

THE TOG NEWS
A NEWSLETTER FOR TAYANA OWNERS
SUMMER '87 NO.35

WELCOME V-42 OWNERS !



WAYNE STRAUSBURG ABOARD "RESTLESS" IN PUERTO RICO



Tayana Owners Group
(TOG) Newsletter #35
Summer 1987

Norm Demain
3644 Holmes View Drive
Langley, WA 98260
(206) 221-8934

Dear Friends,

With this issue the TOG family now includes owners of the V-42. An effort was made to publish a separate newsletter for them, but it rapidly became apparent that most of the input applied to

both boats. Hopefully this combined approach will prove beneficial to all Tayana owners.

Also unique to this issue is the manner in which it was prepared. TOG homebase now uses a computer and a word processing program to assemble the newsletter. For those of you who are interested, a brief description of the system is included in the Wrap Up section.

CRUISING EXPERIENCES & PLANS

(1) As you might conclude from the following horror story, Don & Bev Rock, *AUF WIEDERSEHEN*, are not easily discouraged from their love of sailing adventures.

"Our Thanksgiving cruise turned out to be one of those nightmares that was a comedy(?) of errors and problems, the kind that Disney writers churn out and you sit and laugh at knowing that it is so improbable it could never be true. The trip proved once and for all that Murphy, the lawgiver, is not just a landlubber, but has a section on Maritime Law devoted to the sailor far away from help.

We had sailed up the coast of Cebu and stopped at Bogó Bay and then at Santa Fe on Bantayan Island. We planned to pick our way through the reef strewn waters off the north coast of Negros and sail down Guimaras Straight to visit friends in Bacolad. Our four years of sailing the Philippines has given us a healthy respect for the dangers lurking under your keel. We use every navigation tool available and sail shoal waters only during the daylight hours. AUF *WIEDERSEHEN* was booming along on a broad reach at high noon with a boisterous 20 knot northeast monsoon wind behind her. The day was picture perfect and our DR course and SatNav plot were confirmed by visual fixes on small islands as we passed them. Then Murphy struck! Near Ilacoan Island on the northwest tip of Negros the chart showed a rock, nearly a mile and a half south of our course line. Plenty of room we thought. The depth went from 60 to 40 feet. Still no cause for alarm. We hit a rock at six and a half knots and bounced over a few more. Little did we know that the rock on the chart was in an uncharted reef of about two and a half miles in diameter which actually extends into the passage. Error one: thinking still that this was an isolated rock or two we sheeted in our sails to increase our heel and reduce the draft. In so doing we increased our leeway and the strong winds forced us further onto the reef, and of course this happened at high tide. We were finally driven aground. Embarrassing, yes, and it made us extremely vulnerable. One tiny bright spot appeared through the gloom of the moment; we were aground in sand and not rocks. Oh well, we'll get off at the next tide.

Aha! Not so.

The Pacific tides are capricious, varying from the normal two highs and two lows to a lower high and a higher low and occasionally to a single gradual tide over a 24 hour period. We sat on the reef for six days waiting for a tide high enough to kedge ourselves off, heeled most of the time at 50 degrees making any movement around the boat difficult to say the least. Most of our water siphoned itself out of the vent tube and about a quarter of our fuel did likewise, spilling into the food lockers. Our spare LPG tank developed a porosity and leaked 20 pounds of fuel into

the atmosphere and naturally that's when we ran out of fuel in the current tank.

Our usually reliable SSB short wave radio took this time to stop transmitting (although we could still receive) and we had no way of notifying our friends or the Navy. The VHF is of too short a range to be useful though we did call one of the very few passing ships and got some information about tides from the captain. Flares were also useless; who would see them?

I used the low tide (not even enough water to float the dinghy) to inspect the boat and clean the bottom then I walked/waded two miles to the island to enlist the aid of the fisherman. They thought they might be able to pull us off using two or three of their more powerful bancas. On the third night there was enough water for them to try and they were able to scrape us along about 250 meters in two hours. Thank God for such a strong boat as the Tayana. Except for scrapes and scratches in the gel coat there were no holes or leaks. On the sixth night there was sufficient water to float us but a menacing black cloud on the horizon warned me that Murphy and Mother Nature had a little surprise for us. Sure enough, just at the moment we bumped off the edge of the reef into deep water a vicious northeast squall blew in with winds of some 50 knots. The horizontal rain reduced visibility to a few feet. The picture is us at the end of three tow lines being catapulted off a reef into deep water and the banca drivers, in the sheer exuberance of pulling off such a feat, put the pedal to the metal and we found ourselves boiling along at 8.9 knots. Then the bancas lost their way in the inky blackness of the storm and they either could not see or ignored our prearranged signals about stopping when we were clear of the shoals. Our compass showed we were heading around the other side of the island onto another reef. We went from 40 to 18 to 6 feet with no way to stop. I did not dare drop an anchor at that speed for fear of pulling off the bowsprit. I was casting off the toelines when Bev did the only thing she could and slammed the gear into reverse. The boat shuddered as the flexible coupling tore itself apart, but it did its job; it saved the transmission and did slow us

down to 2.5 knots when we hit the reef, this time all rocks. The sound of a 12 ton boat grinding and scraping and bumping along boulders is awesome. The propeller bent, the rudder jammed against a rock and the steering quadrant, a solid bronze affair, split in two. The front motor mounts of our trusty Yanmar diesel tore loose and shattered, and we came to a jolting stop to spend another day at 50 degrees. The fisherman sort of slunked off into the night and were too ashamed to come out until high tide the next night when they apologized and offered to try again, with less bombast. This time we made it into deep water, dropped the anchor and spent the next day assessing the damages and getting used to life on an even keel. We had no long range communication, no engine, steering was by emergency tiller, our water supply was low and there was no well on the island; our reefer/freezer obviously is dependent upon the engine so we gave most of what we couldn't eat to the villagers before it spoiled. They had been so generous to us, hiking out two miles to bring us bread and fruit and a few rolls. The flexible pipe coming off the exhaust manifold cracked from the strain of the missing motor mounts and when we started the engine, the boat filled with exhaust fumes. We had an intact hull and the rigging was O.K. so we sailed down the Guimaras Strait to an anchorage in the rather open roadstead type harbor of Bacolad.

(Editors note: Sorry to leave Don & Bev choking on exhaust fumes, but you can read the exciting conclusion in the next issue.)

(2) In May I received a postcard from Gordon Smith mailed in Taiwan. The picture on the card was of the Confucious Temple in Tapei. From the words on the card I suspect Gordon's visit to the Temple was not just to admire it's beauty.

"Having Ta-Yang commission a boat for an ocean crossing was a total disaster. The Taiwan government doesn't help matters one bit by not releasing many items until leaving the customs dock. I sailed to Orchid Island (a first -- not permitted) then almost to Ishigaki, Japan. Had so many boat problems that we returned to Kaohsiung. The Kaohsiung Port Control would not let us re-enter because private, non-fishing boats are not permitted. It took one

4

and a half hours of orbiting, but we did get in (also a first) More later." When Gordon's problems are resolved, his cruise plan includes visits to Okinawa, Japan, Glacier Bay, Seattle, San Diego, La Paz, the Panama Canal, Honduras, Cancun, Rey West, St. Thomas and Antigua.

(3) Don Roddy, who is an airline pilot who flies out of Baltimore even though he lives in California, has had *CYGNUS* in charter. He writes, "Last May I decided to take *CYGNUS* out of the hands of the charter service I had her with in Ft. Meyers Beach, FL and bring her north to the Baltimore area where I intended to put her back into charter under my own management.

My delivery crew consisted of myself and two friends one of whom had only a limited amount of time and had to be dropped off at Charleston. After an abortive attempt to continue northward outside (strong winds on the nose plus a counter current resulted in our getting 12 miles up the coast after sailing all night and the previous afternoon) we went back into Charleston and continued up the ICW. As we approached the Cape Fear River area it was becoming obvious that time was going to run out before distance. As we approached the Carolina Beach, N.C. area, the prop shaft decoupled from the transmission so we decided to leave *CYGNUS* at the local marina for repairs until I could get some more time off.

CYGNUS was subsequently transferred to another boatyard in Wilmington, N.C. for new motor mounts (the second replacement since delivery in Oct'82). While there she was struck by lightning which destroyed the Loran, a battery, the electrical converter, the VHF antenna, and the spreader lights in addition to damaging other electronic components. No structural damage to the hull. While inspecting the mast for lightning damage, it was discovered that there was significant dry rot in the vicinity of the intermediate shroud tang. Major dry rot repair had been made in this same area two years previously. The mast had been painted white for easier maintenance. I strongly recommend against painting a wooden mast. I believe the dry rot would have been discovered much earlier through several coats of varnish. The first repair cost \$900 and the estimate for this second repair was

\$1500-2000.

I decided to motor the rest of the way up the ICW to White Rock Creek without repairing the dry rot, and to do the repairs myself in my spare time. The mast was removed and stored in the yard where I worked on it. Unfortunately the bad weather set in before I could secure a piece of Sitka spruce for the repair. Between my limited spare time and the weather, the work was not finished until seven months later. By the way the mast repair cost was about \$45- \$35 for the wood and \$10 for epoxy.

I hope to take *CYGNUS* down south in July with my wife and youngest son as crew."

(4) Laurie & Rod Stone were, until early this year, owners of V42 hull #007, *EVENSTAR*. Laurie writes, "I fell in love the first time I saw the boat. We lived aboard for 3 1/2 years in Lake Union in Seattle and took her through the locks to go cruising whenever possible. We spent a month in the San Juans in a marina and loved it even though every time we had a minus tide the yacht basin nearly dried. Unlike other boats her size, however, which usually canted at rakish angles against the dock, she would settle gently into the muddy ooze upright, giving only a slight wriggle when someone boarded.

Unhappily, outside family circumstances have now prevented us from either living aboard or using her and we have her up for sale. It is a terrible wrench to part with this lovely boat. As every owner knows, it's roomy, comfortable, warm and dry and sails beautifully no matter what the wind. When we bought it I felt I would never want any other boat, and I still feel that way, but life does alter circumstances. (ed. note; *EVENSTAR* has now been sold to a family with no sailing/cruising experience, but who plan to take her on extended cruises)

(5) In January of this year Nancy & Bob McIntosh, *VOYAGER*, wrote from St. Francois, Guadeloupe;

"We left Annapolis on 9/29/86 and arrived in Bermuda on 10/9 after an uneventful trip with winds rarely above 25 knots, and sometimes so faint as to need an assist from the engine. Other

boats who left a few days before or after us encountered severe gales so we were very lucky. We spent a great week in Bermuda motor scooting, windsurfing, and sightseeing.

On the next leg to Tortolla, B.V.I., we had no storms but a trough travelled south with us so we had a lot of rain and never did get the trades. We spent six weeks in the V.I. and loved it.

We then crossed the infamous Anegada Passage to St.Martin for a great weeks stay and then on to English Harbor, Antigua for Christmas. We are now on Guadeloupe and plan to spend a week here and then head south to Dominica, Martinique, St.Lucia, St.Vincent, The Grenadines and Grenada. We will then decide whether to leave the boat in the V.I.'s or take her back to

Annapolis.

VOYAGER has performed magnificently: Handles beautifully at sea and is very comfortable at anchor. We love this life, finding each island unique as we seek out where best to snorkel, windsurf, beachwalk, anchor, find water, groceries, laundry (if any), etc. We are not at all bored."

(6) Mike and Peggy Warren are the happy owners of a V-42 *MIDNIGHT PASSAGE*. Last summer they made an offshore run from Norfolk to Atlantic City.

"The boat performed better than I ever expected on the trip up the coast. We had 30-35 knots of wind from the N.W. most of the trip, which had us at times down to staysail and double reefed main. The trip took about 35 hours, with hot coffee on the stove the entire trip to fight the early May chill. We drove the boat pretty hard, with several hours of "rail in the water sailing" and experienced no problems other than a lee lower shroud coming loose at the turnbuckle. The trip was a pleasant experience.

Upon arrival in Atlantic City we lost our "Windex" to the Brigantine Bridge. Another 8" and we would have had big problems. We have had numerous favorable comments from other sailors about the looks and structural features of the boat."

In a later note from Mike he mentioned that "The pillar block bearing on the shaft was the wrong size as delivered which required removal of the shaft and installation of the correct bearing". (Ta-Yang and V-42 dealers please note.)

BOAT MODIFICATIONS

(1) Nancy & Bob McIntosh share with us the modifications made to date on VOYAGER:

"Before delivery we had Bomar hatches installed, upgraded all winches, had the yard design and install a s/s fold down swim ladder near the stern, a cockpit table which attaches to the binnacle and has two positions; one for eating and when lowered it closes the cockpit well and makes a double bed, and had the mast moved forward which eliminated most of the weather helm.

Since delivery we removed the staysail boom, added a 110% genoa, installed a Monitor wind vane (works marvelously), installed a Magnavox SatNav (also works great), Yaesu ham radio, refrigeration, deck wash pump, radar detector, chart storage under the ceiling of the quarter berth.

(2) Jim and Peg Skipper share with us some of the mods made to their T-37 EX-LIBRIS

"Thanks for the words about the Lasdrop Seal. We will be installing ours at the next haul out.

We have partitioned our ice box, isolating the Adler-Barbour evaporator in the outboard compartment to provide a freezing unit. Cold air spills into the inboard chamber for normal cooling requirements. It has worked out well with the larger Adler, although the box insulation seems inadequate. Four inches was specified but we can't figure out a way to check without major surgery.

We found that running the anchor rode through the rollers on the bowsprit platform places large loads on the forestay, etc., in surging conditions. Now we run a short bridle through the bow chock and tie it to the anchor rode with a rolling hitch. All

strain is taken off the bowsprit platform. The slack anchor rode is made fast to the sampson post as a fall back safety precaution."

(3) From Norm Padgett, "ALEGRIA" comes this summary of the modifications Norm has made so far to the boat.

SAILS

(1) As a result of our conversation with Bob Perry, ALEGRIA is now rigged as a convertible cutter. The inner stay can be reattached to the base of the port upper shroud. This permits use of our new genoa.

(2) Sobstad made for us a 125% genoa which we use with a Reckmann roller furling system.

(3) For heavy weather they also made a storm trysail which is used on the inner stay. This arrangement together with a third reef line that has been placed in the mainsail allows for many variations

(4) Our regular staysail can still be used, but we have removed the boom and the athwartship track.

RIGGING

(1) All of the stays have been replaced with one size larger, made from stainless steel wire. The shrouds will be changed in a like manner before our departure.

(2) All of the wooden blocks have been replaced with Lewmar equipment.

BOWSPRIT

(1) Three sets of knees have been installed under the platform in an attempt to strengthen the unit against the torque force the anchor rode.

(2) The bobstay cable was replaced with a stainless steel pipe to preclude abrasion when using a nylon rode.

GALLEY

(1) Additional insulation has been added to the ice box (all sides and bottom) which also sealed the side door making it unusable.

(2) A Technautics refrigeration unit (engine driven) has been installed and is working very satisfactorily.

(3) We have removed the hot water heating system.

(4) The propane tanks which came with the boat were steel ones and have been replaced with aluminum.

WATER

(1) Neither the shower sump nor the holding tank had ever been used (after 3 years) and they have both been converted to fresh water storage. A selector valve near the pressure pump allows for the selection of water from any of the three tanks. These conversions added 20 gallons to our basic water capacity.

(2) Along with these changes, a water outlet was installed in the cockpit well and allows a hose to be connected for showers, etc.

ELECTRONICS

(1) Our ham radio is an ICOM735 and the back stay is insulated as an antenna. An ICOM AH-2 automatic tuner is utilized with the back stay. Copper foil has been used throughout for grounding and the results have been extremely good. (It was necessary to make a one-quarter radial, i.e. copper foil 26'6", and extend it forward for transmissions on the 20 meter band).

(2) We're also very happy with the Magnavox SatNav with the flux

gate compass and knotmeter input.

(3) Electrically, a Motorola 55 amp alternator replaced the 35 amp one that came with the Yanmar engine. A Spa Creek voltage regulator bypass is installed, but with the new alternator it has seen no use.

INTERIOR

(1) A significant amount of space for storage has been obtained by the following:

- * Additional shelving high in the hanging locker.
- * Shelves installed under both sinks.
- * Replacing, where possible, drawers with cabinets.

(2) Both settees were widened 5" which greatly increased the comfort when sitting or when using them as bunks when underway.

STEERING

An Aries wind vane (lift up model) is presently being installed and will join the Autohelm 3000 which we have used for three trouble free years.

SUMMARY

ALEGRIA was designed and equipped in accordance with the TOG recommendations which were published some 9 or 5 years ago. So from the basic TOG model, we have made the modifications described above."

PROBLEMS

(1) Nancy & Bob McIntosh, *VOYAGER*, add their voice to the blister problem chorus:

"When we hauled last summer we found blisters between the hull

and layers of black mastic. The company that did the work in '85 agreed it should not have happened, so they sanded off the mastic and re-applied 3 coats at no cost to us. We also found a few very small blisters at the water line in the gel coat which we had filled.

We raised the waterline 3" at the beam tapering to 2" bow and stern. We now wish we had raised it 4".

The only other problems we've had are a leaky head and a leak at the foot of the deck stepped mast. No problems at sea other than crew boredom (we read a lot)."

(2) More on blisters from Bob Logcher, *CYGNET*, "In terms of the condition of the boat, I too can complain about blistering. I noticed the first problem two years ago. I found small patches of alligatoring both above and below the waterline around midship. Most was within the boot stripe or within 3-4" of the waterline. Over the past two years I have had only modest spreading. Pox are no larger than 1/4", pox areas no more than 3" wide in strips near the waterline. This fall I scraped the worst areas below the waterline to let the hull dry out over the winter. It does appear that the blisters are through the gelcoat as their inside shows dark spots and maybe some roving. I will be having a surveyor or blister expert look at the boat before I patch, but I plan to follow Ed Potter's advice and patch only where the hull is blistered. I don't plan to tackle the alligatoring above the waterline. It is not unsightly and, I hope, not damaging to the structure of the hull.

I did replace my exhaust system 2 years ago, using a Vetus water lift muffler 2/3 buried in the sail locker sole and using rubber exhaust hose. I got the water injection elbow from Perkins. I used black iron pipe elbows to fashion an antisiphoning loop. The major problem was lack of room."

(3) Jim and Peg Skipper cruise *EX-LIBRIS* in the circuit between Martinique and Venezuela. "To bring you up to date, *EX-LIBRIS* continues to perform well, with some problems to be sure. Half way between Venezuela and

Grenada the head stay broke. The problem seems to be related to the fact that Isomat did not provide a toggle at the head of the stay and the continual flexing caused by the furling jib caused the failure immediately below the swage fitting. The good news is that the replacement Isomat fitting has been modified to include a toggle.

We have found the standard 35 amp alternator to be entirely inadequate to handle our cruising needs, especially since we have refrigeration (Adler-Barbour). A larger alternator should be standard. (Editors note: newsletter #34 and other recent issues confirm this view and describe alternator upgrades.)

Despite claims to the contrary, we find that our teflon ball sea cocks need maintenance. We would appreciate hearing from anyone who has advice on this matter.

When replacing our failed engine mount bolts we used a s/s pipe over the new bolt to take the compression load off the bolt."

(4) From Laurie & Rod Stone, *EVENSTAR* (V-42) comes this report:

"As to problems, we had a problem with the exhaust system early on, including the muffler (the weld failed). Also, following a wild trip down the Puget Sound in the teeth of a gale (we were motoring), water was slurped up into the exhaust intake with almost disastrous results. The months that followed were extremely painful in that what was billed to us as the best engine repair man on Puget Sound proceeded to dismantle our engine completely, custom design a gold plated exhaust system and install it to the tune of nearly \$7,000. I won't put his name into print, but if any one in this area needs the name of a repairman we can certainly tell you where not to go."

(5) *EOWYN* owners Hugh & Barbara Thompson have had their prop shaft back out three times. They write, "The first time it happened, and when it took us longest to figure out what it was, was the most terrifying. We were in the ICW with a little squall with the mizzen up for better maneuverability. We found we could not

steer because the shaft had backed out and was jamming the rudder. All this when trying to avoid a collision with a tug with several barges in tow. Well, we avoided it and I must say the tug captain gave us as much room as he could. You would have too if you had seen a sailboat sailing in large circles with a crazy woman running from stem to stern blowing 5 blasts on her horn repeatedly.

The next time it backed out we had to anchor in the middle of a race to effect repairs.

The time after that it was at night when our anchor dragged in a strong current and we were heading for some pilings. That time we were with friends who were on their boat so they were able to help us.

Well anyway she is getting a new shaft and coupling now."

(Editors note: *EOWYN* is hull #249, circa 1981. This problem was reported at least a dozen times by owners of the early hulls. Apparently the problem, which had to do with a poor marriage of the factory supplied shaft and the Perkins transmission, has been solved, as it has not been reported on recent hulls).

EQUIPMENT COMMENTS

(1) *DOC'S GIRL* is a V-42 owned by Ross Ferland. Ross bought her after his T-37 was destroyed in a hurricane. He writes,

"The new Furuno 1800 radar is absolutely fantastic. Renders night and fog conditions into "pieces of cake": A friend has a Sitex and is equally pleased. My nav station space was small and the Furuno is the smallest of the popular raster scans and so the choice. I recently installed a Sitex A300S SatNav; it works great and is easy to use. Also installed are a Force Ten diesel/kerosene heater, electric fuel pump, SSB radio and other minor things for creature comfort.

My engine is a Perkins 4-108 with a 1 1/2" shaft and a 20x14 prop. The Borg-Warner Velvet Drive transmission has a 2.91:1 ratio which allows over 3400 rpm. Cruising rpm is 2500-2800. It is great for mud banks and head seas. The Perkins is rated at 4000

rpm. I have compared my installation with the standard one and find the performance considerably better.

I have a Benmar autopilot with an Autohelm 3000 as a back-up. The Benmar is far superior in all areas, however, the Autohelm will steer the boat reasonably well and requires very little power. I had a third battery installed at the factory for insurance. I use the autopilot continuously and have never reduced a battery to it's knees yet. I do run the engine about two hours every 24 hours to recharge and run the compressor for the refrigeration. I have made it for five days without the compressor in a pinch. This attests to the beauty of holding plates and the integrity of the Ta-Yang reefer boxes."

(3) ARCADIA, a V-42, was purchased in '82 by Willis Cash. The first summer was spent along Cape Cod, Nantucket, Martha's Vineyard, Long Island, New York and New Jersey shores." Cruising the Chesapeake and the east coast from Norfolk to Booth Bay was easy and relaxed even in 50 knot winds gusting to 70. In '84 we trucked her to Southern California and made repeated trips to Catalina and the Channel Islands. From these experiences I have some equipment comments to offer:

a. ARCADIA, after three bottom paintings and four years, showed signs that the mold release had not been properly removed. We had the paint taken to the gel coat, the gel coat properly prepared, and two coats of epoxy applied before painting. This was done in Feb. of '86 and so far it looks fine. I'll keep TOG informed.

b. Your comments about the Adler-Barbour Cold Machine coincided with my thoughts prior to owning one. We had planned a cold plate system but we ran low on money during commissioning so we figured we could use the Adler-Barbour until we moved aboard and then change it for the one we really wanted.

Our experience has been that the unit runs about 33% of the time, drawing 4.5 amps when on. The voltage must be 11 volts or more, consequently the engine must be run every four days to keep the freezer section below zero. Beer will stay perfect for a full week however. We have a large alternator (60 amps) with a Lewco

regulator, and two hours a day of engine operation keeps our batteries completely charged with plenty of amps for all our needs. We are so pleased we have decided to keep it. Maybe it's the excellent insulation in the Tayana, or the Cold Machine out performs its press.

c. Our dinghy story is the same we've all heard before:

1. 8 ft. hardside pram with 2hp Evinrude. (poor stability)
2. Avon Redcrest - same engine. (needs power)
3. Keep inflatable, get 4hp Seagull. (motor too heavy, still not enough cargo capacity)
4. 13ft IBC inflatable with 15hp Evinrude (perfect)
5. Add an 8ft sailing and rowing dinghy for fun.

I had heard this story several times but had to live it to believe it.

d. Our engine (3QM30F Yanmar) has really been an excellent workhorse. Ease of maintenance and user friendly, we have replaced the exhaust to one recommended by Yanmar (in their manual). I do agree, however, that the engine is too small- it will not drive the boat at hull speed. It hasn't happened yet, but someday I'll need that extra power.

e. Our autopilot is a Unipas. This little known product was chosen because it's straight forward operation and simple design have made it totally trouble free. It does draw almost one amp, but we find it to be completely reliable and when coupled to our SatNav/Loran, makes an excellent navigation system.

f. This year we added davits to our Tayana Vancouver 42. The last 18 inches are removable to keep *ARCADIA* at 44'11". They were fabricated of 2 1/2" stainless, mounted on the aft deck, going over the stern pulpit. They accommodate either our 13' inflatable or the hard sailing dinghy. They do not enhance the lines nor do they help the space on the aft deck, but for everyday use it's nice to keep the inflatable in them and for serious sailing the deflated boat is below deck and the sailing dinghy is secure in the davits."

16

(Editors note; Willis & Sandra Cash will be heading south to spend one full year in Mexico before heading for the Panama Canal and the Atlantic. They plan to leave Jan '88.)

MISCELLANEOUS

(1) Bill Murray, *CHINOOK WIND*, after trying various brass cleaners, finds "The Brass System" best." It requires no hard rubbing. It is put on with a rag or brush and you watch as the brass turns bright."¹

(2) If anyone knows the location of Jay & Pat Roberts, P. J. 'S *COMPASS ROSE*, please advise the TOG office.

(3) Arnold Koopersmith, *GOLDEN HANDS*, would like to hear from any TOG members who are familiar with the Max Prop. Write him at 1100 Peninsula Blvd., Hewlett, NY 11557.

(4) Jack Colter, *YANKEE JOY*, is looking for a Tayana owner who would want to swap two weeks in Maine for two weeks in the Pacific Northwest. Write him at 32 Broad St., Salem, MA 01970.

(5) For those of you who hate to write, I'll be glad to accept your input on cassette tape.

(6) Don Cavanaugh, hull #486, was really impressed with the performance of a Mars-Vigil radar demonstrated at a boat show. He purchased and installed the radar and was very disappointed with the results. The screen picture was quite fuzzy compared to the demonstration. He contacted the company and was advised that he should not expect to get any better results. In contrast to this experience, Don Rock, *AUF WIEDERSEHEN*, reports that Mars-Vigil has been very responsive to his requirements.

1. See also newsletters/pages; 6/9,9/16,10/16,17/3-5.

WRAP UP

The computer system used to prepare this issue is a Zenith model 159 (IBM compatible). It has a 360k floppy and a 20mb hard disk. The printer is a NEC P7 wide carriage with a 24 pin print head. Wordstar 2000+ is the word processing program. Those of you who use a computer to prepare your input to me, please send your file (ASCII format) and I will return your disk.

The first annual Puget Sound TOG rendezvous is still scheduled for the week end of Aug 1st and 2nd. Looks like we will have a good turn out so please try and come. The Saturday night feed will include salmon, hopefully caught by me!

The next issue of this letter will definitely (maybe) include a membership roster.

Write and tell all.

Keep smiling

Norm