

29 May 1980
Newsletter No. 4

Dear Friends,

I get as much pleasure telling you about our members personal lives as I do passing on information about our favorite boat. Let me tell you a bit about Pete Eckerson. Pete keeps his boat at Sag Harbor, Long Island, N.Y., and practices dentistry in Southhampton. In the 1960's, while serving as a Naval dentist on the aircraft carrier Lexington, he conceived the idea of a sailing dental office. In November 1978 he ordered a Tayana modified to fit his dream. His Tayana has a complete dental office. The quarter berth and navigation station were replaced with a dental chair which doubles as a seat for the chart table. A panel of 15 handmade drawers holds the dental instruments. The head enclosure serves as a dark room to develop x-rays. The cockpit, which can be closed in during inclement weather, is the waiting room. Right now Pete practices one day a week aboard at Fishers Island, about 4 hours sailing time from home. Pete says, "It has been some wild experience! I should write a book - 'Dentistry Can Be Fun'". Pete, all I can say is you're fantastic.

Glad to report that Buz and Celine Radican now have their boat in Japan. The trip from Taiwan via Okinawa was really rough. Enroute 51 days to Okinawa they hit 2 storms of 35-45 knots and 20' seas, and had to heave-to twice, plus the worm steering failed (more on worm steering later). The leg from Okinawa to Japan was worse. They were hove-to for 2 days in 45-60 knot winds and 20-25' seas. Out of all this Buz had some interesting observations:

- "The boat is solid - built to take it. Nice and stiff rides well hove-to in 50 knots/20' seas. I liked the performance of the boat lying hove-to with just the storm jib. The jib stabilized the motion and kept the boat pointing pretty close to 80° into the wind, We made only a half a knot side drift."
- With the wind on the beam, Buz liked the combination double reefed main with yankee and staysail. But when the wind increased to 20~, he found that the boat steered great when he dropped the main. (Note - this latter approach is the same recommendation made by Erwin Wehner in the last newsletter). In fact in this configuration, Buz tied up the wheel 3 times for 8 hours at a time and the boat held a course like it was on a set of rails.

One night on a broad reach, 20+knots, 2 head sails, double reefed main, the boat steered itself for 5 hours without attention. Fortunately this was the course they wanted to be on as obviously this self steering, wouldn't have worked that well on all points of sail. Buz had the rail under much of the time, While there were numerous small leaks (chainplates, etc.) none were major.

- The Radican's did see rogue waves. "For a while the seas were running 20+ feet and every so often a bigger one would come rolling in, significantly bigger than the rest. Fortunately none broke over us. Little boat just went up one side and down the other. Every once in a while when we would reach the top, and start down, here would come a big mother. Impressive sight especially when you are on the crest of one high wave and another is coming that is so much bigger than. the one you are on."

I wanted to describe the Radican's experience because I believe many of you are interested in the way the boat handles in heavy weather. Sounds good to me. Great job Radicans!.

Paul Sheldon wrote me a super letter describing the many changes made to his boat including rigging the boat for singlehanding. I plan to describe his innovations in a near future newsletter.

Bob Perry accepted the invitation to join our group and offered to assist us. He acknowledged existence of the shorter rig. Bob, what is your position regarding recommendations for use of the shorter versus taller rig? Would you make available to our group copies of the plans for a shorter rig? The Leedy's are very happy with their shorter rig. The mast is 3 1/2' shorter, and the boom 13" shorter. The main was recut and the excess belly removed. The staysail, also recut, now fits the staysail boom much better.

Charles Salski sent me an ad from his local Vancouver newspaper showing a Tayana 37 for \$128,000 . . . it sold in a matter of days. Do keep in mind however that the rate of exchange these days is one Canadian dollar equals about 80¢ U.S., plus there are high import duties, and a British Columbia Provincial sales tax.

At this point I would like to describe some mechanical components of the Tayana which have caused problems to the owners. Unless I hear good reasons to the contrary from any of our group (including the importers and Bob Perry) I will advise TaYang of the need to correct these problems. I plan to do this in about 10 days.

1. Several owners have had their worm steering actually fall apart. I know of two importers that will not order boats with worm steering. I hope the others follow suit. On the contrary, I have heard only one minor complaint about the pedestal steering, and the same for the rack and pinion. I would like to include in a future newsletter some preventative maintenance ideas about the pedestal steering and would welcome some input on this subject. Incidentally most dissatisfied worm steering owners are switching to hydraulics, while Fred Brodersen went to an Edson pedestal.
2. On many boats the water tank is located in the bilge near the engine. A drain plug is located on the side of the tank near the bottom. It's location causes it to be submerged whenever there is water in the bilge. One owner reports that this drain plug corroded away and out came the water, Luckily the situation wasn't critical but it sure could have been. I suggest all owners check this out. Any suggestions on this?
3. My boat is hull #81. The design of the sea cocks did not provide for a means for lubrication. They froze up solid in a short time. I replaced them all with ball type sea cocks having nylon inserts. They are still working easily after one year. It was a tough and expensive replacement job. I have been told that on the new boats, TaYang has substituted sea cocks that work better, but I haven't seen them. Tell me about this.
4. Two owners have had their prop shafts come loose from the shaft coupling connection to the transmission. Fortunately the shaft will not fall out of the boat because the prop is stopped by the rudder. While I'm not positive about the cause, it does appear as if the set screws in the coupling come loose from vibration. I urge all owners to check this potential problem. Any suggestions?
5. The mainsheet traveler and car are very marginal equipment. In one case the car pulled off the track. In general, the car is very difficult to move when it's under pressure. Several owners have replaced these items with U.S. built hardware, plus adding control lines for positioning of the car. At least one dealer installs a U.S. built traveler and car as standard equipment. Repositioning the main boom using traveler car control lines rather than easing the mainsheet helps maintain a better mainsail shape such as a boom vang would do.

6. My boat has pedestal steering. The emergency tiller that came with the boat had to be cut off in order to clear the pedestal. I'm going to need help if I ever have to use that stubby tiller to move that barn door rudder. Bob Crawford decided that he would screw a ventilator into the emergency tiller deck plate.
7. I opted for aluminum spars, as did Bob Butkus. A TaYang furnished stainless steel mast step was installed on our boats. We both have suffered from electrolysis problems and have had to have the spars repainted and the step replaced with aluminum ones. It does appear as if the step was the culprit.

I am going to advise TaYang of the above 7 safety items, and others in the future as they arise. I plan also to make suggestions for other changes which, while not critical, would be desirable. I would like your ideas on improvements. For now, tell me your thoughts on the following:

1. Apparently the hollow bulwarks are the source of a number of leaks. Several owners have had this space filled with, foam, others have applied sealants under the cap rail and around the hawse. Let me know if these actions have reduced the leaks.
2. The location of the 100 gallon* tank (fuel or water) in the bow seems inappropriate. When all chain rodes are used, the bow heavy problem is compounded. Some owners have eliminated the bow tank and put in tanks under each settee. Others have added tanks in the stern. I have a print of the boat obtained from Bob Perry that shows a small waste tank under the V_berth and a fuel tank under the starboard settee (plus, of course, the 100 gallon tank in the bilge). I discussed this with Bob a couple of years ago and he agreed that a 100 gallon tank did not belong in the bow. I have two questions for you Bob -
 - a. How many, how large, and where should the tanks go?
 - b. For those of us with large tanks in the bow, what corrective action do you recommend? A stern tank or ?
3. I would like some input on prop size and performance. My 18x10 3-bladed prop will turn a max of 3000 rpm. I can cruise at 6 1/4 knots at about 2500 rpm in smooth seas. I have a Perkins 4-108 with a Borg-Warner transmission. I would like to hear from others on their experience.

*Has anyone actually measured the capacity of this tank?
Charles Salski says he did and it measures 85 gallons Canadian.

Paul Sheldon tells me that Bob Perry intended that a 2-bladed 18x10 be used. I hate to keep putting you on the spot Bob, but what's the straight skinny here?

4. How about the standard ice chest insulation? I hear that at least 4 inches of insulation (6 inches next to the hull) is needed to maintain temperature. Looks like the standard is about 2 to 3 inches. Any opinions here? I am convinced of one thing. The locations of the ice chest and the sink should be reversed. It just doesn't make sense to have the ice chest next to the engine compartment. Besides, the ice chest winds up being larger this way.
5. I would like to know about experiences with the shaft packing gland. How long does the packing last and what techniques are used in changing the packing. The design of the gland doesn't seem quite right to me. I need two wrenches to adjust the drip rate. Any advice here? Is a different type gland needed? Jake Huber has heard of several owners loosing their stuffing and taking on water while offshore.

That's enough negatives and ideas for improvement for now. Every boat has it's list. We all know the Tayana positives far outweigh the negatives.

I want to close off with our owners' views on how to maintain the finish of the below deck and outside teak. Before I do I want to mention newsletter costs. Most people have sent in their \$1 donation (or 6 stamps) while others have sent in more. Those who have not (not too many) will be reminded with a personal note attached to their newsletter. This will be the last newsletter sent to those people who have neither sent in their contribution nor responded to any previous newsletters. The treasury has enough money to finish off the cost of the first six newsletters. For the next six, I am requesting the following:

1. A \$2 donation (I have used up my stationary supplies)

or

2. Send me 6 self-addressed, size 10, stamped envelopes. I prefer this choice because our group has grown so it takes a long time to write out and stamp about 60 envelopes.

With regard to teak finishing/maintenance, us Tayana owners use a variety of materials. Pete Eckerson likes Valspar Danish Oil below decks and Deks Olje #1 topside. The Salski's wet sanded the interior and have been using lemon oil. On the exterior they put on 6-8 coats of Deks Olje #1 and then 2-3 coats of #2 and they are happy with the results. I also use lemon oil on the interior, #1 Deks Olje on the exterior with #2 on the hard to get at trim. In Southern California I find it necessary to put on 1 coat of #1 every 3 months. The Tennents from Victoria, B.C. wet sanded the interior with ultra fine sandpaper, applied Watco Oil, wiped it with a clean cloth, then applied 2 coats with a cloth. "This has kept the teak looking like velvet, Once or twice a year I run a cloth over with oil, and in the dry spots, re-sand. Ours is now 4 years old with 2 active children running about, and it looks as good as the first coat." The Hills from Texas use H&L Teak Oil on the interior. "It is water white and water thin. It keeps our interior teak alive and bright looking, but does not build up or feel tacky as an exterior teak oil would." Jonathan Ela uses Watco Teak Oil on the interior and likes the results. "It is laborious to use with proper wood preparation, but what isn't? I sometimes get a slight headache from applying it and strongly suggest good ventilation." The Leedy's from Washington State provided the following approach for their interior which "is a delight to feel as well as behold. We used a product made by Daly's, Inc.,(1121 N. ~6th St., Seattle, WA 9~103) called 'Ben Matte' clear. The first application was painted done with a brush, let set for several minutes, then sanded with 230 grit wet and dry sandpaper, followed by rubbing with a soft cloth. After 24 hours, a second coat was applied, sanded with 320 grit wet and dry, and rubbed with a cloth. The final coat was sanded with 400 grit which left the wood feeling and looking like satin. A couple of times a year I put a small amount of Ben Matte on a soft cloth and go over all the woodwork as if to dust really simple! Daly's also make a fine product, 'Sea Fin' for exterior teak which we are using and are pleased with the results".

I would like to urge you all to pick up your writing instrument right now (before this letter gets put aside) and answer my questions. Also please reread the last newsletter and to the extent you can, give me some input on any or all the subjects I mentioned, Thanks. I know writing can be a chore, but I need your help,

Stay well and keep writing

Fair Winds,

P.S. If any of you are licensed radio hams, please let me know your call sign.