



ALBERG 37 INTERNATIONAL OWNERS ASSOCIATION

C/O Tom and Kaye Assenmacher
Box 32, Kinsale, VA 22488
(804) 472-3853

EMAIL: a37ioa@sylvaninfo.net
<http://www.alberg37.org>



VOL IX, NO. 4

3 October 1999

With sadness we must report the recent passing of fellow member Charlie Frasher of Ashland, VA. Charlie was an avid "waterman" who was very active in the Coast Guard Auxiliary safety and training arenas. Charlie is survived by his wife Amy, and his young daughter Katie. Charlie and Amy were in the process of rebuilding AVALON and had plans for extended cruising. Fair winds and following seas, Charlie.

We also are sad to report the passing of Jackie Brunetta, wife of Mario Brunetta of Bridgeton, NJ. Mario and Jackie sailed LOTUS, a 1967 sloop, out of the Cohansey River, and had attended the 1997 Fall Rendezvous and several Winter Rendezvous.

The Association's thoughts, prayers and fond remembrances go out to both families.

1999 FALL RENDEZVOUS

The 1999 fall rendezvous (October 2-3) was a great success. We had the most participation ever with 7 Alberg 37s in attendance, with several others represented by drive-ins.



Boats and crews attending the rendezvous included: TEELOK (Wayne and Sherrill Bower); SHEARWATER (Tom and Kaye Assenmacher); TIDINGS (Bryce Inman); SERENADE (Bill Horne and Deb Kinney); SOLSKIN II (John and Becky Long); SCRIMSHAW (Charlie and Jane Deakyne), and PAWBEE (Henk and Wendy DeVries. Driving in were Marcel and Karen Steinz (SOUTHERN

CROSS) from Oakville, Ontario, and Pat and Bill Schrader (PAT SEA) of Orchard Park, NY.



John and Becky Long were the PERFECT HOSTS! As usual, Becky "constructed" her famous crab soup which was consumed (Marcel Steinz was overheard saying that he



"needed new lips") following several bushels of the largest Chesapeake Blue Crabs we have ever seen. Our thanks also to the great folks at the North Shore Community who allowed us to "Take Over" their waterfront and use their pavilion, helped with boat repairs, and provided transportation when required. Tentative plans were made to hold the 2000 rendezvous over the same weekend in October next year (place to be determined).

BRIGHTLINGSEA II

After Action Report

Our last report on the adventures of Brightlingsea II and her crew was sent from Charleston where we wintered December '98- March '99. We had a great winter in Charleston, one of our very favorite places. Charleston did not really get any winter until March so most of that time was spent in shorts.

When we finally decided to head back north we were resolved to minimize our time on the ICW. We had spent entirely too much time running aground. The trip from Charleston to Beaufort was mostly motor sailing, the wind were light, but the swells were not. The most comfortable combination of sail was a very tightly sheeted and vanged first reef, mainsail only. That combination steadied the rolling and minimized the slatting of the main. Of the 48 hours from The City Marina to the anchorage in Cedar Creek only 20 was under sail.

We buddy boated with Winoma, an Island Trader 41 on the trip north. This gave us another first for the journey. Winoma ran aground in the ICW just North of Coinjock and Brightlingsea II performed very well when called upon to serve as a tugboat.

One of the highlights of this stage of the cruise was our visit to "The Otters Pool". Brightlingsea II was very happy to get back to her old home and visit with her original owners, Ralph and Isabel Rose. They are the most gracious hosts and always a pleasure to visit.

We hauled Brightlingsea II at Port Annapolis Marina and repainted her bottom. The original ACP 50 did not seem to give the expected protection. When this was reported to Pettit they supplied me with three gallons of ACP 50 free. This coat of anti-fouling seems to be very effective. I think they may have had some QA problems with the original batch, possibly the cuprous oxide content was a bit low. Our experience and reports from others indicates that no matter how good your anti-fouling is, you are going to have to clean the bottom regularly if you spend much time at anchor in warm water.

Spring '99 was spent cruising the northern part of the Chesapeake and doing "touristy" things in and around Annapolis. During our stay in Annapolis we had several prospective buyers look at Brightlingsea II, but no firm offers were made. Most seemed to be looking for a fixer-upper, which Brightlingsea II is certainly not, or for something larger. The 10-foot beam seems to put many people off.

We got serious about heading for home the first of June and got away on the 7th. Our experience with Delaware Bay mirrored others we had talked to. No matter how carefully we planned we got very badly headed by the tide before we got all the way down. Rather than beat our way in the dark and unpleasant conditions we dropped the hook in the flats and waited for the tide and the light. It was a good thing we waited for daylight before trying the Cape May Canal. The Delaware end was partially blocked by a dredge barge and associated

equipment. It would have proved interesting to navigate in the dark.

Our stay in Cape May was much longer than planned. The winds shifted to the North East and picked-up. We managed to get some exercise and entertainment on the Wildwood Boardwalk. As we were exiting the Cape May Inlet the fog closed in and the radar came in very handy, especially since some of the commercial fishing fleet was returning at the same time. They take the right of way whether they have it or not.

A planned brief stop over in Atlantic City again was extended because of the weather. We just do not see any need to beat into weather when we don't have to. The extra time in AC was put to good use. We allowed ourselves 20\$ each to play and lose in the casinos. Three days later we left the State Marina to anchor and await the tide and weather and still had 4\$ of the original stake left. It was a very entertaining, and with the exception of the marina fees, very inexpensive stop.

We hooked off the Coast Guard Station behind Sandy Hook after a pleasant and uneventful sail from AC about 0430. When we awoke on the Sunday morning we were surrounded! I didn't think there were so many fishermen in all of the US, the Lower Bay was full. They were out in everything from 12 foot skiffs to mega yacht sport fishermen to 100+ foot cruise boats with fishermen lined shoulder to shoulder on the rail.

Our trip up the Hudson and the Erie Canal exceeded all expectations. We were very impressed with the cleanliness of the Hudson. The clean-up efforts have certainly been effective. There is still room for improvement, but for a waterway that is so busy and is surrounded by one of the highest population densities in the country the water quality is very good. The advice in the cruising guides re-tides is to be heeded, you lose a lot of speed over the ground (SOG) if you travel at the wrong times. The scenic beauty along the river was equal to anyplace on our trip and "castles" along the way are impressive. The Hudson could be the subject of a dedicated cruise very easily.

Brightlingsea II became a motor boat at Hop-O-Nose Marina in Catskill. They have a real serious mast crane and the staff treats your boat like it's their own. We would recommend it for stepping or un-stepping your mast on the way South or North. Hop-O-Nose had one other unexpected feature, a very good restaurant. The quality and quantity of the food was excellent value.

We approached our trip though the Erie Canal locks with some trepidation, but our concerns were relieved after the first lock. Agnes proved to be a first class line handler and taking the Lock Master's advice to take it slow paid off. The only boats we saw get into any kind of trouble entering the lock went in a bit hot. Our only problem came when the Captain lost control of his line under the force of the water entering the lock chamber directly under the boat. Fortunately we were the only boat in the lock and were able to keep things under control and secure ourselves on the opposite wall. The operators of the Canal and the communities along it are working to make the cruiser happy. A great deal of money is

being spent to improve the locks and their grounds and most of the canal side towns seem to realize that they have a valuable asset and are making improvements to attract the boating public. Little Falls is leading the fleet in this category, they realize that their days as a mill town are over and are working very hard to attract the boater.

A rather rambunctious Lake Ontario delayed our exit from the Canal at Oswego. It gave us a chance to enjoy Oswego's 4th of July celebrations. We tried the lake with the mast on the deck, a big mistake. A sailboat should only try it if it is flat calm and forecast to stay that way until you can get all the way across. We met one couple who had spent 36 hours bouncing and rolling around the lake with an un-rigged boat before they got into Oswego heading South, to describe them as shell shocked would be an understatement. We made a U-turn and got the mast up and Brightlingsea II rigged before tackling the lake again. The sail across Lake Ontario started out in 10-15 knot North Westerlies and finished off in 20+ knot South Westerlies. I had forgotten how rough and unpleasant the lake could get. We experienced the roughest seas of the two-year cruise during the last two hours of our trip to Kingston. Once we hit "The Gap", the entrance to the St Lawrence River from the lake the wave period seemed to equal the boat length and were square. The same winds and wave heights (4-6 feet) would be hardly noticeable on the ocean but they sure catch your attention on the lake.

We checked in to Canadian Customs July 11, 1999, 657 days after entering the US. Since our tenants had our condo leased to the end of August we still had some cruising to do before moving back ashore. The cruising in the 1000 Islands is as good as any we had on our trip. Of course from mid-October to mid-May it's not so pleasant. The water is clean and clear, the Zebra Mussels have done their job, and fresh. It is very nice to be able to wash down the boat in the water it is floating in and to be able to dry off cleanly after getting splashed during a dingy ride. The Great Lakes Alberg Association Rendezvous was rather sparsely attended with only Sunstone and Brightlingsea II representing the 37's. The quality, not quantity is important so a good time was had by all.

Time finally came to come back to reality and rejoin our land-based brethren. We moved back into our condo on September 8th, two years after moving aboard the end of August 1997. In that time we slept off the boat two nights, one of which was during the road trip when we shipped Brightlingsea II to the Chesapeake.

Now comes the time to assess the trip and answer a few questions.

- Did we enjoy the experience? Yes very much. The people we met along the way provided the highlights of the journey.
- Did we have any problems? Most definitely, some of these will be described later as "what worked and didn't work". Things far out of our control presented some difficulties. The fact that the Canadian Dollar tanked

shortly after we started the journey didn't make the trip less enjoyable, just more expensive.

- Did we learn anything about ourselves? Yes. The Captain found out that it is possible to scale back from a classic Type-A personality and take life a bit easier, I think I'm down to at least a "B-". When we started the trip Agnes said, "let's get this trip over with so we can get on with the rest of our lives", her frustration with the refit efforts had hit the limit. I think she enjoyed the voyage more than the Captain did. She also claimed that she isn't a sailor but she proved to be a very good offshore watch keeper, a first rate line-handler in the locks and an exceptional boat keeper. We also found out that we could live together in a confined place for over two years and not kill each other. I think we got along better in the last two years than we did in the previous 32 and our relationship is better now than it ever has been.
- Would we do it again? No, not the same cruise but we wish we had done it sooner. We have "been there, done that" and there are other things we want to do and places we want to go. Brightlingsea II will be cruising the 1000 Islands and the lakes for the next couple of years and the next cruise will likely be to the East Coast to Cape Breton and Newfoundland.

What worked and what didn't work? Fortunately most systems worked flawlessly and many exceeded our expectations.

The only areas where we had a high level of unreliability and problems were with our engines, both the outboard and Westerbeke diesel and with the Autohelm/Raytheon electronics suite.

- The diesel was plagued by "incontinence" problems from the start. I had the engine rebuilt by an alleged diesel mechanic before we left and the best rate of oil consumption ranged in the 25-30 hours per quart. When we first started out 6 quarts of oil went into the bilge in the first 10 hours! I finally took matters in my own hands, did the work myself and it now goes through a quart in 50-60 hours. I seemed to have spent the first six months of the cruise with my head in the engine compartment. One area I would recommend checking is the oil cooler. The original coolers on the Westerbeke 40 had the mounting bracket brazed to the bronze body. Time and vibration made it inevitable that cracks would form, this was one of the areas that was making a major contribution to the oil leak problems. The new cooler had the bracket clamped on the body so vibration is less likely to damage to cooler.
- The Mercury 9.9 outboard exhibited periods of high unreliability, between times where it worked very well. This definitely contributed to the frustration level, especially after having a Mercury dealer allegedly fix it and charging for a number of new parts. Again the saying "if you want something done right, do it yourself" proved true. When I became terminally frustrated and took things

apart myself I found the shift/throttle cable's plastic coating was missing in a few places and that the kill switch wires exhibited some chafe. This ensured that the ignition would short out intermittently. A bit of heat shrink and tape cured the problem and it hasn't missed a beat since the fix. The problem occurred under the carburetor so was hidden and took a diligent search to find. The Mercury mechanics are not too diligent.

- The electronics suite provided a high level of frustration for over a year. The only good thing I can say about the Autohelm/Raytheon service is that they did honor the warranties and didn't charge me for any of the work. We did incur extra cost for marina fees while waiting for parts to be returned and for courier fees to get the parts to service. Every piece of the system was back for service at least once. The problems arose primarily by a distinct lack of knowledge or honesty on the part of the service personnel. The problems started when I tried to use the "Track" function to have the Raytheon GPS guide the Autohelm autopilot. The two units were supposed to be able to correspond via their proprietary Seatalk bus. Software was changed in the GPS and the autopilot (3 times) and it still didn't work so I gave up on this feature. The "Track" function did finally get to work when I mentioned the problem to a technician who really knew the system, not an Autohelm/Raytheon Tech. He asked how I had the system interfaced. When I replied via Seatalk the problems were solved. He told me "Autohelm won't tell you but the Seatalk does not work between the GPS and autopilot, use NEMA0183". It has worked correctly ever since I made the switch.
- Problems were also encountered with the "Code Lock" security feature. It will *select its own code* but will not tell you about it, necessitating a trip back to the service depot to get it sorted out. The LCD 50 Radar also packed up and the "repaired" LCD display unit rattled when returned. After contacting the President of Raytheon a new display unit was received. My experience with an integrated electronics suite has not been positive. If I were to do it again I would have independent units that could be interfaced if desired via a data bus like 0183. With the ST50 Autohelm/Raytheon system it's all or nothing.

Now for the things that worked and worked very well.

- Joe's Jib was the ideal sail for the boat and the type of sailing we did. I can highly recommend Joe Fernandes of Triton Sails for anyone looking for Alberg sails. Joe said the 126% headsail he made for us would be the only sail we would need and he was right.
- The Sigmar 120 diesel fired bulkhead heater made the trip very comfortable during the cold fall and winter trips on the ICW. The Sigmar uses outside air for combustion so you can have the boat completely closed up and survive.
- The Delta 44# anchor failed to hook and hold 3 times on the trip, each of those failures were not the anchors fault. Once I tried to hook in very soft mud and twice it fouled

on debris. During the remnants of Tropical Storm Earl we held for 18 hours in 30-35 knot winds.

- The Lewmar electric windlass didn't miss a beat and got us off multiple groundings without further damage to this old and feeble back. One feature that has helped keep the windlass working well is the good ventilation in the AL37 chain locker. We encountered several boats that had a lot of corrosion on their windlass electrics because of condensation.
- Our 2-burner Origo stove did yeoman duty for the trip. We removed the original stove and gained enough stowage to accommodate the tool boxes that are most used, the large pots and pans, etc. Agnes decreed that she wasn't going to be baking when we in hot weather so the oven was surplus to requirements and was not missed. A small microwave and a barbecue supplemented the Origo. The microwave was used in port and when under motor, it draws about 90 amps when running off the inverter! The Heart Interface 1000 inverter was just able to handle the microwave. If a microwave were to be installed I would recommend that the inverter be sized a bit larger.

Taken as a whole Brightlingsea II's trip south was a resounding success. The triumphs far outweighed the tragedies, the good times the bad and I don't begrudge one dollar spent or all the skinned knuckles. I would highly recommend anyone that is thinking about making a similar trip to do it, and do it now. If you wait until the boat is completely ready you'll never go. We already have a new list of things that need doing.

Now that we have Brightlingsea II back home we have changed our mind about selling her. She has been taken off the market for now. We are looking forward to sailing her in the lakes. If any of our fellow Albergers would like any further information on the boat or the cruise please feel free to contact us by email at twestran@netcom.ca, by phone at (613) 230-4810 or at our new address, 910-151 Bay Street, Ottawa, Ontario, K1R 7T2, Canada.

News from Members

Frank and Linda Smart recently returned home to Ontario from several years of cruising BRANDELARA II. "We've been very busy with our house this year - new roof trusses, shingles etc. , new windows, replaced old electric furnace with gas (and air conditioning) so the boat is getting minor attention. I have removed the teak cockpit coamings, stripped off many layers of Cetol down to new wood then coated them in WEST epoxy, wet sanded, then 4 coats quality spar varnish. They look great. Inside BRANDELARA I've disconnected everything from the Yanmar diesel ready to haul out. We've had an oil leak that's getting worse and I can't locate it. I hope its just a loose bolt but it may be a rear seal. This will also let me repack the stuffing box (dripping fast and also impossible to reach) and remove the prop. I've suspected for a long time that we're under-pitched and I want to enlarge the cavity and install something larger - 15" diameter. I'd be interested to know what others have used with a 3GM30

Yanmar. In general the boat is in good shape - needs lots of sanding and re-varnishing inside. After crawling around this week draining hoses etc. for winterizing I'm alarmed at the amount of rusty and broken hose clamps (supposedly all S/S), rusty, seized door hinges, and the basket in the head sink went to powder when I touched it. As you know, the Mark 1 has a wooden floor and all hatches rest on strips of plywood glassed and nailed into the underside of this floor. After many years these strips are sagging badly and need some kind of replacement before someone disappears into the bilge. Our plans for next year are to close the house for summer, return the boat to Georgian Bay and take off for two months (or more) for the famous North Channel cruising grounds. Following that we'll maybe put her up for sale - we'll see."

Ivor and Chris Corbett had planned to take MOON CHILD south in 2001 after Chris' retirement, but was offered an early retirement and was able to retire the same time as Ivor. They have since settled in Collingwood, Ontario, so now instead of 2 weeks of sailing to reach the North Channel for cruising, they are now able to reach the area in 2 days. They have since circumnavigated the Georgian Bay, anchoring in some of the most ruggedly beautiful spots one could want or imagine. Their summer cruise totaled over 1200 NM. Their plans for heading south again are on hold for awhile as they look forward to skiing in the winter and sailing the summer in their new area.

David and Joyce Lahman had a great sail this summer on SHE 'N I across Lake Michigan from Manitowoc, WI to Pentwater, MI. They then sailed up to Manistee followed further up to Frankfort. From Frankfort, then crossed back to Manitowoc. Had a great time navigating and sailing.

Tony and Autumn Triplett of Madisonville, KY, sail the 1975 yawl WINDDANCER, out of the Green Turtle Bay Marina (KY).

Help Wanted

- Tom Lee (SEA SALTER) of Bellingham WA has the following question: "I've begun a search through the old newsletters for info on the re-make of the pilot berth into storage for offshore. It's mentioned, but I haven't found details or been able to locate (lack of understanding on my part?) owners/boats that have accomplished it. Ideas, photos, sketches would be appreciated. Thanks. Tom Lee". If anyone has any answers for Tom, contact him at trelee@hotmail.com, or (360) 676-5230.

Welcome to the Following New Members

David and Carolyn Curley recently purchased CANADA GOOSE from Jack Lachner. The Curleys reside in

Norfolk, England. We'll be interested in hearing from them regarding their adventures aboard CANADA GOOSE and European sailing in general.

John and Priscilla Daverman sail the yawl WINDFLOWER out of Northport, Michigan. WINDFLOWER is one of the last yawls built by Whitby (Hull # 240).

"My Alberg 37 yawl, Windflower, was built in 1985. It is hull 240 out of 248. I had her built and still love her sailing qualities. This past year we installed a below decks autopilot (the Autohelm 5000+). This may be of some interest because I know boat yards have told other A-37 owners that there isn't room for the Autohelm below-decks models. There is and it works great. Anyway, Priscilla and I sail the Great Lakes. We have been to Huron (North Channel and Georgian Bay) and Lake Superior (through the Canadian locks). Because our home port is in Northport, Michigan, we sail Lake Michigan the most."

Robert Benoit sails the 1980 sloop (Hull # 212) MAYA out of Port Townsend, WA. He mentioned that the lower rudder pintle is totally corroded and plans to refurbish the assembly. He is also considering an auto-prop. Has anyone installed one of these units? If so, what size, etc. Can it be installed with rudder in place? He has an ICOM M800 SSB which he is installing. With the encapsulated keel, has anyone created an effective grounding system, counterpoise in an Alberg? If so, how? Robert is avoiding dynaplates. ICOM says that they are not worth it.

He also has questions regarding the PHRF rating for the A-37. If any of you have answers to his questions, you may want to contact him at: jculero@hotmail.com

Thomas and Rae Ellen Lee sail SEA SALTER in the Bellingham WA area. SEA SALTER is a 1972 sloop (hull # 92)

Kelly and Rachel Carver of Ft. Lauderdale found out about the Association via the A-37 web site. They have owned DA KINE for about 10 years, and are the third owners. They currently have the boat in dry storage in Baldwin MI where they intend to move next spring. They report they had lost DA KINE's rudder in a storm and had to replace it - they would be happy to share their rudder design to anyone who needs help with theirs. They plan to turn DA KINE into a yawl cutter, and are looking for information regarding these issues. They also plan to either rebuild the Westerbeke 4-107 or repower with a new engine.

FOR SALE

We occasionally receive requests for A-37 'for sale' lists, and we know of several A-37's that have changed ownership by word-of mouth and by reference to this list through our members. We maintain (or try to) an up-to-date list of A-37's that are being offered for sale. If you know of

anyone looking for an A-37, have them contact us for a for sale list.

Recent offerings include:

Fred and Phyllis Owen are still offering their 1978 sloop (#187), PRINCE MADOC, for \$62,500 Canadian (low to mid \$40k's U.S.). She is located on the hard at Wiarion (Georgian Bay) Ontario. She comes cruise equipped (having made 6 trips south) and also has a steel cradle. If anyone knows of someone looking for a good, cruise equipped A-37 sloop, they should contact:

Fred and Phyllis Owen

1527 Gloucester Rd.

London, Ontario, Canada N6G 2S5

Tel: 519.858.1979

New listings:

Roly Pootmans is listing his 1980 yawl, LANIKAI for sale for \$64K U.S. Roly can be reached at 514-630-1994 or Email pootmansr@fsi022.flightsafety.com. Lanikai has been hauled out for the winter and is now at Iroquois marine in Iroquois, Ontario.

The list of specs follow:

Volvo 2003 28HP installed in 1993 with Balmar 100 amp alternator and ARS 3-stage regulator.



2- Trojan 6 volt battery 1998 in series for main bank/1- 12 volt engine starting battery. Full DC panel with 16 circuits plus voltmeter and ammeter. AC panel installed with AC system in 1993. Statpower 20 amp 3 stage battery charger with temp sensing and aux panel.

Pressure hot and cold water either engine heat or AC power

3 burner stove and oven shipmate kero Force 10 kero heater

Deck and anchor pressure wash down

AM/FM/CD Stereo with 4 speakers

KM/log/AW/WS and 2 depthsounders

VHF, Loran, GPS with mizzen masthead antenna

2 bilge pumps, 1 electric

All original thru-hulls changed below waterline

All below water hosing has been changed recently

Autohelm 4000 autopilot 1997

3 bladed prop 13 by 13 by 1 plus same spare.

Cabin

Deluxe interior, varnished with bar and bookcase to starboard and all teak inserts

Stove custom sea rail and strap

WC Imperial head with spares

Quarter berth opening port to cockpit

Custom woodworking throughout

Bronze seawater pump in head

Folding steps in fwd cabin for egressing thru fwd hatch

Main hatch locking from inside

Screens for all hatches/ports

Deck

Bow and stern double pulpits and lifelines with 2 gates port & starboard

Re-enforced by factory transom

Atkins and Hoyle opening hatches in main cabin and fwd

Edson steerer with guard and 5" compass {rebuilt 1997}

New canvas in 1994 with dodger bimini and enclosed cockpit

Hull / deck joint glassed and bolted on 6" centers

Cockpit cushions

Gas locker at aft end of cockpit

Custom bow anchor roller/ windlass and 200' 3/8" chain/35lb

CQR

3 solar vents

Boarding ladder

Rig

Yawl rig

Trisail track on mainmast

DRS reaching pole/mast track and fitting and pole topping lift

Mizzen staysail halyard and sheets

2 jib / 1 DRS halyard on mainmast

2 #28 Barlow main winches

Extended genoa tracks

Harken roller furler

Harken running blocks

Boom brake and boom vang

No1 & 3 genoas, storm jib, main, mizzen, mizzen staysail,

And Drs sails

Lazy jacks on mainsail

Misc.

Steel folding cradle

Full winter cover

David and Joyce Lahman have decided to place SHE 'N I on the market for \$48,000 US. (They have taken early retirement and have an opportunity for some European travel). SHE 'N I is a 1967 sloop (hull number 8). She has a new bottom job, so should never have blisters. She comes with a nice cruising inventory including a Dyer dink, Harkin roller furling (98), 2 deck prisms (98), microwave, dodger, cradle, etc. Interested parties should contact David and Joyce at (319) 882-3023, or P. O. BOX 637, Tripoli, IA 50676.

Des McCrindell is offering his 1975 sloop ROB ROY for \$ 85,000.00 (Canadian Funds)

Hull & Deck: Light Cream

Engine: Farymann Diesel S30

Location: Toronto

Exterior:

Edson 24" wheel steering, Ritchie 5" compass in chrome binnacle, Upgraded mid and fore hatches, Upgraded bow and

stern pulpits, Bow roller, Custom woodwork, Stern ladder, S-L Hyspeed windless, Dodger with handrails and bimini, Teak grille on cockpit sole, V.C. Tar coated bottom.

Note: Deck repaired and deck and hull painted (Imron) by Whitby Boat Works in 1996 and 1999.

Interior:

Deluxe interior cabinet work, Boxed in mast, Ratelco S/S Charcoal Fireplace, Shipmate S/S Propane stove, 3 burners, Hot water with shower, Tiled bulkhead in galley, Custom upholstery and drapes.

Sails and Rigging:

Roller Furling (Streamstay) mainsail, No.1 and No.2 Furling (Harken) genoas, Upgraded main sheeting system, 9 winches (2 upgraded self tailing primaries, 2 Lewmar 43 secondaries, 2 main Furling, 2 Halyard, 1 topping lift), Whisker pole.

Electrical:

110 Volt Refrigeration, 110 Volt wiring with 5 outlets, Zurn electric bilge pumps, Horizon VHF radio, EMS speed and log, depthsounder, windspeed and direction, Interphase Loran 2, Autohelm 4000.

Miscellaneous:

15K Bruce anchor with 150', 3/8" chain (never used), 22S Danforth anchor with rode, 5 large fenders, Docking lines, Cockpit cushions, Oil lamp, 3 Winch handles, Emergency tiller, Force 10 propane barbecue, Steel folding cradle, 1 Raleigh and 1 Dahon folding bicycles.

Tender:

1 Zodiac (C26OXS) inflatable, complete.

1 Mariner 4 Horsepower motor.

Desmond McCrindell

284 Mill Road, Suite #A-10

Etobicoke, Ontario M9C 4W6 Canada

Dan Stuart recently wrote: "With regret, I must advise you that FALCON is for sale. I will shortly amass a list of the many sails and other extras that she carries, for inclusion into an ad in the Association website. Any suggestions would be appreciated. By month's end, the last (6th) coat of polyurethane will have been applied over the two coats of primer, over the hull, from waterline to toerails. In case anyone contacts you for information regarding a very well equipped and sound Mark I, please refer them to me at:

Dan Stuart 248.486.1921"

csi@earthlink.net

WAYNE BOWER (TEELOK) SOLD HIS AIRES WINDVANE THROUGH THIS LISTING (VIA THE INTERNET WEB SITE) ADVERTISING WORKS!!!

WEB SITES

We recently ran across some more interesting cruising/sailing web sites:

- <http://209.238.12.218/index2.html> – Everything you wanted to know (or didn't want to know) about osmotic blistering in fiberglass

- <http://www.americascup.org/> - For those wanting to follow the Americas Cup races.
- <http://www.freshwaterseas.com/> Web site for Great Lakes sailors. Check it out.

Winter Rendezvous

The 2000 A-37 **Winter Rendezvous** is **TENTATIVELY** planned for Saturday evening, **4 March, 2000** at **Harrison's Chesapeake House** on Route, 33, Tilghman, MD. on Maryland's Eastern Shore. The evening's festivities will begin at about 6:30 PM with cocktails, with dinner at about 7:30 PM. More about this in the winter newsletter.

WEB SITE POLICY

We hope that members having access to the Internet will participate in the A-37 web site: <http://www.alberg37.org>.

Todd Clift, the webmaster, and others have done a great job in developing this site, and after visiting it, we think you will agree that it is one of the better boating websites. However, it's only as good as member participation, especially in the Discussion Forum. We invite active participation in this section, as a lively discussion of members' questions is really valuable to all members.

One note on the web site which may be confusing to some members. The Member List only has those members who have entered their names via the web site. The "Official" membership list is not on the website, as we felt that only members should input their data on the website, as opposed to publishing the entire "Official" membership roster. We wanted to ensure that members' privacy is not violated. In other words, please feel free to input your individual data to the web page (or let us or Todd know and we'll do it for you). It's real easy to do and only takes a minute.

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 might suggest to our Canadian members that they send either U.S. currency or a Canadian Postal Money Order payable in U.S. dollars. Unfortunately, in order to cash a check drawn on a Canadian bank (even if in U.S. funds), a \$5.00 fee is charged.

You may have noticed a date on the label of the newsletter mailing. This is a reminder of when your donation is due to maintain the newsletter/association. Although we really hate to drop anyone off the roster and mailing list, it simply becomes prohibitive to continue distribution to those who do not share the cost burden. If you know of anyone who would like to become re-instated into the organization, have them contact us, and we will be glad to work with them.

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 few **A-37 IOC pennants available for \$29.00 U.S. which includes postage.** This is a very tastefully rendered and durable pennant. I suspect 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 tried to distribute the newsletter via Email to those having Email address, however, we had so many members who could not open the attached files that we have decided to simply mail the newsletter. We may again try sending the newsletter via Email on a trial basis using the Portable Document Format (.PDF), as that is a more universal file format, and the reader software is available as freeware from Adobe.com. Anyone who is connected to the Internet should be automatically able to read the file as most Internet browsers support the .PDF format.

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 and quiet, and a very good cruising area, especially in the fall. We'd love to have you stop for a few days. In the spring, Frank and Linda Smart (BRANDELARA II) left their boat with us while they attended a wedding in British Columbia, and this fall we had Bill Horne / Deb Kinney (SERENADE) and Henk / Wendy DeVries (PAWBEE) stop by for several days in October.

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. Have a great holiday season and arrival of the new millennium! See you in 2000.

TJ and Kaye Assenmacher

More Rendezvous Photos

