



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. 3

18 July 1999

Fall Rendezvous

This year's annual Fall Rendezvous will be held at the North Shore Community Association facility, on Sillery Bay, Magothy River, in Pasadena, MD on October 2-3, 1999. Our hosts are John and Becky Long (SOLSKIN II). The dates were chosen to accommodate members' racing schedules and also to allow participation in the Annapolis Sailboat Show (October 7-11, 1999). We hope that our southbound members will include the rendezvous in their itinerary. (See attached information, directions and maps pertaining to the rendezvous).

News from Members

Mike Fish recently re-powered EAGLE, replacing the venerable Volvo MD11C with a 3 cylinder Yanmar 3JH2E (38 HP @ 3600 rpm). He recently met Warren Lovell, who was having the same work done on the A-37 yawl, BOUSSOLE (see new member article by Warren). Mike reports that he sailed from Annapolis to Bermuda and return last May/June on a friend's Hallberg-Rassy – a great trip.

Congratulations to Mark Lay (ELIXIR) and Prentiss Vallender who were recently married at Christ Church in Georgetown. They honeymooned 2 weeks in Italy, spent a few days in Florence then traveled Northwest to Luca with a few quick stops on the Italian Riviera (they pledged to sail back one day). They finished their trip in Lake Como, returning to Washington and the working world. Ugh !

ELIXIR is still birthed at Hartge's in Galesville, Maryland, and they expect to take traditional weekend cruises to usual spots St. Michael's, Oxford, Annapolis, and Chestertown, as well as to a few more quiet anchorages. They also plan to take a week off and hopefully run down to the Northern Neck to visit Mark's parents – their work schedules have this trip planned for the July 4 week, and hope the wind blows and sun doesn't get too hot (Ed. Note: We had 104F temperatures over the July 4 weekend in the Chesapeake area.).

Wayne and Sherrill Bower will be posting TEELOK status reports to www.erols.com/teelok. They (TEELOK & her skipper Wayne) departed in June from the Magothy and headed for the C&D Canal. They expect to be stopping at Reedy Island, Del; Cape May, NJ; Atlantic City, NJ; Block Island, RI; Hadleys Harbor, MA (close to Woods Hole); Scituate, MA.; and Cape Ann, MA. From Cape Ann it will be off to explore the Maine coast. Sherrill will be joining TEELOK and her skipper some time in July. (Ed. Note: Check on TEELOK's progress, as Wayne and Sherrill update the website weekly).



Before Wayne departed on his "Down East Cruise", he completed and fitted his fiberglass "hard dodger", which he built last year.

Charlie Deakyne (SCRIMSHAW) plans to participate in the annual Governor's Cup Race between Annapolis, MD and St. Mary's City, MD on July 31. Charlie also passed on

some information regarding engine zincs for the Westerbeke 4-107(quoted from Charlie's Email):

"I found some information about the location of the zinc in the heat exchanger. I wasn't looking for this, but I heard about it at a lecture last night. They were talking about a Westerbeke Model W-40-NA, 33 HP @ 3000rpm, 4 cylinder, 107.4 cu. in. total displacement, cylinder bore dia. 3.25 in. and stroke of 3.5 in. The diagram of the engine shows the cylindrical heat exchanger located at the aft end of the engine. At the bottom of the starboard end of the exchanger it shows a zinc anode. It screws into the bottom of the exchanger and has a 3/8" hex head. The Westerbeke part No. referenced is 011885. Hope this information will be useful."

Clayton and Gudie Cole (RESOLUTE) planned to leave Saugatuck in early June for their annual three month cruise in northern Lake Michigan and Lake Huron.

The following is from a recent email from Brian and Kathy Marsh (TUNDRA)

"We've bounced off quite a number of A 37's this past season. Our travels have brought us back to Titusville where we are 'on the hard' and intend to stay until mid-November. Our present location is Westland Marine on Washington Avenue next to the Titusville Municipal Marina where we are able to send and receive our email. SOUTHERN CROSS is just around the building from us, but Marcel and Karen Steinz have gone home for the summer. We super enjoyed our time spent with Karen and Marcel in Georgetown. So sorry we missed Becky and John Long (SOLSKIN II) in Georgetown, but they arrived as we were leaving for the Jumentos and we had difficulty reaching them and their hosts on the radio. Marcel and Karen gave them our message, we hope. I'll send along a note to them soon, now that we're States-side again. We were without email for some time when Brian installed a weatherfax program which messed up our Eudora email system. I guess weather is all important though!!!!!!!!!!!!!! Fourteen hurricanes are forecast for this summer. Yes, we have our insurance paid up. Our sojourn up north starts on July 10-12th. Brian plans to race the Mackinaw with his good friend, Tom Clemons. When all is said and done, Brian and I plan to initiate our 3 year cruise of the Windward Leeward Caribbean, then on to the Western Caribbean. With God's good grace we'll depart mid November. This haulout, Brian is moving the batteries to our dry storage locker under the main settee. He has built a fiberglass box to sit them in and the 4 golf cart batteries fit there very nicely. A vent will be installed as well. Next we're refining our refrig situation-moving the coldplate to a central position on the custom dividing wall that Brian had previously installed. Also we'll be adding a PVC lining in all the refrig to retain moisture, etc. The head is in line for an overhaul, plus we will replace present hoses. Also, Brian is installing a check valve in the muffler system to prevent water getting in the engine while under sail. I was very fortunate to find a cowl

vent at Boathouse in Melbourne to fit our existing port vent which is in sad (22 year) repair. I sent my cushions out for cleaning and deodorizing for a very reasonable price here. Teak will be a high priority on my list in Sept-Oct. So you see this will not be as major a refit as last year, but still lots to keep us busy in the Florida heat and 'bugs' i.e., no-see-ums and mosquitoes. Fellow members may check out our web-page: <http://www.interchg.ubc.ca/coulthrd/tundra.htm>. Fondly, Brian and Kathy aboard sv Tundra"

Todd Clift (HERON), who is our website webmaster, recently returned from a crossing to Bermuda and return. The trip was delightful, and they missed most of the squalls, crossed the Gulf Stream at a very narrow point (20 miles) and caught all of the eddies on the right sides for a fast 4 1/2 day crossing. He LOVED Bermuda. Nice weather, friendly people, beautiful beaches, good food and drink. If he wasn't looking forward to the sail home, he would have never wanted to leave. Todd hopes to win a sales contest at work to go again in March.

We recently heard from Bryce Inman (TIDINGS) back in April. Seems that Bryce didn't have a great winter having experienced heavy weather in Florida and the Bahamas, an accident in Little Farm Key and medical problems in Georgetown, Exumas. Bryce had to leave TIDINGS and come home for emergency surgery in February.

John and Becky Long (SOLSKIN II) spent some time in the Bahamas with friends this spring. They met up with several other A-37s in the area, and also looked in on TIDINGS while there (Bryce says thanks).

Marcel and Karen Steinz (SOUTHERN CROSS) were part of the transportation crew which ferried (by car) Frank and Linda Smart (BRANDELARA II) from Kinsale, VA to Ontario back in May. Frank and Linda were on their journey back home to Stroud, Ontario after spending the past 4 winters in the Bahamas and Florida. Frank and Linda stashed their boat at our (the Assenmachers') dock in Kinsale for several weeks, while they attended a wedding and took care of business matters. Marcel, who had been cruising the same areas, had left SOUTHERN CROSS in Florida for the summer, and had returned home to Ontario just prior to Frank's requirement for transportation – somehow he coerced Marcel and Linda to drive Franks Nissan down to Kinsale, load Frank and Linda and a lot of cruising gear into the car and depart after a brief visit. Frank and Linda returned about 3 weeks later, to resume their trek northward. The following is an excerpt for an email received recently:

"Well, we had a good trip all the way home.....aided in no small part by having CONRAD, our obedient, non-drinking Navico crewman back again. I have to tell you that when I went to install it I discovered that I'd left the mounting bracket at home! I had taken the entire kit home when we left the boat with you folks, then Navico said they only wanted the motor & controller for service, so the rest of the parts were left

in my workshop. Boy, talk about feeling stupid! However, I had some wood aboard and lots of hose clamps so I put something together that did the job on the long offshore hike up to New York.

We arrived in Toronto on June 18th and had the boat hauled up to her new, temporary home near our house the following Wednesday. She sure looks out of place in this big storage yard surrounded by 20+ derelict wooden powerboats which will never see water again. I have to keep re-assuring her that she won't suffer the same fate. We've been pretty busy offloading carload after carload of supplies so she should float a lot higher when we re-launch. I never did get that Mercury outboard to run properly and in fact it stranded me in the harbour at Cape May, luckily right by a Sea Tow station and, as we are members, we got towed home. I tried to get it going later and ended up breaking the recoil spring on the pull-starter so now I have that to fix." Frank and Linda

Help Wanted

Reid Tomlin (GENESIS) has recently discovered a crack on the forward leading edge of my rudder. Apparently, since there are no quadrant stops on either side of GENESIS' quadrant, the rudder twisted around and cracked under the stress. Reid has the following questions: "Is this feasible for an Alberg 37?? My cable were a little loose: could this have played a role?? Any in sight any members could provide would be helpful. To fix, the rudder must be removed. Is there an easier versus a hard technique to this?? Some say that lifting of the boat is required in order to slide top of rudder stock through the hull. Not the time of year to find these things! Thanks in advance for any suggestions you may have! Depressed in Larchmont, Reid." (Ed. Note: On our SHEARWATER, the quadrant acts as a rudder stop, preventing the problem experienced by Reid. Perhaps Reid's quadrant should be moved closer to the rudder post packing gland in order to limit rudder travel.)

Projects

Al Peckenpaugh recently sent the following account of his work on GYPSY LADY:

"Gypsy Lady was found alone and neglected in a boatyard in Ithaca NY. A friend told me about it so I went for a look. I wasn't looking for a boat but once I saw it I started working on a way to get it home. I have this thing about restoration projects and my first look told me she would be worth the effort.

I've restored antique speedboats, sports cars, other sailboats, trucks, furniture, tractors, and nearly everything else I own. It was only natural that I bring this old girl home. She's only thirty-two, maybe it's one of those mid life crisis things. I

wouldn't need to be out looking for the next project for some time.

So she now sits very comfortably in a spot next to my workshop in the side yard and I can crawl up inside and plug away at my leisure. Just a year before I got her, she had her little Volvo rebuilt by the yard. They sent it away to an engine shop. When they had it out they rebuilt the shaft log ,stuffing box, and replaced the shaft. All new wiring harness, controls and instrument panel. While apart they also did some rudder shaft and pintle work. I'm ahead of the game already!

So far I've stripped all the wiring and plumbing out so I can replace it all with systems that I will be able to use and troubleshoot easily. This summer I'll get all the hardware off with an eye towards a good coat of paint. I've already spent a lot of time cleaning and scrubbing the bilges. I needed to do some exploring and I don't care for getting too dirty when I'm working anyway. (I'm a marine canvas fabricator by trade)

Now I basically have a clean empty boat at the stage between tear apart and put together. Of course there will be more things to tear apart but most of them will be reinstalled rather than thrown out. Most recently I've started removing the old gate valves. I'm half way. That's not easy work unless you're a Herculean midget contortionist. I've found threaded bronze pipe sticking up through fiberglass. Anyone know how those are fastened? (Bolted flanges?)

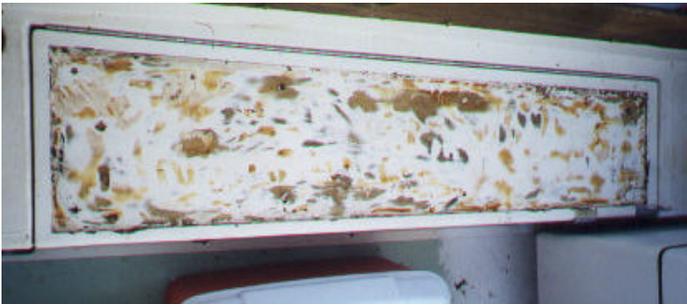
Now the sad part of the story. I have to abandon her for at least the next year. My business partner in Bermuda has informed me that it's my turn to go run the shop out there for a while. I lived there for 5 years and don't want to move back right now but business is business so I go. I'll have to purchase another boat when I get there to live aboard. Hopefully the "Gypsy Lady" will wait for me. Certainly if any other Alberg owners get out that way they should look me up and I can help you find your way around and find you the best rum.

I'll be at Dockyard Canvas Ltd. 441 234 2678 or canvasman@email.com after sometime in Sept. If you bring your boat I'd love the nickel tour, I've only seen one! Al Peckenpaugh "

The following was submitted by Richard Border (TANIA AEBI):

I just finished redoing my cockpit seat teak inserts. I have a Mk I model, hull 45, and it came with what appeared to have been teak veneered plywood glued to the tops of the seats. I say appeared because when I bought the boat all that was left was glue and a very thin, 1/64", layer of wood. I kept putting this part of my fix-up off because it thought it would be difficult, it wasn't, about 5 hours work over 10 days. Below I've listed the steps:

- STEP 1 Start with a wood chisel, scrape away the remaining caulking and wood from around the indentation in the seat. Try to get right down to the gelcoat. Using a 3/8" power drill and a circular sanding disk, sand away the old glue and wood from the field of the indentation. Don't worry if you go into the gelcoat, but try not too.



- STEP 2 With a miter saw cut all the pieces of teak to fit. From looking at other boats I found that the way to layout the wood on a small hatch like this is to first box the area with the teak, then fill the field with strips. Don't expect any square corners here, it's a boat remember, so it my pay to have some cheap pine to make test pieces with. Each board I bought was \$21, so mistakes can get expensive quickly. Layout the pieces in the hatch, you want the groove for the caulking to be on the inside all the way around. You'll notice that at the corners look wrong where the wood butts right next to other piece of wood that's almost perpendicular. What you need to do here is route away a groove half as wide, but just as deep, as the decking planks already have down their lengths. This was the hardest part, use a circular saw to cut the long angled cuts, take your time, you want the cuts as straight as possible.



- STEP 3 I used WEST SYSTEM epoxy from the large pumps and pumped out 4 parts each from the epoxy and hardener, that works out to about 12 oz. for each hatch. After mixing in a plastic container for about 1 minute I poured it into the indentation in the set and spread it

around using a cheap throw away brush. Your doing to things at once, your covering the area that needs to be covered, but more importantly by spreading the glue out you're giving yourself more time to work. In the container the glue gets hot real fast and sets very quickly, spread out it doesn't heat up. Take one of the perimeter pieces and paint the bottom side with some of the epoxy from the indentation. Work your way around the box, then do the field, taking the epoxy you're painting on the piece from the area where the piece will go. Now weight the pieces down with anything heavy you have, I used paint cans. Let this set over night.

- STEP 4 Paint teak primer into all the groves, it dries in 10 minutes. I cheated a little here. I taped off the gap between the wood and the edge of the indentation, then caulked it, and wiped it to make a fillet. I pulled the tape off as soon as I was done filleting the caulk at the edges. Now you take the caulk and fill up all the groves in the teak. Make sure you overfill them, so you don't have hollows in your caulk. Now the tough part...wait one WEEK!
- STEP 5 Using a single edge razorblade cut the overfilled caulking off, letting the blade span the groove. Now sand the wood/caulk with 80 grit paper. I used an electric palm sander and it took about 20 minutes per hatch. Brush away all the wood and caulk dust and apply teak oil. After letting the oil set for 15 minutes wipe dry and you're done. This was one of my easiest project, but I think it was the most rewarding

The bill of materials is listed below.

- 12 teak planks from Defender
- 24oz WEST SYSTEM epoxy
- 8oz 3M teak primer
- 2 caulking gun size tubes of West Marine caulk
- Bottle of teak oil

The following was recently received from Dick Wilke (IOLANTHE):

My latest project was the installation of a replacement battery switch for "IOLANTHE". The original Guest 4-position switch had a cracked knob, which I had epoxied together, but which had again come apart. We have never liked the fact that this switch stuck out where you bumped it with your knees while working in the galley. I decided to replace it with a Blue Sea Systems 300 Amp. Compact Battery Switch Cat. No. 9001 from West Marine. This can be either surface or flush mounted, and I found that the original round hole only had to be filed out slightly to mount the new switch flush. The face of the switch is now flush with the wood, and only the nicely rounded knob protrudes. It is a bit of a chore to connect the terminals from behind, but not impossible. Four new mounting holes were predrilled by placing the switch in the recess from the front and backwards and drilling. This switch does not have

alternator field disconnect terminals, but mine were not connected on the original switch. This should be checked before purchasing.

I'm now mounting a Simpson-Lawrence Hyspeed Model 510 Hi Spec Anchor Windlass, and found that the deck aft of the bow cleats was balsa-cored, and not solid, even though our boat was completed in November of 1984, I followed the instructions in the last newsletter about boring the holes oversize and filling them with epoxy before drilling the 3/8" holes for the bolts. I used Marinotex Gray, which flows nicely and hardens in 4 to 5 hours.

Some time ago a member asked for information about bow rollers. Last summer I installed two Simpson-Lawrence No. KABR20 bow rollers for my 22lb. and 23lb Danforth anchors. I used some 1/2" aluminum plates shaped to fit the recess in the top of the cast aluminum stem fitting. I then made 1/2" aluminum plates to mount on edge on either side of the center portion of the stem fitting. These hold down the first two plates. I held them in place with two flush 1/2" stainless pins which are a press fit through the existing holes for tack swivels. I have Profurl roller furling and no spinnaker, so I don't use those holes. I mounted the bow rollers with three round-head bolts each. Two of these are tapped into the stem fitting, and the third is held by a nut under the aluminum plate at the inside rear where it is open below. This approach has worked well, and avoids the need for custom bow rollers, or welding on the stem fitting.

The following was submitted by Clayton and Gudie Cole (RESOLUTE):

"My wife and I own hull #242 and we had a failure of the portside forward engine mount on our Volvo MD-2003 diesel. The engine bracket did not fail but the mounting assembly that secures it to the engine bed failed at a welded joint. This became apparent when it began to clatter at low RPM.

When I discovered the problem it appeared that the engine would have to be disconnected and raised up a few inches in order to remove the old parts. The risk of fire was too great to weld it in place.

After studying the situation I came to the conclusion that repair might be possible with the engine in place if I could remove the broken parts.

The replacement parts require some machine shop work but are simple and inexpensive to make, stronger than the original and are easily installed. Certainly a better option than removing the engine! Extracting the broken parts was the key to success. The extraction was accomplished in a little over an hour with simple tools. Refer to the following pages for more detailed instructions.

We pass this on to all Alberg owners in the hope that it might avoid major expense, lost time and inconvenience. Please feel free to call us if you have questions, or would like to have a copy of the photos taken during this work."

Clayton K. Cole
1821 Hillside Ave.

Kalamazoo, MI 49006
Phone 616-345-3222
Email: claycole@ccm.tds.net

Welcome to the Following New Members

Shad Dusseau and Barbara Cohea recently purchased the 1980 Alberg 37 sloop # 214, WILLIAM LUCAS of Sidney, British Columbia. They live in Kotzebue, Alaska, about 50 miles north of the arctic circle on the Bering Sea. They are currently renovating the WILLIAM LUCAS in B.C., and will be moving her to her home port of Sitka, Alaska this summer. They purchased the WILLIAM LUCAS from Perry and Corrie Ulmer of Victoria, B.C. Shad is a bush pilot for the National Park Service and Barbara is the director of health education for the region. They had been looking for an A37 on the west coast for some time and stumbled on the WILLIAM LUCAS by accident on the internet. Currently they are rebuilding her Volvo, installing a Profurl furling system, re-rigging her as a cutter (removable), painting her topsides, and generally cleaning her up. She was in very good condition overall.

David and Carolyn Curley recently purchased the 1979 sloop, #202, CANADA GOOSE from Jack Lacuna. (CANADA GOOSE was sailed to the coast of Spain several years ago by Jack.) Jack and Carolyn live in Nourish, Norfolk, England, and plan to sail CANADA GOOSE at her current location in southern Spain.

John and Fleur Rilett of Bruce Mines, Ontario, recently purchased the 1981 sloop, #218, MOLLIKETT from George Rollo. Something happened just before he was to take her south and ended up parting with her. They are slowly getting her shape. They just got back from a trip down the north channel.

Welcome to Bill Horne and Deb Kinney who recently purchased the sloop, SERENADE (#32) from Brian Zeeuw. Although not particularly superstitious, they have decided to leave the name unchanged. Bill recently retired in March, and plans on heading south this season, via the Great Lakes/New York canal system, Chesapeake and ICW. He would like to winter in Florida, and equip the boat for offshore use before next spring. They plan to attend the Fall Rendezvous if boat and travel schedule permit.

Richard McLaughlin of Wilmington, DE is the owner of the 1974 sloop JAY-JAY, #124. JAY-JAY is berthed at the Lankford Bay Marina, off the Chester River (off the Chesapeake Bay). Richard is in the process of replacing the pressurized water pump. The Shur-Flo went bad and he's considering upgrading to a Par system, which requires some re-plumbing, etc. and additional cost. Richard further states: "However, a system that can be repaired rather than replaced,

when necessary. I was on the phone with NewMar, this evening, concerning the MR20 battery charger and its ability to properly charge gel batteries. I'm thinking about replacing the lead-acid batteries with longer lasting gels, as I have to replace the cell for the refrigeration. They cannot be mixed, apparently, and must be all lead-acid or all gels. I thought I'd inquire of a major regional battery distributor, rather than the marine stores for better pricing. So, the beat goes on. We had a beautiful week-end. Spent the evening on the hook in the Corsica River and had an excellent sail on Sunday with 10-12 mph Southerly winds. Only, downside was some hot shot in a 41.5 Beneteau almost sailing into my cockpit."

Richard plans to attend the fall rendezvous.

Warren Lovell of Ventura, CA recently purchased the 1976 yawl, #164, BOUSSOLE, and sent the following account of his sailing experiences:

"I am delighted to find the Alberg 37 owner's association. I knew there were boats in British Columbia and that there was one down in the San Diego area. Imagine my surprise when BOUSSOLE is on the hard getting a new engine (Yanmar) when there is a sister ship, EAGLE, in the same yard getting the same type engine. I contacted Mike Fish who sent me a copy of the April 12, 1999 Newsletter.

I grew up in Astoria, Oregon at the mouth of the Columbia River, started sailing at age 12, built a Geary 18 at age 15/16, skippered a sport fishing boat the last year before medical school and crewed on an "R" in Chicago while in medical school. I even owned a power boat for one year while in Seattle but about the mid 60's (after a horrible delivery trip up the west coast in a big catamaran) I sort of dropped out of sailing. So when I retired from being Medical Examiner/Coroner here in 1993 I decided to get back into sailing. I really didn't know anything about modern fiber glass boats but the Catalinas, etc., just didn't appeal to me (In 1947 on a trip down the coast from the Columbia River I had been in a 180 degree knockdown and roll so I wanted a pretty secure boat.) Finally the broker said that they had listing on the boat that he would have if he could afford it. While it was beyond what I had set as my maximum price I was hooked. And I have never regretted it.

BOUSSOLE (the name comes from the flagship of La Prouse, sort of the French Captain Cook. In my flying around the Pacific, I kept running into places named after him and I got very involved in the history of his life) is #164, a yawl, built in 1976 and I believe her first name was "GAHESKA" and that she probably spent her first years on the Great Lakes but I'm not certain. I bought her from a retired United Air Lines pilot who mostly day sailed her. She is now in quite tip top shape. All the bright work is fine and shiny, she has good sails, a new head and engine. I think the old alcohol stove is original but I rather like the safety of it, and it cooks pretty well.



I didn't intend to get into racing but we have done pretty well. I have gone in the Newport (CA) to Ensenada (Mexico) race three times and got one first, and one fourth (out of 51 boats) in the Spinnaker Cruising class. Both times we placed we picked up a nice night wind on the beam and with the mizzen staysail set we do pretty well. Unfortunately in our local races there is very frequently a lot of calm (although it can get pretty nasty off shore here) and of course we just sit there while lighter boats who we owe time sail away."

Ian Cheeseman and Cath Bridgen, of Kingston, Ontario, recently purchased ESTORIL from Ed and Beryl Goveia of Toronto. They are thrilled with ESTORIL, as she is totally outfitted for their upcoming trip south. They have a history of Albergs, having sailed an Alberg 29 out of Kingston for the past 12 years. Ian and Cath plan to work until the fall and then have the boat transported to Florida and take off from there to points south. They are looking forward to meeting other Alberg 37s in their travels.

Steve Roberts of Franksville, MI, recently purchased the 1976 yawl, PIPE DREAM from Jack Meehan. PIPE DREAM's previous names were SERENITY and FREYA. She is being kept in Racine, WI, where Steve is planning some major refits.

WANTED

Alberg 37 - Prefer but do not require; sloop, diesel, Mark 1 or 2, freshwater -in good to excellent condition. We want an A37 for the Great Lakes, fairly priced. We wish to buy before Summer '99. Any information to reach our goal will be sincerely appreciated.

CONTACT; Todd and Susan Heinrich, 11892 76TH ST South Haven, MI 49090
Ph. 616-637-7840 Fax. 616-637-4989
Email; heinrich@i2k.com

My name is Greg Scott--I am a serious buyer!! I want a Alberg 37... my home phone is 407.729.0065. fax is 407.723.9951. please fax any spec sheets and contact phone numbers. I do NOT want a project boat. I am willing to truck the boat to Florida. Call me and if things sound right and I will fly up in a heart beat!!!

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. 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

Tom and Agnes Westran are offering BRIGHTLINGSEA II (1967 sloop, #26). BRIGHTLINGSEA II has been extensively rebuilt and includes major recent upgrades in equipment. Tom and Agnes are living aboard her at the City Marina in Charleston, SC (see BRIGHTLINGSEA II article), where she may be seen. For further information, contact Tom and Agnes by leaving a phone message at (613) 769-4034, or contact us at Kinsale, and we will provide a hardcopy inventory that Tom provided to us. Tom and Agnes' asking price for BRIGHTLINGSEA II is \$65,000 US. (Ed. Note: Tom found BRIGHTLINGSEA II through the newsletter back in 1994. We'd love to find another caring owner via the newsletter.)

Wayne Bower (TEELOK) is offering his older model Aries windvane for sale. Wayne says it's in good shape. He has replaced it with a new stainless model. If anyone is interested, contact Wayne at (301) 262-7257.

WEB SITES

We recently ran across some more interesting cruising/sailing web sites (*from Living Aboard magazine*):

<http://www4.law.cornell.edu/uscode/33/index.html>
Navigation Rules for Harbors, Rivers, and Inland Waters and a lot of other useful information.

<http://www.marinersguide.com/> Good site for the sailor interested in racing and particularly the Chesapeake Bay and a lot of other information including weather.

<http://www.irbs.com/lists/live-aboard/> Valuable site with a searchable five year archive of the liveaboard mailing list discussions.

<http://www.lehmans.com/> For those of us who have limited electrical capacity, this site has a wide range of items for the galley, laundry, cleaning, lighting, refrigeration and heating.

<http://www.efax.com/> This site provides information about the free eFAX service, which give you a personal eFAX.com number. Lets you receive FAXs which look like Email messages. Might come in handy.

<http://www.lib.noaa.gov/> This site provides a virtual visit to the NOAA library where you will learn about weather, navigation and other NOAA functions.

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.

A-37 IOC pennants are AGAIN available for \$29.00 U.S. which includes postage (yes, the cost from the manufacturer, "Sailbag Lady", has gone up). This is a very tastefully rendered and durable pennant.

We now have a dedicated A-37 IOA Email address:

a37ioa@sylvaninfo.net

If you have email, please use it to communicate with us, as it will make assembling the newsletter much easier (we won't need to rekey your letters).

We are soliciting any members having E-mail addresses and are willing to have them published in the newsletter/roster, to please send them to us. Also, we are sending the newsletter via email attachment to those with email accounts (also via U.S. mail). Please let us know how this works, as this will save the Association a bundle in postage and Xerox costs.

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. We normally have several A-37's stop over on their way South in the fall (or North in the spring).

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

If we 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.

See you at the Rendezvous!

TJ and Kaye Assenmacher



1999 ANNUAL FALL RENDEZVOUS



ALBERG 37 INTERNATIONAL OWNERS ASSOCIATION

WHEN?

OCTOBER 2-3, 1999

(Weekend before the Annapolis Sailboat Show)

WHERE

**NORTH SHORE COMMUNITY ASSOCIATION
PASADENA, MD**

MAKE YOUR PLANS NOW TO ATTEND!
(BY EITHER SEA OR LAND)

(Becky and John Long have graciously agreed to host the 1999 fall rendezvous at the North Shore Community Association facility where they keep their A-37 yawl, SOLSKIN II.)

FRIENDS AND MEMBERS,

SOLSKIN II's dock is located at 39°-05.17' N and 076° 27.92' W. on the Magothy River, off the Chesapeake Bay, just North of Annapolis, Maryland. Our hosts' (Jackie and Teddy Tepper) (non-members) address is 449 Edgewater Road, Pasadena, MD.

We will have use of the community beach, pavilion and tennis courts courtesy of the North Shore Association. We will also have limited use of four deep water docks, with water and limited electricity courtesy of some friends and neighbors. In the case of severe weather there are a number of well protected anchorages in the immediate area. Baltimore-Washington International (B W. I) Airport is about 15 minutes away by land and ample transportation will be available.

THIS IS AN INFORMAL EVENT!

NO PLANNED ACTIVITIES OTHER THAN MESSING AROUND AND TALKING ABOUT ALBERG 37'S

EATING STEAMED CRABS

AND

CONSUMING BECKY'S WORLD FAMOUS CRAB SOUP

PRIZES

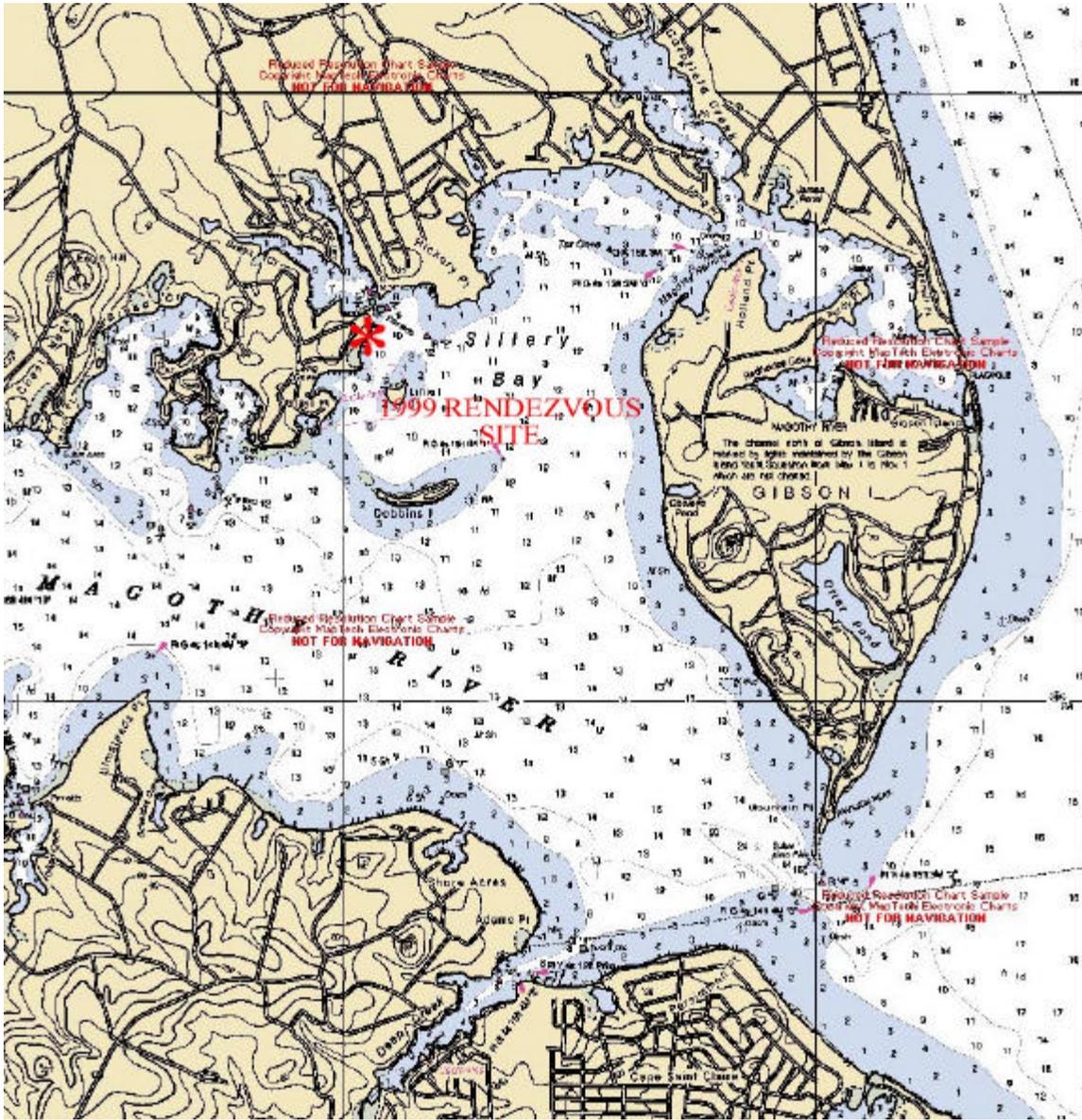
A-37 TEE SHIRTS

FREE COPIES

GOOD OLD BOAT

(Courtesy of Karen Larson, Good Old Boat)

<http://www.goodoldboat.com>



DIRECTIONS BY SEA

From the entrance of the Magothy River head approximately N. W. leaving Dobbins Island. and day mark #1 to the port. From there head directly for the lead in mark #2 for Grays Creek, avoiding the shoal at the N. E. end of Little I. Nearing #2 mark turn about 45 degrees to port toward a white brick house with a cupola and a white brick bulkhead, and there we are.



DIRECTIONS BY LAND

Rt. 100 E. runs between Baltimore and Annapolis from Interstate 95 toward Gibson Island. This road can be picked up from I 95, I 295, Rt 97 and Rt.2. From Rt. 97 and Rt. 100 go east toward Gibson I. 8.9 miles where Rt. 100 and Rt. 177 intersect. Continue traveling east and you will pass the Lake Shore Fire Dept. in 1 mile. Four tenths of a mile further on, North Shore Road will be on your right. Turn right, and at every intersection, from there on bear left. The entrance to the North Shore Community will be 1.5 miles further. Continue to bear left until you come to 449 Edgewater Road, a white brick house with a cupola on your left beside a tennis court and pavilion.

RENDEZVOUS POINTS OF CONTACT

BECKY and JOHN LONG
211 GREENVIEW AVE.
REISTERSTOWN MD. 21136 USA
Telephone: (410) 833-8465
CELL: (410) 979-3509

TOM and KAYE ASSENMACHER
P.O. BOX 32
KINSALE, VA 22488
Telephone: (804) 472-3853
Email: a37ioa@sylvaninfo.net