

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VI NUMBER 46

SPRING 1990

Hugo Hits the Tayana Fleet

DALAM (hull #367 owned by Dutch & Susie Miller)

"Dalam was on a mooring with 2 additional anchors set at Naval Station Roosevelt Roads, Puerto Rico. After dragging both anchors and a mooring for considerable distance, the lines parted, and Dalam was engaged in a mortal battle with the fuel pier. Dalam was damaged beyond repair, but still afloat. A very sad sight. But with the toughness that Tayana 37's are known for, some satisfaction was gained by knowing that the fuel pier was shut down for repairs also."

MORNING MIST (Owned by Lois & Jerry Gable)

"On the approach of the storm we made our preparations by removing or securing everything on deck and adding extra anchors and lines to our pennant storm mooring. During the storm a number of drifting vessels struck her on their way to the rocks. A notable duel with a 64' steel boat lasted over an hour before the big one went on the beach. Another yacht drifted broadside on her bow and sank on top of our mooring tackle. This encounter took away our bowsprit and split the bow from the deck to the waterline. With the bowsprit gone the whole rig gave way causing great damage as the broken spars and

rigging flailed on the deck in the 140 knot sustained winds with 200 knot gusts. She stayed on her mooring through the ordeal.

Fortunately we chose to brave the storm on land at the Yacht Haven Hotel, which was no easy task in itself as the hotel received considerable damage. Our work dinghy with it's 30hp motor amazingly survived intact, so with winds still above 40 knots I decided to cross the mile and a half to Hassel Island in an attempt to save our home. We could see her dismasted and floating low in the water. Behind her, on the rocks, were some thirty yachts in a gigantic pile! Two friends, one with a video camera, accompanied me on a truly awesome dinghy ride. Along the way we rescued four sailors stranded on their boats. When we arrived at Careening Cove everybody took turns cutting away rigging and pumping Morning Mist while weight was shifted aft to raise the bow above the waves. Finally she was high enough to stay dry with the automatic pumps capable of handling the occasional waves coming in the hole. Our trip back to Yacht Haven included a tour of French Town and the Charlotte Amalie waterfront for the sake of the TV camera. It was an incredible scene of destruction.

With an emergency patch on the hull, we had the boat towed from Hassel Island to the Independent

Boat Yard at Benner Bay four days after the storm. Sitting high and dry in a muddy, mosquito ridden yard with no electricity, water, showers or toilets we felt safe and comfortable for the first time in a week.

All our efforts to save her were for naught. When the surveys were done and the estimates in, it was clear that it would cost more than her insured value to have Morning Mist sail the oceans again. She was a Constructive Total Loss in the underwriters terms. We were paid off and the hulk was sold for salvage. But don't write her off completely as the new owners plan to have her sailing again. We miss the cruising life and all our friends in the Caribbean but decided it was time to start anew adventure.

what's in store down the road, but for now we're enjoying seeing the USA after a long absence."

continued on page 2

What's Inside

Stern Anchor Solution	2,3
Thief Aboard.....	4
Sail Talk.....	4
Problems.....	5,6
Cruising Comfort Ideas.....	6
Refrigeration.....	6
Chain Plate Leaks.....	7
This n' That.....	8

A Stern Anchor Solution

From Mike & Diana Harris comes this clever and unique idea for installing a stem anchor (see pics on next page).

"Since we purchased *Cetacean* (Tayana 37, hull #138) last year, we have been very pleased with the boat barring a few exceptions. One of those exceptions was the joy of "snaking out" the stem anchor, chain, and rode from the bottom of the sail locker while standing on our heads, juggling fenders and other miscellaneous boaty stuff. To end this joy, we have installed a stem anchor mount and chain locker which has served us well. Here's what we did and how we did it.

DECK PIPE: The location of the deck pipe is just behind the starboard aft deck cleat between the bulwark and the cockpit combing. This allows the chain and rode to exit through the hawse hole. The cleat is handy for cleating off the rode, and the sheet winch is available for those days when pulling in the anchor is just too much work (see photo #1). The only deck pipe we could find to fit this spot was a Perko 750-C. This unit is 5.5 inches long and 4 inches wide at the base. It will fit if the forward end is turned slightly to port. Once the hole is cut, the opening should be treated with resin or epoxy to prevent moisture from entering the deck core. The deck pipe should be bedded and through bolted.

CHAIN LOCKER: Located directly below the deck pipe is a shelf which is just aft of the quarter berth bulkhead. After considering the gravity (ho, ho) of the situation, we decided this would be a perfect place for the chain locker. The chain and rode are kept in a net bag resting on the shelf. The net bag is made of two layers of lifeline netting secured

to the surrounding shelving by screws and large washers. The forward side of the net is mounted on hooks so it can be removed to clear any tangles in the rode if they should occur (see photo #2). The net bag allows good air circulation and keeps much of the shelf available for other items. The shelf has had drain holes drilled and a "U bolt" installed for securing the bitter end of the rode.

ANCHOR, RODE AND MOUNTING: We are presently using a Danforth Deepset 2000 as a stem anchor. This is attached to 30 feet of 5/16 chain and 250 feet of 5/8 nylon rode. The chain exits the deck pipe and the hawse hole then runs aft to the stern pulpit where the anchor is mounted flukes down in a Nautical Engineering Anchoready Bracket. The first 10 feet of chain is covered with 1 inch fire hose to prevent chafe on the hull and woodwork (see photo #3). Another possibility would be to run the chain directly aft along the cockpit combing through a stern mount roller. This allows for an anchor to run dead astern, but may create problems if there is much stuff on the stern pulpit or if there is a steering vane. We chose to exit from the starboard hawse hole and have experienced no problems.

SUPPLY SOURCES: All the materials (except the firehose) needed for this installation are available at the local marine supply store. You may want to stop by your local fire station to see if they have any sections of broken hose available. It is not much good to the fire fighters once it is broken, but it makes great chaffing gear and bobstay covers.

For more info contact us at (714) 783-1723 or (619) 426-1510.

Hugo

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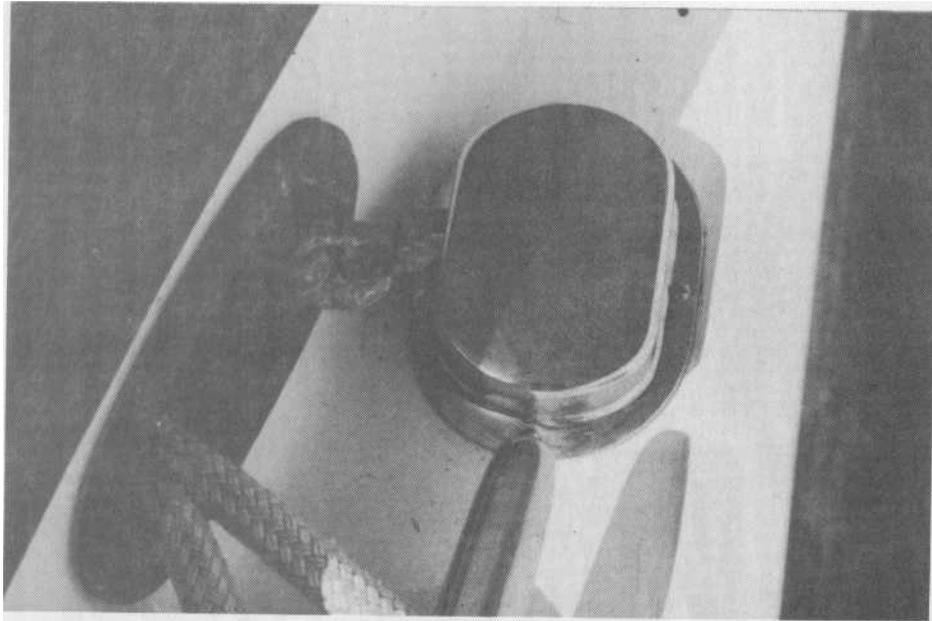
INPUT ON OTHER TAYANAS ON HUGO'S PATH

Voyager (owned by the McIntosh's) was dismantled and *Morning Dove* suffered significant damage in St. Croix; *Fabrie* was trashed in Culerbra; another T-37 (Name?) was severely damaged on St. John and sold to a couple in St. Croix; *Arawak*, a V-42 owned by Ed Sacher, suffered no damage in Tortola; *Shenanigan* (owned by Bob & Teresa McAuliffe) suffered no damage in Baqueron, Puerto Rico. Bill Gutzwiller's *Hallelujah T-37* wound up on a stoney beach which pounded a hole and lots of surface damage in her. A local craftsman with 20 years of boat repair experience said he never saw a more ruggedly built boat. Luckily Bill found a super fiberglass/teak craftsman who repaired *Hallelujah* to better than original condition.

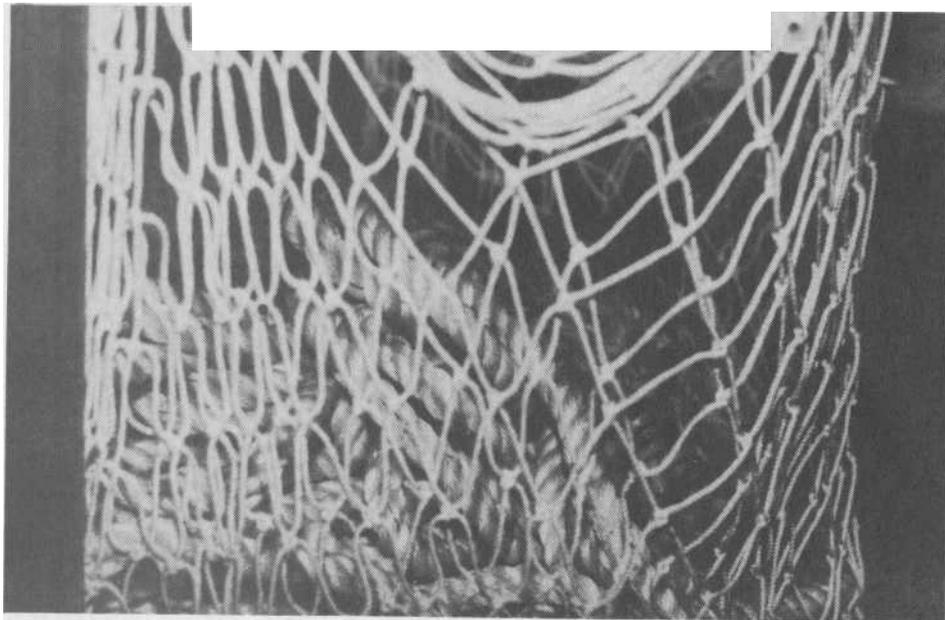
GO SOUTH AFTER AUG. 1

Don & Honey Costa on *Honey Two* have a simple strategy after having cruised the Carib for four years, "Go south! We feel it is foolhardy to be north of St. Lucia after August 1st. From St. Lucia it is only 24 hours to Grenada or Trinidad is another 12 hours sail. With the excellent forecasting today, if a storm is predicted for the latitude of St. Lucia one can, with ease in 24-36 hours, literally sail out of harms way." ☞

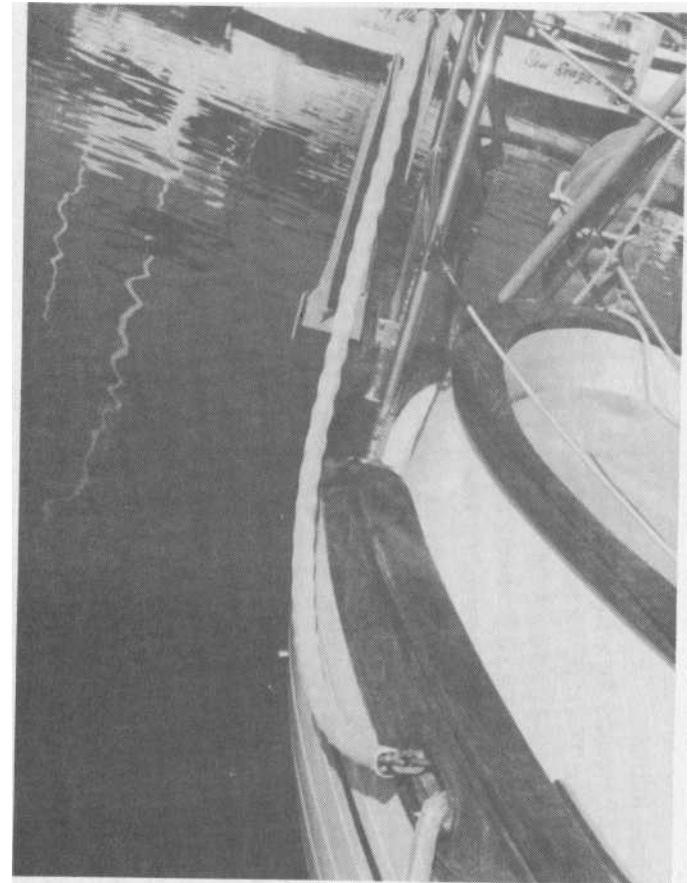
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(1)



(2)



(3)

Photo #1 shows the newly installed deck pipe located behind the starboard aft cleat between the bulwark and the cockpit coaming.

Photo #2 shows the net bag "chain locker" located directly below the deck pipe.

Photo #3 shows the fire hose covering used to avoid chafe on the hull and woodwork.

A Thief Operates Under *Alta's* Cover

Jake Huber, owner of *Alta*, a pilot house T-37 (1978), has written many helpful articles for the TOG NEWS. The following is his latest contribution:

"*Alta* was broken into two months ago and burglarized as it sat in it's home slip (Berkeley,CA). You may recall a past article where I described the full boat cover made to protect the varnished teak. Well it has proven to be a worthwhile investment in that regard. However, several people at the marina commented upon the ease with which a burglar could get under the boat cover and "ply his wares at will". I did not worry much about it since I have a berth on a small dock with two live aboards next to me.

Apparently the thief rowed a small boat in very late in the night, got under the boat cover, and spent considerable time fording a relatively quiet way to get into the boat unseen. He tried the forward hatch over the V-berth (locked), tried the penthouse skylight window aft of the mast (locked) and removed one of the protective teak/stainless steel grilles which I never found again, and then finally used my anchor windlass handle to break off the door knob and to break the padlock hasp in order to gain entry. I had purposely installed a small padlock hasp ten years ago when I commissioned *Alta* just so no one would totally destroy the beautiful teak doors if they ever tried to break in. It seemed to work as there was minimal damage to the teak doors.

The thief took many items, including two color TV's (an old one and a new replacement), two VHF hand held radios, binoculars, and a \$30 bottle of wine. He had a sense of humor though, for he left me a partially full half-gallon bottle of Thunderbird wine (no finger-

prints) in trade.

My reason for writing this article for the TOG NEWS is twofold. First, if any Tayana owners are considering a full boat cover, my advice is not to be dismayed by the possibility of aiding and abetting potential thieves. A \$125 burglar alarm system can be installed inside the boat to thwart thieves. Secondly, I suggest that Tayana owners do not approach burglar alarm companies for a system to protect their boats. My experience is that these type of companies will typically try to sell you a system which was originally designed for stationary house/cars in non-corrosive environments. They also charge exorbitant prices.

After much investigation and "Sticker shock", I went to Radio Shack and got an infrared beam system which operates on 12 and 110 volts plus a two stage electronic siren/hom. Total cost was \$125. A motion detector system will not endear you to your neighbors on a windy night in the marina when a jacket swings on a hook, a door swings, or something fall in the boat. Switch activated systems corrode and most rely on permanent magnets (which I won't allow on *Alta*). So an infrared beam system in a sealed plastic case was my choice. Wired to run off 110 volts normally (and 12 volts when the thief disconnects the shore power) it sets up a hell of a noise when the beam is broken. Now if a thief gets under the boat cover and gains entry, my neighbors and the entire marina will know about it. I installed a key type lock switch to arm and disarm it from the cockpit. Since this switch may be subject to corrosion, I am currently investigating the use of a sealed plastic digital keyboard pad switch similar to a calculator key board."V

Sail Talk

● Don Rock, *AufWeidersehen*, installed a Mariner Roller-Stay for the staysail and took off the boom. He writes:

"We haven't really sailed enough with this arrangement to critique it fairly. It is certainly easier to set and furl, but on the negative side, as with the Yankee jib, when you furl in a reef the center of effort actually goes higher just at the time you want to reduce both horsepower and the heeling effect of a high center of effort. If push comes to shove, a nice feature of the Mariner furling arrangement which utilizes the regular piston hanks is that you can drop the sail quickly and hank on a smaller sail much more easily than with a luff tape type furling sail which slides into a special groove."

● From Tim Yourieff of Neil Pryde Sails comes this input:

"We now have 10 professional and experienced sailmakers representing us. These sailmakers would be more than happy to answer any questions or provide any sail or sail related assistance which any of the TOG members may need addressing. All they need to do is call:

Maui, HI, - - - - - 808 877 7443
San Francisco, CA 414 332 6167
San Diego, CA - - 619 222 1210
Seattle, WA - - - - - 206 545 7245
Denver, CO - - - - - 303 278 2288
Seabrook, TX - - - - 713 326 5566
Milford, CT - - - - - 203 874 1847
Annapolis, MD - - - 301 263 5864
Hampton, VA - - - - 804 722 5711
Toronto, Ontario -416 271 7674

In addition to the above list, Tim enclosed a reprint of an article he wrote for Sail magazine about the handling of Cruising Spinakers by short handed crews. It appeared in the April '89 issue. Anyone interested in a reprint can call Tim at 203-874-6984.V

Problems

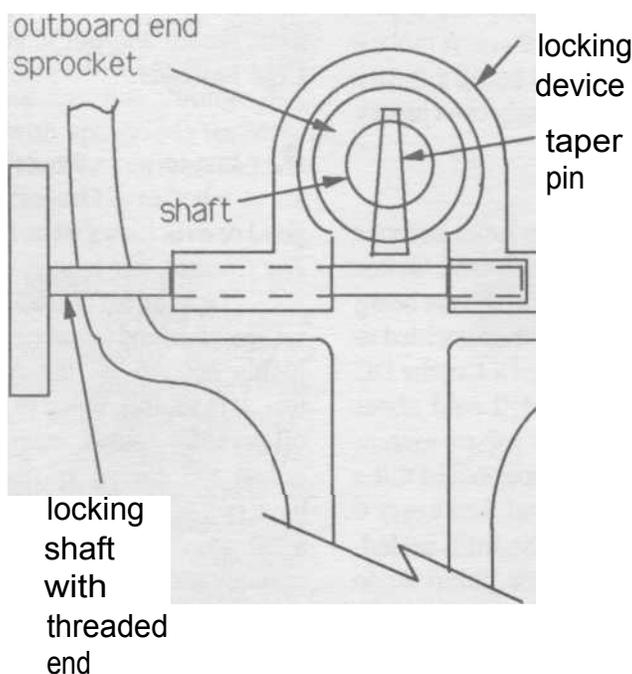
Steering System

(In newsletter #42 reference was made to 3 incidents of loose fastenings in the steering system. More incidents are reported here in the hope that all involved (Ta Yang, dealers, owners) take steps to preclude any further mishaps.

PARALLAX

Al & Betty Boyden have owned and cruised Parallax (T-37) for more than 10 years. He writes, "You would think by now I would have had all the problems with Parallax that were going to happen. But on our way down the Stockton deep water channel with winds 25 knots on the bow the steering locked up! Couldn't get it to move. Betty was at the wheel. Wind was blowing us to shore. Fortunately I do keep an anchor ready to go which I did in 25' of water. I let out 100' of rode and the strong wind helped set the anchor. We held with the rock lined delta only 50' away! Hate to think of the consequences of not having had the anchor ready. We were also grateful for our ability to act as a team which is sometimes lacking with boating couples.

Trying to isolate the problem I pried the cable off the quadrant and found I could move the rudder by hand. So the rudder was not the problem. After a pause for a tall drink, I dug further and found that the taper pin which locks the sprocket on to the shaft had worked loose and dropped into the shaft locking device (see sketch). I drove the pin back in, put the steering cables back on, and all was fine. I've considered various fixes for this problem but before proceeding I would appreciate hearing from other TOG members on what they recommend." Write Al at 325 Roosevelt, Manteca, CA 95335



SECOND WIND

Mike & Yvonne Rose sail Second Wind (T-37) out of Newport, Oregon. Mike reports that, "I was slowly guiding the boat through the marina when I noticed it was beginning to drift to starboard. Correcting the wheel to port I got no response. Heading toward the stems of some very expensive boats I began to see my sordid life flash before my eyes. Not a pleasant scene, to be sure. Getting the boat stopped in mid-channel I discovered the bolts had come loose from the steering quadrant and it was coming loose from the rudder post. It's amazing how fast a 50 year old man can move when properly motivated. Back in my slip I discovered most all of the nuts on all of the bolts which are involved with steering were loose."

SOLACE & CELEBRATION

Chuck Cook, owner of V-42 Solace was comparing notes with 42 owner Frank Holzmacher, Celebration and they discovered that they both had had problems with nuts backing off the throttle mechanism in the binnacle.

Other Problems

Tiger Lily

Newsletter #45 described the installation of a Lasdrop seal and cautioned that the installation should be checked periodically. Denis Webster, Tiger Lily (T-37), confirms this: "Our Lasdrop had been misaligned somehow during installation. The fiber sleeve had worn at an angle and dripped constantly.

continued on page 6

Cruising Comfort Ideas

Buz Radican, a Captain in the U.S. Navy, and wife Celine have spent the last few years in Japan. They lived aboard for some time and have cruised the area extensively in *Seaweed*. They expect to leave Japan in June '90, sailing to Hawaii for what may be Buz's last assignment before retiring. With a crew of 3 Buz expects the trip to take no more than 45 days. He offers the following cruising comfort/safety ideas:

"I managed to catch sheets and other lines on my stainless steel dorade cowl twice... and flipped one overboard to the tune of \$250 for a replacement. So I had a local Japanese company make me guards which go over and around the dorades. They are also great hand holds when under way, especially when heeled. They are great but would look better if they had been built by Ta Yang. At the same time I had built and installed mast pulpits (butt guards). Great things to have when the sea is kicking up and I have to reef or otherwise work near the mast.

This year I added lazy jacks and what a difference! I tie them off to the mast pulpit until ready to drop the main, then hook them up. Takes all of 30 seconds per side. When I drop the main it drops right in and sits there, pretty as a picture, out of the way and ready to be snugged down at my convenience. Before, when I lowered the main it was all over the cabin top and made seeing for the helmsman very difficult, if not impossible. I should have installed them years ago. Nice things about them are they work, look professional and are cheap.

This last haul out I added something I have been wanting for a long time... and again, they are worth every penny. Mast steps! Specifically Mast Walkers. At an average price of \$21 a step, they are not cheap! (J

Refrigeration

(Editors note: When recently asked which refrigeration system I would recommend, I replied that the system about which I have heard little or no negative comment was the Grunert. I won't be able to say that again.)

P Don Rock, *AufWeidersehen*, writes, "The Grunert System is a costly, overpriced, over-engineered and over-complicated piece of equipment I wish I had never bought. Sure, when it works it is great, but there are so many if, ands and buts and checks and fail safe devices that it is a nightmare to maintain. An example of the complexity is that there are three, count 'em, three oil pressure switches on the engine

wired into the control panel separately as just one of the safety devices. I'd like to junk the whole system but I have so much money tied tied up in it and being a thrifty New Englander I simply can't justify a new system.

O After owning an Adler Barbour Cold Machine for 5 years, writes Buz Radican, *Seaweed*, and not being totally satisfied with it, I decided to do it right and installed a Crosby DC holding plate system. I paid about \$2000 for this very robust system that runs about one hour out of three and does not make ice! And every 6 or 8 months or so the little sealed, very expensive water pump stops working! So far I have gone through three of the buggers. Numerous letters to/from Crosby (now IMI) have

Other Problems

continued from page 5

The bellows and fiber ring were replaced, the unit carefully aligned, and all has been well since.

The Chance & Seaweed

Both of these boats have had problems with leaking shower stalls. Buz Radican, *Seaweed*, the first T-37 to have a separate shower, had to have a contractor in Japan rebuild and seal the deck and foundation. John Kraft, *The Chance*, found that water had leaked under the teak board next to the grate. There was some black filler under the board and three years worth of shower scum - a real mess! John completely dried and cleaned the area and filed it with epoxy and then glassed the board back into place. Next he sealed it with 3 coats of West System epoxy and two coats of polyurethane paint over the entire shower bottom. John believes Ta-Yang could prevent this problem by using a simple mold for the stall bottom. (2

failed to really solve the problem. I think what I'll do is temporarily retire the system until I can get the box itself rebuilt and put in another AB Cold Machine.

O Just to keep the debate going about whether a Grunert system is good or evil, here's what John Kraft, *The Chance*, has to say:

"I sprung for Grunert cold plate refrigeration and freezer. I can't speak highly enough for the AR-50 system. It is 12 volt, wired to the engine oil pressure switch so it won't run unless the engine is running. We have two 4-D 220 amp batteries and a 50 amp alternator. Between 50 minutes and an hour and 20 minutes at 1500 rpm's keeps the reefer and freezer temps where they should be and tops off the batteries." ¶7

C hainplate Leaks

MOONSHADOW

Tom & Carolyn Beard have departed San Diego for what may be a voyage of circumnavigation. Before he left Tom took time out from his preparations to contribute the following:

We've had an insidious leak in the area of the chainplates that left water rushing back and forth across the cabin sole and us performing hourly sponge wringing exercises. Glad to report that the culprit has been found and the problem cured.

As you can see from the sketch a gap exists opening into the void formed by the bulwark. The bulwark can fill with water from many sources if not fully foam filled. Subsequently, loads applied to the chainplate open this gap allowing water to **Pour** into the boat!

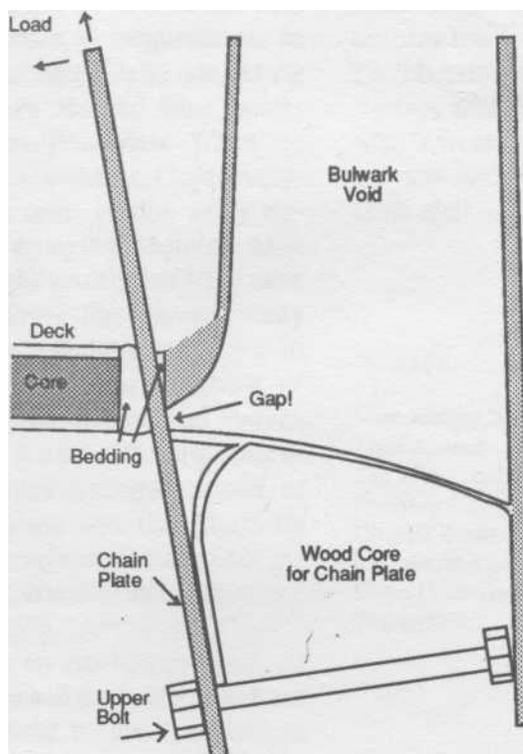
Solution: (1) Foam fill bulwarks, but due to the nature of this process, total filling is not assured. (2) Remove chainplates and enlarge the through deck opening (slot) insuring adequate room for bedding compound. (3) Fill gap to the void with epoxy and line through deck opening with epoxy. (4) Re-install chainplate and carefully re-bed with polysulfide.

Comments: (1) I drilled several holes on the inboard side of the bulwarks immediately adjacent to the chainplate region to insure a void-less foam job in this region. (2) I opened the chainplate slot to 1/2" endeavoring to equally divide the space on each side of the chainplate. (I found no bedding on the outboard side of a couple of chainplates. They were jammed against bare fiberglass.) (3) I dried the deck core with

heat lamps (3 months with chainplates removed) then drilled a series of 1/16"+ dia. holes around the slot 1/4" to 1/2" apart through the deck stopping at the underside of the core. These were filled with "Get-Rot" filling voids in the core and forming an epoxy barrier around the slot. The surface of the slot was epoxy coated. (4) Chainplates were re-installed and re-bedded. Wedges were placed between the bulwark and upper end of the chainplates to force them inboard 1/4"+(asunder a load) while the polysulfide set up. Finally, I put the rails under for a few hundred miles down the west coast to test the job. And voila, **no leaks!**

CAMELOT

Larry Conner had Camelot (T-37, hull #119) surveyed at the time of purchase in mid 1989. The surveyor, using a moisture meter, found some moisture around the chainplates and life line stanchions. Larry writes: "To get at this moisture I dug out around the chainplates where they go through the deck and found all of them stuffed with a material that resembles caulking cotton. It was strong, but wet, so I pulled all of it out and dried all of the areas around the chainplates with a heat lamp. I then filled the voids (which were up to an inch wide in some areas) with WEST System reinforced resin. I am concerned about the lack of flexing ability this method causes, but was more concerned about the leaks that probably added to the rotting of the balsa core. (The previous owner had the entire fore deck cut out, all the way back to the cockpit, and replaced the balsa core with airex) I'll let you know how the chainplate leak solution works. **SJ**



T his 'n That

O David Berry is thinking of replacing the clanging exhaust check valve on *Bear* (T-37, #500) with a Primex check valve made by Marine Muffler Corp. (Apopka, FL) and wants to know if anyone has experience with the product, or has solutions to the problem not mentioned in previous newsletters. Write him at 17 Vinton Rd., Madison, NJ 07940.

P Art Mills, using a professional photographer, has had a photo rendering of a T-37 enlarged to 18"x24" and 24"x30" sizes at a cost of \$40 and \$70 respectively. Additional copies can be made if anyone is interested.

Art is trying to locate a set of davits for his T-37. Contact him on (501) 375-5000 (Little Rock, AR.)

O Paul Peyton, *Suzanne*, received a quote from Ta-Yang of \$215 (plus freight) for nine ball valves as replacements for his old, all bronze valves.

Paul writes, "If anyone has cruising plans for Southeast Alaska they should feel free to contact me. I've a fairly thorough knowledge of the area, having fished or kayaked around much of the region." Write Paul at 1647 Harbor Way, Juneau AK 99801.

O Another invitation for assistance comes from Denis Webster, *Tiger Lily*. He lives in the Toronto, Canada area. (416) 895-2010. Paul is very happy with his local Tayana dealer, Prism Yachts.

O Don Haff, *Interlude*, has found a new type of insurance policy for live aboards. "In addition to the usual hull damage and liability coverages, it includes "homeowner" type coverage such as liability and personal property. If interested call Pettitt Morry Co., (206) 447-0500. (This is not an advertisement)

O Bill Smith is looking for a set of davits and a sailing dink for Tersan, his T-37. Contact him on (313) 822- 8635.

O TOG members who are also members on the Prodigy computer system can send messages to Norm Demain, I.D. Number BRCC32A.

(TOG NEWS)

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