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# TOG NEWS

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A NEWSLETTER FOR TAYANA OWNERS

VOLUME IX NUMBER 76

FALL 1997

## LADY BESS sez "Cuba, Si!"

*Kent Dudley is a modest fellow, liveaboard, financial whiz, and adventurer. Several years ago, he proved the mettle of the Tayana 37 by winning the St. Petersburg, FL to Isla Mujeres, Mexico Regatta in his LADY BESS (T-37, hull #423). [See TOG News, issue #63.] He again delights us by entering the Tampa to Havana Yacht Race. Enjoy his story.*

23 May 1997 was the date for the Second Annual Tampa to Havana Yacht Race. This would be my second time in Cuba. I had such a wonderful time before, I decided to put together my own crew. This crew of seven, pictured 1-r below at Hemingway's Marina, consisted of Mike Starr, Keith Dudley (brother), myself, Mike Kuruzovich, Tim Ashe, Tim Stegner, and Homer Dudley (father).



The first skipper's meeting was held at the University of South Florida on 4 April. The attendance was unbelievable. The turnout was so huge that all the chairs had to be taken from the auditorium. It was standing room only. The speakers that night were: race organizers, US Customs, US Treasury, US Commerce Department, US Coast Guard, Cuban American National Foundation (an anti-Castro group), Cuba VIVE (an anti-American embargo group), and Simon Charles, author of the "Cruising Guide to Cuba."

The Port Director of US Customs basically reviewed the rules of the United States Embargo. If you are traveling to Cuba from the US, you are not allowed to spend money in Cuba. We were allowed to dock at Hemingway's Marina in Havana, because the Marina

paid all our docking fees and expenses. We were "fully hosted travelers", which enabled the regatta to take place. I have heard that Hemingway's Marina will issue documentation of "fully hosted" status, if you decide to visit there on your own.

The Custom's Officer was quite a comedian. He said he didn't necessarily agree with the rules, but he had to enforce them. His comments were, "IF you are going to smoke Cuban cigars and drink Havana rum (which he heard is very good), don't bring it to my dock or tell me about it. *Comprende?*" The US Government probably had the ability to stop this regatta at anytime. They basically gave us the green light and said have a good time.

Race day was finally here. We heard that over 140 boats had entered the race and that additional boats would join the regatta. Estimates were that over 900 people would make the trip. The race committee had to turn away any new entrants. We were fortunate to have submitted our application ahead of time. The local sailing magazine, "Southwinds" said, "We haven't had this many Americans travel to Cuba since the Bay of Pigs invasion."

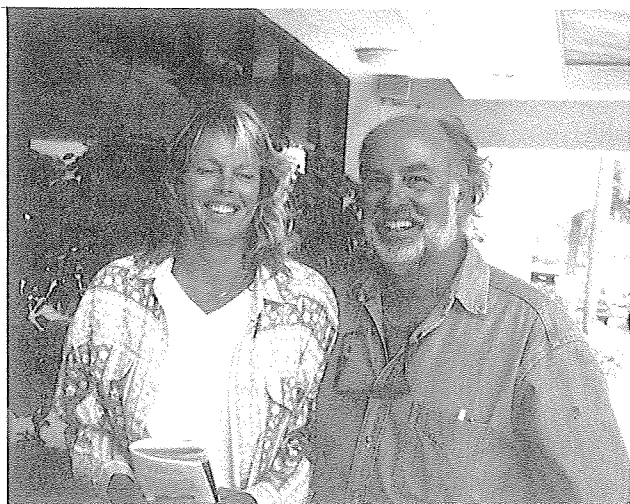
The race for *LADY BESS* lasted about four hours from the start. After sitting in a dead calm near the Skyway Bridge and looking at the frustration of the crew, I decided to throw in the towel

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# TOG Notes

## SEVEN SEAS CRUISING ASSOCIATION (SSCA) ANNUAL MEETING

As we were looking through our file of pictures, we came across the one below of a handsome couple--TOG members, **Ian and Susan Garriques** of *MAGIC DRAGON* (T-37, hull #479). We met them last year at the SSCA Annual Meeting in Ft. Lauderdale, FL. This year's "gam" will be held 14-16 November at a new site: the Eau Gallie Civic Center in Melbourne, FL. As usual, there will be a number of speakers with a great deal of cruising experience, technical information



seminars, flea market and auction, and of course, plenty of food. If you wish more information or reservations, call SSCA at (954)463-2431 or e-mail them at <Sscaasn@aol.com>.

## BOAT/U.S. FOUNDATION FOR BOATING SAFETY

As a cooperating group with BOAT/U.S., we are asked annually to apply for the Foundation Grass Roots Grants Program. We have the application should anyone have an idea on promoting boating safety--an event, campaign, or special educational program. We can apply for more than one idea. Each program could be eligible for up to \$5,000. The applications are due no later than 3 November. Previous awards were for such projects as: a direct mail campaign to register boaters in NC, books and educational materials for a lending library, signs promoting PWC operator responsibilities, and an automated telephone service in upper New York, which gives a variety of boating safety tips. They are looking for new ideas. Call us at our new phone number (804) 453-5700 and let's talk about it. But it must be done before 3 November.

## TOG HAS NEW ADDRESS

After many years here in Mt. Vernon, VA, we are moving (as this newsletter goes to press) to a quiet little town on Virginia's Northern Neck--Reedville. Finally, we will have *SEAQUESTOR II* right in our backyard. We will have plenty of water for TOG folks to anchor out, should you be in the area, so come see us.

Please address all your correspondence, dues, stories, pictures, etc. to:

**Tayana Owners Group (TOG)**

**P.O. Box 379**

**Reedville, VA 22539-0379**

**Telephone/Fax: (804) 453-5700**

For now our e-mail address will stay the same.

## LOST MAIL

Due to our move and summer activities, we may have misplaced some valuable pieces of correspondence over the last several months, like your inquiries or TOG Wear orders. **If you have sent us a request or an order and have not heard from us, please let us know about it.** If you can resend it to the new address (above), that would be great. We want to take care of you.

## NOTE OF APPRECIATION

Just a note to express our appreciation for a member, who is generally an "unsung hero"--**Jim Lamb** and his staff at Aegis Marine. When members call or write and ask for hard-to-find or non-standard parts for the older T-37s or V-42s, often the only recourse is to say, "Call Aegis Marine" and much of the time they come through with "the goods." Thank you!

*TOG News* is published quarterly by the Tayana Owners Group, P.O. Box 379, Reedville, VA 22539-0379, Phone/Fax (804) 453-5700, e-mail: tognews@erols.com.

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Subscription Rates: \$20/year in the U.S.; \$25/year elsewhere.

Back Copies: \$2.50/issue. A complimentary copy of the TOG News Index (Issues 1-75) is available upon request.

*Disclaimer: TOG makes every attempt to avoid endorsing specific products or otherwise commercializing the content of this newsletter. We take no responsibility for the statements of contributors or for claims made regarding products which they may recommend.*

# Ship's Store

Listings in this column are free to TOG members and will be carried for two issues (unless we hear that an item has already been bought or sold). Non-members may place an ad for \$10. We do not accept advertising from commercial businesses. Write/call TOG at P.O. Box 379, Reedville, VA 22539-0379, (804) 453-5700 or e-mail <tognews@erols.com> to place your item.

**ABELLADY**, T-47, hull #17, has a boom for sale. It is approximately 19 feet long and has three reef lines and the outhaul. The boom has the end fitting, but not the gooseneck assembly that is installed on the mast, as it fit with the Leisurefurl in-the-boom roller furling unit recently installed to replace the factory installed boom. Contact Fred Abel in Tierra Verde, FL at (813) 865-0102 or by e-mail at <ABELAIRE@aol.com>.

Fred also has two 16x16 and one 20x20 Bowmar extruded Al frame hatches for sale. They all have acrylic lights and cream colored interior finish trim with screens.

**AEVENTYR**, T-37, hull #80, has a staysail boom for sale. Contact Matt Matson at (206) 782-6141 in Seattle, WA.

Matt also wants to buy an original size yankee jib for his T-37 with hanks or #6 luff tape.

**CANVASBACK II** (V-42, hull #40) is for sale after logging 50,000+ miles between the Chesapeake Bay and Grenada by Roger and Gigi Davis. She is a sound and comfortable cruising boat with a brand new Autohelm ST 6000 and Furuno RADAR. Other features include a SSB, black awlgrip hull, cruising spinnaker, 200 gal. water, 125 gal. fuel, and large freezer with separate refrigerator. Call a motivated seller at (804) 974-5548 in Charlottesville, VA.

**ENCANTADA**, a V-42 aft cockpit (hull #137) built in 1988, is for sale at \$165,000. She is in truly bristol condition and is probably the most extensively equipped and best maintained 42 around. Contact Owen B. Lovejoy, P.O. Box 2071, New Smyrna Beach, FL 32170, phone (904) 427-2980.

**ESPERANZA** (T-37, hull #451) is looking for a stay-sail boom, but it must have a working block and tackle outhaul mechanism and the mechanism should be serviceable, i.e., the end cap on the clew end should be removable, not gaulled in place, like our current boom. Please phone Henry Miller at (908) 507-7503 or e-mail at <HYMILLER@COMPUSERVE.COM>.

**FLYING DUTCHMAN** (V-42 aft cockpit, hull #47) owned by Bob Matlock and Barbara Wood is for sale in Houston, TX for \$129,000. Just back from a year-long cruise,

it has a great layout for a live-aboard couple, with lots of storage. Features include Marine Air 19,000 BTU cool/heat air conditioning, 4 kw generator, Heart 2800 inverter, VHF w/ hailer, SSB, weather-fax, RADAR, LORAN, GPS, cold plate refrigeration (engine drive plus 115 volt), watermaker, three anchors, electric windlass w/200 feet chain rode, Profurl roller furling, five sails (mainsail, 150 genoa, staysail, yankee, and cruising spinnaker), movable inner stay, mast pulpits, lightning ground system, custom dodger and bimini w/sun screens, hatch and companionway screens, three-burner stove w/ oven, microwave, TV, telephone jacks, innerspring mattress, and vinylester barrier coat. Optional equipment includes hand-held GPS, hand-held VHF, folding bicycle, AVON 8-man liferaft, inflatable dinghy, and outboard engine. Call (713) 781-9702 or write P.O. Box 37305, Houston, TX 77237-7305.

**JESSIE** (V-42, hull #92) is available for crewed charters to anyone interested in hands-on experience aboard a Tayaana/Vancouver 42 in the Virgin Islands with owners, Lin and Barb Fuller. They specialize in private charters, sailing to cozy coves where the sunsets will fill you with wonder and peace and the cares of everyday life fade away. They can be reached at the Flagship, (809) 774-5630 or contact TOG for a copy of their brochure.

**LORELEI III** (T-37, hull #165) has one complete electrical panel with the original inscription for sale. Asking \$50.00, plus shipping costs. Please contact Pauline Wilkinson or Mauro Migliorelli at (415) 331-2222 in San Diego or by e-mail at <100314.3416@compuserve.com>.

**MARIAH** (T-37, hull #407) is for sale by original owner, Randy Myers. She is a 1984 MK II model, white with blue trim, keel stepped mast, and Yanmar 3QM 30 engine. Well equipped for cruising, including: roller furling on both headstay and inner forestay, GPS, LORAN, RADAR, Balmar alternator, windbugger, autopilot (2), VHF (2), SSB, refrigeration, freezer, electric windlass, 3 anchors and rodes, inverter, diesel heater, 10 foot RIB, and 10 HPOB. Replaced original sails, bow sprit, engine exhaust, water tank (w/2 SS tanks), hot water heater, and more. Randy is looking for a Tayana V-42, aft cockpit, trunk cabin. **MARIAH** is now docked in Norfolk, VA He can be contacted by leaving a message with his parents at (281) 485-5159.

**NAMASTE**, a V-42 (hull #122) built in 1987 is for sale by Chris Catt. She has an aft cockpit, fiberglass decks, Perkins 4-108 engine, a long fin keel with skegged rudder, 120 gal. diesel tank, and 150 gal. water tank. She is well maintained in beautiful condition and extensively outfitted with top quality equipment, including Profurl, SSB/HAM, GPS, RADAR, depth/speed/wind, 12 CD changer, solar panels, wind gen, windlass, watermaker, cold plate refrigeration, and more. Asking \$169,000. Call (408) 684-8263 in Santa Cruz, CA regarding this proven offshore cruiser.

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# News from the fleet...

Fred and Susan Abel own *ABELLADY*, a T-47 (hull #17). Fred notes, "Susie Q and I are in the final countdown. We've sold the house...YEA!!! We'll be handing in our resignations in January. We're planning a big birthday party (the big 50) for Susan the end of April in Key West and then we'll take a trip over to the Dry Tortugas for a week or so with Susan's sister and family to show them the joys of sailing and life aboard. Then we're off to the Chesapeake Bay, arriving about mid-June. We will be experiencing our new life." (9/97)

New members, Brooks and Lyn Atherton found their T-37, *TILlicum*, on the TOG website. They plan a trip to Dry Tortugas after a refit. Brooks is a former builder of the Voyager 26, which can be considered a mini Tayana 37. (8/97)

Burt and Virginia Carlisle have been cruising since May 1994, off and on, aboard *QUEST*, their T-37, hull #349. They write, "We sold our house in September 1996 and moved aboard at that time. We have made two round trips from Florida to the Chesapeake Bay. We are now in Annapolis, MD for the third time. We plan to sail for the Bahamas and possibly the Caribbean near the end of the hurricane season." (7/97)

Doug and Mary Coleman, owners of *COSMOS MARI-NER* (V-42, hull #80) share, "While few transiting Tayanans are likely to come all the way up the St. Johns River to Jacksonville, please note that a good anchorage is available near our marina on the Ortega River. Just come up river through the downtown area (40-50 foot channel depth), pass through the bridges noting that the Fuller Warren bridge over I-95 does not open from 7-9 am and 4-6 pm on weekdays and only on the hour in the interim. Once through the Fuller Warren, consult your chart, continue south through the next pair of markers, then turn west, heading for the Ortega River. If you draw more than five feet you must consult the tide tables for your entry into the Ortega River. The bottom is mud and we often just plow on through, but first-time visitors prefer to float in. Once you pass through the Ortega River bascule bridge, you have a large, well-protected harbor defined by the Ortega River Bridge on the east, the US 71 Bridge on the west, a residential shoreline on the south, and three marinas on the north. Just use common sense and pick an anchorage. The Ortega River Boat Yard charges \$25/month for dinghy docking, use of showers, etc. West Marine, Publix Supermarket, Eckerd Drug, and a complete shopping center are only three blocks from the marina. If you need local knowledge or assistance, feel free to call us at (904) 388-0193 (H) or (904) 858-0111 (O)." (6/97)

Tom and Connie Egan have returned to the U.S. after a two-year tour of duty in Japan. Tom remarks, "*DAYDREAM* [his T-37, hull #375] is out of storage and has been moved by truck to Lake Texoma in Northern Texas. It is located at Cedar Mills Marina where another great Bob Perry boat is manufactured - The Valiant! They do a beautiful job and fortunately all of those craftsmen are available for work on boats like mine.

So far, so good on storage. We haven't started to put things back together yet; that's next week. The shrink wrap with ventilation worked great. The interior of the boat was perfect with no mold or water incursion. I had to drain the fuel before moving and it came out just as clear as the day we put it in and treated it.

Point of note: I had to take the bow sprit and the first two stanchions on each side off to get the boat to a legal 12 foot height for shipping. Most haulers' trailers are a foot and a half above ground. The trailer was an "airride" type and that makes a considerable difference and is highly recommended.

I will let you know more about what is happening with *DAYDREAM* as it unfolds." (9/97)

John Kraft and Karen Hurt onboard *THE CHANCE*, their T-37, hull #478, report from Venezuela: "We are currently anchored alone in the Caracas Islands about 12 miles from Puerto La Cruz. It appears that there are only about 130-150 slips (most Med-moor) available for cruising boats in Trinidad, priced at 25-60 cents/foot/day. I estimate maybe 300 cruiser slips (mostly Med-moor) in Puerto La Cruz, priced at 40-60 cents/foot/day, with a couple of exceptions. Some discount on rates in both places are offered for terms longer than 31 days. Trinidad offers three crowded anchorages that cost \$20-40/month. There are only three free, remote anchorages (excluding Tobago). In Venezuela there are lots of places to anchor at no charge, though some are deep and rocky. In Puerto La Cruz we pay local \$1/dinghy landing in the daytime for helping us land and launch, watch our dinghy, and take our trash. The nightwatch charges \$3.

Venezuelans are facing inflation of 30-50% in 1997. Gasoline prices will rise 30% on 1 August to 64 cents/gallon. Electricity rates increased 55% in 1996 and will increase substantially again in 1997. A new minimum wage is in effect: 75,000 b's/month (roughly US\$150). Grocery prices are already at U.S. levels or higher, but eating out is still inexpensive compared to the U.S. (\$3-6/person for lunch and \$4-12/person for dinner). A .7 liter bottle of good rum can be purchased for a \$1/bottle in Margarita, although most are \$2-4/bottle. Diesel is still about 40 cents/gallon.

We think Venezuela is definitely the place to be for the hurricane season and rainy season (July - December) because, in addition to being out of the hurricane belt, there is very little rain in the anchorages. The rain is mostly inland.

Rainy season in Trinidad is very wet indeed and the last rainy season lasted from June to February!" (7/97) [See p. 107 in the Maintenance Section for other observations from John and Karen, as well as their special story on p. 101.]

Mac McBroom dropped a line from *OWLHOOT* (T-37, hull #496). "I'm in Jacksonville, FL and it looks like I'll be here for a while. It's no fun motoring up and down the ICW by myself. Jacksonville is a nice town and I can sail in the St. Johns River. If anyone is passing through, I'm at the Ortega Yacht Club Marina just west of town, slip B-44." (8/97)

Henry and Joanne Miller have moved aboard *ESPERANZA*, their T-37, hull #451. They report, "We are cruising Maine for the summer. The islands of Penobscot Bay and Mt. Desert are stunning. We welcome any other members cruising up here this summer to contact us by e-mail at <HYMILLER@COMPUSERVE.COM>." (8/97)

Jon (Randy) and Diana Prentice purchased *BAREFOOTIN'* from Francie and Bob Sadler a few weeks ago in Charleston, SC. They write, "After ten years on the beautiful Great Lakes, with our much-loved Cal 33, weekendening and vacationing during the ice-free months, we decided to live aboard and head south. This past year, after cruising most of the east coast and some of the Bahamas, we realized that we wanted to make a 3-5 year commitment (at least) rather than simply one short odyssey. We're currently bringing our newly acquired T-37 up the waterway to Hartge's Yacht Yard in the Chesapeake Bay, where her name will be changed to *STRIDER*. We're pleased with the comfort and fine reputation of our new home and expect to be heading south again before cold weather is upon the Bay. Just enjoying living on board this beautiful boat is our only real plan for now, but we're sure that interesting opportunities will present themselves. It's fun to see so many familiar names among the TOG 1997 Roster. We've joined a good group." (9/97)

Dan and Susie Riedel report that *FARNIENTE* (T-48, hull #32) is in dry-dock for the summer. Here is an update of their latest adventures. "We returned to Trinidad in November 1996 and spent a month getting the boat back in the water and all systems working properly. This was the first time we had taken *FARNIENTE* out of the water and there were lots of little problems getting things up and going again.

Finally, we left harbor in late December and sailed to Margarita Island, off the coast of Venezuela. We were here last year to get our new AB dinghy, so this stop was a quick one to provision and stock up on Chilean wine. From there we sailed to Tortuga Island, with an overnight at Cabagua. We set a new world's record for anchoring attempts at this spot. The bottom was full of weeds and bottom junk. It took about ten tries, but Susie didn't cry this time; she's becoming a hardened sailor.

Tortuga is one day's sail west of Margarita and became a favorite stop. Clear water, beautiful beaches, and calm anchorages all within eight hours of the Venezuelan mainland.

Next stop was Puerto La Cruz, the yachting center of Venezuela. We stayed at Bahia Redondo, a wonderful marina and resort with good security. One week after our arrival, we went to Caracas to a famous eye clinic and five days later, Dan had laser refractory surgery on his eyes. The first two to three days were really fuzzy, but his eyes have improved to almost perfect--just needs reading glasses. Disaster struck when our trusty laptop computer suffered a hard disc crash--the registry file became corrupted. Thanks to friends and many Fedex packages, the programs and files were restored and communications and systems were back on line. BIG lessons here on computer back-ups. In early February our offshore crew joined us for our sail to the gulf of Carico and Laguna Grande, and from there to Tortuga. A highlight was a trip inland to Angles Falls and Kevec in the Grande Savannah. We went by bus, private plane, and canoe to the far reaches. We slept in hammocks, swam in waterfalls, and ate roots and berries in our laps.

After our return to Puerto La Cruz, we sailed on 1 March to Los Roques, a marine national park, where we stayed for two weeks. Each anchorage was more perfect than the one before, with crystal clear water, lots of fish, and no crowds. From there we sailed to the Aves where the snorkeling was spectacular. There is an outer reef just teeming with fish, including a few big guys who looked like they meant business.

From Aves to Bonaire we sailed in tandem with another boat, whose skipper showed us how to rig for downwind sailing. As we rounded the corner of the island into the lee, we dropped our spinnaker pole and set the Yankee for a broad reach. Imagine our surprise when the Yankee came fluttering down into the water and under the boat. When we reached port, we found the upper swivel fitting on the Profurl had separated and failed. The good news is we returned it to Profurl and they replaced it without charge (in return for our silence on this matter).

Susie got her PADI diving certificate in Bonaire. She took to it like a duck to water! We dived almost every day. The water and the people there were most pleasant and it was certainly the high point of the season. We finally began our trek back eastward (and upwind) to Trinidad for the annual layup. The first day from Bonaire to the Aves we had 25-30 knots of wind, a 2 knot current, and 10-12 foot seas, all on the nose. We were green. It took 12 hours to go 33 miles. At that rate we'd never get back to Puerto La Cruz, much less Trinidad. We waited two days and got a break, so we motorsailed to Barlovento and then to the Roques. We were able to sail on a close reach to Carenaro, but the rest of our

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## More news from the fleet...

*Continued from page 97*

trip to Puerto La Cruz was a motorsail. The last ten miles through Barcelona Bay was in 35 knot winds with green water over the deck. We arrived at a marina, El Morro, at 2100 and anchored in the dark. Susie was not pleased.

After three days at Bahia Redondo, we left for the second leg of our journey back to Trinidad. We left at 0400 and sailed east. The early morning was fine, but by mid-afternoon, it was 30-35 knots and the same old story. We sought refuge in Coche Island and left again at 2300. The motor to Punto Pargo (100 miles) on the eastern tip of Venezuela was actually tolerable, except we lost the autopilot (second time), so we hand steered all the way back. We arrived in Trinidad at 2200, 450 miles upwind from Bonaire. We will think long and hard about a trip like that against wind, sea, and current again.

*FAR NIENTE* is currently on the hard at Peakes in Trinidad. We did a much better job of decommissioning and storing the boat this year. There are lots of new goodies planned on the work list, including a back-up autopilot, a back-up computer (we rely on electronic charts), a second outboard (3.3 HP), and most importantly a washer for Susie. We found a compact washer made in Sweden and are arranging for its shipment to Trinidad to install in the forward head. It will fit into the space we have by one/quarter inch." (7/97)

Jane and Dick Rogavin bring us up to date on the wanderings of *JARANDEB*, their T-37, hull #354. "We departed on 22 April 1997 after spending almost ten months visiting friends and relatives all the way from Florida to Vermont and then out to Michigan. Finally, when the threat of snow began to creep into our bones, we headed back to

Florida where we had *JARANDEB* on the hard at Indiantown Marina in Indiantown, FL. At the moment we are spending the Hurricane Season in Boqueron, Puerto Rico, but will move to Salinas within the next couple of weeks. Salinas is on the south coast of Puerto Rico with a very protected anchorage and plenty of mangroves to nose your way into, making it a better hurricane hole than Boqueron, although the latter is quite good, too.

Come November, we'll head south to Trinidad, hopefully in time for the "Carnival of all Carnivals" in mid-January or early-February. We wish all of our TOG friends the best, stay well, and happy sailing." (8/97) [Look for their story on a Circumnavigation of the Caribbean in the next issue.]

Lou and Billie Jo Roux onboard *NINA DEL MAR* (T-37, hull #403) want to express their many thanks to all who helped with the Tayana Rendezvous at Ayala Cove in San Francisco Bay last month. They report, "Our engine overheated and quit on the way to the rendezvous. We would like to thank everyone for assisting us in rafting up, then reconnecting us to the mooring bouys, and lending us line to make the connections when things got a little sticky. Ayala Cove is famous for eddies, strong currents, and countercurrents; in fact, playing bumper boats is a favorite weekend sport. Also thanks to Gino for helping us sort out the over heating problem on our engine. The potluck was great fun and we are looking forward to next year." (9/97)

Steve Williams relates, "Sally and I recently returned from a trip down to Georgetown, Exumas. We sailed down in March with fellow TOG member, Bob Pauly, who sails *BRIANA* (T-37, hull #444) and returned to New Smyrna Beach, FL in May. We have decided to sell our T-37, *S & S FOREVER* (see listing in Ship's Store, p. 100) and are looking for a trawler to replace her." (8/97)

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## LADY BESS...

*continued from page 93*

or face mutiny. I turned on the iron sail and started motoring south--destination Havana. The wind eventually filled our sails and, wouldn't you know it, by evening we were having a discussion on whether we should put that second reef in the main. I'm glad we did.

The trip to Havana from Tampa is really a piece of cake, roughly 280 miles, with a due south heading for two days. The approach through the reef is straight forward and well marked, but it is recommended not to enter if there are heavy northern swells.

I was so happy to get on land after two days with seven guys on a T-37. The Marina, which offers anything you could want and more, is an enormous facility, complete with hotels, restaurants, disco, and even a personal guard who watches your boat 24 hours a day. They went to special efforts to have electrical hookups for some 140+ boats that all arrived about the same time.

On my first trip to Cuba, I met Carmen Ferrer, who now works at the Front Desk of *The Old Man and the Sea Hotel*. We have been friends since my first visit to Cuba over three years ago. Every few weeks I would get a call, fax, or postcard from Cuba. This was a great reunion to see her again and learn of the changes that are taking place in Cuba. She went out of her way to make my crew feel welcomed and at home on her island. She is an example of how delightful and warm the Cuban people are.



In Cuba there were no restrictions on where we could go or what we could do. Most of the restaurant menus show prices in US dollars and most of the college students in town just wanted to talk with us so they could practice their English. Cuba's attitude toward American tourists is "Have a good time while you are here. Spend all the money you want and we won't tell Uncle Sam."

The first day we spent walking around Old Havana. Many of the buildings have decayed, but they still have that old world charm that makes them special. (I hope to never see a McDonald's on the Malecon.) I would be perfectly content to spend a whole day at the Cathedral Central Courtyard listening to a local Salsa Band. The live music in Cuba is everywhere and the people love to dance. Boy, do they know how to dance!

The next day we visited Pinar del Rio, about 150 miles west of Havana and toured a cigar factory, liquor distillery, historical site, and a Cuban cave. Later that evening was the big event I had been waiting for; Carmen made special arrangements for us to see the famous "Tropicana" show. It was sensational. To top off the evening, we stopped by the Salsa Palace in Old Havana to try a little salsa dancing ourselves.



*Is that a Cuban cigar Kent Dudley is smoking, or what?*



*LADY BESS with her crew of seven at the start of the Tampa to Havana Yacht Race.*

The final day we journeyed to Varadero, about 90 miles out a peninsula on the northeastern coast. The resorts, which we heard the Europeans had built, were as elegant as anything you would see on Miami Beach. Most of these places looked brand new and the lobbies were filled with travelers from all over the world. Canada, Britain, Germany, and every other country had tourists being dropped off by the bus load. I think it's funny to hear people in the US say they can't wait for Cuba to open up. Well, it's open for every other country.

On the way back into town, I heard people talking about the so-called new US Embassy. I asked Carmen about it and she pointed out a new building located on the Malecon, complete with American Flag and official US seal in front. Who knows? Maybe something is in the works. But, if I were you, I would go before all the tacky US tourists get there.

## Ship's Store...

continued from page 95

**ODYSSEA** (T-37, hull #63), owned by Mark and Cathy Williams is looking for the following: 1) a whisker pole, 2) wooden blocks, and 3) dorade boxes and/or guards. Please contact the Williams at (716) 865-2267 or write them at 57 Edgemere Drive, Rochester, NY 14612-1709. Or you can e-mail Cathy at <packer\_fan@ibm.net> or Mark at <mwilliams@rghnet.edu>.

**ROBIN**, a T-37 (hull #316) owned by John Sams is available for bareboat charters in the uncrowded fresh waters of North Carolina's Albemarle Sound. For details call John at (919) 221-8555 or check his website at <<http://computeability.com/yachtcharter>>.

**S & S FOREVER** (T-37, hull #485) is for sale by Steve and Sally Williams. Built in 1985, she is berthed in New Smyrna Beach, FL, has a dark blue hull and is exceptionally well equipped. Equipment includes: custom steering station w/table; 35# CQR plow anchor w/sixty feet of 3/8 inch chain and 200 feet of 5/8 inch rode; 44# Bruce on 120 feet of 3/8 inch chain; 20# Danforth with ten feet of 5/16 inch chain and 150 feet of 1/2 inch rode; Simpson 555 manual windlass, Ritchey Electronic compass on binnacle, Raytheon 7500 VHF w/ external speaker, hailer, and fog horn; Micrologic LORAN; Magellan 5000 hand-held GPS; MOM unit; ICOM SSB/Ham w/auto tuner; Navico Wheel pilot 5000 Autopilot; nylon web jacklines; Raytheon RL9 LCD 16-mile RADAR; Sitex hand-held VHF; Guest Class B EPIRB; Sitex Marine AM/FM Cassette Stereo; bimini w/stainless steel frame; dodger w/full clear and screen cockpit enclosures; cockpit cushions; front loading refrigeration and freezer w/Isotherm 12v holding plate system w/Econo Cycle for running on rolls batteries; Windbugger wind generator on stainless steel stern mount; Zodiac inflatable dinghy w/Evinrude 4 HP outboard; Shipmate three-burner propane stove w/oven and broiler; Force 10 propane cabin heater; genoa and staysail roller furling; Lazy Jacks; and Six-man Lifeguard liferaft w/deck mount. Asking \$96,500. Please contact Steve at (904) 428-2311.

**TOMAR**, a V-42 (hull #110), owned by Tom and Marilyn Mason is looking for faucet washers for Grand Deer plumbing fixtures in both the head and the galley. Contact Tom and Marilyn in St. Paul, MN at (612) 484-5442 or by e-mail at <tommas@juno.com>.

## New Members

Brooks and Lyn Atherton, **TILlicum** (T-37),  
Tierra Verde, FL

Frank and Paulette Bomberger, **AMPHITRITE** (V-42),  
Newport News, VA

Donald and Kathleen Fanell, **BARNABAS** (V-42),  
Honolulu, HI

Ronald Fantz and Dana Spielmann, **ANTHEA** (CT-37),  
Portland, OR

Ken and Sara Gross, **PHOENIX** (V-42),  
Gloucester Point, VA

Jean-Louis and Lovina LePendu, **TIRUA** (T-37),  
Honolulu, HI

Skip Lieder, **MAGIC DRAGON** (T-37), Tierra Verde, FL

Dave Lusk and Taryn Whitener, (*Prospective Owners*),  
Asheville, NC

Joey and Terry Marullo, **CARPE DIEM** (CT-37),  
Slidell, LA

John and Shirley McGinnis, **WINDSHADOW** (V-42),  
Woodland Hills, CA

Alexander Nikolajevich and Jennifer Smith, **GREEN  
GHOST** (V-42),  
Vancouver, British Columbia, CANADA

D.B. Osborne, **CAMELOT** (T-37), Solomons, MD

David Povich and Brendan V. Sullivan, Jr.,  
**CONFRONTATION** (T-52), Washington, DC

Jon and Diana Prentice, **STRIDER** (T-37),  
Orange Park, FL

Thomas and Cynthia Pride, **SEPTEMBER SONG** (T-37),  
Ruskin, FL

Kerry Smith, [*Name Unknown*] (T-37), Vancouver, WA



# Taking *THE CHANCE* in the Jungle

by John Kraft

*Karen Hurt and John Kraft, onboard THE CHANCE, their T-37, hull #478, spent four weeks earlier this year in the Macarao River, which is in the Orinoco Delta of Venezuela (2300 miles south of Baltimore, which was home for John and Karen before they began their cruising life). Their observations from this unusual trip follow.*

Amoco and BP have a huge oil exploration project in the mouth of the Delta. The Delta is about one and one-half times the area of the state of Maryland and the project covers about 10% of that.

Beyond the Amoco Project, the only visible civilization is the Warao Indians, living in open, thatch-roof huts built on stilts in the jungle swamp and further up the river a few Venezuelans living in the same kind of huts at ground level and tending cattle, hogs, and banana plantations.

These people don't deal in money. They have lived off the land for hundreds of years and trade for things they need. Everyone over 18 years of age has nubs for teeth or no teeth at all and many of the infants are sickly.

They eat fish, berries, and grubs and grind the pulp of the Moriche Palm into flour. They hand-twist the fibers of the same tree into a "yarn" with which they weave hammocks. They rowed to our boat in dugout canoes with hand-made paddles (see photo below) to beg or trade for fish hooks, line, flour, sugar, salt, rice, medicine, shampoo, combs, magazines (for pictures), pencils, paper, playing cards, and clothing

(especially for babies, adolescents, and women). Sometimes they bring necklaces or baskets to trade for the things we have, which we have been collecting for over a year.

We have anchored and dinghied into places we think no cruiser has ever been and we were rewarded with seeing monkeys, crocodiles, toucans, macaws, parrots, and other exotic birds, insects, flowers (including wild orchids), and pink dolphins! All beyond our comprehension. We made a lot of friends here and hope to return in 1998 for maybe six to eight weeks.

On this trip we went 87 miles up the Macarao River and then made our way slowly back to the mouth. Next time we want to go at least to Puerto Ordaz (a small city) that is 155 miles up the river. There we have access to planes and rental cars to visit other places in the interior.

This is not trip for the faint of heart. Strong currents (exceeding four knots in the dry season), tides exceeding five feet, biting insects of every description, snakes, large islands of floating hyacinth, etc. all keep you on your toes. There are no navigational aids to lead you into the mouth (miles of open shallow water) and no aids to lead you up the river. The river is often 40 to 100 feet deep and it can take some searching to find 12-20 feet in which to anchor. Some areas are littered with old trees on the bottom. We know people who have lost two anchors on this trip, but we were lucky. One time I had to dive in the muddy water in strong current to see if our rode was wrapped on our prop. I could feel the prop, but could not

see it, even from a distance of six to twelve inches!

The people are kind and gentle. We never felt threatened by them, but travelling with another boat is advisable in case of mechanical problems or health problems. All in all, it was a great experience for us.



# Rendezvous Roundup

## Chesapeake Bay, MD (Spring/Summer)

The Spring/Summer Rendezvous for the Chesapeake group was held the weekend of 14-15 June in Shaw Bay on the Wye East River. Unfortunately, we were unaware that it was Father's Day weekend when the date was chosen, thus our turnout was small, only five boats, but those who came had a great time. We had an assortment of Tayanas, as pictured l-r below: **Martha and Dick Miller** on *EVOLUTION* (V-42); **Mary and Howie Eckert**, with their daughter, Julie, on *SIRENA* (T-37); the hosts, **Marsha and Chris Kellogg** on *ENDORPHINS* (T-48); **Glen Newcomer** on *ENDLESS SUMMER* (T-52); and **Katie and Jim Coolbaugh**, with Mom, Nancy, on *ASYLUM* (V-42). [It was one of those rare times when T-37s were in the minority at a rendezvous.]

Although it rained most of Saturday, skies cleared around 1630, just in time for the raft-up and a beautiful sunset. All shared cocktails and a great hors d'oeuvres buffet on the back deck of *ENDORPHINS*, as we congratulated each other on our superb choice of brand of boat, each model having so much to recommend it.

The wind freshened throughout the evening and by 2300 was clocking in the high teens, but *ENDORPHINS'* anchor (a 60 lb. CQR with all chain rode) seemed to hold all

five boats without a problem, so everyone retired to the sound of a good breeze in the rigging. Several of the men got up in the night to check our position and all seemed copacetic. However, in the morning we noted that we'd dragged anchor perhaps 500 yards. Howie looked at Chris and issued that immortal *Wizard of Oz* line, "I guess we're not in Kansas anymore!"

After a leisurely breakfast and coffee, everyone set sail, even though winds were light and puffy for the rest of the day.



*l-r: Host, Chris Kellogg swaps information with Jim and Katie Coolbaugh during happy hour.*



## Gulf Coast, TX

The Third Annual Tayana Rendezvous will strike the Gulf Coast on 3-5 October at the Houston Yacht Club (HYC).

**Fri, 3 Oct:** Share a dish for happy hour at Ken's Place on the docks.

**Sat, 4 Oct:** Continental breakfast in HYC at 0830; hamburger lunch by the pool; repair experiences rountable at 1400; dinner at HYC (buffet or off menu).

**Sun, 5 Oct:** Bkfst & depart.

Registration: \$20/pers. Call Mulherns at 281-470-6810.

## Puget Sound, WA

The Pacific Northwest Tayana Rendezvous this year was scheduled to coincide with the party for all Robert Perry designed boats at Port Ludlow, WA.

The weekend weather was perfect, the marina staff very accommodating, and the Fat Bottom Band the highlight of Saturday evening. Attendees participated gallantly in blind-folded dinghy races, with very little damage done. And they really got into the spirit of things with a very intense horse shoe competition, proving once again that luck and a little beer will overcome lack of skill. Lots of prizes, plenty of beer and wine, great food, and tall tales made for a very enjoyable event.

Special thanks to the crew of *GUMBO YA YA* (T-37), Bob ("yes, I can jam with the best of them") Perry, and Dan the Awesome Accordion Man from Port Ludlow Marina for the great music and entertainment. We only had one complaint from the nearby retirement community about the noise; we figured that was pretty good, so the band played on!

By the way, of the 24 Perry-designed boats and 60 people attending, the largest and rowdiest group were the Tayana owners. But then, what would you expect?! They included, John Price and Sarah Phillips on *THISTLE DOWN* (PH-37), Deb Stearns and Matt Matson on *AEVENTYR* (T-37), Nancy Kurt and Jherek Bishoff on *GUMBO YAYA* (T-37), Terre Rogovy and Ray Murphy on *NOCTURNE* (T-37), Jack and Colette Sparacio on *ENCHANTRESS* (T-37), Bill Trindle and Sarah Gabriel on *CHEVAL* (T-37), and Dominique Ohier and Julia Keck on *SECOND WIND* (PH-37), plus a CT-37, several Babas, Valiants, Sagas, folks that drove up, people that just stopped by, and several new friends that joined us for the party and good times.

## San Francisco, CA

Bay area TOGers had a super good time, as reported by Selden Parmalee and Angie Logsdon, co-hosts for the San Francisco Rendezvous on 8-10 August in Ayala Cove. There were eleven T-37s, a V-42, and a T-55 on moorings around Angel Island, so boat hopping was done by dinghy. Neil Wineberg of Pacific Yacht Imports provided some door prizes from local "nautic-merchants", which were awarded. Saturday night there was a barbeque on Angel Island. Attendees included Greg and Kathleen Nickols on *FOUR WINDS* (T-37), Greg and Trish Tatarian on *PLEIADES* (T-37), Bill and Angie Logsdon on *SIRENIA* (PH-37), Maurice and Cris Beauvais on *SEA CHANGE* (T-37), Selden Parmalee on *CHARDONNAY* (T-37), Lou and Billie Jo Roux on *NINA DEL MAR* (T-37), Jim and Pat Hampson on *SEA GYPSY* (T-37), Harry Burkholder (who left the following week for Mexico) on *LOUP DE MER* (T-37), and Adrienne

Fournier on *KAHURU* (T-55). Other Tayanas present were *AMOR DE KAI*, *LIBERTY*, *CAMBRIA*, *GAEA*, *CHAITANYA*, and *FOUR WINDS II*.

Everyone had such a good time, they are considering a winter rendezvous. Look for details in the Winter issue.

## Chesapeake Bay, MD (Fall)

Participants gathered from across the country for a "Party in the Islands", (Big, Flat, and High, that is) on the beautiful Rhode River in the Chesapeake Bay, held 20-21 September. Ann and John Doerr (pictured below) from *SPIRIT* (T-37) hosted the event, although due to the threat of a weather front passing through, most boats did not raft up. A record turnout arrived by dinghy for the potluck dinner spread across four boats.



Some cruisers arrived days ahead of time, so their party started early and lasted longer. Those distant travelers included: Terry and Nancy Newton on *LA ESMERALDA* (T-37) from Ft. Myers Beach, FL; Jim and Lynn McFayden on *DIVA* (T-37) from Wilmington, NC; Bernie and June Francis from Seattle, WA, on *QUEST* (T-37), and Randy Myers from Houston, TX, on *MARIAH* (T-37). Other attendees were Duane and Mary Frances Graham on *NAUTICAL WEAVER* (T-37), Don and Elaine Roddy on *CYGNUS* (T-37), George and Betsy Marburger on *ZORRA* (T-37), Don Foster, Ginger Eanes, and Bob Chiariello on *ECLIPSE* (V-42), Bob Parker on *YAB YUM* (T-37), Ron Silverman on *OCCCLUSION* (T-37), Bob Spear and Kay on *CAYENNE* (T-37), Dave and Carol Bechtel on *CRIMSON TIDE* (T-37), Diane and Ted Stevens on *REVERIE* (T-37), Dick and Martha Miller on *EVOLUTION* (V-42), Lee and Stu Myers on *MOONSHADOW* (V-42), Diana and Jon (Randy) Prentice from *STRIDER* (T-37), Rockie and Bill Truxall from *SEA QUESTOR II* (T-37), and David and Connie Povich on *CONFRONTATION* (T-52).

*continued on page 108*

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# Maintenance and equipment comments and questions...

## V-42 GENOA RIGGING

Doug and Mary Coleman have the following question for V-42 owners, "*COSMOS MARINER*'s genoa lines are rigged with snatch blocks attached to the toe rails. The toe rails are badly chaffed (almost cut through) by the snatch block shackles. Has anyone installed a turning block? And if so, can you share a photo or drawing of the arrangement with us?" Please send your answer to TOG, so the information can be provided to everyone.

## V-42 CUTLASS BEARING

Ken Gross writes, "I am a new owner of a V-42, named *PHOENIX*. My current crisis is replacing the cutlass bearing. The repair yard doing the work is unable to remove the bearing and can't remove the shaft because it hits the skeg. They are talking of jacking up the engine to pull the shaft forward. I can't believe the boat was built such that this is necessary. Any advice would be helpful." Send advice to TOG or directly to Ken at <KenG555@sol.com>.

## SECURITY

John Kraft and Karen Hurt feel much safer this year in Venezuela on their T-37, *THE CHANCE* (hull #478) than they did last year. They relate several reasons.

First, the number of reported thefts and robberies is greatly decreased this year based on the lack of reports to the Eastern Caribbean SSB Safety and Security Log that is broadcast every morning at 0820 on upper side band 4.003 and at approximately 0915 on 8.104. Incidents have declined throughout the Eastern Caribbean, but especially in Venezuela.

Secondly, we feel that we have taken better security measures this year. Every afternoon we hoist the dinghy and motor on halyards to just above the port gunwale. (This also keeps barnacles off the dinghy and drains saltwater and evening rains.) We use two halyards to insure proper fore/aft slant and we tie the dinghy off fore and aft to prevent swing in swells and wakes. We have an 18 foot piece of 3/8 inch BBB chain running through the gas tank handle and the outboard motor handle, which we usually lock to docks or trees. At night we lock this chain through the hawse-hole amidship. Cable is NOGOOD! It can be cut, one strand at a time or broken with bare hands by flexing it repeatedly back and forth. We

hook up a "Screamin' Mimi" alarm, Model SM-200, manufactured by Protec Div/USP, 11025 Sorrento Valley Court, San Diego, CA 92121. We paid US\$20 in Puerto La Cruz and modified it by adding a 20 foot extension wire, which we run through the gas can handle and the hole in one of the engine-tightening screws. (You break off the cast swivel handle, just like the thieves do, if you run your lock through them; I did.) If the Screamin' Mimi wire is cut, an ear-piercing alarm sounds. We have the alarm hung just inside the galley port.

Last, we have a Radio Shack heat sensing alarm (Cat No 49-425 for \$30) mounted with 3-M heavy duty velcro just inside an open port, which aims directly at the area where the outboard hangs on the hoisted dinghy. If anyone approaches that area by boat, this quieter alarm sounds...enough to wake us and let a thief know he has been detected. PROTEC also offers this type of alarm with adjustable sound intensity for about \$30. We will probably add one of these to our cockpit.

Now all of this security stuff may sound overwhelming and it can be, but I spent a few minutes analyzing how I could minimize the time required to hook things up and disconnect them. It takes less than five minutes to raise the dinghy and secure it and another three-four minutes to set up the alarms. I find it best to do these operations before happy hour and before breakfast; then there is no mad rush."

## BOTTOM PAINT

John also reports, "Sea Hawk TBT Bottom Paint is \$145/gallon in Trinidad and \$160/gallon in Puerto La Cruz. Micron 44 is nearly \$200/gallon in Trinidad."

## YARD WORK

John continues, "Haul out, pressure wash, scrub, block, and launch is approximately the same in Trinidad and Puerto La Cruz, roughly \$6/foot with three-five "free" days, then usually 50 cent/foot/day for the balance of the haul out. Slight discounts apply if contractors do your work or you exceed 31 days in the yard."

## ANCHORS

Everyone is sick of anchor stories, but John Kraft shares, "I thought I made a smart move in 1995 when I put a Delta 55 on as our primary (and storm) anchor. It is wonderful to watch that Delta go point down and set itself deep every

time. Our 45 lb. CQR always seems to lay on its side no matter how hard we back down. BUT...we dragged two times at the TTYA anchorage in Trinidad (soft mud) after 30-40 knot squall gusts hit us abeam and threw our bow way off to port or starboard. My theory is that the Delta's rigid shank pulled the anchor out and once we were moving it would not re-set in the soft bottom. We switched back to the CQR in that anchorage."

## RIGGING

Finally, John writes, "I guess everyone knew this except me, but I recently discovered minor cracks in three swaged studs on our shrouds (11 years old). We decided to go to Sta-Loks, but discovered that to make the extra long stud Sta-Loks work, we had to turn the turnbuckles upside down and also order new left-hand thread T-bolts with toggles, since we turned the turnbuckles upside down! Ta-Yang, in their wisdom, used swage studs with left-hand threads, so don't think you can repair shrouds just by carrying a few extra long stud Sta-Loks. You may also need new left-hand thread T-bolts with toggles."

## EXHAUST REFIT

Jean-Louis LePendu, new owner of *TIRUA* (T-37, hull #78), comments, "My exhaust system is much the same as the one described by Derek Rhymes in issue #72, p. 41. The only piece I can't seem to find is the exhaust elbow with one and one-half inch NPT inlet, two inch hose outlet, and one inch raw water hose nipple. I rigged another part that works fine, however I would like to complete the system correctly. If you can provide me with some more specific information on this piece, I would be grateful, i.e. hardware store item or special order part."

## SHIP HANDLING

Captain LePendu continues, "I got a laugh out of the article by the guy who said that his Tayana handled like an elephant when he went in reverse. It is supposed to. I am a Harbor Pilot in Hawaii and have been piloting vessels from under 100 feet to over 900 feet for over 13 years. A little background in elementary ship handling is that the pivot point of any vessel when moving ahead is in the forward part of the vessel. Therefore, the farther away from the stern and rudder the pivot point is, the easier to steer. When going astern with stern way, the pivot moves aft to a position at almost the very stern of the vessel, making it very difficult to control. Imagine a seesaw with a fat guy sitting on it with the balance point at his butt. Now try to get him up, not by pushing down on the opposite end, but by getting behind the guy and lifting him up. It would be like moving an elephant."

## BOBSTAY FITTING

Joey and Terry Marullo are new members, owners of *CARPE DIEM* (CT-37). Joey asks, "I need to replace my bobstay fitting at the waterline because of galvanic corrosion. It apparently corroded because it was not bonded with all of the other thru-hulls (that did not corrode). It was not bonded because my boat does not allow access to the inside of the hull at that area without removing the fuel tank from under the v-berth and then cutting away at the vertical bulkhead that supports the chain locker floor. Because of the lack of access, I do not know how the fitting is installed. I found a report from Tom Beard in *TOG News*, issue #45, wherein he describes the bolts as passing through a substantial wooden block and then a stainless steel backing plate. Is the backing plate tapped or are there nuts in there?" [Joey found his answer by reading back issues of *TOG News*. He had a new backing plate made by a local welder and tapped it in place.]

## LIFERAFTS

Henry Miller, owner of *ESPERANZA* (T-37, hull #451) responds to Bob Schilling and Charlotte Maure's question about a liferaft for their T-37, *WHISPER'S ECHO*, "We just installed a Dunlap/Beaufort 4-person "global" offshore raft in the hard, low-profile canister. Our selection was based on the fact that this raft has a very low profile and fits perfectly between the forward dorade boxes on a T-37 in its standard cradle, as well as price, quality, and serviceability. You might want to talk to Ocean Outfitter's in Annapolis, MD about it. We found them to be very helpful in the decision process. They have a toll free number, 800-606-6977."

## PROPELLER COMMENTS

James Murphy, owner of T-37, hull #572, writes, "I was quite interested in Donald Huff's note in the Summer '97 newsletter concerning his prop change on his T-37, hull #528, as I had the same problem. The shaft is not an SAE taper and it's a left-hand thread. To change props, expect to have the boat hauled, the shaft retapered, new key way, and a standard 3/4 inch right-hand thread. After two attempts, it now appears that the 4JHE Yanmar will maintain proper speed with a Prowell Feathering prop that is 16 inches with a ten inch pitch. It would not allow the engine to turn at its rated speed with a 17 x 11 prop. It's a great feeling to be able to back and stop the boat."

## BOW WEIGHT

Derek Rhymes, former T-37 owner and staunch supporter of TOG, offers the following suggestions to Jack and Colette Sparacio on *ENCHANTRESS* (T-37, hull #188) from

*continued on page 106*



## More maintenance and equipment comments...

*continued from page 105*

their query (*TOG News*, issue #74). "If you are making short passages and good fuel is available at the next port, you don't necessarily need to fill up the 90 gallon fuel tank under the V-berth. Figure eight gallons a day, plus ten gallons reserve. For long passages, I recommend removing the heavy plow anchors from your bowsprit and storing them in the aft lazarette (under the cockpit) or in the bilge, if they'll fit. The leverage of 70-80 pounds suspended out from your LWL is tremendous. In addition, this removes the chance of anchors coming adrift from their chocks in rough weather and exposing ship and crew to unwanted hazards. It happens.

If you intend to have all chain rodes on one or both anchors, you'll need to move the fuel tank out of the V-berth and locate it in the bilges (where your stainless steel water tank currently resides) and build new water tanks under the settees. This provides a better weight distribution and also provides space under the V-berth for the chain rodes. Most people convert their stainless steel water tank directly to diesel, but I don't recommend this, as stainless steel is not a good fuel tank material. Monel is much better. In addition, your water tank probably has a fair amount of pitting after sitting for almost twenty years down in the bilge. To remove the old fuel tank (hardest part of the operation, as it has to be cut up) and build a new monel fuel tank and stainless steel water tanks, you're probably looking at \$2K - \$4K, depending on your geographic location and how friendly you are with your local welder. You'll probably get a better deal if you check prices with non-marine related welding shops. Just be sure to specify exactly what you want beforehand.

One thing you will probably want to do, if it has not already been done, regardless of your tankage situation, is raise your waterline to the top of the factory molded-in bootstripe. Before doing this, make sure to apply a good barrier coat, such as Interprotect 2000 (six coats) before applying bottom paint. I don't think I've ever seen a T-37

loaded for cruising that floated above the molded-in waterline, although some people could really stand to put their boats on a diet."

## WEATHER HELM

Derek Rhymes offers this advice, "From my own experience and from conversations with other T-37 owners, the best solution is to stand the mast straight up (often there is an aft rake to the mast). I did this and it made a huge difference. Other considerations include reefing the main when the winds pick up to 15 knots or higher. If you are sailing with a headsail that is more than 100%, roll up some of the jib first. Another solution is to have your sailmaker recut your main, but you'd probably be best served to build a whole new mainsail, possibly with a slightly shorter foot."

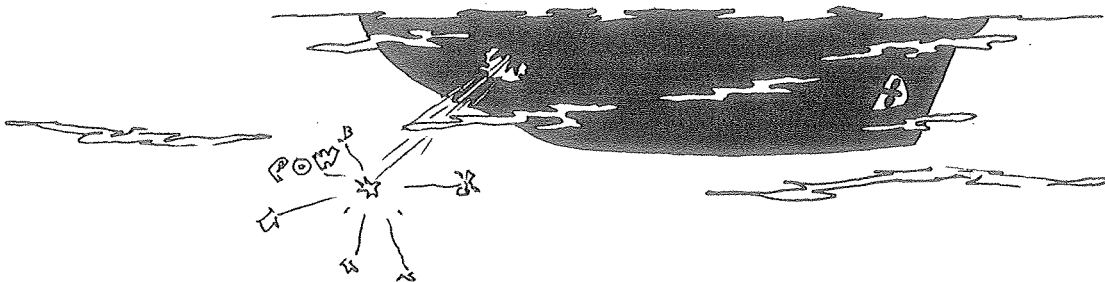
## V-BERTH MODIFICATIONS

Derek also comments on ideas shared by **Margita and Kris Wallgren** in the Spring '97 *TOG News*. "I, too, found that this berth is difficult to climb in and out of and the storage underneath was difficult to access, especially with the V-berth filler wedge in place. I had planned to convert my V-berth to a double berth offset to port with a permanent step for ease of access. This would require a fair amount of wood work and having your cushions modified or new cushions made. This would make the overall berth area smaller in width, but should still be sufficient for two average sized adults. I can draw a sketch, if needed." Contact Derek at (410) 269-5589 or e-mail at <rhymesd@egginc.com>.

## INTERIOR FINISH

Finally Derek recommends, "If the interior is not varnished, try Murphy's oil soap straight or slightly diluted. Apply it with a sponge; let it sit for a few minutes; then scrub with a Scotchbrite pad/sponge. Be sure to rinse the surface well before it dries. Try this in an inconspicuous area first. One thing to be careful of is damaging any thin veneers. The teak staving (planks) are quite hearty, but the veneered plywood can be delicate. Aggressive cleaners/solvents can dissolve the glues that bind the veneer to the plywood."

WHA DA YA MEAN... YOU WERE LEARNING TO QUICK DRAW A FLARE PISTOL!





# COSMOS MARINER and the Bermuda Rally

by Doug Coleman

In *TOG Notes* of our last issue, we highlighted cruising rallies. Shortly thereafter we received this story from Doug and Mary Coleman, who sailed *COSMOS MARINER*, their V-42, hull #80, from Jacksonville, FL to the Halifax River Yacht Club in Daytona Beach on the weekend of 17-18 May, leaving her at the club dock. They joined 24 other yachts crossing the starting line at 1230 on 24 May, bound for Bermuda. The report of this race (their first true bluewater voyage) follows.

This race usually brings to mind spinnakers, drifters, and other light air sails, but we had more wind this year. With our 130% genoa and main, we averaged just over 150 nm per day for the first two days. Late on the second day we tore our mainsail from leach to luff above the second reef line. The next morning, after hand-stitching for four hours, we were off again in 20 knots close-hauled for Bermuda. Approximately four hours later the repair gave way. We elected to abandon the race and proceed with iron and dacron jennys, arriving in Bermuda on 7 June. Our mainsail was 15 years old; we gambled with it and lost. Had we a new main, I do believe we would have fared quite well in the race even though we were competing

with serious race boats and crews. The weather was what we needed to win. *COSMOS MARINER* carried her 1,000 feet of canvas well and handled the 20-30 knots close-hauled without complaint. Of the 25 boats, 11 withdrew from the race: four with torn sails, one taking on water through a hull-deck joint, one lost a rudder, another had electrical problems, and four turned back.

After a delightful visit of Bermuda, with repaired mainsail and \$400 in diesel fuel (\$3.75 per gallon), my wife and I sailed from St. Georges on 12 June, bound for the Chesapeake Bay and the *Tayana Rendezvous*. Also, at 0300 in the rain and 25 knots of wind, the mainsail blew out again. The next day our Benmar autopilot failed; the drive gear stripped. Shortly thereafter, our Wagner autopilot failed; it would not engage and we could not determine the cause. Now faced with hand steering two hours on/two hours off, we changed our course for Beaufort, NC. After three and a half weary days, we entered the harbor at Beaufort, cleared customs, refueled, anchored, and opened two cold Becks. As the sun was casting its shadows on the historic waterfront homes, a sailor in a dinghy approached, hailing us. It was Bernie Francis of *QUEST*, a

T-37 anchored closer in. We talked *Tayanas* for a while and invited him and his wife, June over the next evening.

The next morning Bernie and I picked up the loaner car from the Maritime Museum (what a delightful and welcome idea for sailors!) and drove to West Marine and the grocery store. That evening Bernie and June joined us aboard *COSMOS MARINER*. Soon Bernie was in the engine compartment looking over our various problems. His assistance and advice were most appreciated.

From Beaufort, southwest winds were forecast for several days, so we took the ICW to Southport, just be-



*COSMOS MARINER* at the St. George's Dinghy and Sports Club in Bermuda.

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## COSMOS MARINER...

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low Cape Fear, and then sailed for Charleston. Arriving at Charleston Harbor on 16 June, we were looking for an anchorage when I remembered reading in *TOG News* about an anchorage in front of some Tayana owner's dock. We found the article (we carry *TOG News* on-board) and found the anchorage on the ICW just south of the Wappoo Creek bridge. It was great, behind a marsh island so no wake from the ICW, in a quiet neighborhood, with access to Charleston by bus nearby. Although Bob and Frances Sadler's boat, *BAREFOOTIN'* was not at the dock so we could determine which house was theirs to thank them, please do so via the newsletter.

After a restful night, we sailed offshore for St. Mary's inlet and Cumberland Island, hoping for a quiet two-night anchorage to finish off our journey. Murphy, when making his laws, did not forget to throw in a line of severe thunderstorms along the coast just as we approached. So we headed back out to sea to avoid them, heading for the St. Johns River and home. We anchored near the range marker just east of Blount Island and continued to our dock the next morning.

The good news: we gained a great deal of confidence in our ability to handle our boat and in her strength and

capabilities; we enjoyed Bermuda; we enjoyed our crew and the good days at sea; we received free T-shirts and a plaque for participating in the race; we determined what gear needed repair or replacement; we learned a lot; and we lost weight.

The bad news: it cost more than we expected, especially the sail repair at Doyle-Ocean Sails in Bermuda, where the final price exceeded their estimate by 65%, and for the diesel fuel; we need a new mainsail; we have much to do on the boat; and we don't like going back to work.

## Rendezvous...

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The rain held off until we were finished eating and then only a few menacing drops fell, allowing most to get back to their boats. About 2100, the wind clocked around to the north and increased to about 45 knots. The weather service said it was the strongest cold front of the year. Some boats dragged anchor, causing some problems, but no serious damage was done--just a test of seamanship. By Sunday the wind decreased to 20 knots, but still too strong to do much socializing. A grand conclusion to the Chesapeake TOG season.

**TOG NEWS**  
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Address correction requested