

TAYANA37

Newsletter #16  
September 1982

A Dear Favorite People,

Since I'm so late on Newsletter #15, I decided to be early on #16. My goal is to publish 6 newsletters a year. The next letter, #17, to be published in November, will complete the '82 series. For those of you who have been planning to write to me, now is the time to do it. Since I'm wandering around now, mail takes longer to reach me. I'm anxious to hear all about your experiences this past season.

### DO-IT-YOURSELF COMMISSIONING

1. Bob & Ches Logeher, "CYGNET", describe their commissioning efforts as follows: "We decided to commission CYGNET (Hull No. 259) ourselves. Throughout our long cold winter we oiled teak inside and did whatever inside work was possible with 2 electric heaters. Actual commissioning work was not hard. Just assembling parts and tightening things. Our mast - keel stepped with zero rake - proved to be awkward. At 59', it tended to get in the way in the yard, and had to be moved by a crew of JYC members several times. Rigging it took most of 2 weekends, including mast steps and a 14' pole track for storage of the whisker pole. The boat was launched on May 15, and the mast raised the next day. Took 12 to carry the mast and was quite a fire drill to raise it with the club's ginpole off a dock. Not planning to take the mast down for some time."

2. Tom Beard, Hull # 72, adds his support to the do-it-yourself commissioners. "I support the "do it yourself" commissioning. The reason is: the vessel's owner/operator NEEDS TO KNOW every part; how to repair or replace it; whether or not it needs immediate attention (an example is the midwatch hearing a thwank-clunk and then nothing. Panic? Wake the crew? Sit back, relax and take care of it in the morning? and finally, by doing every nut and bolt aboard a complete tool kit will be collected. And regardless the quality of the builder, something will be loose and overlooked by commercial commissioners. The person going to sea MUST TAKE THE RESPONSIBILITY for the condition of the vessel and the only way is to know each and every piece. Down off my soap box. n

### LLOYD UMFLEET AND "FINAL FREEDOM"

I received the following letter from Lloyd and after reviewing it with an editor's eye I concluded it was all of interest. So here is the whole letter and many thanks to Lloyd for taking the time to write.

"I've been so busy this year that we haven't gotten to sail as much as we would like, I accepted the Commodoreship of the Rockport Sailing Club this year and this, coupled with my regular 9 to 5, just about consumes 100% of my time. We do manage to sail in all the club events though, as you can see from the following story.

Over Easter in 1980, the Rockport Sailing Club initiated an annual offshore cruise to Port Isabel. Ruth here I sailed Final Freedom behind the rest of the fleet, being the last boat to arrive. The following year, the club decided to make this cruise into a race, since everyone was trying his best to get in first. The first Annual Rock Port Isabel Race was inaugurated: boats were handicapped by PHRF and given a staggered start so that the first boat to clear the jetties at port Isabel would be the winner, Final Freedom was one of the first boats to leave, finding a very light headwind. We watched all the lighter boats pass us by: we were basically racing against a Downeaster 38 Ketch and a Cheoy Lee 35 Ketch, After 36 frustrating hours we motored the last mile in (dead last). Our staysail ketch is not the best rig for beating to windward. As a result of this race, Final Freedom gained the reputation of being a slow boat.

It was shortly after this race that I had the main, mizzen, and 150% genoa recut, I also removed the staysail boom, finding I could set a better shape to the staysail without it. During the Rockport Cup Race last fall, we finished second in the Ketch Klass beating the Downeaster 38 and Cheoy Lee 35; losing to a modified Herschoff 28 ketch. Thus, recutting the sails resulted in a marked improvement in sailing although we still could not compete with the sloops in around the buoy sailing.

This year, over Easter, the Second Annual Rock Port Isabel Offshore Race was held in strong easterly winds (20 to 30 knots) and 8 to 10 foot seas, The conditions were ideal for our Ketch ragged Tayana. We finished the 110 mile course in 14 hours and 40 minutes, establishing the course record. There were a lot of surprised sailors at the Laguna Madre Yacht Club in Port Isabel that weekend (myself included). But I think it just goes to show that every boat has a set of conditions under which she will perform optimally. The wind was on the beam. We carried a full main and the 150+ Genny the whole way. Although we sailed with the rail down, we did not feel overpowered: neither did we take any waves over the deck (spray only). The other, lighter boats all reefed down, and several reported taking waves across the boat (one boat was pooped twice). But, enough of racing.....

- We purchased a RVG vane last year It had to be cut short to fit under the mizzen boom and, with a bimini, the vane simply has not performed. I'm selling it and intend to try the Auto Helm 3000.

The Tayana dinghy was bending our davits: we sold it and bought an inflatable.

We have tried all the teak oils and found that none of them can withstand the south Texas sun. We are letting it go natural, washing it regularly with a combination of Tide & Chlorox. We'll let you know what happens .

Our Perkins has performed beautifully since we've had it, no problems. We had some problems with overheating but I was the cause of it. The Tayanas 1 had seen prior to purchasing Freedom had Volvo engines (salt water cooled) and the water heaters were

located. on a shelf aft of the Quarter berth bulkhead. I was quite perturbed to find our hot water heater located right In the middle of the space below the cockpits very much in the way, Consequently I moved the H2O heater onto the shelf, myself. (This required cutting a hole in the bulkhead abaft the quarterberth.) Shortly thereafter, we developed problems with the motor overheating. To cut a long story short, I finally determined that the fresh water impellor on the Perkins was not adequate to pump the cooling water up through the heat exchanger. This Is why it was located low down under the cockpit.) By disconnecting the hot water heaters heat exchanger, the problemf has been eliminated; but unfortunately, we can no longer have hot water away from the dock. Has anyone else had the same problems? Any suggestions?

This final story illustrates the type of people the Tayana builders (and dealers) are...

Having read about the potential problem with the painted bowsprit in the TOG newsletter I decided to obtain a laminated one. At the fall, In-the-water Boatshow in Houston I approached the local Tayana dealer, Starboard Yachts, (The dealer I had bought my Tayana from has retired and gone cruising ) After explaining my request to the salesman, I was surprised to learn that Mr. Ta Chiu, the manager of the TaYang boatyard was visiting the U.S.A. and was at the Boat show. We met Mr. Ta Chiu and explained (through an interpreter) our desire to purchase a laminated bowsprit. Mr. Ta Chiu very graciously Offered to send us one for free! Starboard Yachts very generously took care of the paperwork and received the bowsprit on one of their boats shipped from Taiwan. The bowsprit was received last month and it is beautiful! Unfortunately I did not know that there is e difference between a ketch bowsprit and e cutter bowsprit: there is, the cutter sprit is about a foot shorter. Evidently, TaYang sent me a cutter bowsprit, not knowing that Final Freedom is a ketch Consequently , if anyone has a laminated bowsprit about a foot too long, I will gladly trade them. I am still amazed by the generosity of both the TaYana boatyard end Starboard Yachts, located in Clear Lakes Texas,

In conclusion, any members cruising the Gulf Coast of Texas, Please stop by RockPort. Ask around for Final Freedom: we'll be glad to welcome you aboard.

Lloyd Umfleet

P.S. Here's a summary of some of our major live aboard expenses:

Dockage (inclues H2O) (1)	\$1080
Electricity (2)	\$360
Phone (3)	\$300
Boat Insurance (with Boat/US)	\$1035
LPG Gas (5)	\$12
Diesel (6)	\$100
Boat Maintenance (7)	\$2500

(1) We have just moved to Key Allegro Marina where they charge extra for live aboards; dockage should be \$1920 this year unless we move to Rockport Municipal Marina where the \$30/month for dockage includes electricity,

(2) We heat and cool with electricity and, in addition, run a dehumidifier continuously dockside.

(3) Installation charges for a phone on a boat generally exceed \$100 and every time you move "Ma Bell" will try to collect it again. Just be patient and explain to them that you only need the plug-in jack on the dock. We purchased our own phone for about \$60.

(4) Our insurance includes coverage of personal goods up to \$2500. Offshore coverage extends from Mex-Tex border to Maine/Canada and for \$25 a year extra covers the Bahamas. We received damage from Hurricane Allen in 1980 and were very pleased with Boat/US. This did not cause an increase in our annual premium.

(5) Since Ruth and I both work we tend to eat out a lot. This results in lower fuel costs and probably higher food costs than average. One tank of propane (\$6.00) last us about 6 months.

(6) we have a diesel heater which we use away from the dock but with the mild winters here in South Texas and the always blowing winds we never use a tank of diesel a year (70 gallons last year).

(7) The Texas sun is hard on the teak and varnished spars and results in requiring constant attention. We have hauled out about every second year and the bottom job and spar varnishing last time cost us about \$4000 when performed by the boatyard.

### PERFORMANCE IMPROVEMENT

Another member implementing changes to improve performance is Charles Salski, "CALYN". After suffering with a very poorly cut Lam mainsail, Charles ordered a new main from North. "It is a gorgeous piece of workmanship and satisfaction guaranteed. Love it. I made changes in the reefing points and had them fit the first reef 2 ft. deeper than on the old sail and the same for the 2nd reef point. Also we have a touch shorter boom. I did this because I really did not want to go to a third reef point and felt from sailing the boat in gusty winds before that this idea may pay off . . . AND SO FAR IS BETTER THAN IMAGINED." Charles also replaced his wood spar with an aluminum one, having internal halyards, from Pacific Spar in Vancouver. The boom was shortened about 2 feet. Charles is very satisfied with the new spars. The main traveler was changed to a car, ball roller system. The staysail boom was removed which allowed for better sheeting angles. The staysail stay was made removable. The cockpit winches were upgraded to Bariant 27s, twospeed, self-tailing. Here's what Charles has to say about the results of all these changes. "No comparison to "the other boat", just none. Like we went out and bought a new boat. We can carry more sail than before and our genny which is a 135 from the bow

(110 from the bow sprit) 4 oz. cloth is now too little for the boat with full main in winds 15 knots true and under. Three weekends ago we came across Georgia Strait from the Gulf Islands on a SE gale 30-40 knots winds and it was as my wind metre was reading and the light stations reported winds gusting 40 and most averaging 35 knots. We had a sail close to the beat position with double reef main and full jib and staysail making 7.5 -- 9.2 knots and mostly around 8.5 and that is traveling. (More like just trucking like a freight train.) You could feel the power. Our rail was just above the water. WE COULD HAVE NEVER DONE THAT BEFORE.

THEN-last weekend we had a NW wind, same point of sail, but not quite as much wind - more 25-30 knots, clear blue skies and we crossed the Strait again. This time 1st reef in main and full genny. Going the same speeds and we could hardly believe it. Actually our genny is not built for that wind, but the sail was so great we just left it up -thinking that if we stretch it -we will purchase another one -perhaps furling gear. Part of the time we had our main sail not sheeted in.

With the weight not at the top of the rig now and better sail control on the main and track system, there seems to be no stopping us. A miracle We have had friendly races with friends and they own one-ton and 1 1/2-tonners and before we did not stand a chance. NOW we are competition and have out-sailed a couple -- hard to believe and they are still trying to figure it out ... so are we, but we love it. Can hardly wait till this weekend."

### NEIL PRYDE SAILS

Southern Offshore Yacht orders their boats with Neil Pryde Sails. Other dealers are starting to do the same. Imperial Yacht, Los Angeles, offers Neil Pryde sails for an extra \$187. Let's hope that Pryde has more pride in their work than Lam. In April of this year, John Emery received a quote from Pryde as follows:

Main sail with 2 rows of reef points	336 sq. ft	7.25 oz Dacron	US\$824.00 (FOB Hong Kong)
135% genoa	663 sq. ft	6.5 oz Dacron	1050.00
Jib	256 sq. ft	6.5 oz Dacron	442.00
Staysail	208 sq. ft	7.25 oz Dacron	414.00

If anyone is interested in further information, Pryde has an agent in the USA. Contact Tom Bissell, Neil Pryde USA, P.O. Box 156, 8290 Cerritos Avenue., Stanton, Calif. 90680 (714) 537-Q200.

### TRIP SUGGESTION

1. From Bob and Ches Logeher, "CYGNET", comes a trip idea. "Our plans are for going Down East for 4 weeks starting July 4, with Northeast Harbor as our first stop from Beverly, Mass. Then Roque Island and working our way very slowly back. (For those unfamiliar with this area, Roque is a privately owned ring of islands in far eastern Maine with a 1 1/2 mile white sand beach inside the ring. The owners don't mind the intrusion of

considerate yachtsmen and it is not only marvelously wild, but also uncrowded. We have been there and seen only one or two other boats during a stay.)

2. Don and Honey Costa, "HONEY-TOO", on their way to their summer mooring at Rowayton, Ct., went by way of New York Harbor and the East River into Long Island Sound. They feel, for all it's faults, New York City still presents her best to those fortunate enough to view her from the water.

### TRIP EXPERIENCES

Charlie and Marily Salski, "CALYN", live on their boat in Vancouver, B.C., Canada. Last year ('81) they took "CALYN" up the B.C. coast for a 5-month cruise. As Charlie describes it,

"Anyways, we had no problem with "Calyn" last summer while off north, loved the country fishing great, ate oodles of seafood and visited old canneries up the coast, made friends with squatters in floating homes and the fishermen in some fishing villages. Mostly up until the end of July, we encountered much rain, SE winds, cold and fog. Not pleasant...but we endured and at the moment would trade it for this. From August on we had sunshine and great weather. Loved it. Made up for the whole thing. We tried to pick our weather while travelling up the coast in all the rain -- at least the SE winds were from behind. We did encounter 3 bad storms, 2 gales we sat out at anchor (not pleasant), but better than where one caught us. Our first gale caught us on a lee shore with 50 knot winds howling in, a tide bar at the entrance we had to wait to get over as we were afraid we would go aground as the chart showed it had 3 ft. at that day's tide datum. So we were trapped in this little bay, rocks behind us, 4 ft. swell and white cap swooshing in and high winds. At dawn we just had to get out and with high tide we managed it. (Just, I would think, as we showed between 8ft and 5 ft. on our deep sounder at the lowest part. ) We will never really know for sure. The little bay used to be a old Indian village and had a white shell beach and we had originally entered as the weather had been forecast for gale NW winds--- they never happened, instead a SE gale. After leaving the bay we ran before terrible seas .. the worst we have ever seen. (It makes the usual weekend crossing of Georgia Strait in a gale very tame) We tried to put up the smallest sail we had - which was our staysail and we could not even sheet it in the wind was so strong. The winds you could hear gusting up behind you with a terrible noise and the sound of the seas equally as bad. White water rushing everywhere. We ran bare poles making 7-9 knots, very scary and the seas trying hard to broach us. After about 5 hours of that, we made a protected harbour along the coast and the wind was so strong in the anchorage we could not even turn the boat around to face the wind and drop our chain. Engine full reverse, going 3 knots forward, we let the chain go and in seconds we were bow to wind!!!! Thank goodness.

I know we made quite a few mistakes, but I'm not sure what one could have been the end of us. Our knees were like rubber. The lighthouse station that we passed at 8 a.m. clocked the winds about the same time at 50 knots and gusting 65.!!! All the fishing fleet had come in from sitting on Me banks off the coast and some of the 100 ft. bottom fishing

fleet was also in. What an experience. After than one some of the others do not seem too bad.

We are now investing in a very small storm sail and main tri-sail. We have the pilothouse model and our windage was as if we had a sail up and were flying it downwind!!!

So we made it back, tanned and FAT and happy in one piece at the dock the end of September and had some definite ideas of changes we would like to make to the boat.....

### THANK YOU DICK FOW, "PEACOCK"

Dick has spent many hours doing detailed technical research on various aspects of his boat. He has taken the time to write me about his efforts. Wife Judy types Dick's letters. I want to thank you both here and now. What follows is only a portion of the valuable data sent to me by Dick.

Rigging- In cooperation with a local sailmaker, a sail deck plan analysis was made. It was determined that the staysail should sheet at 8. degrees and the jib at 10 degrees. The existing 3/4" SS rod traveler for the staysail boom permits only a 52 degree angle, and should be 6" longer on each side. Dick installed a 6' Nicro-Fico traveler for the traveler and corrected the problem. For the jib, Dick installed hardware to permit sheeting of the jib 2' aft of the mast at the edge of the deck house. Dick states that these changes have substantially improved the windward performance of the boat.

Mainsail- Yardarm Sailmakers, Needham, MA. recut PEACOCKS main resulting in a 5 degree improvement in tacking angle. Like other owners, Dick improved the mainsail traveler as follows:

"I also installed a 16 wheel non captive ball bearing double articulated main sheet traveler with the Schaefer traveler control unit. The traveler track was installed over the existing Grand Deer stainless steel track. I purchased an undrilled and unanodized section of traveler track. I drilled the track to match the bolt holes on the Grand Deer track. I then had the track hard coat anodized and through bolted it in the existing holes in the Grand Deer track and bridge with 1/4" F.H. SS bolts of appropriate length. At 5 locations I used 4" long No. 14 SS wood screws.

I am very pleased with the new travelers "

### Prop Shaft Lock-

"I have installed a simple transmission oil pressure actuated propeller shaft latch. When the engine is turned one hydraulic pressure from the transmission on a piston withdraws a pin from a slot on a disk clamped to the propeller shaft. When the engine is shut down the hydraulic pressure drops rapidly and the pin under spring action is forced into one of two slots in the disk. The device works. My only complaint about it is that it brings the freewheeling shaft propeller and coupling to a shuddering stop. This winter I plan to work on the design of a disk that will slip a little when the pin initially engages it. This should help to absorb the impulse load induced when the rotation of the shaft is stopped."

## Other Topics

Sea cocks - I replaced all of my below the water line Taiwanese sea cocks with Jabsco sea cocks. The worst part of the Taiwanese sea cocks was the installation. The 1 1/2" head outlet sea cock was secured to the thru hull fitting with a bare 3/8" of the thread going into the sea cock. The 3/4" head inlet sea cock was the worst<sup>9</sup> less than 270 deg of rotation was required to completely remove the sea cock from the thru hull. Thus did I discover that the watertight integrity of my vessel was dependent upon the strength of a 3/16" length of 3/4" pipe thread. I installed Jabscos as per UL Standards. They are thru bolted to the hull on wide foot flanges with three 3/8" bolts. In additions the thru hull threads into the sea cock for a length equal to or greater than the size of the thread, i.e., 3/4" for 3/4" pipe threads 1-1/2" for 1 1/2M" pipe thread etc.

Propeller Shaft - I replaced the Babbit flexible coupling that is supplied with the 4-108 with a Federal Marine Motors flexible coupling , The latter unit I believe is far superior to the Babbit in its ability to absorb misalignment and vibration. I have had no problems with the shaft pulling out of- the coupling when in reverse. I have also replaced the packing in the stuffing box.

Pedestal steering - The stainless steel angle iron framework which carries the quadrant sheaves must be braced against translational motion with respect to both the pedestal and the rudderpost. Bracing the framework with respect to the pedestal was relatively easy using some additional angle iron running from the frame to the underside of the cockpit sole beneath the pedestal. Bracing the frame so as to prevent relative translational motion between the quadrant and sheaves is a more difficult problem. The offending relative motion is caused believe it or not by the bending of the massive 1 3/4" diameter stainless steel rudder post under severe steering loads. Bear in mind that it only takes a slight deflection of the rudder post to cause very noticeable slack in the steering cables I am still working on this problem. I replaced the Chinese soft steel roller chain and spliced wire rope in the pedestal steerer with stainless steel roller chain and micropress eyed wire rope by Edson.

Thanks again to Dick and Judy for taking the time to tell us about their efforts.

## EQUIPMENT EVALUATIONS

1. Ross Ferland, "JOIE DE VIE II" reports on the Orinda autopilot; "First, the Orinda autopilot is quite inadequate. I sent it to CPT (they are the new owners of Orinda) in Ft. Lauderdale, Florida for maintenance. It came back (\$180.00) with a new sensor and miscellaneous parts but still does not want to function as advertised. I think a system that connects directly to the rudder post would be more effective.

I am working on the wind vane attachment. It does not appear to present a problem mechanically. The wind on the river is not steady, therefore it is hard to develop a 'feel' for the working ability of the vane."

2, Charles Salski, "CALYN", writes, "We have installed a "Cold Machine" ice box unit and had it last year when off and are more than happy with it. The best thing to have. Does not draw much even in temperatures of 100 degrees while off last year. I made the box smaller and pumped in more insulation under the deck area and the hull area (as we have a green hull) . . . beer always the right temperature. " (Ed. Notes Owner comments on the "Cold Machined seem to vary considerably depending on what is expected and under what conditions it is to be used. For extended cruising in warm waters, if one expects chilled foods and ice cubes, a cold plate system is preferred. For colder climates and waters, the Cold Machine seems to perform. If one has access to shore power, the Cold Machine drain is not a problem. Essential to any system is good insulation.

Charles also comments on his radar, "We bought (what I feel is an absolute necessity in northern B.C. waters) - a radar unit and had that put just under the spreaders. Fishermen thought us to be crazy up north this summer without one. We bought the new enclosed dome Furuno with 16 mile range and excellent close-up. Pleased so far and have some practising to do . . . not looking to encounter fog until I learn to read it just a bit better. One of the best radars on the market outside of Si-Tex."

#### STAYSAIL SHEETING ANGLE

In this letter Dick Fow reported that the staysail sheeting angle should be 8 degrees. Ed Potter of SOY supports this dimension by saying that if the staysail boom is to be eliminated, staysail tracks should be added that provide an 8 degree sheeting angle. This angle is between a line down the center of the boat and another line drawn from the attachment point of the staysail stay.

#### YANMAR AND PERKINS COMMENTS

1. Ross Ferland, "JOIE DE VIE II", reports that his boat makes 7.5 knots at 2200 RPM with a Yanmar engine and a dirty bottom.

2. Charles Salski, "CALYN", has 770 hours on his Perkins and has done nothing much other than change oil. He has a 3-bladed, RH 10x18 prop and gets approximately 2/3 gal./hr.

#### MISCELLANEOUS

1. Lee and Mary Bjong ordered "OBLIO" with a beige colored hull. They wrote me, "She was shipped to Port Newark, N.J. and there on dock we got our first look at - - - our PINK Tayanat We had been warned that the color was slightly off from the beige we ordered but pink? Actually after the initial shock, the color which is really a fantastic dusty mauve was quite agreeable and we wouldn't change it for all the world. She appears

quite ethereal at sunset and has gotten many compliments on color.” As a closing note, Lee adds, "We have nothing but praise for SOY and TaYang for creating such a beauty!" (Ed. Note: The T-37 is the Bjong's first boat. Since they plan to go cruising, they decided to skip all the intermediate size boat purchases and go right to the top. One of their reasons for buying the boat was because of their inexperience and their feeling that the Tayana is one of the safest boats afloat and just might save their neck sometime. OBLIO is the boat pictured SOY's new color brochure.

2. Jim Hayes, "WANDERING STAR", solved his leaking skylight problem. Carol made a cover similar to the one shown in "The Finely Fitted Yacht", Vol. II, page 237. \

3. Jim also installed a pedestal guard obtained from TaYang. For advice on how to obtain and install the guard, write Jim at 8415 Canton Center, Canton, MI. 48187.

4. Gary Coit, "SPIRIT OF PIPIT" adds the following to the growing numbers of Thomas Foulkes fans: "The mention in your last letter of ordering Autohelms directly from England warrants elaboration. We have just bought a double-floor Avon liferaft, 4-man in a Bannister via Thomas Foulkes for a total cost of \$1567.46 versus the approximate \$2700 price quoted here in the states. Last year we got an Aries wind vane directly from the factory in England for \$600-1000 less than it would have cost in Miami -- and it was sent to us by air freight in exactly two weeks. The L/\$ exchange rate is presently very favorable. Thomas Foulkes will charge to Visa, Master Charge and American Express cards, so you don't need to worry about getting money to them. Thomas Foulkes' address: Lansdowne Road, Leytonstone, London E11 3HB, UK

5. Gary has found the lubricant Never-Seez (available at auto parts stores) the best preventative between stainless steel bolts/screws and aluminum parts, such as on the mast and boom.

6. Donna and Roger Dunshee, Hull #294, have installed a Hyfield lever to make the inner stay removable.

7. The July 82 issue of Cruising World had a big spread on chartering. Thought you might like to see what T-37s charter for:

## Windships Charters

87 JACK LONDON SQUARE, OAKLAND, CA  
94607 (415) 834-8235 FLEET LOCATION:  
OAKLAND, CA

Boats	Tayana 37	Mariner 36	Tayana 37 PH	
No. in Fleet	1	1	1	
Cabins/Berths	1/6	1/6	1/6	
Rates: Mon-Fri	\$185	\$200	\$220	
Sat-Sun	\$200	\$215	\$235	
Security Deposit	\$500	\$500	\$500	

8. (Ed. Note) When I sold my boat I prepared a brochure describing her. It could be useful to others facing the same situation. Let me know if you want a copy.

9. By the next newsletter, I hope to have good news on the TOG burgee.

10. Per Charles Salski, here's what T-37s sell for in Vancouver, Canada. "Tayana's are selling up here at the moment in the \$110,000-115,000 range. Canadian collar and averagely equipped. We carry \$140,000 hull insurance for a cost of \$728/year...that is with a 20% discount that we have built up. An excellent surveyor in town, considered to be the best in these parts, just surveyed a Tayana and replacement value came in at \$140,000. One new in town, can be purchased, bare, for approx. \$125,000. High because of the Yen dollar and the U.S. dollar." (Ed. Notes In a bank in Los Angeles, I recently got \$7.50 for a Canadian \$10 bill.)

Charles Salski wants to buy a set of davits from any Tayana owner who no longer wants theirs. On a separate note, he wants some advice on what size genny is best for a furling system. Contact Charles at #38-1000 Taylor Street, F.C.M., Vancouver, B.C. Canada V6B4M1.

11. The BOAT/US discount arrangement with the TOG has been extended to May 1983. The group rate is \$8.50, instead of \$17.00 for membership.

Well Group, it's been good talking to you. Keep the letters flowing. Your mail will continue to reach me with the help of a forwarding service. Please be a little patient with my replies.

Warm personal regards,

Norm

P.S. When I started this letter, I thought it was going to be early, however.....