

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME V NUMBER 44

FALL 1989

BOAT/US Drops the Ball

In a recent issue of the BOAT/US journal there appeared an ill conceived article entitled "Hidden Costs on Bargain Imports". The article specifically attacks Ta Yang and Southern Offshore Yacht, and in general attacks imported boats relative to quality and warranty assistance. The TOG NEWS has learned that the article's writer obtained his information from former TOG member, Alan Jeter. The Jeter's were awarded damages for a T-37 blister problem by a South Carolina court (see TOG NEWS no.41, page 62). Difficulty in obtaining the awarded compensation has resulted in a smear campaign by the Jeters aimed at discrediting Ta Yang and SOY. Because this campaign was also casting a negative aura over the Tayanas themselves, your editor asked the Jeters to limit their attack to the parties involved. Their response was, in my opinion, totally irrational and they were asked to resign from the TOG - a first in the 10 year history of the TOG. The article in BOAT/US was preceded by articles in the Practical Sailor magazine and the SSCA newsletter. Like these previous articles, the BOAT/US one presents a distorted one-sided view of the situation. I have been advised by the Annapolis Tayana dealer Eric Smith (Bay Yacht) that Ta Yang's warranty provisions have never been formally documented, although such an effort

is now underway. This means that each dealer interpreted the factory's warranty in their individual dealer warranties. During that period of time when few answers were available as to the cause or cure of blistering, blister coverage was universally rare in warrantees. In the case of SOY, gel coat was specifically excluded from warranty. This exclusion was in the contract signed by the Jeters. Despite the lack of a formal warranty from Ta Yang and the specific exclusion of gelcoat warranty, many Tayana owners were compensated for blister problems, while some were not. This information, which did not appear in the BOAT/US article, was available in their own files. During the past ten years of receiving TOG member input, by far the majority of members have been satisfied with their dealer warranty assistance. There have been some complaints about slow response to problems, but these were eventually taken care of by the dealer. With the TOG being a participant in the BOAT/US cooperating group program, it would have been a simple matter for the BOAT/US writer to contact your editor for owner experience. For his negligence he deserves a well placed kick. Let's hope BOAT/US prints some of the letters of rebuttal and that they have learned a lesson from this damaging experience.

Transatlantic Rally - You Are Invited

Apollo Yachts, a Tayana dealer in France, is organizing a Tayana Transatlantic rally for 1990. In their recently released publicity on the event (see insert), Apollo owners Karin & Oscar Pott explain that, "Not many Tayana Yachts have been sold in Europe yet, and of those sold many were sold under different names. But what we want is to really make Tayana known to the European yachting public for what it is: A leading name of wonderful yachts."

A reply form included with the insert can be returned directly to Apollo or to the TOG NEWS.

LATE FLASH!

Via telephone on 9/13/89 Oskar reported that 2 owners had already signed up. As an alternative to sailing across the Atlantic, Oskar said that he would arrange to charter Tayanas for those who can fly to the rally.

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Living Aboard and Cruising Comfort Ideas

“ ”

AEOLUS

Susan Canfield, a Captain in the U.S. Navy, lives aboard *Aeolus*. Last summer she was transferred to Hawaii as Deputy Commander Oceanographic System wrote, "The trip to Hawaii from Los Angeles went well. It took just 16 and 1/2 days at an average of almost 6 knots for the 2400 miles. I was particularly pleased that my celestial navigation worked... hadn't used it since teaching at the Naval Academy in the late 70's. I used a Sharp PC1500A pocket computer with CN2000 navigation module - it worked great and took all the drudgery out of the process - not to mention my arithmetical errors.

I was fortunate to get a slip right away on arrival - even in the midst of the Kenwood Cup. One hears many horror stories about the difficulties of finding a slip, but I was able to moor to one of the state piers in Keehi Lagoon the first month, and then shift to a more protected slip at Keehi Marine Center."

Susan has very generously provided the TOG NEWS with a comprehensive photographic report on the creature comfort improvements she has made to *Aeolus*. Relative to anchors, Susan notes:

"At the time my boat was built, Ta Yang did not have a good solution for rigging the anchors forward. The anchor rollers had no provision for locking pins to keep the anchors from swinging free in heavy seas. Also, the rollers were poorly positioned for mounting a windlass. I've rebuilt the original rollers, converting to delrin in place of bronze, adding higher cheeks, captive pins and a striking plate on the underside of the bowsprit to

prevent the anchors from tearing up the wood. I also moved the rollers below the bowsprit and added protective plates on deck to prevent the anchor chains from abrading the coaming brightwork. On the east coast I used nylon anchor rodes with 3 fathoms of 3/8" chain. But with deeper anchorages along the California coast, I converted to all chain on the main anchor and installed an electric Nielsen vertical windlass. By pulling the end of the chain aft through the limber hole so that it is actually under the forward end of the forward berth, weight is not concentrated in the extreme bow. I recommend installing a stem anchor and roller with nylon/chain rode." (see photos)

ANNA MARU

Charley & Karen Petersen have spent the summer sailing up to and through southeast Alaska. Interior creature comfort improvements made to date include:

"For keeping warm on our northerly cruises, here's what we do-

With shore power we plug in a regular electric blanket. At anchor we can turn on a truckers/RV/boat ac/dc mattress pad for half an hour to warm it up. Under the v-berth we have a closed cell foam pad and some fake sheepskin pads left over from a trip to the hospital. Best nights sleep we've ever had.

With shore power in the cabin we have one of those new frightfully expensive little Pelonis ceramic heaters. It is everything the ads claim.

In the cabin we have a Force 10 pressure kerosene/diesel heater.

It's a pain, fussy, noisy, and not adequate by itself to keep us cozy. But it's small and will stay lit under all conditions. We are not thrilled, but have decided not to replace it.

We also have a 7,600 BTU Kero sun heater. It works great, puts out a lot of heat quietly and easily, but does not stay lit when we bounce around. We figure that making one pot of coffee puts out more moisture than a day of the Kero sun.

We abandoned our previously reported effort to install junk yard auto heater and put in a Red Dot marine heater instead. It runs off the hot water from the engine. It's tucked half way back in the quarter berth and even without a fan we feel the warmth pretty well.

In Seattle a special grade of kerosene called Pearl Oil is available. It has no lubricating additives and consequently burns cleaner. A big improvement for the lights that love to produce soot.

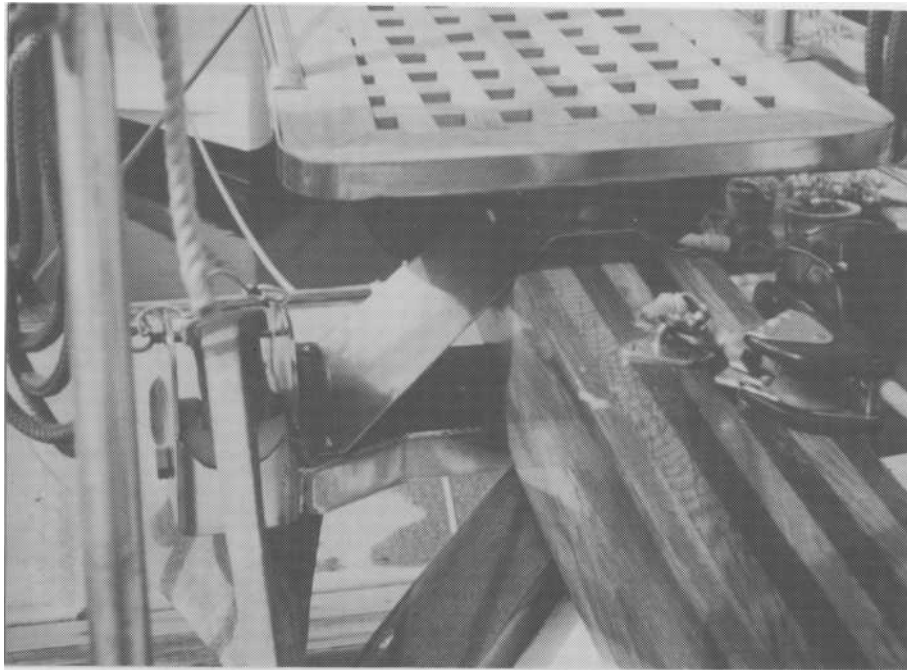
Other improvements worth mentioning include-

We eliminated the drawers under the settee and created access to the space with two pieces of plywood. Huge amounts of storage for cans of food and tools - and easy to get to.

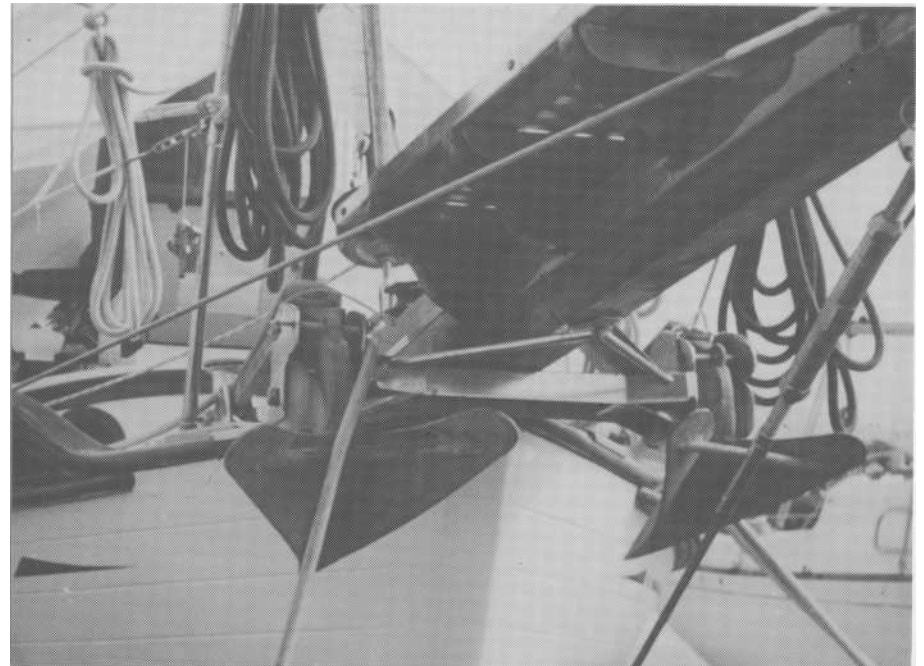
We made 15 mesh bags to

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These photos show the bow rollers relocated aft and below the bowsprit. This improved the boat's trim and provided a better lead for the Nielsen vertical windlass. The heavy supporting bracket for the rollers is a significant improvement over the factory installation. Note that the chain pawl on the starboard anchor is removed when housing the anchor. The pawl and quick release pin are tethered to the lifeline and can be quickly replaced. The large block at the base of the bowsprit is for the genoa pole downhaul.



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hang on the inside of some cabinet.

We made two plexiglas boxes - one is used for stepping up to the v-berth and the other fills up the space between the legs of the table. It's seat height. That's where our shoes and boots are stored.


The drop leaf of the table is stored against the wall in the hallway and is secured to the table supports with dowels when needed.

We took off the folding door to the v-berth and have never missed it.

Pierced earrings are hung in the head next to the port on light netting spread between two dowels.

We ordered, and finally got after two tries from Ta Yang, a cabinet which hangs over the reefer. It's the maximum size possible in that location - 17" front to back, 30 1/2" wide.

I've never canned ANYTHING but we recently bought a microwave canner. It takes either 1/2 pint or pint jars. It's made of plastic and is also a pressure cooker. Now if we get a big salmon, I will be able to can what we don't eat and it will not be a big production. Yea!

Other things we are happy with include: Panasonic ac/dc color tv with remote control and matching VCR; wall to wall indoor/outdoor carpeting made into manageable pieces; a portable IBM computer and a Diconix 150 ink jet printer (9 volts)." 

Jack Learoyd recently returned from an extended cruise to the Sea of Cortez and mainland Mexico aboard *Odyssey*. He offers the following calamity prevention measures:

EXHAUST SYSTEM

"In my Perkins 4-108 diesel the exhaust temperature is quoted at cruising speed at around 500 degrees F. At maximum speed over a long period this can rise to near 1000 degrees. If any impairment occurs in the salt water cooling system operation through the heat exchanger, the danger of scorching and even fire become a possibility. The exhaust section on *Odyssey* between the engine and riser is led through a raw teak enclosed housing. To minimize the fire hazard, I have provided the entire exhaust pipe with:

1. A thermal fiberglass "blanket" covering the corrugated expansion section closest to the engine.
2. Premoulded fiberglass sections wired around the remaining pipe all the way to the muffler.

All this with a wrapping of heavy fiberglass tape, covered with a corrugated metal heat dissipating shield. The raw teak housing has been shielded with metal reflecting material to screen off the raw wood.

I am advised that when the original exhaust pipe displays signs of it's reportedly inevitable deterioration, the best solution is to disconnect the cooling water hoses, cut off and weld-seal the input and output pipes of the water jacket, then connect the heat exchanger hose directly to the muffler. In this way the cooling jacket becomes a part of the exhaust pipe, it's 4" diameter acting as a heat sink. To replace the entire exhaust pipe with one of 316 SS is reportedly very expensive (more than

\$1000) and is unnecessary as the new arrangement will work satisfactorily.


STEERING ASSEMBLY

Steering pulleys (which angle around) should be fitted with "keeper loops", which under certain rudder backlash conditions, will prevent the steering cables from slipping out of their shallow grooves and slipping over along the axles where they will undergo fraying. This condition is not easily detected by the helmsman in a rough sea

PILOTHOUSE SKYLIGHT

I removed the screwed down shaded lucite plate and installed it on hinges on the forward side, with a hinged clamping bar to secure it in any position or have it drop toward the roof. The fold down seat was removed and replaced by a height adjustable, swivel type bar stool. The helm was provided with a SS rim hoop. All this permits the helmsperson to be "head out" with an almost 360 degree view, using the raised lucite plate as a windshield if needed, steering by foot if the autopilot is not engaged.

ANCHOR ROLLERS

These should be fitted with "keeper loops" to prevent lifting of the anchors from the rollers in a heavy bow swell. Retrieving a lifted anchor, banging against the bow in a heavy swell at 3 o'clock in a black early morning with a breaking sea running is not fun and a keeper will obviate this problem. 

Julia Rose

"Julie & Charlie Bosomworth share with us their cruising adventure to Nova Scotia aboard *Julia Rose*:

"Before departing we built a new brass/bronze binnacle to replace the original aluminum/stainless one which had rotted away. We spent the summer sailing Nova Scotia. It was the finest summer they've had in 20 years. Almost no fog after mid July. Tried for Newfoundland, but the winds and time prevented it. Consoled ourselves by sailing the Bra Lakes. It was delightful. A very different kind of sailing. Also excellent swimming and you can pick up oysters for happy hour. The people and the yacht club were delightful. The one unhappy event was that our radar antenna fell from the mast and was heavily damaged. Vigil is not widely sold and so there were no dealers in Nova Scotia. Other dealers said it was too time consuming to install Vigils. The importer was more than useless. He wanted to charge me \$300 for a manual, did not send one when I asked for it, and suggested I call England since the U.S. did not service Canada.

My original exhaust system finally died and a fog bound, half asphyxiated crew pulled in to the La Hove river where I cleaned up the lazarette and had a plastic exhaust system installed. We smell sweet again."

Alegria

"Marjorie & Norm Padgett departed the San Diego in the fall of 1987. They spent '88 in Mexico cruising the Sea of Cortez and mainland Mexico. In March '89 Marjorie wrote:

"Greetings from Costa Rica! It is wonderful here. Today we're anchored at the north end of a large bay, wide sandy beaches, two or three small villages, a small hotel, palm trees, dry leaf-less trees on the surrounding hills because the rain doesn't begin until May, 87 deg., and monkeys in the trees! We're in about 15 feet of water and it is nice and warm. Beside us is one other sailboat, " This morning we took the dinghies up a mangrove lined river to take some pictures and look for exotic birds. Norman is out snorkeling now with Earl and a local man in search of some lobsters - I'll believe it when I see it - our best catch is usually by barter.

We left Acapulco on February 15, passing by QEII on the way out of the harbor. It was a 46 hour trip to Huatulco, Oaxaca where we anchored until the 27th. We really enjoyed our stay there while waiting for good weather to transit the notoriously windy Gulf of Tehuantepec. At Huatulco, we found a small town in the process of being transformed into a major tourist resort - plans extend to 2018 and include an eventual 26,000 hotel rooms. At present, there is a brand new Sheraton and Club Med, both overlooking a beautiful bay. While there, we visited with other boats, went exploring, cleaned the bottom of the boat, jerry jugged water from the zocalo in town (a ten-minute bus ride), and listened to weather reports. Our trip to Puerto Madera took two days. There had been no wind, the water flat, and we had motored the entire way! Two other boats who went straight to Costa Rica from Huatulco were not so lucky with the weather and arrived days after we did.

We did a one night turn around in Puerto Madero - a filthy fishing boat basin - I never even got off the boat. Norman checked in and out with the officials and bought some diesel. The next day we set sail for Costa Rica and lowered our Mexican flag for the last time. This was our longest passage to date - four days and 470 miles. We stayed in international waters the entire way at about 15 to 20 miles offshore but within sight of land. Much of the first two days we encountered a .5 to 1.5 knot current flowing with us. Every day at 6:00 a.m. and p.m., we met on the ham radio with our buddy boats for location reports. We had established waypoints and would say how far from the waypoints we were - this was to prevent Nicaraguans from knowing our locations.

Off of Guatemala, we started seeing erupting volcanoes and the second night we saw the glow of one spewing - what a sight! Other sights included the Southern Cross, giant sea turtles floating on the top of the water (we've seen at least a hundred), dolphins swimming in phosphorescent water at night - you can see them swimming toward the boat and they play around the bow for thirty minutes at a time, and very few other boats.

On the fourth day the winds picked up to 20 to 25 knots (7' seas) along with a choppy sea. It was uncomfortable for awhile but not threatening. We arrived at Cabo Santa Elena on March 6 at 10:00 a.m. and anchored in a deserted cove. It was thrilling to arrive at last in Costa Rica! We jumped in the water for a bath - the water was freezing!

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Cruising Notes

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By 4:00 p.m. the wind had piped up to 30 mph and we moved over to Potrero Grande.

The following day, we had a three hour sail across **windy spot called Gulf of Papagayo** and caught some 35 knot winds. It was a beautiful day and a nice, short sail and we arrived at Playas del Coco in time to check into the country and meet for happy hour at Casino del Coco - a beachfront restaurant/motel. Everyone agrees that Costa Rica is a welcomed change from a year in Mexico. It's just a little more civilized and the locals are much more at ease with gringos. Every village we've seen has electricity, running water, paved roads, and the food is excellent with good variety. The exchange rate is about 81 colones/\$1.00 - mas o menos. The mail service is reported to be the best in Central America with 5 day service to the U.S. and 3 days to Europe. We understand there are quite a few retired gringos that reside here. One thing that has surprised us is the dry season (rain starts in May) and the hills are now very dry looking. The valleys are much greener, however, with some exotic trees and flowers.

We thoroughly enjoyed our stay at Playas del Coco - a small resort village, popular with nationals for the weekends - so it was very quiet during the week and the music, skateboard contest, and dance contest began on Saturday! While there "*Arcadia*" and "*Osprey*" also arrived with some tall tales of high winds and raging seas on March 8 - we arrived just in time! On the 10th, while Norman changed the oil and filters, I did the laundry in saltwater with a fresh water rinse! This was a first for me

- I'm usually able to find a place to send out - and it was a sight to see me hanging over the dinghy and scrubbing away. That evening we celebrated Ralph's birthday aboard "*Osprey*" with cake and Pina Coladas and they viewed a film on the Panama Canal by Nova for us. It was excellent and very apropos (we'll be going through in late April). It told the history of it's French beginnings and showed pictures of the construction that were unbelievable. It said in today's money it would cost about \$7 billion to construct.

We made an 11 hour hop down to Piedra Blanca where we spent the night and left the next morning for Bahia Ballena, where we are now. We'll go to Punta Arenas on Monday and try to arrange a haulout for the boat in order to paint the bottom. While there, we also plan a train trip to San Jose that is supposed to be spectacular. We have 30 day visas in Costa Rica and it is flying by, a great stop so far.

Cruising Plan

" Jennifer Beme & Nick Nickerson plan to depart on a 20 month cruise in September aboard *Moonrise*. They will leave from the York River in the Chesapeake and head for the Carib and writes, "We plan to go slowly, see everything we can, and find the good spots **through the cruising grapevine**. During our Chesapeake trip last fall we met a lot of great Tayana owners. There's such a wonderful family feeling when you come into a harbor or anchorage and meet another Tayana. Oh yes, our cat Dubie (named after Dubhe in the Big Dipper) will be the third, and fuzziest member of our crew." Editors note- wouldn't that depend on whether Nick shaves?

Equipment Comments

SATORI

From Mike & Jude Davis come these concluding remarks about *Satori*: (see newsletters #41 & 42 for related comments by Mike)

Ground Tackle

A number of Tayanians have asked about *Satori*'s windlass installation. The Linderoths set her up with an all chain (3/8" BBB) rode and large CQR plow on the starboard side, feeding a Simpson-Lawrence 9555 windlass, which works well after 8 years of heavy use. They put the windlass on the bowsprit immediately forward of the inner forestay, with the chain falling directly off the gypsy into the starboard side of the anchor locker through a capped deck opening. They chose the bow platform with the anchor rollers inboard, near its center, so the chain leads fair and directly to the gypsy. This also keeps chain from dragging across any teak and lets the anchors nestle snugly up under the bow platform when not in use.

The main disadvantage of this installation is that the chain chafes against the bobstay when swinging at anchor. We reduce this by using a chain hook attached to a long nylon bridle led aft to each bow line chock. When the anchor is set with proper scope, the chain hook is attached, the ends of the bridle cleated off, and more of chain paid out so that most of the load is on the bridle. This keeps the chain off the bobstay in most conditions, and provides some stretchy shock-absorbing needed with an all-chain rode. A variation of this we have seen is to use a piece of nylon secured to the lower bobstay

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Equipment Comments

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fitting long enough to reach the deck. It is used in the same way but I would be concerned about the load on the fitting in anything other than light to moderate conditions. Also its length cannot be adjusted as conditions change, and can't be reached from the deck to cast off or cut in case of emergency. As Don Street says: "Different boats, different long splices". Incidentally the bitter end of an all chain rode should be secured with a length of line long enough to reach the deck. If you ever need to slip the anchor and chain, it can be cut on deck without sending someone below.

To mount the windlass, the Linderoths had a thick (1/4"?) aluminum plate cut to the same shape as the bottom of the S/L9555. It is bolted to the bowsprit with 7 large (3/8") stainless lag screws, and it in turn supports the 4 large bolts holding down the windlass itself. To place the chain gypsy in a fair line with the starboard roller and let the chain fall directly into the chain locker the windlass is slightly to the right of the centerline. This means 3 of the 4 windlass bolts straddle the bowsprit, but a small well must be chiseled out for the fourth. The port side drum also has a fair lead to the port roller which serves a Danforth anchor and a mixed 5/16" chain and nylon rode.

If redoing the installation today, I would have used stainless steel instead of aluminum for the plate, and tried to keep the windlass covered, as salt corrosion is beginning to eat the edges of the plate away. It eventually will have to be replaced, but the windlass itself may last another 30 years. The 60 pound CQR was replaced on the bowsprit with a 45, which is more than ade-

quate for normal summer cruising. The 60 lb became a storm anchor, and is firmly lashed down in the under-cockpit stowage area. It was gratefully pressed into service only once, riding out hurricane Gloria in the Chesapeake in 1985. ☺

Problems

ENCORE

Gary & Nancy Larson cruise *Encore* in the Puget Sound. They report on two important problems:

"Both straps on the rudder shaft broke on our first real week end out. We had minimal steering, but managed to get home. I bought some good quality stainless and put three straps on the rudder instead of two.

Our next crisis happened while crossing from Port Townsend to Friday Harbor. We started taking on water from an unknown source. We found the black iron drain plug in the stainless water jacket on the exhaust system eaten away. I replaced the entire system with the newer water lift muffler. We've had no problems since."

JOSAM G

" Paul Sheldon has cruised *Josam G.* for about ten years. I recall that he was once caught in an hour long 85 knot squall while returning from Bermuda. He wrote, "I had yankee, staysail and a single reefed main flying. At the time I didn't have deck cables to hook up harnesses and spent over an hour fore-

reaching and falling off as I didn't want anyone going up on the fore-deck having to unhook at every station. The only damage was a partially chafed reef line! I have nothing but good things to say for G. handled.

I didn't put the boat in last year and spent considerable time repairing what turned out to be poor workmanship. I removed all the ports and found the caulking to be nonexistent in places. (Editors note: This problem has been reported several times on the earlier hulls. I am not aware if Ta Yang has changed their procedures for cutting out the portlight openings. In newsletter #29 Don Rock, *AufWiederssehen*, reported that in 1982 he witnessed their technique. "After drawing a rough outline, the "windowman", using a large 3/4" drill bit made many holes sort of near the outline and rough filed the resultant peaks so the brass portlight would go through the very jagged hole. Sealant was used to fill the voids." Let's hope the yard has discovered saber saws by now. Any comment on this by dealers or Ta-Yang will be appreciated.)

Repairing the portlight leaks was simple compared to repairing the leaking teak deck. Using a wedge and mallet to pry up the individual slats, all but two (and these were readily repaired) came up intact. I found that only 40 to 50% of the area under the decking had thiokol and the rest was void. No wonder I had the leaks I did! Additionally there were a number of holes which had been bunged, but no screws under them." (Editors note: This finding of voids under the teak decks was reported on another hull built in the same time period - approximately 1976-1980. Dealers - any update on this practice?

HELP! The owner input for the TOG NEWS is not sufficient to publish the next newsletter. Now that you have all enjoyed a great season, it's time to drop a line to your old editor and tell all.

Owner Mike Rose would like some help in locating the rubber gaskets that seal the portlight when it's closed, or a suggestion for an alternate approach. Mike, who sails *Second Wind* out of Newport, Oregon, would like to invite any TOG member sailing in the area to try contacting him on Channel 16. Mike claims that Newport is a great town with good restaurants and a charming waterfront, and the Newport bar is the safest on the Oregon/Washington coastline, passable at most all times of year.

● The second annual Chesapeake Tayana Owners Rendezvous, held on the weekend of May 20-21, was a great success. During the day eight boats rafted together on John Kraft's anchor (*The Chance*). That's 100 tons of boats on one anchor! Following the extended happy hour the raft broke up into smaller groups for the night.

The Fall rendezvous will be the weekend of Sept. 9-10. For that event an Italian Night Pot Luck Dinner/Happy Hour on board the host boat is planned.

For further information, contact Bob Klein, (301) 644-7438 or John Kraft, (301) 437-2537.

● Owner Tom Cagney would appreciate receiving a description related to the installation of a stem anchor locker.

● Tom Bowers, Macbee, has a comment to make regarding an article in the last newsletter in which Cate & Deaken Banks discussed problems related to drying out their hull prior to blister repair. "The problem is that they tried drying too quickly. The fast drying brings salt to the surface and seals off the interior. Expert opinion here is that the humidity must be controlled to prevent this. That may explain some of their frustration. If possible, haul out for the winter, and let nature take its course."

● Ed Sacher has sailed his V-42 Arawak in the Carib for many years. This coming season (Dec thru April) he is seeking interested sailors to join him on a cost sharing basis for a week or longer. Write him at P.O. Box 702, Anacortes, WA 98221.



1348 Nonchalant Drive
Simi Valley, CA 93065