



Tayana Owners Group  
(TOG)  
Newsletter #32  
Fall 1986

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Dear Tayana Lovers,

On Friday Aug.1,1986, Bob & Marilyn Williamson went to the marina in which their Tayana 37 "AURORA" is kept and had the shock of their lives to find "AURORA" missing. Bob has called all the east coast Tayana dealers, the local police and has obtained a list of our TOG members to request them to be on the lookout for the boat. She was kept in an Atlantic City marina. Any one having any information on "AURORA" should call Bob collect at (201) 363-3580. His address is 7 Country Club Drive, Lakewood, N.J. 08701. Over the fourth of July "AURORA" took part in the Statue of Liberty celebration. Anchored with 40,000 other boats, Bob just happened to wind up next to another Tayana whose name is also "AURORA". But this Tayana had teak bulwarks, cabin top, cabin sides and everywhere else teak would fit.

#### THE BLISTER PLAGUE

For the past two years the number of Tayana owners reporting hull blistering problems has been steadily increasing. Those reporting are owners of both early and recent hulls. A consistently reliable solution to the problem has yet to be found. Hopefully you can find some useful information in the following reports

1. Ed Potter, President of Southern Offshore Yachts, has been studying the problem as it relates to Tayanans. He was kind enough to share his findings with us.( Please note that Mr. Potter asks for input from any Tayana owner with a blister problem), "Tayana owners have been fortunate as a group in that they have not had to face the blister problems that owners of other yachts have had. Unfortunately, however, some Tayanans have had blisters which have ranged from insignificant to quite extensive. As near as I can tell right now about 20 percent of Tayana

yachts report some kind of blistering problem. This has risen significantly from about 5 years ago when we seldom had a report of blisters.

Let me define a few terms before going on. For the purposes of this discussion I am defining a blister as a separation of the gel coat from the laminate beneath the gel coat. Such a blister will generally contain some liquid, it will be easily broken, and it will not be present owing to some mechanical failure during lay up to fill a void. Thus I am not talking about one form of "blister" which is generally called "eggshelling". Egg shelling occurs when glass and resin have simply not been laid against the gelcoat layer: it generally occurs in corners and other hard to get to places in the hull and deck. Another term is wicking. Wicking is generally considered to be the capillary movement of water through resin starved areas of glass laminate. Wicking is something of an unfortunate term because most people will equate the action in fibreglass laminates with the saturation which occurs in a true wick such as a cotton wick of a candle. There is a great difference between cotton and glass fibers. In cotton the individual strands of cotton tend to absorb moisture, whereas that is not the case with a glass fiber. The conventional wisdom is that water permeates through the gelcoat and comes into contact with the laminate underneath. The water tends to hydrolyze certain of the chemicals in the laminate and form a solution. Then through a process called osmosis water moves through the gelcoat membrane and pressure is created which separates the gelcoat from the laminate--voila! one has a blister. (Those who have a knowledge of chemistry or have studied the blister problem deeply know that I have oversimplified considerably). When the yacht is hauled for a bottom job, the shocked owner finds a situation which resembles, more than anything, a case of small pox.

If this happens, now serious is the problem? This is s an important question to which there is no easy answer. At the present time it seems safe to say that most cases of blistering are not serious and are not likely to result in serious structural problems. If the layup has been well done there will be little if any water penetration into the laminate and delamination probably will not occur. Even if so-called "wicking" takes place because there is a little exposed glass, serious damage is unlikely.

In a small number of cases, however, there is a chance that more serious consequences will result. Resin starved glass can become saturated with water and several types of damage can result. For example, certain water soluble resin components will dissolve causing weakness where this occurs. Some delamination may become apparent. In one unusual case, recorded in the literature, a 30 footer soaked up more than 1000 pounds of water. But damage of the magnitude described here normally takes years to occur, if it occurs at all, and the owner is likely to have plenty of warning that he has an extraordinary problem.

What to do ?!? The most common advice is to coat the bottom with epoxy using one of the various systems designed by the paint companies. These go under various trade names, but the essential ingredient in all of them is epoxy with some type of high volume filler. The object is to make the bottom completely impermeable to water. This would, of course, prevent the conditions which lead to osmosis and, theoretically, the cause of blisters. There are a couple of problems with this solution --- it can be very costly, particularly if it is applied professionally. --- it doesn't always work. For example, I know of no paint company which will guarantee its coating to stop blistering, whether the coating is applied professionally or not. Right

now, at two yards near Tarpon Springs there are yachts with full epoxy coatings which have heavy blister problems.

Ta-Yang is not closing its eyes to the blister problem. Tayana yachts are now being built using gelcoats made with isophthalic resins. It has been found that resins made with isophthalic acids seem to be resistant to blistering. The mechanism is related to the shape of the molecule in that it resists hydrolyzation. However, the tests were done at high temperature and there is a good deal of question about the validity of the testing. Ta-Yang is also preparing to experiment with another new resin developed in this country and used now for some two years. This new resin appears to function very well under normal use. It will be used on yachts built later this year. At the present time we at Southern Offshore Yachts do not recommend the epoxy coatings. Other dealers disagree with us. Study the problem for yourself, and do what ever makes you comfortable. For our part, I have been telling our customers to prepare their bottoms in the normal manner but try to sand less and depend more on prepaint solvents to insure adherence of the primer coat. If you find a few blisters on your next haul out, clean them out, fill with epoxy filler, and again paint the bottom as you normally would. If you find a lot of blisters you may be faced with a major job of cleaning them out and filling with epoxy filling. I still would not recommend an expensive epoxy coating job unless the blisters are so extensive that all the gel coat is removed anyway.

We would very much like to hear from members who have had blister problems, small or large. We would like to find out what any "expert" whom you may have consulted, said about your particular problem. We would also like to know about the repair procedure used and its efficacy, if known. As this data is gathered, we will pass it on to Ta-Yang and to the membership.

In summary, the blister problem seems to be increasing. No one knows its cause; in fact there are likely multiple causes. No one knows its solution although there is a good deal of work going on to find a solution. Don't be driven to expensive coating and bottom jobs unless the vender or yard is willing to guarantee no blisters for some amount of time. Ta-Yang is interested in the problem, and you can help by sending us\* your experience with any blister problem on your Tayana"

2. Tom Bowers, hull 396, "MACBEE" gives us his experience with the blistering problem "We want to tell you of our experience with underwater blistering. "MACBEE" was delivered to us in Nov. '93. We paid the boat yard for two coats of epoxy to be sprayed on after sandblasting, filling and fairing. This was before putting the boat in the water. When we hauled out for new bottom paint this past ('85) November, we found tiny pimple type blisters over most of the underwater hull. When we scraped off the outer paint, the pimples were found to be in the gel coat. On the advice of the boatyard, we again had the bottom sandblasted, filled and faired. This opened the pimples in addition to removing most of the paint. The words "filling and fairing" do not describe the labor involved. We hope that we never have to do that again. Then we applied four coats of Z-Spar epoxy primer. The first coat was with a roller and the last three by brush. Examining the hull after the first coat, we found a multitude of pin-holes in the gel coat. The holes shone a tiny white spot through the epoxy. Since each hole is filled with air, getting epoxy down into it requires paint on the end of a bristle brush. The roller will not hack it. We think that we filled approximately 95% of these holes. The ones we failed to fill will most likely result in future blisters. As the result of our experience, we would like to make the following recommendation to new owners:

a) Insist on an epoxy outer layer in lieu of the conventional gel coat. Be prepared to pay extra. Our blisters have cost us approximately \$3,000, and we did most of the work.

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\* SOY, Port Tarpon Marina, PO box 6, Tarpon Springs, FL 34296

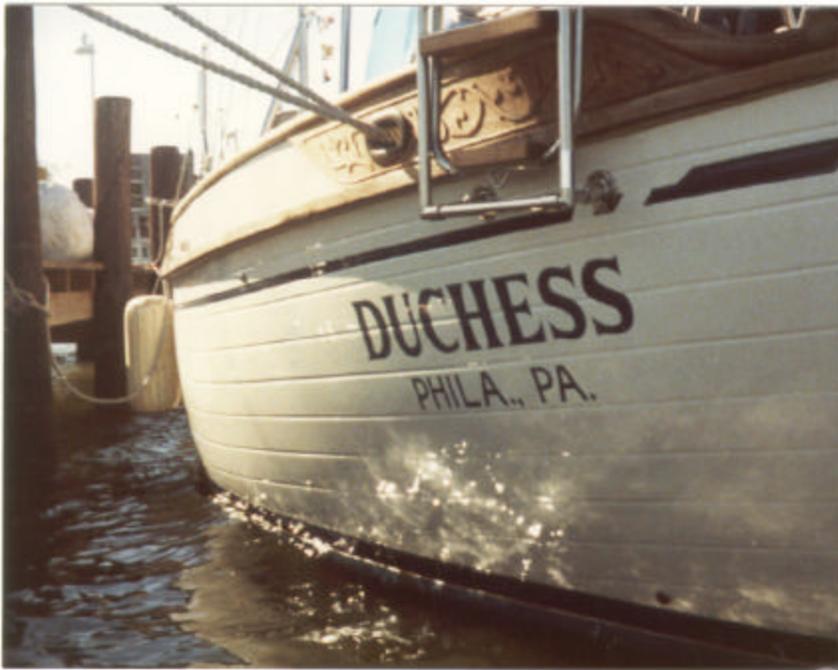
b) Do not let anyone talk you into sandblasting a new hull. It is prohibitively expensive to fill and fair to new hull smoothness. In other words "-- don't fix something that is not broken." c) If you are stuck with the conventional gelcoat, remove the wax by chemical means so as not to mar the smoothness of the gel coat, and apply four coats of the Z-Spar epoxy primer with a brush. Inspect for tiny pin-holes after each coat. Fill all pin-holes found':

3. Joe & Georgette Tosta report that there are more blisters on "MI AMORE's starboard side than on the port side. They suspect that this has happened because "MI AMORE" has a starboard list. The blisters are located at, or a few inches below, the waterline.

#### A PRACTICAL RESCUE LADDER FOR A TAYANA

From John Emery, "DUCHESS" comes good advice related to man overboard situations:

" The enclosed pictures show our newly installed swim/man over-board ladder. My wife and I are usually the only crew on board. We talked about man overboard procedures and practiced with a cushion. Everything is fine until it came time to getting the skipper/crew back on board. We have a side mount swim ladder that has to be installed to be used. Therefore it would be necessary to leave the wheel, take your eyes off the crew member, and install the ladder. Obviously a real weak link to rescue. It took me a year after buying a ladder from Tops-In - Quality of Port Huron, Michigan, to modify the original and get it installed. It's thru bolted with back up plates and 4" stand-offs. The bottom standoffs (legs) are 12" long. Underway the ladder folds up and I made wire and hook loops to fasten it to our lifeline station. We located the ladder so (1) The helmsman can release the ladder without leaving the helm= (2) The ladder does not interfere with the motion of the boat thru the water, nor is it in the way if we "kiss" the dock coming into a marina. Certainly the ladder doesn't add to the beauty of "DUCHESS", but we feel more secure knowing that the "man overboard" can get back on with relative ease':



SAFETY LADDER FOLDED IN PLACE



SAFETY LADDER  
DEPLOYED

## TRIP REPORTS & PLANS

Gary & Barbara Coit have lived aboard "SPIRIT OF PIPIT" for seven years, the last three in Europe. They have logged over 27,000 miles. From Petit St. Vincent, West Indies, Gary writes= "On the travel side it's been a busy year for us. After assorted labors on the boat (see below), we left Alicante, Spain on 5 June headed for the eastern Med. We stopped for a few days in Palma de Mallorca to see friends, then were caught one morning by a sudden gale south of Sardinia, but managed to get to a fishing harbor on Sardinia that afternoon and sat out the blow for two more days. Only damage was a rip in the Yankee jib. Thereafter stopped briefly at Reggio di Calabria on the tip of the Italian toe - fantastic fruits and ice cream then made landfall at Methoni in Peloponessus, the southern part of Greece. Seen from a rented car, the inland parts of Peleponessus were beautiful= rugged mountains and endless stretches of olive groves. We found several charming harbors in the very rugged shoreline on the way to Piraeus, the seaport part of Athens. Zea Marina there is very large, but comfortable and a good base for sight seeing.

Our plan was to carry on to Istanbul, so we rounded Cape Sounion and made our northing inside Evvoi Island with some difficulty because of the sporadic meltemis (strong winds) from the N-NE that can last days on end in the summer. We got as far as Limnos, 60 miles from the Dardenelles, and decided taking the boat to Istanbul and back would take too much of our dwindling time, so so we left PIPIT in the small Turkish coastal town of Ayvalik and took a bus to the sea of Marmara ( just beyond the Dardanelles Straits) and thence to Istanbul by a large ferry- only one day's travel.

Istanbul is so fascinating we were absolutely spellbound for an entire week. We did take an afternoon to go up to the Bosphorus

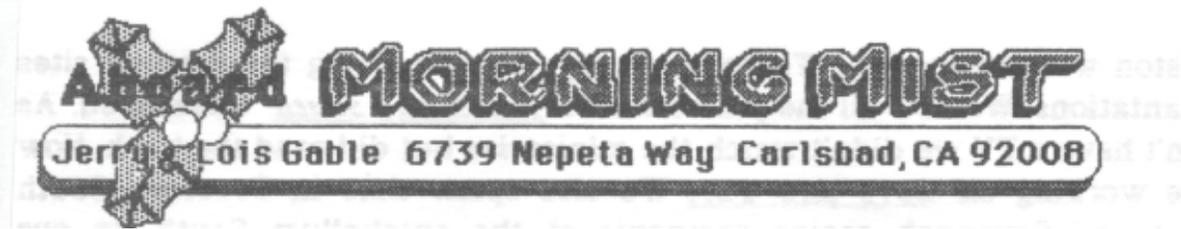
by ferry to a point just short of the Black Sea. It wasn't our dream of taking PIPIT into the Black Sea, but satisfying nevertheless.

From Ayvalik we sailed southward along the Turkish coast, stopping at various places to see the ruins of ancient cities, notably Ephesus. The large marina in Kushadasi was fun because 6 or boats we know well were there as well. The harbor in Bodrum, a bit further along, is quite beautiful and would be an excellent wintering spot, we thought, though they need to finish the work on the breakwater to make the harbor safer in winter storms. We really wanted to continue along the Turkish coast at least as far as Antalya, but time again was against us so we checked out of Turkey at Datca. It was a sad finish to our view of Turkey because we were overcharged three times there after having met complete honesty, kindness and friendliness everywhere else in Turkey, including Istanbul. In fact we'd have to say that, overall, Turkey was the friendliest, most decent country we've cruised.

The Greek Island of Rhodes was very interesting, not least because of it's position as one of the major yachting centers of the eastern Med. There were so many reports of very strong meltemis and poor holding in the anchorages in the southern Greek islands - the Cyclades - that we decided to start back to the western Med via Crete. It was a happy choice because it enabled us to see the Minoan capital of Knossos, just outside Iraklion, one of the most remarkable sights we've ever seen.

Editors notes Look for the conclusion of Gary's story in a future issue of this newsletter.

2. Stu and Sydney Kennedy moved aboard Shanachie in May '85. According to their plans, they should be in Europe by this time for a couple of years stay.



### Florida - Christmas 1985

Dear Family and Friends;

We spent a wonderful and busy summer on Chesapeake Bay shaking down our new boat and getting her ready for world travel. We called at all the major Chesapeake ports including a trip up the Potomac to Washington where we spent 10 days seeing the sights. Much of the time we were in and around Annapolis buying and installing new gear.

Now its December and still sunny and warm. For the past two months we have just been boogying down the Intracoastal Waterway. They say thousands of pleasure craft go up and down it each year together with tugs, barges and all sorts of commercial ships. Some days we were sure they all were in the same stretch at the same time. Other days we would go for hours without seeing another ship. Snaking through the swamps and low country of the East Coast, it has been both a fascinating and sometimes boring trip down small creeks, along broad rivers and occasionally across wide bays. But, we have also had some high adventure. With the promise of perfect weather, we decided to jump offshore from Beaufort, North Carolina to Charleston - a simple two day trip of about 250 miles. A little detail was that we had to go out 60 miles to clear the shoals extending off Cape Fear - no problem. Unfortunately, the weather men didn't count on the effects of Hurricane Juan which was forming in the Gulf of Mexico at just that moment. Our perfect Atlantic High turned into a full blown Northeast Gale with 45 knot winds and 20 foot seas. Ship and crew (including Woody) survived with minimal damage and our enthusiasm still intact, but it sure was damn uncomfortable. (Yes, you can sleep in a cement miter if you are wed enough.) Our new satellite navigator waked flawlessly offshore.

This was a somewhat unusual year in that the East Coast was hit by six hurricanes. We had some adventures of one kind or another in four of them; **Bob, Gloria, Juan and Cite**. Actually, we don't care if we ever see another hurricane, but at least we have had a lot of practice.

## TRIP REPORTS & PLANS (cont.)

4. Lee Rosenberg, wife Chris, and one year old Angela spent a couple of very enjoyable weeks last summer (85) just doing some local cruising not far from Philadelphia. Lee writes, "Our time out was delightful, though we really were not able to sail "FUGITIVE" hard due to the second mate Angela, whose legs are just learning to walk, yet alone cope with the movement of a sailboats We did get the impression that the yacht probably has the ability to take a lot more than her crew. A few things were learned. The dinghy davits had to go. Maneuvering a 37' yacht, with a 5' bowsprit, and davits extending an additional 4' gives the captain 46• to play with. Given a slip which accomodates 40' does not allow you the needed room to get out of your slip before you are nosing the sailboats on the opposite sidel I have had more difficulty getting out of my slip than I have had backing into it upon my return. Someone once said the Tayana backs up like a drunk elephant. I must claim that "FUGITIVE II " backs up beautifully and really gives me no trouble."

5. Wally Buell and "ARIEL" spent an enjoyable '85 in the Virgins. This year they are cruising "down island" as far as Granada. Wally plans to spend a year getting to know the Leewards and Windwards. Wally helped deliver a Morgan 461. He says, "No comparison to a T-37, and I learned I never want hydraulic steering."

6. In order to avoid a rotten passage from So. Calif. to Seattle, Bob & Dee Gibson had "INTERLUDE" trucked north. Says Bob, " 1985 was a real change of pace for the two of us. In Feb. we trucked our Tayana 37 hull#419 "INTERLUDE" to the Seattle, WA area where we spent a couple of weeks getting everything ready to go. Then we moved on board and took off for seven months of cruising. Our journey took us north to Anacortes, WA., west

by the San Juan Islands to Vancouver Island, B.C. We moved further northward and westward - the Gulf Islands, Desolation Sound, and the length of British Columbia into Southeast Alaska. In Alaska we visited the major cities, Glacier Bay and many remote villages. In all we covered some 3900 miles and visited 104 different ports/anchorages. Our time was equally divided between towns and remote areas. The weather during March and April was cold and stormy. On through Alaska it rained about half the time, but was relatively dry and warmer when we returned to Canada mid-August. We loved Alaska. This isn't to say that British Columbia is not super also, but there is something about Southeast Alaska that to us was even better. The scenery is spectacular, fishing and crabbing rewarding, and the people friendly. Fishing boats predominated with only a modest number of pleasure cruising boats. (In Port Hardy, B.C. "KARINGA" hull #22 Rick Proctor and Carol from Seattle rafted to us and in Petersburg, Alaska we talked with David & Shirley Clark on "TONI M" hull 433 from Sitka, AK. By the way, Dudley Boat and Trailer Transportation, Summer, WA did an excellent job of transporting "INTERLUDE".

7. Jim Ukockis and M.Catherine Miller plan to take "ERZULIE" down the Inter Coastal Waterway to Florida this fall. "If all goes well, we will leave her in Florida until Spring, then return to cruise the Bahamas and bring it back next May. Know any good contacts to line up a place to leave it for 5 months along Florida's east coast?" (Ed. note: If anyone has info for Jim, write him at 3210 Wisconsin Ave. NW, #710, Wash. D.C. 20016)

.John & Patricia Windholtz purchased 'KALLISTE' from TOG members Max & Virginia Myover in June of this year. ( The Myovers sold the boat because of health problems). 'KALLISTE' has been shipped to Cincinnati where she will be kept on the river for 6-9 mos. "We then plan to cruise down the Ohio and Bigbee rivers to the gulf and east coast. We have heard the mast must be lowered because of low bridges on the Bigbee. If anyone has made this trip, or has information about it, we would appreciate hearing

## TRIP REPORTS AND PLANS (con't)

from them. We can be reached at 3829 Powner Rd., Cinti, OH 45248, (513) 574-1219.

9. Peg & Jim Skipper, "EX LIBRIS" sent in this report last fall ('85) from Union Is., W.I.; "We don't expect to get much farther north than Martinique this winter and will head back to Venezuela for the big wind season. On our way from Granada to Isla de Margarita our sat-nav quit. John Tomasik on T-37 "XANADU" fixed that for us. He also installed a larger alternator, the old one being only 35 amps., and we now have a third battery dedicated to starting the engine. He put in some other little bells and whistles too. Since John was so available, we acquired a single sideband radio and so one thing leads to another. We and our fridge are now all happier. As soon as we were all provisioned and ready to explore other islands, our exhaust system packed up, literally. The good news is that a nearby seafaring genius designed a new one for us and provided lots of TLC while Jim installed a new one made of various pieces of PVC pipe. It works fine. (Ed. note: I know one thing for sure. If I were ordering a new boat, it would certainly not have a Ta-Yang standard S/S bellows type exhaust system. I've lost count on how many of those systems have failed. At least one dealer is specifying a plastic pipe system.) We wonder if all those Tayanans will converge on Marsh Harbors Abaco this year. There were eight last December. We will miss seeing good friends. Come one, come all - the swimming is great!"

10. In the fall of '85, Jonathan Ela, "LOON", modestly wrote from Bonaire, Netherland Antilles; "Nothing very newsy to report. Sailed from Abacos offshore to San Juan and spent a long and happy time in Puerto Rico, which we loved. Went directly from St.Croix to Venezuela (Puerto Azul) in July, spent a couple of months exploring there enjoying the unsurpassed SCUBA diving. Old "LOON" is holding up well."

## ABOUT CHARTERING YOUR TAYANA

Terrance Hennig, "DOWNWIND MUSIC" describes in the following report some of the requirements for chartering. (Ed. notes We may have to form a TOG subsection for T-37's in charter since there are now at least five of them). "I originally intended to set the boat up for bareboat charters, but could not find anybody I would trust. The San Juans have light summer winds, easy sailing in protected waters, and lots of rocks, many not obvious. (Ed. notes I can vouch for what Terrance is saying since I knocked a prop off of a twin screw powerboat on the first day of a week long charter in the San Juans. Please no wise cracks about it serves me right for renting a stink-potter.) Instead I now do skippered charters. This requires a documentation change (addition) to "registry" which allows the vessel to trade in a foreign country. The change is relatively simple, requiring formal admeasurement by the Coast guard. Gross tonnage now lists as 14, net as 13, overall length as 35.0. In addition, an operators license is required, necessitating 540 days sea duty for auxiliary sail, and a satisfactory score on the rigorous Coast Guard exam. At last I am completely legal to engage in charters departing from Friday Harbor, cruising the Canadian Gulf Islands, and returning to Friday Harbor." Terrence invites all T-37 owners to drop by and see him at his permanent moorage in Friday Harbor, San Juan Island.

Don Roddy has had "CYGNUS" in charter in Florida for two years. He plans to keep her in charter for two more years for maximum tax advantage, and then move aboard. (Ed. notes Don will share his tax views with you if you write him at 15763 Limerick Lane, Grass Valley, CA 95945).

## EQUIPMENT REPORTS

1. Bob & Dee Gibson "INTERLUDE" discuss their equipment experiences to date= "The first thing that was done to "INTERLUDE" was to sandblast

the bottom to make certain that all the mold release was off and to inspect for voids. As far as voids were concerned, I could not find any other than minute ones that were easily filled. Then followed two coats of Z-Spar epoxy and two coats of anti-fouling paint. A third coat of anti-fouling was applied prior to going in the water at Des Moines, WA., about R months after the first coats. The bottom appeared to be in excellent shape 11 months later. We opted for Bowmar hatches and our Tayana was a dry boat throughout our trip. Let me tell you we were in some horrendous rain, sleet and snow storms during our time northward. Portlights did not leak and it was a dry boat from the outside elements. Condensation was another story, particularly in the v-berth. We should have insulated the hull and will do so prior to our trip next year. Another trick we understand is to place a space blanket between you and the cushion. This eliminates body heat (moisture) downward and insulates you upward. There have been remarks about Yachtspar spars. We have them deck stepped. To me they so far excel the others that there is hardly any comparison. My only gripe is two-fold. The spars that I got were not adequately prepped before painting. (I hated to have to remove all the fittings, sandblast and repaint when it could have been avoided by the yard). Secondly, the cleats were all put on straight up and down so I had to change the angle on all the mast and boom cleats. Regarding past remarks about the packing gland - ours seems to chew up waxed linen flax about every 150 hours. I'm using the 5/16 th size. Any suggestions? (Ed. notes I would check the water drip rate thru the gland while under way. Also check the condition of the shaft as a corroded shaft chews up packing. If all this fails, consider installing a Lasdrop seal which will be discussed in a near future newsletter). The boot stripe has no relationship to where the vessel hits it's marks, especially when loaded with water and fuel. Ta-Yang should correct the mold accordingly. (ED. notes Anybody have any suggestions on this?) We placed the water tanks under the settees amidships - we thought that we would get two 50 gallon tanks as ordered-wrong,

we got a 76 gallon to starboard and a 32 gallon to port. This is basic thoughtlessness or doesn't anyone at Ta-Yang know? All of our equipment worked continuously and without fail except the Alpha Marine 3000 auto pilot and the Xintex LPG control. I don't know why I've had trouble with the AP. I've used the Alpha on other boats without any trouble whatsoever and that's why I got this one. Each time I've returned it to the factory and its been repaired without cost to me except freight and inconvenience of hand steering a few hundred miles. I'm still convinced that the Alpha is one of the best money can buy and would still recommend it to others. The Xintex you can have. I'm on my sixth one. That is it will be the sixth when I install it. So far I have not met anyone that has one that works, although the Xintex people are real super about replacing their units without cost except freight. We have a Perkins 4-108 and if I could have gotten a bigger engine I would have. Bucking into wind/sea we've been down to zero thru the water and probably making it good backwards, until we could get a sail up. Some of the channels in B.C. & Alaska are not made for tacking. While one year of cruising in B.C./Alaska doesn't make me an expert, I'll be glad to answer questions TOG members might have. Write me at Suite 761, 507 Third Ave., Seattle, WA 98104e

2. Art Bliesener writes about his equipment additions to "SHAGGY DOG". " I opted for a King VHF and Loran and am very well pleased excellent quality. My ship to shore transportation is a 4 place Zodiac inflatable with a 2.7 hp Cruze n Carry outboard. I installed an Adler Barber Cold Machine and am well pleased with its performance" (Ed. notes For short trips, or for use in a marina with shore power, the "Cold Machine" is adequate and attractively priced. For extended passages, unless used intermitantly, the 5-6 amp power consumption is hard to live with. Regarding the 2.7 hp motor on the 4 place Zodiac, I would predict that Art will go to a larger size. It's amazing how much dinghies slow down with more than one person aboard or when loaded with supplies, or when bucking wind or current).

## MISCELLANEOUS

1. Bob Williamson "AURORA" wants to know if any TOG member has tried using the boom gallows as a frame for a dodger/ awning combo? Bob wants all TOG members to know that the info in our newsletters allowed him to put together the best combination of interior layout and accessories for his purposes, and saved him most of the problems experienced by others.
2. Dick Kemper, ORIKI III writes, " I have read with interest the comments of TOG people. All are interesting but some lead me to believe that lack of proper day to day care may contribute to the described problems. I have been sailing off and on since the early thirties and more intensively during the last 20 years. The modern amenities seem to me to contribute about 90% of the glitches we find. When I started sailing in wooden boats with a cedar bucket for a head, a kerosene lantern for interior lighting, no refrigeration, no thru hulls or engine, the major problems were cotton sails and manila lines; lots of shrinking and stretching and drying out of sails. I'm glad to join your group and I am sure will continue to enjoy the newsletters. I wonder if some of your members are also members of the Seven Seas Cruising Assoc.?"
3. Barbara & Ed Emery would like to invite all TOG members visit the Rockport, Texas area to visit them at 501 S. Austin St., (512) 729-10e0.
4. Bob Klein from Silver Springs, Maryland, recently wrote to Ta-Yang with a request to purchase a T-37 directly from the yard. Mr. Chiu replied that they would not sell to them direct and referred them to their local dealer.
5. John & Sandy Emery, "DUCHESS" had a problem bothering many T-37 owners-- peeling and cracking of the overhead in the cabin. John removed the teak trim which hold the overhead panels in place .These panels are thin plywood sprayed with gel coat. He replaced the panels with a material available in many lumber yards- fibreboard covered with white plastic and is quite pleased.

## TAYANA OWNERS -- YOU ARE INVITED TO A GROUP GATHERING 11

Annie and I have been staring out at our beautiful view of Holmes Harbor, enjoying a glass of wine, and saying we would really like to share our happiness with our favorite people -you the Tayana owners. Holmes Harbor is an inlet of Puget Sound. Annie and I were both brought up on the east coast and since then have had a chance to see some great spots in the U.S. and abroad. We both agree, when the weather is nice, there simply is no prettier place than the northwest Puget Sound. We know that many of you lead very busy lives. That is why we want to give you a year's notice so you will have time to plan a trip out to this part of the world. Traditionally, the best weather occurs here the last week of July, the first week of August. We live in a small community on Whidbey Island. Most of the houses are located on a high bank overlooking the harbor. As part of our community we have a community beach complete with a water supply and outhouse- plus a shelter for picnics if it rains or gets too hot. There is ample anchorage off the beach. The nearby town of Freeland has a nice motel. There are many Bed & Breakfast facilities nearby. In case you didn't know it, Whidbey Island is the longest island in the continental US now that Long Island has been determined to be a peninsula. Here are some of our random thoughts. The week end of Aug. 1&2 seems like a good choice, weather-wise. TOG members who can, should plan to anchor off our community beach. Those members who cannot come by boat can either plan to camp, or stay in motels or Bed& Breakfasts. Those coming from long distances should plan to combine the TOG week end with visits to other parts of the northwest. Camping can be accomodated on our property or on the community beach. If we get a good response, a bus tour could be arranged. We are open to suggestions. For those of you who would fly in, we will work out some sort of transportation. Whidbey Is. is reached by ferry on the south end and by bridge on the north. Maps and details will be furnished. For now just let me know if you can come, how many in your group, how will you be coming, where you want to stay, and any suggestions you might have.

Best regards,

Norm

(Digitized by Harvey J. Karten, October 7, 2000)