



Norm Demain  
3644 Holmes View Drive  
Langley WA 99260  
(206)221-8934  
Newsletter #26  
Spring 1985

Dear TOG Family,

Please note change in address. Annie and I will be in the Puget Sound area from April to the fall of '85. I'll let you know when to switch back to writing me in Mexico.

I sure hope you like this new mini format and that the smaller print isn't a problem. Rising reproduction and mailing cost has prompted the need for a less expensive way of publishing this newsletter. Since I expect to be in the U.S. for about 6 months this year, I am going to give Jeri Stolowitz a much needed rest in getting out the newsletters. The TOG really owes Jeri a round of applause for her diligent efforts in our behalf.

#### DEALER NEWS AND VIEWS

1. on Page 2 is a letter from Starboard Yachts, Houston. Texas\* Make note of the comment by Mr. Williams that new owners are opting to eliminate the intermediate back stays. This idea is also endorsed by Bob Perry.
2. Ed Potter of Southern Offshore Yachts (SOY) advised me that they have started receiving Tayanas with the new mast location. Ed says, "There is little if any apparent difference in the sailing characteristics of the new yachts and the old. Of course this is a very early evaluation. If the yachts are properly tuned, they both perform very well (and vice versa). We opted not to get Perry's new sail plan primarily because of the significant reduction in sail area". (ED. NOTE: SOY is not convinced that the mast relocation was necessary. Bill Wallace, BLACK PEARL, was the first T-37 owner to have the mast moved forward. (He ordered it that way prior to the

# Starboard Yachts, Inc.

NASSAU BAY HILTON MARINA - HOUSTON, TEXAS 77058

December 10, 1984

Mr. Norm Demain  
P.O. Box 77  
Lorento, B.C.S.  
Mexico

Dear Norm:

You continue to do an outstanding job of keeping all of us posted on the experiences of Tayana 37 owners. It is rewarding to a Tayana dealer to read the favorable comments of owners in other parts of the world.

We have over thirty Tayana 37's on Galveston Bay and know that our owners are enthusiastic. Enclosed is a photo taken at the annual Starboard Yacht Celebration when we had 16 Tayana 37's docked side by side. It was a fun day for all.

Recently Walt Henry took delivery of the first ketch rigged 37 that we have sold. Honestly, I was afraid to depart from the proven cutter rig, but those fears were needless. The boat sails very well with a beautifully balanced helm, and he has the advantage of a mast clearance of about 50 feet.

We continue to be pleased with the helm in our cutters by standing the mast almost vertical and bending the mast aft at masthead to ease the leach of the main. A completely vertical mast will produce lee helm in a boat with less than 100 heel.

Several of our owners have abandoned the intermediate permanent backstays, using running backstays on the rare occasions of over 20 knot wind when the mast needs that support. Deletion of that shroud allows the main to set much better on broad reaches when the helm does become heavy.

Thank you for your effort. The delight of ownership of a Tayana 37 is certainly enhanced by your letters.

Sincerely,

J. Howard Williams,

Starboard Yachts, Inc.

JHW/sw

Encl:  
3000 Nasa One Houston, Texas 77058 (713) 280-0070  
TAYANA 37  
TAYANA V-42  
,TAYANA 52  
'NASSAU 34  
NASSAU 42  
ALLMAND 31  
ALMAND 35

Perry redesign.) Bill is totally convinced, after having sailed on other T-37s, that the mast move has made a significant improvement. Time will tell. Meanwhile Bob Perry, would you care to comment?)

3. On Pages 4 and 5 is a letter from Chris and Lee Rosenberg concerning their problems in the purchase of "FUGITIVE II". It describes their near disaster in dealing with Omni Yachts and their rescue by Sextant Yachts. From my vantage point I cannot understand how Omni can sell new Tayanas because I never heard of them being an authorized Tayana dealer. Any comment Ta-Yang?

In the next newsletter #27) I will include another Omni Yacht horror story letter from Jim Brumfield, "DREAMWEAVER".

### TRIP PLANS AND EXPERIENCES

1. Emanuel and Helgard Wirfel plan to cruise "ADELANTE" out of Erie, PA for 12 weeks this summer.

2. Norm Padgett had "ALEGRIA" transported by truck from New York to California. "The trip by truck was without damage except for the lower eye for the bobstay. This fitting was used as a tie down point and had become loose during the trip. While restructuring of this area was a fairly straightforward task, I am persuaded not to use this eye as an attachment for a nylon pendant to the anchor chain as has been recommended by some.

The fitting out of ALEGRIA continues with an occasional interruption for sailing in the Channel Islands. While in the New York area, Marjorie and I attended the class on the Yanmar engine which was held by Mark Boring, Inc. which was excellent. We have the 33 HP fresh water cooled model.

Other items: We replaced the bobstay with stainless steel pipe to prevent chafing when using nylon rope. We installed an Autohelm 3000 and are very satisfied. By the way, we've been

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## VICTOR/ SACKS FURS

1617 WALNUT STREET, PHILADELPHIA 19103  
140 MON

(215) 561-1938

MONTGOMERY AVENUE, BAIA CYNWYD 19004

(215) 667-2233

Tayana Owner's Group  
c/o Norm Demain  
PO Box 77  
Loreto, BCS, Mexico

December 17th, 1984

Dear Norm:

I'll call this letter a "Nightmare Turned Fairytale".

It all started in May, 1983, when my wife Chris and I ordered our Tayana 37, "Fugitive 11" from Omni Yachts in Ft Lauderdale, Florida.

After close to two (2) years of shopping and comparing and finally deciding that the Tayana was the best vessel available on the market in every aspect, we then set search for a dealer who would offer us the best "deal" as well as service.

We combed the entire Eastern Coast and eventually worked the purchase through Omni Yachts.

Omni was willing to negotiate a deal taking our previous vessel as a trade-in and promised us delivery approximately October or November 1983. We were contacted re delays in delivery and we requested that the vessel be shipped after the New Year with 1984 registration.

What followed in the months to come became the "nightmare" part of the story.

Vie were contacted by an attorney in Florida who claimed that our vessel was about to be sold at Sheriff's sale for non-payment O of bills. Unfortunately, Omni Yachts had owed substantial amounts of money and the boatyard believed that our yacht belonged to Omni. Our problems began.

Vie had thoroughly run "checks" on Omni Yachts through the Better Business Bureau of Ft Lauderdale, the Chamber of Commerce, and even spoke to Omni customers. Omni was given a "clean bill of health".

Forget our trip to Ft Lauderdale (Airfare, car rentals, etc) and forget the hundreds of dollars in phone calls to try to straighten out this mess, but what about the \$5,681.00 it cost me to get my boat back? What about the \$5,000.00 I've given to Omni Yachts?

I've watched my hull number go from No 399 to No 400 ... I've watched a lot of money disappear and not quite sure where it went.

Letters and telexes went out to Ta Yang. Phone calls are not inexpensive to the Far East.

Now the "nightmare" starts to change into happier notes.

Tayana dealers from all over the country know of my story and to varying degrees offer assistance. They are all willing to "bring-in" the yacht, each with their own demands in return. Of course, no dealer wanted to take our vessel in trade and this did present a problem from our standpoint.

At this time Ta Yang was sending their representatives to the United States to meet with Chris and me to resolve this problem. I don't know if my yelling "lawsuit" meant anything, but I must admit that Ta Yang responded fairly quickly.

Things were looking up. Now the "Fairytale" begins.

Enter, Mr Tom Cooper of Sextant Yacht Sales in Annapolis, Maryland. Through Tom's efforts and cooperation and mutual trust on the part of Sextant and us, Tayana hull No 401 was loaded on a freighter and brought into the USA.

Tom Cooper handled all of the necessary details in the landing of the vessel and in theory "took over" the contract from Omni Yachts, with the exception of our trade-in. Tom did the legwork for us in finding different outfits to commission the vessel to canvas work to carpentry.

Our sincere appreciation to Mr Cooper.

A & B Yachtsmen of Annapolis did most of the commissioning and carpentry work and the overall quality of their craftsmen rivals the work performed by Ta Yang. In an era of mediocrity, it was a pleasure to see people taking pride in their work the way they did at A & B Yachtsmen. Nothing was overlooked and I couldn't fault their ability in any area whatsoever.

Well, we did get to use our vessel twice since we took delivery in October 1984 and loved every moment aboard. Fugitive 11 is a magnificent yacht and her performance (what little we had) was just fantastic.

I do hope to be able to write to you in the near future about some "great sailing". Next Spring looks like Martha's Vineyard, Nantucket, and Maine. We'll keep in touch.

Oh ... by the way Norm, should you hear of someone in the Florida area looking for a 331 sloop ...

Best wishes for the coming holidays.

Chris & Lee Rosenberg  
Fugitive 11

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buying foreign made products through Thomas Foulkes in London and because of the present strength of the dollar versus the pound have experienced very significant savings."

3. This report from Bill Murray, "CHINOOK WIND" goes back to '83but it is still pertinent. "We live in a townhouse complex on Clear Lake, Texas which got hit with Hurricane Alicia last year. Chinook Wind rode out the 100+ MPH winds in a canal, with \$60 worth of damage to a rub rail, that was it. From the house I could see the mast bouncing around so I knew at least she hadn't sank. A Tayana 37 at the Hilton Hotel Marina next to us\* sank at her moorings. A Tayana 37 that anchored in the lake drug anchor and went up on the rocks next to NASA Road I. So of the 3 Tayanans I knew of we really came out well. Being through a hurricane on land and seeing and feeling what it can do gives you a strong respect to avoid them at all costs."

4. Dorothy and Bob Gibson are transporting "WANDERER" by truck from Oxnard, Calif. to Seattle Wash. (ED. NOTE: I sure don't blame the Gibsons for avoiding what many experienced cruisers consider one of the worst passages anywhere . . . going north from Southern Calif. to Wash.) Dorothy wrote, "What we save on property taxes will pay much of the truck trip cost and also we can have a full six months to cruise British Columbia and S.E. Alaska."

\*(ED.NOTE: The T-37 belonged to TOG Member Ross Ferland who has since bought a Tayana V-42.)

## RIGGING AND SAIL TALK

1. Jim Andrews, "SUZANNE", who likes to race his Tayana, has some interesting words to share with us. "We were planning on installing twin headstays until some investigation revealed the fact that head sag increases by a factor of 4 when you divide the headstay tension on two stays. Being a club racer of no repute I couldn't live with that so we will install 3/9" stays and upper shrouds instead to give us the added peace of mind and set the second jib flying. I just can't bring myself to settle for a boat that doesn't point and as you know the T37 points surprisingly high. We are going to use StaLoc terminals on the new standing rigging as we can repair them ourselves at sea. We'll save the old rigging to spares and hope we never need them.

While we were in the San Juan Islands this August we managed to get in some heavy air sailing. We sailed west from Sucia Islands up Presidents Channel to Stuart Island in a gale 35 to 40 with gusts to 45 under single reefed main and staysail with the main traveler down and the staysail sheeted in fairly flat. In other words a "fishermans reef". The boat was a joy to handle. Light helm and indicating 7.1 to 7.2 knots. She tacked easily and rode well. Of course we had very little in the way of seas. I doubt if the waves were more than 4 feet but we did brush with a Landfall 39 carrying the same rig and blew him away. I won't elaborate on the Valiant 40 that ran away and hid from both of us. At least it was another Perry design.

Our working sails by the way are a well cut set of Neil Prydes that came with the boat, and we don't have a staysail club. We deleted it and have installed track and winch instead. We shortened our forestay and headstay and got all of the rake out of the mast and the weather helm is gone.

If the bank account holds out we will add to our 130% North leech cut light weight (4-5 oz) genny a heavy weight 120% short hoist Mule, a cruising chute with dousing sock and a set of storm sails. The Mule will hoist no higher than the first reef in the main. I had an occasion to try one of these on our boat and although it wasn't cut for our boat it was a super

sail for moderate air - 15 to 25 knots. At 25 knots it was necessary to go to the second reef as the helm got very heavy but then she got back on her feet and went like a rocket ship. I think it would be a great sail for cruising in 12 to 18 knots when you don't need the split rig and it's too heavy for the light 130. Now if I could only figure out where to put all these sails. As you have no doubt noticed we sail our boat as a sloop more often than a cutter. This is mostly because of our sailing grounds. We have mostly light air here in the summer and since the Sound lays the way it does the predominant air movement is North and South and of course we spend most of our time sailing North or South so you either beat or run. The sloop is easier and faster to sail here. We therefore have installed a Merriman quick disconnect system on the forestay and tie it off to the shrouds when we are not using it. And since we spend so much time as a sloop we also did away with the intermediate back stays and rigged the running backstays. These are also normally tied to the shrouds. We have a side benefit of being able to get the boom a little farther forward when running. By the way the running backs can also be used as intermediate backs in moderate air if you want.,,

2. Tom Bowers, "MAC BEE" asks, "Has anyone tried flying the conventional racing spinnaker from a Tayana 37? Seems that a 19 ft. spinnaker pole would be required with a diameter of 4 to 4 1/2 inches. That is a damned big pole. At 170% J the spinnaker would fly a foot of about 30 ft. with a luff at about 45 feet. Such a rig would be very versatile and that is the reason the racers like it. It would avoid the problem of the mainsail blanketing the spinnaker when the wind is directly astern, as Buz Radicon mentioned in the March Newsletter #22. In that situation, the pole could be used to swing the spinnaker out into clear air on the side of the boat



opposite the main. For those interested, The Circumnavigators Handbook, by Steve and Linda Dashew, describes how they used this spinnaker on their Columbia 50."

### OWNER MODIFICATIONS AND CHANGES

1. Jim Cool, "WIND GOOSE", Hull #197, loves his Tayana and has made some interesting changes. "Since we talked last I've installed tanks under the seats in the main salon. I now have approximately 190 gallons of water capacity. I'm using the 100gal tank in the bilges for fuel. I installed an electric fuel pump to the ignition switch and whenever engine is on the electric system drives the pump. Beautiful for priming when you change fuel filters or injectors etc.

I plumbed the system so I could close either tank off and they cross feed so we maintain H2O level the same in both tanks. Also, when either tank we can close both valves so no cross transfer occurs. No "hobby-horsing" now. This wasn't a cheap way to go. Just to have the tanks welded cost me \$1100.00.

I replaced all the Taiwanese thru-hull fittings\* with the stainless steel ball/teflon seal type made here in the Good "Ole" USA. No longer do I have to go thru the boat once a month and turn all the valves on and off. No more electrolysis due to dissimilar metals in the same fittings.

I've replaced most of the rubber hoses that Ta-Yang installed from the water heater to the engine, sea water pick-up to water pump, fuel fillers, water fillers, et al. Had two hoses rupture, fortunately had spare things aboard so didn't overheat or sink. New owners should be aware that Ta-Yang rubber just doesn't hack it.

I've installed another chain locker aft, large enough to hold 50' triple B chain Plus 300' 3/4" rode and a 45 lb. Danforth anchor. Works great. If anyone is interested I'll be glad to provide assistance, drawings, etc."

\*The newer Tayanans have good ball type sea cocks

2. Emanuel Wirfel, "ADELANTE", supplied the sketches on Pages 11 and 12 showing his modified anchor rollers. He says, "This holds the anchor (45 lb CQR) quite securely. This anchor is carried on the port side, and the chain side of the foredeck. To prevent chafe by the chain, a small boat bow roller is installed below the bowsprit platform. Altogether it makes a neat set-up and is quite solid in a seaway." For more details contact Emanuel at 411 Marney Drive, Coraopolis. PA 1510F

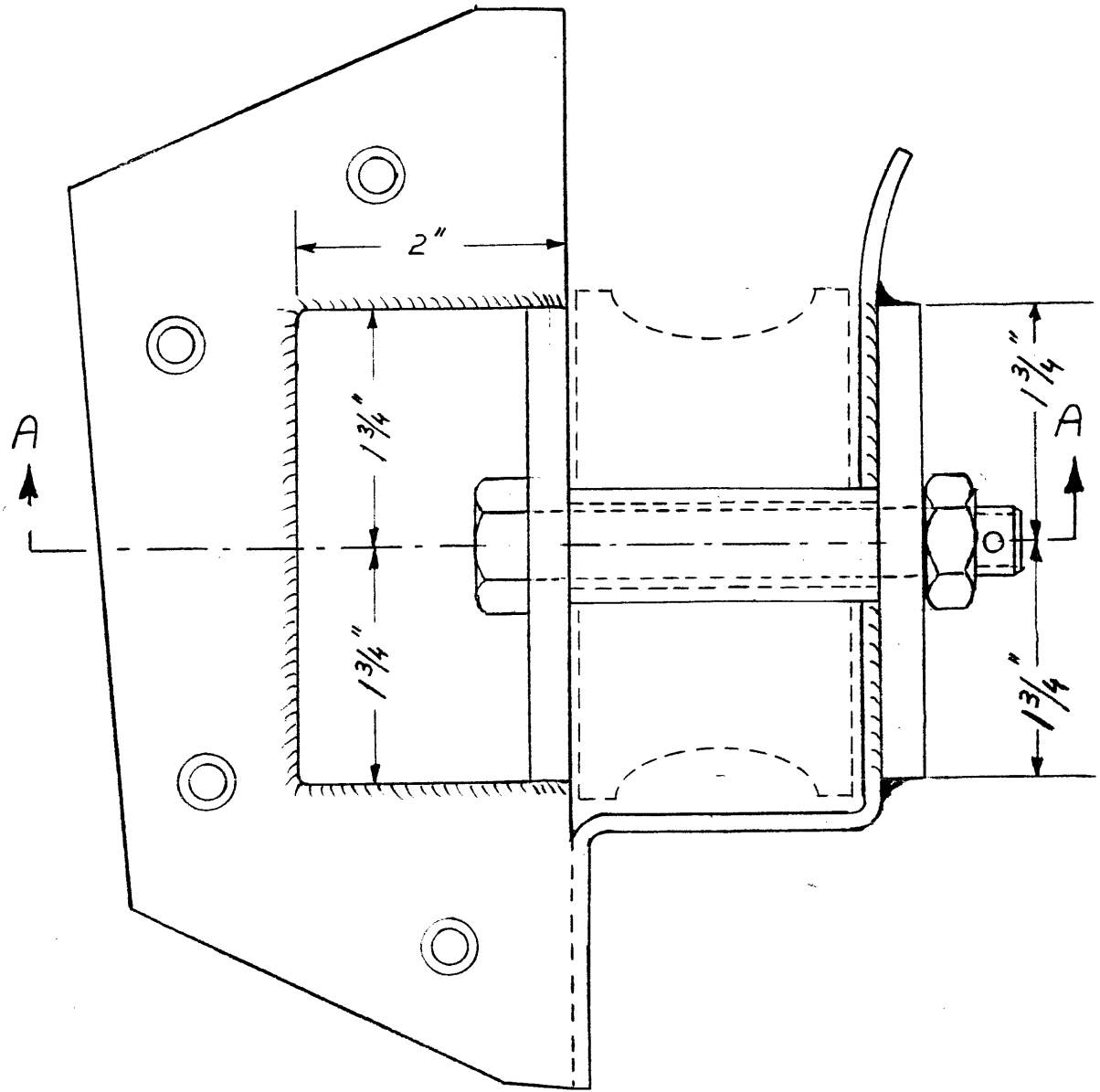
(ED. NOTE: Over the years of this newsletter, many owners have complained about and modified the standard bow roller arrangement. Ta-Yang please take this problem under consideration.)

### PROBLEMS

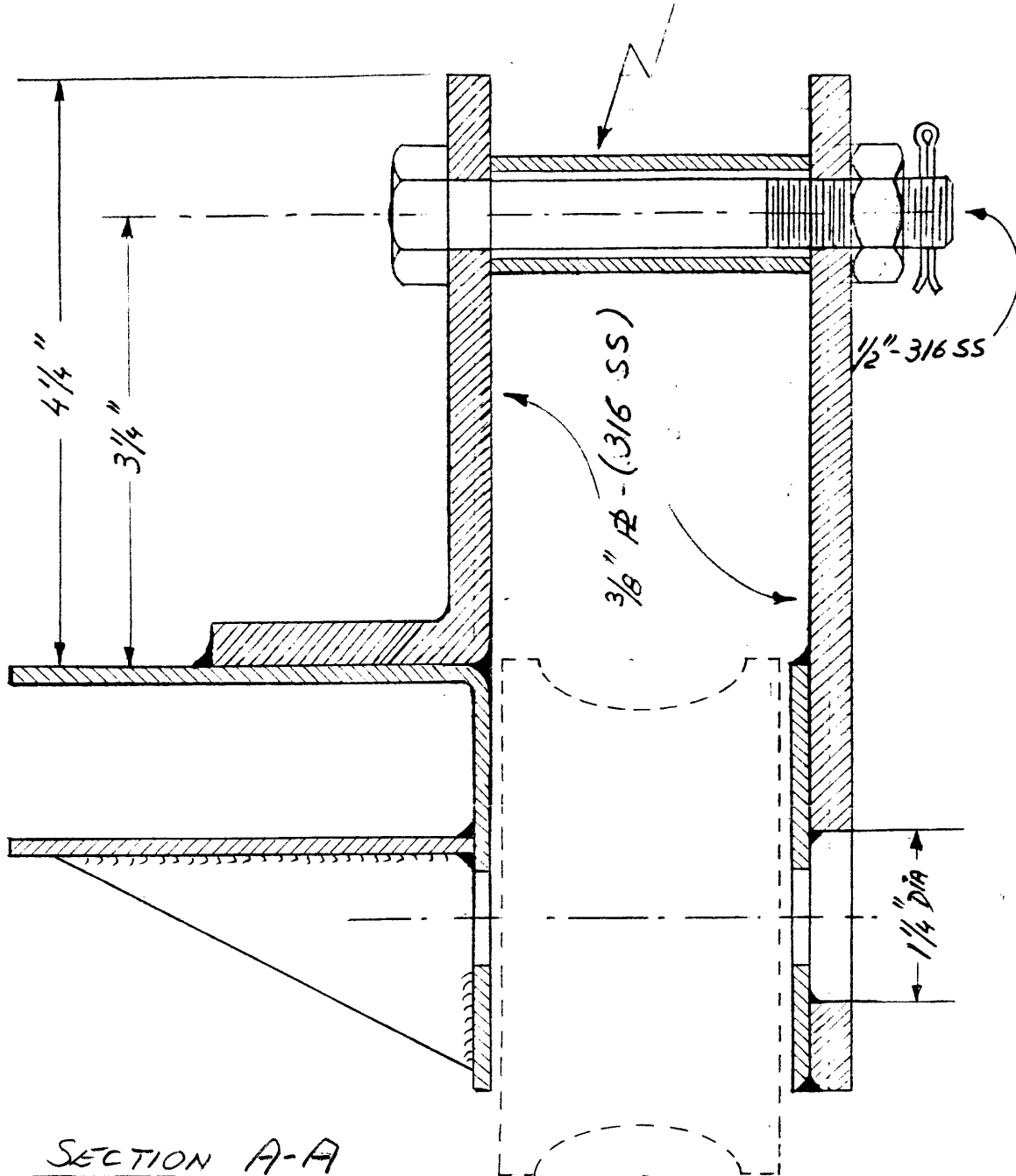
1. on Pages 13 thru 17 are letters between Rolf Zenker, "LEPAS," and Todd Harris who resides in Taiwan and provides quality control inspections and purchasing assistance to buyers and importers of Taiwan built boats. Rolf has been one of our most outspoken critics. His points are well taken and Ta-Yang management needs to take positive action to correct the problems. Bear in mind that Todd Harris does not work for Ta-Yang, but merely tries to act as a communicator between TOG and Ta-Yang. Incidentally Rolf considers his boat the most beautiful one on the Great Lakes. After reading the letters, see additional editorial comments.

2. Jim Hayes, "WANDERING STAR", has joined the ranks of those T-37 owners whose prop shaft came loose from it's coupling and backed out. Jim has hull #167. This problem (now solved I believe) occurs only with owners having the earlier hulls and Perkins engines. (It's not an engine problem - it has to do with how Ta-Yang fit the prop shaft to the coupling.) Jim removed the prop shaft, had it built up, then ground down to a tight fit in the coupling. He says this costs less than buying a new shaft.

2 REQ'D. : 1 LEFT-HAND, 1 RIGHT-HAND



SPACER (LOOSE BUSHING)  
1/2" SCH 40 PIPE - 316 SS



Rolf F. Zenker  
6 Old Duxbury Ct.  
Fairfield, Ohio 45014  
October 7, 1984

Mr. Todd Harris,  
Performance Marine  
No. 5-3,19 Lung  
72 Lane; Cheng KUO First Road  
Kaohsiung, Taiwan ROC

Dear Mr. Harris,

I read your letter to Norm Demain in with great interest. Between you and myself, I have reason to disagree with your opinion that the savings from doing your own importing is not worth the trouble. After having LEPAS in the water after discharge from the vessel which brought her from Taiwan, I paid \$59,293.60 - this includes \$5,797 for ocean freight, \$674.38 all-risk insurance, \$116.80 on bank -charges (for L/C), \$1,536.22 Duty and \$450 on Port Charges. I do agree that not

everybody knows how to find a reputable Non-Conference Shipping line, or can satisfy Customs with all the Import formalities. As you may agree, I did save a considerable amount of money. The real reason for writing you this letter is to tell you of -,some unforgivable mistakes made by Ta-Yang during construction of LEPAS' hull #246 late 1979:

- Prop shaft not electrically connected with engine., and other grounded 12V system. Result: Electrolysis/pitting on shaft where it contacts the graphite packing of the stuffing box. Fix: Ground strap across flex coupling,.,
- Delamination of fiberglass under keel after hard grounding ,due to large voids between ballast and outer hull/keel. Proof: After cutting an opening into side of keel 12" from bottom and pouring in 3 gals of resin, level of resin was only 6" from bottom. Next year, I'll pour in more resin and advise results. You may easily calculate size of voids Ta-Yang claims do not exist but at least another TOA member discovered in his boat. Needless to say that repair of the broken fiberglass shell was made before pouring-in the resin - LEPAS was in her cradle, and no resin ran out at-the bottom.
- Ice box insulation: although I specified 4" foam ni in my purchasing contract, the yard only put Styrofoam plates in 3 of the 6 walls of the box. After adding 2-component foam as much as I did, LEPAS' reefer does still not hold long enough between recharges of its cold plates. PTO

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-This season, one of the steering cables broke right where it was spliced into the end of the chain. Reason: Ta-Yang used galvanized steel cable without thimble! Yes, it's true - see enclosed photo. It happened during docking in a harbor; no damage to LEPAS or any other boat. To use magnetic cable and a carbon steel chain under a compass does not speak for a quality product such as a T-37! Before I suggest to all other T-37 owners to inspect their steering system, I'd very much like to receive your comments to this incredibly poor workmanship.

Other than the above described deficiencies, LEPAS has seen many waters, logging almost 8,000 miles thus far. Her Perkins engine was a very good choice; its injectors seem to hold-up better since I use fuel additives like the truckers. Diesel fuel in our country is of very poor quality causing nozzle fouling from lacquer build-up. My second best investment was the windlass The chain gypsy delivered from Ta-Yang was for a chain which is no longer in production (3/8" BBB). I found 5/16" hi-tensile which fits o.k., and 100' of it have provided all the safe anchoring one can expect. I'll buy another 100' as soon as possible. With regard to mast position, I do not know what others complain about. Our mast is made in New Zealand, and with as little rake as the back stay permits, there is practically no weather helm. As long as I find the courage to reef early enough. That seems to be a major problem with most sailors .....

Finally, I do have to ask for a favor: the rubber seals around our port holes, along the skylight and the O-rings around the mast all need replacement; can I purchase them thru Ta-Yang? I'd very much appreciate your letting me know how much money I'll have to send. With the winter lay-up, there is no rush. I look forward to receiving your reply.

Another item of concern is the stuffing box; I-understand that our old-fashioned gland packings can be replaced by oil-lubricated standard-shaft seals. Any suggestion?

Please, give my regards to Mr. Chiu - I'm sure he still remembers, me. Let's hope I will not have to contact him for a new, this time non-gelcoated bowsprit after the one he supplied collapsed as result of dry rot. LEPAS is still one of the prettier T-37 on the Great Lakes. Except for the teak deck, all bright work is varnished after trying all kind of teak oils, incl. Deksolje. Best regards,

Rolf F. Zenker

encl. (2 photos) cc: Norm Demain, TOA

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TODD HARRIS  
PERFORMANCE MARINE

QUALITY CONTROL INSPECTIONS ASSISTANCE IN PURCHASING MARINE CONSULTANT

Oct. 23, 1984

Mr. Rolf F. Zenker .  
6 Old Duxbury Ct.  
Fairfield, Ohio 45014

Dear Mr. Zenker,

Thank you for your letter of October 7.

My recommendation that prospective Tayana buyers buy through qualified Tayana dealers still stands. In general, most buyers are not equipped to deal with the decisions and judgement required, especially when presented a full range of options and latitude for interior customizations. In addition, the majority of buyers don't know what to look for when inspecting their boats nor know what should be taken care of in commissioning.

Your steering cable problem comes as little surprise since I've encountered it myself. I also know that TaYang never uses non-magnetic chain and wire cable. Basically it is a motorcycle chain.

Recently two southern buyers have opted for tiller steering as standard on the outside steering stations of pilot house models. They report favorably that for coastal cruising (with a Tillermaster autopilot) the tiller works just great. Another alternative is an Edson or Yacht Specialties system instead of the standard Grand Deer unit.

You could replace your chain system with an Edson chain system to fit the Grand Deer sprocket. If you keep your existing' chain, just keep it well lubricated. I would refer you to Will Keene, Jr., at Edson.

On your shaft pitting problem, I believe it is not a result of electrolytic corrosion as you suspect, but rather a case of graphite corrosion.\* You mention graphite packing in the stuffing box. Graphite packing and graphite lubricant should not be used with stainless steel shafts. Even a pencil mark on the shaft can cause local pitting. I would do the following:

- 1). Replace graphite packing with flax packing or Teflon packing, or F.E.P. fluoro-carbon-impregnated asbestos.
- 2). If pitting of the shaft is serious, replace shaft.
- 3). Remove the propeller and check for pitting under it, Reinstall it with waterproof grease between bronze and stainless.
- 4). Add a shaft collar zinc.

- 5). Check pencil zincs in the engine. Refer to Perkins Parts Manual or Service Manual for locations. These zincs are highly active and will virtually disappear long before your big zincs on the keel.

For reference on the graphite packing, you can refer to the American Boat and Yacht Council's "Materials, size, and Installation of Propeller Shafting Systems, Section P-6.6d."

Regarding ice box insulation, I believe if you check it that the insulation is of P.U. foam; where it does exist, that is. The other factor contributing to loss of "cold" is the fact that Ta-Yang installs no vapor barrier foil or film outside of the foam.

You may also be losing cold through the icebox drain(s) which drain to the bilge. Consider putting a loop in them to trap water in the loop so cold air can't run out.

Several T-37 owners have replaced their Ta-Yang stuffing boxes with Wilcox Crittenden packing glands. Refer to earlier TOG newsletters.

Neither the yard nor the local Yachtspar New Zealand agent has stock of spare O-rings. You should find a local alternative or purchase them from New Zealand:

Mr. Ian Dunn

Yachtspar New Zealand  
P.O. Box 34-114  
Auckland 10  
New Zealand

The yard will answer you directly with replacement hatch and portlight gasket information. If you don't hear from them, please write me again.

Yours sincerely,

Todd Harris

TH: cc

ENCL. I,



Rolf F. Zenker  
6 Old Duxbury Ct.  
Fairfield Ohio 45014

October 31, 1984

Mr. Todd Harris,  
Performance Marino  
4F No 19, Fu Bin 2 Village  
Wen Shan North Lane, Feng Shan  
Koahsiunq Hsien 830, Taiwan R.O.C.

Dear Mr. Harris:

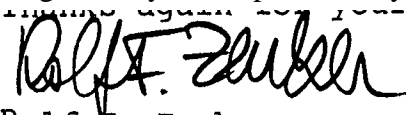
Thank you for answering my letter of October 7 - I consider it a miracle that it reached you inspite of the rather incorrect address!

While you obviously addressed some of the topics raised, I am concerned why you did not comment at all on some rather significant design, or rather construction faults.

- (1) Prop Shaft Electrolysis - I do know what to do to eliminate my problem; but what does the designer/ builder do to prevent this from endangering boats built right now?
- (2) Voids between ballast and keel - while I'll keep buying resin to fill these dangerous voids, what is TaYang doing to produce boats with ballasts professionally bonded to the outer shell of the keel?
- (3) Steering System - I am fully aware of my options to convert the Grand Deer system to a more technically sound steering using parts from Edson, is TaYang aware of how little it takes to improve the system they incorporated into #246 by simply using stainless steel wire, and thimbles rather than some inferior arrangement which could lead to disaster?
- (4) Ice Box Insulation - I'm sure you know how difficult it would be to prove my statements. All I can say is that there has been or still is space between the SS lining, and the inferior foam Plates loosely fitted between the walls. Vapor barrier would only be icing on the cake. Thanks for recommending the water trap for the drain - I'll make this modification next spring.

I'll also order the spares from the sources given.

Thanks again for your help. Sincerely yours,



Rolf F. Zenker

cc: Norm Demain, TOA

## PROBLEMS (Continued)

(ED. Comment: Regarding the letters on the previous pages, in my opinion, the best way to cause Ta-Yang to correct problems is to have new buyers stipulate against them in purchase contracts.

Regarding direct factory purchase of T-37S. while Rolf in fact saved money, he had a rough time getting certain discrepancies corrected even to the point of going to the Taiwanese Consulate seeking relief. In the next newsletter, No. 27, I'll have information on new laws affecting direct importing of boats by individuals. It's getting tougher.

## BOATS/US

I received the annual request from BOATS/US to join their group plan. With certain administrative actions on my part we get a 50% discount on their annual fee of \$17. However, I have not received any input from TOG members lately about their purchasing any items from BOATS/US so I do not plan on renewing our group accord.

## REMINDER

The deadline for the \$15 annual TOG dues was April 1st (new members excepted). Beyond April 1st, please remit \$20. The extra \$5 covers the added expense of special handling. Thanks for your understanding.

Best Regards,

