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Mexico



Dear Friends

Newsletter #25
Dec. 1984

Dear Friends, Well after five years and 25 newsletters, our group continues to flourish. Our membership stands at 135 including 6 dealers, Bob Perry and Ta-Yang. The importance of our newsletters to prospective owners is exemplified by a recent letter from Joe and Ellen Lapekas, hull #415. "We had a hard time deciding on the boat to buy until the Umfleets (Lloyd Umfleet, "Final Freedom") gave us their TOG newsletters to read. That was all it took... three weeks later we ordered the Tayana. Keep up the good work!" One administrative problem continues to need solving. As you know, ordinary magazine subscriptions run for a certain period of time, commencing with payment of the required amount. Unless payment is received, the subscription terminates. This approach means that subscriptions start and end all through the year. For our group such an approach would be a record keeping nuisance. So for TOG it is much more practical to set the first of the year as the due date for all members. In the past TOG has continued mailing letters to members who are up to six months delinquent, after which the mailing stopped. In too many instances the delinquent member has sent in his dues as late as Sept. or Oct. At that point our faithful newsletter service volunteer, Jeri, has to make extra copies of missed newsletters and mail them out. This is both costly and time consuming. THEREFORE, we are going to adopt a new policy for 1985. For members who mail in their dues no later than April 1 (per the postmark on your letter) the dues will be \$15... otherwise it will be \$20.

DEALER NEWS AND VIEWS

1. Filling a several year void in their northwest U.S. Tayana dealerships, Ta-Yang has appointed Hinshaw Properties, Importers

and Brokers, Anacortes, WA. as exclusive distributor for Washington, Oregon, Alaska and British Columbia. As of a July 9th report, Jack Hinshaw has appointed three dealers in Washington! Island Yachts, Oak Harbor-- Stan and Paige Stanley Everett Yacht, Everett--Frank Jessop Ferguson & Co., Seattle --Jeff Ferguson and Arnie Roe

2. MARINER MARINE INDUSTRIES, who have handled Tayanans for many years, have been appointed by Ta-Yang, exclusive distributor for Southern California, Nevada and Arizona from a line below Fresno to and including San Diego. All Tayana sales for Mariner are handled by Newmark Yacht Sales. Newmark has five offices in So. Calif including Oxnard, Marina del Rey, Wilmington, Newport Beach and San Diego.

3. In response to complaints in this newsletter, Ed Potter of Southern Offshore Yachts will discuss with Ta-Yang the possibility of offering foam filled bulwarks as an option. Several owners who have foam filled their bulwarks have been delighted with their leak free boats. Ed is also considering the elimination of the staysail boom on his standard Tayana. (Ed. notes When I talked to Bob Perry last summer, he was also in favor of eliminating the boom. In my opinion, based on many letters from boomless T-37 owners, it's the way to go. Properly rigged, the loose footed staysail can be made self tending without the dangerous boom. Sail shape and control are considerably improved.)

NEWS AND VIEWS FROM BOB PERRY

(see pages 3 & 4)

TRIP REPORTS AND PLANS 1. The following report from Wally Buell represents a smooth transition from life ashore to live-a-board cruising on a Tayana. "Moved aboard "Ariel" (#377) August of '83 in Newport, R.I. and headed south via ICW early October. Our first venture and much enjoyed, although cold weather and contrary winds greatly limited sailing. Spent Christmas and January in W. Palm Beach, having full awnings and dodger constructed. Then headed to west coast

ROBERT H. PERRY YACHT
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June 28, 1984

Mr. Frank B. Lawson, Jr.
34 Sunset Road
P.O. Box 96
Duxbury, Massachusetts 02331

Dear Frank;

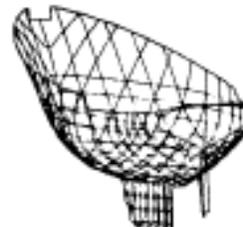
Thank you for your long letter on the Tayana 37 problems. Your thoughts echo my own observations on every point. I will tackle them one by one.

We just finished moving the mast forward by 8" for future Tayana 37s, in order to reduce weather helm. I have pushed the builder to do this for the last eight years, and they finally agreed. The height of the rig (remember, I designed this boat almost 10 years ago) was a function of my zealous attempt to add lighter performance to a type of boat suffering in reputation from the plethora of Westsail 32s. Perhaps the rig is too tall, but, as you noted, the boat does sail well in light air. Thirty inches off I and twelve inches off E will help both stability and helm.

The stability problem is a function of hull form, gross weight of vessel without ballast, and the volumetric constraints of cast iron ballast. Keep in mind that the "soft motion" that you praise is also a function of an initially tender hull. There are two sides to that compromise. Also keep in mind that for serious offshore cruising, an initially tender boat is less prone to rolling 360 in a freak or giant wave.

I agree with your thought on headsails, and want to reiterate that the cutter rig is perhaps the most difficult to trim properly due to the critical interface of jib, staysail, and main.

Regarding hobbyhorsing: this is a function of that damn forward tank specified by some long-gone salesman and accepted as standard equipment by the Chinese in order to satisfy the average buyer's inexplicable desire for powerboat-style cruising range. Add to this



Mr. Frank B. Lawson, Jr.
June 28, 1984

(probably), two anchors carried on the bowsprit, 200-300' of chain and rope -- in most cases, chain -- and the rocker of the hull, moderate for its type but still distinct. Anything you can do to keep the weight out of the ends of the boat will help this. The tacking angle would not be helped much by moving the shrouds inboard; as you intuited, the hull is not a pointer but a footer. I like the idea of going to double spreaders, but I would leave the chainplates where they are. I agree totally with your thoughts on the "non-clubbed" staysail. We might find that the forward lowers will interfere with a larger staysail, but, by playing the with overlap, leechhollow, and clew height, you should be able to overcome the problem. You might give thought to using bensen rods attached to Finnigan pins just aft of the futtocks, if this is a problem.

The intermediate standing backstays, I am convinced at this point, do nothing for the rig at all. These should be immediately converted to running backstays, and your staysail luffsag problems will be solved. Unfortunately, I don't think you are going to find any of this will greatly effect the overall stability of the boat within 2 or 30, but the cumulative effect of all the improvements will make the boat much more enjoyable to sail.

Cordially,



Robert H. Perry

RHP: cp

cc: Norm Demain, Editor, Tayana 37 newsletter

via Biscayne and Florida Bays- very poor advice as we sanded the bottom of the keel far too frequently. Excellent sailing up the west coast of Florida seeing old friends and interesting places finally ending up in Tarpon Springs for visit with SOY and Ed and Wilma Potter. Had Autohelm 3000 installed and wondered how we ever did without it. Back around Key West and across to Bahamas in late March for 11 months of cruising the Abacos- great once you get used to skinny water-- beautiful beaches, fine snorkeling. Our destination being the BVI, we needed an experienced navigator for offshore passage. On a beach in Abacos met an attractive Canadian couple whom we interested in making the trip, he having experience in the Canadian Navy. Turned out that he was the retired Commander-In-Chief, and subsequently the chief of their Coast Guard, Andrew Collins by name. Some stroke of luck for us green horns. Made the 9 day passage from Eleuthra hitting Jost van Dyke smack on the bow, June 9. We are now happily, (at least temporarily) based at Maya Cove on Tortola. Ariel has performed flawlessly through all and our only real problem has been with our Frost-Mate (similar to Cold Machine) -- runs too much, eats amps, and now has quit pumping water.

In our travels we have seen a number of Tayanas, all owners very happy with their boat. Also other boaters (not just sailors) seem to go out of their way to compliment us on our beautiful vessel. We have encouraged more than a few prospects and particularly told them about TOG"

2. Donna & Roger Dunshee, "Evangeline" sent in this cruising reports "Greetings from Evangeline (hull #294) currently in St. Augustine, Florida. We recently returned from 6 months in the Bahamas and have made St. Augustine our adopted home. We plan to return to the Bahamas in November, then on to the Virgins in spring. We will be travelling with another Tayana "Destinee (#316) for an extended period of time. When we were in the Bahamas in the Georgetown, Exumas area we saw six other Tayanas-Peacock, Zephyr, Rose, Loon, Tamaaraa and Nereid. We represented quite a group. We found our 5'8" draft no problem and cruised where ever we wanted with only occasionally having to use the tides. We have been very happy with our Tayana with only minor problems i.e., steering quadrant coming apart, muffler leaking, drive shaft

separating from the coupling and stuffing box leaking. Our equipment list includes: Cruising Design roller furling, Grunnert refrigeration, Autohelm 3000, NCS sat nav, 135% genny, and a 12' inflatable sport boat with 14hp motor. We also keep a 7' tri hull on davits except at sea. We purchased our 4 man life raft (Avon) from England and saved over a thousand dollars. We also purchased our Evinrude 14hp in the Bahamas at quite a saving. The 14hp is the commercial version of the U.S. 15hp and is not available in the U.S. It is a superior engine and comes with parts kit, tools, and gas tank for under \$900.

Our interior has the head all the way forward with a double berth to starboard. This arrangement has been very satisfactory. Our interior is oiled with Liquid Gold and our exterior with Semco Sealer. Semco is now available thru Boats U.S. and has proved superior to other oils and sealers as it never needs stripping, only re-oiling.

One major change we made ourselves is the anchor rollers. This is an area where TaYang needs major improvements.

We just purchased charts down to Grenada and will be cruising as long as it's fun.

We'll try to keep TOG posted from time to time. The newsletter has been a great help to us - keep up the good work.

3. Rolf Zenker has "LEPAS" in charter out of Lake Erie. This past summer he drove up to Canada and helped the season's last charter party return the boat. They sailed across Lake Huron in 30 hours, a distance of 200 miles with winds up to 25 knots. Rolf says she handled beautifully. While perhaps a bit prejudiced. Rolf thinks LEPAS is one of the prettiest T-37S on the Great Lakes. Except for the teak decks, all her bright work is kept varnished. LEPAS has logged 8000 miles thus far. Her Perkins engine was a good choice; it's injectors holding up well with the use of a fuel additive to reduce nozzle fouling from lacquer build up.

4. Jeri and Joel Stolowitz report on their up Maine trip aboard "PAPILLON". "Day #1, left in pouring rain, at 4130 A.M. and motored to Cuttyhunk. Pass. (Wait, it gets better!) Day#2, left about 9:00 and sailed the day, except through the Cape Cod canal, the next night (fishing boats up there don't use navigation lights - only one 3600 green, it made the going interesting to say the least). and arrived at Kennebunk Port, Maine at 2130 P.M. Day #3, still under sail. Expected a narrow entrance to a thriving harbor (we obviously hadn't been able to buy "Cruising Guide to New England" - all sold out), what we found was a super narrow entrance to a narrow, winding river and fishing boats everyplace. Add to that a current that left the boat in neutral to reverse the whole way up, a 10 foot tidal drop, and we had our first indoctrination of Maine. Someone passing by suggested we pick up a small mooring near the shore, hope his friends, the owners, don't come in that night, and not worry about sitting on the bottom in a few hours as it was only mud and they all did (we later saw this continually and were always amazed at the array of boats casually scattered about the mud flats - even one sailboat. approximately 40', tied up to a dock with the keel barely grazing the mud below, and perfectly upright!) Being from where we usually float, we opted to take an offer of a dock with guaranteed water. Even though we later saw many large boats up that river, at the time we felt like the Queen Mary lost in a tidal pool and thought we must have looked it by the offers of help. As it turned out, we learned that the Maine people are, as a generalization, the most friendly we have met anywhere (so far). Spent Day #4 enjoying being there, rigged up the man-over-board pole (I was the subject of many pictures dangling from the backstay, Joel later told me when a fishing tour boat passed), laughed about episodes of the night sail before (at one point Joel said "I'm so bleary eyed I don't know what I'm seeing, I thought I just saw a whale" - recorded in the Boston shipping lanes - Buoy #H). Day #5, A nice sail to Jewell Island at the tip of the Casco Bay. Our misfortune, a cruising club of a

Yacht club was in so it was crowded although we met nice people on our walk around the island the next day. A diving pond on one side and gun embankments from WWII on the other (we later saw these towers dotting the shoreline everywhere - I guess we were trying to protect Maine!). I now have lost the day numbers so will tell you the stops - Sebascodegan Island at the far end of Quahog Bay, the Basin (up the New Meadows River) where we watched two seals cavort around the boat all evening and shared a bottle of champagne with newlyweds on their honeymoon (only other boat in the entire wonderland that is the only way to explain that place), Sebasco Estates (a short trip away) where \$5 buys a mooring and the use of all facilities of a gorgeous old resort (showers, laundry, pool, restaurants launch, etc. - all free - plus 9-hole golf course- Joel played - did have to rent clubs!). Biddeford Pool Yacht Club (don't understand how that happened, but shortly after anchoring out with all the other boats, the launch came up to us and said "we have one mooring free inside and it's really pretty, would you like to take it?" "Well, we just anchored, how much?" "No charge". "OK". It was pretty - signature in guest log - George Bush. (I forgot to say that his summer home is Kennebunk - Joel was driven to town by one of the secret service people there), Isle of Shoals, Gosport Harbor (I could write a book about this, but since I already am I will refrain. It is A religious retreat that is seeped in history - including Blackbeard and his wife's ghost who occasionally is reported seen). Annisquan Yacht Club (tried the Annisquan canal the next day - hit ground mid-channel 4 times but got through - it was low tide). And back home - Scituate, Pocasset, Menemsha, Block Island, Sag Harbor. Saw two other Tayanas - both in Cuttyhunk. Learned from people in Maine that the largest school of Orca whales they had seen in years were off Buoy H (remember Joel's comment in the middle of the night?). As it turned out,

we watched two on our way back until they surfaced right behind the stern of the boat - beautiful until then - engine on and left in a hurry! Had two nuclear subs pass close by and from Menemsha on were covered with a "0" visibility fog (none in Maine). That was a terrible two days - we crossed 23 miles including the Naragansset Bay shipping lanes and would never do it again. Heard of countless calls of help on the Coast Guard channel after anchoring (depth & loran - no vision) including people we knew. Came home a day later than scheduled, but no complaints, because of it. Many people we later found out were socked in for over two days (probably smarter - we thought it had lifted when we left and got caught).

ACCIDENTS AND INCIDENTS

Jim Andrews, SUZANNE, recently wrote: "We made an aborted attempt at Hawaii this summer. A bit of bad luck and a lot of poor seamanship on my part caused some problems. We were entered in the Jack & Jill race from Port Angeles, WA to Honolulu starting July 1 and had to deliver our boat to Port Angeles from Oak Harbor on the 28th of June which meant a trip west thru the Straits of San Juan De Fuca from Deception Pass. We had winds of 20K gusts to 30 from the west and a west flowing ebb tide which make for very short steep seas. Not really very high waves - 6 to 10 ft. but very short and close together and almost square in shape. We had been pounding into that stuff for about 2 hours when our CQR popped off its roller and tried to beat a hole in the bow. I hadn't secured it properly, what the heck it's only a 36 mile trip, and the bad system supplied by TaYang combined with Murphy's Law got to us. I went forward to secure the errant anchor and was sprawled on the foredeck (yes, I had a harness and PFD on) when we dropped off a large wave into another one and a lot of green water lifted me off the deck and deposited me across the anchor windlass, breaking a couple of ribs.

There went the trip. And what followed was a summer of disappointment bordering on depression. That happened on Friday, June 29 and after a trip to the hospital in Port Angeles and a day's rest we did in fact start the race on Sunday the 1st of July but after a light air start we got west winds of 20K again and there were too many sail changes and putting in and shaking out reefs for me to *continue* so we exercised some good judgement for a change and dropped out "about midnight and went into Victoria B.C. where we spent a painful 5 days pouting.

The Jack & Jill Race is a double handed_male/female race run every other year and follows the Victoria to Maui Race by one day so we can make use of the special weather reports issued for them by the weather service. It is intended as a cruise race and not flat out competition. mostly an excuse to go to Hawaii. We were well prepared to go, however, the mistake I made was a stupid one and we paid for it.

The anchor roller system as supplied by TaYang is not well thought out but I knew that before I ordered by boat and had modified it some but ran out of time and money before I had done what I really wanted to do so I can't blame TaYang for my accident\$ however, it is I feel a high priority change that TaYang needs to make. I'm now moving the rollers inboard and mounting them on the sprit which I'm reinforcing to handle them."

RIGGING AND SAIL TALK

1. Lloyd Umfleet Jr. likes to race his "FINAL FREEDOM", a Tayana ketch. Here is his report. "Not much to report this year. The only event of note was the 3rd Annual Rockport Port Isabel Race. You recall we won it last year. This year we didn't.

We started at dawn in gentle southeast winds, our course was due south. By nightfall, we were pounding the weather in the face of a full blown gale.

By midnite it was apparent that we could look forward to another 48 hours of this if we continued onward. With two of the four man crew incapacitated with seasickness, I decided to take the easy way out and turned around and ran.

We changed sails as follows:

Started the race, 10-15 knots SE winds

- 1) Full sails, 150% Genoa, staysail, main, mizzen.
- 2) Dusk, winds were up to 20-25 knots, seas 4 to 6 feet. We dropped the Genny, hoisted the yankee jib. Too much heel, we lowered the main, sailing close hauled with yankee, staysail, mizzen.
- 3) Shortly after dark we had to tack offshore. Boat came around with no trouble. Wind up to 30 knots, seas building. Too much heel, put a reef in the mizzen; no good. Dropped the mizzen.
- 4) By midnite it was obvious that two of the crew were incapacitated. John Shipley and myself would have to finish it. Winds were UP to 35 knots gusting to 40. Seas were up to 8-10 feet. We contacted the other three boats in the race and told them we were turning around. One of them also turned around. Two continued. We headed off the wind, picked up speed and violent motion. Dropped the yankee. Staysail only sail up.

- 5) Rode the waves all nite. Had one wave break into the cockpit. Winds 35-40 knots, gusting higher, waves 10-12 feet. Just before dawn the staysail halyard broke, (1/8" wire). Boat layed ahull well. John and I went forward, hauled in the staysail, hoisted the yankee. Continued on the sleigh ride.
- 6) By dawn the storm had peaked. Winds steady 35 knots, seas 10-12 feet. Forecast was for a windshift to the North before noon. A Texas Blue Norther, possible 50 knot winds. As we approached the jetties at Port Aransas, the seas piled up to about 15 foot waves. Three times FREEDOM surfed, pegging the knotmeter at 10 knots. What a thrill!

A lot of Preparations are made, precautions taken. We do not go out looking for storms, but we are all prepared. And the experience is irreplaceable.

Damage reported was minimal. FREEDOM, broken halyard. SIRONA, blown out jib.

The ride aboard FREEDOM was rough, but at no time did I feel she was out of control. Did not use the Autohelm 3000 at all. Hand steered all the way."

2. Frank Lawson runs "SEABISCUIT", a 66' ketch in the charter trade out of St. Thomas, USVI for 8 months out of the year. The other 4 months he sails his T-37, "SATORI" to places like Newfoundland. He has had SATORI's main and staysail flattened and taken up hard on the rig. "But in medium winds (say 15 kts) and sea, the boat just won't tack finer than 1100. Any answers? We do six knots hard on the wind, but the wide tacking angle annoys me."

ED. NOTE: TOG owners with tacking angles less than 1100 please write me and describe your rig.

3. Tom Beard, "MOONSHADOW", writes: "I bent on my (Lam) sails after having them recut to fit. (The main was one foot too long on the luff and the staysail one foot too long on the foot.) I took out the roach and battens and added a third reef on the main. Would you believe that the only body to shape the sail was from material in the luff? The sailmaker apologized for the resulting shape-- saying it was the best he could do under the circumstances. No broad seaming was done. I also had a reef added to the staysail. They fit good now. We'll see soon how they sail."

4. Phil Dollin, "EOS", comments on spinnakers. "Re Buz Radican's question on cruising spinnakers in Newsletter #22 about going dead down wind or with wind 200 either side of the stern. A pole must be used. I made a 14, pole, mounted a fixed single eye on the mast, about six feet off the deck and use the staysail halyard for a lift. A downhaul should also be used on the pole and the sheet run through the outboard eye of the pole. The chocks at the quarter make great sheet leads.

5. Henry Hook, who sails his Tayana on the Great Lakes, sends this race report. We sailed with a Mason 43 cutter (P.A.E.) 15K winds on a close haul port tack - had several islands to clear and we pointed right along with him! - although he naturally out sailed us by a knot to a knot and 1/2 - but I was pleased and he was surprised we did not have to tack to clear the islands.

6. Alvin Wood sails "WINDSINGER" in the Puget Sound area. He writes that he is very pleased with his Lam Sails. He has added a 130 genoa and a cruising spinnaker to round out his sail complement for the light airs of northwest cruising grounds.

7. Carroll & Sandy Smith have a long pilot house cutter. They live aboard and sail "SANDREA" out of Long Beach, Calif. Carroll writes: "I am in the process of roller furling the staysail and eliminating the staysail boom using the "Mariner" Roller-Stay System which we have had on the jib for two years. This design has worked very well for us with no problems. It allows you to use your existing headstay, no aluminum tubes, etc. The sail is still hanked on with original brass snap hanks. It is not necessary to cut or alter the jib except for adding the "cover" at leech. The top drum is hoisted and lowered with jib halyard at any time desired.

In eliminating the staysail boom I did not want two sheets running to the cockpit but want to retain the original traveler concept with one control line. I will eliminate the straight stand-up bar-type traveler standard on the T-37. Ronstan is shaping and bending a track to my specifications to fit curve of coach roof and degree of forward-arc curve to allow staysail to "set" correctly using Ronstan car. We will let you know how it works out."

8. Bob Louttit, "LOUP DE MER" took all the rake out of his mast which definitely reduced the excessive weatherhelm. However, Bob has to reef the main as his first step when reducing sail.

9. When Joe and Ellen Lapekas recently ordered their Mark II Tayana, Hull #415, they had the halyards led back to the cockpit. They also eliminated the staysail boom and added tracks on the cabin top instead.

10. Rolf Zenker, "LEPAS", removed his mast rake and claims there is practically no weatherhelm. He installed a Hyde Staystream II furling gear and a large high cut genoa which has lots of pull in light winds. Another very interesting change was the replacement of his staysail boom with a

Camber Spar. It is a curved aluminum spar which fits into a wide pocket in a jib or staysail. It runs from the clew to the luff and is usually perpendicular to the luff. There is a bit more hardware involved but not much. It is a second cousin to a boom and a first cousin to a wishbone. Rolf finds that it provides good draft and twist on all points of sail and of course it is self tacking. Made by Biergig Sailmakers, 11092 Freeport Lane, North East, PA 16429.

PROBLEMS

1. Fred and Pam Brodersen, "MOONRAKER" recently wrote, "Over the past several years, we have sailed and motored MOONRAKER from Chicago, thru the Great Lakes to Oswego, N.Y. - the Erie Barge Canal - down the Hudson River around the Battery up Long Island Sound to Newport. That took us two summers to accomplish. Then in the summer of 1982, we headed further north and cruised the waters of Maine and left MOONRAKER in Camden, Maine. Each year we lived aboard for 6 weeks at a time and left her at a marina to be hauled for the winter. Each year brought more experience and excitement and pleasure.

The whole idea was to see and visit a new area every summer. We wanted to live the dream of cruising, even if for only 6 weeks a summer. Part of our winters would be spent planning the next cruise.

The year, 1983 was the big one. Bermuda or bust. Although Pam and I have always cruised by ourselves, we asked my brother Roy to come with and share the watches. We set out on July 1, from Camden, and in a stiff breeze, beat down Penobscott Bay. We were on a beat for the next 10 days. If we weren't beating we were hove to, sometimes just to stop the incessant pounding. Now we all know that 20 to 30 knot winds are nothing more than a good stiff breeze, but going to windward hour after hour, day after day, with the seas usually around 10 feet got to be a bit tiring after the third day. By the tenth day we had

had numerous squalls, almost constant wind (always coming from the direction of Bermuda) and shots of the sun every second or third day. The tenth day was force 6 gusting to force 7 with the rain in sheet form and seas between 15 and 20 feet. We want to say higher, but we know it is easy to misjudge, although according to the books we read, given the duration of the wind and it's speed and the fetch they could have been 20 to 25. We are now 350 miles ENE of our destination. Not exactly what I had planned. We are hove to. By 0100 on day eleven after getting a very nice push towards our destination from the back side of the storm, we had sun and gentle winds which continued until we reached Bermuda.

MOONRAKER leaked so badly we had to pump out a full bilge 2 or 3 times a day. Water POURED in from different points in the joinery, cascading down on our library, our navigation table, and short wave receiver. It had more of the feeling of being inside a fishbowl than outside.

I was met by a new crew in Bermuda and we went to work and took off all the portholes and found very little caulk and very large voids. The holes that were cut for the portholes were large and crude. VERY LITTLE CAULK. Do you realize the shoddy workmanship we're talking about? This is supposed to be an ocean going vessel. I now worry about every area that I can't see. The chainplates are a good example. Is the workmanship as poor?

The voyage to Jacksonville, Florida. was about as perfect as could be. We averaged 100 miles a day with light winds off the port quarter or astern. Consequently it was not a good test for my newly caulked portholes. I would have given almost anything for those voyages to have been reversed for Pam's sake.

I'm not sure what to do about MOONRAKER, even if I did stop the leaks. (I plan on using a pressure hose to find out). My plan was to sail to the Med in about three or four years, but I don't know if it should be aboard MOONRAKER. I feel like a turncoat, but I feel she let me down. It's not the leaking but what that implies."

2. Bob Leonard, "LIONHEART", writes: "HELP - we received our boat "LIONHEART" #333 late in August just in time for good Chesapeake Bay fall winds. The problem is when sailing rail down we're experiencing leaks somewhere along the hull. Water appears to be seeping in along the deck line. Any comments from others about this kind of problem?"

EDITOR'S NOTE: Fred Brodersen's "MOONRAKER" is Hull #193, while "LIONHEART" is Hull #333. The problem of leaks in Tayanas, though certainly not found on all T-37s, has been reported in this newsletter many times. Techniques for eliminating the leaks were described as early as Newsletter #6. The best "fix" is one in which two part foam-in-place foam is injected into the hollow bulwarks. To accomplish this after the boat is built is a difficult job. About 2 years ago TaYang considered various methods for foam filling the bulwarks during construction but gave up the idea because of cost. I believe filled bulwarks should be offered at least as an option. Not every T-37 suffers from the problem. Of course not every T-37 sails with the rail under or in rough seas. TaYang - please tell us what can be done. (See comments from Southern Offshore Yacht under Dealer News and Views).

TOG NEEDS HELP

As you all know Jeri Stolowitz has been faithfully reproducing and mailing our newsletters. In addition, she has been filling

requests for copies of back issues. It's a lot of work especially since Jeri holds down a full time job. I would sure appreciate hearing from any TOG member who would be willing to handle the back issue requests. To help keep costs down, volunteers who have access to a repro machine are ideal. To such a person Jeri would turn over her file of originals and back issues on hand. The TOG treasury would of course pick up any costs for supplies, postage, etc. Let me hear from you soon.

HOME BASE NOTES

Annie and I lost our cool last summer while travelling in the northwest and bought a house there. We plan to spend summers there and winters in Mexico. So for 1995, between April 15 and September 15. please write me at

3944 Holmes View Drive
Langley, Whidbey Island,
Washington, (Zip ?)

*Best wishes for a Merry Christmas
and a very happy New Year !*

Norm