



Norm Demain
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Fall 1985
Newsletter #28

Dear Tayanlans,

OK you super people, now that you have had a summer full (not full enough I bet) of fun and work with your Tayana, write me about It. While stories of blue water cruising are exciting and Interesting, most of us do local cruising. Boat modifications, problem solving, live aboard ideas, are all of interest to our members.

ATTENTION OWNERS OF YACHTSPAR SPARS

Rolf Zenker ordered his boat with Yachtspars spars. He writes, .whenever I pulled the mast I had great difficulty in putting It back. The "O" rings were the problem. I inserted the rings with lubricant but It didn't help. So I wrote to Yachtspars and got the following advice.

'The trick to fitting the O rings is to Insert them dry and the mast dry as well. The 1st ring should be introduced when the mast Is about 12-14 inches off the base.

When this ring has been pressed firmly Into the gap between the mast and deckcollar, carefully lower the mast about 2/3 Inches while still pressing on the rubber O ring.

As the mast descends the ring will roll Into the gap and follow the mast down.

This procedure should be followed with each subsequent O ring, as soon as the precedIng one is flush with the top of the deckcollar.

I am sure that If you follow this method you will have no trouble at all. The rings are not expensive (\$3 USA each). So should you wish I will arrange to have these forwarded to you.'

DEALER VIEWS

In the last newsletter. Tayana dealer Mike English wrote about the Impact of new federal regulations on boat importing. On the next two pages Edwin Potter, owner of Southern Offshore Yachts. describes the situation as he sees it.



YACHT SALES ○ BROKERAGE ○ CHARTER

August 15, 1985

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Dear Norm:

I read with interest Mr. English's dissertation on "new" Coast Guard regulations and their effect on importers. Some of what he said is true, but his article is wrong in a couple major aspects and things are made to sound a little more frightening than they really are. To dispose of an important error immediately; the Coast Guard does not require importers to be bonded and registered with the Federal government. The Coast Guard, of course, does not have this authority. Thus, if your importer tells you he is not bonded and registered it is likely that he is not required to be by the state in which he operates. In Mr. English's case, the state of Maryland does require that he as a boat dealer be bonded. That is a state regulation and not a federal requirement.

With regard to the hull identification numbers (HIN). They are required in accordance with the Federal Boat Safety Act of 1971. The act is implemented through federal regulations. In the case of hull identification numbers, the federal regulation is CFR 33 Section 181. The latest change to this regulation is August 1, 1984. Paragraph 181.23 states "a manufacturer (or importer), as defined in Section 181.3 of this part, must identify his boat with two hull identification numbers which meet the requirements of this sub-part." I think any company that is a Tayana importer has met the requirements as stated. Section 181.31 addresses responsibility for yachts manufactured outside the United States. It says in part "...a U.S. importer must obtain a manufacturer's identification code as required by paragraph (a) of this section." It goes on to say, however, "if a nation has a hull identification system which has been accepted by the U.S. Coast Guard for the purpose of importing boats, it may be used by the importer instead of the one specified in this subpart." When the law was first promulgated, this was interpreted by most foreign manufacturers as requiring them to obtain a registered U.S. hull identification code. Ta Yang did this. The TYA identification code used by Ta Yang is an official Coast Guard manufacturer's code and as such has been and is now accepted by the Coast Guard. At this point in time, no one

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Norm Demain
Page 2
August 15, 1985

is in any danger of having their yacht tied up on the docks by customs because of the TYA number used by TaYang.

Mr. English is correct in saying that the Coast Guard is trying to get each importer to utilize his own HIN so that it has a responsible agency which is within the jurisdiction of the United States and its courts. Discussions with the Coast Guard revealed no uniform enforcement of this provision. Coast Guard headquarters told me that the TYA manufacturer's code of TaYang was valid and there is not at this time any intention of invalidating it. When I asked if we should put our own hull identification code on our Tayana yachts in the future, his answer was ambiguous. However, when I took the issue up with a Commander of the 7th Coast Guard District, he indicated that they would prefer that importers immediately undertake to have their own hull identification codes used by the foreign manufacturers. Southern offshore Yachts is now in the process of getting this done, although we have registered an objection because the yacht will not be officially identified as a Tayana. This is important to us because there are so many look-alikes around, but the Coast Guard does not have the same concern.

With regard to yachts purchased by individuals from a foreign manufacturer; these individuals will be required to go to the Coast Guard and obtain a hull manufacturer's code which is applied to "home built" yachts.

Contrary to Mr. English's findings, it is my observation that most importers are in fact fully aware of these regulations. I certainly do not believe that anyone who purchases a new yacht from an authorized Tayana importer need fear that his yacht is going to be somehow tied up or confiscated. The Coast Guard has nothing to do with how yachts are financed and it is not likely to clamp down on HIN's without some notification being given to everyone involved.

Sincerely,

Edwin J. Potter

"EX LIBRIS" - The First Year

Many thanks to ex-librarians Jim and Peg Skipper for the following extensive report:

"As the Newsletter was most useful when we were making our decision to buy a boat - In fact it was the single most important factor in deciding on a Tayana 37 - I feel some sense of responsibility to report our experience. Please feel free to edit the following for information which you think would be useful to others.

Shortly after our having made a deposit on Hull 357, Dave Wresch (Chicago area) went bankrupt. Being informed of our situation, Mr. Chiu, President and Basil Lin of Ta Yang flew from Newport to Chicago to meet with us, discuss accommodation plans and equipment options, and agreed that the \$4000 deposit forwarded by Wresch would be applied to the purchase price, and that we could "deal" direct with Ta Yang and not be hostage to another dealer commission. The boat was completed in three months with another month for delivery to Baltimore/ Annapolis, where it was commissioned by John Potter, who has had considerable experience with Tayanans and did an excellent job for us.

N.S. Chiu, Sales Manager, was most helpful in resolving all of the usual anxieties, and sent periodic reports and photographs on various stages of construction. The only problem was that I requested that the anchor rollers be placed inboard on the bowsprit platform. being moved as far forward as possible to accommodate a Simpson-Lawrence anchor windless. The rollers were not moved forward, to the enrichment of a ships carpenter In Annapolis.

We have encountered neither of the two major problems experienced by others: weather helm and leaking bulwarks/ports. We specified no aft rake in the mast. The last newsletter noted that the mast

is now being moved 8" forward. I am not sure whether or not this modification had been adopted by the time Hull 357 was built. Anyhow, by prudently reefing the main, weather helm is not a problem.

The steering quadrant has presented a problem. The bolts worked loose on our voyage from the Bahamas to the Virgin Islands - just enough not to be noticed in steering, but sufficiently to "flex". Result - a sheared bolt connecting the quadrant collars around the steering post. Fortunately this was discovered in a routine check, rather than causing problems in heavy weather.

I had the four holes enlarged to take a heavier bolt. Incidentally, owners would be sure they have an Allen Head Wrench which will fit the steering quadrant collar bolts.

Another small but annoying problem was produced by the cast metal battery clamps. I spent several weeks trying to determine why the batteries were not charging sufficiently. The reason is that the castings are (a) too small for the job and (b) could not be made to fit tightly around the battery post. Replacement clamps were installed and the charging problem was solved.

The Pryde sails are excellent - although the tack on the main had to be adjusted to fit the tack hook on the Isomat spars. The spars themselves are a first-rate piece of equipment with rope clutches built into the boom for reefing and outhaul lines.

We specified a spruce interior rather than teak to provide a "lighter" interior, and the deck prism in the head is an excellent option - wish now that we had put one over the stove.

Although Mr. Chiu was dubious, we found that 20 lb. aluminum LPG tanks (Worthington) will fit in the locker in the Mark II hulls. Originally, it seemed that we would have to go with steel and rust.

Fluorescent lights were placed wherever possible - the increase in energy/illumination efficiency is considerable.

Nicro Fico Travelers were specified for main and staysail, and Schaeffer 6-part blocks have replaced the teak blocks for the main sheet assembly along with 2-part main traveler fittings. Expensive, but well worth it in terms of sailing enjoyment.

To date we have not opted for running back stays. We may be sorry someday, but they do seem to be a nuisance. (Any reports on rigging failures due to absence of running backstays?)

We have all tanks in the keel to avoid the weight problem caused by the tank under the V berth - enough anchor and chain is forward, anyway. The head holding tank was fitted with a cut-off valve from the head and was incorporated into the fresh water tankage system - giving us an extra 20(?) gallons.

Winches were upgraded. with Barlows #27 self-tailing, doubleaction being used for the primaries.

Although I resisted at first, the inclusion of a boom gallows and mast guards have proven to be worthwhile additions. Bomar hatches were specified, rather than the usual "skylight" Not as yachty, but they don't leak, they funnel breezes below more efficiently, and they allow us to stow a nesting dinghy on deck.

Major equipment items include a Magnavox Sat-Nav, loom VHF, Plath 6" compass, Aries wind vane, Hamilton-Ferris wind/water generator, cruising design 'Reefer III furler, Adler-Barbour fridge, Signet 1000 knot/log meter, Avon life raft, Shipmate stove. All items have given exceptionally good service. The electronic module on the fridge and the Signet 1000 were promptly replaced at no charge when they proved to be defective upon installation.

We obtained a "Hi-Seas- diesel cabin heater. Their regular model puts out too much heat for a boat this size and we would go for something smaller unless we intended to winter over in Maine or Alaska.

For ground tackle we chose a 45 lb. CQR, 33 lb. Bruce, 40 Lb. Paul Luke Kedge, and a 20H Danforth. We carry 50 ft of 3/8 BBB chain on each of two, 250 ft 5/8" rode, and have a spare 250 ft of rode and 20 ft of chain in the locker. The CQR/Bruce combination has served well, except in the Bahamas where they would not dig in - and the Kedge did.

We have been living aboard full time for the past year and Ex Libris has taken us from Maine to the Virgin Islands. We feel fortunate in having decided on the Tayana as the best possible boat for our purposes. Incidentally, eight Tayanas were in Marsh Harbor, Bahamas, during Christmas week. Jonathan Ely on LOON organized an owners' party which was enjoyed by all.

The most common problem cited by the owners was the exhaust system, which was subject to cracks and leaks in the stainless steel exhaust hose and muffler. A number had been replaced with the fiberglass VETUS system. I have a small leak in a weld on the muffler which has been corrected (to date at least) by an application of epoxy (Marine Text)."

FROM OUR PHILIPPINE CORRESPONDENTS

Don and Bev Rock, "AUF WIEDERSEHEN" bring us up to date on their activities in the following informative letter.

"I dislike form-like letters. especially to friends to whom he personal touch of 'an individual note is more tasteful; however, a lot has gone on and Bev and I would like to let all our friends know what's happening at 10 degrees 17 minutes N. 123 degrees 54 minutes E.

After 41 1/2 years the Navy and I parted company amicably and I received my final set of orders (for retirement). My boss, COMUSNAVPAC, granted us permission to retire in the Philippines without the rigmarole of going back to the States and having to come back here after the the separation process. Bev and I looked around during my tour at Subic Bay and decided this was for us. We like the climate# the people here have been very nice to us; living is relatively Inexpensive so your retirement dollar goes a bit farther converted Into pesos; and the sailing is ideal - over 7000 Islands in the Philippines alone. We found a piece of reclaimed land right in Debu Harbor and built a small house as a base of operations for our sailing forays. Our boat in on a permanent mooring 20 meters off the seawall in front of the house. The activity in this busy harbor is better than watching TV! There are usually 12-15 yachts from all over the world anchored in the cove in front and our rather nautically appointed home seems a natural magnetic force to which most of the sailors seem to gravitate. It is most interesting and educational to listen to the sea stories of these cruisers. many of whom have tens of thousands of sea miles under their keels. It is humbling - Bev and I have logged almost 10,000 miles and we think that's really something until we talk to people with 40,000, 50,000 miles, and one character we met has over 300,000 miles experience. Comparing notes and discussing various ports, routes and weather gamming is the generic term. I believe - is a great facet of our new life.

We now have an SSB (single sideband) radio and Bev and I both passed the exam for our HAM radio license. This Is another feature of the cruising scene that rounds out the picture, adds to safety and makes one feel part of a "family". As we've traveled from Hong Kong, Taiwan and the various Philippine Islands we have come to meet some of the voices and become acquainted with a host of new friends.

Our house was started last September, during a typhoon as a matter of fact, and was completed in late January - somewhat of a record for Philippine construction. We moved the last of January and have been quite busy getting squared away. We are on a neck of reclaimed land at the top of Cebu harbor, just below a suspension bridge connecting Mactan Island with the main island of Cebu. There is a large tidal pond in the back rimmed with native huts and our frontal view provides us with a panorama of the harbor. The Philippines being a nation of islands, shipping is the lifeblood of the nation and there is a never ending procession of boats going by, ranging from large liners, tankers, freighters to fishing vessels of all kinds down to dugout canoes.

We had a most enjoyable sail down to Cebu from Subic Bay. It is not far, only 425 nautical miles, but we had a ball. To those of you familiar with the Philippines or who are so inclined to dig out an atlas, we sailed down to Hamilo Cove, just past Corregidor and the south entrance to Manila Bay and spent a couple of days getting organized-and cleaning the last dregs of the Olongapo sewer from the bottom. After an overnight stop at Maya Maya we sailed into Puerto Gallera and thoroughly enjoyed a week long religious festival. It is a beautiful harbor and when the Filipinos put on a festival it is a FIESTA. There was a marching band parading down to the dock to meet all the arriving ferry passengers. Then there was the crowning of the queen and finally the evening candlelight procession around the town and back to the church. Reluctantly we left and sailed to Port Concepcion on Maestro do Campo island - an isolated little fishing village off the coast of Mindoro. A fisherman guided us to a secure and quiet anchorage well up into the harbor. There were many visits to see the boat. I would gather that as a harbor a Marina del Rey it is not.

We were shown around the village and surrounding beaches and met a young Peace Corps volunteer who had just reported for duty. During one evening we noticed one of the fishing bancas had broken loose and was drifting out to sea. I had the outboard on the dinghy and was able to retrieve the boat in short order. The sense of their genuine appreciation makes one feel good all over.

Our next port of call was Romblon, the marble capital of the Philippines. We had already loaded poor AUF WIEDERSEHEN well beyond her DWL (designed water line) but Day felt a bit more ballast was indicated so we added a marble bowl and a pedestal to our load. The bowl was in fact so big that I couldn't put it, Bev and me in the dinghy at the same time so I rowed Bev out to the boat and returned to town to pick up the bowl which even then almost swamped us. Despite it all, when we left Romblon we sailed straight through to the northern tip of Cebu -140 miles in a day; not bad for a really overladen cutter. We then hopped down the west coast of Leyte. I could feel the ghosts of World War II sea battles and landings. Looking up at the quiet mountains and peaceful valleys today where raged battles and many skirmishes in the years past and where so many lives were lost, one hopes that never again will this land or any land know the savagery of war. We sailed across the Camotes Sea to Cebu and anchored in front of the nearly completed house, to the consternation of the contractor. We did sail to Jua Island off the northern coast of Bohol for Christmas but since then we have been land bound getting the house habitable. When that job is finished we hope to start sailing again -first down to Dumageti and on to Zamboanga on the tip of Mindinao, then back via Palawan, Panay and Negros. If all goes well we'll really spread our wings and get down through the Solomons, Papua New Guinea, Borneo, Brunei, Bali, Singapore and off to Australia. Even as I write this I can't believe it as a near reality. As a boy I dreamed the dreams we all had -off to sea, coral atolls, blue lagoons, Pacific Islands - then came the work-a-day world's intrusion and the dream receded; and now suddenly It's happening.

At the risk of boring some of you who could care less and repeating to others of you who know AUF WIEDERSEHEN, she is a 37 foot Tayana cutter designed by Bob Perry and built in the Ta Yang yard in Kaoshiung, Taiwan. We designed the interior for just the two of us and laid out the running rigging so almost everything is fixable and adjustable from the cockpit. It may be exhilarating to be on the bow when you're going to Catalina or Port Jefferson or Kent Island, but off the continental shelf of the China coast in the South China Sea on a dark night I'd prefer to stay in the comfort and safety of the cockpit. It's absolutely amazing how large a 37 foot boat is to paint and clean and suddenly how small and insignificant it has become when tossed around by winds and waves.

With all our traveling and beachcombing *Bev* has begun a beautiful shell collection. I sort of groan whenever I see the pails and boxes and bags of shells, but secretly I am very proud and pleased at the collection *Bev* has put together. There is even one restaurant in Cebu that saves its shells from shell soup, a local delicacy, and the shells wind up in *Bev's* rock (shell) garden. This is a nutty establishment but we're rather harmless and it's fun. Retirement is great; there are just not enough hours in the day to do everything. Well, this has become more a chapter in a book than a simple letter. We hope to hear from you and we'll make notes to keep you informed of our whereabouts. Our mail will be kept for us here in Cebu so please write."

EQUIPMENT COMMENT

1. Jim and Joan Andrews, 'SUZANNE' hooked up a Tillermaster autopilot to their Fleming wind vane. They got a little S curve with it but it steers the boat well under power. (ED. NOTE: I did the same thing with an AUTOHELM vane and got good results. A Tillermaster alone is not sufficient to handle a Tayana).

Since Jim and Joan live aboard near Seattle, they installed an Espar forced air heater. Jim writes, "It is some of the best money we've spent. All that nice warm dry air being blown into our little world is a real joy. We have a DL3 model and it is used on 1/2 heat (6000 *BTU*) almost all the time. We had a very cold spell (for this area) last January and it got down to the low 30s and 20s for a couple of weeks. At that time we had to run the Espar at full heat (12000 *BTU*) and suffer with a little condensation, but we were warm. The heater burns less than a 1/2 gallon of diesel a day on 1/2 heat and 1 1/2 gallon on high heat. It draws 20 amps at start up for 1 1/2 minutes then drops to 2 amps after the flow plug cuts out and only the fan is running." (ED. NOTE: I visited Jim and Joan in Dec. '84 on a cold, sleeting day. The Espar kept the boat cozy. All reports I've had from owners with Espar heaters have been favorable. Anyone considering such an installation should contact Jim first. Write him at P.O. *Box* 1502, Oak Harbor, WA 98277.

Jim has this to say about boat cushions. "We are now replacing all of the cushions in the boat with new ones of U.S. made 5-inch foam and fabric. Since we are in that business it's not quite as costly as it might be if we had to hire it done. Let me give a tip here to anyone else thinking about new cushions for their boat. You get what you pay for! Inexpensive foam that feels good when new went in a few months of live aboard use. Also experience tells us that foam should be selected that is at least one step more firm than that that feels right in the shop. This is particularly true of mattress cushions. These recommendations are for live aboards. People who do not live aboard can do with less expensive foam because less use means less breakdown."

2. Tom and Ann Bowers took delivery of MAC BEE, Hull 396. a long cabin pilot house cutter, the summer of '84. He says, "We are delighted with her overall performance. On our shakedown cruise there were no breakdowns. She does need some anchor holders to better secure the plow anchors on the end of the bowsprit.

I knew from racing experience that a three-blade propeller on a sailboat was a significant handicap. As soon as MAC BEE arrived, I asked the boatyard to install a two-blade propeller which I had already bought. They took one look at the shaft set up and held their noses. The result was that I installed a new shaft in the conventional set up and have had no trouble. The shaft is marked so that the propeller can be manually rotated to the vertical and then held there by the transmission. While it is not as good as a folding propeller, it gives minimum drag. After all, it is a sailboat.

We recently Installed a Hyde Streamstay II with a 5.3 oz. North leach-cut 130% genoa. With that rig up, MAC BEE is a different boat. She points to about 40 0 and moves like the devil was after her. When the North man came with us for a sea trial, I asked him if I should install a backstay tensioner. His reply was an emphatic "NO". He said MAC BEE was so over built that the hull would not deflect under the forestay-backstay load.

We have a hydraulic steering system on MAC BEE. Since she is a pilot house model, it seemed the cleanest way to have troublefree inside and outside steering. One feature we like about it is that the steering effort can be adjusted by varying the number of turns of the wheel for rudder hard-over. My wife likes this feature also, since she can adjust to steer with less muscle."

3. Emanuel and Helgard Wirfel, "ADELANTE", sail out of Erie, PA. He writes, "The biggest addition we have made so far is a Crosby engine driven refrigeration unit, with two cold plates to give us freezer and refrigerator. Tough job, because of the need to handle heavy components in close quarters, but definitely worth It. Once installed, the system worked like a charm.

4. Dorothy and Bob Gibson, "WANDERED", installed an Alpha Marine Autopilot. It gave them problems for some time but now appears to be working OK. Alpha Marine did stick with their warrantee.

They also have a Nilson Windlass and it has worked well so far, although Dotty writes that a counter on the windlass would be helpful.

Bob installed a Hi Seas diesel heater. He had hoped to use a gravity fed drip system but that required that the tank be 5' above the heater, so an electric pump was needed.

Their Nova Kool refrigeration is built in British Columbia and so far has worked perfectly.

5. Arnold Koopersmith, -GOLDEN HANDS". also had a Nova Kool reefer installed (by an expert) and he writes. *it joyfully functioned well from my summer cruise and local use (East Coast US). What a God send not to have to buy ice every day or two."

Arnold also advised that he replaced his SR Mariner depth sounder with a Datamarine instrument because the SR unit never worked right and finally gave out.

The Autohelm 3000 that Arnold Installed is "functioning like a gem". He wants to-know if anyone has any comments for or against a Micrologic 5500 Loran which he is planning to buy? His address is 1100 Peninsula Blvd., Hewlett, N.Y. 11557

6. G. Karl Bischoff installed an Autohelm 5000 and Is very happy with It's performance. (ED. NOTE: Inputs to this newsletter indicate that most owners with the Autohelm 3000 are quite satisfied. In two reports, the 3000 has failed under difficult conditions. The most recent purchases have been the 5000 and 6000 models.)

7. Nick and Joy Fast, "NIX", are very satisfied with the performance of their MICROLOGIC 5500 Loran C.

PROBLEMS

1. Todd Harris, TOG member and Taiwan resident, who provides quality inspections on boats constructed in Taiwan, sends us the following comments:

"Ta-Yang however is still doing well, particularly with the Tayana 55. There are always a number of Tayana 37s on order and the yard is still enthusiastic about the boat's future.

Incidentally, Ta-Yang is tooling the "Vancouver 32". a design by my father, to compliment the Vancouver 42 also built by Ta-Yang. It will be available in pilothouse or trunk cabin models.

Norm, I'd like to make a few comments regarding Newsletter #261 Omni Yachts has been out of business since late 1993.

b) "Black Pearl". the Tayana #331 owned by Bill Wallace, had the mast moved forward by 8". As I mentioned before I think this helped the weather helm problem considerably over earlier boats with raked masts. However I think your readers should be aware that a rake of 1/2 degree aft on the standard boat is about right.

c) I would caution Jim Cool and others about stainless steel fittings on the hull exterior. I quote from Negel Warrens book Metal Corrosion in Boats: 'It is vital to be sure of the grade of stainless steel because there are so many . alloys, and yet so few suitable for exterior use on yachts

moored in salt water.' Both 304 and 316 stainless suffer from pitting corrosion In stagnant (not moving) salt water, at or below the waterline. On deck, stainless can't be beat for general hardware, (with the exception of turnbuckle threads and fasteners in wet wood or fiberglass.)

You should always be sure that stainless underwater fittings are of the austenitic type, at least 18/8 type *304*, but preferably *316* which is also called 17/12 (chromium to nickel content.) 'Alloy 20' Is one of the latest grades which are resistant to pitting corrosion.

So If you moor in a quiet water area, your stainless seacocks are highly susceptible to pitting corrosion. You may have avoided some dissimilar metal problems (but the engine is still Iron, the prop still bronze) while adding a new problem. Pitting can be partly reduced by bonding the s.s. seacocks to the zinc anodes.

I would also urge owners of older boats to inspect the bobstay tang and wire for crevice corrosion when you haul out. The combination of thin Individual wires packed together in sea water plus the flexing of the wire can lead to failure of the bobstay. Maybe a solid tie rod is a better idea.

d) I agree with Jim Cool regarding the quality of rubber hoses In Taiwan. Things have improved though in the last two years. I took a sampling of all the hose types used and immersed them in diesel fuel for two weeks.

A number of the hoses became stiff and brittle, and others became soft and bloated.

By action of the yard manager, Nan Hal Chiu, hoses which failed were no longer used. Still, beware, and replace any suspect hoses early."

2. John Colter writes. "Our Yankee Is still In great shape. The only major - semimajor - repair this spring Is a new propeller shaft. You wouldn't believe the wear on the old one around the cutlass bearing In only 4 seasons!

3. Dick Riddle, now back in the U.S., writes: "We shipped ENIGMA back to San Diego and hauled out at Kettenburg's immediately for some much needed bottom paint. Two things of possible interest to the TOG that you may want to pass on. First, our backstay upper marine eye had several small cracks in it so we replaced the entire thing. It was the only area of our rigging we could find defects, the rest was OK. Another Tayana 37 had just left the yard that had been dismasted because of cracks in the marine eyes that resulted in separation of the wire. Sorry but I was not able to get the name of the boat or the number.

Second, I noticed that my hull above the waterline has numerous small water bubbles in it. They range in size from barely visible to about the size of a quarter. They are almost impossible to see unless the sun hits the hull at just the right angle. There were some bubbles below the waterline too but I repaired all of them while hauled out. Apparently it is moisture under the Gel coat which has resulted in blisters. I have just written the yard to find out if this is a hull guarantee item. I'll let you know what they say."

MISCELLANEOUS

1. When renewing your annual BOAT/US membership, refer to TOG and Group Accord #80446 (saves you \$9.50).

2. Max Myover has sailed "KALLISTE" up and down the west coast of Florida several times. He writes, "we really admire the boat's performance and comfort. Several weeks ago we beat down from Tarpon Springs to Boca Grande in a 5-10 knot westerly and averaged 6.9 knots while motorsailing. Engine (Yanmar) was about 1500 RPM. We covered 110 miles in 17 hours. Which is not too shabby considering we had a fouled prop and bottom. Of course we did have a 1+ knot coastal current helping us.

3. Randy Myers sails "MARIAH" on Chesapeake Bay. He's been enjoying singlehanding the boat, even when touched recently by hurricane Bob. Randy would like some input on the following questions:

- a. Exactly how is the bobstay chainplate attached?
- b. How can he Install a storm trysall track on his ISOMAT spar?
- c. How do you make a guard for the anchor rollers on the end of the bow sprit?

4. Paul Skilowitz, owner of Blue Water Yachts, has been to Ta Yang three times In the past six months. On his last trip he saw six T-37s, two T-55s and three T-42s In process of being built.

WRAP UP

If you have received this newsletter It means you are a paid up TOG member. Our group has around 150 members, but each year at this time some are dropped off because of failure to pay dues. Then It builds back up again during the rest of the year.

Rising publication costs for this newsletter have been offset by utilizing a mini format. TOG dues will remain the same for 1986. \$15 for those paying before April 1st and \$20 thereafter.

Fair Winds,

Norm