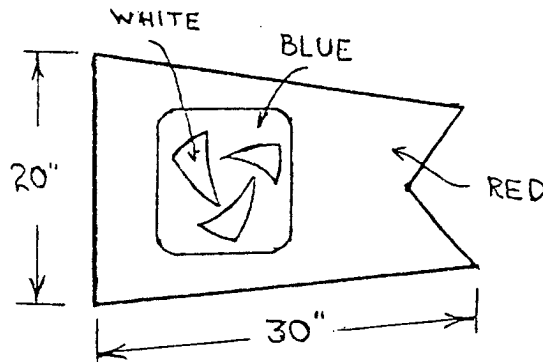


Newsletter No. 10  
1348 Nonchalant Drive  
Simi Valley, Calif. 93065  
15 June 1981

**Dear Friends,**

Dr. Henry Hook, Hull #97, has spent much time from his busy schedule to work out a design for a Tayana group burgee. His discussions have been with the Colonial Flag Co. who produce about 60,000 flags a year of excellent quality. As you can see in the sketch, the flag uses TaYang's symbol in the center. A nice touch is the red, white and blue colors which are both the U.S. and Taiwan National colors. The flag is made from nylon and comes with grommets installed. It is called a Private Signal as opposed to a Yacht Club flag. Personally, I like the idea of having our own flag and it will be fun seeing our members boats flying it. The cost seems reasonable too. If we can order 100, it will be \$8.40. For 50, it will cost \$9.00. So please let me know right away if you would like a flag. For our dealers, you might consider including the flag and one year's membership in our group in the price of a Tayana.



### PLAIN TALK

Don Scott, Hull #206, wrote me about his concern regarding the emphasis on problems in these newsletters. I agree with Don that I've been nagging away at certain problems. My goals, as I told Don, are 1. to make sure that owners are aware of and correct safety problems, 2. that dealers are aware of problems that they can either correct during commissioning or put pressure on Ta-Yang to correct, 3. that Ta-Yang gets the necessary awareness from the owners of problems to be corrected, 4. That future owners benefit from our experiences, 5. that while we have the best looking boat afloat, we want it to be the best built one too! I have not been concerned about whether these newsletters discourage new Tayana sales nor whether some

people might interpret these letters as a condemnation of the boat. In fact, I believe these letters have helped sales. Karl Bischoff, who recently ordered a Tayana, told me that "The main thing that caught my attention in the newsletters was the positive feelings toward the boat, not bitter criticisms."

I do believe the battle to achieve an upgraded Tayana is being won. New buyers, aware of the problems, are insisting on better quality. Some (not all) of the dealers are doing what they can to help. Ta-Yang has taken a number of steps to improve quality. I was really gratified to get a letter from Anthony Scozzafava, Hull #239, in which he said, "It is reassuring to see that Ta-Yang has been doing a good job in working out the bugs discovered in previous models. On my boat, many of the defects mentioned by owners in the newsletter have been corrected'.

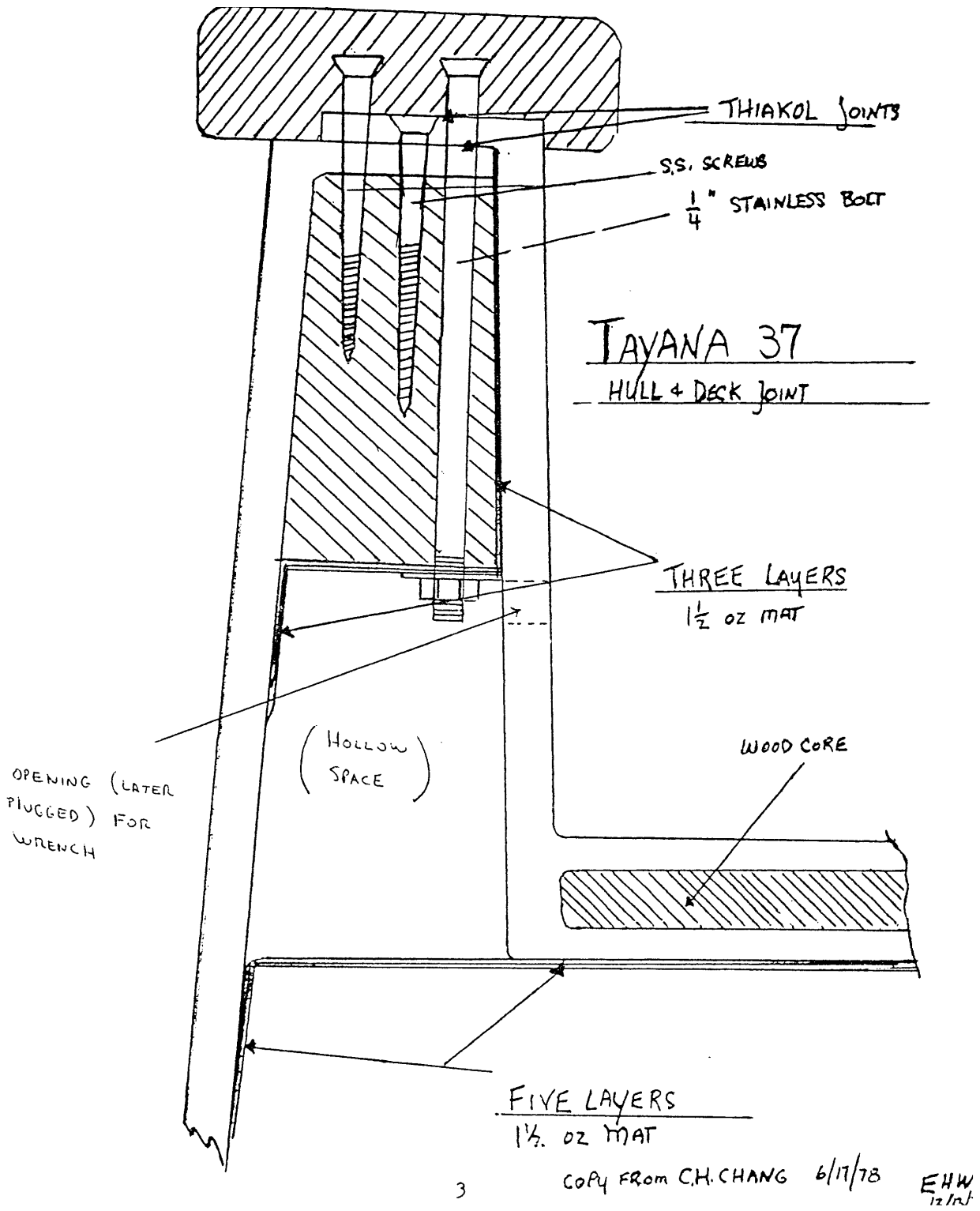
I have tried in many letters to make it clear that discussing problems does not mean we do not love our boats or wouldn't buy another one. It's music to my ears to hear owners sing the praises of the boat. Don said it beautifully himself, "I love my Raison d'Etire I drink in her lines when I see her sitting there as I would savor a fine wine." Don is hoping for a more positive emphasis in these letters and I believe we are at that turning point.

### BOATS/US

I now have an agreement with "Boat Owners Association of the U.S." which entitles Tayana Group members to a 50% discount on BOAT/US membership. So instead of \$17 a year, it's \$8.50. I have heard from about 6 Tayana owners that they really like dealing with BOAT/US. They feel their merchandise prices are very competitive and the service is very prompt. They also like their insurance rates. Since merchandise is shipped from the east coast, us west coasters are at a disadvantage shipping cost wise. Per the agreement, I am enclosing some BOAT/US literature. The discount applies to existing or new BOAT/US members. Existing members should let me know who they are so I can forward the info to BOAT/US, who will bill you at the lower rate.

### LEAKS

At last I have some definitive information about how to stop those pesky leaks entering the cabinets, closets, etc. via the bulwarks. Not all owners have the problem. If they don't, it's either because they don't put the rail under or they were fortunate. to get a better sealing job. To better understand the problem, take a look at the hull deck joint sketch on the next page (courtesy of Southern Offshore Yacht). If the Thiokol is not properly applied in the joints, water can seep in under the cap rail. The layers of 1 1/2 oz. mat shown are for strength, and are not waterproof, so any leak under the caprail can continue down into the closets. There is potential for leaks from two other sources; around the hawse and from the upper surfaces of the scupper openings. Now that you understand the problem, I'm glad to report that a fairly inexpensive solution is available that will fix all the leak sources simultaneously. Two of our members, Rick Evans, Hull #67 and Craig Templeton, Hull #?, have advised me on how to do it and that they are absolutely delighted with the results. Here is Rick's explanation!



## FIBERGLASS SCHEDULE

### TAYANA-37

#### HULL

Gel Coat backed by smoothing mat followed by:

Keel to lower bilge ---- 8 layers RW  
9 layers 14

Lower Bilge to WL ----- 6 layers RW  
7 layers M

WL to Sheer --- 4 layers RW  
5 layers M

#### DECK & CABIN

Gel Coat backed by smoothing mat followed by 4 layers RW and 5 layers mat, hard wood core in walk areas, 3 layers RW and 4 layers mat.

#### DECK TO HULL JOINT

Three layers mat, wood stringer and stainless steel bolts at top of bulkhead. Five layers RW at lower bulkhead to connect deck and hull.

Note: RW (Roving Woving) is 24 ounce.  
Mat is 1.5 ounce.

"I got on the phone and started calling around to different people that had used the two part foam Tap X-40\* (about \$50.00 a gallon). Everyone told me to be real careful, it could explode the bulwarks. I got back on the Phone to some of the Tayana dealers in the Seattle area and after a month or so of talking to people about my leaky bulwarks and everyone said something different, I thought I might make the biggest explosion in the harbor (but I was going to go for it). One side at a time I took a screw driver and hammer to the plugs, they came out with just a tap and a twist. That was so easy that my confidence was coming back. With all the holes out that I could fiberglass over real easy to fix back to look good again, I thought I should try the foam. With a funnel with a clear tube taped 6 to 8 inches long to the end I could hold the funnel upright and put the tube in the holes. Now for the foam. I put 1/4 A to 1/4 B cup in a small plastic bucket and mixed it and let it go off to see what it was going to do. It filled my bucket but you could press it down as it was going off, not too much pressure if it has somewhere to go. With all my leaks I thought it has lots of places to go. So on to the bulwarks, starting at the lowest point I mixed one cup A and one cup B in the plastic bucket and then with the funnel in place poured it in, removing the funnel I put a masking tape patch over the hole, as the foam started to go off, it starts to push on the tape but not too much pressure, it went to the next hole. I taped that one off. I would wait until everything had stopped and then mix another batch and another hole until the holes were all filled with the foam. And I was kidding about having lots of holes until I found foam dried in the hanging lockers in behind doors in corners, all on the inside of my boat. It came out in the lazarette also all around 3 of the hawsepipes, back up plates in the stanchions. The more I looked the more set foam I found.' And the results are fantastic. My Allagean is so dry inside I'm in love with her all over again!"

Craig Templeton did his bulwarks with the same material and excellent results. instead of knocking out the existing plugs, Craig drilled holes using a hole saw. In addition to the set up foam appearing below decks, he found foam coming out of the scupper openings in the bulwarks.

According to Rick it takes about a gallon of the two part mix to do the job. Obviously, the ideal time to put in the foam would be when the boat was being built. Before putting back the plugs into the bulwarks, Ta-Yang could add the foam. From Ed Potter, Southern Offshore Yacht, comes this hopeful information. "We will take up with Ta-Yang the suggestion of foaming the bulwarks as you described. As I mentioned earlier, we have not found any bad leaking problems, but if foaming in place can be done at some reasonable cost, it might very well be worthwhile insurance. With regard to leaks at the deck to hull joint, on the basis of your newsletter, we did put in a formal complaint to the builder, and I received a letter back from Mr. Chiu assuring me that they would take special care with regard to this joint from now on. I believe him to be sincere but there are so many things to do on a boat that I am not sure that this "special care" will actually be followed up for very long. We shall see."

=====

\*X-40 results in a rigid polyurethane foam of 2 lb. density. The manufacturer is Tap Plastics, Inc. San Leandro, Calif. 94577

While on the subject of leak prevention, Rick added silicone rubber around the portlights. His portlights have a teak ring on the outside. By removing these rings, Rick found many areas requiring sealant. (Charles Salski, Hull #154, reported that one owner took out all the portlights and added sealant inside the coach roof sides).

Hatches are noted for their proclivity to leaking and our boat is no exception. I would appreciate input from members on steps they have taken to minimize hatch leaks. Jim Hayes, Hull #167, has a leaky skylight so do I.

### TRIP PLANS & BUDDY CRUISING

Cruising in company with other Tayanans has many advantages. In addition to the comrade, we can help each other in problem situations and "boat sit" while others go ashore. I will be glad to announce cruising plans in these newsletters so members can plan to cruise together when possible. 1981 offers a rare opportunity for west coast owners. I know of 6 members planning to head for Mexico in the fall!

Fabian & Marie Harp, Los Angeles  
John Henzler, San Diego  
Phil & Sunshine Oldham, Victoria, B.C.  
Gene & Eli Strawn, San Diego  
Walt & Esther Swinden, (boat now in Los Angeles)  
Art & Carol Hurd, Seattle

In the fall of '82, Annie and I also plan to head south. Anybody care to join us? There is a possibility that we might take a 3 month trip, starting in Feb. '82 down the Baia coast.

Fred Brodersen's plans for cruising are! "This summer we will sail Moonraker which wintered in Canada, up Georgian Bay, down Lake Huron, across Lake Erie, and Ontario where we will have the mast unstepped and motor the Erie Barge Canal to the Hudson River. We will then have the mast stepped again and sail down the Hudson to New York where we will enter the East River which will lead us to Long Island Sound and eventually to somewhere in New England where we will leave her for another winter. The summer of 192 we will cruise New England and the summer of '83 we will sail to Bermuda and back."

### TRIP REPORTS

1. From Ken Sainsbury comes the following report. "I never expected a cruising boat such as this to be fast, however, we were pleasantly surprised last summer. We had left Cuttyhunk on Cape Cod in pea soup fog with twelve racing types close on our stern because we had loran. The wind piped up to 30 kts and we began to walk away from them. My wife yelled at me to slow down. I told her that this was Pride's type of weather and if they wanted to stay with us, they'd have to turn on their engines."

2. Larry Gillett, Hull #56, and the co-owner of the boat left Alameda, CA on Oct. 22, 1990 headed south. They spent time in Cabo San Lucas, Acapulco, Costa Rica, Panama, thru the Canal, up to Yucatan Peninsula, and plan to be in New Orleans on May 1. "Very rough sailing 2 days out of Acapulco. Winds 50-60 knots, blowing from the Caribbean across the Tehuantepec desert to the Gulf of Tehuantepec. They said "A thrill to go thru the Canal - cost about \$90 - takes 4 people to hold lines - 1 fore and aft, port and starboard so far a nice sail."

3. From Paul Sheldon comes an interesting report on his trip to Bermuda. "The trip to Bermuda turned out to be a great experience as well as the realization of one of my fantasies! It took 5 days and 12 hours going (640 miles) (4 days 20 hours returning) with a crew of four and winds on the starboard forward quarter of no more than 23 kts. All navigation was with sextant and one day we balanced the sails (yankee, staysail, full main 12-15 knots apparent) didn't even tie in the helm and she sailed along for 22 hours!! Returning we left in 35-40 knots to catch a frontal system. Weather moderated, and coming thru the Gulf stream we had current and wind from the west and by fix, not speedometer, averaged 7.6 knots for 12 hours with 3 dozen dolphins swimming with us. Norm, if I died and went to heaven now, I can tell you I've been there before! I tried out my down wind system. With the main down and 5 knots of apparent wind due aft, I deployed two genoas poled out from my two headstays. We averaged 5 knots thru the water for 9 hours. The only thing that gave me some concern, seems much more of an existentialist experience in retrospect. Seventy-five miles southeast of Montauk at 0200 and myself at the wheel, we were hit without warning by a squall that lasted one hour with sustained winds of 60-85 knots! At the time I had yankee, staysail and single-reefed main flying. We were over at about 550 when my watch mate released the mainsheet. Because we had no deck lines deployed, I didn't want anyone going forward and was prepared to lose my sails. We finally got the main under control, and because big seas had not built, made the decision to slowly fore-reach and fall off rather than running with that amount of headsail. You can call me a liar if you want, but the only damage was a partially chafed *through reefline*. The sails did not lose .001% of their shape! I found it impossible to accept some of the comments about Lam sails. I have absolutely nothing negative to say about them. Actually, the performance of all the systems aboard were excellent. I've replaced my running lights with a single mast head unit. (Mine is the older model Asmov which is good, the newer ones made in Mexico are terrible). The electrical draw at night from 3 running lights is very significant. I would also highly recommend the Walker Mark IV patent log. It's extremely accurate (get a spare line, sinker, and rotor) and gives you 100 feet of line that a man-overboard can swim to if he's conscious."

4. Charles Salski tells more about his salmon fishing exploits. "Salmon fishing is real easy, at least B.C. northern water salmon. I don't know much about Southern California. All it takes up here is a down rigger, an Able & Al #1 flasher and either a green small hot spot hook or a green and white hoochie, the correct depth, using a down rigger and the correct trolling speed, approx. 2 3/4 knots. Usually on a normal weekend out in the Strait of Georgia (in our fishing hole) we manage 2-3 a weekend with only one hour out. But not all the time, sometimes they outsmart us and we have a dry spell. Up north where we were this summer and further north where we plan on going, supposedly, I hear all you have to do is hang your net over and sooner or later one will jump the surface where your net is maybe a fit fairy-taleish!, but they certainly are in abundance. Salmon

are also in the ebb currents around our passes and some flow out here up to R-12 knots. Usually, when we go through the maximum for that tidal period is not much more than 4-5 knots and we sometimes go through with the flood or ebb . . . a bit of a hoot to say the least. You get braver as time goes on."

## BOAT INSURANCE

I would like some input on what boat insurance is costing our members. The rates vary with location and the cruising area included, so tell me that info too when you write. Who knows, maybe we can get a group discount. It's my understanding that sailboat rates are coming down and areas included are being expanded.

To start this off, Tom Delaney and Chick Clark shopped around and found Omaha Indemnity thru BOAT/U.S., to offer the best. For Tom an all risk policy with full property and personal protection up to \$300,000 with a 2% deductible, the premium is \$462 for 965,000 hull value. At \$90,000 the premium is \$550. Since Tom lives in New Rochelle, N.Y., I assume it's an month policy. I don't know the area included.

In my case, with similar coverage for a full year and a \$75,000 hull value, 1% deductible, my premium is \$646. The area included is from Point Conception CA to approximately Ensenada, Mexico.

According to Bill Oakerson, supervisor of underwriting for BOAT/U.S., you can expect rates to go like this, from most costly on down:

1. Gulf of Mexico  
East Coast
2. East of Florida
3. The rest of the Atlantic Coast
4. Chesapeake Bay and the Great Lakes
5. Pacific Coast, inland lakes, and rivers.

## HAM RADIO

Henry Hook, N8CLO, would like to form a Tayana net. Let Henry or myself know if you want to participate. Currently Henry is active on the Pacific Maritime Net, 21.404 on the dial, at 2300Z. I would also like to hear from our hams concerning the type of antenna systems being used and the method of providing a good ground. On the subject of grounds, I was pleased to learn that the iron ballast on our boat is a one piece casting (if you don't believe it, I have a picture of the casting furnished to me by Adrian Richards). Seems to me with some careful planning, one could drill down to the ballast and tie your ground system into it. If anyone does this, let me know the results. (If your boat sinks, you may have-drilled in the wrong place).

Buz Radican believes that cruising boat ham operators should not have to pass a code test to qualify as an operator. His views are shared by one of the contributing editors to "Motor Boating & Sailing", Manfred Meisels. That many cruising hams are operating "illegally" is evidenced by the following clip.



**Q:** Most mariners here in the South Seas use amateur radio sets to stay in touch with home. Since we are out on the high seas, we probably don't fall under FCC rules and most of us use selfappointed call signs. Lately, there seems to be an uprising in the U.S. with us. What in the world is going on?

*-Name withheld, in the South Seas*

**A:** Recent FCC rule clarifications make it clear that stateside ham operators are in violation if they communicate with unlicensed maritime ham operators. To protect their own licenses, for which they worked hard to obtain, U.S. amateurs who handle popular maritime nets are checking for call sign authenticity. **I.**

## **And from the February '81 issue of Sea & Pacific Skippers**

### **Maritime Mobile Amateur Radio Club**

Legitimate hams may want to join an interesting club made up of other hams who are either maritime mobile or willing to work the maritime mobile nets. the MMARC is an informal organization of "Mickey Mouse" hams which includes not only yachties but a large number of hams on commercial vessels transiting the shipping lanes of the world. The club puts out a quarterly bulletin which contains news of members and tidbits of useful information, both official

and gossip, concerning maritime mobile operations. The October Newsletter included an update on the Pacific Maritime Nets.

If you would like to get on the mailing list, write the Den Mother:

Phyllis Riblet, W5 CXM  
Secretary/Treasurer  
Maritime Mobile Amateur  
Radio Club  
5627 Tiffany Dr.  
Houston, TX 77085

Enclose \$10 and tell her that Earl Hinz (WD6 EYJ) sent you. It doesn't net me anything, but she growls less when I am late with the annual dues.

### PILOT HOUSE INFORMATION

Carroll & Sandy Smith have purchased a long pilothouse model. They were kind enough to send me a layout along with an excellent description (See pages 10 thru 14 of this newsletter).

Charles Salski, Hull #154, offers these pilothouse tips! "Remember, we have the P.house cutter and the space in the galley for dishes, etc. is really to be desired. Well, I've taken the drop boards and have had them cut into sizes to enable me to build a dish rack to mount the dishes on the wall just over the icebox. Then I also have enough teak to "engineer" a mug rack, spice rack and hopefully with some more careful planning a tape rack for the salon.

We've cut the boards under the settee salon seats so the tops can be lifted out without removing all the seat cushions and the back rests as well. We cut the boards to be the same size as the seat cushion and therefore now only have to remove the seat cushion and take the board out.

Also we have cut a hole in the bulkhead behind the salon backrest in order to have easier access into the cupboard under the sink. We now can remove the backrest and reach into that locker where before you needed a super reach to get anything."

Mar. 31

Norm,

Last newsletter just great as usual. I file them with index reference to # of letter and paragraph for items to check or do when boat does get here.

We purchased our boat thru Mariner Yachts of Long Beach, Sea Tried on Fabian and Marie Harps boat. We wer ready to buy a std. cutter when we learned of the new long cabin pilot house and that there were two in San Francisco. We flew up and spent one day looking it over and we both knew the second we saw it at the dock that "This was the one" and the interior layout sui9ted our taste, needs and requirements perfectly! We changed only one thing on the whole boat, the inside strg. helm seat was a small "fold-up against the bulkhead" type thing with a large wet locker behind. We ordered ours without single -seat and had the yard duplicate the 323x24 Nav-Seat and cut the wet locker down. This allows for very comfortably seating of four in the "House."

The "house is small in comparison to the other which suited our needs as the space is gained in the main saloon below. The 16" of weather deck prior to going into companionway hatch is sacrificed in order to move the house aft. You walk straight into the companionway hatch without having to step up-over the bench and down. Cockpit area is still plenty big and roomy allowing full length and laying down on port and starboard lazarettes for sun bathing. The house measures 7'2" abeam and 4'1" fore to aft, has full size chart table and seat for two on port side and strg. station with full controls on starboard side, very function with great visibility (clear lexan hatch over strg. station) and a super place to be in a blow with a hot coffee and brandy!

Below to port at foot of ladder is a dbl. qtr. berth that extends aft under the pilot house deck (lots of "knee-room") and a single Qtr. berth to starboard. The traditional "V" of the forward berth has been eliminated in favor of 3 huge drawers below allowing berth foam cushion to be a large triangle. Owners stateroom forward closes off to main saloon with inside entry to head and shower from the dressing area. Guests can enter head from saloon without going thru dressing area. Two doors in forward bulkhead from main saloon.

We ordered the aluminum spars and will try the Lam sails for a while. Also ordered the main sheet traveler in Nicro-Fico.

Didn't mean to get this "wordy", but you asked!

Please find enclosed a check to help expenses and only diagram I have short of my copy of construction blueprints.

Thanks again for all  
the effort put forth  
on the Newsletter  
Carroll and Sandy Smith

P.S. Please include Sandy and I in your Perkins 4-108 Diesel School in Irvine.

[Original image of their Pilot House on following page was poor copy. My apologies. - HJK]



## TEAK BLOCKS

As you know, Ta-Yang furnishes teak sheet blocks and snatch blocks. Mr. Chiu has acknowledged that these blocks are not the highest quality, but he is unable to get other types because of the relatively low volume used. The snatch blocks should not be used for heavy loads like sheet leads. Rolf Zenker, Hull #246, describes a good maintenance procedure for the blocks! "Last year, we brought all the blocks home for inspection. I am talking about the blocks Ta-Yang supplied with the boat. Did you ever inspect yours? If not, you better do so asap. One has to remove the 2 little wood screws from one of the round brass plates in the cheeks of every block. Then, take a needle nose pliers, insert it's tips carefully into the 2 holes and with another pair of pliers, turn counter-clockwise. Each one of these round brass cheek plates are screwed over the stainless axle of the block. If one of the brass plates should not come out, try the other one. One is enough to unscrew the little shaft prior to sliding out the bearing assy. The bearing itself is just a bunch of brass rollers rotating around this stainless shaft. Without lubrication, these brass rollers wear more than they should, and eventually cause the sheave to wobble. All of my blocks were dry; one worn to an extent that the block was almost scrap. Use a long fibre grease, like waterpump grease. It will hold best considering all the water these blocks see.

## TEAK CARE

1. Ken Sainsbury writes, "With reference to interior teak care, we have found that Liquid Gold does a good job. I have tried Varathane's "Envirosol" on one toe rail with good results. Envirosol is a water soluble varnish with good adhesion making it unnecessary to sand between coats. In addition, the brush can be rinsed out in water. It does darken the teak quite a bit but I think I will try it again this year."
2. Buz Radican, Hull #262, is about to try two products on his exterior teak; Brite Wood & Sav-Coat liquid plastic. I'm going to try clear linear polyurethane. We both have abandoned Deks Olje for the exterior.

## SAIL TALK

1. From Ed Potter, Hull #223 and part owner of Southern Offshore Yachts, comes some interesting developments in the efforts to get better cut sails from Lam! "With regard to Lam sails, we have complained to the trading company which brings in Lam sails for Ta-Yang and I have personally written Lam a long letter criticizing their sailmaker. The gist of my criticism was, while I believe their workmanship to be top quality, I think their cuts are poor and inconsistent. I have not heard back from them. We are looking seriously at Neil Pryde sails which are also manufactured in Hong Kong. They are somewhat more costly, but I am told that they are better and more consistent in their sail cuts. They also seem to have a greater selection of sails than Lam. Do not get me wrong, we have seen some good Lam sails. Most of the mains, for example, which we have received are not at all bad. Our major complaint with Lam has been about their jibs. And these seem to runfair to absolutely useless." Ed, I want to thank you for your frankness and your efforts in the group's behalf.

2. Ken Sainsbury, Hull #24. wrote me the following! "Just a word about sails. I guess I am lucky to have Lee sails. My main sets well but the staysail had a belly which backwinded the main when close hauled. The foot was obviously too long for the jib boom, a problem that some of the others have also had. I had 8" taken off the luff and the problem was solved. I have a roller furling jib which I love.

I have a bit of a weather helm in heavy air but do not find it too much to handle. Being somewhat of a die hard, I have not yet reefed the main. Last year we sailed up Gardiners Bay with all sails up, close hauled, in a 42 kt. wind, passing our cruising companions who were struggling along with their sails down and engines on. I must admit that I was waiting for something to fail but she held together."

3. Don Scott writes, "Now as to the sails. Yes, the main is full cut, but it is triple stitched and heavily made. I cannot imagine that it will stretch out if it is properly and prudently used. The jib is poorly cut, however, and does have a flutter in its foot and luff. We had a #2 genoa made last summer by Henry Bohndell in Rockport, Maine. It's dimensions are! Luff 38', Leech 37'5", Foot 21'6", Area 388.4 sq. ft. I set it on a 21 wire tack pennant so that the foot does not hang up on the bow pulpit. We like it very much. All the comments about plastic sail slide failures do not apply to the wooden spar boats - that should be made clear. Wood sticks come with metal track and metal slides that are metal shackled to metal grommets! Take that you aluminum lovers! There is no doubt that the plastic slides are n.g. When Annis and I sailed with our good friends Bill Eleet and Anne Arthur on their Tayana V-42 (Hull #1) in the Bahamas last year, we lost just about every mainsail slide. He, of course, has an aluminum stick and those lousy little plastic slides."

4. A sailmaker I know claims that the slides start breaking at the head and work their way down. He suggests using two all metal slides at the head. Any comments?

### ENGINE COMPARTMENT VENTING

In response to Tom Beard's comment about the need for better air flow to the engine, Dave Wresch (Seaboard Marine) offers the following: "When ordering a Tayana, request an additional Dorade Cowl. By removing the Emergency Tiller Cover Plate (same size threads) and installing the Cowl, air can either be forced into, or exhausted from, the engine area by rotating the Cowl."

### PORTLIGHT POLISHING

Rick Evans, after polishing his portlights (inside the cabin) sprayed them with "Marine Seal Cote" #06050 by CRC. "After two years, they still look great." My own, after 9 months, still look good. I used Amway Metal Polish followed by Amway Shoe Spray.

## WIND VANES AND AUTO PILOTS

1. Fred Brodersen, Hull #183, recently wrote me about his wind vane and autopilot. "We had our Sail-O-Mat installed at Palmer Johnson in Wisconsin. I should say mounted. What a beautiful job. The Sail-O-Mat works perfectly while under sail in normal conditions. It is extremely sensitive and so works in fairly light airs. I hope it works equally well in heavy conditions I have yet to find out. When under power, I must remove both rudder and paddle as they set up a very bad vibration as they are always in the water when connected. It only takes a minute, but I must lean over the stern on my stomach to disassemble them.

Willy, my Auto-Helm 3000 is only magnificent. I love Pam, Moonraker, and Willy, in that order. On our month long cruise last July, it saved us many boring hours while motoring."

2. Bob and Lori Clark, Hull #90, also have an Auto-Helm 3000 and think it's fantastic.

## MOTOR MOUNTS

I want to emphasize again the need to regularly check the motor mounts for loose or sheared bolts. Jim Hayes, who has a Perkins 4-108, found brass filings under his packing gland. It turns out that his engine was 1/8" low because of loose mounts. Three hours and \$150 later, the engine was back in position. A chain fall, with a 2x4 over the companionway was used to raise the engine.

## PEDESTAL STEERING

The following page describes Edson's pedestal steering maintenance. Other than the roller bearings at the ends of the steering shaft, the rest of the maintenance appears applicable to our boats. Jim Hayes finds that his shaft brake lock will not stay locked - but backs off, any suggestions? Jim used a grease gun to lubricate the rudder shaft packing gland which took the squeaking out of the movement.

## SAFETY ITEMS

1. I have reported on a number of cases of slipping quadrants on the pedestal steering. It seems clear now that this problem can be solved by a) making sure the quadrant bolts are tight b) if the problem persists, put shims between the quadrant and flat sides of the rudder post.

## MAINTENANCE GUIDE / EDSON PEDESTAL STEERING SYSTEMS

This guide, has been prepared to assist you in the proper maintenance of your Edson Steering System . . . by following the simple lubrication procedures outlined here your steerer should perform smoothly and efficiently under even the most severe conditions.

Before disassembly we recommend placing 3 or 4 lengths of tape around the compass rim and pedestal bowl as shown, then by slitting the tape with a blade you will have a guide to proper alignment when reassembling.

Remove the compass cover, compass, and compass cylinder being careful not to interfere with the magnet correctors in the cylinder base. Lubricate the shaft bearings, chain and brake shaft threads as shown.

The roller bearings in the pedestal have been lubricated with Alemite Lubricant Industrial #38(8925-35) at the factory and should last two seasons. Further lubrication should be applied by squirting grease into holes provided at the top of each bearing. *Do not over grease, as it will run onto the brake pads.* (Tube type lubricants with thin nozzles will fit easily into the grease points.) You can use winch grease or even water pump grease but *don't let the bearings run dry.*

Inspect the condition of the wire, tension of the wire, and lightly oil. Edson recommends placing about 5 layers of "Kleenex" on the palm of your hand, squirt oil on the tissues and lightly oil the wire. This will lubricate the strands but will also "flag" a broken or hooked strand by tearing off a small section of tissue. If you do have a wire break, replace the wire immediately. See Edson Fig 775 wire and chain replacement kits. (CAUTION: Wire splinters can cause painful cuts.)

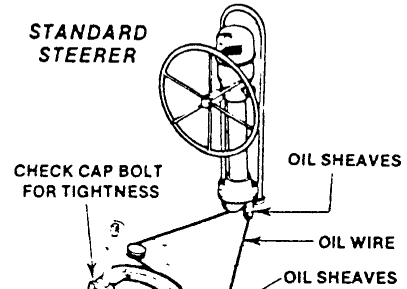
To check for proper wire tension lock the wheel in position by using the pedestal brake, or by tying off the wheel. Cable tension is best when you cannot move the quadrant or drive wheel by hand with the wheel locked in place. Over tightening will greatly reduce the sensitivity of the system.

Inspect complete system and all bolts each season and replace the wire after 5 years. If still good, keep the old wire on board as a spare.

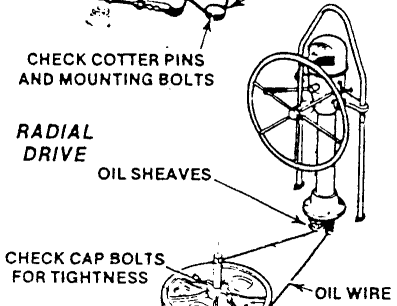
On a new boat and at least every other year, inspect the system when under a strong load. On a calm day and under power, go away from the other boats and with the person who is assigned the maintenance watching from below, put the wheel hard over at full throttle. The maintenance man should watch carefully for all parts of the system bending, distorting, creaking or giving any indication of failing if placed under a heavy load for a period of time. If for any reason, something did fail or need adjusting the day is early and you will have plenty of time.

The pedestal exterior should be cleaned with detergent and water; do not use acetone or any other strong solvents as they may damage the finish.

### STANDARD STEERER

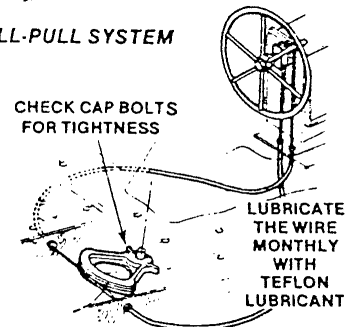


### RADIAL DRIVE

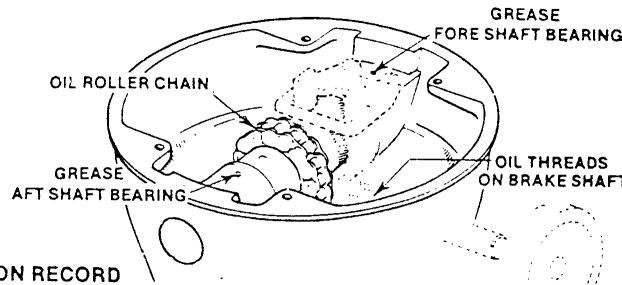
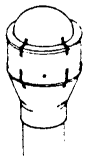


NOTE: All boats must have some form of emergency steering.

### PULL-PULL SYSTEM



### OVERLAPPING TAPE



### LUBRICATION RECORD

| COMPONENT               | LUBRICANT             | SCHEDULE                  | YEAR 1 |      | YEAR 2 |      | YEAR 3 |      | YEAR 4 |      | YEAR 5 |  |
|-------------------------|-----------------------|---------------------------|--------|------|--------|------|--------|------|--------|------|--------|--|
|                         |                       |                           | 19__   | 19__ | 19__   | 19__ | 19__   | 19__ | 19__   | 19__ |        |  |
| SHEAVE BEARINGS         | #30* OIL              | OIL EVERY MONTH           |        |      |        |      |        |      |        |      |        |  |
| WIRE ROPE               | #30* OIL              | CHECK AND OIL ANNUALLY    |        |      |        |      |        |      |        |      |        |  |
| ROLLER CHAIN            | #30* OIL              | CHECK AND OIL ANNUALLY    |        |      |        |      |        |      |        |      |        |  |
| PEDESTAL SHAFT BEARINGS | BEARING OR CUP GREASE | CHECK AND GREASE ANNUALLY |        |      |        |      |        |      |        |      |        |  |

NOTE: Any light oil is suitable. (Recommend #30 wt. motor oil since most boat owners have it aboard.)

**CAUTION:** On extended voyages your steering system should be inspected each day and lubricated weekly. Carefully inspect your steering system at least one week before a vacation cruise to avoid last minute maintenance.

2. Don Scott writes that his dinghy stays put on his davits by slinging a bight around the dink and hauling it tight against the stern rail. His dink is an ELI which cost \$200. It is "square bowed, (cathedral hull), stable as hell, and regardless of what the USCG says, can carry 4 adults safely." Don sold the Ta-Yang dink because "it was tippy, it leaked water back into and under the flotation stern thwart, and could carry at the most three very small people." Ken Sainsbury says his "dinghy has lifting rings in the floor so that the rail of the dinghy bears against the davits when it is raised. I don't know where the lifting rings are located in the Ta-Yang dinghy but I have had no problem with mine. Unfortunately, since the lifting rings are low, the dinghy tends to tip over as it is raised. It takes a certain amount of skill to keep from dumping everything into the water."

3. When Tom Delaney's new boat was surveyed prior to final acceptance (I think it's an excellent idea to do so) the surveyor, who was really impressed with the quality of the workmanship, did comment on the pedestal steering cables. He predicted that the single wire rope clips at the wire ends would come loose. Sure enough, one did during a tack in heavy weather. Tom says, "Thank God for emergency tillers". Tom's cable ends now have micro-press collars. The surveyor made another useful suggestion to add rubber padding on the quadrant stops to reduce the shock of a hard over turn (a section of hose will do).

4. In response to Tom Beard's negative comments about the electrical wiring on the boat, Don Scott sees his system as very well done, "I was really taken aback by the derogatory comments about the wiring. I am not an electrician, but I do have a Ph.D. in electrical engineering and I think the cabling and color coding is by far the clearest and neatest I have ever seen on any boat. I honestly would like to know what other boat does this any better. Those terminal strips that were complained about are on a vertical surface in a completely enclosed space behind the electrical panel where the bilge and domestic water pumps are. It is not a closet and should not be used as such." A marine surveyor who surveyed Tom Delaney's boat, Hull #264, said ". . . the 12 volt system and installation appears to meet or exceed all applicable standards. The 110V system feeds through a DPST main breaker and is an adequate three wire system for the equipment presently installed. The bonding system of #8 insulated wire appears to meet ABYC EI(8) fully." One of the reasons that we get so many diverse views on our boats is that there is a mix of older and newer Tayanas in the group. Some of the earlier marginal practices have been improved by Ta-Yang -along with a general overall improvement in quality. There is still some lack of consistency in quality which also accounts for quality variances between boats.

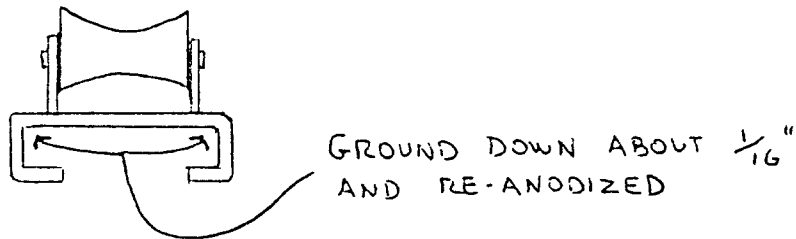
Fred Brodersen reports that 6 of his circuit breakers have failed so far he feels poor quality is the cause.



5. Rolf Zenker, Hull #246, has an Australian made main sheet traveler track with stops. The stops are locked into various positions by pins fitting into holes in the track. When the track was installed by Ta-Yang, it was cut to length leaving no hole at the end of the track. During a jibe, the traveler can hit the stop (which was not locked into position), and then slammed into the track end block - both the stop and end block were lost. Now Rolf has a 1/4" bolt horizontally located at each end of the track. Instead of stops, I recommend an arrangement where the traveler car is positioned by control lines.

### MISCELLANEOUS

1. Before approving the drawings for a Tayana, new owners should try to completely think out their yacht and not change orders later. Such changes during construction create confusion and upset the delicate balance between owner, dealer, and builder.
2. In case you have not figured out how the zincs on the rudder function, Phil Dollin, Hull #122, points out that there is a metal strap inside the rudder that runs from the zincs to the rudder post.
3. Dave Wresch, you are a buddy for continuing to send me labels for the letters.
4. When ordering cushions, be sure to specify a high quality foam. The foam in my cushions, after 3 1/2 years, is shot. My cushions were made in the U.S.
5. Fred Brodersen writes, "I had Merriman double line blocks reworked so they would fit on the Genoa track. They will be able to handle both jib and staysail sheets.



6. Three years ago I bought some "Yachting Tableware" plates and cups. The plates are very scratched and the cups have craze marks. I wrote to the company and got a very poor response. The President of the company told me that it was common knowledge that the plates will scratch if steak knives are used and the cups will craze if a spoon isn't in the cup when boiling water is poured. I wrote back that if these precautions were common knowledge, how come that none of his advertising literature so stated. In my opinion, the tableware is not worth the cost.

7. Charles Salski, pilot house Hull #154, writes, "If you are installing stereo speakers . . . install them as close to the floor as possible at the bow and stern ends. We have one in a locker under the V-berth and another under the step rest in the p.house. When a new friend comes over and tries to find where the sound is coming from . . . no one finds the speakers. The sound, when the speakers are set in that manner, seems to come from all over and we fool everyone. (This was really Tennants, idea and we copied it a few years ago, as they fooled us). Great sound this way."

## DRY ROT

1. Ken Sainsbury, Hull #24, has been fighting a dry rot problem in his spars and bowsprit. He lost the battle with both. He is now shopping for attractive aluminum spars and has made himself a new bowsprit as follows: "I was able to obtain some clear and well seasoned 3"x6" ash which I laminated to make a 6x6 timber. Being a traditionalist, I used an adz to cut the taper and octagonal shape and finished it with a belt sander. In order to prevent delamination, I cut three 3" bands around the circumference to a depth of 1/2" and laid up 3" fiberglass strips in epoxy resin and ground these down to the octagonal shape. The same thing was done at the forward end of the bowsprit so that the crans (SD?) iron bears against a thick fiberglass cap. All holes that were drilled were coated with epoxy and the entire bowsprit was coated with thin epoxy before painting. It turned out beautifully and is extremely strong, although a little heavy. I also had some delamination of the plywood in the lazarette hatch covers. I was able to route out the plywood and inlay another piece which was coated on all sides with epoxy before being clamped and screwed in place."

2. Don Scott would like to know if the dry rot problem in bowsprits applies only to the solid type coated with gel coat, and not the laminated type I believe that true Don . . . at least so far. I've been told by a qualified source that the laminations are teak and spruce. While the teak is cured well, the spruce may not be. I would opt for all teak laminations.

3. Paul Sheldon, Hull #184, also is having bowsprit (non-laminated type) dryrot problems. He writes, "Your letter came in the midst of a project that I curse myself for having started. I found some dry rot on my bowsprit and am in the process of wooding it. Unfortunately I haven't found a good paint remover and it's one helluva job. I plan to encase the sprit in 2 coats of epoxy and repaint it. When putting the platform on, the bolt holes should be sealed in silicone to prevent admission of water. Also, the fitting for the attachment of stays and shrouds on the bowsprit should be sealed in 3M 5200 bedding compound. It has a very high compression strength and will prevent seating of the fitting into the wood. Along those lines, I used it for the boom fitting on the mast after which it didn't wander. Put it on and let set for three (3) days, then crank down on your bolts."

4.The Oldham's, Hull #22, also had to build a new bowsprit after finding lots of dry rot. They found the old one a very inferior piece of wood, full of knots and cracks filled with compound. They used it for fire wood.

### WHISKER POLE

The whisker pole on my boat is about 20' long. The inboard end is attached to a car which runs on a track on the mast. The pole is stored on the mast with the outboard end attached to an extra genny track car. According to Hal Roth and the Pardeys, it is a simple matter, with such a system, for one person to set the pole. It may be so with their whisker pole, but not with my 20 footer. But now I have a system that works. I found it necessary to rig a fore guy, and an after guy in order to control the outboard end of the long pole. The fore guy is attached to the outboard end of the pole, and leads to a snatch block on the bow pulpit just aft of the pulpit platform. From there the line leads to the mast. The after guy leads from the pole, thru the midship hawse, to the mast.

To operate the system by myself (Annie at the helm), I first disengage the pole from the genny car. I walk it forward to the pulpit and slip the lazy sheet into the pole jaw. I hold onto the fore guy to control the pole while walking to the mast. The fore guy is then cleated off on the mast. (The after guy has previously been cleated off on the mast). The whisker pole is now ready to be set. The whisker pole topping lift is in place. With the continuous loop car control line, I start pulling down the car. As the car (with Dole attached) comes down, it is necessary to alternately slack or tighten the guys in order to maintain control of the pole. As the inboard end of the pole moves down, the outboard end moves up because of the topping lift. Once in position, the pole is held in place by the 2 guys and the topping lift. I then gybe the rig, pulling the genoa into position and setting the main on the opposite side for a wing and wing downwind sail. If you followed my description, you will also note that with two people at the mast, the operation is much easier.

### SPARE PARTS

I would welcome any and all input relative to the identification of cruising spares for our boat. Here are a few to start with:

- An Edson size "0" diaphragm fits the large manual bilge Dump
- The American Appliance water heater has a thermostat and 110 volt heating element which should be carried as spares. The heating element comes in 1000 watt and 1500 watt sizes (the 1250 watt size is no longer made). The 1000 watt element part no. is 6900661. The part no. for the thermostat (style 7025) is 3200113. American Appliance is located at 2341 Michigan Avenue, Santa Monica, CA 90404. Cost of these two items is about \$25.
- Westinghouse makes 110 volt breakers that are almost identical to the Japanese ones that come with the boat.

## VISITS TO THE TAYANA GROUP HOMEBASE

in the past few weeks I've had visits from four out of town Tayana owners. Ed Sacher, Hull #101, who has been keeping his boat in the B.V.I., was in the Los Angeles area to look at a CT38 Princess. Ed has owned two Tayanas and has just sold his boat. He will either be ordering a CT39 or another Tayana. In his letters Ed kept referring to his ancient age but the Ed I met was like a spring chicken.

Carl Bischoff has been living aboard a Seafarer 39 ketch in Eagle Harbor on Bainbridge Island amongst several Tayanas. Having seen the light, Karl ordered a Tayana and is now commissioning it. Karl visited me on "Kushki Ann" in Channel Islands Harbor, Oxnard, CA. (Boat phone is R05-905-3652). We had a very pleasant evening.

Adrian Richards, Hull #226, visited Annie and I on the boat on his way home to Pennsylvania from Hawaii. Our visit was both very enjoyable and productive (see page 23 Of this newsletter). Annie and I really love meeting Tayana owners so please come by.

Tom Delaney, Hull #264, was in Los Angeles for a cable TV convention and took time off to come by. Among other things, we talked about dodgers. Tom really likes his dodger made by Island Nautical, City island, N.Y. He says the design blends very well with the Tayana look.

## NEW MEMBERS

Welcome to the following new members!

Phil Dollin, Glen Cove, N.Y., Hull #122  
John Connolly, Silver Springs, Md., Hull #237  
Reinhold & Thea Durr, Birmingham, MI, Hull #293  
Jim Cool, Seal Beach, CA, Hull #197  
Art & Carol Hurd, Seattle, WA, Hull #69  
Bob & Lori Clark, Malibu, CA, Hull #80  
Gary & Barbara Coit, Warsaw, IN, Hull #?  
Harry & Elaine McDonald, Long Beach, CA, Hull #?  
Peter & Ann Mellish, Prince Edward Island, Canada, Hull #?  
Warner & Nita Wettestad, Long Beach, CA, Hull #153  
Bill Huelsen & Ed Santa Cruz, Los Angeles, CA, Hull #165  
Frieda Mulhall, Mission B.C. Canada, (About to order)

## COMING IN THE NEXT NEWSLETTER

1. From all the Tayana Owners' experiences (good and bad) and innovative ideas, I have begun compiling a description of an improved boat. This description calls out standard and optional features. I will be reporting my progress to date on this project.

2. Adrian Richards, Hull #226, recently spent some time at the Ta- Yang yard. He gained much insight into the way things are done and took a series of excellent photos. In the next issue I'll describe his trip and start publishing photos.

3. Edwin Potter, Hull 223, and part owner of Southern Offshore Yachts (SOY), also visited Ta-Yang recently. He made excellent progress relative to having bulwarks foam filled. He also has selected a different sailmaker for SOY boats. Ed is being extremely cooperative in helping create a better Tayana. I'll describe Ed's accomplishments in the next newsletter.

4. Frank and Dotty Stulen, Hull #118, keep their boat in the B.V.I. I'll be describing their interesting experiences.

5. I'm exploring the possibility of obtaining discount insurance rates for our group. I'll let you know about it in the next newsletter.

6. The first meeting of the Southern California Chapter of the Tayana Owners' Group took place in June, and I'll be reporting on the event.

7. I'm planning to retire in early '82 and I'll tell you my plans and how these newsletters fit into the plans.

Well, good friends, I do wish you a great sailing season - have fun on our beautiful boat.

Warm regards,

A handwritten signature in cursive script that reads "Norm".

[Transcribed to digital format May 2, 2000 by H.J. Karten]