

12 April 1980
Newsletter No. 3

Dear Tayanians,

Your response has been fantastic and I love you all for it. I knew 1980 would be a good year. Thank you all for your many kind remarks and words of encouragement.

Most of this letter will concentrate on sails, sail handling, and related. But first let me tell you about some goodies:

- o Richard Baylis from Warwick, R.I. has offered, within the constraints of his time, to include members on his trips out to the America Cup trials. If any of you plan to be in Newport during July-Sept., let Richard know.
- o While its too late now, Stephen Gold was looking for 2 crew members to help him sail his boat back to Bermuda from St. Thomas, USVI. Sorry I couldn't help Stephen, but perhaps interested people could write you for future reference.
- o Charles Salski needed some hinges to match existing ones on the interior of his boat. I believe Buz Radican got them for him from TaYang when he picked up his boat from. Taiwan.
- o Dave Wresch reproduced copies of our newsletter and sent them to Tayana 37 owners to whom he has sold boats. His efforts gained us 10 new members so far. Jess Thompson sent me 7 names, 3 of whom signed on.
- o Gary and Meira Tennent from Victoria B.C. have offered to share their knowledge of the Gulf Islands (sometimes called the Canadian San Juans) "special tuck ins" with any interested member. Write them or drop by Van Isle Marina "B" dock, Sydney.
- o Fred Brodersen wrote me a 10 page letter - "the longest letter I ever wrote in my life".

These are examples of the spirit of helpfulness expressed by our members. I find it refreshing.

Now for some sails talk. Like myself, many owners were not satisfied with the downwind performance of the standard cutter rig. Quite a few have bought genoas ranging from 120 - 150%, with 130% (about 600-650 sq. ft) the most popular size. At least 2 owners have installed whisker poles using a mast track and sliding car arrangement as described in Hal Roth's book.

In winds above 5-6 knots a 135% and smaller genoa will come thru the stays when tacking, the 150% will not. The Leedys use a fast pin to disconnect the inner stay (this is a less expensive but slower alternate to Roth's pelican hook approach). I would like some advice on what to do with the stay once it's disconnected. A number of people have bought storm sails (storm jib and trysail) but none have used them yet. I believe all the trysails are set up with separate tracks, as opposed to switch tracks.

It appears as if most owners experience excessive weather helm. Gary and Meira Tennent of Victoria B.C. do not have this problem on their Hull #8. When Bob Perry drew up their interior layout he put a line in the wrong place and the Taiwanese built it that way. The Tennent's mast is 18" more forward than any other Tayana cutter, and lo and behold, no weather helm. One of the other contributors to the helm problem appears to be the way the main is cut by Lam. It is too full (too much belly). As Dan Stewart, Palmer, Alaska, put it, "... this fullness makes it almost impossible to keep the leech of the sail from curving back to windward and acting like a brake. A mainsail that was cut flatter would help cure the problem plus it would allow the boom to be let out further when going downwind" (without the main chafing on the shrouds). Short of getting a new main, or having yours recut, weather helm can be reduced by:

- o Removing any aft rake to the mast. In fact, some forward rake helps
- o Use the traveler to position the main instead of the mainsheet. Keep the boom over the traveler car and maintain pressure on the boom to straighten the leech. Unfortunately, the standard traveler and car leave much to be desired with several failures reported.

A number of owners have replaced them with ones made by Schaefer or Nicro-Fico. Ervin Wehner installs Ronstan travelers and cars on the Tayanas he sells. I have the Nicro Fico track which I attached on top of the old track. I use control lines to position the 4 wheel car, and I am very satisfied with the arrangement.

- o Early reefing is another means of reducing excessive helm. I suspect any loss of power from early reefing is compensated by less drag from a more neutral rudder. Any comments on this?

Russ Wallwork, as a sailmaker what's your opinion about the standard sails?

Fred Brodersen found that the top 3 or 4 feet of his Jib and staysail luffed when all else was set right. By having excess material cut from the top portion of these sails, this luffing was eliminated. Fred has a 135% genoa which he takes down (just under 20 knots) as follows:

The main is hardened to the centerline and the Genoa sheet eased about 1 1/2 feet. "Moonraker" then comes up tight into the wind. Fred walks forward, releases the genoa halyard and the sail drops to the deck... the boat meanwhile tending to itself. Fred also has a cruising spinnaker by Hood. Recently while flying his 1200 sq. ft. monster the wind rose from 10 to 25 knots in a matter of seconds. "Trying to blanket it with the main (the recommended approach to dousing) was impossible as the waves rolled Moonraker exposing the sail to the wind. It tore out of my hands and over it went, still attached at 3 points. As it filled with water I thought we lost it". Fortunately it was recovered undamaged. Fred is thinking about trying a Spinnaker Sally.

People with genoas use them much of the time on all points of sail. Going to weather, the jennys come down at 18-20 knots, above which. the cutter rig comes into being.

When it comes to reefing, the consensus seems to be that when going to weather, 18-20 knots is about right. Above that we have a variety of approaches used by our members, Jake Huber, sailing on San Francisco Bay, likes the combination of 1st reef and jib in 20-25 knot winds. Erwin Wehner claims that the boat "performs almost as well under just working jib and staysail when the wind gets up to 20 knots and better. The lost of windward angle is only 2 to 4 degrees, but ease of handling the boat more than makes up for this". He says, "Try it you'll like it" Erwin puts the first reef in the main at 18-20 knots. If the wind continues to increase, he drops the main. He has never double reefed his main. "If the wind is near abeam I use my first reef at 22-25. With the wind aft of the beam, I'll fly a full main to around 30-35 knots; above that I'll put in a single reef or use only the jib and staysail. With the wind aft of the quarter, I will fly the 130% genoa and full main to 35 knots." With this latter arrangement, he cautions people to reduce sail before coming around to windward.

In their trip from San Francisco to Alaska, the Hubers hit nasty weather, coming and going, off Cape Mendocino, Calif.. "We put in the 1st reef at 20-25 knots and the second at 30-35 knots. On the way back we hit 45 knots (gusting higher) with 14 foot waves. At the time we had our first reef in the main. After dousing the jib I noticed that even though we (my wife & I) were running off with reefed main only, the Tayana held course quite well. It is also noteworthy that even though the waves were breaking and blowing off the tops, we took nothing aboard save some spray. The rounded stern just parted the waves. As you know running off with a main up in heavy seas may lead to a knock down so we doused the main. after half an hour and surfed (with power) for the rest of the squall".

Many people have tried various combinations of reefs and headsails. At the moment the best I can do is let you know what other people are doing in case you would like to try alternate approaches.

Quite a few people are contemplating getting rid of the staysail boom. Dan Stewart has done it. "It makes doing anything forward of the mast so much easier, that the little extra work involved in tacking is not even thought about. What we did was simply remove the boom and hardware, install a deckplate for snatch blocks, port and starboard, and a pair of cleats, one to a side. We have not mounted any winches for staysail sheets as yet. Trimming of the sail means heading up a little and hauling in on the sheets - but it is no problem. When tacking we usually forget about the staysail until last. It will be backwinded at this time but we simply let it out on one side and take it up on the other."

I would like some more information from those of you with cruiser spinnakers. What size are they; under what conditions do you use them? How many people are required when dousing them? I acquired one recently but have little experience yet. It's about 1000 sq. ft. and has hanks at the head and tack plus 2 others if I care to use them. I'm amazed at how far up I can point with it. It is used with the jib halyard rather than being set up like a spinnaker. It comes down like the jib because it's hanked on at the head, and 2 of us can do it. With the spinnaker halyard arrangement, it takes 3 people. My sailmaker recommends the followings when close hauled, use it up to 10 knots; when pinching, 5 knots is the maximum. Downwind up to 20 knots is OK but it's pretty spooky at that speed. Bob Butkus hauls it down at about 12 knots. The sail is made from 1 1/2 oz. cloth but can also be had in 3/4 oz. and 2.2 oz.

Several owners are thinking about roller furling. Jonathan Ela, who sails on the Great Lakes, has installed the Stearns furling gear for his 135% genoa. "I am completely satisfied with every aspect of the rig. Going to windward I do not partially furl, but rather hold the sail as long as possible and then roll it up and hoist the staysail. Although this results in going from somewhat overpowered to somewhat underpowered, there really isn't too big a gap, and since I often sail with fairly green crews I really appreciate the ease in sail handling." Jonathan is experimenting with partial furling in heavy airs on fairly wide reaches and hopefully he will keep us informed on his conclusions.

Bill Hill, from Houston, Texas, seems to have made an interesting discovery.

"Joree" is cutter rigged. Her sails were by Lam and came with her. The staysail was always too long on the foot for the staysail boom. The trouble was that the jack-stay was too close to the boom pedestal. I couldn't move the pedestal back without making the boom hit the mast, so I moved the jack-stay fitting eight inches forward on the bow sprit. A simple job that made the staysail fly perfectly, took the cup out of the leach so it reduced back-winding of the main, and most importantly of all corrected the geometry of the staysail rig. Now the outhaul is

automatically tightened as the boom nears the center line and is eased by the geometry of the rig as the sheet is eased. This simple correction has added at least 1 knot to our average speed." I like Bill's idea but I do have to point out that narrowing the gap between headstay and innerstay will likely mean utilizing a removable stay when flying a jenny.

Has anyone put reef points in the staysail? If yes, please tell me about it. How about double headsails?

For downwind sailing our members use cruising spinnakers or winged out headsails. Whisker poles on the cutter are about 20 feet long, which makes it real handy to have one end fixed to a moveable car on a mast track. Stephen Gold has another approach when he goes wing and wing using main and staysail. He unties the genoa sheets, pushes the sheet blocks almost all the way forward on the track and reties the sheets to the end of the staysail boom. "Then by hauling on a genoa sheet it keeps the staysail boom out there and down."

Now for some random items. Several owners have told me about how great the people are at the TaYang yard. Jim Hayes writes that he has sent them 3 or 4 letters and they have answered promptly. They have sent blueprints on request and even replaced equipment. In the near future I plan to write to them about changes and improvements arising out of owners experiences. Endorsement of these changes by our Tayana importers/dealers would enhance their chances of being~ incorporated. Of course Bob Perry's endorsement would also be very helpful. What say Bob, may I consider you an honorary member of this group?

Meanwhile if any of you want to write to TaYang, here is their address as supplied by Buz Radican,

Ta-Yang Yacht Building Co.
60, Hai Chien Road
Chung Men Village,
Lin Yuan, Kaohsiung Hsien
Taiwan, R.O.C.

Write to Mr. N. S. Chiu, Sales Manager or Mr. Y. P. Chen, General Manager. (Buz says Mr. Chiu is especially helpful).

A prospective owner told me that Bob Perry is now recommending either the shorter rig cutter or the ketch. Is this so Bob? Would you also comment on the staysail boom - I noticed your LaFitte 44 has a boomless staysail?

Two owners have told me about their fuel consumption. I do believe both of these owners have the Perkins 4-108 engine and the Borg Warner velvet drive transmission. Jake Huber burns 0.8 gal/hr.

at 2300 rpm while averaging 5 1/2 knots. He has a 20x18 threebladed prop. I have an 18x10 prop and at 2300 rpm I recently averaged 6 1/4 knots on very smooth seas. I do not know my fuel consumption. Ken Richter averaged 1 gal/hr at 1800-2000 rpm.

The large manual bilge pump under the cabin sole is an Edson copy. The Edson rubber diaphragm, size "0" will fit and is a recommended spare. Has anyone determined if the pedestal steering machinery is an Edson copy?

Has anyone figures out how to put curtains over or on the port lights?

In my next newsletter I am going to report on our members' experience in finishing the interior and exterior teak, I will also report on safety items to be aware of. Along this line Jake Huber suggests that any owners who have had their boats surveyed (as he has) to send me copies and I'll pass on the info. I would also like input on the following topics:

- o Heating, type stove and cooking fuel, brass cleaning. cabin sole finish, refrigeration, prop shaft locks, upholstery fabric, corrosion, ketch rig performance, hints on outfitting to live aboard, experience or opinion on running back stays for the Tayana, mast finishing, wind vanes, winch upgrading.

I'm going to close now with some lighter comments fr3m Stephen Gold. Stephen., in his most creative output to date, is in the process of installing some wooden supports in the cockpit across which he will place some boards that fill in the cockpit well area. He will unroll a piece of foam covering the entire cockpit. "This makes the cockpit area into a gigantic double bed big enough for sexual athletics and wonderful for sleeping under the stars on warm Caribbean nights. Truthfully though, filling the cockpit with spare sails and using the dinette cushions work real well. Of course this is the major advantage of a boat with worm drive steering which is just further proof that people who choose pedestal steering are sexually repressed". Does anyone care to comment on this?

Fair winds,

P.S. As of this date, our membership breaks down as follows:

45 owners
3 importers/dealers
1 honorary (Bob Perry)
5 prospective owners
54

New members not previously listed are shown on the next page. If not shown, please provide me with your hull no. and boat name. Oh yes, if you have not yet sent in your dollar or stamps, please do so.