronto after a year and a bit of sailing around the Atlantic Ocean. We left in May to sail out the St. Lawrence River to Newfoundland. The whales, icebergs and fog were breathtaking. From there our Alberg 37 yawl took us to the Azores, Madeira, Canaries, The Gambia West Africa, across to Brazil, French Guiana, Surinam, Trinidad and Windward and Leeward Islands of the Caribbean, to Bermuda, up to NYC and through the Hudson River / Erie barge canal to Lake Ontario.

200 Miles before we reached Madeira, in hurricane seas, our forestay snapped off at the tang (a notable weakness for Albergs apparently.) The furled jib was soon snapping at it's fullest with the furling gear still attached. The furling tubes (foils) were bent at the shrouds, so the sail could not be taken down and we could not then get it back up. We wrapped the sail as best we could with a spare halyard and along the life lines. A line was attached to the bottom of the furling gear, threaded under the bow roller and tightened back to the windlass. We sailed with the main into Madeira, and with his best Portuguese, Derek found a welder to repair the tang to his liking. Out of difficulty comes good as we enjoyed getting to know the "locals" the way few people do.

It took 3 years to get the boat the way we wanted it. We rewired the entire boat, Derek may expand if someone is interested (Ed. Note – Yes we are!). We installed a Cougar Muir windlass and an extra heavy stainless steel bow roller (Derek's design) which never lit us down even in the heaviest blow. A Ham radio kept us in touch with Herb Hilgenberg of South Bound II fame and the Mississauga Maritime net even in Brazil! An E-Z Kold refrigeration system was kept running by 2 solar panels placed forward of the mast on either side between the stanchions. We were strictly 12 volt {no hair

dryer for me! (Wanita)} A large alternator on the MD-11 Volvo engine never failed. A PUR water filter was installed but never needed and considered an emergency source of water since running it meant running the engine and using up fuel. Plus, the pickling involved to put it back to "bed" is time consuming. Even up the River Gambia, on which we traveled up 160 miles, we found a good source of water.

A monitor windvane did 99% of our steering and never let us down, even in the roughest seas.

The only remodeling of the interior was the huge icebox which we separated into a freezer section (on the engine side) with over flow into the icebox. The chart table area now houses our instruments and electrical panel. The old liquor cabinet was updated with new teak and cane doors in Trinidad and an area to hold wine bottles on their side.

All the plumbing hose was replaced as well as the 45 gal holding tank which was replaced with a stainless steel tank which is now our water tank. The 15 gal water tank is our holding tank for inland purposes or an extra off-shore diesel tank. The extra (fuel) tank can be pumped into our main tank via the heater's pump.

The steering cable pins needed to be replaced and all the stanchions had backing plates installed and the deck sealed beneath them. The two front cleats were moved back onto the deck and reinforced to accommodate the bow roller, and we finally found two chocks to match the others for the bow.

After all this and more we are left with a few projects still wanting to be done, but we had a date set and we stuck to it.

Ss. Derek and Wanita

### **TALES OF STAR TIME**

By Jon Stengenga

(Ed. Note: If you remember, back in the last newsletter, we reported that a person contacted us from Costa Rica looking for an A-37. We had only a few days prior, received notice that STAR TIME was on the market. To make a long story short, Jon Stengenga and STAR TIME's owner got together and made a deal. We subsequently heard from Jon earlier this summer, and this is the "rest of the story".)

"After trying to call Doris (previous owner) about 100 times to frustration, I said to myself, 'If I can't discover her, I'll find the boat and for sure, someone will discover me.' I drove up to Fort Lauderdale and by the clock, 12 minutes after leaving the freeway, I was not only standing on a dock looking over an Alberg 37 named STAR TIME, but I'd also withstood 4 or 5 minutes of interrogation by a neighbor of Doris'. I agreed to buy her without even looking inside – astounding!

I have her now at a small working marina. The UK sails are 11 years old, rarely ever used, always covered and everyone who's seen them feels they are more than fine. There are 2 Genoa's – 120 and 155, main, mizzen and mizzen staysail. The engine started in the first 2 seconds with good oil pressure.

On the interior, I spent 5 hours wiping her down – she will need interior repainting, but that can wait till next

year. Her topsides need buffing, but her bottom is good. Only a bit of cosmetic work is required.

I planned to install self steering, and while talking to the marina manager about steering gear, he said "Lets go, I have something to show you". In the yard was a home made "sailboat", abandoned, yard owned and the manager asked if what was on the transom would work for me. Bolted there was a 25 year old (in perfect condition other than needing new bushings) Aries. He said 'Make me an offer' – I offered \$500, planning to haggle upward to \$1200. He immediately said 'It's yours', and so I had acquired self steering. I removed and stripped it, and reassembled it, she's better than new. A new Aries, landed in Fort Lauderdale including air freight, taxes and duty is exactly \$4000/

In the weeks ahead, both masts get Harken bat cars, new standing rigging, my Aries installed, lockers full of freeze dried foods, and I'm off December 1 via the Windward Passage, Panama, to the Pacific and at least 10 years of wandering."

(Ed. Note: The following was received from Jon in July).

I've renamed STAR TIME ---SWEETHEART because every man should have his own sweetheart and at the end of the day years from now when someone asks where I'm going, I can say I'm rowing back to SWEETHEART.

The reason for this note is I've decided to remove the Mizzen mast and I wanted to give you and the members of the A-37 IOA a chance at a bargain. The sail is perhaps 11 years old, but it's in perfect condition. I'd go so far as to say it may never have been used. The sailcover is dark blue, in perfect condition. Mast and boom likewise. I'd like to work a trade: one metal sextant of good quality in it's wooden box for the lot including the mizzen standing rigging. Anyone on the East Coast can drive to Fort Lauderdale, load the mast on top of a "long" car and return home on a long weekend. I'll hold onto the gear until 1 November, 2000. Anyone interested can contact me at the River Bend Marina, 1515 Southwest 20<sup>th</sup> St., Fort Lauderdale, FL 33315-1899."

Ss: Jon

## **ADVENTURES OF PAWBEE**

By Henk and Wendy DeVries

Excerpts from a letter from Henk and Wendy in May, 2000:

The sun is shining, it is warm, there is a brisk breeze blowing, we are heading North, and a submarine has just passed us! Another one of the amazing sights we have seen since leaving home nine months ago.

We are in the intra-coastal waterway in Georgia and the sub was coming out of the Naval yard in St. Mary's and heading out into the Atlantic. It was enormous and took up most of the width of the narrow channel. A Coast Guard boat was ahead of it and pointed to us to go out of the channel – we didn't. We know from past experience that as soon as we deviate from the marked channel we will run aground. Not as serious a problem as it sounds, as it is soft sandy mud. We just lower the dingy, drop the anchor and chain into it, row at right angles to the boat, drop the anchor, then winch the boat over and back into the channel. Simple when you have had lots of experience. We are actually grateful to be back in

sandy mud as in the Bahamas, running aground is an all together different matter. The coral lies in wait to rip your hull apart, so all sailors take navigating the crystal clear turquoise water very seriously. The guide books say it is easy because you can see the coral. This is true, but you cannot judge the depth of the water just by looking at it, so we spent many tense hours gliding over cruel looking black coral hoping that the chart was accurate and praying that we were on course.

Once you have run the gauntlet of the reefs, the rewards are endless. Perfect horseshoe shaped beaches with white sand and waving palm trees. Clear water for snorkeling multicolored reefs and as much fish and seafood as you care to eat. But nothing comes without a cost – there is wind – a lot of it – all the time. I was not a person who paid much attention to the weather when I lived in a solid brick house. I was aware that it rained and snowed, but it did not govern my life. When you live on a boat – weather rules. Everyday you have to know what the weather will do to you by the minute. If the wind changes direction you must move to a different anchorage. If a norther is blowing you must be prepared to be stuck in one place for up to five days, and it had better be a safe place with good holding for the anchor as many boats have broken loose in the middle of a dark night when it is blowing a gale! And you think going to work is stressful – Hah!!

We have met a lot of great people and have been sorry to say goodbye to them. There is a great camaraderie among people who live on their boats – a feeling of we are all in this together – so everyone is very helpful when you have a problem.

Although our destination was the Bahamas, we were both looking forward to traveling down the intra-coastal waterway to Miami. We were not disappointed. Each stop along the way had something different to offer, from the huge Naval shipyards in Norfolk to the great marshlands of Georgia with narrow channels wending their way through the grass and reeds. We have seen Manatees, dolphins, pelicans, eagles and buzzards along with all sorts of flora and fauna that we can't even begin to name. Being a land person at least I particularly enjoy looking at all the homes and gardens along the way. Charleston, SC is the most beautiful place, so well cared for and so many flowers. And all along the waterway I have been able to feast my eyes on all of the different styles of houses that perch along the edge. Some of them are mansions, others are shacks on stilts, and we have been privileged to view them from an angle that not many can share.

From Key Biscayne, south of Miami, we crossed the Gulf Stream and entered Bahamian water at Gun Cay through a small opening in the coral. The waves were crashing onto the rocks and the sea went from indigo blue to turquoise and the sky was violet – what a sight! We will never forget the feeling of elation to know that we had crossed the "dreaded" Gulf Stream and had "arrived".

We island hopped to Nassau and then crossed the Yellow Banks to the Exumas, a chain of "Robinson Crusoe" type islands that extend 140 miles to the south. It is possible to sail either side of this chain - to the West on the banks, with shallow clear water dotted with coral heads, or, to the East on Exuma Sound where the water is 350' deep and indigo blue. We preferred the sound as the sailing is better and you can

make long straight runs without zigzagging around coral. The only disadvantage is that you must enter and exit the Cay through narrow cuts and in certain conditions when the wind and tide are opposing, you get a "rage" which is a wall of confused water that you must pass through. We heard of one boat that got caught on the sound side when a "rage" started, so rather than risk passing through it, he circled outside for 48 hours!

There are several small communities along the Exumas where one can buy the basics, but there is only one town that has a supermarket and a bank – Georgetown is almost at the bottom of the chain and has become the Mecca of sailing yachts. It has a large, safe harbor with good holding and lovely beaches. We spent six weeks there enjoying all it had to offer before starting the trek north. We returned via Eleuthera and the Abacos. Unfortunately, Eleuthera is suffering an economic slump and was badly hit by hurricane Floyd. There were some large resorts, but they are now closed and the area is somewhat desolate. At the north end, Spanish Wells is still very active, as it is a self contained community of people descended from the early loyalists. They have a thriving fishing industry and are very well off, but they will not allow any black people to live on the island so it is not typical of the Bahamas. We preferred Harbour Island on the north eastern tip of Eleuthera. It is a very mixed community of blacks and whites with beautiful houses in the New England style with white clapboards and shutters and front porches. Again a remnant from the loyalist settlers. There are some lovely hotels and a lot of homes of the rich and famous, but it is a very friendly island and we felt welcome.

We then moved northward to the Abacos to sail in the protected waters between Great Abaco and the Cays to the west. An area of water that is between 1 and 2 miles wide. It is possible to make very short hops between some very attractive places, but we did not enjoy this area as much as the Exumas as it is more commercial and caters to the big sport fishing boats. We found it very expensive and busy.

So here we are on our way back north after a truly remarkable trip. It has been everything we thought it would be and more. But we are ready to go home now. We missed our kids desperately and are longing to see them and we are longing to own a telephone again so we can pick it up and call family and friends without worrying about finding a pay phone and paying \$1.50 per minute!

Will we do it again? Maybe, one day.

Best regards,  
Wendy and Henk

**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 will notice 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-37 IOC pennants available for \$30.00 U.S. which includes postage.** This is a very tastefully rendered and durable pennant. **The pennant cost increased \$1.00 with the last 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 have a safe and enjoyable fall sailing season.

Tom and Kaye Assenmacher