



Tayana Owners Group (TOG)  
Newsletter #31  
Summer 1986  
Norm Demain  
3644 Holmes View Drive  
Langley, WA 98260  
(206) 221-8934

(Please note: the original version of Newsletter #31 included an extensive index of previous issues. In view of the continual updating of the index, Bill Truxall suggested that it was not necessary to include the index in these digitized editions. Glad he did so. It is a very burdensome task. Harvey J. Karten, Digitizer Deluxe. October 9, 2000)

Dear Group,

Enclosed with this newsletter is an index to past TOG newsletters through letter #29. Such an index has been badly needed for a long time. We owe a big round of applause to Don Rock, who lives and sails his "AUF WIEDERSEHEN" in the Philippines. Don has done an excellent job of preparing the comprehensive index, utilizing his new computer and word processing program. The cute artwork was done utilizing a graphics program. For ease of use, the index treats the 29 issues as three volumes, with an index for each. Notes for the use of the index are included. Yearly updates are planned. Thank you much, Don, for the time you spent and a high quality job.

Thanks also to all the TOG members who responded so well to the appeals for input for this newsletter. Because of the good response your particular input may not be used immediately, but will show up in a future issue. Be assured that your input efforts are appreciated and needed.

### SECOND TIME AROUND

While I have not kept score, quite a few Tayana owners have purchased a second Tayana to replace their older boat. One such owner is Bill Bechtel.

"I am on my second Tayana 37. I bought Hull #114 in 1978, sailed it on Chesapeake Bay for 5 years and then sold it to Norman Houton of Washington, D. C., who is the one who alerted me recently to your fine Tayana Owners Group. My current boat is Hull #466.

Tayanans are getting better all the time, but the big difference I note - in 1985 vs. 1978 - is in the recognition and respect accorded these fine yachts. And the specific thing we hear people mention over and over is the large number that have been built, the presence of a strong owner's association, and the willingness of the yard, the designer and the dealer network to work together to improve the yacht and help owners enjoy them.

I can assure you, that is a powerful message, and it is being heard around the country. Even surveyors mention it.

We stepped onto our first Tayana 37 at a dealership in Seattle -I believe it was called "Flying Dutchman" -- in 1976, and the very obliging dealer confessed to us that he thought they had a wonderful yacht to sell, but that it couldn't seem to compete with the image enjoyed at that time by the Westsail. Think how that has changed in the intervening years!

I have been a Tayana booster ever since. But my enthusiasm took a huge leap forward when I had the chance to take a government sponsored tour of Taiwan in 1984 and I took time out to visit the Ta-Yang Yacht Building Co. in Kaohsiung, accompanied by two other visiting Americans who happened to be boat lovers. I was tremendously impressed with the yard and with Mr. N. S. Chiu. Seeing how they build Tayanans -- in effect, two seamless pieces bonded together at the bulwarks -- made me realize what a strong, lifetime structure they are. Like others, I was a little surprised to learn that most Taiwan yacht builders are not sailors. There is virtually no private yachting in Taiwan. A German couple overseeing construction of a Tayana 55 said this means you better know what you are doing if you recommend any changes, or consult the designer. I visited 8 Taiwan yacht yards, including Ta Chiao, and heard from Wayne Chen there the great story you told in the newsletter of how Ta Chiao spun off to Ta-Yang this newcomer called a CT 37, which turned out to be the most successful boat of its type ever built.

One major advantage, which struck me during my visit, was that all the Taiwan yards are small businesses. You, as a potential customer, and the yachts under construction get personal attention. You phone from your hotel and, after a little excited apologizing in Chinese and some intervening chimes and music, you suddenly find yourself talking to the president of the company, or the general manager. He often will send a car for you -- in the case of Ta Chiao, driven by a member of the family. At the yard, the president or manager climbs through the boats with you, discusses each order with real knowledge and interest, and seems to relate well to the workers.

This really impressed me, during an era of conglomerates and mergers and big impersonal firms with no one you can talk to, and which often seem to go out of business with no notice."

2

AFTER FIVE LIVE-ABOARD YEARS, "SEAWEED" IS STILL PERFECT (WELL ALMOST)

Buz Radican splits his time between the carrier Midway and his Tayana 37 "SEAWEED". On the Midway he is in charge of the flight operations and on SEAWEED I'm not sure who is in charge, Buz or wife Celine. Five years ago they sailed Seaweed from Taiwan to Japan where they live aboard. They have made a 3000 mile round trip to Guam and numerous shorter trips. Celine recently served as crew on a friend's Cheoy Lee 44 sailing from Japan to Hawaii. Buz writes,

"It is hard to believe that SEAWEED is already 5 years old. Last December I had a really nice steel cradle built for her and in June, just prior to my ship taking departure, hauled out and set her on her new temporary home. I was somewhat disappointed but not surprised to find a small amount of "blistering". I had three spots, each about the size of your hand, just full of little blisters. Some of them had water but the vast majority were dry. The three spots were all on the port side aft about 2 feet from the water line.

I think I told you a couple of years ago that we were going to have our shower rebuilt. That is the only thing that I think Ta Yang did not do right. The shower should be totally fiberglass. Unfortunately it is not and freshwater from numerous showers seeped into all sorts of places and caused a lot of dry rot. It is going to cost between \$2,000 and \$3,000 to have it all taken apart and rebuilt with fiberglass. While it will stop my dry rot problem I wonder what will happen when the boat "works" in the seaway???

(Remember, I have a separate toilet and shower so the toilet section will not be redone, just the shower.)

After finding the blisters I decided to have the contractor remove all previous bottom paint, sand the bottom, repair the blisters and put on two coats of epoxy resin. When I get back I will put on an additional 2 coats and then put on 3 to 4 coats of epoxy primer before putting on the bottom paint. I hope that will provide a sufficient barrier. From what I have read, no one seems to really know what will work. Some recommend only epoxy resin while others say that epoxy primer paint will do. I wish

I could afford to have more than 2 coats put on by the Japanese but I cannot. At least they will clean, sand and put on the first two coats. You don't want to know how much it costs ....

At the same time I am having them install mast "butt guards". I wish I had thought of them when the boat was being made but I did not. I had a set made locally and will have the same contractor ...who by the way has his own yacht repair yard... install them. Our hard headliner is a pain in the rear to take out and replace!

One last thing that I am having him do is build a curved molding about 3 inches high going from each side of the hatch to the side of the boat. It will be both a water diverter and the base for my dodger. It is about 3 inches high and 3 inches wide at the base sloping to 2 inches at the top.

I am doing a lot of other work at the same time. Last year I bought a hydraulic steering system and will finish installing it. My original setup was the worm gear (ran out of money when we bought the boat so I did not get pedestal steering). however, I have since sailed on pedestal steered boats and found them hard to steer when the wind was on the beam or aft . . . too hard for the Autohelm 3000 to really work. This hydraulic steering should make sailing in any conditions a one-finger job. I bought a unit that is adequate for up to a 45 foot boat . . . Keen your fingers crossed.

I am also replacing most of my standing rigging. While it still looks good, I have gotten accustomed to the idea of replacing something before it breaks . . . This year I will replace most of the rigging and do the rest next year. I am using Norseman fittings bought from England at about 50 percent of the US price. I am also replacing all of my running rigging, adding a Harlow winch for reefing and in two weeks will order a

4

new main from Cheong Lee. I have so many jobs that I wonder if I shall ever get them all done.

As you know, we have lived aboard the boat now for five years. The shower is the only thing that I think was not done properly. I have changed a couple of other things but not because they were defective but because T decided there was a better way. I do wish that the hard headliner was easier to take out. I have had to replace a couple of sections and that is a real chore, especially since I have extra bookshelves and a dish locker that were added after the boat was built. The section directly over the stove in the galley went bad because of the constant moisture from the stove. Same for the piece in the toilet . . . moisture got under the surface and it cracked to the point that I had to change it. A soft headliner like the Tayana 42 would have been much easier to work with. I had one leak over the quarter berth that defies locating . . . but other than that I am most pleased with the solid construction of the boat. The original equipment was of good quality, the workmanship was first class, the design proven. While I wish that we had a vertical rudder post, maybe an underbody more like the Valiant, I am totally satisfied with the boat . . . at least 99 percent satisfied.

I wish someone would ask Bob Perry why he never mentions the Tayana 37 when he talks about boats he has designed or when writing articles on boat design. I just finished reading a series that he wrote for a national boat magazine and he constantly refers to the Valiant design and other non full keel designs he has drawn but I have never seen him compare the Tayana 37's design with anything else or to comment on it in general . . . good, bad or otherwise. I get the feeling he thinks it is a "slow poke" wide body . . . something he threw together in a hurry to meet a demand of less discriminating clients. In fact I have read quite a few interviews with him and articles by him and not once has he mentioned our design. Why not ask him?" (ED. NOTES OK Bob, it's your turn).

## SIGMET'S SUPER STORAGE SUGGESTIONS (AND OTHER THOUGHTS)

Paul Reece and Roberta Farber, "SIGMET", kindly share their innovative ideas with us. "After four sailing seasons on "SIGMET" and a year-and-a-half of live aboard experience in Annapolis, we finally feel qualified to offer some observations for the Newsletter.

"SIGMET" was commissioned in Newport, R.I. (6/82) and has graced anchorages from Bar Harbor to Norfolk with extensive cruising in both New England and the Chesapeake. We can add a hearty "Ditto" to each of the complimentary words written about her sisterships by our equally impressed fellow owners. And we've shared (and solved) all their problems, too: delaminating bow sprit (removed, reglued, thru-bolted, and refinished): weather helm (learned to reef early): the list goes on and on. But we all learned long ago that everything in a sailboat is a trade-off against something else, and we've got the best sailboat deal there is.

Roberta and I are so convinced of the integrity and ability of our ship that in 1986 "SIGMET" will point her bow to the rising sun and look not again to westward 'til Fastnet Rock is past her beam. We have spent much of 1985 (and nearly all of our money) preparing for our crossing Lo Ireland and Scotland. The shopping list is still long and so is the project list, but we anticipate a June, '86, departure: Annapolis, Norfolk, Bermuda, Azores, Ireland, and eventually eastward into the Med.

We are simple sailors... not "bucket and chuck it " simple like the Pardey duo, but we try to keep gadgets and gizmos to a maintainable level. We have a few luxuries but we're trying hard not to depend on them. Whenever we pose no real threat to other boats, we sail the anchor down and sail off again. We often warp in and out of slips just for practice.

We truly enjoy oil lamps and sea showers, but nonetheless, we have made some changes in our production Tayana to accommodate our cruising lifestyle. We thought other owners might be interested in some of them.

1.) Between the face of the starboard settee and the water tank located under it, we found more than ten cubic feet of dry storage. It was inaccessible until we cut out three panels in the settee face and used them to make latching doors to three new lockers.

2.) Drawers under the dinette seats were cute and handy, but they were inefficient. We knocked the front panels off the drawers and made doors out of them. Then, we removed the lower drawer guide and the upper support and partitioned our large top-loading lockers with baffles.

3.) Our water heater was in the lazarette, stealing stowage space. We don't plan to motor enough to heat water each day, and hardly ever to take a slip, so when the heater developed a "seepage" problem, we tore it out and mounted a Paloma propane-fired demand-type water heater on the transverse bulkhead in the head compartment.

4.) We found wasted space in the upper portions of our hanging lookers, outboard of the hanger rods. We moved the rods a few inches inboard and shelved the space behind.

5.) Under the galley sink, we found a gymnasium-sized space just begging to be shelved.

6.) First, we put a wall-to-wall shelf over the quarter berth. Then, after some agonizing, we pulled out the mattress and fitted the space with easily removable storage containers (preserving our below decks access to the lazarette, stuffing box, raw water intake, etc.).

7.) Under our navigation station was a cavernous chart locker with lightweight shelves. We tore those out (saved the nice teak veneer shelving), reinforced the walls with plywood, and built two gigantic deep drawers which hold all of our pots, pans, and cooking gadgets and which are out of sight behind the original louvered door.

8.) We plan to glass in lengths of 2-inch PVC pipe from the starboard chain locker to the base of the compression post. During offshore passages, our 250 feet of three-eighths-inch high test chain will be hauled aft, into the bilge, for 500 pounds of added ballast and to get that weight out of the bow.

9.) We've added a Simpson Lawrence 555 windlass; one saltwater and two freshwater foot pumps; and an Aries windvane which we ordered direct from Nick Franklin at the factory in Cowes. He has outfitted several Tayanas and was quite helpful in seeing that we did the installation correctly.

10.) We have a ham radio (studying for the license); a sewing machine; SCUBA gear (we're certified); and an Achilles inflatable (we couldn't have a hard dink in the davits when the Aries was working, and we couldn't seem to fit it safely on deck).

11.) We still plan to add an inverter a liferaft (waiting, so it will be as "fresh" as possible); an EPIRB (hoping the SRSATS are available); and a parachute-type drogue.

There are a lot of other minor or obvious changes we've made, but we won't bother with them here. One we're still mulling over is the staysail boom. We're inclined to get rid of it... at least, for ocean passagemaking. That thing is the only part of "SIGMET" which has ever endangered either of us.

We joined the Seven Seas Cruising Association almost a year ago and wholeheartedly recommend it to anyone planning to cruise. Any other owners who are now cruising or who plan to do so are welcome to write to us. We're eager to discover what you know and are eager to share what we're still learning.

Cool, clear anchorages to all."

### TRIP REPORTS

Because of a temporary backlog of reports, some of the trip reports go back to the '85 season.

1. Jim Ukockis sends us the following comprehensive report of his trip to Bermuda on "ERZULIE".

The most recent issue of the TOG newsletter arrived, List a few days ago, and it inspired me to drop you a note about our sail to Bermuda this Summer. We left Galesville, Maryland (near Annapolis) at Noon on Saturday, May 18. and arrived at the Customs dock at St. George U e - shortly 11\ before ROO the following Saturday for an elapsed time of almost exactly seven days. Thanks to more favorable winds, the trip back was almost a full day faster, and we arrived back at Galesville on June 7.

Unfortunately, the trip was plagued with glitches of varying magnitude but few - stemmed from problems with the boat itself and we were able to enjoy the trip enough to say we would be willing to do it again. Out on the open sea it is a *comfort to know your vessel can take it.* and during the gale we experienced on the way out everyone on board was impressed with the authority with which ERZULIE handled the seas and the winds.

Over the Winter we had had a number of things done to the boat by a very reputable yard on the Eastern Shore (of the Chesapeake Bay). Two motor mounts were replaced, a tri-color masthead light was installed to increase visibility and save power, an automatic bilge pump was installed with a counter to keep track of how often it went on, the water system pressure pump was overhauled to take care of a leaky bellows that was discovered last season, and provision was made for flying a storm trysail (including mounting an auxiliary track on the mast). The exhaust system was also replaced completely since the original stainless steel components had developed numerous tiny pinholes from corrosion. Incredibly every one of these items proved deficient before, or during the sail to Bermuda.

8



In the course of the sail two problems directly related to the boat itself were discovered. First, we discovered the caps on the hawse pipes were oriented so the openings for the chain faced forward, admitting so much sea water in the heavy seas we encountered that the V-berth was soaked when it splashed right through the louvered doors enclosing the chain locker. If all Tayanas are made that way I suggest the factory should turn the hawse pipe openings around to have the notch for the chain/rode face aft, and anyone going offshore should do the same.

The second problem was more serious. Our fuel tank, like most Tayanas, is located in the bow and is vented just under the hull-deck joint slightly forward of the bulkhead between the V-berth and the head. The installation leaves no room for an anti-siphoning loop, but the location on the hull practically guarantees the vent will be under water many times during an ocean passage. On our way to Bermuda we smelled diesel fuel often (we were on a starboard tack virtually all the time, putting the vent on the leeward side), but attributed it to having topped off before leaving. What we did not realise was water was getting in as well as diesel getting out. Shortly after we tied up at Bermuda our engine quit, and we pumped almost eight gallons of sea water out of our fuel tank-it had replaced virtually all of the fuel we had used.

The cure for the problem does not appear to be simple. As I said, there is no room for an anti-siphoning loop, and neither we nor our (trusty) boatyard know of a checkvalve that would do the trick. We will try this Winter to follow a suggestion in BETTER BOAT a few issues back (April or- May) to vent the tank up through a stanchion. Has anyone else had this problem ? Are there any better solutions ?

One other hangup we experienced should be brought to the attention of TOG members. Prior to this trip, we carried our boat insurance through BOAT US. When we applied for a rider to go to Bermuda we were turned down. The survey of the boat was fine, but they denied coverage on the basis of inadequate offshore experience of the crew coming back. This, despite the fact that three of us going would be in the crew returning, making the total offshore experience even greater for the return leg than for the trip out. After calling BOAT US to get the particulars on why we had been turned down, I discovered they had not considered my qualifications at all due to a misreading (theirs) of their own application form. Eventually, they agreed to offer coverage, but the price was steep, and the coverage itself was reduced by a higher deductible and lower hull valuation being imposed. We wound up getting better insurance, at less cost, by going with another company. The moral of the story is, if you are planning to do ocean passages and be properly insured, do not rely on BOAT US insurance or you may be disappointed at a crucial time regardless of your record (we had been insured with them for three years and never had a claim).

As for the trip itself, we experienced generally favorable, but quite boisterous weather, and enjoyed the whole scene. Going down the Chesapeake we had 20-25 knot winds out of the West, putting us on a broad reach all the way. Our original estimate was 24-36 hours to get out of the Bay from Galesville, but we did it in 21. When we reached the open sea the winds backed to S-SE, and we were sailing full and by on a starboard tack. For the next three and a half days the wind stayed there, blowing between 15 and 25 knots. We needed a course of about 130, could only steer between 115 and 120, and with leeway plus the Gulfstream pushing us North made only 90 over the bottom. Then the wind picked up.

Just after sundown the wind indicator moved up to 30+ knots and the seas, which had been around 10 feet due to the steady blow, began to rise as well. By dawn the wind was 40+ knots, and the waves 20-25 feet. We stayed on a close reach with the Yankee and a double reefed Main redefining ERZULIE's hull speed (supposedly about 7.3 knots but we maintained 8.2-8.5 for hours at a time). It was quite a ride. ERZULIE tracked through it all like a battleship, taking water over the bow only a couple of times when rogue waves came along and disrupted the rhythm. Early afternoon brought the opposite extreme - becalmed with hardly a ripple to be seen anywhere, and absolutely no wind. So, we motored South to get back on course, the crew showered and got into fresh clothes, and we had an extravaganza for dinner including (for the only time on the trip out) cocktails. ERZULIE's batteries were not the only ones recharged that afternoon. With the setting of the Sun the wind piped up again, blowing around 20 knots, but this time out of the Southwest. We resumed our rough and tumble existence below.

Despite the admirable seakindliness of Tayanas, life below becomes a real struggle when the seas are 10 feet or more. The simplest, most routine tasks require great concentration. Activity tends to be limited to necessities. Moreover, the boat starts talking to you and gear failures occur that would never otherwise happen. Cooking meals, going to the head, changing clothes, even sleeping, require new tricks and new habits. We discovered wetting paper towels and spreading them out on the counter tops helped keep things in place while making/serving meals. The sideways motion put such a strain on the commode lid that one of the nylon bolts sheared off at an inopportune time for one of the crew. Getting into foul weather gear was found to be easier if we leaned into the galley sling to steady ourselves with both hands occupied and only one foot on the cabin sole. A wooden brace from the galley countertop to the headliner developed a snapping sound we never heard before -or since. Despite all the familiarity, it was, in short, a totally different world.

We found Bermuda to be a very friendly, and beautiful place. The Customs & Immigration Officer who checked us in had an easy humor that made us feel welcome to his island. At his recommendation we left the Customs dock to tie up at the Municipal Wharf (free), only to find another boat slipping into the last remaining space. A short conversation ensued about the mix-up, but when the captain heard we had just cleared in from a passage he graciously pulled out of the spot, explaining he had been in Bermuda for some time and we needed the rest more than he. Later we had the good fortune to

The sail home was near perfect. The seas were seldom over three feet, with a Southerly wind off the port quarter, warm Sun & puffy clouds in the daytime and clear skies with a full Moon at night. Our only heavy weather occurred just as we were crossing the western wall of the Gulfstream. A thunderstorm ran us down at sunset and continued until morning. The winds were pretty stiff, but the short duration of the storm combined with the action of the current kept the seas relatively moderate. Our Loran (a Raynav 750) indicated we had been pushed about 45 miles North of our track during the night, but we made landfall at Chesapeake Light the following evening without further incident. The light Southerlies pushed us up the Bay under clear skies, so clear we saw Saturn reflect a track in the water just like the Moon. We were a71 quite mellow by the time we reached home."

2. Fred and Gwen Gross are continuing to enjoy their travels on "FAIRBOURNE". Last October Fred wrote, "Gwen and I continued our travels this year leaving the Chesapeake which we enjoyed very much, going to New York City, then up the Hudson River to r-aft up next to him for several days at the Wharf, and so got to enjoy more of the company of this considerate, as well as very accomplished, sailor. Even our mechanical problems had a silver lining in the person of Nigel Steed of SMS (the Yanmar dealer in Bermuda), a crackerjack mechanic who wound up making us feel good about our difficulties. In fact, the worst negative about Bermuda was the terror that had to be overcome to enjoy touring the islands on mopeds -- the sea was never so threatening. Troy and west through the New York barge canal to Oswego. We visited the Thousand Islands in the St. Lawrence River and then travelled along the Canadian shore to Toronto where I spent two weeks at Ontario Place while Gwen returned to Honolulu for business.

After having sailed in salt water nearly all my life I found that licking my lips when spray came aboard resulted in a strange "no taste". The Great Lakes are really fresh water! In going through the locks of the Erie (New York Barge) Canal we were fortunate to have been alerted to the rough lock walls and a recommendation that we have 4" x 4" x 4' or 5' wooden fenders made up beveled on the side to be away from the boat with a fair sized hole about 10" from the top so the fender could be held above the toe rail.

The three sides not beveled were covered with indoor-outdoor carpet. With four such fenders made up in Hop-A-Nose on the Hudson where we had our mast removed for the canal trip we found we were in good shape for the Erie and later the Welland canals. After leaving Toronto we went through the Welland Canal, down the length of Lake Erie stopping at many great harbors, then the Erie Islands, up to Detroit and eventually the length of Lake Huron to Mackinaw City. These lakes are BIG! We saw part of the North Channel but stopped short of going on to Lake Michigan and Chicago when we found we could winter store the boat indoors in Mackinaw City. The cool foggy weather that moved in after Labor Day made this sound like a great idea so this is where FAIRBOURNE will remain until next spring when we still plan to have her trucked to the Seattle area for sailing in the San Juan and Vancouver Island areas.

All this may sound small to your sailors who cross the oceans but after being in the middle of the ocean for fifty years in Hawaii Gwen and I find we enjoy being where we can see things. The only trouble with this is that too often we find the wind right on the nose or too little wind in either case being limited in reaching our destination without powering, so it's on with the engine. Fortunately my Yanmar has taken kindly to this. Another great difference we found after we left the east coast was that it was necessary to spend nights in marinas instead of anchoring out. With not too many exceptions the harbors are not suitable for anchoring. The water this year was not too suitable for swimming either, 55 degrees!

3. Henry Hook has been sailing for 45 years and has been active in amateur radio for a long time. Any TOG member contemplating ham radio activities would be well advised to communicate with Henry (101 Stare Road, Newark, Ohio 43055). Henry writes: "We had an excellent year this past season with many interesting adventures in some new harbors in Lake Huron and Georgian Bay. We usually take an ice cream maker along with us and hand crank a fine serving for all in the anchorage. One night we served

home made ice cream for 14 visitors from other boats . . . all with appetites that did not stop until we made a second run.

We decided to lay over in Lion's Head harbor for a couple of days when we had persistently 35 to 45 knot winds from our unfavored direction. Within walking distance of the harbor is a bakery which bakes fresh breads each morning. Whenever I would leave the ship and give the off watch crew shore leave there would be a trip to town and the bakery. I think we took on more fresh bread that week than we usually do in a whole season. Some of the waistlines showed the truth and I believe that some wives at home started diets for spouses long before the end of the sailing season. Anyway it made my duties in the galley a little lighter. I continue to be very pleased by the comments from other ships and from passers-by in the harbors about the beauty of the Tayana. Almost always some one comes over to say that we have the prettiest boat in the harbor and the visitors who wish to come aboard are never ending. I have enjoyed the roller furling for the genoa and the staysail and have been completely satisfied with the system. I am not after that extra 1 or 2 tenths of a knot. I could not ask for better radar than the Furuno 2400 with variable range finder. It is such a comfort in the fog and after dark, especially entering some of the harbors at night when the lights up there in the wilderness are not quite like we have in the well marked areas in U.S. It is ideal for tracking storms . . . we have very squally weather in July and August. . . and makes it so much safer to know what is going on out there 15 miles away.

For the heck of it we always go to the boat shows when possible, not only to look at what's new but also to meet old friends who seem to enjoy the gawking also. It is apparent again and again that the Tayana is a very powerfully built boat and has so much more strength than most the production units we see. It remains in my opinion a very fine boat for the money. One of the pleasurable events this year was to dock along with ANCON, Otto and Helga Freitag, in Big Tub Harbor in Georgian Bay. We did some dinghy sailing together but the greatest satisfaction came from demonstrating to Otto and Helga the Ham radio gear. I think we will see two new hams in the near future.

Now for the hard part of this letter, Norm. The time has come after about 45 years of sailing to change some habits. We are thinking of cruising the waterways and rivers of America and Canada and perhaps others . . . to do that in a two masted sail boat is a bit of a hassle and the problems of running for days with the masts on deck and having to find a place to step and unstep the masts gets to be a problem I am tired of fighting. So we are going to go to a trawler cruiser for the retirement years. I will keep my sailing dinghy and carry it along for those times we are at anchorages to bring back the memories. It damn near makes me want to cry to think about all this after putting the rags up so many years but the old order changeth yielding place to new as the saying goes. ENDYMION will be for sale and I would appreciate it if you would indicate so in the newsletter. She is Hull 97, pilot-house ketch with Perkins 4-108, roller furling genoa, yankee, and staysail, Luke soapstone fireplace, VHF, RDF, Sitex Loran, Furuno 2400 radar. S-L electric windlass. I can be reached by phone most evenings after 9000 PM EST, 614-366-2915 and the address is 101 Stare Road, Newark, Ohio 43055. The boat is in dry dock, cradled and covered at this time and will go in the water about May in Sandusky, Ohio. There is not much more to say when talking about a decision like this. I am sure that you did not find it easy to sell, or rather the decision to sell. Sad day, eh? With the best of wishes for you and the family for 1986, I will say goodbye for now."

#### FOR SALE

1. Adrian Richards' career causes him to spend most of his time in Holland. He writes: "The ATHENA is rather too large for the exquisite canals in Holland. Consequently, and with considerable sorrow, it is time to sell her. If you would mention that our Tayana 37' trunk cabin cutter is for sale and possesses many custom features, we would be grateful. Interested parties can contact my sons Ronald C. Richards, 3098 Bridgeton Ct., Woodbridge, VA 22192, telephone (evenings and weekends) (703) 494-5033.

2. From Max Myover, P.. Box 1876, Cape Coral, FL 33910 comes this sad note: "As of the moment, "KALLISTE" is for sale. My doctor is standing firm that I must give up the rigors of sailing, so we're hoping to find a trawler or tug - once we find a buyer for KALLISTE. I do keep her well maintained and she is in bristol condition with low hours on engine, sails, and rigging! We are sad to have to sell - but not much of alternative for us."

#### BOAT SWAP ANYONE?

John Colter, "YANKEE" reports: "YANKEE" is fine (I think), she's under a foot of snow so haven't been aboard for a while. We had a wonderful summer of '85. Cruised up and down the coast of Maine which is our favorite place. We also chartered "YANKEE" for five weeks which offset operating costs. By the way, if anyone of our distant members would like to charter or better yet swap a week or two in Maine for the same time in the Pacific Northwest or Caribbean, just let us know."

#### ABOUT ANCHORS

1. Adrian Richards, "ATHENA" shares some "private official" information with us. (Adrian is a well known oceanographer). "You might be interested to pass on this bit of information. For the past half decade or so, the U.S. Navy Civil Engineering Laboratory people at Port Hueneme, CA, have been testing all sorts of anchors under controlled conditions. While most anchors are of a size we wouldn't care to lift, my colleagues were willing to privately discuss much smaller anchors. The unofficial bottom line (no pun intended) for the TOG clan is go Danforth for sand, and Bruce for mud, soft clay and the like. For the seabed materials stated they should outperform a CQR in terms of holding power.

2. Don Rock, "AUF WIEDERSEHEN", adds his praise to the Bruce anchor. "Bev and I have just returned from a delightful week's cruise among the islands around Cebu. With the full moon and the clear water it is quite an experience to ghost into an

anchorage, pick your way among the coral heads and see your anchor dig in in 25-30 feet. You don't even have to dive to check your anchor and rode, although I do anyway. I can really give the Bruce anchor high marks for it's ability to dig in among rocks and pieces of coral. We cruised with some friends who used a large Danforth (for their 51 foot Formosa) and when I checked both anchors on several occasions, the Bruce had dug in while the Danforth just sat there with it's flukes exposed, the boat being held only by chain wrapped around jutting pieces of coral. I am not knocking the Danforth anchor we used it for years on the East Coast and for it's weight found it to be the best in sand and mud and light weeds. It held well and reset after the change of tide. It was not good for kelp and useless in rocks and coral. The fishing boats and local bancas around here use their version of the old yachtsman's kedge or simply a grappling hook and hold very well with them. As I said when I described teak oil there is no "best" anchor, it's what's best for you in the conditions which usually prevail."

### HOME BASE NOTES

Annie loves to receive neatly typed letters which can be used, as is, in this newsletter. One request though, those of you using personal computers, please use full size fonts as the small fonts are hard to read when reduced to the mini format now used. (Don't get me wrong, hand written letters are more than welcome!)

When sending in dues, please make checks payable to Norm Demain rather than Tayana Group, etc. Our group is not an "official" business and the bank is giving me a hard time. Hope you all have enjoyed this double sized issue. Keep up the flow of letters to me and we can all look forward to a continuing flow of interesting information about our Tayanans. Plans for future issues include: a) A survey of how our boats are equipped, based on a questionnaire to be sent out to you, b) Comments and suggestions about the increasing problem of hull blistering and c) A replacement for the worrisome, leaky packing gland.

Happy sailing,