

**Tayana 37**

Newsletter #22  
P.O. Box 77  
Loreto, B.C.S., Mexico  
March 1984

Dear Tayanians,

As you recall from the last newsletter, Carol Hurd (Art & Carol, "IAPETUS") was describing her experiences on their sail from Cabo San Lucas to Hawaii. Here is the conclusion of her story: "I found cooking the most difficult chore. I made it difficult, as I look back I can see that. I tried too hard to make delicious, tantalizing, nutritious meals because I had read that the most important pastime on a long cruise is eating food and lots of it. It is supposedly the best moral builder and supposedly keeps smiling faces on the crew and smooths dispositions like butter on home baked bread. I made bread, crab fettuccini, pineapple upside down cake, etc, etc, etc. I now know bread is essential and perhaps the best moral builder and the rest, except on special occasions, is just a lot of hard work. Forget the home made white sauces, eggs benedict and other time consuming dishes for the most part. Sure, if the water is calm and you can manage, great, but for the most part I am for opening lots of cans. About the 15th ,day out I decided hotcakes would be great for breakfast. I adjusted the gimbaled stove (that doesn't gimbal by tying string in strategic spots to immovable parts of the galley, placed the griddle in the proper position, mixed the batter, spooned three perfectly rounded hot cakes onto the griddle and WHAMMOO, the 'boat lurched the other direction and back and the griddle with hot cake batter rattled down behind the stove, spewing batter from hell to --- no not breakfast--- we didn't have any that morning.

I learned never, never boil water in anything, but a pressure cooker or some other vessel with a lid that cannot come off. Thank God it didn't happen, but a pot can go flying, through the air with the greatest of ease before you know what happened.

Actually, in the rougher weather, or rough seas, I cooked only one dish dinners in the pressure cooker just because I knew the lid was on until I wanted to take it off.

I found I was depressed a lot of the time. I had no one to talk to. Art was asleep when I was awake and Jeff and I found we had little to talk about, being two people from opposite sides of the universe, it seemed. I was lonesome, somewhat apprehensive about exactly what I was doing there. In fact, one day I was at the helm in the afternoon and Jeff and Art were sitting with me (on a rare occasion). I started crying, tears were running down my face. When asked what was the matter, all I could say

was, "I'm not lost, but I don't know where I am. I can't say I am at 1st and Main or between Olympia and Seattle, or at the corner of Walk and Don't Walk... I just don't know where I am." Art said of course I did. Our position was marked clearly on the charts, "see, we are RIGHT THERE"!! "But, I am afraid we will miss the Hawaiian Islands and wind up on Midway or somewhere". Art, I am sure, felt I didn't have much confidence in his sun shots (without electronic navigation equipment, Art used the old sextant and the sun). I had never seen his celestial navigational skills at work, nor, consequently, had I ever seen the results. Now, I know he is wonderful and I love him dearly, but, well, I just wasn't too sure we were really on course. We, by necessity, had to sail southwest, then northwest, and follow the wind, of course. When we sighted Maui, our first landfall after nearly three weeks, I was so proud of the Captain and somewhat ashamed of my doubting his ability, but I still know I didn't like the feeling of not knowing where I was ... where I really was.

We talked to several friends and relatives on our way across via Art's ham radio. That is the most wonderful piece of equipment on board. It is indescribable how sweet it is to hear the voices of loved ones when you are way out in the middle of the ocean. We had not seen another ship since about 100 miles out of 'Cabo, we never saw an airplane or contrails, or whales or sharks. We saw very few birds. It was really eerie, but when we would actually talk to someone at home, it was reassuring to us ... we weren't in the twilight zone afterall.

We kept in touch with another yacht, "SUNRISE", from Carson City, Nevada. Bob and crew left Cabo about 9 hours after we did. They were headed for Hilo, we for Honolulu, but everyday we made a contact on Single Sideband and gave each other our positions. This was great; even though we never saw them, it was another link to other real people.

We arrived in Honolulu and entered the Ala Wai Yacht Harbor nearly exactly 21 days after leaving Cabo San Lucas, almost to the hour. We had radioed a friend in Honolulu who lives in a high rise over looking the Ala Wai Harbor that we would be in around 8:30 a.m. He watched for us and took photos of our entrance with his telescopic lens, so we have documentation of our arrival, which is a nice thing to put in our album (Thank you, Al & Nan).

We tied up at the gas dock first of all, to get some ice and water and kiss good old terra firma, then proceeded to the Ilikai Hotel dock to await the arrival of the U.S. Customs and agriculture inspectors. We couldn't leave the boat until they arrived and cleared us. We were anxious to get hamburgers, showers and do laundry... not in that order... showers first, of course. We finally cleared. It was just beautiful, just outstanding, just impossible to define how it felt to be at our

destination, safe and sound. I thanked the best friend I had all the way across..that dear God in Heaven. Believe me, if any of you **were** trying to reach him and got a busy signal. for those 21 days, it was me on the line; I had his ear all the way across.

We were so looking forward to three or four weeks in Hawaii. We had, have, a lot of friends there and we felt we deserved a good rest before completing our voyage to Seattle. Well, the fickle finger of fate did us wrong. I cleaned the galley on Sunday, did laundry on Monday and went to Queen's Hospital on Tuesday. I was running, a high temperature and felt terrible. After two days they finally diagnosed my problem... Hepatitis ..Viral, TYPE A. For 8 days my fever went from 99 to 106 and I really didn't care if school kept or not. I was in there 12 days, (or was it 14) and all I saw of Honolulu during our stay was the boat, the hospital, one nite at Nan & Al's and one ride through Waikiki Beach area.

After the diagnosis was determined, the doctors asked Jeff and Art to get the Gamma Globulin inoculations to help immunize them. Tests disclosed that Art had had Hepatitis after we had left Cabo. Now our -memories reminded us that for the first three or four days out, Art was not himself; he was sleeping a lot, didn't eat much (a sure sign that he was abnormal); he didn't feel like having our one evening cocktail (an absolutely sure sign he was abnormal); he didn't play with his radio and just felt a little off. After a few days he was normal again and contributed his malaise to just being out to sea and making adjustments. At one point Jeff noticed his (Art's) eyes were yellow. I agreed, but it was ever so slight we laughed and went on our way. Everything was great after that. Looking back and adding up the days of incubation, we determined that he contacted the germ at our friend's Mexican restaurant in Mazatlan! We (knowing better, but being optimistic) ate all our meals there. Mama did boil our water, which we took to our hotel room, but this type of Hepatitis is contracted in unsanitary environments through human excrements and is unrelated to the "touristas" which is contracted from foods and water.

Although Mama's kitchen was spotless, there was no automatic dish-washing facilities with sterilizing rinses. There were a lot of people working in the kitchen at various times and no guarantee that they (like we) always wash their hands after using the bathroom. So, it could have been from a kitchen worker or from a customer using the same utensils Art did, which had not been sterilized.

Thank God Art wasn't as sick as I was! We would have been in real trouble way out there, somewhere between Mexico and Hawaii. AND thank God I wasn't out there as sick as I was. (See, I told you I had God's ear all the way)."

ED. NOTE: Carol recuperated from Hepatitis and Art sailed Iapetus from Hawaii to their home port of Seattle. Inoculations against Hepatitis are available at a very reasonable cost from U.S. Public Health Service Centers.

### MAST RELOCATION ON THE T-37 CUTTER

On a number of occasions this newsletter has advocated moving the mast forward to offset a tendency of excessive weather helm. One of our members, Bill Wallace, "Black Pearl" had his moved 0 inches after talking to Bob Perry. The results, according to Bill, have been very worthwhile. Now, Bob Perry reports (see page 5) that an official redesign is in process.

### COMING SOON - A BOOK ON CRUISING A T-37

As you can see from his letter on page 6, Hans Isenberg plans to publish a book on his cruising experiences in hull- #219. But unless an English language edition is published, I'm afraid most of us will not be able to read it.

### ELECTRICAL ENERGY TO SPARE

Jim and Joan Andrews, "SUZANNE", installed an Adler Barbour Cold Machine. While they like it, it draws lots of power. So they added two golf cart units and now, with their other batteries, they have 600 amp hours of power. To keep these up, Jim added a 70 amp alternator driven off the crank shaft. With the addition of a 2 1/2 amp solar panel, engine running time will be kept to a minimum.

ROBERT H. PERRY YACHT DESIGNERS, INC.,

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12-27-83

Dear Norm:

Its good to see the newsletter thriving. I read it with pride.

I was amused by the letter from Charlie Lovell. I cannot understand how anyone would leave Taiwan with any negative feelings at all. I have been making an effort to learn Mandarin to help with life in general while I am there bit I have never found language food or cleanliness to be a problem. It is probably safe to assume that Americans are a little germ-phobic anyway. I am looking forward to another visit to the yard in January.

I am finally working on plans to move the mast forward in the "37". We have discussed this for years and the yard has agreed to now go ahead and make the changes. This has fortunately given me a technical "hostage" to hold until the yard pays up on back royalties. despite the fact that the original work was done dirt cheap some yards still begrudge the designer his royalties. This is not a happy situation.

One of the most loyal and experienced Tayana owners past away this year, Jim O'Steen. I was very impressed when Jim bought his boat because I has great respect for his professional accomplishments. We have lost a seasoned skipper and a great shipmate.

Best of luck in "84

ED. NOTE: Jim O'Steen bought Hull #1.

# Hans Georg Isenberg NJ0WrspoA&9porta.qen

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fachzeitschriften und 111ustrierten

ihre zeichen

ihre nachricht vorn

unsere zelchen

fellbach, den

27. September

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Dear Mr. Demain ,

four years ago, I have bought my Tayana 37 Ketsch in Holland. Now my Wife and I sailed her twice over the North Atlantik and had only minor problems with the steering cables. I year before we sailed to Spitzbergen - a very unique Island near by the North Pole. So as you know, a Tayana 37 is a very good sea boat for long distanze Sailing with small man and wife crew. The best of all- is the interior layout, witch is praktical at sea and at harbour. I have to produce now a book about 'long distance Sailing with the family for a german edition. In this book will be the Tayana a main part. I will show the aktivite from a strong Owners Club. So if you see the chance to send me some of your club bulletins, I will show them in the book. Anyway I will be glad, if I can be a paying member in the Tayana Owner Club. Please send me your formalities.

Very sincerely yours,

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## TWO TAYANAS ARE LOST

1. From Ross Ferland a sad letter; "The Joie De Vie II made her last voyage this fall from Little Rock, AR to Houston, TX via the Arkansas River (3000 lbs of sand bags on board for proper heel under 501 bridges!). The Mighty Mississippi (where following a tow at night in the fog is SOP), the Port Allen Route to Morgan City (where oil rig "fast" boats appear at the sharpest and narrowest curves), the Intracoastal Waterway (where the best marina offers automatic grounding during the night), and finally to Galveston Bay (where the sailing was fantastic!). And the following day into Clear Lake where one I-earns a great deal about powering through the mud!

In summary; the trip was fun, exciting, a wealth of new knowledge was gained, and it certainly solidified my thoughts on the many merits of cruising as a way of life.

And so I returned to Little Rock with the comfortable feeling of a pleasant journey and content that the Joie De Vie II was with her "friends" at the Hilton Hotel on Clear Lake and was enjoying same. However, Mother Nature, in the form of Hurricane Alicia, thought it was time for another lesson. And so the news arrived that she sank in the midst of the storm. I cannot relate the sadness one feels after living aboard for 2 1/2 years and the overwhelming awe and tears that came forth weeks later when I saw the remains. She was a total loss and was sold for salvage and hopefully will be restored in time. In the meantime, her picture is on page 109, bottom right hand corner, of the 1904 Sailboat Show Annual of Cruising World. The article is "What a Hurricane Can Do to Boat Harbors".

I have ordered a new Tayana 42, Hull Number 84, and expect delivery in March, 1994.

I am interested in the formation of a Tayana 42 club but perhaps it is more feasible at this time to combine the 42 with the 37 due to the lower number of 42s.

2. Hull #81 formerly owned by your editor, burned and sank at Santa Cruz Island (near Ventura, Calif.). The cause of the fire was a kerosene lamp. No one was injured.

## CRUISING PLANS AND EXPERIENCES

1. Walt and Dot Timpe, "LIBERATION", had a great 4-month cruise to Alaska from their home port of Seattle. They will be glad to answer questions from those planning a similar trip. In 1994 they plan to go thru the Panama Canal. and would welcome any suggestions.

ED. NOTE: I'm still in process of assembling a suggested itinerary for cruising the Sea of Cortez and the Mexican mainland. Meanwhile contact me ASAP if you are heading South in the next few months.

2. Buz and Celine Radican live aboard "Seaweed" in Yokosuka, Japan. (Buz is in the Navy). He wrote one of his excellent letters, parts of which you will find in this section, and other parts under Sail Talk and Equipment Evaluations.

"I just finished a very pleasant 70 day import period with Celine and Seaweed in Yokosuka. Due to the nature of our operations we are not normally in port for more than 3 weeks at a time. The exception to that is every 18 months or so we go into a restricted availability status for 60 to 70 days while the Japanese shipyard workers refit, repair and replace at a fantastic rate. It is something to see..they accomplish in 60 days what would take an American yard a year to do. It is a very sad commentary on the state of affairs but true. I have been on numerous ships in American shipyards and that is never a pleasant experience. We read a lot in the magazines and papers about the quality and efficiency of the Japanese workers ... and I can testify first hand that it is true. Anyway ..back to my original story... because we were in port for 70 days I was able to make very Food use of my time with Seaweed ..went sailing each weekend from the middle of August through the middle of October. Great fun.

Normal pattern of events would be to rendezvous with one or two other yachts and head off in search of a small Japanese fishing village where we would either anchor or tie up stern first and roam about the village, soak in the community "hot bath", eat in a small. restaurant and end up in a coffee house ... then set sail the following day for another such location."

### BUYING DIRECT FROM THE BUILDER

This rather controversial subject has no end of fascination for prospective Tayana buyers. Rudy Cerny, "Beseda" offers this speculation; "Based on our 'purchasing experience' we would comment that any prospective buyer of a new Tayana would be well advised to seriously consider purchasing direct from TaYang, even if this requires a trip to Taiwan to order the vessel in person and another trip to take possession and arrange for the exportation and freighter transport to the U.S. Taking Dick Riddle's ex-factory cost as a base price we estimate a savings of \$15,000 to \$20,000 on the cost of the boat delivered, duty paid U.S. East Coast marina. This includes two trips by air to Taiwan! If we had to do it over again this is the route we would take without hesitation."



ED. NOTE: Of the five TOG members who bought direct from Ta-Yang, four had very good experiences. However, these four (including Dick Riddle's "ENIGMA") took delivery in Taiwan and sailed from there. They found the yard to be very cooperative and willing to correct any problems discovered during their shakedown cruises. The fifth member took delivery in the U.S. and had considerable difficulty with warranty Problems. It does appear that money can be saved if a buyer has the time, energy, and capability to learn all about the import process, and if everything goes smoothly according to plan. However, there are numerous opportunities for problems that can eat up the savings.

### EQUIPMENT EVALUATIONS

1. Henry Hook, "ENDYMION", is an active ham radio operator and a believer in good quality electronics. Henry writes, "This year put on Furuno 2400 radar mounted on mizzen. What a super instrument! Compared to others I've seen this is without a doubt the best in it's class. I looked at "all" Oil them over past 2 years and have only compliments so far.

I put on variable range marker. We have lots of fog-mist in Georgian Bay - Lake Huron. Some of the channels are very treacherous and buoys are the only way to traverse them. Depths go from 200 feet to 3 feet in only a boat length at times - so it is a must that you know where you are in the islands and channels. Buoys are a must and if you get caught in a weather change it can fog in on you in no time and your buoys are lost. After several years of facing this problem I went to radar - the commercial fisherman and coast guard of course have done it for years but not many cruising sailboats go to the expense. It is worth it up here.

Loran C - I have Sitex 767C - very good when signals are good but Great Lakes chain still has signal problem at times. I use shrouds for antenna with excellent results compared. side to side with others.

2. Buz Radican "Seaweed" writes:

"Just received a new toy...a Satnav. I originally ordered a Walker R02 after receiving my income tax refund. I like the unit and there are quite a large number of them in service. Received mine, turned it on...it blinked at me and said all of the right things ... but would not accept input data from a satellite. Unfortunately for me there were no authorized repair facilities in the Japan area where I could have it fixed. I

realize that anything mechanical or electrical can break ... and that a failure did not necessarily reflect poor quality. I was not upset with the unit ... only the fact that I could not get it repaired under warranty without returning it to the factory. So, after a couple of letters and a phone call to England I sent it back and received a refund. I finally purchased a Furuno FSN-80. Furuno is a big name in commercial electronics and has repair facilities just about everywhere. I put a lot of looking and studying into the decision... it was close between Furuno and a couple of others. I really like the unit made in Denmark, the Shipmate 5000. I was going to order it until I realized that the antenna is 590MM tip to tip, or about 23 inches. For a commercial ship or a large motor yacht that sized antenna is OK but for a sailboat wishing to mount the antenna on the stern a 23 inch antenna is a bit much.

Also just installed a Taylor's 079D Diesel heater... our winters in Japan are quite cool ... especially Dec., Jan. and Feb. where the average night temperature is below freezing. When there's frost on the pumpkin I want a bit of heat. Because of the great position of the dollar against the English pound I order quite a bit of things directly from England, most of the time through Thomas Foulkes. When it comes via mail there isn't any problem with customs duty, etc. so I have been saving a bundle over what it would have cost in the US. Foulkes is a great company to do business with.

What ever happened to the "Equipment Survey" you had thought about putting out. I would really be interested in knowing what other owners have and want.\* Of all the gear that I have bought the biggest mistake was the "Cold Machine". Has never worked right and living overseas it is impossible to get replaced. Gurnet and Crosby both offer a 12 volt holding plate system that I am seriously considering...very expensive but if it works it will be worth it. I have had numerous problems with my Cold Machine and now it is attempting to give up the ghost for good.

Another major disappointment has been the stove. It is a Kenyon 3 burner with oven, propane. The lines inside were of a thin alloy that within 3 months of installing corroded through ... with spectacular results. We had to replace all of the original alloy lines with copper lines. In one fire in the oven resulting from a gas leak in the oven the thermostat

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ED. NOTE: I'm looking for a volunteer who will prepare an equipment questionnaire and compile the results.

became a crispy critter... so now the oven is either on or off. I wrote a letter to Kenyon telling them that their stove was a hazard, that the lines should be copper... their reply was that copper was not serviceable for propane and the fact that I had two lines rupture and cause minor explosions was not a big deal. I think that I wrote to you before about this and you sent me a parts list so I could replace my thermostat ... never got around to it, thanks anyway. We have recently added a small microwave beside the chart table and really like it. Now I shall have to buy a small Honda generator so we can use it on our short weekend trips.

Latest addition has been a 12V/120V portable VCR system. I'm not big on TV but there are a lot of movies about ... especially here on the ship... that have made the investment worth it. The weekend that I put it in we watched a total of 5 movies ... so let it rain now ... with my heater to keep me warm and my VCR to entertain me, who cares.

Somehow I don't believe that Hal Roth or the Pardey's would approve."

### LEGAL ADVICE

In a recent newsletter Mike English cautioned against using a non-boat oriented lawyer to help draw up a boat purchase contract. Thomas Greene, a TOG member and a lawyer, has an opposing view:

"I agree that it is good to have a lawyer who knows sail boats; however if that isn't possible a "non-sailing" lawyer is better than no lawyer at all! The purchase of a boat has to be one of the most exciting experiences one can have. At such times the tendency is to be less than cautious about all those "details". The purchaser likes the dealer (otherwise he would be somewhere else) and by the time the final deal is made there is a feeling that to insist that "every detail is to be in writing and signed by the parties" is somehow insulting to the "dealer friend". The best way to keep a friend is to put everything in writing! After all what the writing or contract should do is specify exactly what the purchaser is getting (in detail), how much is being paid, when those payments are due and upon what conditions. A certain percentage of the purchase price should be held in escrow pending final approval by the buyer (on delivery). This final payment should probably be contingent upon a proper survey. The purchaser's bank can render substantial service as escrow agent through letter of credit arrangements. A time frame for delivery should also be specified. In addition the dealer should be willing to give a bank reference so that the purchasers

banker can verify that the dealer is financially credible. As a final note any dealer who is not happy to proceed in this business like fashion should not be dealt with.

The letter by Mike English is excellent and my comments are in no way critical. Whether one gets the help of an attorney or a documentation service, the important thing is to get the help in nailing everything down. If there is anything about the entire transaction that the purchaser doesn't understand he or she should insist that it be explained by the attorney or other representative."

## PROBLEMS

1. Jim Ukockis, "Erzulie", Hull #223, is having some problems and would appreciate help from other Tayana owners who may have faced similar situations. He writes; "Three problems emerged from a recent haulout; a. A previously repaired gouge in the front of the keel (from grounding) had cracked and water was draining from it slowly for more than a day. Obviously, water has penetrated the cell where the ballast is. Has anyone else had this happen? Any special advice on how to best correct the problem? ED. NOTE: One owner who had this problem, drilled thru into the void area between the hull and ballast and injected sealant. It took 12 tubes of sealant. TaYang, please take note. b. When the bolts holding the zincs on the rudder straps were removed water poured out for several minutes, suggesting, water has penetrated the rudder too. What is the rudder's construction, and how can it be removed most easily for refurbishing? c. When we had the bottom cleaned with a high-pressure hose (for the first time since purchasing the boat in May 1982) we found patches of pock-marks all over the hull. They are small (1/16-1/8 inches across, 1/8 inch deep) craters that look like bubbles may have formed in the gelcoat during layup. The previous owner had had a very good 2-year copolymer bottom paint applied shortly before we bought the boat, and most of the holes were painted inside, suggesting the condition has been stable the last 10 months and is not a budding case of hull blisters. The patchiness of their occurrence (about the size of your hand with fingers outstretched) also points to a mix or impurities problem during layup. Has anyone else experienced this? What is the best thing to do about it?

Despite concern over these problems Catherine and I are still very high on Tayanas generally, and our boat specifically. The name ERZULIE comes from Haitian Voodoo, and stands for a capricious sea spirit with whom Haitians have a love-hate relationship. The boat was aptly named.

2. Rudy and Anne Cerny took delivery of "Beseda" last summer and found only one problem. "This concerns the location and mounting of the secondary fuel filter/water separator; we would forewarn all new Tayana owners to carefully check theirs. Beseda is equipped with a 3QM30 F Yanmar diesel and the secondary filter was mounted flush against the hull alongside the engine bed. During the fourth day of our maiden voyage, transiting from Annapolis, MD. to Staten Island, N.Y. on day sails, we began experiencing engine stoppage caused by air in the fuel system. We had to divert back to Atlantic City where after almost completely dismantling the fuel system we discovered a tiny crack in the glass bowl of the filter/water separator right at the lip seal."

3. Jim Cool, "WIND GOOSE" has a Perkins 4-108. When turning over 2250 RPM, the engine temperature rises to 200°F after about 15 minutes. He has cleaned out the heat exchanger and done everything he can think of, but the problem persists. He would welcome suggestions. ED. NOTE: I know of a CT-41 that had the same problem and it turned out to be a cracked head gasket. Incidentally, one of the best ways to determine if you have a faulty heat exchanger is to taste the water in your header tank. If it's salty, you probably have a hole in one of the exchanger tubes.

4. The 110V circuit breakers on Walt and Dot Timpe's boat "LIBERATION" burned out less than two months after they took possession. They have Hull #290. This was a problem on earlier hulls but I thought the problem had gone away. Anyone else having this problem?

#### MISCELLANEOUS

1. Jim and Joan Andrews, "SUZANNE" moved their bow rollers all the way forward on the bow sprit platform in order to improve the lead to their windlass. Now Jim is concerned that the platform knees are not strong enough to handle the load of a fouled anchor or a storm without breaking, the platform loose from the sprit. He would welcome suggestions for how to brace the platform.

"SUZANNE" has a Perkins 4-108, and an 18x12 prop. With a clean bottom, and using a measured mile (no winds or currents) and calibrated instruments, the boat moves at 6.3 knots at 2000 RPM. At 2700 RPM, the speed is 7.3 [knots].

Jim would like to hear from anyone having experience with forced air diesel heaters. He is looking at the Ardie by Volvo and the Espar. Jim urges all prospective owners to order their boats with insulation. He didn't and is now going through the messy bit of gluing on 1/2" Ensolite.

2. Gene and Jacquie, "KRTSTIN ANN", have a couple of questions. a."A question I was meaning to ask Tayana owners who have their mast stepped on the cabin top. Do they have a noticeable depression on the cabin top? We have a slight indentation around thestep, nothing serious so far, but would be interested in hearing from other owners regarding this condition. b. We have an autohelm 3000 which is mounted on the Pedestal. Do most of the Tayana owners mount them on the Pedestal or on the wall of the cockpit?

3. Recent issues of Cruising World and Sail magazines showed picture of Rolf and Ingrid Zenker's T-37, "LEPAS".

4. Bob Hollister has a pilot house cutter which he keeps near Seattle. He recently cruised on the west side of Vancouver Island and says it's beautiful country. His Perkins 4-109 moves his boat at 7 knots at 2100 RPM (using calibrated instruments). Bob would like to know how large the holding tank is supposed to be. His appears to hold only 2 or 3 gallons.

### SAIL TALK

From Buz Radican who sails "SEAWEED" in Japan, comes these comments:

THE LATE SUMMER BREEZES, WITH THE EXCEPTIONS OF THOSE SPAWNED BY TYPHOONS, ARE VERY MILD SO THAT THE PERKINS USUALLY WAS CALLED INTO PLAY AT SOME TIME DURING EACH WEEK END. EARLIER THIS YEAR I PURCHASED TWO LIGHT AIR SAILS DIRECTLY FROM THE CHEONG LEE LOFT IN HONG KONG ... WISE MOVE. I BOUGHT A CRUISING CHUTE (THEY CALL IT A RADIAL HEAD DRIFTER) AND A 150% GENOA. THE CHUTE IS MADE OF 1.5 OZ. AMERICAN NYLON AND THE GENOA IS MADE FROM 4.8 OZ JAPANESE DACRON. I AM MOST PLEASED WITH BOTH SAILS. THE QUALITY IS MUCH HIGHER THAN THAT OF LAM ... WELL MADE, OVER MADE ACTUALLY. THE ONLY THING IS THAT THE GENOA IS A BIT SHORTER ON THE LUFF THAN I WOULD HAVE LIKED. IT REALLY PULLS THOUGH. THE COMBINATION OF LIGHTER WEIGHT AND LARGER SIZE MAKES IT A VERY WELCOME ADDITION TO OUR INVENTORY. I HAVE USED OR ATTEMPTED TO USE THE CRUISING CHUTE A COUPLE OF TIMES AND HAVE MET WITH ONLY PARTIAL SUCCESS. WITH THE WIND ALMOST DIRECTLY ASTERN THE MAIN REALLY BLANKETS THE CHUTE AND MAKES IT HARD TO KEEP FULL.

I NEED QUITE A BIT MORE PRACTICE WITH IT BEFORE IT WILL SERVE ITS INTENDED PURPOSE. THE ANSWER MAY BE TO DROP THE MAIN ENTIRELY AND GO UNDER CHUTE ONLY.

IT WAS HARD TO BELIEVE THE COMMENTS IN THE LATEST NEWS LETTER ABOUT THE COUPLE THAT DID NOT REEF UNTIL THE WIND WAS SOMEWHERE OVER 20 KNOTS. MAYBE THEY HAVE THE SHORTENED RIG, I DON'T KNOW ... BUT WITH A FULL SET OF WORKING SAILS 15 TO 18 PUTS ME OVER TO 20• OR SO ... ANYTHING ABOVE 18 KTS NATURAL WIND AHEAD OF THE BEAM AND MY RAIL IS UNDER. I

HAVE FOUND THAT THE BOAT -SAILS REALLY WELL WITH EVEN TWO REEFS IN THE MAIN AND THE 130 GENOA. IN FACT IT MOVES BETTER WITH A DOUBLE REEFED MAIN AND THE GENOA THAN IT DOES WITH SHORTENED HEADSAILS AND A FULL MAIN. I HAVE A COUPLE OF ARTICLES THAT RECOMMEND REDUCING HEADSAILS FIRST BEFORE REEFING THE MAIN ... I HAVE TRIED ALL COMBINATIONS OF JIB. , STAYSAIL, - MAIN, GENOA AND FOR MY MONEY A 130 GENNY AND THE REEFED MAIN ARE THE BEST FOR KEEPING UP THE SPEED AND REDUCING TO HEELING TO THE PROPER AMOUNT. OPINIONS ARE LIKE NOSES ... EVERY ONE HAS ONE AND EACH IS DIF FERENT.

I DO WISH THAT MY MAST WAS NOT RAKED SO FAR AFT. I HAVE TAKEN ALL OF THE RAKE OUT OF IT POSSIBLE AND IT STILL IS INCLINED AFT MORE THAN I WOULD LIKE. THE PROBLEM IS THAT IT IS KEEL STEPPED AND THE MAST STEP IS TOO FAR FORWARD. I WOULD NOT WANT TO MOVE THE ENTIRE MAST FORWARD JUST THE KEEL STEP. ALONG WITH MOVING IT AFT ABOUT 8 INCHES I WOULD HAVE TO HAVE NEW DECK BOARDS MADE. , ETC...NOT AN EASY JOB SO I GUESS THAT I WILL LIVE WITH THE WEATHER HELM THAT IT INTRODUCES ON A BEAM REACH. ON THE WIND THE BOAT STEERS HERSELF ... SUPER ... BUT WITH THE WIND ON THE BEAM OR AFT OF THE BEAM STEERING BECOMES A CHORE. IT DOES NOT TAKE THAT MUCH WEATHERHELM ... THE RUDDER IS NOT OVER CENTER THAT MUCH ... BUT THE FORCES ON THE RUDDER ARE EXCESSIVE TOO MUCH FOR MY AUTOHELM 3000.

ED. NOTE: Buz is considering the replacement of his worm gear steering with a non-pressurized hydraulic system. He would like input from TOG members experienced in such systems.

#### TOG COMMENTS

1. Thanks to Bill Engelson, we are able to include an updated membership list at the end of this letter. Bill keeps the list on his home computer and also prints out mailing labels for each newsletter- distribution. I write the letters in Mexico (Annie types them) and send them to Jeri Stolowitz in Westhampton, Long Island, New York, who reproduces and mails the letters. I send list changes to Bill in Alexandria, Va. prior to each newsletter distribution and he sends Jeri a set of address labels. Great teamwork! Please use the namelist to communicate with other members, especially if you have input to questions they ask. Please do not use the list for any commercial purpose. 2. The 1984 dues (\$15) are now past due. Please remit ASAP. The next newsletter will be sent only to paid up members.

Warm regards,