

Newsletter #14
1348 Nonchalant Drive
Simi Valley,
Calif. 93065
May 1982

Dear Tayana Lovers

Both the Tayana 37 and our group got a nice boost in the Mar. 15th issue of "The Practical Sailor" (by all means obtain a copy). The article states that, "To the credit of the builder, the designer, \ the primary importer (SOY), and a powerful owners' association, the Tayana 37 has weathered six years of production - a lifetime in the world of boat building - while making steady improvements and maintaining a steady output of over 50 boats per year." It also adds that "Anyone considering a Tayana 37 should join the owners' association and read all the back newsletters before buying the boat. If your dealer either fails to mention the owners' association or denigrates it, find another dealer." Nick Nicholson, Associate Editor of "The Practical Sailor" spent a considerable amount of time gathering data for the article. He communicated with Bob Perry, owners, dealers (primarily SOY-Newport) and inspected many T-37's. He concluded that "No boat is perfect, of course, and no boat can offer the solution to everyone's dreams. I feel that the boat offers a good value for the money. For owners who have good ideas about what they want in a boat, TaYang is unique in their ability to give the owner what is desired, at a reasonable price." Mr. Nicholson's evaluations are often highly unfavorable, so his good words about the T-37 are significant

TAYANA CRUISE.

The fun, excitement and good camaraderie experienced during last year's Newport to Maine Tayana cruise is going to be repeated. While the itinerary has yet to be finalized, this year's cruise will take place in August in New England waters. Think of the thrill of seeing many Tayanans under sail, or at anchor. Do your best to join the cruise. Contact Charles Lovell, SOY office, 380 Thames St., Newport, R.I. 02840. Telephone (401) 846-7860.

LAM SAILS

Rolf Zenker, "Lepas", after being disappointed with the cuts of his Lam staysail and jib, wrote to "Vancouver Sail Supply Ltd., Vancouver, B.C.. This company is the North American distributor for Lam sails. Rolf writes "Their first reply was typical to counter a general complaint. Then I decided to send them copies of TOG newsletters in which T-37 owners commented on Lam sails." Warren Denny, Sales Manager for the company, wrote back to Rolf with what he purports to be an objective review of each newsletter piece. He rebutted comments by T-37 owners Salski, Sainsbury, Scott, Linderoth and Potter. He ends the letter by stressing that "some of the remarks definitely indicate a lack of experience" and then he recommends a book called "Sails" by Jeremy Howard-Williams. Mr. Denny ends his letter by saying "You may pass on my comments but if you do, I trust you will not take them out of context as some singularly are pointed and I do not wish to offend, only to help." I reacted very negatively to Mr. Denny's letter and sent him the following:

May 3, 1982

Mr. Warren R. Denny
Sales Manager
Vancouver Sail Supply Ltd.
3714 Oak Street
Vancouver, B.C. Canada V6H2M3

Dear Mr. Denny

Rolf Zenker sent me a copy of your March 26 letter to him. I compile and publish the Tayana Owners Group (TOG) newsletter. In your letter you indicated a desire to review objectively the comments of Tayana 37 owners regarding Lam sails. My reaction to your letter is that you were quite the contrary. To me your tone was totally defensive. While you can write off their comments as coming from inexperienced sailors, TOG membership represents a good cross section of cruising oriented people with a range of experience. While they can sometimes refer to the leech as the luff, and vice versa, this in no way degrades their ability to know whether or not they like their sails.

The largest importer of the Tayana 37 in the U.S. is Southern Offshore Yacht (SOY), with Ed Potter as a principle in the firm. Mr. Potter, also a sailor and T-37 owner, has advised Mr. Chiu, General Manager of Ta Yang (the T-37 builder), of his dissatisfaction with the Lam sails. Mr. Chiu has stated that he had requested Lam to improve the cut of the sails, but had gotten no action from Lam. As a result (see the Mar. 15 issue of "The Practical Sailor", page 10) Ta Yang is now in the process of switching to sails built by Neil Pryde.

So Mr. Denny, while you choose to pick apart T-37 owner comments as not being clear or concise, they have managed to make their complaints very clear to the dealers and builder. I believe this matter could have been handled much more effectively if there had been some reaction and communication from Lam.

Sincerely

N Demain

DEKS OLJE

Many T-37 owners are or have used Deks Olje teak finish, including myself. The majority of users have been disappointed and have switched to other products. In Southern California I'm aware of many boat owners who have switched. The owners who like the product seem to live in climates that have less sunshine. Rolf Zenker, "Lepas" decided to see if he could get some attention from the Flood Co., who manufactures Deks Olje under license to a Norwegian company. I called Ann Mars of the Flood Company and told her of our group experience. Flood seems anxious to correct their faded image (pun intended). Ms. Mars invited any Deks Olje user having problems to call her on 500-321-3444. Their address is 1213 Barlow Road, P.O. Box 397, Hudson, Ohio 44236. In a recent article in "The Practical Sailor" Deks Olje #1 was on the "Not Recommended" list. The Flood Co. plans a rebuttal. By the way, the East Coast agent for the Flood Co. visited Rolf aboard Lepas. He advised Rolf to "wash all the teak with detergent, rinse well, and reapply Deks Olje" (which was provided free to Rolf). Rolf followed the instructions but the black spots did not disappear. Rolf is giving up on Deks Olje.

TRIP EXPERIENCES

From Julie and Charlie Bosomworth "Julia Rose" comes these helpful hints

o "After taking a young, strong land lubber sailing I asked him to tighten down on the main sheet to secure the boom in the boom gallows. The sound of splintering wood was most distracting to my piloting. Our young friend had managed to winch the boom through the boom gallows. It was impossible to fully return the wood to it's initial strength so I reinforced the gallows with a piece of 18-S stainless 1/4xlxthe required length. (I also give more specific instructions.)

o Last Labor Day weekend we attempted to sail to Maine. At the time hurricanes were moving north of Bermuda creating very large swells. In addition the sail "down Maine" was a beat to the windward in light winds. We left at about 1845 and our first case of mal-de mer occurred at 1930. We sailed all night with most of the crew sick. Sick to the point were a sea gull glowing with phosphorescent plankton that flew over head was greeted with a disinterested, "uh huh." Our Maine trip was terminated at Newburyport... normally an afternoon's sail...some twenty hours later. After recovering for a day we decided to sail to the Isles of Shoals.

Leaving the Merrimac River with a large sea running is very messy. (For those who may sail the area, local knowledge is that the best time to run the inlet is two hours after slack water. If a heavy sea is not running there is no problem.)

Personal news. Last year we sailed to Cape Cod, Martha's Vineyard and Nantucket. We had a grand time and the boat ran

beautifully. I feel obliged to tell you that to offset the earlier agonies. We preferred Nantucket. It is charming, there is good swimming on the south shore and is more quiet than Edgartown (on the Vineyard). We picked a mooring the second day, stayed there for two days, and then went back on the hook around First Point. For others who haven't done it be wary of very rapid shoaling as you leave the channel and high tidal ranges. Be sure to rent a bike and pedal around the island, it is delightful."

Bob and Lois Hofstetter, Chela II reports:

"Last Summer Lois and I were able to spend a month cruising the North Channel (N.E. Lake Huron, Canadian side) and had a fabulous time. A lot of anchoring in this area is done with a stern anchor and the bow tied to a rock or a tree as shown on enclosed snapshots. This Spring I will add a S.S. Boomkin with roller to better accommodate the stern anchor rode and storing of the anchor. Should any member be interested in this addition, I will be happy to supply them with a drawing."

Bob Gilden "Tillicum" writes:

"I broke my main boom last year off N.Y. Harbor (about 50 miles out) gybed and had a slack vane - so I had to build a new one at Montauk, L.I. Also cut down my staysail boom so it would swing free of the stays. I just had my staysail trimmed to fit.

I got caught in a gale off the New Jersey coast last October and the boat performed beautifully under reefed main. The dinghy is much too heavy as it broke free from one support. I thought I'd have to cut it loose, but it drug nose down for two days until the storm subsided enough to re-rig. (I now have a Zodiac). Tried to make Port May but couldn't get enough westing so had to settle for Norfolk.

LIVE-ABOARD NEWS

A recent article in the Boston Globe reported on Charlie and Julie Bosomworth "Julia Rose" who live on their boat year round near Boston. Charlie wrote me about clothes storage and living aboard costs:

"For the people who have trouble keeping enough clothes on board let me say, "Yes." We rotate our seasonal garb, storing all that's not in use on land. We have put a large hook on the outside wall of the head in the forward companion way. We hang coats and the like on it. In the head are a few hooks for hanging a laundry bag, night clothes, etc. Outside of that it is mostly a matter of mental adjustment. Less clothes, less crushable clothes and such.

The question of living aboard costs. We did a short study last year and this is some of our findings. It should be pointed out that this represents the Boston price for two people.

ITEM	PER WEEK	PER YEAR
Docking		\$ 3160
Electricity		290
Boat Insurance		800
Diesel heating		440
sailing		180
LPG gas		73
Phone		460
Boat maintenance		1000
Food	\$ 63 + 19	
Nonedibles	10 + 7	
Entertainment (liquids etc)	15 + t5	
Reference material (books,etc.)		430
Boat improvements	These are all related to your income, local statues and other personal requirements.	
Clothing		
Taxes, FICA		
Medical		

Clay and Pauline Leedy, "Sanderling" have a few words about live aboard cost. "Our comment concerning cost of living aboard in answer to the query of John and Sandy Emery. We feel that we are saving money over living ashore as we'd be paying moorage whether we lived on the boat or not, still have to eat, and definitely save on clothing. Boat repairs go on whether you live aboard or not and insurance rates can vary in the different areas. Ours runs right at \$400 per year and allows us to cruise the coastal waters from Alaska to Mexico within 50 miles offshore, thru State Farm."

PROBLEMS

1. Charlie Bosomworth, "Julia Rose", reports that he lost a forward dorade at night. He suspects either a fouled staysail sheet or the swinging boom while dropping the staysail. Charlie is considering putting a stainless hoop over the dorades to prevent this from recurring. Any suggestions?

Charlie is also looking for a solution to a chronic leak in his forward hatch skylight.

Charlie has had a number of engine stoppages due to a clogged fuel line. Of course before he realized it was a clogged line, he changed filters many times. He is now an expert in bleeding the engine. He recommends blowing backward through the fuel line (not a very tasty job) since that technique has worked well, (Editor's notes I had a similar problem and it turned out to be a dirty tank not noticed by the builder or the dealer.)

As a final note from Charlie:

- We have a Tayana pedestal steering. It is made with aluminum sand casting top and bottom and a 4 inch stainless post. The aluminum castings are held in place with 3 brass screws and the bushings for the steering wheel and lock are bronze. I delineate this to give other owners some idea of the lovely galvanic couples that exist in the pedestal. In addition it appears that the castings were not subjected to a chromate conversion coating (irridite) nor primed prior to the final coat of paint. The stainless was not prepared properly either, since that paint had a tendency to peel off in great slabs.

Last year I developed corrosion between the main post and the bottom flange. It grew very rapidly and broke away a section of the flanges I am presently in the process of trying to rebuild the whole assembly I say rebuild because I took it all apart, cracked the two casting in the process, had to drill out the the brass screws and drill out one of the top stainless screws. Though the design was apparently borrowed from Edson, it is not an exact copy so there are no replacements parts to buy.

Last and not least the amount of rust you can develop on the chain is unreal. Heavy greasing is in order. I would also suggest heavy grease on the top stainless screws to prevent them from corroding into the aluminum parts.

I'm not sure if Tayana has gone to bronze castings, but if they have perhaps some one could tell me the price with aluminum trade ins. The design is wrong and anything I do is really a fix...in the ocean, a temporary fix."

2. Rolf Zenker, "Lepas" has some input on various problems

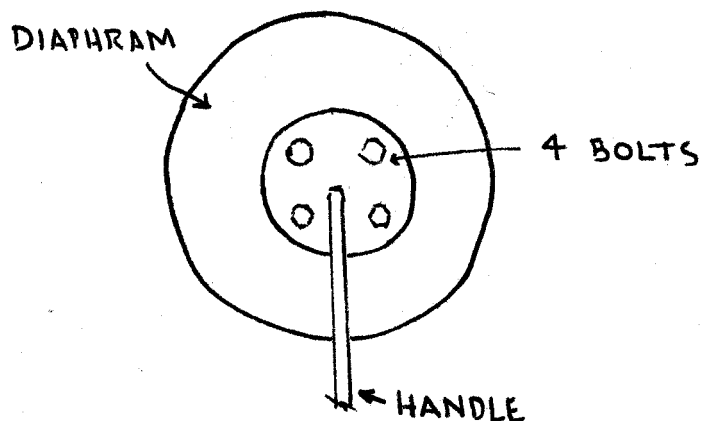
PROP SHAFT WEAR - Under full power returning from Cape Cod, Rolf noticed an unusual vibration. What appeared to be a worn cutlass bearing (made from rubber) turned out to be wear on the stainless steel prop shaft. Rolf called Bob Beveridge, Perkins Distributor, who suggested that the water flow through the bearing might be insufficient and that additional water should be piped into the stuffing box between the gland packing and stern bearing. Rolf was going to pipe the water from the heat exchanger but discovered that the engine cooling water had enough debris to harm the bearing. (Editor's notes Water filters for engine cooling water are often recommended by engine specialists). After consulting with a metallurgist, Rolf had the shaft in the bearing area plasma sprayed with titanium oxide in a ceramic base. Expensive, but super hard not scratchable by any sand. After getting the shaft back, Rolf discovered that the portion of the shaft that runs in the stuffing box had heavy corrosion (which was first thought to be dirt).

This corrosion, called "crevice corrosion" is considered typical for any stainless operating in seawater without access to oxygen. This portion of the shaft will also have to be plated/sprayed. Bob Beveridge cautions that part of this problem can be attributed to marine growth clogging up the shaft scuppers. Rolf noted that "while TaYang had installed a flexible coupling between the output flange on the transmission and the drive flange of the prop shaft, they did not provide an electrical bypass across the flexible insulator. This could have contributed to the pitting/corrosion of the prop shaft. I installed a copper strap from one flange to another - now everything is grounded". (Editor's notes Lots of good info here worth noting. r Perhaps pulling the shaft during the annual haul out is in order." Also be-sure that bottom cleaning includes cleaning out those little shaft scuppers.)

3. During installation of refrigeration in the ice chest recently, two owners (hull 29 & 246) noted voids in the insulation. I believe this problem has been corrected on the newer hulls, but if it were me, I would spell out in a sales contract a minimum of 4" of polyurethane foam all around with 6" on the bottom and next to the hull.

4. Clay and Pauline Leedy, "SANDERLING" found quite a bit of play where the rudder shaft goes thru the hull. They used a 12" length of PVC pipe split as shims and the problem was corrected. They report that "the fiberglass tube where the rudder shaft goes thru the hull had been built oversize and their fix was the economical way to go. (Editor's notes I would appreciate input on the care and maintenance of the rudder shaft packing gland - no one ever seems to mention it).

5. Phil Dollin, "EOS" has some excellent advice regarding the large manual bilge pump. He suggests periodic checking of all the fastenings in the pump and in the flopper valves. He writes, During routine dismantle of the large diaphragm bilge pump all parts and fasteners looked clean and sound. But when I tried to tighten the four bolts holding the plate in the middle of the diaphragm all failed with light pressure. Bolts are apparently brass which had dizincified leaving spongy copper. They were easy to replace as they were standard U.S. size. See sketch.



EQUIPMENT EVALUATIONS

1. Bob Hofstetter writes "Our first cooking stove was a Shipmate Kerosene, but the stove well was too tight for proper gimbaling. I sold this stove and bought a Taylor two burner with oven, kerosene stove and it fits perfectly into the well. I have a 3 gallon kerosene pressure tank that operates both the cooking stove and the cabin heater which is a Force 10 made in Vancouver B.C. Last Spring I replaced the main sheet traveler with a Merriman track and car, works fine with blocks and line leading into the cockpit on each side of the main hatch and cam cleats.

2. I have received many letters claiming excellent performance and service on Datamarine products.

3. Bob Gilden, "Tillicum", reports that his Autohelm 3000 is doing a magnificent job. However the worm gear steering that he has allows too much play to hold a tight course in places like the Intracoastal Waterway. (Editor's notes Members Reinhold Durr and Buz Radican both bought Autohelm 3000's from England. Buz ordered his from Thomas Foulkes complete with wind vane for \$550 including freight (I've asked Buz for the address). Reinhold bought his from Telesonic in London for \$595 including wind vane, airfreight and duty. Delivery time - one week. (Write to Reinhold at P.O. Box 2129, Plymouth, Michigan 48170).

QUALITY CONTROL INSPECTIONS AT TAYANG

I recently received a letter from Todd Harris, son of Bob Harris, who designed the Tayana V-42. I know nothing of Todd's reputation or his competence. He wrote to advise me that he has been in Taiwan since the spring of 1980. At that time he was employed by the distributor of the 51' FD-12 Cruising Cutter (built by Ta-Yang) in charge of quality control. As of 1982 Todd formed his own company which offers quality control inspections and assistance in purchasing Taiwan yachts. While he oversees yachts at other yards, 60% of his work is at Ta-Yang where he has inspected 12 T-37s and V-42s. Todd claims to have an intimate knowledge of the Ta-Yang yard, it's capabilities and it's weak points. You can write Todd care of Ta Yang, 60 Hai Chien Road, Chung Men Village, Lin Yuan, Kaohsiung Hsien, Taiwan, ROC

MORE ON PERKINS VS YANMAR

Well I asked for some input from Perkins owners and here is Rolf Zenker's view. "After working with larger size diesel engines for over 20 years in design, maintenance and operation I selected a Perkins for simplicity, availability of spares and component life. I am well aware of Yanmar's excellent reputation, acceptance in the marketplace and more so performance. High torque on this engine is the result of higher compression ratio which is directly related to output - but not necessarily so to long life, and low maintenance. The Yanmar 3QM30 only is rated for 30 HP which I personally consider less than marginal for a 25000 lbs boat. If TaYang would have offered a Yanmar Model 3ESD or 4ESD which are both 1800 rpm engines (which require rather large propellers) I might have selected such larger Yanmar. I agree with many others who feel an offshore yacht should have a minimum power of 1 HP for every 400 lbs displacement. The

manager of the marina who always pilots us in and out because of a rather narrow (and unmarked) channel told me unsolicited that there is a noticeable difference in power between the Perkins in our boat, and the Yanmar in other T-37's he brought in. While the Perkins is an older design with a lower specific output/displacement it was selected mainly due to its higher total output. Performance and fuel consumption has been very satisfactory for the 295 hours we used our engine. I do not think that one can compare these 2 engines on fuel consumption as one would compare two different animals. A 50 HP engine always uses more fuel than a lower rated engine (which probably will be used at 100% load for a longer period in its life than the large engine). That's why I would have bought the 70+HP Volvo if Mr. Chiu would have been willing to install it in a T-37; that 70HP engine would have never worn out as most of the time it would have been used at half of that rating. I hope I made myself clear."

DO-IT-YOURSELF COMMISSIONING

1. Bob Hofstetter, Chela II, commissioned his own boat and said, "it took six evenings from 6:00 PM to 12:00 midnight, on the seventh day we broke the champagne over the bow and sailed 70 miles north to our summer mooring. This was done with Lois, myself and two sons working together. There is no better way to learn your boat. We have had a few of the problems mentioned in past newsletters, but not too many. I believe Tayang outdid themselves when they built Hull #63. In letter #12, you mention the dissatisfaction of some members with the cut of their Lam sails. When we ordered our CT37, we requested Lam sails, but received Bee sails and have been very pleased with the cut and construction. Perhaps Tayang should review this source.

2. Reinhold Durr, "Spinaway" tells about his commissioning experiences

- During commissioning which I did myself several minor bugs were discovered (and also partially deducted from the final payment):

- staysail and main sheets too short
- no fixing point for a staysail topping lift block
- no place to mount a block to the gooseneck for the main sheet
- 2 110 volt circuit breakers burned out in a very short time (I replaced them with GE breakers which fit quite well into the panel)
- generally there was hardly any bolt on the boat which did not have to be tightened. But this way you learn to know your boat right from the beginning.
- I was a little bit disappointed about the aluminum spar: Missing fittings, poor paint job, sheaves which would not turn. I wonder how I could find out who the manufacturer was (France, New Zealand or ?).
- a beautiful thing would be some kind of instruction manual besides the one humble standing rig sheet. I am still making new discoveries.

But all in all I am very pleased with the boat. So far no mayor problems or defects. And its nice to get all compliments on the water and in the club.

DRY ROT

1. Bob Gilden, "Tillicum", reports a case of dry rot in one of his spreaders, apparently from bad bedding. "It could have been a disaster if it had gone undetected".

2. Ken Sainsbury, "Pride", found dry rot in his mast. He writes,: "In my last letter to you, I mentioned that I was about to replace my mast because of dry rot. I found a spar maker in Port Washington, N.Y. called Sound Spars, who made me a superb tapered, Awl-Gripped spar with internal halyards (at great expense, I might add). The people there are great to work with. If you hear of a CT owner in this area who needs a new stick, I'd highly recommend them. Because I refused to waste any of the season, I made all the measurements with the old stick in place, making many trips up the mast with bosun's chair and steel tape. The new mast arrived one week before our cruise and it was perfect. I found, however, that there were cracks in several of the swaged shroud terminals. I replaced two shrouds and the bobstay. I would urge the owners of the older hulls to polish the terminals and look for hairline cracks to avoid losing their spars. In spite of all the little problems I've run into, there is nothing which has given me more pleasure than "Pride".

ENGINE PERFORMANCE

Bob Hofstetter talks about his Volvo engines "We have the VolvoPenta MD17C with an 18-10 two bladed prop. Our normal cruising speed is 7.5 MPH @ 1800 RPM. The engine tops out at 2500 RPM. Normally we will run @ 1800 RPM, but have run @ 2000 RPM with a 4' to 6' head sea and maintained 7 MPH. Our fuel consumption is about 1.25 GPH. I have lost two alternators, one with a shorted out battery and the second when the ground connection at the engine cracked, this is a good spot to check often. n

TRIP PLANS

1. Bob and Lois Hofstetter will be cruising to Door Country in Wisconsin and thru the Lake Michigan Green Bay area this July on "Chela II".

2. Bob Gilden, "Tillicum", has been in Merritt Island, Florida since last December. On 1 May he left for the Bahamas and Caribbean. He will hole up in Puerto Rico or the Virgins for the hurricane season.

3. Buz and Celine Radican, "Seaweed", are going to help a friend deliver his new Tayana V-42 to Japan from Taiwan. They will make stops in Okinawa and the Japanese resort island of Chi Chi Jima (200 NM north of Iwo Jima of W.W.II fame). This friend had initially planned to purchase either a Mason 43 or Panda 40, Xdecided on a Tayana after touring Taiwanese yards. He remarked to Buz that "they (Ta-Yang) are super people to do business with and have a superior product. n

4. Ed Perry, Hull #131, expects to sail his boat to Hawaii from San Francisco this summer. He has lived aboard and sailed the boat for over 3 years.

MORE ON CHEOY LEE US TAYANA

Don Rock, Hull #329, is in the process of ordering his boat. He wrote me the following rather interesting anecdotes "As you know, Bev and I have a Cheoy Lee ketch of which we are very fond, for it has served us well. As part of the research (and fun) of looking for our new boat we went to shows, read, and went to many boatyards, including the Cheoy Lee people who sold us our boat. Over the past few years we have been saddened to see the quality of Cheoy Lee slipping, little by little, so we were shocked when one of the officers and a salesman in the Cheoy Lee company in this country, wrote to me when they learned we were purchasing a Tayana and told me what a horrible mistake I was making, that the boat could not sail out of it's shadow; that it was poorly constructed, had poor resale value; and that it hobby-horsed very badly (my comment almost any boat can be made to do this with weight in the ends). Almost exactly a month later, when one of their salesman was showing our boat to a client, the salesman took me aside and told me that the president of the local Cheoy Lee company is trying desperately to become a Tayana dealers His reasons, said the salesman, are that the Tayana sails so well, is well built and, get this, feels that at this time the Tayana yard is better than the Cheoy Lees What a turnarounds Would you buy a used car from such a man?"

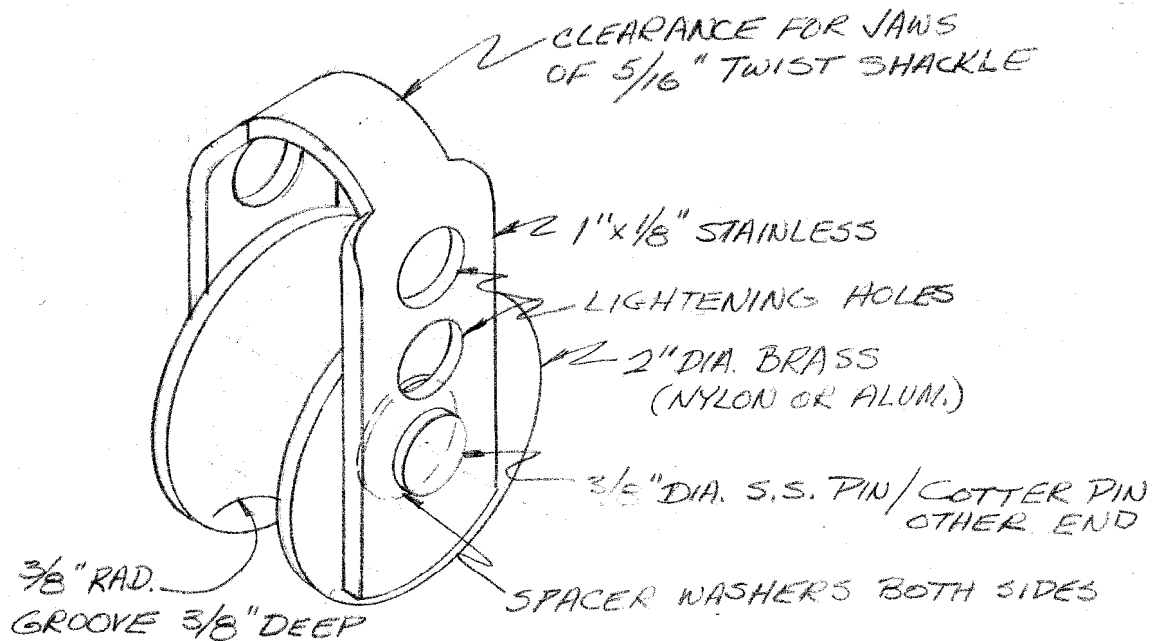
MISCELLANEOUS

1. Southern Offshore Yacht (SOY) has been a good friend of TOG. Recently they adopted a new policy of including a one year membership in TOG with each boat purchase.

2. Jim Ukockis, who recently purchased Ed Potter's boat, wrote this goodie to me recently. wIf there has ever been any doubt as to whether your newsletter encourages or discourages sales of the Tayana, our situation should be noted. We have never sailed on a Tayana, nor have we ever seen the boat we have purchased. We have seen other Tayanas, studied the plans for Ed's boat, and read the first 11 issues of your newsletter. After a glowing report from the Surveyor HI didn't know they still made boats like this... n " we bought it. Our plans include some extensive sailing in the Caribbean and along the coast as far North as Cape Breton Island, and we need an ocean going vessel. Your newsletters convinced us the Tayana could take it, and we feel more familiar-with the boats' good and bad points than any other make."

3. For those of you who have asked for an updated TOG membership list, I have good news. Bill Engelson, Hull #258, has volunteered to revise the list and provide mailing labels on his word processor ... so hopefully I will publish a new list in the next newsletter. _

4. In the last newsletter I reported on Bob Crawford's "slippery slider" for his staysail traveler. Lee Bjong, "OBLIO" Provided the following excellent drawing for one he made.



(Editor's note: A worthwhile but more expensive alternative to these slippery sliders is to install a track with traveler car in lieu of the Ta-Yang furnished rod traveler).

HOME BASE NOTES

For the month of June homebase will be located on the Sea of Cortez, Mexico. Members Bill & Carol Hurd have sailed IAPETUS from Seattle, around Cabo San Lucas, and up into the Sea of Cortez to Puerto Escondito (16 miles south of Loreto). In June they plan to fly home to their daughter's wedding and they asked Annie and I to boat sit for them. We readily accepted the invite. Puerto Escondito is ideally situated to provide protection from Chubascos (hurricanes) which sometimes come that far North. (U.S. insurance companies will not provide coverage in Mexico during the months of June to October) After the Chubasco season, IAPETUS will continue south thru the canal.

Warm regards,

Norm