

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VII NUMBER 54

Spring 1992

Relieving the Watch...

by Norm Demain

When I asked for someone to step forward and take over the editorial helm of the TOG NEWS, I really didn't know what to expect. I never cease to be amazed that it's always the busiest people who volunteer to take on more responsibility. Susan Canfield and Rockie and Bill Truxall each volunteered. As luck would have it, they live in the same area, so they've formed a team. Susan, who is a Captain in the U.S. Navy, has appeared in the TOG NEWS often, sharing with us photos of her excellent improvements to her boat. Rockie and Bill have played an important role in the Chesapeake TOG group. I have a real warm feeling that we can now look forward to many more years of sharing experiences via the newsletter.

It's hard not to get a bit nostalgic at a time like this. Looking back over the past 12 years, the most rewarding part has been meeting and communicating with so many of you. Your positive comments about the value of the newsletter never ceased being music to my ears. There were some embarrassing moments too. Like the time I got a call from a frantic member whose boat had just been hauled and was still in the slings. He wanted to know how to fix a loose bobstay fitting. At that time I had no answers. Since then some excellent solutions have been installed and documented.

Perhaps the most challenging aspect of publishing the newsletter occurred when Annie and I lived in a remote area of Mexico (Puerto

Escondido, Baja). The combination of scarce equipment and my marginal Spanish created quite a challenge. I remember driving 50 miles to find a printer, only to discover he wasn't open yet. Using my best Spanish, I asked a neighboring shopkeeper when the printer would arrive. After a brief pause, he advised me that he



did not speak English. After that, I made an appeal to our membership for help in printing and mailing the letters. Jerry and Joel Stolowitz volunteered and did a great job for about a year.

In case you've wondered how the newsletter got started, we have CRUISING WORLD to thank. Noting that the other boat groups announced their existence in the magazine, I submitted a brief an-

nouncement which appeared in the November '79 issue. A dozen or so owners wrote me and the first, one page letter was sent out. As the membership grew, the newsletter was expanded, reaching 22 pages at one point. A mini size was adopted to save money. One aspect of being an editor that I didn't enjoy was having to omit some of the input. I would have liked to have included everyone's total input, but when I received a 36 page typed manuscript of a cruising experience, I realized my ideas had to change.

Over the years, I have had a chance to visit nearly 100 Tayanas. While seeing how each boat was unique and enjoying the ingenuity of the owners, the best part was meeting such a large number of warm, friendly people. While over the years many owners have sold their Tayanas, in only one case was the sale prompted by dissatisfaction with the boat. When prospective owners wrote me about my opinion of the boats, I told them flat out that I was totally prejudiced. In my view, Tayanas are not only the best buy available, but also the best looking boat out there. When asked about the boat's ability to handle rough conditions, I conjure up a vision of Don Rock's boat, AUF WIEDERSEHN, perched on top of a jagged under-

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Relieving the Watch...

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water menace. She sat there through a whole tide change and wound up with only minor hull damage.

Annie and I bought our T-37 in late 1977. We named her *KUSHKIE ANN* because as a child, the word "kushkie" was an endearing term for me. We spent four years preparing to cruise after my retirement in '82. You know the saying, "What man proposes, God disposes". Annie had back surgery and the verdict was that cruising was not to be part of our future. I tried to turn the newsletter over to others after we sold our boat, but there were no takers. So I just kept going. Another sad note is that the boat was sold twice after we owned her. The last owner sailed to Santa Cruz Island off the California coast, lit off an unreliable trawler lamp, and went partying elsewhere. The boat burned down to her waterline and sank. It's a diver's attraction now.

The newsletter started out being typed in the early '80's. In the mid '80's computers became available at a reasonable price and I used a word processor. Then desktop publishing arrived on scene. Fortunately, our new editors have access to desktop publishing software too and so our newest attractive format can continue.

Let me reiterate that being editor of the TOG newsletter has been one of my most rewarding experiences. I have no intentions of disappearing from the scene. Look for me in the background.



Ship's Store

This column will regularly highlight items that members would like to purchase or sell, as well as product news of particular interest to Tayana owners. Listings in this column are free to TOG members and will be carried for two issues (unless we hear that the item has already been bought/sold). Non-members may place an advertisement for \$10. Write/call TOG, P.O. Box 213, Mt. Vernon, VA 22121-0213, (703) 799-4422 to place your item.

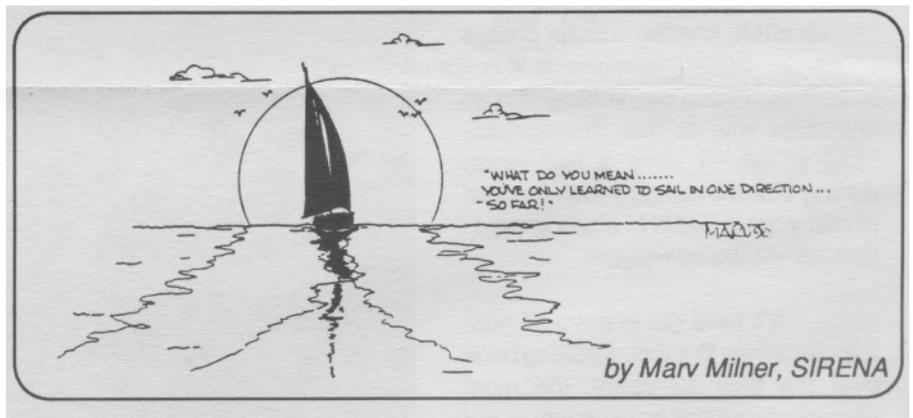
THE CHANCE John Kraft would like to find a set of original T-37 stainless steel mast pulpits. If you have a set or know someone who does, call (410) 437-2537(MD).

THE GOOD NEIGHBOR Charles Juffman would like to purchase one or more original fiberglass cowl vents. Call (502) 491-2531 (KY).

KAMA Barry Adams is looking for a set of Ta-Yang davits for his CT-37 as well as a source for replacement rubrails. Call (919) 975-2444 (NC).

SEAQUESTOR II Bill Truxall has a practically new T-37 yankee foresail that he would like to sell. Asking \$450. Call (703) 799-4422 (VA).

Of special note, Eric Smith has provided TOG with a copy of the Grand Deer catalog. Members who want to obtain replacement or unique hardware items for their boats should contact TOG for additional information.



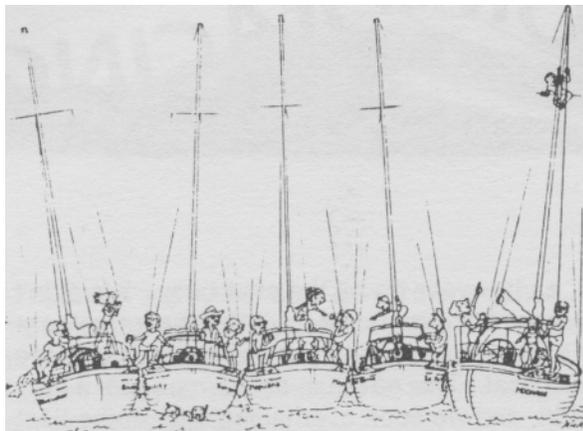
Ta-Yang Update

At the Chesapeake group's winter rendezvous in February, Eric Smith, from Bay Yacht Agency in Annapolis, had some succinct comments about the current boat business. It's not too good! Last year only six Tayanas were delivered to the U.S.. Reportedly, Ta-Yang is the only boat builder still producing in Kaohsiung. Of the boats built this year by Ta-Yang, 60% were for customers in the Far East and Europe. The latest designs being marketed are the Tayana 47 pilot house and center cockpit models.

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- Layout Editor: Jeffrey Benson.
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- **Back Copies:** \$5/issue. A complimentary copy of the TOG News Index (Issues 1-49) is available upon request.

• *Disclaimer: TOG makes every attempt to avoid endorsing specific products or otherwise commercializing the content of this newsletter. We take no responsibility for the statements of contributors or for claims made regarding products which they may suggest.*



Tayana Rendezvous Roundup

Northern Chesapeake

Host Boat: *AEOLUS*, Susan Canfield, (703) 931-4468

Date: May 16-17, 1992

Location: Dividing Creek on the Wye East River, MD

A flyer with details on this live star" anchorage will be mailed to the Mid-Atlantic TOG list, as well as to other members by request. This is a great opportunity to relax and enjoy the natural beauty of the Chesapeake. ¶7

Southern Chesapeake

Host Boat: *MAGIC DRAGON*, Fred and Linda Hixon, (804) 858-2961

Date: July 4-5, 1992

Location: Cockrell Creek, Great Wicomico River, VA

Details are still being worked out, but this should be a super weekend. There will be fireworks and a traditional "homestyle" celebration in Reedville. The Hixons will send a letter to Mid-Atlantic members with information on anchorages, the host marina, local hotels and "bed and breakfast" inns. If you don't have time to sail in, drive over and enjoy the raftup with your TOG friends!

Chesapeake Bay Winter Rendezvous

Rockie and Bill Truxall, *SEAQUESTOR II*, hosted a winter rendezvous ashore at their home in Alexandria, VA on February 1. A 21 "side buoy" curry dinner dispelled the cold and conversation included lots of sea stories, discussion of the upcoming rendezvous schedule, and plans to help Norm Demain with the TOG newsletter. Eric Smith (Bay Yacht Agency) provided an interesting update on activities at Ta-Yang. Boats represented included: *AEOLUS*, *ARIEL*, *THE CHANCE*, *ERZULIE*, *MAGIC DRAGON*, *OWL HOOT*, *SKOOKUM*, *SOLACE*, and *WANDERLUST*. ¶7

Membership

We are continuously recruiting people interested in TOG. While we're very particular (you need to own a Tayana, have owned a Tayana, or want to own a Tayana...or know someone who does), we know that there are folks out there who would be happy to join us, if only they knew how. Help us get the word out, so that others will know we exist. We want people to join TOG, not just to have a "big" organization, but to have a larger information base from which to answer your questions about how to be better Tayana sailors.

Whenever you see another Tayana, find out if the owner belongs to TOG. If not, be sure to give them our address and send us theirs too.

Dues

If you have not yet paid your 1992 dues, this is the last issue of TOG news you'll receive. A blue dot appears on the mailing labels of all members who have already paid. Membership dues are \$20/year in the U.S. and Canada; \$25 elsewhere. Checks should be made out to "TOG" and mailed to TOG, P.O. Box 213, Mt. Vernon, VA 22121-0213. Act now! Our next issue will include information on the development of a generic Tayana Operations and Maintenance Manual, an up-to-date membership roster, and a new column for Ham radio operators.

TOG is a non-profit organization. Each year, in January, a TOG member who is independent of the TOG News editorial staff, will audit the financial records and an abbreviated financial statement will be

TAKING YOUR HOME RACING

by Ken and Isobel Duxbury

The Duxburys' KWENDA was commissioned in March 1988 directly from the Ta-Yang boatyard. A Tayana 52 (hull #39), she serves as their home in Hong Kong, where Ken works for Cathay Pacific Airways. Ken, Isobel and KWENDA have participated in a number of local as well as long distance races over the past 3 and a half years. The following article is condensed from one that previously appeared in a Cathay Pacific Airways magazine.

KWENDA already had completed the 1990 Corum China Sea Race to Manila; this year it was to be the Dunhill San Fernando Race to the mid-west coast of Luzon, a short 480 nm. Our normal offshore crew numbers eight, with four places filled by Duxburys - Ken, Isobel, Karen and Kimberly. Karen arrived two months early from Australia with the excuse she'd come to help victual and see the Rugby Sevens but unfortunately, she couldn't stay. Kimberly arrived just two days before the start. With the addition of five friends, we had three watches, each with an experienced sailor and someone who was familiar with the boat. That left Isobel as Galley Goddess and Ken free to worry about everything else.

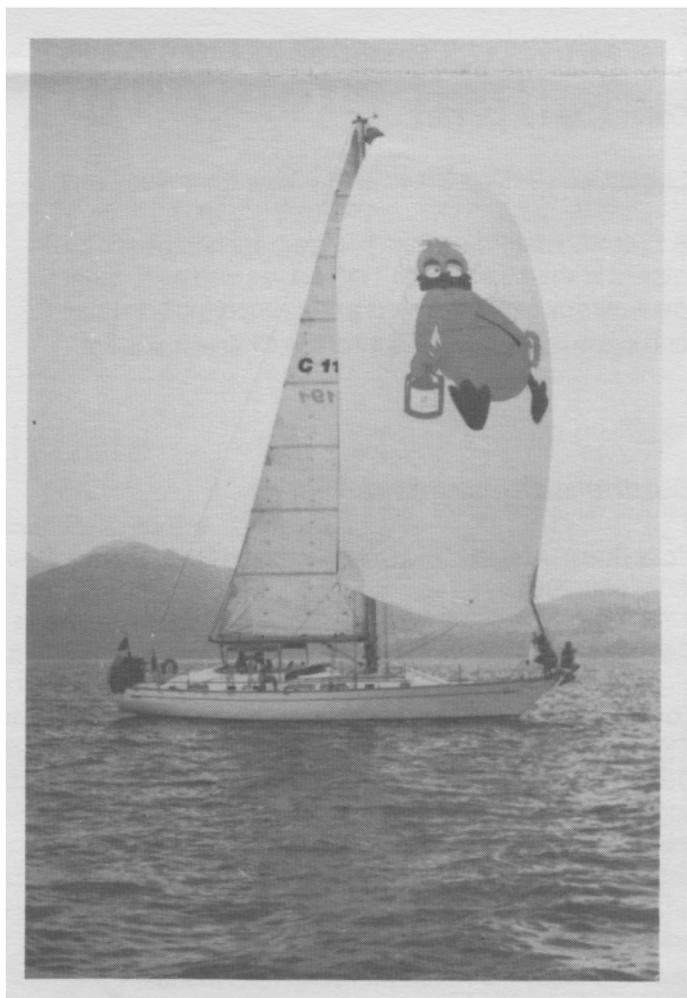
Provisioning for four days and eight people using the experience gained last year was not much of a problem. Three days of preparation and the use of a crew member's freezer solved the main daily meal. The only remaining problem was where to put eight dozen eggs, five cases of beer, six cases of soft drinks, 24 x 1 1/2 litres of water, cereals, ten litres of milk, ten double baked large loaves, biscuits, crisps, chocolate bars, fruitcake - the list was endless as all eventualities had to be catered for.

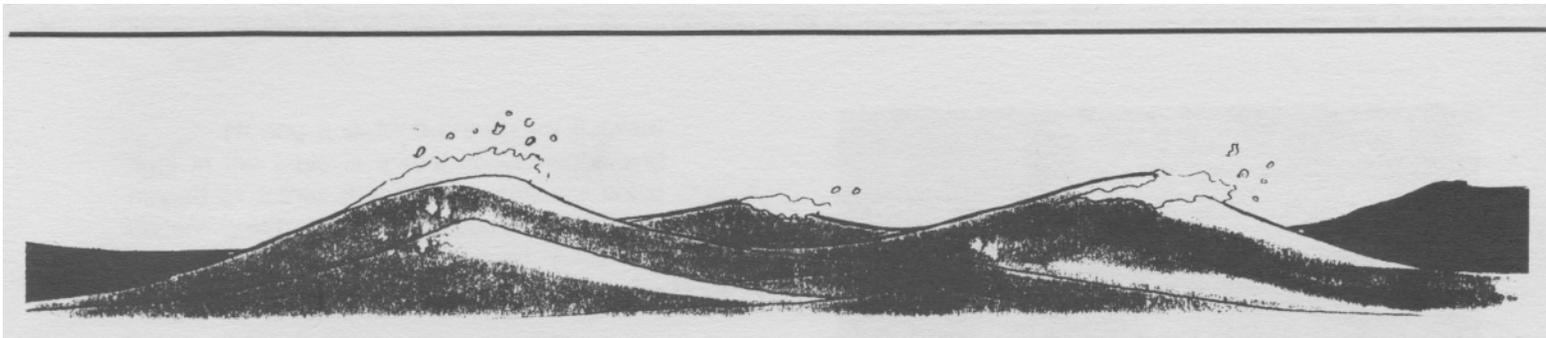
The start of the race on Good Friday, 29th March, was upon us all too quickly. The day dawned grey and windy, just as the weatherman had predicted. We set off into a northeasterly swell, doing the final calibration of our speed logs on our way to the start in Junk Bay. Rounding Steep Island, we got a taste of sea conditions we would face for the next two days.

Our tactics at the start were to try to stay out of

trouble, as last year we hit the start buoy. We didn't want to make it two years in a row! This meant we were the last boat to cross the line, but we were clear and the windward boat. This gave us, as it turned out, a very good start, and we soon overhauled a lot of the fleet who were sailing in confused air. We were just settling into racing mode and clear of the land with sea swells of two metres when a loud bang, like a canon, was heard and the boat just ahead of us was dismasted. We rounded up and checked if they were "OK", and did they need assistance. "No", they said, "two hours out, we'll motor back". This was the first casualty in the race as conditions steadily worsened.

Four hours out, we had already put one reef in





the mainsail and rolled away a third of the genoa. This was to be our sail configuration for the next two days, with boat speeds between eight and twelve knots over a logged distance of 629 nm, some 149 nm longer than the rhumbline course.

It was not very long before the first signs of seasickness were evident, but Isobel and Kimberly, who had started their Avomine tablets two days before, were coping well and a quick issue of Stugeron to all grateful crew soon took care of the problem. Everybody managed to take their turn on watch. As the sea and spray built up, the cockpit became very wet and the spray hood was erected as a haven for the non-steering crew and lookout. Down below, with the boat at an angle of 30-40 degrees, things were a trifle difficult. We shipped water the length of the deck as *KWENDA* punched her way through heavy seas. We found leaks in places you would not believe possible. This meant that if you wanted to use the heads, the choice was getting a salt water shower in the forward or being thrown off the seat in the aft - quite a decision for the ladies. Other small problems, like getting dressed, meant sitting on the cabin floor braced against the nearest bulkhead. Hot meals appeared, provided by the "Galley Goddess" at regular intervals, either between bread or in bowls, dependent on the time of day.

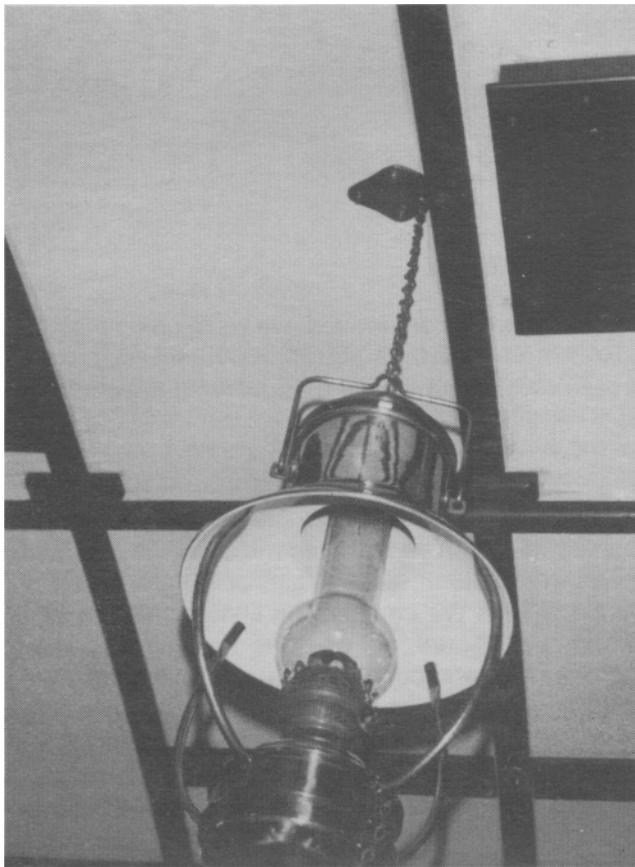
Regular radio checks with the committee for position reports were passed by Kimberly on HF. This allowed us to keep in touch with the rest of the fleet. *KWENDA* was having the ride of her life and we were all very pleased with her performance as this was what she was designed for. The next 40 hours passed in sleeping, watch keeping and trying to stay upright, in a pitching and heaving environment, whilst still trying to push *KWENDA* at her maximum speed. With no sign of a let up in the weather, our ETA for the finish (0230) gave the skipper a few headaches: how to find the finish line, how to find our way inside the reef, and whether to anchor outside and wait for daylight. Like all good captains, Ken did nothing, and the problem solved itself. As we closed the coast, the wind started to drop - eventually to 3 knots, which was quite a change from the previous 48 hours. With sunrise on the third day, out came the bikinis and swimming costumes to look at the dolphins, who were playing across the bow of the

boat. As the wind decreased, we were able at last to shake out the reef in the mainsail and hoist the spinnaker on our new pole which we thought we'd never get to use.

We sighted land at 0700 on 1st April, April Fool's Day. As planned, we managed to reach down the coast to the finish line, with Kimberly - the "Speed Queen" - at the helm, to the strains of Pavarotti, Carras and Domingo. We crossed the line at 1206 and 31 seconds - 72 hours, six and one half minutes after starting. A quick count of the yachts in the final anchorage at Bauang Beach told us we were 14th across the line, 12th on corrected time, and first in Class 5 per Performance Handicap.

Having made such a fast crossing, we had an extra day for the real object of the race - partying - which started that evening onboard *KWENDA*. After champagne and dinner we all piled into the banka we had hired, and were off to explore the local bars and swap tall tales with the other crews. Some of the competitors who were south of the line were still fighting big seas and 40 knot winds and were not expected to finish until the next day. However, the numbers in the bars gradually increased as more and more of the 60 starters finished, substantially raising the profit margin of the San Miguel Company.

The final party was held at noon the following day at China Beach and was sponsored by Dunhill and San Miguel. With more free beer than we can remember for a long time and some brilliant if excentric entertainment provided by some yachts' crews, it was a real blowout. As the sun set, people drifted away, some to eat, some to more parties, and some to start back to Hong Kong. The next day saw even more boats departing, and we made a leisurely start back with a 30 nautical mile run to Bolinao, where we spent the night. The return journey took three and a half days - half the time on engine, and the last 180 nm just like the first. We tied up at our berth at Marina Cove at 2200, 8th April, having been away 11 days and having covered 1250 nm. The last word came from Isobel, "Never again?!!" Our home has now travelled 6,000 nm and looks set to go again.



Cruising Comfort Ideas

"Table Talk"

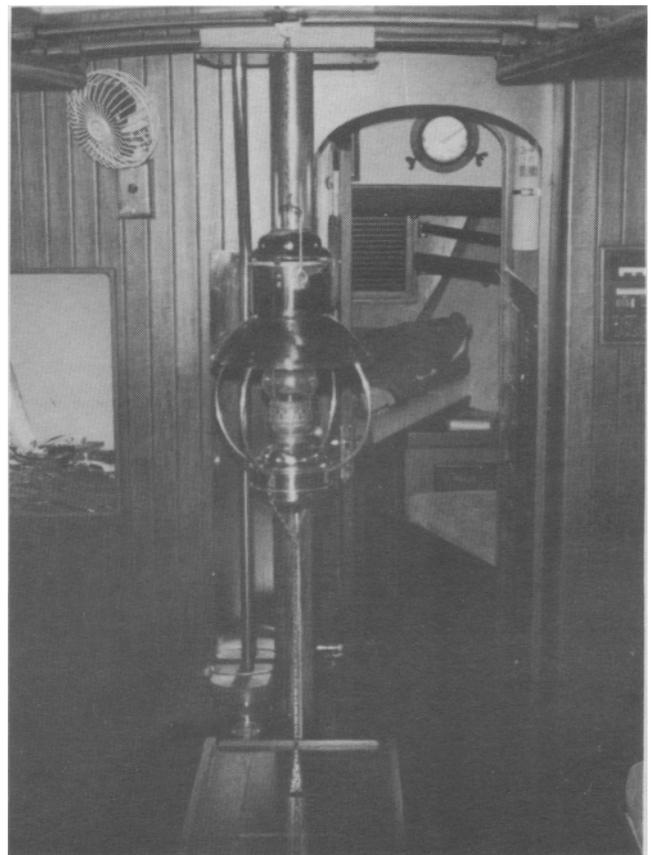
by Susan Canfield, AEOLUS

Whether you're a world or weekend cruiser, attention to detail and the creature comforts can make life afloat a real pleasure. Here are a few small improvements that I've really come to appreciate.



I started by making a thin stainless steel replica of the backing plate, with the after end bent downward at a 90 degree angle. This was then fastened to the backing plate using the existing nuts and bolts.

Many boats have a brass lamp hanging in the main cabin. I was able to suspend this one from an existing padeye backing plate and anchor it from the bottom by a chain and bungee cord that runs right down through the existing finger hole in the storage bin below. A loop of bungee cord at the lower end of the chain slips under a hook screwed to the bottom of the storage bin. It's been a very satisfactory arrangement for 10 years of sailing, including a passage from Los Angeles to Hawaii.



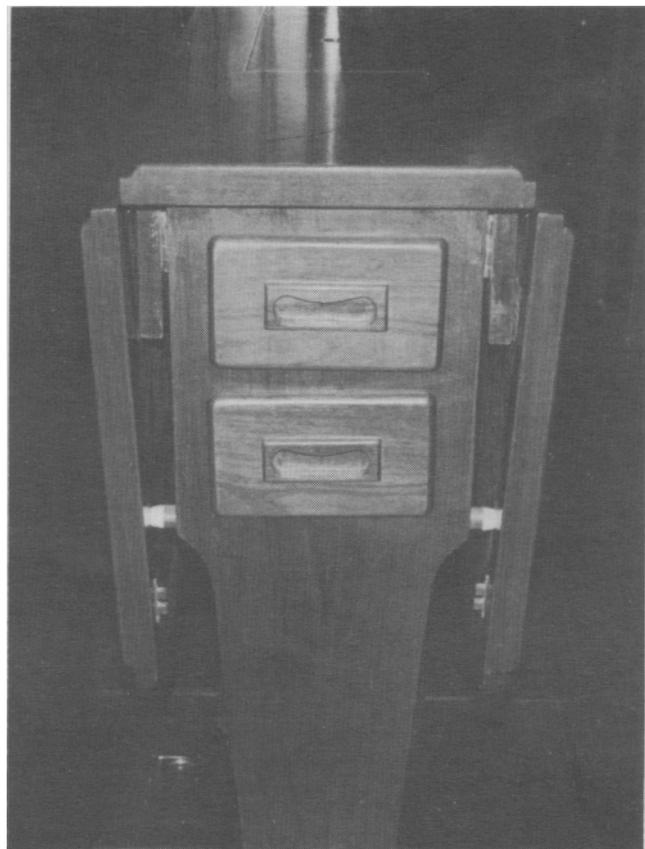
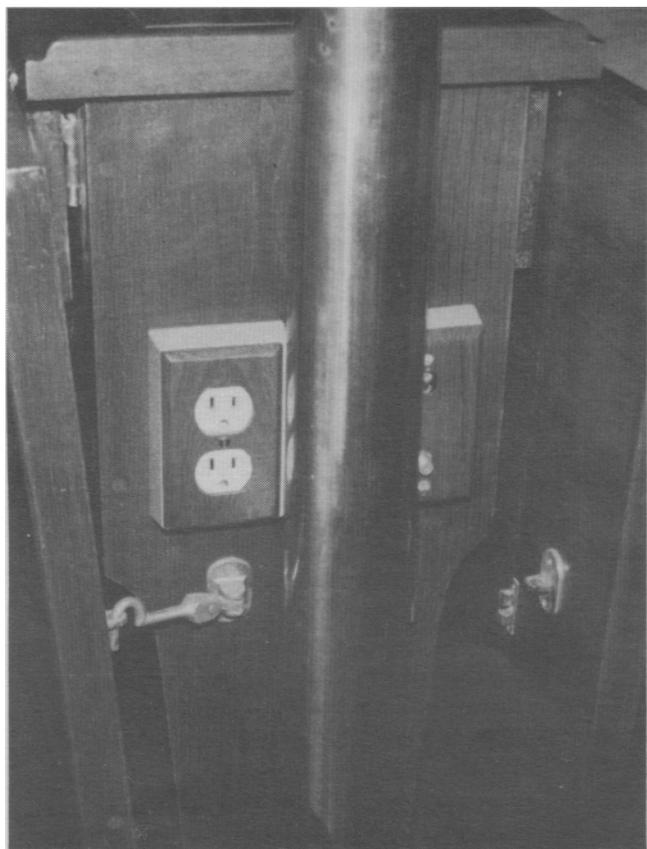
Having a divided drawer for flatware right in the table is a real convenience and helped to further reduce unnecessary noise underway in high seas. I added these dividers several years after I moved aboard. A felt liner in each compartment is a nice touch.



By adding two short posts with small rubber pads beneath the leaves of AEOLUS' centerline table, I eliminated both vibration and noise underway. As built, the leaves were locked in the down position by hooks at the forward end. Without the rubber "bumpers", however, there was too much play between the leaves and braces. Eliminating extraneous noise makes a big difference when you're sleeping in the adjacent berth underway.

Adding both 110V and 12V outlets at the forward end of the table, in addition to a jack for a remote VCR,

without tripping over cords and cables. I used simple plastic outlet boxes (the kind they sell in the local hardware for add-on wiring) with teak cover plates.



News from the Fleet

New members Al and Lois Leon bought their 1987 Tayana 55, *KIKI*, this past November and plan to cruise the Caribbean. Their mailing address is 131 Dolphin Cove Quay, Stamford, CT 06902.

Barry Adams is the third owner of *KAMA*, CT-37 hull #14, built in 1976. Since buying her in Baltimore in 1990, he has refurbished the fuel tank, relocated and upgraded the electrical panel, repaired bulward leaks, insulated the hull and replaced the overhead panels in the cabin. Barry's address is P.O. Box 2696, Washington, NC 27889.

Boat U.S.



P.O. Box 213
Mt. Vernon, VA 22121-0213

Grover "Dutch" and Betty Wheaton, N7MRA, purchased their 1984 T-37 in Seattle in March 1991. After spending the summer in Seattle, they took ten days in late August to sail along the coast of British Columbia. Back at home in Montana for a final year before retiring, they plan to head north again next June to Southeast Alaska. Their address is 2303 Spring Creek Dr., Bozeman, MT 59715.

Graham Hunt recently acquired his 37' *Discovery*, built in Vancouver BC in 1975 by I.C.L. Richmond. He asks to be forgiven for buying the "next best thing to a Tayana" and wants to continue as a TOG member because he finds our newsletters interesting and educational. Graham's address is

We have just recently renewed TOG's cooperative agreement (which had lapsed) with Boat U.S. TOG members who wish to join Boat U.S., or to renew their memberships, may now do so for

1967 Barclay St., #902, Vancouver, BC V6G 1L1.

Doug and Betsy Anderson have owned their T-37, *CREW REST*, for just a year, during which they replaced the original spruce bowsprit due to dry rot. Hartge Yacht Yard in Galesville, MD built them a new sprit of laminated teak. Much to their surprise, it cost less than than it would have had they ordered it from Ta-Yang. Doug would like to hear from other Tayana owners whose boats have the Yanmar 3HMF engine. He says his boat is underpowered, so he'd like to know what sized 3-bladed prop similarly equipped boats carry. The Anderson's address is 9102 Live Dak Lane, Upper Marlboro, MD 20772. V

only \$8.50 rather than the normal \$17. TOG's new Boat U.S. membership number is GA 80446S. Simply reference this number on your Boat U.S. application form.