

Newsletter No. 6
1348 Nonchalant Drive
Simi Valley, Calif. 93065
25 September 1980

Dear Friends,

There is a real advantage to me in compiling and publishing these letters . . . I get to do all the talking. Where else could I find such a receptive captive audience?

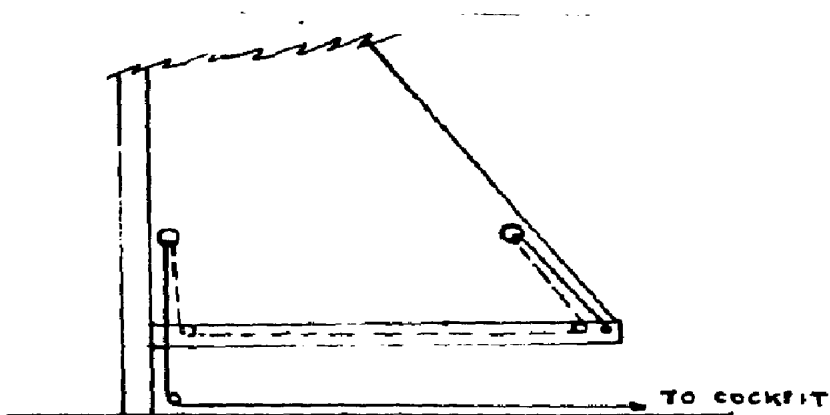
Early in August Annie and I had the good fortune of making a trip to Seattle. It was a brief trip but we managed to visit with the Kresges, Throwers and Bob Crawford. It was really great meeting them all. Bob took me on a trip from Lake Union through the locks to Puget Sound. On the way we had to pass through two draw bridges. It was a first for me, and a bit spooky since the mast, which was taller than even the open bridges, had to pass through the narrow appearing slot. Bob handled it fine. I also met and talked with Bob Perry for about an hour. He sends his greetings. Here is a summary of our discussion.

1. Bob emphasized that while he did the basic design of our boat, he cannot control subsequent changes. A prime example of this is the 100 gallon (really 90) tank in the bow. Bob wanted me to tell you that he disagrees with putting any tanks in the bow or stern, since such weight in the ends causes hobby horsing. With 300 feet $\frac{3}{8}$ chain, plus anchors, and a full tank, the bow has over 1200 pounds on the nose. Bob recommends putting tanks under the settees. (His original design had one 40 tank under the starboard settee). Since the boat is slightly port heavy the tank under the starboard settee should be larger by at least 30 gallons. (TaYang has installed tanks under the settees on request). Two owners added extra tanks on the: port side and aggravated the normal port list.
2. I asked Bob about the standard vs. short rig. He still favors the taller rig. In my opinion, a prospective owner should consider both rigs depending on where the boat will be sailed. The taller rig (861 sq. ft. of sail) was originally specified with the light and fluky winds prevailing in the Puget Sound in mind. The shorter rig, per Ed Sacher, has 700 sq. ft. with a mast about 3 $\frac{1}{2}$ -4 feet shorter. The Leedy s also have the shorter rig and are delighted with the performance and ease of handling.
3. We talked about weather helm. While Bob designed the sail plan, he did not design the sails. The standard sails are both designed and built by Lam. Bob acknowledge that aft rake to the mast also contributes to weather helm. He advised me to write to Windships, Inc. of Oakland, Calif. because they order their Tayanans with no rake. Oave Sneary, since you are part of Windships and our group, could you please comment on this?
4. Regarding prop size, Bob was really interested to learn (from our last newsletter) about the variety of experiences people were having. He endorsed the efforts of Tom Beard to develop the data necessary to arrive at some sound recommendations.

5. Finally Bob committed to writing a letter to TaYang requesting improvements relative to tank location, sail cut, and mast rake. I'll include a copy of the letter in my next newsletter. Thanks again Bob. Mr. Chiu and Mr. Chen. will you comment on these items please?

Some time ago Paul Sheldon wrote me a long excellent letter describing the features of his boat. These features were ideas accumulated by Paul during the past 10 years of sailing on his boats. I think you will find his innovations interesting.

1. Paul has double headstays and double backstays. He finds them excellent for sail changes, a twin downwind system. and the redundancy he wants offshore. The twin downwind system consists of two twelve foot tracks on the forward corners of the mast, with blocks above and below, and Nicro Fico cars on the tracks. He uses two 12 -22 Forespar poles. downhauls are attached to the outboard end of the poles.
2. In Paul's opinion, the fixed intermediate stays are purely decorative as they are not far enough aft to provide good support. So when ordering his boat, he had extra chain plates glassed in about 18" forward of the primary winches. This allows him to use running intermediates which are 1/4" 7x19 wire that terminate in a block about 3 feet above the chainplate. which also has a block attached. A three part tackle leads to the windward winch. In use, the running intermediates make the same angle with the mast as does the staysail stay. Paul requested the extra chain plate because he did not like the deck mounted pad eyes usually furnished for the Tayana running back stays.
3. Paul has set up his running rigging for minimum crew or singlehanded sailing. Key to his arrangement is a roller furling staysail, (Schaefer gear) self standing to it s own luff wire, and self tending to a club (Staysail boom). Lines led aft allow the staysail to be furled (and unfurled) from the cockpit. A deploying line is used to bring the clew out to the boom. Paul uses a genoa. h r occasional tacking. the furled staysail is left in position, as there is no chafing of the genoa on the furled sail. For situations requiring frequent tacking or jibing, Paul slacks the staysail halyard allowing the furled staysail to be tied to the mast thereby freeing up the fore triangle. Paul uses the genoa and staysail together, but hard on the wind, he finds the yankee more effective. The main is completely controlled from the cockpit. The most difficult problem Paul had to solve was how to reef the main from the cockpit. His solution, which he s proven to be effective, is unique. The sketch shows how one continuous line which dead ends on the aft end of the boom and leads to the cockpit serves to reef both the luff and leech (there are 3 such reefing lines).



Also led aft are the main halyard, topping lift, downhaul and main sheet. The main halyard is premarked indicating how much to ease the halyard for each reef. So in operation, the topping lift is set up, the halyard slacked, the reefing line set, and the topping lift eased. If you count up all the lines led aft, there are 10. To keep these neat and control them, Paul uses two 5 gang Schaeffer halyard stoppers located each side of the companionway. Two Bariant 23 - 2 speed self tailers handle the 10 lines. The tails are coiled and hung from the boom gallows. The three lines not led aft are the two (twins) genoa halyards and the staysail halyard. For these, Paul uses a 3 gang halyard stopper and one Bariant 23 self tailing winch. This allows Paul to drop his genoa(s) and gather them while controlling the halyard from the foredeck.

Paul loves his running rigging and claims no one has tripped over all the aft led lines.

4. Other interesting Sheldon innovations include:

a. The rub rail (with 1/4 round 55 cap) was positioned at the level of the hull-deck joint rather than the standard position. This new location, at a higher level, protects the hull almost all the way forward and aft.

b. The standard skylight is 24" x 27" and fixed. Paul had his made 27" x 27" and movable. In port, the skylight is turned 90° thus providing an air scoop when the skylight is opened. Dogs placed on all 4 sides of this hatch provide a watertight joint

c. Instead of a winch for the clew outhaul for the main, Paul uses a Nicro Fico line tensioner with great results and minimal cost.

d. The anchor locker was divided in two to allow for 2 deck pipes and 2 anchor

e. The quarter berth was eliminated and replaced with a hanging wet locker inboard next to the engine space and a storage locker for 500 rolled up charts outboard. The chart table was increased to 4' x 3' with shelves forward of it for instrument storage.

f. The pedestal steering was located as far forward in the cockpit as possible. This allows the helmsman protection from the dodger. The pedestal guard forward leg is on the bridge deck and allows anyone coming up from below to grab on to the pedestal guard while still in the companionway.

All I can say Paul is I think you are great for implementing all these ideas on your boat. While, as you insist, not all of the ideas are totally original with you, it takes courage to put them into being. Thank you so much for sharing with us.

I really feel lucky. Buz Radican came to California from Japan and I had a chance to meet him. Buz, as you may recall, is a US Navy fighter pilot who picked up his Tayana, from TaYang and sailed it to Japan. By the time the next newsletter is published, Buz and wife Celine will have sailed their boat from Japan to Ponape and be on their way back with stops at Truk, Saipan and Guam. Buz is picking up blue water experience fast!

One more cruising note from Elizabeth Stennis:

“Cruising in S.E. Alaska is a fine time of variable winds and weather and many remote anchorages. Whales and eagles are constants. Snow topped mountains and heavy bear infested forests. Small fishing villages. Salmon, crab, abalone, wild berries, deep anchorages. Except for places like this, we are usually the only boat in the cove at night.

Places to get air for scuba diving are few. But we ve found that snorkeling in our comfort (dry) suits is a fine muscle relaxant after a day of sailing. Uater temp ranges from 37° to 52°.”

In the last letter I promised to describe Jake Huber’s recommended method of changing the packing in the stuffing box (packing gland). Let me say first that Jake disagrees with the notion that Tayana stuffing box failures are caused by nuts coming loose on the studs. He says “The failure of the stuffing boxes I have been involved with has nothing to do with the nuts coming loose. Indeed, the nuts did not come loose. The problem is clearly one of poor quality packing being used and poor surface polishing of the prop shaft. Thru constant “micro-abrading” the packing is simply eaten away as the prop shaft rotates. Further tightening of the two stud nuts further compresses the packing thereby increasing the pressure of the packing against the shaft (which stops the water leaking - for • while) which causes further abrading, which eventually leads to total failure. Lock nuts on the studs are not the answer. Replacing the factory installed packing with a good quality American made packing and using about 7 ringlets is the answer. Also the factory does not install enough ringlets. They used only 3 in my boat.

Jake continues “The stuffing box on the prop shaft requires some attention on Tayanans that I’ve known. First off, I let my stuffing box drip , while running under power, about 1 drop every 20 seconds. Some friends of mine allow theirs to run a small stream when under way. If I’m to leave the boat sit for several weeks I’ll tighten (snug) the bolts until the drip stops. However, before using the boat again I’ll loosen the bolts to obtain that rate of drip again. At present my boat is 1 1/2 years old and has the original stuffing.

When changing the stuffing, obtain 1/4” square impregnated (usually with graphite) packing. This size will be slightly large for Tayana stuffing boxes. Simply take a hammer and lightly tap the stretched out packing to flatten it a little until it fits around the prop shaft and slides into the stuffing box (also known as the packing gland). At this t1me wrap about 8 - 10 revolutions (wraps) around the prop shaft (snug but not tight). Then take a razor blade or extremely sharp knife and slice straight along the prop shaft thereby producing 8 - 10 ringlets. Put a heavy coat of oil on the shaft and the stuffing box interior. It s best to do this job during haul out. But it can be done in the water. At this point start the bilge pump if the boat is in the water. Remove the two nuts from the studs and slide the fitting up the shaft. Next very carefully remove all the old stuffing

taking great care not to scratch or gouge the shaft or the interior of the gland. When all the old stuffing is removed start inserting the ringlets and be certain to 'reverse the cracks' on each succeeding ringlet, i.e. the first ringlet the crack is up, the second ringlet the crack is down, etc. Use the fitting to slide each ringlet down the shaft to the bottom of the box. When 4 - 5 ringlets are installed

use the fitting to snug them into place. Remove the fitting and install more ringlets to the point where the fitting, when bolted in fits about 1/4" past the ends of the studs, just enough to get a full nut of threads engaged. Make sure you can turn the prop by hand. If not. loosen the nuts, even though the water may run a small stream. While the boat is underway (under power) let the packing 'run-in' a while then tighten the nuts to the desired 'drip'.

Just to keep things lively here, Chick Clark has it from an old salt that the way to adjust a packing gland is to tighten down as far as it will go back off till it leaks, and then tighten down till it stops leaking. This "old salt actually runs a ship yard, so Chick has faith in him. So once again, as is the case in most boat subjects, you get to choose.

Dear Elizabeth Stennis (she and her husband Bill have their boat in Juneau, Alaska) wrote me an excellent letter while on their cruise in S.E. Alaska. On their 5th cruise day, they were at Baranof Hot Springs waiting for the mail plane which comes on Tuesday and Friday. They were waiting for their Scuba dry suits (Brrr') This year they were headed for the west side of Prince of Wales Island the Queen Charlotte Islands off British Columbia, and the San Juan's and Gulf Islands north of Puget Sound. Last summer they spent 2 months cruising Chikigof and Baranof Islands with delightful stops at 4 hot springs. They are provisioned with rain gear, woolies. and suntan lotion seeking sunshine after a long winter of below freezing or rain, rain'

Elizabeth has these household (boathold) tips for us:

She uses Seafin oil on the counters around the sinks and mineral oil on the other counters and cutting boards. (I have used peanut oil on the counters and think it works great).

The Stennis's heat with a Dickerson Arctic heater and like it. It has a 10 gallon day tank filled by an electric pump from the main diesel tank.

Their fabric cushions are Scotchguarded and have naugahyde backs. To keep condensation down under their mattress, they plan to use air conditioning/heating filters.

They dumped their refrigeration after 9 months of use. The ice box has 6 inches of insulation plus they keep lots of food in the bilges. They found the refer drained their battery too much while cruising and now have found many ways to do without refrigeration.

Their boat, Dionicles, has Airex insulation built in - a necessity in Alaska. They added a layer of closed cell foam insulation wherever they could reach.

The Stennis' have a ketch and therefore their companionway is on the starboard side of their cockpit. In a bold move, they created their shower stall at the foot of the companionway. While Perry fought this arrangement, they love it. They added folding doors around the shower such that it is kept separate from the rest of the boat. This way, steam can be let out of the boat while showering by opening the companionway hatch. This keeps moisture out of the boat. Also this area is a wet entry way complete with grating and drainage to the sump tank. Rain gear can be hung there and scuba diving gear rinsed off. At port in winter, the folding doors are kept closed to keep the cabin warm when the companionway doors are opened. This unique arrangement has worked very well in the Alaskan climate.

In their galley the Stennis' have two opening ports, an opening skylight and a large cowl vent. Cutting boards fit over the sinks or can be stored in slots in the counter top. A folding counter top extension adds to the counter space. There is a locker over the sinks.

The head has extra counter space, small drawers and a hanging locker on the aft bulkhead. On the salon side of the same bulkhead are book shelves the same depth as the hanging locker in the head. The lid has been removed from the marine head to accommodate the cat who has been trained to use the head.

To sum it up, Elizabeth says "For living aboard you should design the boat before you order it so it will fit your needs. You need a galley adequate to prepare 3 meals a day forever, good ventilation. Places to stow hobby equipment, books and charts. A shower that doesn't steam up the whole boat. Insulation for summer and winter. Large cowl vents. Train your cat to use the head before moving aboard. Adequate hanging locker space, especially if you are going to work in an office as I do. Full length mirror. Ironing board. Ours attaches to bulkhead at end of starboard settee and its leg rests on settee. It is stowed in hanging locker. We stow all sails on deck in bags.

And lots and lots of storage for provisions for cruising.

Propane locker doubles as stowage for kerosene, etc. as it vents overboard."

I would like some more input from owners with refrigeration systems as would like to provide you with as much owner experience as possible. At least three owners have written me about their Adler Barbour Cold Machine and in each case they like the unit (cost about \$500). In my own case I opted for a combination shore power/engine driven system. There are two compressors and a cold plate involved. I've had minor problems with freon leaks and moisture in the freon. Now that I understand the maintenance procedures, I expect good performance. With four inches of good insulation in the chest, the system is capable of maintaining about 10 deg. F in the freezer and 38 deg. in the refer by running the engine about one hour a day. (My chest has a wooden partition in the chest creating a freezer on one side and a refer on the other. Small adjustable openings in the partition regulate the temperature of the refer.) I talked to the owner of the company, Technautics, Newport Beach, Calif. about a discount for club members. He offered the following: For an engine drive only system, \$1048. For a combination engine drive/AC system, \$1740. These prices

are dealer level, I'm told. The system is designed to plug together and comes complete and fully charged. The break points have valves like those found on tires. If interested write to Technautics, 120-A Tustin Ave , Newport Beach, CA 92663. (This equipment will also be shown at the Miami, Annapolis and L.A. Boat Shows.) Now getting back to the Cold Machine, which runs off the battery, I would really like input on the system performance when the boat is not plugged into shore power. Adler Barbour says the system draws about 2 amps on the average. While running the unit draws 5.7 amps but it is claimed that it runs only 20 minutes an hour (hence a 2 amp average). I hear that the unit is great at making ice cubes. I would like to know what the temperature of the chest becomes. I have some doubts because I saw a spec on the Cold Machine compressor which is made by Danfoss. This spec says that the compressor is designed to work with a 3 cu. ft. chest, max. Since the Tayana chest is about 9-10 cu. ft., I would expect the compressor to work all the time. If I'm right (and I'm wide open for comments here) there would be a steady battery drain of 5.7 amps. In 24 hours that's about 136 amps. The Perkins engine has a 40 amp alternator. I know from our members that the system is of good quality and does well when shore power and a battery charger are available. Let me hear from the Cold Machine advocates and other members with different systems. On this same subject, it's obvious that no system will perform without adequate insulation. I have recently become aware that my chest (Hull #81) has only 1 inch of styrofoam insulation. (As reported in the last letter, TaYang is now putting in much more - just how much I don't know). Paul Sheldon got 4 inches of insulation and claims that a 75 pound block of ice lasts 10 days - not bad! I recommend that prospective owners insist on at least 4 inches - and good insulation like polyurethane if possible. I am about to add insulation. I plan to adhere polyurethane foam (2 inches thick, 2 lb. density) to the-inside surfaces of the chest using contact cement. Then I will adhere white plastic sheet (ABS plastic, .093th) to the foam. The joints will be sealed with white silicone. In addition, I am also looking into a foaming urethane material (Insta foam froth pak kit) that can be foamed into any voids between the outside of the chest and adjacent walls. I have found such voids under the chest (the chest only goes part way down to the sole) and between the chest and the stove. I expect to find more between the rear of the chest and the adjacent bulkhead, and between the chest and the hull. If I can shoot foam into these areas, plus add insulation inside the chest, I expect to double or triple the holding power of the refer. I'll keep you advised. Bill Hill drilled holes on a 2 or 3 inch grid pattern in the inside panels of the box and injected foam insulation. Bill says his compressor now runs about 1/2 as long as it used to. (Bill, please elaborate on this . . . how could you inject foam if other insulation already exists in the walls?) George Newton described another approach (not a Tayana) in which the inside panels were cut out, insulation added, and new panels glassed in. This latter approach, though a lot of work, could result in less space lost in the interior than if foam were just added to the inside of the existing box. Anybody have experience with this approach?

Miscellaneous Items

1. Henry Hook has found that Liquid Boat Life has stopped leaks around the chain plates.
2. In answer to Elizabeth Stennis' question about where to obtain state flags, Henry suggests the Colonial Flag Company, P.O. Box 507, Coshocton, Ohio 43812. They have an excellent catalog and a full supply of state and national flags, signal flags, power squadron, etc. They use Annin Flag Fabrics which Henry says are excellent. How about a Tayana 37 burgee? Send me your ideas for a design.
3. I mentioned in the last letter that Chick Clark had written me a detailed letter describing how he removed the existing mainsheet traveler and installed a Ronstan track and car. He just send me some great photos which show the job in process. He also sent me photos of how he mounted his Simpson Lawrence-555 on his bowsprit and how his two CQR anchors are installed. I'll be glad to lend Chick's letter and photos to those interested. Chick is heading for the BVI from Maine in late September. Fair Winds Chick.
4. Roger and Joanne Linderoth have lived aboard for over one year and have just returned from a five month cruise to the Bahamas. during this time they found that there were many changes they wanted to make to better suit their liveaboard needs. After a great deal of planning and research they found it would be more practical to order a new Tayana to their specification than to make the desired changes to their present boat. Their new boat is due in September. That's class!
5. I read that the "409" cleaner really works well on mildew Any comments?
6. The chrome on my Ritchie compass has not held up well. After 2 1/2 years it is very dull and the brass shows through in places. I wrote to Ritchie and they volunteered to re-chrome it, or, for \$90, to replace the case with Stainless. I'm opting for the stainless because I've found out that, since chrome affects the compass, it must be thinly plated and hence doesn't last long.
7. Ron and Marilyn Gemme received their boat in the middle of the credit crunch. To expedite matters, TaYang agreed to ship the boat C.O.D.I (I forgot to ask the Gemme's if their package was wrapped.)
8. For prospective owners wondering if they should order teak decks, Buz Radican has some very comforting words Buz says that many boat builders use a plywood inner core for their decks. Teak decking is then laid over the fiberglass and screwed in. With time, these screw holes wear and water leaks in. This water can penetrate the entire inner core with disastrous results. TaYang, however, as observed by Buz, uses short blocks of wood, end grain up, as the inner core. These blocks of wood are then-surrounded by a sealer (the same gunk you can see on the hose connections). Prior to laying down the teak, the entire deck is covered with this sealer. (Some builders only apply the sealer between the teak strips). As you can conclude, if water did seep into a screw hole on the Tayana, it would only affect the area immediately around the screw and could not leech out into the entire core. Good show TaYang!

9. One of our new members, John Green of Victoria, B.C. Canada, recently sailed from Victoria to Hawaii on Tayana 37, Hull number 2, "Gypsy Magic". They had a fairly fast and comfortable 20 day passage in strong winds. I've asked John to furnish details as so many owners are interested in blue water experiences.

10. After Tom Beard scraped a 3 inch layer of barnacles and blue mussels off his recently acquired used Tayana (Hull #72), the speed increased from 3 knots to 7~

11. I have been advised that the real creator of the Tayana 37 is a fine person by the name of Bob Berg. Bob took his preliminary ideas to Bob Perry, who then did the formal design. Berg, formerly owner of Flying Dutchman Yacht in Seattle, now owns Quick Silver Yachts, Seattle. I am sending Bob a copy of this newsletter in the hopes that he will join our group. Incidentally, for those of you who have heard of the BaBa 30, that was Bob's nickname in the Chinese yard where Bob oversaw the construction of the early Tayanans.

12. Bob Forier, a dentist and prospective Tayana owner from Tucson, Arizona, has been kind enough at my request to evaluate a cruising "Dent-Aid" kit. Like a first aid kit, "Dent-Aid" is purported to provide the essentials for dental emergencies. Bob says, ~it's not worth the money~. He has volunteered to prescribe a better kit for Tayana owners.

13. Regarding the eternal struggle to keep the internal bronze looking good Elizabeth Stennis likes to first use Naval Jelly, letting it set for 15 minutes. Wash it off and it removes most of the tarnish. She then uses Brasso for the final cleaning. But, she has found, that wax and silicone sprays will not keep it looking good. I am encouraged by the following approach. First clean with Amway metal polish then coat with Amway shoe spray. After 2 months, it still looks good.

14. Like more privacy when on board? Elizabeth Stennis has a suggestion for portlight covers. Elizabeth made portlight covers from straw place mats . . . the match stick kind. Cut out an oval piece to exactly fit the glass, and sew around the edges to keep them from fraying. Apply a coat of varnish to seal them from condensation. Then glue on or sew a small rectangle of white Velcro in the center top on one side and glue a corresponding rectangle of Velcro on the portlight. These covers are quick to install and stow under the settee cushions. Another member made them in a square shape fastened above the portlight with Velcro. They can be rolled up and held there with Velcro.

15. Two years after my boat was commissioned I discovered that what I thought was a combination dirt and water fuel filter was only 1/2 of a 2 part Fram unit. I tried getting help from the boat dealer but he suddenly turned deaf. I wrote to Fram and they were really great. They sent me a brand new unit at no cost~

Safety Items Department

1. Tom Beard reports that his bowsprit has rot in it. Unlike Fred Brodersen, who found a rotted bow sprit in his new boat, Tom's boat has sat around for 3 years unused, in one spot. In fact Tom has found rotted wood in a number of places, all from a common cause as he sees it. He claims paint is not used on the boat. Instead TaYang uses gelcoat. It makes a beautiful finish, but traps moisture. (I have noticed that this finish peels off in big chunks on the bowsprit). TaYang, please comment.
2. I have been told by 2 owners that the hot section of the exhaust system passes through a bulkhead and then continues for six or more inches before reaching the water cooled section. In both cases, the plywood bulkhead was scored and smoked. TaYang, please correct this potentially hazardous situation.
3. Another voice (Allen Badner, a new member) has been added to the growing chorus of members who have had their pedestal steering quadrant slip down on the rudder post. In Allen's case, this slippage caused the cables to jump" out of the sheaves. Upon repositioning the quadrant and tightening the bolts, Allen (and others) have had no problems. Mr. Chen and Mr. Chiu, this sounds like an easy problem to correct. Will you? Along these same lines, Chick Clark reports that his pedestal steering cable gave way. The cause, once again, was a nut on the eye bolt securing the cable, backing off. Fortunately, Chick was able to put his emergency tiller into operation quickly. Lok-tite or a stop nut is recommended to solve this problem.
4. Allen Badner also reports another case of a loose shaft at the transmission coupling. His boat had a spacer between the shaft and the coupling. The key was not thick or long enough and therefore would slide into the spacer, which wore the key and eventually would have caused it to break. Allen replaced the original 1/4" x 2" key with a 5/16" x 3 1/8" key and all seems well. TaYang, this is no longer a problem on your new boats, isn't that so?
5. I have two reports that the outhaul car on the main boom has failed under stress. Have any other owners experienced this failure?
6. I have now been advised by a second owner that the electrical connector on top of the Perkins engine has melted and shorted out. Since C.E. Smith Co. near Los Angeles furnishes most, if not all, of the Perkins engines to TaYang, I am sending a copy of this newsletter to them hoping they will correct this problem. (Bob Beverage, please call me on this (213) 702-2018)

7. Bill Kresge from Seattle found that the electrical connection to the engine shut-off solenoid kept falling off. Any suggestions on this Bob Beverage?

Reader Questions Department

1. The Gemme's are unable to get hot water from their 3QM33 Yanmar diesel. The engine thermostats on this raw water cooled engine are fixed at 42 deg. C (107 deg. F) The heat exchanger in their ARMS-10 American Appliance water heater never gets more than luke warm (100-110 deg. F). The engine seems to run cool and smoke excessively. Ron is assuming that he needs higher temperature thermostats. Can he put 140 deg. thermostats in without damaging the engine? Where can he get them?

Now it's time to close off this newsletter. As you have noticed, I have so much to pass on to you that I've started printing on both sides to keep down the postage costs. I must say this however. A number of you have told me that because you really don't use your boat extensively, or cruise on big oceans, that you feel you have little to contribute. This is just not so! When I have had a chance to chat with you, I hear of all the wonderful little discoveries you have made which make Tayana owning better. Write me and tell all - it's needed and appreciated!

Permit me now to get a bit sentimental. All the technical stuff we discuss is really important, but not as important, to me, as the feelings about boating. Let me quote from author Ransome's "Racundra's First Cruise": "Houses are but badly built boats, so firmly aground that you cannot think of moving them. They are definitely inferior things, belonging to the vegetable, not the animal world, rooted and stationary, incapable of gay transition . . .

Write me soon and stay healthy and positive.

Norm