

# TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VI NUMBER 50

SPRING 1991

## Tayana 37 Slugfest With a Hans Christian 38

### First Some Background

It all started in the fall of '89 when your editor wrote a TOG promotional piece for the popular west coast sailing publication, Latitude 38. In the article TOG was credited in helping to upgrade the quality of the early hulls by feeding back problem information to the dealers and builder. One of the owners of an early T-37, Brooks Townes, Lysistrata, reacted negatively to the article since it seemed to infer that the early hulls were inferior which could affect the value of these boats. I wrote Brooks a clarifying statement and he subsequently wrote an article for the Dec.'89 issue Latitude 38 to help correct any misconceptions.

In the March '90 issue James Scala, President of the Hans Christian Owner's read Brook's article, wrote, among other choice remarks, that, " Each year the Colin Archer Race allows cruising boats to do their stuff. Very few Tayanas enter, although I know they aren't all off cruising because you do see lots of them around San Francisco Bay. But Tayanas finished so poorly compared to the Hans Christians that the folks aboard the first 5 finishers, all Hans Christians, needed excellent binoculars to look back and see the first Tayana."

The Latitude 38 editor, familiar with such pi—ing contests, suggested that a race would be appropri-

ate and that they would sponsor such a race.

In the April '90 issue Brooks accepted the challenge while pointing out that the "first five finishers (of the Colin Archer race) were HC-43's- longer, more modern boats with cutaway keels and big pricey sails and that a fair race would need to be between a traditional HC-38 against a T-37 "In the same issue Scala also accepted the challenge. The grudge race was set for July 21. (Meanwhile, in May the Colin Archer race was held with HC-38's taking first and fourth places, and Tayanas taking second, third and fifth)

### The Big Day

After several postponements, the grudge race took place on August 18th when Leslie Stone and her three year old T-37, Charisma, (PHRF 174) squared off against a 13 year old HC-38 (PHRF 192) on a 10 mile course designed by Latitude 38. (Initially the race was supposed to be two HC-38's vs. two T-37's, but then it was cut down to one each and Brooks allowed Leslie to carry the flag) The Sept. issue of Latitude 38 had a 3 page text and photo spread of the race. "The Hans Christian, Halcyone, took the checkered flag 2.5 minutes ahead of the T-37, having covered the course in one hour, 45 minutes. It had been a close an

interesting duel with the lead changing hands and the outcome uncertain until the very end."

According to Brooks the T-37 didn't have a roller furling jib, while the HC-38 did. "To make it fair and eliminate sail changes, the rules required the HC folks to roll out only as much headsail as would equal our working jibs. And that is the way the race started. The T-37 ran away from the HC on the first leg and was widening the gap on the second downwind leg. The HC sailors, a bunch of gung-ho young veteran racers, all of a sudden unrolled all of their jib so they were then flying a 130 to 150% lapper, and they poled it out. End of race. They cheated!" (Editors note- Brooks confided in me that he believes anybody who'd pay an extra \$30,000 for their boat just to get a little light that goes on when they open their underwear drawer has to be a bit off)

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# TOG NEWS Index

Trevor & Lesley Hodgson, owners of T-37 Symphony, spent several months of their sparse spare time to create the newsletter index shown on pages 35 to 39. They volunteered to create an index for Volumes 4 & 5 (issues 30 through 45) to continue the indexes prepared by Don Rock, Auf Wiedersehen, which were published in issue no. 31. They did this and then decided that for their own benefit they would prepare a consolidated index of issues 1 through 49. While the consolidated index has somewhat less detail than the separate indexes by volume, it's more convenient to work with and therefore was chosen for publication herein. The numerical reference following each subject entry shows the issue number and page number for each citation.

Aside from having to read and reread all the issues, arriving at an appropriate set of index headings is an arduous task. On behalf of the TOG, I want to express my thanks to Trevor & Lesley for a great job.



TOG NEWS editor aboard "The Chance" on Chesapeake Bay, Fall 1990

## Cruising Equipped V-42

Kim & Dot Parks chose a V-42 aft cockpit over the Slocum 43, Mason 43, Crealock 37 and Passport 40. Reading all the TOG newsletter back issues helped them make up their mind. They are very pleased with the boat and feel that they have received much more value than they paid. In 1992 they plan to begin a circumnavigation. What follows is a summary of some of the equipment and modifications made to prepare Talaria for the voyage (for further details contact the Parks):

"The engine was upgraded to a 55hp Yanmar. A 30 gallon collapsible tank will be put inside the holding tank when offshore for extra fuel. Extra sails include a 135% and 90% roller furling headsails, a cruising spinnaker (Spanker), a storm trysail, and a storm staysail. There is an Avon liferaft and an Avon R.I.B. 310 with an Bhp Yamaha. There is 400 feet of 3/8HT chain on a CQR 45 and 400 feet of 3/4" rope rode forward on a Bruce 33 with a Lighthouse windlass in the anchor well. Also another 200 feet of rope rode aft for our Danforth Deepset T-3000 and a 30" Galerider Drogue. There are four 220 amp hour Prevail gel cells and a Balmar AquaPac diesel generator which generates 100+ amps plus 15-20 gals/hr desalinated using about a pint of diesel fuel. Refrigeration is one 4 cubic foot and one 8 cubic foot box, each with its own water cooled Adler-Barbour Super Cold Machine. These can be used as one reefer plus cool storage, or reefer plus freezer or even as two freezers. The boat can be left for up to five days with the reefer system on batteries - even when it is hauled. Hot water includes the Ta-Yang supplied 110 AC and engine heated tank plus a Wolter hot water heater which also supplies a Wolter hot air

heater for cold climes. We have a Signet SL310 system (largely to get true wind data and the RS-232 output to the computer) with two displays at the helm and one at the nav station as a backup for helm unit failure. There is an Autohelm 6000 below deck autopilot directly connected to the rudder post providing backup for a steering cable failure. There are two autopilot control heads, one at the helm and a backup at the nav station: both of the control heads are extendible to inside the dodger or companionway steps in sloppy weather. Electronics include Vigil radar, Icom radios (including ham), SEA weather fax, Micrologic Explorer Loran and two IBM PC-compatible computers for navigation weather planning, travel writing and software development.

In addition to the time spent researching the above decisions, we also used our Generic CADD computer-aided-design software to redesign the interior. This gave us such things as a stand up combination nav station/workbench/medical station with lots of drawers for up to 200 charts, medical supplies plus mechanical & electrical tools and parts. Forward of the nav station on the port side is an "office" (in lieu of the standard settee) with two swivel chairs and a 30" x 30" desk. The shower has a FRP sole with a drain and a high, step over bulkhead sill so that it serves as a laundry tub."

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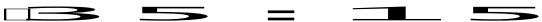
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## **JOSUM G**

Carole and Paul Sheldon sailed their T-37 Josum G. on their own private whale watch north of Provincetown. "We had 45'-50' humpbacks coming completely out of the water less than 400 feet from us and saw many finbacks and minke whales. I had contacted the Aquariums in Boston and Mystic Connecticut and received printed information on what to do and what not to do as promulgated by the National Marine Fisheries Service. The commercial whale watch boats were of considerable help as well, I would be happy to be in contact with anyone who would like to have this most awe inspiring experience."

## **CRYSTAL DANCER**

Greg Cockle has moved his V-42 Crystal Dancer from Hong Kong to Malasia. Before departing he noted that Hong Kong is well represented with Tayanans (mainly 52's and 55's) and on a recent weekend there was at least one each of every size made including the new 65'. (contact your editor for Greg's current address)

## **BLACK ROSE**

Russ Burnham, Black Rose (T-37), would like to buddy boat with others who have the time and desire to cruise extensively in U.S. and foreign waters. Contact him on 601-868-1484 or write to P.O. Box 1674, Gulfport, MS 39502-1674.

## **MACBEE**

Tom Bowers, Macbee, circum-navigated Vancouver Island last summer. "It was the most interesting cruise Macbee has made. If we were to do it again, we would seriously consider going north up the west coast and south down the inside passage. The reason being that the west coast winds seem to have been mostly out of the south - right on the nose.

We found the people very friendly and helpful. However the food and fuel prices were much higher than those in the U.S. The fishing was excellent and the scenery outstanding.

## **HONEY TOO**

After living aboard Honey Too for five years, Don & Honey Costa have moved into a house on a deep water canal in Cape Coral, Florida. Honey Too is behind their house where they will give her a gradual refit for the next couple of years prior to departing again on an extended cruise.

Last year on their way south on the ICW, they enjoyed a long refit at their favorite boatyard anywhere - **Gregg Neck Boatyard up the Sassafrass River.** "The ICW in Virginia and North Carolina was marvelous, other than the 25 knot sportfisherman hurrying down to Florida. A pox on their house and wake. We have enjoyed Florida. To our mind the East Coast of Florida is flashy, opulent, crowded, and close to the Bahamas. The West coast is nonostentatious, uncrowded and the Bahamas are at best a couple of days away". (Editors note: After having spent the last six months touring Florida, and talking to Tayana owners on both coasts, I would say that Don & Honey's view is definitely not universal.)

## **SOJOURNER**

After ten years of planning Rick and Julie Palm have begun a journey that may take them around the world in their new Tayana 52, Sojourner. Julie writes:

"Before leaving our home port at City Island Yacht Club, New York, we proved we had a winning boat by taking second in a club racing series ... even when fully loaded with 180 gallons of fuel, 200 gallons of water, three bikes, four dive tanks, four anchor systems, 1000 cans of food, etc. When our fellow competitors began to scream about our PHRF rating, we knew Sojourner had respectable speed.

Our great adventure began as participants in the Caribbean 1500 Rally from Norfolk to Virgin Gorda in the B.V.I. Thirty-five boats participated in the event billed as the first U.S. cruising rally ever organized. During the passage we encountered two gales. The second one brought with it 36 hours of confused seas, up to 52 knots of wind, and 20 foot seas. (The gale was "impressive, but not life threatening", otherwise referred to as "getting beat to s—t). Sojourner flew through the surf with triple reefed main and storm jib at well over 10 knots. At one point Rick accused me of flying an airplane when I misjudged the back side of a 20 foot wave and found out what it sounded like when 40,000 pounds does a free fall into the water. We took second place in our class (first place went to another T-52) averaging 7.5 knots over the 1582 miles

In Feb. 1991 we will be in St. Lucia to join with other boats participating in the Europa 92 Rally, which is an around-the world event ending in Gibraltar in April, 1992. Karen & Paul Skilowitz will also participate aboard their T-55, Bluewater.



Brian Roberts , who lives in Scotland, owns T-37 hull #4, Starry Night. I asked Brian about the history of the boat and he wrote, "It's original owners were Canadians from Ottawa, where it was first registered. They sold it in Singapore two years later. Three years later it was again sold to an Englishman who sailed it extensively for nine years, ending up in the Caribbean where I purchased it." Interesting history.

TOG member Paul Sheard, who lives in Nova Scotia, purchased his T-37 from Prism Yachts in Canada owned by Ingo Muss. On 10-13-90 Paul called to advise that Prism Yachts had gone bankrupt and that he was out \$3200. Paul also said that it was his understanding that the owner of Prism had opened a new enterprise called Amco Marine in the same area.

## TOG NEWS

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● In the fall 1990 issue (pg.24) Paul Sheldon, owner of T-37 Josum G., described his negative experience with the Coast Guard after an engine failure and dragging anchors put him on the rocks. After surveying the situation the Coast Guard advised Paul that the situation did not warrant their help and it was against their policy to render assistance because of a conflict with commercial operators. I asked Paul to advise me on the outcome and for TOG member Al Boyden, who is also Commandant of the Stockton Coast Guard Auxiliary, to comment.

Paul advises that "despite his protest to the Coast Guard Commandant in Washington and much correspondence through the attorneys at BOAT/US, the Coast Guard stuck to their position."

Al wrote that "in his position it was not appropriate to comment on

Coast Guard towing policies." He sent a copy of a Coast Guard pamphlet entitled "Getting Help On The Water" and has offered to send it to any TOG member that wants a copy. (Editors note: As I read it the Coast Guard will help you if you are in distress. They define distress "as a situation where you or your boat are threatened by grave or imminent danger requiring immediate assistance." If you are not in distress, and alternate sources of assistance are available, they will coordinate the efforts to assist you.)

● The Spring'91 Chesapeake Bay TOG rendezvous will be held the long week-end of May 25-27. Call John Kraft, (301) 437-2537 for details.

● Will the TOG member who sent in his dues using "Checkfree" please identify himself.