



Tayana Owners Group (TOG)
Newsletter #34

Spring 1987

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(Converted to digital format by Harvey J. Karten)

Dear Friends,

Right this minute would be an excellent time to decide to attend our August 1&2 TOG gathering to be held on Whidbey Island in the Puget Sound area. There is ample anchorage for those who can come by boat, and lots of attractive Bed & Breakfast spots in the area close to my house for those of you not coming by boat. Rather than take up space here with the details, I would ask those of you who are interested to write or call me real soon and I'll fill you in.

HALF A TAYANA IS BETTER THAN NONE

My hat is off to Carl & Laura Lundqvist who sent in this letter, "My wife and I have purchased the remains of a Tayana 37 that sunk during Hurricane Gloria September 1985. (Mr.Hunt's "Paragon" hull #449) The boat (or what's left of it) now sits in our back yard in Portsmouth, VA awaiting lots of tender love and care, plus a whole lot of work. The boat was Beverly damaged against a concrete pier on the port side while the starboard side only has a few scratches. The damage on the port side is briefly as follows: Half the deck is gone from bow to stern, including the cockpit. The stern quarter is missing all the way down to the rudder. In the bow is a hole big enough to walk through, from the keel up to the deckline. The rest of the port side looks like a hard boiled egg that just finished a tennis tournament. But! there is hope for her. My wife and I have already started grinding away delaminated areas and are now waiting for warmer weather to arrive so we can start rebuilding the laminate.

Needless to say the interior is severely damaged and what is left has to be removed to provide accessibility for repairs. So we are looking at a whole new interior. We have started to design a new layout that is more suitable for our needs as liveaboards and as a long range cruiser for one couple. Basically we are moving the head/shower aft (opposite the galley) which will open up the interior and make it easier to heat in the cold and also provide a better air flow when in the tropics. We are also planning for a hard top dodger with semi-inside steering for protection against extreme weather." Carl has offered to write anyone interested in his project. (Do you think we should have offered him a half price membership?)

CRUISING REPORTS

In newsletter #32 we left Gary & Barbara Coit aboard "Spirit of Pipit" on the island of Crete on their way to the U.S. after three years on the European side of the Atlantic.

"There was wind to sail about 25% of the 500 miles from Iraklion to Syracuse in eastern Sicily; the rest was hand steering under power. However in Syracuse we did find enough electronic parts to get the AMS autopilot working about 90% properly so it steered the 615 miles from Marsala in western Sicily to Alicante, Spain, sort of wandering like a drunken sailor. We provisioned for the Atlantic crossing in Alicante because of convenience and prices at the markets which were the best we saw in the Med. The trip along the SE-S coasts of Spain was slow because of strong adverse winds that kept us in harbor at least 50% of the time. At Motril we took a bus to Grenada to see the spectacular Alhambra and its gardens. We rented a car for a week at La Duquesa to tour Andalusia: Sevilla, Cordoba, Ubeda, Ronda. What a beautiful and interesting trip! Gibraltar is rather grubby we thought, but it has a good chandelry, engine parts, and certain groceries that are hard to find elsewhere in the Med. We left Gibraltar and had a fairly nice trip to Madeira. Worst part was threading our way through the dozens of trawlers and endless fish nets astride the entrance to the Gibraltar Strait. Madeira is a stunningly beautiful island with very nice people and bargain prices. Next to the Canary Islands: Las Palmas and Mogán on Gran Canaria; Los Christianos on Tenerife and San Sebastian on Gomera. All very pleasant stops with excellent fresh fruit, vegetables and eggs. It's a 2700 mile run from the Canaries to Barbados and usually takes 21-28 days. The first week we had strong NE'erlys and made excellent time flying mostly only the genoa, and visions arose of a 17 day passage. But some big swells (10-18') arrived from a depression far to the north and they slowed us down a lot since we rolled so much the sails just kept filling and dumping. This was followed by some days with very light winds, and then, finally, fairly normal trades. In the end we took 22 days, all in all a pleasant sail, certainly far more pleasant than our eastward crossing in 1983. We have done

very little downwind sailing and have no special sails for that purpose. The genny alone worked well, but eventually it ripped near the tack, where it was draped across the pulpit. The main and poled out genny Wong out as we say in the Chesapeake Bay) did well enough in the light winds. Main and yankee, wung out, did pretty well in heavier airs. The yankee by itself was inadequate in the winds we had- up to 25 knots. We spent much time trying to determine the relative advantage of running downwind with the jib blanketed and ineffective versus broad reaching. The latter is probably faster. Running downwind and using the main for power and sheeting the jib down tight amidships does help dampen the rolling. Two cruising chutes, one large and one medium, might have been an ideal solution. There have been a few problems with the boat. The forward seal on the BorgWarner transmission was leaking so in Alicante we raised the Perkins engine and deposited it on the cabin sole, unbolted the transmission, replaced the seal and put everything back in place. To raise the engine we supported the boom with two halyards taken up very tight and the boom gallows and fastened a block and tackle from the boom to the aft end of the engine. Also needed two more comealongs to move the engine fore and aft as desired, one attached to the mast and the other to the rudder post. It wasn't too difficult; Barbara and I were able to do it without outside help. The bad news was that the transmission was still leaking oil so we had to repeat the whole procedure. It turned out that I had somehow nicked the seal and that was the problem. We decided to have the whole transmission checked out by a mechanic this time. He found nothing wrong, not even much sign of wear, but replaced all the orings and other perishables. He charged only \$45 for labor but the parts, plus a new vibration damper plate, cost \$200 because of the high Spanish import duty. Had to rebuild the seawater pump once. No problem except the parts -seals, bearings, and shaft- are extremely difficult to find in Europe because the English Perkins uses a Jabsco pump and mine is a Sherwood. Our starter began malfunctioning in Sicily. It would turn the engine about 4 turn then disengage. I had it out at least 20 times, but couldn't figure it out so turned it over to a mechanic in Alicante who couldn't either; he only destroyed the solenoid, which had been fine. The repair shop did no better so I borrowed the starter off neighbor's engine and found that the pinion gear in the starter is mounted on a slip clutch (in a little sealed cylinder) and it was slipping, not disengaging. Surely it was slipping because it was soaked in transmission fluid. Got a new one from the distributor in Madrid and presto! But the parts were not cheap. Only other problem with the engine has been the temperature sending unit which failed. Couldn't find one so we are doing without it, relying on the overheating alarm to warn us of trouble. All in all not too many problems for an engine with 5000 hours on it. But carry lots of spares if you go abroad. After seven years and over 27,000 miles (mostly in sub-tropical sun) our Lam sails are getting tired, but still going. Only two swages in the rigging have started to crack in the past 3 years. Now we are slowly replacing all with Stalok terminals. Should have gotten them to begin with, they are far better I think (and a lot cheaper if you order them from England). All in all not so many problems considering the use the boat has had. In many ways it's better now than new. Our satnav has been a great aid and the ham radio, as always, is a joy as well as a security blanket. Editors note: Spirit of Pipit is back in the Chesapeake now being readied for a long trip to Maine this summer. In the spring of '88 the Coit's plan to sell their house and embark on a real long trip.

CRUISING REPORTS (con't)

2. Last summer Bob & Chesley Logcher cruised "Cygnet" from Beverly Mass. to St.John, New Brunswick, and up the St.John river. They write," These are old haunts for us, and the only difference for Chesley & I was to try a two-handed passage. The trip was uneventful. With a two hour watch schedule, we arrived in 51 hours and were sufficiently rested. This trip continues our planning for long distance, short handed sailing on "Cygnet". Next summer we are planning to go back to Bermuda, and then hope to take the boat further south"

3. Tom & Ann Bowers sailed "Macbee" up the coast from Ventura,CA to the Delta area stopping at Santa Barbara, Cojo, Morro Bay, Monterey, Santa Cruz and Half Moon bay. Tom says , "it was the iron spinnaker all the way and the little three-cylinder Yanmar performed flawlessly. We spent a week at Pier 39, which is just around the corner from the Golden Gate Bridge. We have been exploring the Delta for the past ten days. The Delta is certainly a different life style. The water is warm and fresh from Antioch on up stream. We spent three days at the Stockton Sailing Club and were delighted with the friendliness of the members and the nice facilities. "Macbee" is a pilot house cutter we can steer her very nicely from inside the pilot house in open water. We installed a Teleflex hydraulic steering system and have been well pleased with it. We have finger tip control at either station. Our autopilot is a Benmar with a hydraulic power unit. While expensive, it has never faltered in any conditions we have encountered. We believe it pays to go first class and cry only once."

4. After a 10 year "engagement", Harry Keenan and Carron decided they were sure enough of each other and were married by the Commissioner on Green Turtle Cay, Abaco, Bahamas. "We are very happy here in the Abacos and the fishing is great. In the past five days we have netted 11 blue crabs, dug 236 small clams, speared 10 lobster, and caught 32 fish on hand lines. We also picked up 3 conch we spotted under the boat while checking our anchor with the look bucket. No canned Spam for us. We are still in love with our Tayana!"

5. If you think you are getting too old for cruising, listen to what Emanuel & Helgard Wirfel, "Adelante" have to say, "1986 was a year of great change for us. In May I completed the first step towards my second career by graduating from law school, and in July, only a few weeks after my 56th birthday, I took the bar exam. After that, however, instead of heading for a law office, I moved what we thought were the basic necessities of a household onto "Adelante",and, after entrusting our home to a real estate agent, we set out on our great adventure. We moved from Lake Erie, through the Erie Canal and the Hudson River as far as New York, then outside to the Delaware Bay, and through the Chesapeake Bay to the Atlantic Intracoastal Waterway. Following the waterway we went as far as Charleston,S.C., where we arrived shortly before Thanksgiving, and where we decided to stay until our house is sold. The trip was very nice and we learned to enjoy the independent leisurely lifestyle and the many friends one makes when underway on a well travelled route. As soon as our ties with Pittsburg are finally cut, we will go on to the Bahamas and the Caribbean, and you should hear from us from that area when we next write"

6. Fred & Gwen Gross had "Fairbourne" hauled by truck from Mackinaw City, Michigan to Seattle. They write," The job was done by the Boat Transport Div. of Kenosha Auto Transport Co. It was a pleasure to see how easy the one man crew made it appear. While the highest of three bids I received, Kenosha lived up to their excellent reputation. 'the boat was delivered to the Seaview Boatyard in Seattle at the Shilshole Marina. It was a very agreeable place and we did all our own work but they were available if we needed help. We had a new dodger-bimini installed. The forward part of the dodger or wind screen ties into the mainsheet cross member at the bottom and is supported at the top by the boom gallows. It extends aft to the backstay and is six feet plus in height.

5

CRUISING REPORTS (con't)

After launching we went south to Olympia and then north to the San Juans via Deception Pass. (Ed. note; Deception Pass separates Whidbey Is. from Fidalgo Is, and often sees 1U+ knots of current) We power sailed through the Gulf Islands to Nanaimo on Vancouver Island, B.C. Then across the Straights Of Georgia to the sunshine coast of Canada and on up to Desolation Sound. What a great place! After a couple of months we headed south visiting Princess Louisa Inlet, Friday Harbor and Expo 86 in Vancouver. After checking boatyards at Anacortes, Everett and Seattle we decided to store the boat for the winter at the Weldcraft Boatyard in Bellingham. When the weather turned cold with us aboard, we found lots of condensation in our forward cabin. I could certainly use some suggestions on insulating the interior. (Ed. Note; Jim Andrews of Oak Harbor added 2" Ensolite to "Suzanne" (206) 675-8422) After having sailed from Key West to Maine, and through most of the Great lakes and now the northwest, we find the latter the most consistently spectacular"

7. Jerry & Lois Gable tell of their continuing love story with "Morning Mist".

"We spent last winter in the Abaco Islands, Bahamas, and loved the cruising even with a Tayana draft. To tell of the Abacos is to tell of swimming and snorkeling the reefs and walking on the beach and sundowners and happy hour at the Bilge and conch burgers at Cynthia's and quaint English seaside villages and friendly, wonderful Bahamians. It is also to tell of northers when the wind would blow your socks off, except that nobody wore them or shoes for that matter, and having to send your mate back to the states for surgery. But the wind would finally quit and the mate came back still pretty sick but preferring the Bahamas to anywhere else. And the sun always shone so I guess it really was paradise. By

the end of May our permit was running out so we left the Bahamas and returned to Palm Reach. Here we made an interesting decision to go north for the summer. We had to find out whether or not we could endure relatively long passages at sea. With

CRUISING REPORTS (con't)

this in mind we set off on the normally five to six day trip to Beaufort,N.C., one of our favorite spots. Neptune smiled on us and we made a pleasant passage in only four days. Near record time for a sailing vessel. We got as far north as Newport,R.I., which we found so fascinating we never got to Marthas Vineyard or Nantucket. By mid-September it started to get cold so we hurried back to Beaufort via offshore and the ICW. As soon as we got a weather window (Oct.21st) we headed for St. Thomas just the two of us and our golden retriever, Woody. In order to attain the Caribbean, sailors must pay their dues either via the two to three month route to Haiti, Dominican republic, and Puerto Rico (known as the Thorney Path) or in one fell swoop across the southwest North Atlantic. We chose the latter and made a twelve day passage from Beaufort to St. Thomas. The trip can best be described statistically; we had five excellent days, five fairly good days, and two terrible days. The two bad days were a full blown gale, bad enough to cause people to get religion in a hurry. The entire 12 days were spent beating to windward on a port tack. We blew out the jib on day seven and the wind vane steering gear broke on day ten, otherwise no major damage. As passages go I guess it was a good one but we are not sure we are ready to do it again in the near future. We know of four Tayanas besides ourselves in the area. We always enjoy talking "Tayana" and seeing other boats. Never met a more satisfied bunch of customers. By the way, "Morning Mist" enjoyed the passage more than we did. At all times we felt perfectly secure. No leaks, no equipment failures, dry cockpit. After hearing horror stories from other boats, we just tell them to buy a Tayana!"

8. Randy Myers, and a couple of buddies, sailed "Mariah" from Norfolk to Block Island (72 hours) then to Newport. He then single-handed her along Long Island Sound to Great Kills, N.Y. "It was a great sail and I didn't break anything I couldn't fix and "Mariah" performed very well."

EAST COAST TAYANA RENDEZVOUS (See next page)

Feb. 24. 1987
Mr. Norm Demain
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Dear Norm,

Due to the success of First Tayana Rendezvous we have decided to sponsor the Second Tayana Rendezvous and make it an annual event. Last years Rendezvous was indeed a success with over 25 boats attending. We held a cocktail party on the Tayana 55 "BLUEWATER" Friday night. Saturday we held some informal races, prizes and t-shirts were given out and later that night we all had dinner together at Chaplins Marina. Sunday was reserved for all the owners to show-off their Tayana's and of course make new friends. Norm, I wish I had a picture to show you of the caravan of dinghys going from one Tayana to another, it was great.

It would be of great assistance if you could let the Tayana Owners Group know that the Tayana Rendezvous will once again be held in Great Salt Pond, Block Island, R.I. on the weekend of July 24, 25, and 26. We plan to hold another cocktail party on the Tayana 55 "BLUEWATER" Friday night. Races and dinner on Saturday and once again Sunday will be reserved for the owners to get together and share ideas and see each others yachts and of course make more new friends.

If any one would like to make reservations, or would like more information on the Rendezvous. Please feel free to have them contact me here at Bluewater. Please note reservations must be received by July, 7th, 1987.

Thank you and please except this as a formal invitation for yourself to attend.

Thanks, and regards,

Linda Aloisi

La/Ima: enclosed

P.S. Last year we monitored channel 16 for any Tayana owner who needed assistance into the harbor and plan to do so again this year

EQUIPMENT COMMENTS

1. In response to a members question about a suitable 55amp alternator,Emanuel Wirfel, "Adelante" writes,"I have installed a Motorola Model Y5N3S-1 Marine alternator which is advertised to deliver above 50 amps at 4000 rpm at the alternator shaft (about 1500 rpm of the engine). This alternator comes with its own conversion kit for mounting on a Yanmar 3QM30F, and the installation is quite straightfoward. I purchased the unit from Mack Boring. While the unit is functioning well, I plan to replace it with an even larger alternator in order to be able to run my Satnav 24 hours a day and still recharge my batteries in no more than one hour of running time per day, which is the time I need anyhow to re-freeze the cold plates in my reefer/ freezer. I have therefore ordered a 105 amp Lestek alternator from Cruising Equipment Go. in Seattle.

2. Tom Bowers, "Macbee" feels "that special mention should be made regarding our LORAN-C which is a Raytheon model 550. We set up way points on our route so that we could use cross track steering to closely follow the rhumb lines.The LORAN was a life saver in the dense fog encountered on a recent trip."

3. Bob Gibson, "Interlude" recently had a talk with the Perkins people and discovered "that I've been running the engine at too low rpm's according to current thinking. Initially I was told to operate around 2400rpm's, so I kept between 2200 and 2400. At this rate I was getting only 5-52 knots under power. I was thinking of changing the prop pitch but now comes the light. Current advice is to run the engine up to 2700/3000rpm's (red lines at 3500). By running up higher rpm's we should be able to develop about 40hp and run at closer than 7 knots. Another item for all Tayana owners is that the engine appears to be air starved.. If you pick up the inspection hatch on top of the companionway and the engine picks up rpm's, the engine needs more air. I'm going to reverse the engine room blower for starters, but what should be done is natural air ducting into the engine compartment and factory installed by Ta-Yang on all models"

EQUIPMENT COMMENTS (con't)

4. When ordering his new T-37, Ed Christie included an Auto Mac. This unit bypasses the voltage regulator so that you get a very high charge rate on the batteries during the early stages of the charging cycle. He expects to be able to charge batteries at about 25% of their capacity until they are 85% charged. "You can't expect to approach that kind of charge rate using the regulator built into the alternator So if an owner has two banks of two 120 amp-hour batteries (480 amp-hours total), when the batteries get down to 50% of full charge, the Auto Mac allows them to be charged at a 100 ampere rate. A normal regulator will not allow this high rate."

5. John Kraft & Karen Hurt installed a Grunert Mariner reefer system in "The Chance". A hefty compressor is mounted in the lazarette. John writes, " It runs on 110v a.c. or 12v d.c. I had to install a 50amp charger/converter and a 50 amp alternator. The unit seems very efficient and with dual controls we can keep the freezer at 0° and the refrig. at 40°. This little gem cost \$4200 installed but everyone we talked to said if you can possibly afford one, get it! and save yourself a lot of headaches. (Ed.note; I would appreciate input from owners who have the Grunert system good and bad) We have found the system maintains the desired temperatures with 1 to 12 hours of engine use. We installed a Hi-Seas diesel heater and found many defects in the unit. But I have everything settled except for a slow leak which I am working on. They may have to replace the fuel metering valve again! When it works it is economical. Burns one gallon in 18 hours on a medium setting, and one gallon in ten hours on high. With fans circulating the heat and a small electric heater in the head, we are fine. We found a very quiet 12v fan made by Caframo in Warton, Ontario, Ca. It can be ordered from Brookstone in N.H. (603) 924-9541. Also had a Wolter 1/260 on-demand propane water heater installed in the head. Expensive deal but the Ta-Yang installed water heater does not hold heat very well when cruising in cold weather and the propane heater will allow us to have hot water anytime-anywhere. We only use it when we leave the slip."

EQUIPMENT COMMENTS (Con't)

6. As a follow on to Don Rock's (Auf Wiedersehen) comments on the Lasdrop Shaft Seal, Jim Layton "Moriah" priced one for \$102.50 at his local chandelery. Jim's major problem in installing the unit looks like it will be disconnecting the coupling. "It is a mass of rust even though I sprayed it fairly regularly with WD-40. I may end up replacing it once I get it apart."

7. John Emery, "Duchess" has located a source for the 55amp Hitachi alternator. "Cost is \$150 with trade in of the smaller unit. There are three different versions of our alternators, so if someone wants to order a unit they should include a sketch of the back showing the connections. "Wayne" is the contact;the company is:

Mamock's Motor Electric Annapolis, MD. (301) 269-6718 or 267-7531 I've been quoted much higher prices by the east coast Yanmar rep. -Mack Boring."

8. Bob & Binnie Miara have hull #47, "Grace". They recently wrote, " At the Miami boat show in Feb. of this year we bought an HRO System water maker (reverse osmosis desalinator)most of which we have installed under the quarter berth after removing a 50 gallon water tank. After we get some experience with it I'll give you a report. To meet our 110vo1t needs (vacuum cleaner, sewing machine, microwave oven ,etc.) we installed a compact 3kw generator that is run off the engine. As a back up we carry a Honda EX800 to run power tools. The 3kw was sold to us by "Alternatives" of Valley Springs, CA. The unit malfunctioned and we tried to contact the company but they seem to have disappeared. If anyone knows where to contact them please advise us through the TOG office. We took the unit to a repair shop in Miami but after nine weeks they still have not located the problem. Our Aries wind vane steers "Grace" well, and when powering we use our CPT (formerly Orinda) auto pilot. Refrigeration is the Sea frost cold plate system, driven off the engine or plugged in to shore power. An hour or so of running produces 4 trays of hard frozen ice."

KUDOS FOR TOG

In case you ever wonder if the time you spend writing to me about your experiences is worth while, feast your eyes on these; Cliff & Becky Wayne, expecting delivery of their Tayana soon write," Norm and All Tayana owners. Thank you all for your input and remarks about the T-37 problems and, most importantly, the solutions. Take it from a prospective owner turned owner, that you do make a difference. In my shopping around for a live-aboard cruiser, TOG influenced my decision heavily. No other owners association has this power, as it is completely independent of either the shipyard or the dealer, and is self supporting."

Bill & Mary Gutzwiller, "Hallelujah" claim that, "TOG and the newsletters were critical factors in our decision to go with the T-37 as our floating retirement home after several years of exploring the alternatives. With some 40 years of one-design racing and cruising behind us, we know any boat is only as good as the owners who support it and the integrity and attitude of the manufacturer and dealers who build and deliver it. After looking at some 20 Tayanans and talking to their owners extensively, Tayana came out on top of our hit parade."

Dave Smith who recently ordered a Tayana writes that, "The TOG Guide and newsletters have been of very great usefulness in identifying our boat specification, and were among the key factors that sold us on ordering a T-37."

CRUISING PLANS

1. Wally Buell had "Ariel" in Antigua" last Christmas and has been island hopping ever since. He plans to store the boat in Venezuela for this summer and then return for the 87/88 winter to cruise there. If anyone has any input on Venezuela, please write to Wally via the TOG office. By the way, Walley built a cottage in Ireland last summer and expects to spend summers there.

CRUISING PLANS (con't)

2. As of this writing, Bill & Mary Gutzwiller should be in the Caribbean with St.Thomas their base of operations. They hope to meet other Tayanians in that area.

3. This coming summer John Colter will once again be cruising "Yankee" from Connecticut to Maine. John is looking for a Tayana owner who would want to swap two weeks in Maine for two weeks in the Pacific Northwest. Write John at 32 Broad St., Salem, MA 01970-- (617) 745-0391

4. Tom & Debbie Greene just celebrated their first anniversary of owning and loving "Aldebaran". Comes May 17th and they will be off on their first long cruise from Charleston,S.C. to Bermuda or down into Abacos. They are trying to get all their ducks in a row with house and business all for sale so as to move aboard within the next six months to a year. Debbie writes, " Getting ready for any trip in which you will be gone for about one month is hard, but getting business ends tied up and getting the boat ready- all while working during the week and spending weekends on the boat is especially challenging. We are preparing everything to the best of our ability and knowledge, but am still a little apprehensive about the provisioning of food. I guess too much, as long as you have the room, is better than too little, especially if you are used to stopping by the grocery store for last minute items on the way home from work. Well enough daydreaming of what will soon be a reality; blue water, blooming flowers, lazy days and restful nights"

PROBLEM AVOIDANCE

1. Roger & Lynn Griffith had "Weluvit" commissioned by his dealer in Florida during which certain changes were made to minimize some problems still occurring on Tayanans (hull 393);

§ To avoid the problem of falling steering quadrants,steel shims were fitted in the space between the two parts of the quadrant, giving the bolts something on which to tighten firm and hard.

§ The original exhaust system was replaced after two seasons.

PROBLEM AVOIDANCE (con't)

1. (con't) .. It had a pinhole leak and having heard that it would likely require it sooner or later, decided to do it while not an emergency. We put in a fibreglass muffler/water lift (Vernalift brand) with rubber hose, etc., and it's fine. Ta-Yang really should make a change in the OEM on that item. (Ed. note; Amen!) We didn't like the idea of the swaged fitting at the lower end of the bobstay especially since it is in the water so much. So before any failure (and after seeing a neighbor's two year old only swaged fitting on a CT-41 nearly let go) we replaced ours with a new 3/8" wire and Norsemen fittings. Know of one T-37 that installed a rod on the bobstay, but decided that would be to easily bent. § In newsletter #33 you asked about an electrolysis preventer for s/s screws/bolts in aluminum. We have found anhydrous lanolin very effective. We learned about it from our dealer who used it on our turnbuckle threads, etc., during commissioning. We use it on the lower rigging swedges, where the wires enter the swedge, to keep moisture out of there. It has a consistency of cup grease, but gets hard when cold. Get it from your pharmacist. We always use it on ss in aluminum, also on lifeline turnbuckle threads.

§ Finally, to "Duchess's" question re interior teak, we oil too and find that Callahan's II Teak Oil, applied with a sponge brush and allowed to dry, gives a almost varnish like lustre"

2. After many discussions with shipwrights, Tom Bowers, (Macbee) has concluded that the way Ta-Yang installs the packing gland material is wrong. Instead of using a spiral wound approach, the packing material should be cut and butted together in rings around the shaft. The spiral winding allows water seepage to a much greater extent. The shipwrights say that a properly set up packing gland should only require occasional tightening. (Ed. note; see page 4 of newsletter 6 for a detailed description of how to install packing consistent with Tom's conclusions)

Questions from our members

1. Tom Bowers, "Macbee" has a question about "heaving-to". Tom has a storm staysail and a storm trysail. He is wondering if the trysail would really be necessary to achieve a good heaved to condition. He would appreciate input from those of you who have actually been hove-to.

2. Bob Logcher, "Cygnet" asks, "I'm planning to do some serious computer work onboard (to justify my sabbatical) and want to power a PC/AT with hard disk from batteries. Does anyone have a design or source for a 12 volt power supply for a PC? Internally, I believe it needs only 12 & 5 volts D.C. Doesn't seem necessary to accept the losses from an inverter."

PROBLEMS

1. Tom Beard, now cruising "Moonshadow" in Mexico, sent me copies of correspondence between himself and Volvo Penta of America. (Ed. note; Volvo engines were installed in many of the early Tayana hulls) Tom writes, " My interest in informing you is to alert owners of the older model Volvo Penta Engines (MD-2, MD-3, etc) that may still have the original factory installed Johnson Pumps (saltwater circulating). If the seals fail in this pump, saltwater can get into the crankcase of the engine. I saw one engine with a bill of \$2800 for repairs following pump seal failures. I have spent about \$1500 so far. It appears Volvo Penta was aware of this problem and has changed pump designs. However, this does not prevent the water ingesting on the engines in service with the original equipment pump. I am curious to know if the problem is as wide spread as I believe it to be. (Ed. note; so far Tom has been unsuccessful in obtaining financial relief from Volvo)

2. Tom Bowers had a loud popping noise develop in the base of his deck stepped Yachtspars mast. "We had visions of deck delaminations under the mast step. So, on reaching Santa Cruz we had the mast pulled. It turned out to be a matter of friction between the inside of the mast and the collar which Yachtspars supplies. This collar is bolted to the mast step and fits inside the mast. It should have been cleaned and lubricated when the

PROBLEMS (con't)

mast was previously stepped. An expensive lesson! We used a heavy machine grease but would like to know what Yachtspare recommends.

3. While overall, John Kraft & Karen Hurt are very happy with "The Chance", they have a few comments to make about factory workmanship. "The surveyor found slight delamination in one area and voids in the rudder- which he described as "non-critical" so I did not press for repair. A couple of other irritating problems included an ice box drain that was crimped closed, and copper tubing from the propane locker that was cut off so short in the stove alcove that it was useless and had to be replaced. Despite the fact that the blueprints and specs indicated that the shower should be glassed in, it came with the standard roughed in bottom. Our dealer paid to have this corrected, but it still isn't right and the drains are 1" instead of the 1 1/2" specified. In hind sight the shower floor should be the same height as the floor beneath the head, with slight taper to the drain. This would allow complete drainage and better fall to the sump. The current construction of the shower floor is totally unsatisfactory and it would be so simple for Ta-Yang to correct it. While not ordered, our boat came with a dinghy and davits. I have always viewed davits with disdain, but I have to admit they are handy- better than dragging a dinghy with a painter and more convenient than trying to fit one on the foredeck, or inflating one at every anchorage. The problem is that Ta-Yang does not assign a HIN # to the dinghy and there is no certificate of origin. So the state of Maryland views it as an illegal vessel and is giving me a hard time about registration (required if I use my 2hp outboard on it).

Now that we have used the boat about four months, we have a number of complaints:

§ Every light bulb in the boat has burned out and was replaced.

§ Ta-Yang did not install a shut-off valve on the diesel tank.

PROBLEMS (con't)

§ The prop shaft has a 1/8-3/16" in out movement. The Yanmar dealer says you could lose shaft and prop when you put the engine in reverse. The dealer says no problem (he no longer is a Tayana dealer).

§ Condensation was so bad I thought Karen was going to jump ship. After a few weeks of phone calls and thought I started out trying to use polystyrene foam boards- no good. Then polyurethane "Blue Board"- not much better. Finally we pumped polyurethane foam into all the voids at a cost of \$550. Our condensation problem is almost zero! We still get some condensation in the V-berth and on tops of lockers through the balsa cored decks. § So as not to end on a negative note, I want all to know that we are thrilled with the comfort and speed of the boat. Precious few boats have passed us, and I'm not a racer!"

NEED AN AWNING ?

Nick Fast, "Nix" responds to a question concerning how to use the boom gallows for a dodger/awning frame. "I would not sail with a dodger because of the way it spoils visibility, but the gallows makes an excellent frame for an awning. On "Nix" the gallows is mounted forward of the aft cabin ports, so the awning extends far enough forward to shade the companionway and even provide some rain protection there. Incidentally, I think we have used the awning almost as often for rain as for sun. The shape of the awning is almost rectangular. Its forward width was determined by the amount of wood showing between the gallows metal supports. To find the rest of its dimensions, I tied the boat pole across the stern on the backstay, high enough to clear my head when standing at the wheel. I then ran strings from the gallows to the pole as a check on the appearance. The width aft is equal to the distance between "ears" for the upper lifelines at the pushpit (aft pulpit). The awning is attached to the forward face of the gallows with seven turnbuttons. Four straps of the same material are arranged

NEED AN AWNING ? (con't)

so that the whole thing can be rolled forward and stowed in place on the same turnbuttons. I laminated a 1" by 1" batten for the aft end to the same curve as the gallows. In the center of this batten, peeking out of a hole in the batten pocket, is a stainless eye bolt with a piece cut out of the eye so that it can hook directly to the backstay. Tag lines hang from the ends of this batten and clip to the lifeline terminals. If the awning sags, it can be tightened by hauling down on these tag lines. There is one additional batten pocket midway, with a plastic sail batten in it (two might be better). The awning has been up while sailing in a 30 knot rain squall with no damage to it and no noticeable effect on the boat. The awning is made from the same dark cloth as our sail covers. It gets hot in the sun and is not rainproof, but it looks right. A more functional one might result from using sail cloth."

HOMEBASE NOTES

§ If you see a blue dot on the bottom of this page it means your 1987 dues have not been paid. Please do so to avoid an interruption in your receipt of these letters.

§ Please take some time and write about your experiences, plans, boat mods, problems, solutions, etc. The well is going dry again.

§ Homebase is in process of implementing a personal computer system which should hopefully lead to a more interesting format for this newsletter. To help jazz things up, I would welcome suggestions for a cover design.

§ Do make a decision to join us at the Northwest and Eastcoast Tayana gatherings. To help in the planning, your early response will be appreciated.

§ The next newsletter will include a TOG membership roster.

§ Have fun!

Best regards,

