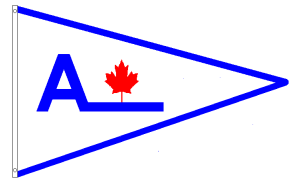




ALBERG 37 INTERNATIONAL OWNERS ASSOCIATION

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10 July, 2000

NEWS FROM MEMBERS

Dick Wilke (IOLANTHE) wrote back in May that he is recovering from shoulder surgery and hasn't been able to do much sailing. He was considering having IOLANTHE Awl-Griped this spring.

Cath and Ian Cheeseman recently sent greetings from ESTORIL (#245) who are in the British Virgin Islands working their way down to Trinidad. They met up with PAWBEE in Fort Lauderdale and spent an enjoyable few months cruising along with Henk and Wendy DeVries, but had to say good by to them in Georgetown. They also met ISLAND TIME in Luperon. They remarked that they "wouldn't want anything else but an A-37 given some of the seas and winds we've encountered." (Ed. Note: For some truly extraordinary photos of ESTORIL, visit Doug Stephenson's web site at: <http://www.yachtsls.com/a37245>)

Pat & Bill Shrader wrote back in April that they are back in Orchard Park, NY after spending the winter in Florida. They report that Lake Erie is down about four feet, and will have a hard time getting on and off the boat. At least their marina has deep water. They wish everyone to have a great summer of sailing

Tom and Rae Ellen Lee are nearly done with the pilot berth conversion (to storage) on SEA SALTER, and finally have a productive use of that space.

Henk and Wendy DeVries (PAWBEE) wrote in late May of their adventures 'down south':
"We are now in Cape May and waiting for the weather to improve so we can make the overnight run up to New York. It is quite cold which is a shock to us after spending the winter down south. It has been an interesting and worthwhile trip, but would not describe it as easy. We had quite a few mechanical problems along the way that are always more difficult to deal with away from home. We thought we were alone with these problems, but we find that most people have problems at one time or another. Part of the problem is the age of the boat, and it was just time for things to wear out. And the continual motoring puts a lot of stress on everything (we are up to 650 hours on the engine so far this trip). We had to rebuild the starter, water pump and alternator at different times, and we had ongoing problems with the exhaust that was finally solved in Miami with the installation of a "wet system".

We had fuel blockages twice and the drive shaft had to be replaced due to damage from a fishing line or wire. On top of this we twisted the rudder when we were pulled off the mud by an over enthusiastic power boat that went too fast. So the boat was hauled in Miami, the rudder dropped and the shaft straightened and the leading edge fiberglassed. However, once we set off for the Bahamas, most of it was behind us. We left Key Biscayne on Jan 11 with another A-37, ESTORIL. We had met Ian and Cathy Cheeseman in Ft. Lauderdale, and we traveled together until Georgetown. We were sorry to see them go when they carried on to the Caribbean, as we had a lot of fun together. On the way back through the Abacos, we met up again with Bill Horne and Debbie Kinney aboard SERENADE. We had not seen them since Beaufort, NC. (Ed. Note: SERENADE and PAWBEE attended the '99 fall rendezvous and also stopped off in Kinsale on their way south. Wendy also wrote a cruising account which we may publish in a later newsletter.)

David and Delores Cassel recently sent a group of interesting photos of the painting of their 1971 yawl, INDIGO DUSK. They changed the color of the hull from it's original gelcoat white to Navy blue. We hope that the Cassels will provide us with additional information on this do-it-yourself project, as some A-37s are in need of cosmetic work.

Jack and Gerna St. John recently provided some comments based on their experiences aboard FIGMENT (#111):

'After we blew out a jib during a bit of a gale when we were bring FIGMENT from her previous hailport (Rye Harbor, NH) to Boothbay Harbor, ME, we asked our sailmaker to build a jib which would be heavy enough that we could roll it up a bit in a blow. It's about a 130-140% and keeps it's shape nicely when roller reefed. We rarely reef the main as we find that the boat sails well with just the jib and mizzen. We must confess that we often daysail that way when we could carry much more sail just to avoid the effort of setting the main and taking it down, furling, covering etc.

The first summer we had FIGMENT (1996) we lived aboard. We were very impressed with the comfort and storage space. Since then we have mainly daysailed; but have done a bit of racing in the local club cruising division and some coastal cruising. We are pleased with FIGMENT's speed and performance and have picked up several pieces of "silver". This past summer we cruised for about 10 days and got as far down east as Mt. Desert Island. It was a good opportunity to

check out a new Garmin 48 GPS and an old auto-pilot we had not previously hooked up. We were blessed with an absence of fog, so the radar didn't come into play.

Also, this past summer we took down the teak and finished it with Armada. So far, we are delighted. By the way, we used the gloss version.

Our water heater is on the port side, behind the nav station. It is very easy to get at to repair/replace, however, it does eliminate the use of that space as a quarter berth.

Wonder if anyone thought about converting the forward fuel tank (or that space) into a holding tank. We have never used that tank for fuel and don't anticipate the need.'

{Ed. Note: Most of the MK-II's of that vintage had that space set up with a holding tank, at least that was the way our 1975 yawl SHEARWATER (#157) was set-up. We converted that tankage for water (approx. 35 gal) and installed a small holding tank in the port V-berth locker.)}

WELCOME TO THE FOLLOWING NEW MEMBERS

Welcome to new member Yolande Normand of Alma, Quebec, Canada. Yolande is interested in purchasing an Alberg 37 and enquired whether we knew of any boats for sale. Yolande can be reached at 419.662.4875

Lois Jacobs and Merle Galbraith are still in the Tobago-Trinidad area aboard INTERLUDE. They have recently changed their email address to: svinterlude@yahoo.com

John Rilett (MOLLIKETT) wants to get a whisker pole and not sure if he should just head down to the nearest West Marine store and pick one up. Any advice regarding type of pole to purchase and where it should be stored when not in use? Also, any advice re: spinnaker or drifter for his Alberg 37 sloop would be appreciated. John can be reached at email: jmfr@sympatico.ca or (705) 246-2671

Paul and Carol Dunne have purchased an Alberg 37 sloop #237 and is registered as 'SOLAR WIND 1' (formerly PACT 1). The boat is currently in Hamilton Harbour West boat yard inside the workshop having minor fiberglass repairs on her bottom and Interlux Interprotect system and finish coats applied. Their plans are to truck the boat to Florida in the future. They currently have a Contessa 26 (1976) in St. Lucia which was trailered to Florida with an Easyload Trailer and F350 1 ton crewcab truck. They sailed the boat during yearly vacations (1-6 week intervals) from Fort Lauderdale to as far south as Grenada. The boat is for sale in St. Lucia for \$12,500 US and is in excellent condition and cruising equipped with new furling, rigging and sails. She is ready to go cruising. Paul has found the newsletter to be technically informative and helpful. Lots of projects to be done on the Alberg. Any information on types and installations of bow anchor rollers would be greatly appreciated. Paul and Carol can be reached at : (519) 448-1194, EMAIL: dunne.cp@sympatico.ca

Ron Morketter, of Grosse Pointe Park, MI is the owner of EUPHORIA, a 1982 yawl, hull # 229. EUPHORIA is home ported at the Windmill Pointe Marina.

David and Delores Cassell recently send some photos if there refurbishment of INDIGO. David has offered to provide some specifics regarding their work, especially the repainting tasks, in a future article for the newsletter.

Charles and Betsy Dobbs recently purchased KUMA, a 1971 yawl (#78) from Turgut Karabekir. KUMA is homported in Annapolis, MD. They are currently refurbishing KUMA, and wish to know if any members have any idea who manufactured the navigation lights used by Whitby > when they built the 37? Both Masthead and Anchor light lenses are broken, and so far have not found anything close as a replacement.

Welcome to Doris Schofield of Ft. Lauderdale, FL, who was the owner of the 1973 yawl STARTIME. She recently sold STARTIME to a gentleman who had contacted us inquiring about A-37's for sale. We put him in contact with Doris, and a sale was arranged. We were very happy to have had a small hand in finding a buyer for STARTIME.

TUNDRA SAILS INTO THE MILLENNIUM

We received the following cruising account from Brian and Kathy Marsh aboard TUNDRA at the end of April:

We hauled out to do extensive preparations for our trip further south into the Caribbean and to leave Tundra safely ashore while we visited with family and friends in Canada. From June into July we worked every day. Brian relocated the batteries to underneath our main salon settee and built an acid proof box to put them in. Also he installed a new alternator and smart charger plus a new main engine exhaust. I stripped the teak and applied a biowash napier product which is environmentally friendly. It doesn't require all the wicked chemicals that some products dictate. We located all the marine stores nearby which we frequented for the next 9 months. Mid July found us driving home to Canada.

En route back to Ontario in September we received email from Mystic to the effect that Tundra had fallen off her stands and was down in the yard as a result of Hurricane Floyd. Alarming news when one is so far away! We arrived to find Tundra sitting in a cradle at the front door of Westland's yard with minor injuries apparent. A surveyor assessed her and reassured us that no structural damage had been incurred. The jumble down below was dreadful and it took us weeks to sort, dry, and clean everything. Rainfall which arrived with Floyd did us no favor either. It was apparent that the shock of the fall had been considerable. Shards of glass from my Pyrex bread bowl were embedded in the teak on the other side of the cabin. We lost a few minor items to mildew, but were fortunate to have good friends present at the time. Pete and Lani on Marnel, who had evacuated with all the area population, res-

cued our inside cushions and kept us informed of goings-on. Bridgit and John on Mystic were in touch as well and removed our batteries averting acid spills. Through Oct, Nov, and Dec we moved into a nearby motel to retain our sanity. In October we witnessed the fury of Hurricane Irene first hand. It was good to be there as Tundra may have gone down again. Pete and Brian checked the stands every few hours and one was blown out. They could hardly walk against the winds! (Miniatures that they are-hah!) In November we headed to Sarnia-our home base- for our daughter, Courtney's marriage to Greg Kirby. It was a wonderful couple of weeks and a good visit with all. My sister, Eleanor and husband, John, returned with us to Titusville and helped us immensely. They buoyed our spirits as well as waxed the topsides and painted the cove and boot stripes. Many of you will recognize them on Galiander from our first year of cruising together. When they left, Windswept IV stood by and loaned us their car and moral support for the next month. Alberg 37 friends in the yard kept us cheery as well-Karen and Marcel on Southern Cross. Late in December we moved on board Tundra amidst the turmoil and Murray and Heather sailed south. Several couples from home dropped through- the Mees, Melons, Doyles and Clemons. December 19th was Tundra's big launch day. We sat at the dock at Westland for the holidays and until we left. We joined the yard owners for a lovely Christmas dinner at their son's house and enjoyed visits with Marnel in the adjoining Titusville Marina on a regular basis. They were wonderful moral support. In the frigid cold of winter- down to freezing several nights, Merry Way arrived. Bob and Helen lent us their car for the month of January into February. What a boon! Our son Rod came to visit in late January and despite freezing temperatures we had a wonderful time. A tour of Cape Canaveral and the neighboring wildlife refuge was a wonderful diversion from 8 am to 8 pm work on Tundra. Additions to Tundra included an air marine wind generator, a Pur 80 watermaker, a 4000 auto helm, and a major epoxy job over our bilge keel area. All tanks were removed and cleaned. Brian beefed up the glass around the rudder post and backstay chain plate area. We painted on a nonskid deck finish of gel coat. A new Profurl roller furling system was necessary as a result of damage in Floyd. The radar dome was refurbished and Brian re installed it. Rain had damaged it. Finally we cast off our lines and headed south. The Gulf Stream was very kind to us this year and we landed in Lucaya the end of February. From there we tracked overnight down to Allen's Cay south of Nassau. In tandem with Windswept and Marnel we moved to Big Majors just off Staniel Cay. Here we stopped for several days while Butch on Rachael helped us all with our on board email systems. Also Windswept helped us with our computerized navigation system. We had a watermaker setback here and finally ordered a new unit delivered to Georgetown. Once installed it has worked like a charm. Stress, yes, can you believe, stress caught up with us in Georgetown and Brian was quite ill for several weeks. Upon recuperating we moved on to the Turks and Caicos where he had a relapse. Being weathered in for 2 weeks there was a blessing and wonderful amateur radio

friends ashore as well as Marnel applied great TLC. Brian was treated by a local doctor who was very helpful and we're on our way again. Due to our late departure we skipped the Dominican Republic except for a brief overnighter in Samana while Marnel fueled. The scenery was drastically changed from the low, dry Bahamas, Exuma and Turk and Caicos Islands. High steep mountain ranges cascaded to the lush waters edge. We watched a man and his donkey bathe happily in our backyard (i.e. view from our cockpit) after a hard days work. What a sight! The donkey was soaked and braying and they enjoyed themselves for several hours to our delight. It took us several overnighters and a wonderful full moonlit night across the dreaded Mona Passage to make landfall here in Puerto Rico. We cleared customs in Mayaguez climbing up huge rubber tires at their commercial dock. We Canadians had also to check in at immigration - a hot mile walk away. Oh well. It gave us a chance to practice our Spanish. After spending several days resting up in Boqueron we have staged ourselves in an open roadstead several miles north of Cabo Rico and we're hoping to leave at 0300 tomorrow morning to get the least turbulence transiting the point. This is a notably heavy area to navigate. We spend a good part of our days studying the weather and listening to our Caribbean weather guru, David, in the Virgin Islands. He advises boats daily regarding the best times and days to travel in various areas of the Caribbean Sea. Up to this point we have followed Herb, the Canadian weather expert, located in Mississauga , On. Every day is definitely a new adventure and some days we wonder why we work so hard. Yes, it's starting to feel like fun again and we are heading for Trinidad by early July. We are traveling in tandem with Marnel and meeting folk from all over the world. It is indeed interesting learning to live and sail in the constant trade winds. We listen to the Caribbean Security Net on 8104, the Caribbean Weather Net on 12359-62, (Also, Herb's frequency) Caribbean Ham Net on 7241, our Canadian Ham Net on 14121, and our Turkey Net, which is starting to fade, on 7298.5 Sent from Ponce, Puerto Rico, April 30 2000, Lat. 17deg 57'N Long 66deg 38' W

SOUTHERN CROSS'S ADVENTURES IN THE BAHAMAS

We received this cruising account from Karen and Marcel Steinz in mid-April:

January 26th

We left Vero Beach on Jan.19th after several days of enjoyable sightseeing and shopping and ventured down the ICW on a sunny but cool day. The weather for Florida is very cold for the natives but us hardy Canadians didn't find it too cold. We arrived in an anchorage called Peck Lake just 20 or so miles north of Lake Worth. It was a pretty setting, close access to the Atlantic, just a stones throw over a sand dune. The beach was pretty but not up to Bahama standards. Shelling I did go but they were not good pickings and the sand fleas were biting, so back to Southern Cross we ventured. It

was a lovely evening but short lived due to those nasty no-see-ums biting as well, so inside we went with everything closed up tighter than a drum. We even double screened the companion way. We had dinner and looked up to find the ceiling pitch black with these nasty little pests. With that everyone was up with a piece of paper towel killing them. We plugged the air vents but somehow they just came back and yes, had dinner on me. The best thing for us to do was to hide under the covers to find some relief, so it was a short evening.

We left the next morning early and headed for Lake Worth. We arrived on a pleasant sunny warm afternoon and enjoyed the day as well as the evening visiting with Bob and Viv Fleury on Veruna. Heather and Murray Rand of Windswept IV joined us as well. It's nice to have fellow Canadians to travel with and even more fun to party with. The next day we did the provisioning thing up town and managed to get Cedric off in a cab. I also called my daughter Kathy and made plans for her to come up from Miami for Saturday evening. The day was cool but sunny and the afternoon was spent reading with plans to go over to Windswept IV for drinks around 4ish. Again we had a wonderful time, good friends, nice conversation and great eats. Marcel was up early and found that the alternator was not charging. Dave and I decided to do the run to the local libation shop and stock up for the trip. Last chance for cheap beer. It would be easier for Marcel to work on the problem with fewer people around trying to get by. We stopped at West Marine just for fun and also ventured into a wonderful liquor store. This was more like a complete gourmet shop offering liquor at reasonable prices along with samples of dips, crackers and summer sausage. We headed back to the boat and found that Marcel was successful in fixing the problem. Later in the afternoon, I went back in to the Publix store and picked up Kathy. She has been in Miami for the past month visiting friends. We returned to the boat and had a wonderful evening visiting and talking over wedding plans. Kathy is being married in Sweden on June 10th.

The next morning we check with the other boats and made plans to cross over to the Bahamas. I dropped Kathy at the dock about 10:30 a.m. and headed back to Southern Cross. We left Lake Worth about 1300 hours with the wind blowing out of the SE. It looked to be an easy crossing, warm, bright and sunny. Marcel didn't like the dinghy swinging on the davits as the rolling waves slapped its bottom, so it was decided to drop it and tow it behind the boat. We sailed only with the genoa and enjoyed a wonderful sunset and even looked for the green flash as it went down in the west. The early evening offered a starlit blanket with a perfect Saigon moon rising about 2200 hours. I thought to myself, this is going to be a perfect crossing. We enjoyed sailing along with the wind about 10-15 knots out of the SE. We would check with the other boats occasionally to see how they were. Marcel had gone down below for a rest about midnight and Dave and I were on watch. About 1:00 a.m. I noticed that the wind had climbed up to 30 and the seas had increased. So much for the perfect crossing! Marcel came up top and we put a reef in the

foresail. We could see the dim lights of Grand Bahama in the distance and continued on with the seas increasing and the wind gusting to 40 knots. At that point the wind caught the dinghy and flipped it over and with it went the gas tank, gas line and seat. At one point Marcel thought we might lose the whole thing. We pulled in the genoa as far as we could but there wasn't enough line on the drum to get it all in.

We now motored along the south shore of Grand Bahamas with the lights of Freeport in the distance. Freeport is the major harbour on this island and no private pleasure boats are to enter. Our destination was Lucaya and the Bell Channel just nine miles east of Freeport. It seemed to take forever to pass Freeport and with the winds now sustaining a constant 40 knots, yes, you guessed it, the old stomach had had enough. The winds now gusted up to 50 knots and the seas just hit the deck, the captain and the crew, all was w-e-t. We could see many tugboats, cruise ships and freighters coming and going from Freeport. It was hard to keep track of everything and the shoreline was not easy to see. We need daylight to judge just where we were. After battling the elements for 7 or so hours and with part of the genoa now in shreds, we estimated that the Bell Channel was approximately 4 or so miles off. We heard Windswept IV making contact with the marina and Murray was informed that it was too dangerous to enter the channel. At that point Varuna made the decision to turn around and head back to Freeport Harbour. We decided that we would do the same as the seas were 10 to 20 feet and the rain was coming down and even blowing sideways. As Marcel turned the boat back towards Freeport, the dinghy righted itself and then the wind caught the bimini and off it came with much of the hardware going with it all overboard. All that is left is a few stainless steel brackets, Southern Cross seemed very bare at this point. She is blue water boat and there was never any question if the boat would make it. Marcel was able to find the channel markers to the entrance of Freeport Harbour and I asked for permission to enter. This being an emergency situation, we were allowed to enter along with Varuna and Ariel. Windswept IV had somehow made it into the Bell Channel but had been pooped in the process. (Pooped is when your whole cockpit is filled with water.) Just as we were about to tie up along a cement wall, a line that had come off the davits caught around the shaft and stalled the engine. The wind pushed Southern Cross towards the wall crushing the pulpit against it and bending it down. The wind caught us and pushed the boat around so we neatly tucked behind the very large cruise ship called the SUN, registered in Nassau. This boat is being renovated and we had no fear of it starting its engine and back-washing us further into the wall. We did finally secure Southern Cross against two very large black tires and proceeded to bounce up and down the wall for the next three days.

The weather finally let up on Thursday and we planned to move over to Lucaya Marina Village. Kathy, Gary and Peter came over to pick me up with the laundry. We had thrown all our wet clothes in a green garbage bag when we arrived in Freeport and they started to get a little stinky at that

point. Peter went over on the boat with Dave and Marcel. I guess Marcel figured that I had enough bouncing around for a while. The day was bright and the water a calm turquoise blue. They had a quiet passage and it was a great sight for me to see the boat coming into this harbour - finally. The past few days have been spent putting the boat back together, washing the very black tire marks off her side and checking out everything to get the rid of the salt. We are safe and sound and enjoying the facilities of this very pretty and hospitable marina. We wish you all the best for now and hope the winter is kind to you and not too chilly. Take care. Until the next time.

Regards

Karen and Marcel

(Ed. Note☺We received word from Karen Steinz at the end of April that Marcel (SOUTHERN CROSS) had suffered a severe angina attack. He had surgery and now has 6 new arteries and it was found that there was no heart damage from the attacks. The last word that we had was that Marcel is doing well. They had recently returned home to Canada after having spent the winter aboard SOUTHERN CROSS in the Bahamas.

FOR SALE

Recent offerings include:

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

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 below the normal value for quick sale." Mike can be contacted at: chrysalis@islands.vi

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 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 or call Lois' mom at (773)779-3885 since she is storing the box of cushions!

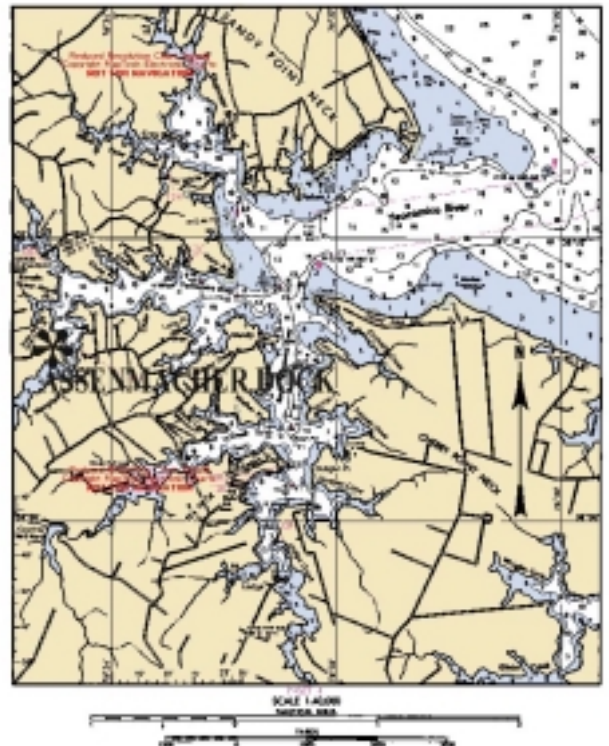
ALBERG 37 RENDEZVOUS

Friday, September 29 through Sunday, October 1, 2000
at the

ASSENMACHER DOCK

Hampton Hall Branch, Yeocomico River, Kinsale, VA.

It's ALBERG-37 RENDEZVOUS time again! Plan to include this event in your fall cruising plans (especially you Chesapeake Bay owners). This is a "come as you are" event, no planned activities except relaxing and visiting with other A-37 folks. Plan on pot luck get-togethers as this is a most **INFORMAL rendezvous**. We have slips for 4 A-37s, with room for more rafted alongside. The creek is quite protected and has plenty of room for anchoring if desired. We have water at the dock, as well as electricity. Let's make this the best attended Rendezvous to date! You will miss out on a good time if you don't attend. Attached are directions both by water or by land. Kinsale is about 35 nm south of Solomons, Maryland.



Directions by water: On chart #12233, proceed west from Point Lookout (Potomac River/Chesapeake Bay) about 10 miles to the Yeocomico River Light. It used to be on a circular base sometimes referred as the 'birthday cake', but the base is mostly gone now, sort of tilted, and somewhat hard to discern from the shoreline background, however you will see it in plenty of time. From the Yeocomico light proceed westward to Fl G 6sec "3" (line up on the large white house with red roof on Horn Point), then to "2". Note the shoal area to the Southeast of "2". Give "2" a wide berth to the Southeast, and

you will have no problem (we've never run aground, but the depthsounder shows a pronounced shoal there. Continue in the West Yeocomico past 2 red daymarkers (#4 and #6) and past the Port Kinsale Marina to starboard. Continue to where the West Yeocomico stops (at Kinsale) and you must either turn to the port or starboard. Turn to port (starboard takes you to the grain elevator and a marina) and follow the channel into the Hampton Hall Branch. You will see it open up into a small bay, just continue around the bay until you see a point (WITH FLAGPOLE) on your starboard. Give this point a wide berth, (we won't mention who ran aground there last year) and continue to the second boat dock after passing the point where you will see SHEARWATER tied up there anxiously awaiting all her sisters (we'll have the A-37 sign and large pennant displayed)!

Directions if you come by car: Assuming that you can find the state of Virginia in a Road Atlas, and assuming you are driving in from the north (if coming up from the south (i.e. Norfolk area, you have to figure it out yourself how to get to the 203 turnoff) proceed south on Rt. 3 out of Montross, VA. About 2 miles south of Montross, you will see Rt. 202 (Ford Dealer), make a left on Rt. 202 and proceed on Rt. 202 through Hague, Va. (about 12 miles, don't blink your eyes, you might miss it). About 4 miles from Hague, you will see Rt 203 (at BP gas station and a sign to Kinsale), make a left on 203 for about 1.2 miles and you will be coming into Kinsale. As you approach Kinsale, (again, don't blink) you will be coming down a hill, just at the bottom of the hill you will see a sign saying 'Hampton Hall Estates' and also a street sign "Brook Ave.". Make a right turn on Brook Ave. and continue for about 1 mile until 1006 Brook Ave, where you will see a red "12" "daymarker" marking our driveway. Just drive on in and come on down to the water. That's where we will be. Let's face it folks, you have now arrived in God's country! If anyone wishes to stay overnight (those who come by boat, we assume you will anchor out or raft alongside overnight), there is an Inn and a motel in Montross, and several Bed and Breakfast's in the area, (or pitch a tent in our back yard).

The Port Kinsale Marina, that you passed on you way in by water, is a full service facility, and has a fuel dock. Groceries and other supplies are available nearby, and we have plenty of available transportation.

If you have any questions about the rendezvous, give us a call at 804.472.3853 (leave a message if we are not at home).

WEB SITES OF INTEREST

The relative new boating magazine, **GOOD OLD BOAT**, also publishes a newsletter containing lots of useful information on it's website. The latest issue of their newsletter is at:

<http://www.goodoldboat.com/junenevsl12.html>

Cruiser Log <http://www.cruiser.co.za/>, is a phenomenal site – has just about anything a cruiser could wish for.

Includes Yacht Position Reports, Cruiser Home-pages/Narratives, Crewfinder, Radio Nets, Cruiser Message Board, Cruising Forum, Cruising Classifieds, Books and numerous other links.

Ever wonder how a container ship could lose containers? Check out the photos at this website and be very afraid. For those of you who have got boats in containers in transit or about to be in >transit, see this site and then check your insurance. Also see it if you are considering an ocean passage anywhere:

http://www.cargolaw.com/2000nightmare_1_oocl_ameri.html

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

CANCELLATION OF GPS SELECTIVE AVAILABILITY (SA)

Guess by now, you may be aware of the cancellation of the GPS degradation referred to as Selective Availability (SA). The following is the public notification of the cancellation by President Bill Clinton.

May 1, 2000

STATEMENT BY THE PRESIDENT REGARDING THE UNITED STATES DECISION TO STOP DEGRADING GLOBAL POSITIONING SYSTEM ACCURACY

THE WHITE HOUSE Office of the Press Secretary For Immediate Release May 1, 2000

STATEMENT BY THE PRESIDENT REGARDING THE UNITED STATES? DECISION TO STOP DEGRADING GLOBAL POSITIONING SYSTEM ACCURACY

Today, I am pleased to announce that the United States will stop the intentional degradation of the Global Positioning System (GPS) signals available to the public beginning at midnight tonight. We call this degradation feature Selective Availability (SA). This will mean that civilian users of GPS will be able to pinpoint locations up to ten times more accurately than they do now. GPS is a dual-use, satellite-based system that provides accurate location and timing data to users worldwide. My March 1996 Presidential Decision Directive included in the goals for GPS to: ?encourage acceptance and integration of GPS into peaceful civil, commercial and scientific applications worldwide; and to encourage private sector investment in and use of U.S. GPS technologies and services.? To meet these goals, I committed the U.S. to discontinuing the use of SA by 2006 with an annual assessment of its continued use beginning this year. The decision to discontinue SA is the latest measure in an on-going effort to make GPS more responsive to civil and commercial users worldwide. Last year, Vice President Gore announced our plans to modernize GPS by adding two new civilian signals to enhance the civil and

commercial service. This initiative is on-track and the budget further advances modernization by incorporating some of the new features on up to 18 additional satellites that are already awaiting launch or are in production. We will continue to provide all of these capabilities to worldwide users free of charge.

My decision to discontinue SA was based upon a recommendation by the Secretary of Defense in coordination with the Departments of State, Transportation, Commerce, the Director of Central Intelligence, and other Executive Branch Departments and Agencies. They realized that worldwide transportation safety, scientific, and commercial interests could best be served by discontinuation of SA. Along with our commitment to enhance GPS for peaceful applications, my administration is committed to preserving fully the military utility of GPS. The decision to discontinue SA is coupled with our continuing efforts to upgrade the military utility of our systems that use GPS, and is supported by threat assessments which conclude that setting SA to zero at this time would have minimal impact on national security. Additionally, we have demonstrated the capability to selectively deny GPS signals on a regional basis when our national security is threatened. This regional approach to denying navigation services is consistent with the 1996 plan to discontinue the degradation of civil and commercial GPS service globally through the SA technique.

Originally developed by the Department of Defense as a military system, GPS has become a global utility. It benefits users around the world in many different applications, including air, road, marine, and rail navigation, telecommunications, emergency response, oil exploration, mining, and many more. Civilian users will realize a dramatic improvement in GPS accuracy with the discontinuation of SA. For example, emergency teams responding to a cry for help can now determine what side of the highway they must respond to, thereby saving precious minutes. This increase in accuracy will allow new GPS applications to emerge and continue to enhance the lives of people around the world.

WEB SITE

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

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 will soon 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 summer sailing season.

Tom and Kaye Assenmacher

P.S. We have actually been sailing a bit this summer aboard SHEARWATER. We have a most enjoyable visit over the Memorial Day weekend with Ralph and Isabel Rose (precious owners of BRIGHTLINGSEA II) who were most appreciative of having an A-37 anchor in their "front yard" on Barrett Creek on the Great Wicomico. We visited Reedville, VA on the Great Wicomico over the July 4 holiday in company with Wayne and Sherrill Bower (TEELOK). What a great small town - and the fireworks and steamed crabs were great too. We've also made several trips to the St. Mary's River, just off the Potomac, another lovely cruising area.