

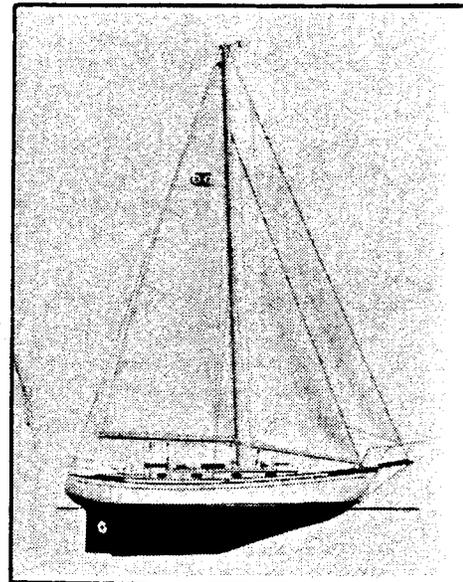
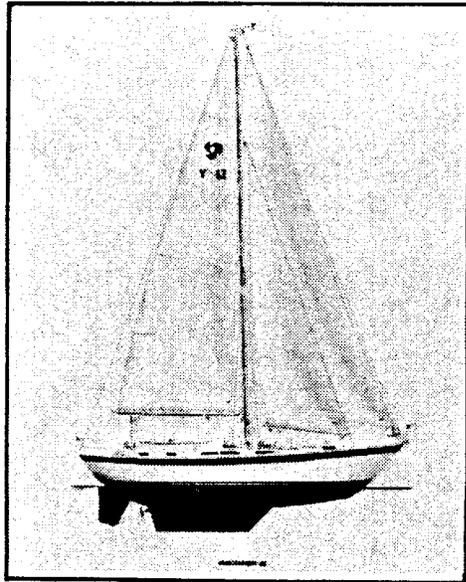
TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

SUMMER 1988

NO. 39 VOL V

TOYS R US



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Tayana Owners Group (TOG)
Newsletter #39 - Vol. V
Summer 1988

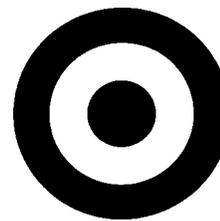
Norm Demain
3644 Holmes View Drive
Langley, WA 98260
(206) 221-8934

Dear Friends,

With each issue I go through a certain amount of agonizing about which members input to include and which to defer. There's a conflict between wanting to keep the newsletters interesting and wanting to include everyone's input. Before you conclude that I'm getting too much input, let me assure that 's not true. I get a little ahead in the fall and winter, but the backlog dries up during the summer when you are too busy with your boats to write. I do have a problem when a member, who also happens to be a good writer, sends me a 4 or 5 page input because I hate to edit it down to something less due to space limitations. But better you than me, so a maximum of three pages would help a lot.

In this issue, in addition to welcoming three more dealers to our roster, pages 20 and 21 contain a letter from Tim Yourieff, Eastern Regional Manager of Neil Pryde Sails. Tim provides very helpful guidance on what to do if you are not happy with your Neil Pryde sails. While we have avoided commercial messages in these pages, I think it appropriate in this case to let you know that if you write him, Tim will send you flyers with special offers, new products, new systems, etc.

NEIL PRYDE SAILS



May 23. 1988.

Norm Demain.
3644 Holmes View Drive,
Langley, WA 98260.

Neil Pryde Sails Inc.
Eastern Regional Office
303 Bridgeport Avenue
Milford, CT 06460
Telephone (203) 874-1847
Fax: 1 203 874-6984

Thank you for your prompt reply to my last letter.

I have read through the T.O.G. news letter, and see what a useful publication it must be for the members of the group. I fully understand the reasoning behind not accepting advertising, and believe it is a sound policy to keep the publication impartial. and thus effective. I only suggested that we might advertise on the premise that you would appreciate help in financing the production of the magazine.

I would be delighted to join the group, and have enclosed a cheque for \$ 15.00. to cover this.

I am glad to hear that there have been few complaints about our sails since Ta Yan^g appointed us as their suppliers. However, if there are any complaints about our sails. whether it is in the quality of the finish, or with the fit. we would of course like to know. Your members can either contact me directly, or better still they should contact our service manager, Mr Jim Leech at 415-332-6167.

If any warranty work is to be carried out, it must first be approved by Jim Leech. He will specify one of our service lofts to carry out the required work. A sail MUST NOT be taken to the loft round the corner', have unapproved work carried out and then send us the bill. The proper procedure must be followed.

The problem of getting sails to fit correctly is a complicated issue at the best of times, but in our situation it is even more difficult. We have the situation where the prospective boat owner has his particular requirements. These are given to the dealer, he in turn forwards these to the yard, which then forwards the information to the loft. As you can imagine, there is a lot of room for mistakes and misunderstandings within this process. Within this information train it is likely that people who are not sailors, or for that matter who may not be working in their first language, are handling the information. With the best will in the world it is very possible that a mistake can be made, or a crucial bit of information omitted.

We have a very detailed order format which must be completed with each order. This tends to filter out most mistakes, but of course no system is perfect.

Where the yard is ordering standard sails from the loft, it is unlikely that mistakes will occur as the sails will be produced off existing design information. However the chance of a mistake being made is much more likely on a custom order being placed through this process.

It is of course attractive to order additional custom sails through the yard, as the yards get the advantage of competitive pricing due to their high volume purchasing power.

The down side of this method of getting sails is that there is considerable delay in getting delivery, and there is a greater chance of something going wrong causing disappointment.

In the case of custom sails I would strongly recommend a buyer to purchase his sails directly from his nearest NEIL PRYDE sales office in the states. This way the required information can be discussed and given to a professional sailmaker, who will in turn place the order directly to the loft.

So to answer your question as to what procedure an owner with a NEIL PRYDE sail problem. should follow.....

1/ If the sail was purchased from a NEIL PRYDE SAILS office in the States, then he or she should contact this office explaining the problem. If this proves unsatisfactory they should contact Jim Leech, or myself (203-874-1847).

2/ If the sail in question came with the boat as original equipment then please do the following:

A/ If there is a quality problem in either the workmanship, or the materials and hardware, then Jim Leech should be contacted directly (415-332-6167).

B/ If there is a problem with fit, either with. the hardware, or with the actual dimensions, then the dealer should be informed as well as Jim Leech. The reason for the mistake must be traced to see who is liable to cover the cost of rectifying the situation.

I would like to thank you again for your help. and time. I certainly hope a close relationship between the T.O.G., and NEIL PRYDE SAILS will be a benefit to all concerned.

Yours sincerely,
NEIL PRYDE SAILS INC.



TIM YOURIEFF
Eastern Regional Manager.

DEALER'S CORNER

(1) Since our last newsletter three Tayana dealers have added their names to our group roster. Welcome to:

Mr. W.M.C. Piercy
Piercey Marine Ltd.
402H, Jaffe Road, G/Fl.,
Wanchai
Hong Kong

Mr. Ingo Muss
Prism Yachts Inc.
1 Port St. E.
Port Credit Marina
Port Credit, Ontario
Canada (416) 271-7674

Duane & Dew Usa
Skyline Yachts Ltd.
1844 Mission Hills Lane
Northbrook IL 60062
(312) 782-6534

(2) The kind of experience one has with his Tayana dealer depends on the same kind of factors that influence any other type of relationship. Whether these factors are compatible or in conflict determines the outcome. For example, Ed & Wilma Potter of Southern Offshore Yacht have been loyal supporters of our group for many years. TOG members Bruce & Mary Miller bought *MARIGOLD* from SOY in Jan. '87 . They write, "After buying four new sailboats in our lifetime, we really hit gold as far as an excellently designed yacht, and excellent support from Wilma and Ed Potter. I never realized that such considerate and helpful people were still on earth." On the other hand the controversy between SOY and Allen Jeter, *ESCAPE*, reported in issue no. 36, relative to warrantee coverage of blister problems, has led to a lawsuit by Jeter against TaYang and SOY.

(3) Linda Alosi from Bluewater Yachts is asking members to contact her with suggestions for how to make the 1988 Tayana Rendezvous the best yet. Call her on (914) 576-1101 or write Bluewater at 295 Drake Ave., New Rochelle, NY 10805.

CRUISING PLANS

Knowing other member's cruising plans can lead to buddy boating arrangements or just a nice feeling knowing that another Tayana will be **in** your path . For instance:

Rudy & Ann Cerney, *BESEDA*, will be in the Keys and Florida's west coast this summer.

Howy & Christine Tepper will **cruise** *HER NIBS* for eight weeks this summer from Lake Champlain down through the locks, down the Hudson River and into Long Island Sound. They hope to reach the coast of Maine before turning back.

In January of this year David & Thelma Parris were in San Diego aboard *SEA CHANGE* preparing for a cruise through the Canal, up the East Coast and back through the Great Lakes to Milwaukee.

Being teachers, Jim & Jan Burns make extended summer cruises aboard *ATHENA*. Last summer was Bermuda, this year will be Maine.

Tom & Ann Bowers have a permanent mooring in front of the Morro Bay Yacht Club (California). This summer they plan to cruise up the coast to San Francisco and possibly as far north as Seattle.

If all went per plan, Bruno & Ann Schaufelberger, *KAMALOHA*, should be cruising the New England coast at the moment, with most of the summer to be spent in the Chesapeake area.

Tom & Carolyn Beard, *MOONSHADOW*, expect to arrive in Jamaica from the Virgins by early April and on back through the Canal later that month. "We then will start across the Pacific to New Zealand via the Galapagos, Marquesas, following the traditional routes.

In May of this year Dennis & Eileen McKenna took delivery of their new Tayana 55, *MERIDITH*. They will live aboard and cruise for about a year. Their itinerary includes the East Coast up to New Brunswick, then south through the Bahamas to the Virgins, then south to the Windwards & Leewards.

Willis & Sandra Cash will be spending this summer and fall aboard their V-42 *ARCADIA* in the Sea of Cortez (Puerto Escondido and points north). During the winter they will cruise the west coast of Mexico and in May '89 sail directly to Costa Rico. They plan to transit the canal by Sept.'89. Beyond that they plan on going to Honduras, Belize and Key West. They can be reached on board by calling 1-800-SEACALL on single sideband and asking for the yacht *ARCADIA*.

Russ Pyros plans to sail *TEHANI* to Norfolk in December and then down the ICW to the Boca Raton Yacht Club 'till Febuary. Then to the B.V.I. and Bermuda arriving in May. Then to Europe via the Azores, heading for the Greek Islands and Turkey.

CRUISING EXPERIENCES

(1) Don & Bev **Rock**, *AUF WIEDERSEHEN*, seem to disagree on certain subjects:

Right now we and the sea are at a stalemate. On our last cruise we shredded our flexible coupling by backing down on the painter. Women are never satisfied, Norm. On one of our cruises we lost a dinghy because a brand new polypropylene line parted during a wild night storm and we never found it. Bev had told me not to use poly line be-

cause of its poor abrasion resistance. I vowed never to use such line again (with Bev's blessing) and put on a brand new nylon painter. Great, huh? Good stretch and resistance to abrasion, but, it does not float. As a result, we were coasting in to an anchorage in one of our favorite island haunts and Bev used reverse gear to set the anchor. The painter had sunk just below prop level. wrapped several times and the combined torsional and pulling forces destroyed the flexible coupling. Naturally the wind died to 0 to zephyr potency and we sailed 7 miles in 5 hours to a safe anchorage, reaching there by the massive pulling power of our 2HP Suzuki outboard, lashing the dinghy to the starboard quarter as a yawl boat. Bev verbally chastised me for using a line which does not float. You can't win. Like Rodney Dangerfield, I tell ya, Norm, I don't get no respect. When I went to replace the coupling I found that the shaft was bent, so we decided to haul and scrape and paint and rebuild the shaft and have the prop looked at and a few other things which this year-round sailing climate seduces you into putting off.' We found a tire company to make a mold using the steel plates from the prop shaft and transmission as the end pieces, then they injected liquid neoprene under heat and pressure into the mold and made a great new flexible coupling. Now that they have the mold they suddenly have orders for several Yanmar couplings. Our engine, the Yanmar 3QM30, is a popular one for cruising boats.

(2) Dick & Rachelle Miller have had *JOSS* down in the southern Caribbean and north coast of South America for several years now. Dick writes, "Occasionally when the trades are blowing robustly, the seas can become quite steep and we have found that the boat has a tendency to hobby horse resulting in the bow burying, causing the boat to lose forward motion. At the present time *JOSS* is going through a

1. My English professor told me never to end a sentence with a preposition, but this sounds right.

refit in Grenada in preparation for a trans-Atlantic crossing next spring ('88). We decided to eliminate the black iron fuel tank under the V berth, and moved it under the settee. We have replaced the fuel tank with a collapsible flexible water tank. The idea is that if we run into stormy conditions, we could pump the remaining water out of the bow tank, and we would then utilize 2 additional water tanks. We are extremely pleased with the results. Previously the bow was so low in the water that the bob stay fitting was submerged - now she sits nicely on her lines. The violent hobby horsing has ceased, even in steep vertical seas, and there is no appreciable loss of forward motion and weather helm has been reduced. Lastly, our tacking angle in heavy seas before the alteration was approximately 115 to 120 degrees. This has now been reduced to 105/110 degrees. In relatively flat conditions we can sail to 95 degrees.

I hope that this information will prove helpful to Tayana owners who have bow tanks as well as to those people who are contemplating the purchase of a new Tayana."

(3) Robin & Michael Gard did lots of looking around at various boats but it only took one look to decide that *ZEPHYR* (formerly *SHIMMERING*) was the right one. "It is a V-42 center cockpit model and the accommodations are great. Since we bought her in August of this year we have been cruising the Chesapeake. We plan to head south soon via the ICW. Our two biggest complaints so far are a corroding iron fuel tank and lack of hot water from our Yanmar."

(4) The homeport for Richard & Barbara LeVine's *MAGELLAN* is Morro Bay, California. They have lived aboard since taking delivery in 1985 when they sold their house, cars, condo, etc. They are delighted with the boat, her performance and the lifestyle she provides. Richard writes, "We have cruised extensively in the Southern California area and Channel Islands. In the winter of 86/87 we sailed to Baja Mexico and loved it and plan to return this winter going as far south as Acapulco. Great people, weather, food, and all very

reasonable. We then sailed north to San Francisco for the summer. We have explored the Sacramento Delta and Bay area, and have also enjoyed northern California. At the moment (August '87) we are at Pier 39, Fisherman's Wharf, San Francisco. Good facilities, great public transportation, great restaurants all around the bay. Benecia is a great turn-of-the-century town. Quaint, nice marina, on the way to the Delta. Plenty berthing around the bay for visiting and transient yachts

Going up and down the coast from Cabo San Lucas to San Diego and from Santa Barbara to San Francisco there are few good places to stop. So plan to do several 48 hour (and longer) passages. The seas and wind are usually northwest, often quite strong. It is a beat up and a sleigh ride down. Point Conception, north of Santa Barbara, can be rough. Very large confused seas coupled with a strong current. We have done 9 to 10 knots surfing southward. Going north we have averaged one knot under full power against the current. Best bet when going north is to wait for good conditions at Cojo anchorage just south of Pt. Conception. Going south wait at San Luis Harbor. Pt. Sal south of Morro Bay can be rough. Don't enter Morro Bay in rough conditions without local knowledge. The Harbor Patrol, on VHF channel 16 will advise about entrance conditions and sometimes will come out and guide you in. Once inside you will love Morro Bay. The yacht club is wonderful to visitors.

San Simeon is a good anchorage to wait for good conditions when going north past Piedras Blancas and Pt. Sur. From San Simeon north to San Francisco, Half Moon Bay and Monterey Bay are fine but Santa Cruz has a very poor entrance."

(5) Tom & Debbie Greene have been very busy rearranging their lives so as to be able to cruise on *ALDEBARAN*. Debbie writes, "The week before leaving Charleston we put our house in Greenville, S.C. up for sale. Upon our return one month later it sold and on August 1 we had to move into an apartment while closing Tom's law practice. Our trip in May to

Our first serious trip took place in October. The plan was to cruise around Montauk Point, Long Island, off shore to Cape May, N.J., up the Delaware to the C&D Canal, then down into the Chesapeake as far south as time would permit on our three week vacation. We were short handed (last minute cancellation by one of our crew) as we left Connecticut. Also, the schedule of our one remaining crewman required that we leave just after a storm blew through New England. Small craft warnings were still up. The crew was shortened still further by mal de mar, so the trip to Cape May was not a pleasant way for us to discover the joys of off shore cruising. Fifty-two hours of very rough weather. The boat did better than the crew. The only problems we had were a clogged toilet, the main traveler car came off the track on an intended jibe (jerry rig for the rest of the trip), and a loose radiator cap which permitted cooling fluid to drain all over the sole at high heel angles. Cooling fluid is slippery! Some lessons from this first experience: don't go shorthanded; don't go when the weather doesn't cooperate, at least on the first trip; the nav station may become unusable if the heel angle prevents you from staying in the nav seat; lee clothes would be helpful for trips of any extended duration. Also take seasick remedies or preventatives early. After a healing stay at Cape May we completed the rest of the trip in delightful fashion. Georgetown on the Sassafras, Annapolis, St. Michaels - all were superb.

The boat is now (December '87) in Annapolis being worked on by John Potter (son of SOY's Ed potter). Modifications being made include: adding a headstay toggle; adding an access door to the engine enclosure to make it easier to check the oil; installing a new hand rail near the companionway stairs; putting in heavier wiring in the switch panel; installing a bigger alternator and related manual control.

In April '88 we will continue our trip south ending up in Florida or the Bahamas in June. For the period July to September 1988 we'd be interested in knowing if any TOG member

Bermuda from Charleston took 7 days. According to discussions with other cruisers there we made good time and had a good trip even though we had to motor 75% of the time. There was either no wind or lots of wind on the nose. With four on board we stood 6 hour watches - 2 at a time so no one was ever up topsides without assistance. The boat did fabulously!! No problems. We stayed in Bermuda two weeks at the Royal Bermuda Yacht Club in Hamilton. The people were very nice and hospitable to us.

The trip back to Charleston was made in 6 days in pretty much the same conditions as crossing over; no wind or on the nose. We encountered only one small squall line which wasn't bad at all

All my worries before departing about provisioning were put to rest when we all gained a few pounds and still had plenty of provisions for the trip back (fresh produce and dairy products excepted)

In November we left Charleston again and as of this writing (Dec. 1) we are traveling down the ICW heading for Lake Worth, Florida, where we plan to jump off to the Abacos, Bahamas. Our trip so far on the ICW has been fun; lots of pleasant (and sometimes unusual) people and great scenery

We have been averaging about 55 miles a day having to plan our stops according to available anchorages. We have learned to not panic when the depth sounder starts reading below 10'. These shallow waters are a little upsetting, but I plan on getting used to it, take what precautions we can, and go with the flow - or tide if you will.

(6) In October, Peg & Jim Skipper, aboard *EX-LIBRIS*, wrote from Cumana, Venezuela. "We have just put in a new alternator to deal with the problem of refrigeration in the tropics. Of course the fridge itself immediately conked out but we expect great things when the new part finds us.

An interesting little glitch occurred when we were leaving the dock at the marina here. With all lines cast off, I found I could not shift gears. It was a bit tense, but all came out well. A little burr had developed on the plate over the cam and stopped the works.

We await delivery of a couple of fans. One for the batteries and one for the alternator. We have an embarrassing history of burning them out

We finally got our Lasdrop shaft seal put on and it works fine. There was a small problem at the yard getting it to fit as the shaft was too rough and needed to be smoothed out. It cost us about \$8-10 for this; that is to say a day's labor for one man

We leave here tomorrow for Isla Margarita to stock up on some goodies and then on to Grenada for a while. We hope to go on up to St. Martin just to see what things are like up there

Just for the record we love our *Tayana*. We have owners' meetings all around the Caribbean. "

(7) Ted & Ann Gordon's *CANDIDE* was commissioned at Newport, R.I.. They write, "This was a difficult experience for us. Progress was slow and we wound up doing a great deal of the installation work ourselves after we finally took delivery on the boat. A word of advice for new buyers: Arrange for the most professional commissioning possible or be prepared to spend much time on finishing the equipment installation and details yourself.

Luckily I had a chance to visit Taiwan and see the boat under construction before delivery. This enabled me to find some errors which could be corrected in the factory. Generally the errors were associated with changes we made after our original specifications were defined. Some changes were picked up and others were not. The pattern seemed random. For new buyers: communications must be verified at every step.

would like to swap use of boats. *CANDIDE* will be in Florida or the Bahamas. We would like to find a boat to use on Long Island Sound during that time. If anyone's interested, please call us at 203-659-3302. Also if any TOG member wants more details on *CANDIDE* and her equipment, or about our trip we'd be glad to hear from them."

BYE BYE BOOMS

(1) Preparing to sail from Royal Island to Nassau last May, Roger & Lynn Griffith, *WELUVIT*, removed the staysail boom and used the staysail without it. "We were so pleased with the results that the boom now rests on the bottom in many hundreds of feet of water. Later we removed the pedestal from the bowsprit, bunged the bolt hole, and varnished over."

(2) In newsletter #37 Don & Cathie Haff, *INTERLUDE*, complained that their Neil Pryde staysail didn't fit the boom. In a recent note Don writes, "I did a lot of looking and thinking about the problem and finally realized that the only problem was that it was rigged incorrectly during commissioning. Once I attached the tack properly, the sail fit the boom well. It's all academic now because one of our winter projects was to remove the boom altogether. That sounds simple enough, but nothing ever turns out to be as simple as I would like. For instance, I decided I didn't want the boom as it's in the way and one boom on a boat is dangerous enough. Also I wanted to add furling gear to the staysail to match the Harken gear we put on the jib. I also wanted to add an anchor windlass, and the best place for it to sit is on the aft end of the bowsprit - you guessed it - right where the staysail boom attaches. I called Bob Perry and confirmed that no problem would result if I moved the inner stay 2 1/2" forward and replaced the exiting 5/16" stay with a 9/32" one. These actions allowed me to install a two speed manual windlass and a smaller Harken furling unit. It's amazing how clear the foredeck is now!

MORE BLISTERS

(1) After a seven year extended cruise Gary & Barbara Coit's *SPIRIT OF PIPIT* has been "on the hard" for over a year. He writes, "Some years ago we found lots of small pinholes in the antifouling paint which we attributed to poor adhesion of the paint. So we sanded off the paint, roughed up the gelcoat, applied fiberglass primer, and repainted. That seemed to suffice until the spring '85 haulout when the pinholes re-appeared. The repair people said this was early evidence of blistering so I've been following their procedures in treating the problem.

Essentially I ground off all the paint and gelcoat from the bottom, had it lightly sandblasted in order to open any semi-open or lightly covered voids at the surface, then ground it down again to smooth it off.(the grinding took over 7 days for each round). After that I ground out hundreds of small voids, mostly less than a quarter inch in diameter, with a burr rasp in my electric drill. Many of the voids were just below the surface, covered with a light skin of plastic and/or glass fiber. Although I intended to finish the bottom myself, I began to realize that it would take more time than I had, so I turned it back to the repair people. Their program is to apply to double coats of West System epoxy, each consisting of a rolled on coat followed immediately by a troweled on coat of epoxy filler (regular epoxy filled with microballoons or microfibres). The hull is sanded after each double coat dries. Then they roll on two double coats without filler, sanding after each double coat. Then they spray on black epoxy mastic, sand it, fill any holes with putty, sand again, and then spray on two more coats of mastic. This is followed by bottom paint (they say that Super Vinylast makes an excellent chemical bond with the black mastic and that it can then be painted over with any bottom paint). As you can see it is a very difficult, slow, and expensive program.

I was really surprised to discover liquid oozing from the hull after I ground off the gelcoat. After all it had been out of the water for a year. Then more oozed out after the sandblasting. And there were even a few places where I released some moisture when I opened up voids with the rasp. And this was a month and a half after removing the gelcoat. So it is obvious that the hull, particularly the gelcoat, can hold moisture for a long time. The latest theory for drying it out, I'm told, is to scrub the bottom thoroughly once or twice with soap (I tried laundry soap and then scouring powder) followed by several thorough scrubblings with just a brush and lots of water. The theory seems to be that this helps dissolve and dilute any salts or acids that may be left and leaves the pores open and clean for the epoxy to fill."

(2) John Kraft & Karen *Hurt*, *THE CHANCE*, write, "During a recent haul out we discovered small blisters in the area of the boot stripe and larger blisters on the rudder. Newsletter #36 reported that Ta-Yang switched to isophthalic resin "early in '86". We are hull #478 delivered in July '86. From the looks of the hull I might guess that their old polyester resin was used to spray the brown boot stripe area and the rudder and maybe isophthalic resin was used on the balance of the hull. Before launching we followed the procedure generally accepted at that time; lots of wiping down with acetone and extra sanding of areas missed by the factory. Two coats of mastic epoxy and two coats of bottom paint (Micron 33). There were precious few barnacles on the bottom and at first only a few pox were noted. As we went through the second and third day of our haulout in the hot sun, more and more seemed to appear. When a similar situation arose on a previous boat I spent days sanding followed by sandblasting -- what a mistake! On *THE CHANCE* as long as the blisters are small (up to 1/4" diameter) and do not pop or crack, I will leave them as is.



RUDDER BLISTERS ON "THE CHANCE"



BOOT STRIPE BLISTERS

PROBLEMS

(1) Of his laminated bowsprit, Roger Griffith, *WELUVIT*, writes: "It has developed minor rot around the 1/2" bolt which goes through the deck at the bow. I find that the white/yellow wood laminated with the teak is very subject to rot.² We're digging it out, drilling and injecting "Git-Rot" filling to fair with epoxy and covering the wound with a 4"x8"x3/8" plate, which also spreads the load of the bolt. This area does work and needs watching. Also as a preventative we removed the staysail tack fitting from the sprit, drilled 3/16" holes in the light wood just inside the perimeter of the base plate and filled with Git-Rot and epoxy. On the subject of rot, look out for it under the cockpit locker lids. We recently repaired a bad spot in the propane locker lid. We cleaned, sanded and painted the lid undersides with two coats of the best quality latex flat house paint

(2) Tom Bowers, *MACBEE*, was 30 miles north of Point Conception motoring into a southerly wind when the Yanmar exhaust manifold sprang a massive leak." All the raw cooling water went to the bilge. Fortunately, the electric bilge pump handled it very nicely. It turned out to be the "weak plug" underneath the exhaust manifold had failed. We also discovered a drain petcock underneath the manifold. Use of this petcock would have allowed the hot raw water to be drained after shut down, which would have likely prevented the failure of the "weak plug". Previous to this incident we had replaced the stainless steel water jacket which had corroded through. We put in a dry exhaust line and ran a hose between the Yanmar exhaust manifold outlet port to the water lift muffler."

2. Because of similar problems in the past, a teak and teak laminated bowsprit has been the TOG recommendation.

WRAP UP

1. Some copies of the last newsletter, no.38, were messed up in the printing. Pages 2 & 17 are in there twice and pages 3 & 16 are missing. Let me know if you have one of these bad copies.

2. You may have noticed that this issue starts with page 19 and has a volume number. Each volume will have eight issues representing a period of two years. The last issue of a volume will contain an index to that volume. Don Rock, *AUF WIEDERSEHEN*, who has prepared all the previous indexes, is now in process of completing the index to Vol. IV which includes issues 30 through 37. The indexes to Vols. I,II, and III (newsletter 1 - 29) are contained in newsletter # 31. I urge you to use these indexes as I often get asked questions by members,the answer to which are to be found in the back issues.

3. **ATTENTION V-42 OWNERS** - While the number of you that have joined the TOG has increased nicely in the past months, I have not been receiving much newsletter input from you. Because there are not that many of you yet, it is important that a high percentage of you write me. Remember I'll take your input hand written, typed, on audio tape, or computer disk.

4. On a final note, let me appeal to you once more to send in your completed questionnaires to:

Ed Christie
P.O. Box 757
Hyde Park, NY 12538

Bye for now,