

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VI NUMBER 51

SUMMER 1991

Out Foxing a Fire

Last Sept. 13th at 12:15 a.m. John Kraft & Karen were awakened from sleep aboard *The Chance* by the alarming sounds of an air horn and couch horn. "Through our starboard ports we could see the sky was orange! Flames were shooting high in the air on our side of E dock at White Rocks Yachting Center (Pasadena, MD.). A relatively new houseboat with one occupant had burst into flames nine slips away from us. A couple on a *Freedom 30* next to the houseboat were fortunately awakened by the sounds of the fire and narrowly escaped as flames licked at their boat. On the other side of the blazing houseboat an older unattended ketch was quickly engulfed in the flames.

Meanwhile Jack & Helen Fox were aboard their T-37 *Prudent Lady*, anchored in the cove right behind E dock. As all this hell broke loose, Helen was awake reading (thank God for book lovers). She saw the flames and shouted to Jack to get up quick and help John & Karen get their boat out of their slip. Jack grabbed his trusty pocket knife and jumped into his inflatable, but instead of heading for *The Chance* he went for the 36' *Hunter* next to the now burning ketch. He realized that creating a break in the fire line was of primary importance. Jack began cutting lines as fast as he could and pushed the *Hunter* out of its slip. One of the lines snagged causing the boat to be jerked towards the burning boats. One more

hack with the serrated blade of his knife and Jack jumped off the boat and into his inflatable, towing the *Hunter* behind him. The port side was scorched, the sail covers and dodger were charred, but the boat didn't burn. The fire department arrived and got the situation under control.

Additional boats would have been burned if it had not been for the alertness of Helen Fox and the bravery of Jack Fox. They are a credit to boaters everywhere and deserve our tribute.

P.S. Jack's knife is a Spyderco Mariner with a 3 1/2" blade that will cut a half inch line with one whack. They cost \$62 and are available from Golden Promotions, P.O. Box 438, Golden CO 80402-0438. Phone 303-279-8613. A great investment.

(This space available. Contact TOG NEWS office)

This n' That

TOG is acquiring an international flavor with members now from Hong Kong, The Philippines, The Netherlands, Scotland, France, Canada, Germany, Taiwan, British Virgin Islands, Holland and Italy. Our Italian member, Alessandro & Carla Gavazzi, bought their T-37 *Spinaway* from a German member, Reinhold Duff. The TOG office provided the communications link.

In answer to a question from Susan Canfield, *Aeolus*, photos in the TOG NEWS are done the old fashioned way - half tones are made from submitted photos and pasted in.

(This space available. Contact TOG NEWS office)

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Maintenance Tips

A number of Chesapeake Tayana owners have reported good results using Semco teak finish. It's available in Natural and Gold. John Emery, *Dutchess*, uses Mary Kote Teak Cleaner (1 step scrub like h—) followed by 2 coats of Semco (1/2 Natural, 1/2 Gold). Semco is manufactured in Baltimore, MD and Mary Kote is made in Long Island, NY.

Nancy & Jerry Thacker do extensive cruising aboard their T-37, *Hyperion*. They report, "Maintenance continues to be a major factor of our cruising life. Not only varnishing the teak, which is a forever thing, but polishing the topsides as well. In one quiet anchorage we were applying cleaning compound and wax to the sides which get stained from the salt water and sun. Nancy was buffing using our electric drill when she accidentally touched the water and got a shock (not enough power to be dangerous. Her hand jerked and dropped the drill, which sank quickly in the 35 foot depth. Electrical problems are the bane of Jerry's existence. Our high output alternator is out for the 8th time since leaving. We now have a new model that is touted as being the solution to all our problems. We'll see. Of course without electricity we can't run our freezer, which means no frozen food, but worse - NO ICE! Fortunately, when the alternator works, both the freezer and refrigerator work well. We usually carry about 2 months worth of frozen food. Our foresail is in the loft being sewn for the third time. Maintenance is never ending on the boat.

Ham Radio Primer

Marvin Milner, (KB5MUA), cruises his T-37 *Sirena* out of Corpus Christie. He provides the following overview:

"Single Side Band radios (SSB) are more popular than ever for those seeking over the horizon communications on their boats. They also have a starting price of over \$1700. If you are willing to spend a little time/effort in lieu of your money, think about a HAM/SSB radio. The effort of course is learning code (5 wpm minimum) and passing a simple written test that gets you a Novice HAM license (entry level). We were assisted by the local Amateur Radio Club, who even provided us with volunteer examiners when we felt ready for our tests.

Based on our review of available equipment, we consider the Kenwood 440S, Yaesu 757GX, and ICOM 725 as excellent choices.. Kenwood and Yaesu include AM/FM as well as being "SSB capable". With ICOM you must upgrade to the 735 for AM/FM. We chose the ICOM 725 solely because of a discount price of just over \$700. Please note that I said these radios are SSB capable. All three require a minor modification to operate in SSB frequencies. However, anyone with modest electrical knowledge can handle it as all that is required is snipping of a single wire. With that accomplished, you have a CW, SSB, AM, and FM radios in a single housing. The modification cannot be done by either the seller or manufacturer. Also, without at least your Novice license it's illegal to use any HAM frequency. Having a HAM/SSB unit not only expands your communication opportunities, it's done in a minimum of space and

the least possible expense. (Editor's note: I would like some comment on this from other HAMs. It is my understanding that converting your HAM radio to SSB capability is illegal. SSB's have crystal controlled frequencies to avoid drifting into other frequencies.)

Using either a manual or automatic antenna tuner, and installing Norseman (or other brand) insulators, your back stay becomes a very adequate antenna. In grounding the radio, attach it to as much metal mass as possible, ergo; engine, tanks, keel, etc. Radio, insulators, and automatic antenna tuner totals about \$1500, less than the starting price of the SSB alone."

Items for Sale or Wanted

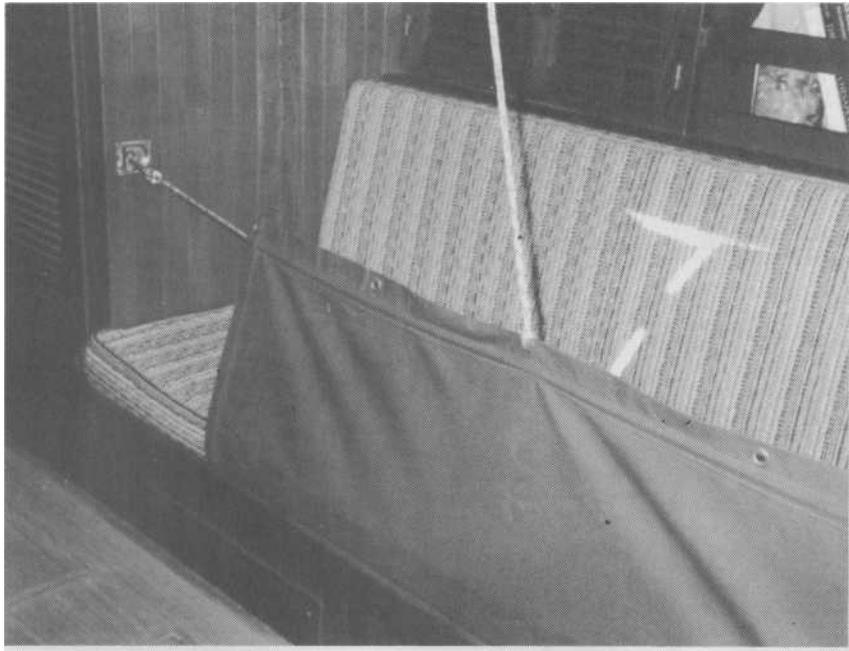
Paul Sheldon, *Josum G*, has a T-37 wooden mast for sale. Paul says that the mast and all fitting are in excellent condition.

Lyn & Lee Vandawater cruised their T-37 *Fugitive II* from Michigan to Mobile Alabama and would like to sell their charts of all the rivers they traversed. They also have 4 Barlow winches for sale.

Gary & Nancy would like to buy charts from French Polynesia, The Cooks, and points west.

Editor/Publisher: Norm

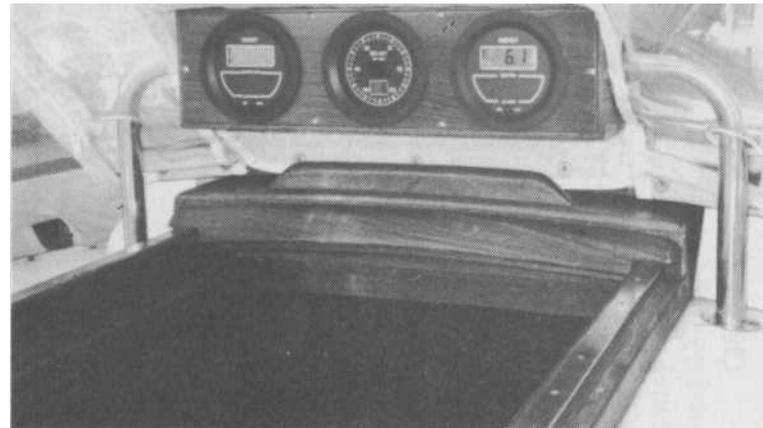
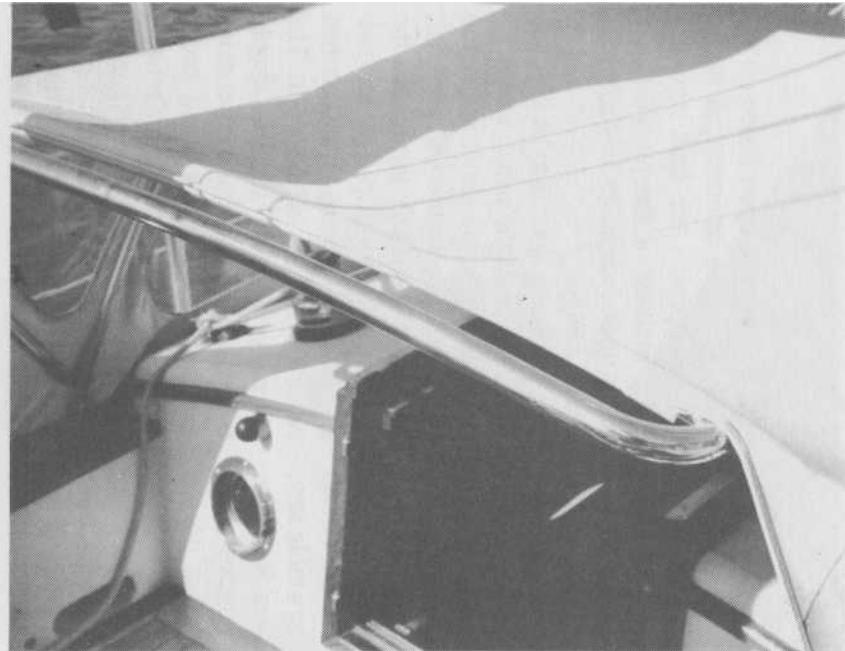
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ABOVE - The lee cloth fore-aft rode is attached to ring pulls thru-bolted to the bulkhead. High strength (250# of pull) ring pulls are used. The lee cloths are fastened to the inboard edge of the settee under the cushions. Grommets allow lines to hold the lee cloth to the overhead mounted hand rail.

UPPER RIGHT- The dodger by Yacht Canvas of Annapolis features a unique hand grab rail.

LOWER RIGHT- Large dial instruments mounted over the companionway hatch provide excellent visibility.



Cockpit Engine Panel Cover Upgrade by Charles Huffman, *The Good Neighbor*

Charles & Judy Huffman were unhappy with the cockpit instrument panel on their *T-37 The Good Neighbor, because*, " the covering panel is about 11" x 17", is hinged at the top and must be swung up to expose the key, start and stop buttons. This meant no feet could be on the cockpit grating so one had to hold his feet in the air out of the way until the engine was running. What we did to improve the situation was to install a new clear plastic cover with a small sliding window. If you are interested in such a project, read on for the details and see the accompanying sketch.

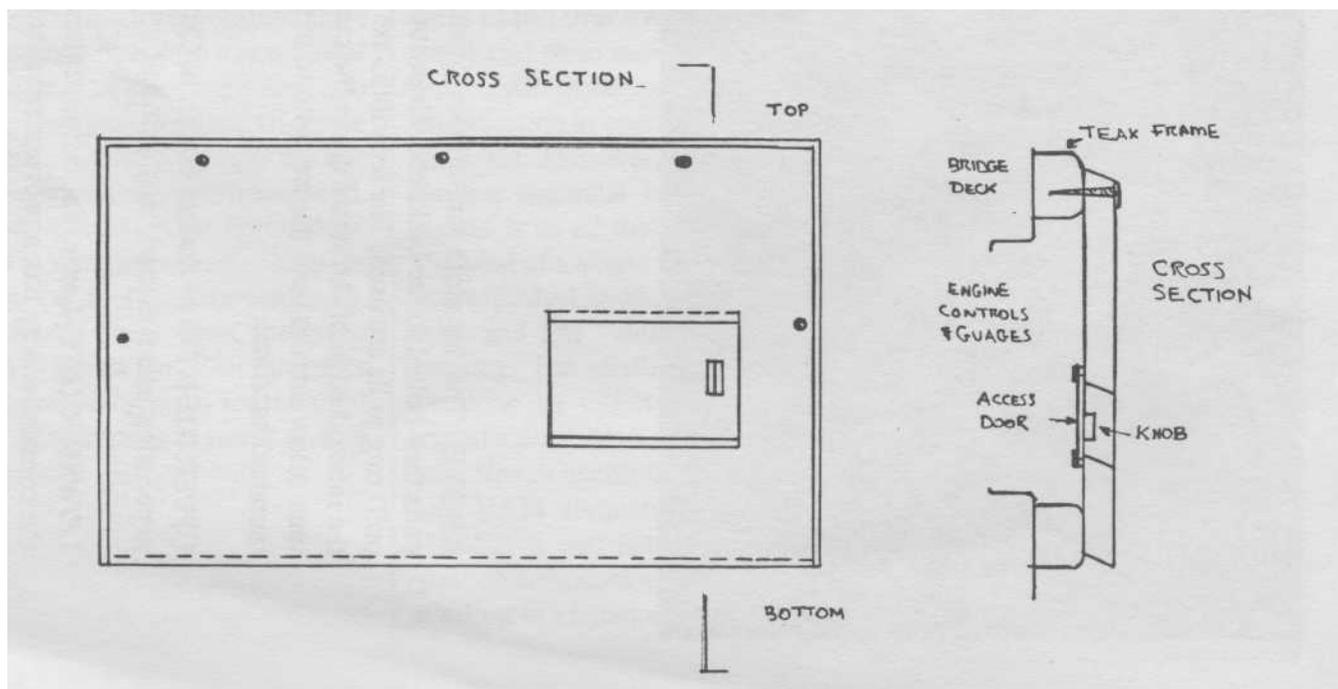
Before removing the old cover, take a marking pen and carefully mark the key and button location. Draw a rectangle over this area, making the rectangle about an inch or so larger than necessary. Remove the cover and hinges from the frame the cover is mounted upon. Cut some thin pieces of teak to glue into the voids left by the hinges. Purchase a piece of acrylic about 11' x 17" x 1/2", another piece

10" x 10" x 1/8" and a small bottle of watery solvent called Weld-On-3. The acrylic comes with paper glued to both sides making it easy to draw upon. Transfer the location of the rectangle from the old cover to the paper. Drill a hole in the center of the area to be removed large enough to get a hand held jig saw started and cut out the opening. Carefully cut along the marked lines. When cutting the top and bottom, tip the blade to give a 25 degree relief so water can't drain into the open area. Using a table saw, trim the four outside edges. Bevel the edges 20 degrees to remove sharp edges, reversing the bevel on the bottom edge for drainage. Install the new panel without any sealant, using finishing washers and s/s screws, three on the top edge, one in the center of each side, and none in the bottom. (We haven't noticed any filming or scum building up inside the acrylic as yet but feel this panel should be easy to remove if necessary.

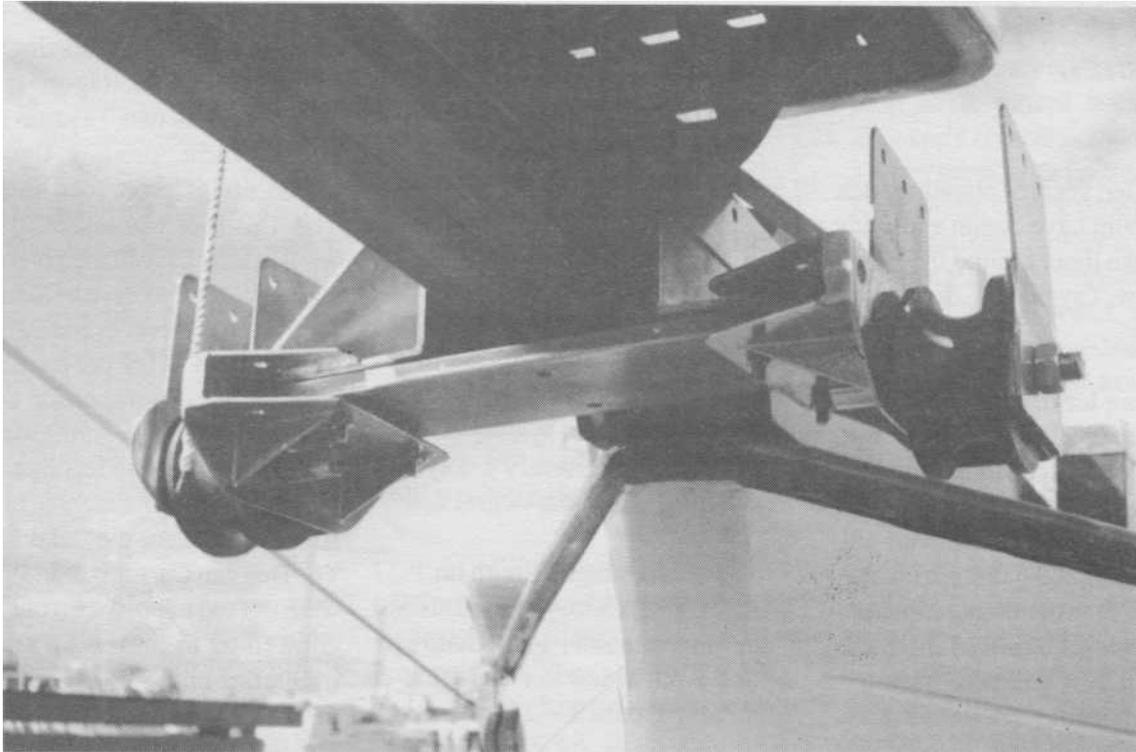
After the cutting is done, file all the edges carefully, removing any imperfections. Take a propane torch and

start passing the open flame on the edges you have smoothed. A magic thing happens - the heat causes a slight melting of the plastic and it clears up any scratches leaving a nice finished edge.

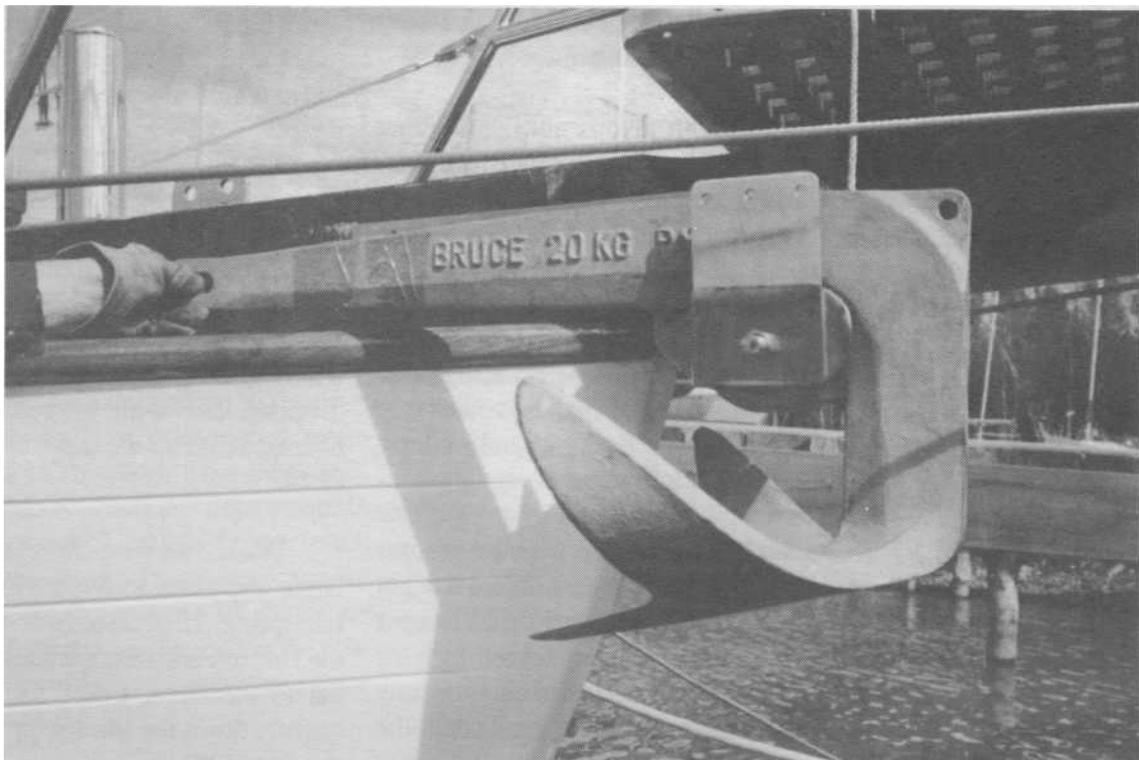
a sliding door is to be attached to the inside of the panel, and is installed using some small strips and the solvent. Using the 1/8" material, cut a door about 1/2" larger than the opening. Cut two strips 3/8" and two strips 1/2", each being a little less than twice the length of the door. The strips are "welded" together simply by flushing the edges of two strips together and using a small brush dipped into the solvent, draw the brush across the edges, the solvent is drawn in between the pieces and immediately they become as one. The strips are mounted on the inside of the panel the same way. The door simply rides in the slot made by the strips. Attach a small piece of the 1/2" acrylic for a knob/stop. The door will be a tight fit and would appreciate a shot of silicon spray to keep it sliding nicely."



An Excellent Anchor Roller Design for *Tiger Lily*



This design by owner Dennis Webster is an adaptation of Susan Canfield's design for *Aeolus*. Dennis first made a wooden mock **up** and then took it to a local welding shop.



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.

ALOHA

There are currently 4 Tayanas involved in `round-the -world activities:

Dave & Annette Smith on T-37 Aloha, Tom & Carolyn Beard aboard T-37 Moonshadow, Paul Skilowitz aboard T-55 Bluewater and Rick & Julie Palm aboard T-52 Sojourner.

Regarding Aloha (hull # 533), just as a reminder, the Smiths took delivery at the yard and had her shipped to Hong Kong for commissioning. In Feb.'90 they were waiting in Cyprus for permission to cruise into the Black Sea. In Jan.'91 they sent the following update:

"With joyous notification that we could cruise Russia/Black Sea, Aloha departed Larnaca, Cyprus in April '90 to hook up with our friends on Holona Nani (T-37 hull # 1) in Marmaris, Turkey. Upon arriving in Istanbul we obtained our telex invitation to visit Russia through the Atakoy Marina manager. A quick stop at the Russian Embassy and we were off for Odessa, located on the north-west side of the Black Sea. The one month stay was the highlight of our cruising for the year. We even got permission to sail north up the Dnieper River, some 125 miles north of Odessa. It was the first time any cruising yachts had navigated the Dnieper River. All along the shore

Russian vacationers, fishing in front of their small cottages, stared in amazement as two Tayanas and one British yacht, proudly flying their nation's flags, proceeded up the river. The 150 foot commuter hydrofoils would salute us with their high pitched sirens. We had to have a Russian pilot for the 10 day river cruise, which cost us a total of \$1 U.S. per boat. The low cost was due to our sponsor, the Black Sea Shipping Co., wanting to compete with Intourist, who has had the monopoly on the movement of tourists in Russia. We were the "trial balloon". The Russian Customs & Immigration were not too happy when our sponsor allowed us to cruise up one of the tributaries into a Wild Life & Game preserve. Otherwise we would have remained bow to the concrete wall for the 10 days our visas provided. The river water was quite comfortable for swimming in June. We also enjoyed good fishing by trolling a line from our dinghy.

We found the Russians to be warm fun loving people once they got to know us. They gave us many gifts and took us to their homes for dinner."

On the way to the East coast,, Aloha was entered in the Mount Gay Regatta at Bridgetown, Barbados. "We came in last the first two races, blowing out our 50% reefed down 130% genny. The third race, with winds gusting to 40 knots, 4 boats dropped out with busted masts, booms, sails etc, we came in 8th out of 14."

Aloha has now crossed the Atlantic and plans to reach Florida by late spring. Then on to New York up the Hudson and through the Erie Canal to the Great Lakes and subsequently down the Mississippi during the rest of '91.

P problems

NOW VOYAGER

V-42 owners Alan & Lynn Chaikin, *Now Voyager*, read in a recent newsletter that Charlie & Marianne Schuler's *Seagull Two* was taking on water under sail and couldn't figure out the source. They write, "We had a similar problem that we solved by putting a one way valve in the drain hose from the chain locker to the anchor well drain hose. Evidently when on a port tack water siphons up the anchor drain hose to the chain locker and finds its way to the bilge.

We also have the same Ceatrek autopilot and solved the grinding noise problem by remounting the hydraulic motor unit on the sole of the boat rather than on the bulkhead as originally installed."

KRISTIN ANN

When *Kristin Ann* (T-37) hit a submerged log in Lake Michigan, owner Eugene Rueter found the flexible coupling between the prop shaft and gear box destroyed. "After reading the Yanmar engine manual, I discovered that the flexible coupling was optional. So I pulled the shaft forward until it butted against the coupling on the gear box and bolted them together. This should only be considered a temporary fix.

Back in '83 I made a comment about a slight depression in the deck around the mast. Although it was a source of irritation, there have been no problems from this depression. In newsletter#29, Arnold Koopersmith, Golden Hand, expressed concern about the same problem. Since no structural problem has occurred, I now consider that I was making mountains out of molehills."

TALARIA

Regarding their V-42 *Talaria*, Kim & Dot Parks write that they have found relatively few Ta-Yang design or construction problems. "Some of them are:

The toe rail screws were not all fully tightened (i.e., sticking up a half inch) and some twisted freely when attempting to tighten them.

Two of the pelican hooks in the lifelines at the gates failed within weeks. We replaced them all with Gibb pelican hooks which are excellent.

We had a short in the forward lighting circuit which turned out to be a design flaw in the socket of the brass swivel light. They will all be replaced.

The forward cabin is a double berth. However, all of the lighting and the fans were installed as though it were a V berth.

The fresh water hose connections were all loose and spouted water all over the place when first turned on. The hot water connection in the head came loose three times before I got it (semi?) permanently fixed."

CYGNET

Bob & Chesley Logcher removed *Cygnets* (T-37) fuel tank from the bilge after noticing a sheen in the water when they pumped the bilge.. When the tank came up off the bottom of the bilge, a strong fuel odor, not previously detected, was noticed. "Large pieces of scaled metal came off the sides and bottom where the tank had been against the hull. With some scraping I found only one actual hole, less than 1/32". I decided to scrap the tank and had a new one built of 5052 aluminum, 3/16" thick. It cost \$800 from Winninghoff Boat Builders in Rowley, Mass."

HYPERION

While in Venezuela the 1 1/4" prop shaft aboard Nancy & Jerry Thacker's *Hyperion* snapped in two - a clean break with no sign of fatigue. Jerry wrote, "At the time there was no load. I can only believe it was a manufacturing defect. Fortunately it was repaired in the water at a remote marina in Morocoy National Park. Total time 10 days at a cost of \$380."

ALOHA

David & Annette Smith, currently circumnavigating aboard their T-37, *Aloha*, (see *Cruising Bits* in this issue), report on a few technical problems encountered:

"We replaced the cutlass bearing three times in the first 10,000 miles. The current bearing has been in place 7,000 miles and still appears solid. Vibration has also been less, possibly due to better engine alignment

Ten months ago I applied the English SP treatment (same as the West treatment) to our waterline hull osmosis problem. So far, so good.

The striker plate was removed because it had become separated from the hull by 1/8". One bolt had to be cut/drilled/driven because the nut behind the backing plate started to free wheel upon attempting to unscrew the bolt. A heavier duty striker plate and backing plate were installed. This new arrangement is holding up well even under use with a nylon snubber for anchoring.

I am dissatisfied with the Neil Pryde sails supplied with the boat. After only 2 1/2 years my main, triple reefed, blew out in 45 knot winds. The cloth ripped horizontally, 8 feet below the top of the sail. The stay sail also tore out later. During the Barbados Regatta, my reefed down genoa also blew. All were fabric failures. I will seek relief from Neil Pryde when I reach the states."



Tayana owner Millie Hughes-Fulford was one of the crew on the recent successful voyage of the space shuttle Columbia. Millie and husband George can now hopefully spend lots more time on their T-42, Eudaemonism, in the San Francisco Bay area. Millie was chosen as a payload specialist for Columbia's mission in 1984. The flight was originally scheduled for August 1990.

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1348 Nonchalant Drive
Simi Valley, CA 93065