

Newsletter #20
P.O. Box 77
Loreto, BCS, Mexico
September 1983

Dear Tayanians,

First off I want to apologize for the lateness of the last newsletter, No. 19. Jeri Stolowitz and I got our signals mixed, as she was away for the month of July. It's a big job reproducing and mailing the newsletter and Jeri. is doing a great job. She and husband Joel have moved. Their new address is 41 Sweetgrass Road, Westhampton, New York 11977. This is the third letter of 1983. There will be one more before the end of the year.

Thought you might like to know that by the time you read this TaYang will be past hull number 400. While the exact number of Tayanans produced to date seems to be a secret, it's not too far off from 400. A majority of the new owners are joining our group. During July, August and September, we averaged. one new TOG member a week.

NEWS FROM THE SOUTH PACIFIC

One of our new owners, Larry Crispell-, "Secret Sharer", left San Diego on 1 January 1983 and 25 days, 3100 miles later arrived in Nuka Hiva in the Marquesas. From Nuka Hiva Larry sailed to Tahiti, and had an encounter with cyclone Reva enroute. Larry says, "we now have total confidence in our Tayana; she is built to take it, no doubt about it! By the way, never leave port without storm sails, Sat Nav, and ham radio - the combination helped (saved is a better word) us". Larry has met two other Tayanans in the Societies; "Sybaris" and "Sea Hoes". Larry is heading, next for New Zealand via the Cook's, Tonga and Fiji.

NEWS FROM THE YARD

Charlie Lovell, Sextant Yacht Sales, reports on a recent visit to TaYang. "You may have heard that I just returned from two weeks at Ta-Yang and came back completely enthused about my visit. I had been told that Taiwan was dirty, that the food was terrible, that the yard was impossible to deal with etc, and can now say that is 180 degrees out. Kaohsiung is definitely dusty from all the cement buildings and the air is similar to Los Angeles, but

Taiwan is not a dirty country. And the food is fantastic - There is nothing like real Chinese food. Nan Shan, Nan Hai and I must have sampled just about every kind of cooking in Kaohsiung, and I have to say that I have become a convert and have been scouring Rhode Island for a real Chinese restaurant. And finally the yard: Ta-Yang exceeds in quality 98% of the yards I've seen in the US and exceeds in enthusiasm and concern 100% of those yards. From Nan Hai and Nan Shan, the office staff and engineers, to the layup workers, carpenters and sweepers - they were all truly interested in their Tayanas and concerned about how they could better their product and support their dealers and owners. I was treated royally, not only at the yard during the day, but everywhere we went at night.

Ta-Yang is a big yard, not the rice paddy operation that will occasionally come to mind when Taiwan is brought up. They have over 200 workers and had 19 boats either under construction or ready to ship when I was there. I saw several other yards and can honestly say that Ta-Yang is right up there with the very best. Tell me Norm, has anyone come back from a visit there not enthused? I am recommending it highly to all prospective owners. And should any owners or prospective owners like to see pictures of the yard, I shot about six rolls of film which came out beautifully."

CRUISING MAINE

Julie and Charlie Bosomworth have lived aboard their Tayana "Julia Rose" for four years. The Boston papers were so impressed that a couple could live aboard in the frozen waters of Boston harbor, they did an extensive article about it a couple of years ago. I asked Julia and Charlie to write me about their trip to Maine taken in 1982. I received a comprehensive and beautifully written "book" from them which I hope they publish as a mini guide to Maine cruising. They have volunteered to answer any questions from TOG members concerning either their Maine trip or live-aboard experience. What follows are some examples from their notes.

GENERAL INFO

I recommend that any new sailor to the Maine Coast have as a minimum "A Cruising Guide to the New England Coast", by Duncan & Ware

Chart Kit #2 Block Island to the Canadian Border

Canadian Charts of Grand Manan

Eldridge "Tide and Pilot Book" (US Coast Pilot is also handy)

The book is indispensable as a guide to ports and anchorages. In some respects it's a little too conservative, but when supplemented with local information you can get a very good feel for what you are up against. I recommend the chart kit for its convenience. The paper is greatly inferior to government charts so you should also have a large clear envelope to keep it in. This way a sudden gust does not remove the page that describes the rocks and ledges just ahead of you.

During our trip we would meet a lot of people who had great gems to give us. Local fisherman suggested a location that had excellent mussels without little "pearls". Other yachtsman would recommend anchorages or warn us off others. Unusual phenomena recommended by local such as an island with a stand of virgin red spruce. All these were written into our charts along with current information and observations of rocks where seals hung out, etc.

Our approach was to sail where and when we pleased. Thus if the wind failed or we felt tired or things were going just too well we could pick a new destination by taking a quick look at our chart.

I also suggest a lead line for two reasons. First if anything happens to your depth sounder you'll need a back up. I quote, "Maine is a great place to sail.... it's either all water or all rock." The second reason is that there are many anchorages with a steep bottom and your forward mounted depth sounder may not tell you the truth about the water under your rudder.

Though the coast of Maine is Rocky, most of the anchorages are mud bottomed and the holding is good. There are notable exceptions which are pretty well covered in the sailing guide. I found that I had little trouble getting good holding, but when I let out 350 feet of scope to anchor in Somes Sound I was astonished at what an area you could swing in. (Somes Sound is the only fiord on the East coast and goes from a 50 foot depth to a 300 foot cliff almost vertically.)

Though most native Mainers have a radar, we don't. I depended on my loran (a Micrologic 320). I found that the loran lines were very accurate, but the algorithm in the computer produced significant errors in the Latitude and Longitude the loran indicated. I finally resorted to entering way points in time delay, letting the computer "guess" their latitude and longitude. Then picking the true lat. and long. from the chart developed the necessary correction for the area. Once these were entered I could enter my way points in lat. and long. and the loran would give me the proper heading and distance.

Now that I've given you all that science, let me also say that for the most part we never sailed in fog since there was always something else to do. Explore the area, read a book etc.

After a period of time we developed a style of sailing. It seemed we could go 25 miles leisurely. Get up, have a breakfast, take a few pictures in the morning light and then weigh anchor. After about 25 miles it would be 3:00 PM- We'd find a place to stop so that we could get off the boat, hike around a bit, come back for cocktails while it was still warm on deck. Then a leisurely diner.

The other trip seemed to be the 50 miler. Get up at the crack of dawn, eat on the fly, anchor and sleep.

Mainers are known as Down Easters. The expression come from the days of sailing where the trip to Maine from Boston was a down wind run to the East. This is not an overstatement of the fact. The winds seem to pick up from the southwest around noon and blow well into the night. This phenomena affects cruising. First the overall game plan is to go as far East as you can (or desired to) as quickly as possible and then slowly beat back hitting your desired ports of call. This is the standard approach. We did it a little, differently. We leisurely zagged up going where ever it was nice to sail to.

The other effect we discovered was to always try to plan for an anchorage protected from a south west wind. Besides the wind there is good rolling sea. Of course the worst night we ever spent was in Camden Harbor which is only exposed to the East, But the storm blew in from the east and the waves rolled in. Julie has cooked off shore in 20 to 25 foot seas and not suffered from Mal-de-Mer but she became uneasy riding at anchor in the harbor. The boat rolled, pitched and yawed.

On the subject of anchorages, we out ran a storm to Christmas Cove so that we could be on a secure mooring. That night the wind exceeded 50 knots. About 3:30AM I woke with a banging on the hull. "God, who go loose and is banging me?" I was the one that was loose. I dragged the mooring all the way across the harbor and finally snagged another boats mooring within 100 feet of some rather ugly rocks. My message from this one was always ask what is on the bottom, don't expect the people in the business to do it right.

PLACES WE LIKED - This is tough. We had such a good time and enjoyed just about every stop we made that I've arbitrarily left some places off. Listed in the order I thought of them.

Quiet anchorages

Seal Harbor in Vinalhaven - this is tricky to get into and to get deep into it requires going between some rather ugly rock ledges and a large rock formation that terminates a sand bar.

The place is idyllic.

McGlathery's Island - An uninhabited, primitive island with excellent protection from the prevailing winds. Good hiking and exploring. Very primitive feeling despite the two or three sheep that were occasionally seen

Valley Cove in Somes Sound, Mt Desert Island - Anchor under 300 ft cliffs and watch the boats sail up and down the sound. Try to pick up one of the small mooring buoys (only 24) because the water is 50 feet deep

Roque Island - Impressive crescent harbor... read about it in the guide.

Local color

New Harbor - This is the place where they come to take those Maine harbor pictures for calendars. It's a tight working harbor so so have to pickup a buoy.

Frenchboro - Far off shore island. You can anchor in the outer harbor. The people were very nice and we hiked extensively Deer there were so tame you could almost walk up and pet them. The walk along N.E. Point gives a great view of Mt. Desert Island and is a fun walk. You walk in 50 ft. trees on cliffs 50 ft. above the water.

North Head Harbor, Grand Manan - You are in the Bay of Fundy with its 26 ft tides. The people are warm and friendly. The atmosphere feel like the 1940's. And you can even get hooked on their Dark Harbor dulce (an edible sea weed that is harvested and exported). The 400 ft cliffs as you approach are very impressive. Provisioning

Camden - very touristy, but extremely well supplied. The man who rents the moorings is very nice. If you like to hike or can find a cab, Rockport is a much quieter harbor Camden is the home of the schooner fleet that cruises Penobscott Bay. The come in Saturday morning and leave Sunday for the week.

North East Harbor, Mt Desert Is. - Super marina and good shopping, but not cheap. Very yachty, but still nice. Clifton wharf is a good source of ice and clean diesel. If you are continuing further east this is the place to stock up. Supplies are limited from now on. Take the time to go across the harbor and and walk the formal gardens of Asticou Terraces; you can really appreciate gardens if you've been sailing for a few months.

In general you can easily get provisions west (south') of Mt.

Desert Island After that most of the harbors are lobster or fishing wharfs that are no close to town. Winter Harbor, Jonesport, and Cutler do have convenient stores.

Fun sails

Eggamoggin Reach
Fox Island Throughfare
Hurricane Sound

These were all with land on both sides of you, which provided a relaxing sail and good sight seeing.

Damariscotta River - We sailed up as far as Pleasant Cove where we spent the evening. The stillness of the river was a delightful contrast to the ocean.

Something a little different

Sebasco Estates - a sheltered cove adjacent to a resort. For a very modest mooring fee you get free showers and use of their swimming pool. I understand that you can buy a meal there as well, but we didn't do it. It is very different to walk the well manicured estate as opposed to the harbor villages.

Hurricane Island - This is the home of the outward bound school. We were invited to have supper with the students and staff of the school after a guided tour of the Island and its facilities.

FLOTSAM AND JETSAM

During this extended sail we got quite proficient at leaving moorings or anchorages under sail. It got so that either one of us could pick up the mooring while the other one took the helm. It wasn't so much that we did it, but we did it without a lot of screaming and shouting. I didn't realize we had reached this level of proficiency till we returned to civilization and listened to some other mooring maneuvers,

I also discovered that I should go over the day's sail plan before we weigh anchor. For a while Julie would be caring for the world below decks and I did the topside work after breakfast and off we'd go. This caused all sorts of gaps in the communication because I kept assuming that Julie knew what I was doing and where I was going. Going over the sail plan for the day before starting out went a long way to eliminating the confusion. We rarely followed what we set out to do, but at least we could talk about the change in plans.

Our log is a combination diary, picture book, sketch pad a kind of catch all for every thing. For example, I used to put a lot of pictures in it, but recently I've been buying postcard and taping them in. Of particular interest are the ones that show aerial views of the harbors. I also tape in my barograph sheets after I've annotated them with some weather information and what we were doing that day.

I also ended up color coding my entries. I used blue pen for navigational planning, black for most entries, Julie puts food notes in red and I have navigational reference info in green. The main advantage is that I can locate things more quickly. To show off one of Julie's super recipes.- I will search my log for her red entry.

LEMON PIE Grate the rind off 2 large lemons. Peel off the white stuff and slice the lemons very thin. Mix with two cups of sugar and let stand 2-24 hours. Beat 4 eggs, mix with lemons. Put into two crust pie and bake 325 degrees for an hour. (9 inch pie plate)

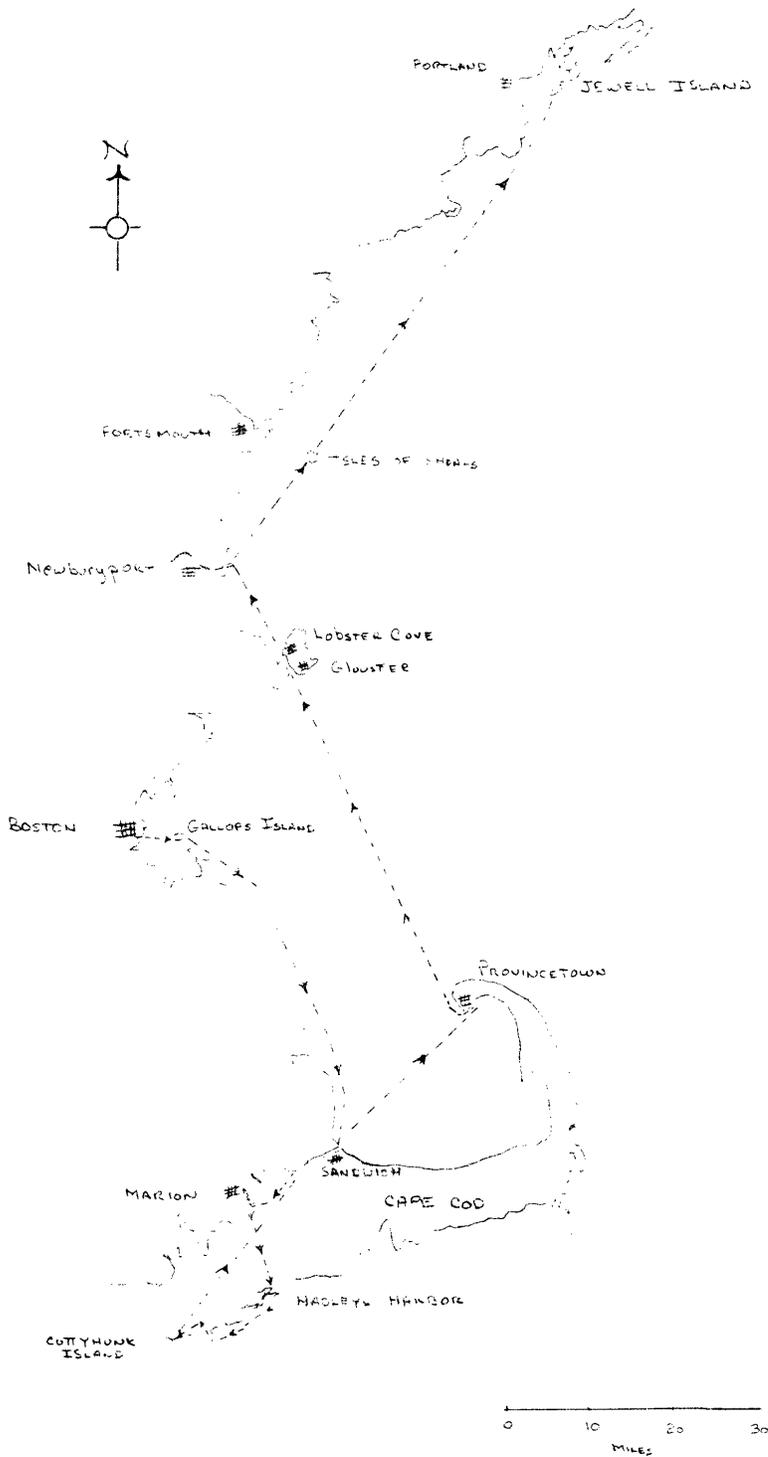
Though the chart pack is convenient to handle, the detailed charts that you do your day sailing by do not give the big picture. This doesn't bother me as navigator since I spend a lot of time pouring over the charts. To give Julie an overview I took to making 8.5 x 11 charts-of a much smaller scale. Then I started entering the route we'd taken and on and on. The end result was a stack of charts that traced our trip.

I've included a copy of these as well as a few pages from our log (excerpts from pages actually). Hope you find them amusing.

It is now time to close. I think it was Mark Twain who said, "I must apologize for this long letter, I didn't have enough time to write a short one".

I hope this finds you both in good health and enjoying life.

Julie and Charlie Bosomworth
"Julia Rose"



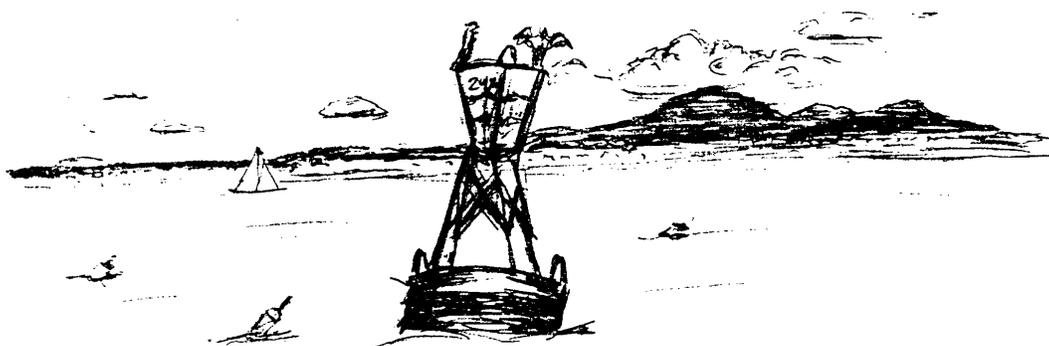
JUNE 22	
1	ESSEX
2	GALLOPS IS
3	SANDWICH
4	MARION
5	MARION
6	MARION
7	MARION
8	MARION
9	MARION
10	HADLEY HARBOR
11	CUTTYHUNK
12	CUTTYHUNK
13	CUTTYHUNK
14	CUTTYHUNK
15	PROVINCETOWN
16	LOBSTER COVE
17	LOBSTER COVE
18	NEWBURYPORT
19	NEWBURYPORT
20	NEWBURYPORT
21	NEWBURYPORT
22	NEWBURYPORT
23	ISLES OF SHOALS
24	JEWELL ISLAND
25	JEWELL ISLAND



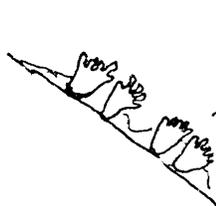
NOTE: at approximately 0855 we entered Maine

1008 Passed "24YL" & 4 comments

THE MAINE COAST - MT AGAMENTICUS IN THE BACKGROUND



11:25 - Man put up drifter, put in fishing line & still on
wind - up to the main sail.



Do you think we should check on
over?

There is a small jet over
the beach with seaweed growing
on it. It is covered at high
tide & as the tide goes out
the poles appear & look
like people - all kinds
of sizes & shapes. They
must be the shades of
sailors who got lost in the
fog & were never seen
again. They're coming for
a giant clam bake on the
Rogue Island beach.
So it was foggy.

between Pele Is. & a lobster dock. Straight up along the left shore until you pass Snow Is. and around it behind. Min. water about 14 feet.



The wild life here is grand. Definitely used for lobstering and vacationing, but still primitive enough that we've seen osprey nests, a number of unidentified ducks, the usual sea gulls & cormorants and a great deal of flopping of feet in the water. We osprey have not caught any - but the osprey have taken nests on or near Snow Is. and on a Pele and one each on other unnamed Is.



OSPREY NEST ON SNOW ISLAND
IN
QUAHOG BAY

EQUIPMENT COMMENTS

1. Phil Dollin, bought a Lam cruising spinnaker through a friend who has an office in Hong Kong. It cost \$550 and "pulls the boat like a train reaching and running". We run the sheets through the stern chocks avoiding any new hardware except for a block lashed to the base of the headstay and leading the tack downhaul to the bow cleat."

2. Phil also writes "We just bought an Avon six man life raft in London (through our Hong Kong friend) for under \$1100. I don't know which store he contacted but I have the Thomas Foulkes catalogue listing a six man inflatable at 743 pounds, \$1114. Foulkes quoted me a Seagull 45 outboard at 160 pounds (about \$249) delivered Air Freight. Thomas Foulkes is at 3A Sansom Road, Leytonstone, London E11 3HB Telephone 01-539 5627 or 01 539 5084 (Ansafone). His 28 page catalogue was included in the March Yachting World."

3. Fred and Gwen Gross, "Fairbourne", have installed reefing/ furling systems on their jib, staysail and main. The jib is actually a 100% genoa made by Leonards in Annapolis. It is on a Seareef roller furling system. The staysail is on a Cruising Design roller/furler. The main uses a Zip Stop furling and reefing system. It sounds interesting so I am including Fred's description in total. "Am also enclosing a flyer put out by Zip-Stop. We have had it installed and the cost was just under \$1500. It would really be better to have it put on a new sail when it is made because a fair portion of the cost is for what they call "retro" fitting. They take the sail and cut off the luff, the foot and the leach so there isn't a whole lot left. The battens are gone along with the roach in the leach. As the flyer indicates, when furling the outhaul is slacked off, the sail is now loose footed, and two light lines are pulled at the mast. This pulls down the furling sock which gathers in the sail and then zippers it into the two narrow panels that are sewn along the luff. To use the furled sail the two endless lines used to pull down the sock are pulled and the sock goes up - the sail is pulled out with the outhaul line winched tight all very neat.

Reefing is essentially the same as jiffy reefing. However, when they are working on the sail they incorporate some clever changes. The slides that are taken off the mast track as the sail is lowered to the reefing ring or cringle each have small loops that are gathered on the tack horn before the ring is placed over the tack horn. This holds the sail along side of the boom. At the same time the reefing line for the outhaul already runs through several cringles on the leech of the sail and terminates in a

snap hook which is snapped into a loop near the foot of the sail. When the sail is dropped for reefing the hook is disengaged and is passed around the boom and back on its own line. It is surprisingly simple and quick! And very neat - the sail is all gathered in!

We chose this system because the Hood hollow mast is very expensive and very noisy when there is any wind (it moans). The Fa-Met and other systems that use a tight luff wire and roll the main like roller furling jibs put a lot of tension on my wooden mast and suppliers did not recommend that.

PROBLEMS

Comments on these problems from Ta-Yang, Todd Harris and dealers, will be appreciated.

1. I've had two reports concerning voids in the hull; one about a hull built in 1993 and another about a hull built about 5 years ago. Norm Padgett, "Alegria", had a surveyor go over his newly arrived boat. (Editor's note: I endorse the idea of having a newboat surveyed. However, it is critical to hire a competent surveyor otherwise they can cause more problems than they cure). An air pocket was found. It was fixed by stripping away the material layer by layer until the void was found and then rebuilding back to the surface.

Julia and Charlie Bosomworth dinged "Julia Rose" on a rock in Maine. When the boat was hauled Charlie started to break away the loose fiberglass. In the process water dripped out and continued dripping for 2 days even though the fiberglass seemed sound. One of the yard workers drilled a hole in and inserted a piece of dowel. "It was like the boat had an abscess and needed a drain. The final analysis was that there was 1.5 to 2"

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of space between the fiberglass hull and the keel ballast. The impact of hitting the rock caused much more delamination due to flexure than I had expected. It took 12 cartridges of resin and shredded glass mix to fill the void. To the builder of the boat, please fill the keel spaces even concrete would be fine. To people who bang into rocks beware - it could be worse than it looks."

2. Mac Myer, Hull 315, was bringing his new pilot house cutter, "Cytherea", home to Sodus Bay on Lake Ontario. He was in the Atlantic struggling with 12 foot seas and 25 knots. The pilot house steering jammed and upon disconnecting it, Mac found filings in the bearings had gouged the bearing surfaces badly. Then the pedestal steering quadrant came loose leaving Mac with no steering. So out came the emergency tiller, but the backstay prevented him from gaining a full purchase on the end of the rudder shaft. Well, Mac came through it all right and with

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the problems corrected, he finds his boat delightful. Unfortunately, Mac didn't have the benefit of our TOG newsletters which have stressed careful attention to the steering system and especially the quadrant. I would urge every new owner to crawl thru all the nooks and crannies and tighten every fastener he sees - and put Loctite on the critical ones. An Ta-Yang, please make sure the emergency tiller fits and will operate before shipping the Tayanans.

3. Gene and Jacquie Rueter, "Kristin Ann", find that their aluminum mast vibrates starting at 20 knots of wind. Gene has tightened the standing rigging as much as possible but the problem persists. Any suggestions?

4. Phil Dollin, "EOS", has hull 176. Phil has progressively improved his 1979 version of the Tayana pedestal steering with fixes members owning earlier hulls might be interested in. Phil believes most of the problems have been answered in the later boats. Phil's problems were:

a. The entire assembly was mounted on only two upright legs allowing it to literally wave about - shifting perhaps two inches when the steering wheel was vigorously turned and stopped.

b. The quadrant stops were positioned so as to be entirely ineffective and to cause severe wracking stresses on the rudder stock.

c. The machine screws holding the quadrant to its backing plate could not be tightened because the radius of the after end of the plate prevented a socket wrench from seating on the screw head.

d. There was a bending of the rudder stock because the pillow block resisting bending was too far away from the quadrant which delivers bending stresses.

Phil has volunteered to discuss and provide detail sketches to any member having similar problems. His address is 19 Henry Drive, Glen Cove, N.Y. 11542. In his opinion, a new Tayana buyer would be well advised to purchase an Edson steerer or have Ta-Yang do so.

5. Also from Phil is a note that the eye at the mast head on his wooden mast does not provide enough clearance for a spinnaker halyard block to swivel. This causes the halyard to chafe.

TAYANAS FOR SALE

Dave and Netty Waters live aboard "La Perla" in San Diego. In June of this year, "Netty gave birth to our first male sheet tender, Collin Spencer Waters. Unfortunately with 3 other kids already aboard, things have gotten a bit crowded. So La Perla is for sale at \$79,500." If interested contact Dave or Netty at (619) 226-1856.

REPORT FROM BILL WALLACE/BARRIE McKAY

As you may recall, Bill and Barrie ordered their boat with the mast moved forward 8 inches. They have now sailed from Los Angeles to Manzanillo, Mexico, and have done some sailing around Manzanillo. On the trip south Bill reports. "Our first day out of Ensenada we did 15P miles over land (between satellite fixes - our log showed 159 miles) which was our best day. Big following seas, wind around 30 knots and gusting, double reefed main and jib we did a steady 7 knots all afternoon and most of the night. The boat is easy to balance, there is some weather helm (certainly no lee helm) but it is manageable. The Aires keeps her right on course as close to dead down wind as our sails and shrouds will allow. We did not feel any need to reef at 20 knots wind. We put the first reef in around 24/25 knots and the second around 28/30. For several hours we were doing 7 knots on jib alone. The seas were big, ten to fifteen feet, enough to surf on (we caught a few) and hard to sleep through. There were four of us to Cabo (five days eight hours) and Barrie and I sailed from there to Manzanillo (three days fourteen hours). We had Food wind and good weather all the way."

Now that Bill is back in Manzanillo, he has had a chance to do some local sailing. "Yesterday we had a little more wind than usual so we went out for a few hours. It was blowing steady at 21 knots gusting to 25. Weather helm is not a problem on this boat going to windward in that amount of wind. Hands off she will very very slowly come up to windward. With the wind just before the beam we were doing 6.4 knots with jib and main. We didn't get the staysail up as we had a six year old aboard who became frightened and handling him and tacking two sails was too much. The boat felt fine and there was no feeling that we should reef. I'm sure a few more knots would suffice to get us up there and reef down. We talked about it and estimated four or five knots more and we would take a tuck in the main - but the wind held steady between 20 and 25 knots registering 21 and 22 most of the time. There was a pretty fair swell and we took a bit of spray over the boat but nothing much. It is a great boat, we like it more all the time. Last time we were out in 13 knots gusting to 15 we did 5.5 knots. For me this is fast. I am used to plugging along in a 20 ton wood ketch where we considered 4 knots cruising speed, 5 a bonus, and we rarely ever saw 6. Anyway I believe the forward mast step is OK. There never is any lee helm and not much weather helm and she is fast and sails fine. Easy to balance, hard to get the rail under, not too stiff, not at all tender, I think she is just right. She gets into her slot and just drives straight ahead like a horse going for the barn."

So from Bill's experience it's beginning to sound like Ta-Yang should consider a permanent change in the mast location. Bob Perry recommended the change to Bill. Todd Harris indicates that he believes a 10" error exists in the location of the center of effort. If I were ordering a new boat now, I would want the mast moved forward.

HOME BASE NOTES

After living in Mexico for about one year now, I have some insights regarding what it's like to cruise here. In the next newsletter I plan to provide an overview which should prove helpful to those with thoughts of cruising in this area.

As a final note it appears as if writers, cramp is running rampant amongst our TOG members. If it wasn't for Charlie Bosomworth's efforts, this newsletter would have been mighty skinny. So please take some time out and write me about your boating plans, activities projects, changes, etc. I would really like to include more info of interest to our female members. So ladies, how about some words from you? Frankly a lot of the cruising wives seem to be dragging along because their husbands want to cruise. How do you feel about boating? If you have any good cruising recipes, send them to me.

Fair Winds,