

Newsletter No. 8  
1348 Nonchalant Drive  
Simi Valley, California 93065  
29 January 1981

Dear Friends,

Annie came up with a wonderful idea for a gift for all of you. As you can see from the enclosed, I have now removed all your excuses for not writing. Enjoy your new pen.

This newsletter is going to be a bit different. There is more material on trips people have taken and less on boat care details.

In early December, Annie and I went to LaPaz, Mexico, which is on the Baja peninsula facing the Sea of Cortez. We hope to cruise there in a couple of years and wanted to take an advanced peek. The tour price was hard to resist. Round trip airfare from Los Angeles to LaPaz (over 1000 miles) and seven nights in a fairly nice hotel on the beach cost \$169 per person. Next year it will cost \$1~9 - a great bargain! LaPaz is a thriving, growing city of 100,000 people. The Port Captain is 15 blocks from the anchorage. He does not speak English. Getting a case of turista is inevitable but we had an ample supply of Neotracina. This drug, available only in Mexican pharmacies, is fantastic. One pill generally cures you in about 4-5 hours. Two pills can create the opposite problem. The drug is safe and was recommended by our doctor as more effective than anything available in the U.S. We took a day trip to Cabo San Lucas which is on the southern tip of the Baja peninsula. "Cabo" is a very beautiful place with long wide white sand beaches, clear warm (72 F) water and lots of sea life. There were many cruising yachts anchored there. The best season is November thru April.

On Monday, 20 October 1980, Chick and Gerry Clark (Hull #214) departed Brunswick, Maine in "Harmony". Chick had been personally commissioning his boat for many months preparing for his first extended cruise to the BVI. He had written me extensively about his progress and sent me excellent photos of his work, much of which I have passed on to our group. Two days after departing, (Wednesday), despite weather forecasts to the contrary, the winds increased to 30 knots building seas to 15-20 ft. within an incredibly short time. They were 30 miles NE of the Nantucket light ship and the winds were out of the NW. Chick had become very sea sick and his ability to navigate degraded. During one trip below, the canned goods under the starboard settee broke out and covered the cabin sole. Chick fell into the stove hitting his head and knocking the stove off it's mounting. He decided it was prudent to head for Newport, R.I. By 0100 Thursday they had passed the lightship. By 0730 they were only 15 miles past the lightship ... both exhausted after 18 hours of the storm. The lightship advised them to return and tie up to their stern. Backtracking to the ship took 2 1/4 hours under power. As they passed close aboard, the lightship crew tossed a

messenger line with a 3/4" braided nylon line attached. Gerry maneuvered the boat while Chick hauled in the line. It took the rescue boat 12 passes to get the Clarks aboard. They were asleep in no time. During the night, Harmony, aided by the wind and tide, sailed around the ship keeping the crew busy walking the mooring line around the ship, In Chick's words, "the next morning to get back aboard, the crew pulled Harmony along side fending her off as best they could while I climbed down a jacobs ladder and jumped aboard, After I got the engine started and began backing away, Harmony side-swiped the ship bending 3 stanchions. She didn't answer the helm very well and only after I completed other tasks on board did I discover that the quadrant had slipped down the rudder post on top of the packing gland. It had pulled the steering cable off both sheaves binding thereunder, With the able assistance of the ship's chief engineer and me on the emergency tiller, we got the steering repaired. Also, the seas had been so violent that the shims at the partners had fallen out onto the cabin sole.

In fair weather we got underway for Newport (again) about 1530. Six hours later, as we passed our first buoy, we were able to receive our first NOAA weather broadcast in several days. (Even the lightship didn't receive good weather forecasts). What we heard startled us; small craft warnings had been upgraded to gale warnings. Sure enough, in an hour we had a sudden increase of wind on the stern. We were running on double reefed main and had taken in the jib, rigged the storm jib on the staysail boom and subsequently hauled in the main and went under power again. At 1700 RPM we had turns for 6 kts or so.

By midnight, storm warnings were being broadcast for Nantucket Shoals with 55 kts and gusts forecast. We were boiling along with the storm on our stern declining Coast Guard invitations to come into Nantucket, Martha's Vineyard, Cuttyhunk and/or Woods Hole. With our stern to the waves we were quite safe and as comfortable as possible. Any of the havens offered would have meant beam seas for hours. At dawn we had passed the west end of the Vineyard and, shortly, had Buzzards Bay light abeam. By 0930 I could see the Newport bridge (I had no harbor charts so figured red right returning better be a good gauge). As the water shoaled near Newport the seas got steeper and the winds blew the tops past us like bird shot. Waves were at least 25/30 feet and the wind was gusting over 50. (That night the Newport Yacht Club registered 75 kts).

We found the entrance light (Breton Light) and followed the channel buoys to the harbor. We tied up at Christies wharf and thanked our stars we made it. That night, with the storm still building, the wind shifted to SW blowing across the harbor at our pier. By 2130 waves were breaking over the main pier and our little finger pier was shaking and moving like a rock band. I put out extra line and finally got Gerry on deck telling her we'd better go to a motel. We did!

In the morning I went back to the boat and found the finger pier half gone, the bow sprit broken off up to the crane rim and the pulpit bent and twisted. Harmony had surged under the main pier when an 18 ton ketch in the outboard slip chuffed through some of her lines and crashed down on our finger pier. Two of the pilings were carried away and the walk way collapsed.

On Monday we were finally able to get aboard and we promptly moved to the Newport Yacht Center, site of the Newport International Sailboat Show. We aren't sure, but we expect to be hauled about the 22nd and if not we'll live on board here for much of the winter "

I received this report from Chick the first week in November. He was not sure whether Harmony was to remain part of his future or not. Gerry was in no mood to discuss cruising. However, both were convinced that the boat was as safe as a boat can be. It took the weather much better than they could. There was not a leak though they were taking massive amounts of water on board each time they plunged into a trough. They found the safest place was on the cabin sole about amidships.

Chick uses a Tamaya NC-77 calculator to work out his position. Plagued with mal de mer, he failed to enter South after entering the observed altitude. He knew the answer was wrong but not why. Later he reworked the sun shot and got a fix 1.5 miles west of his planned course.

I got another letter from Chick in early December. He sounds much more up. The idea of selling Harmony is rapidly fading. A new pulpit and bowsprit are on the way from Ta Yang via Dave Wresch. Chick and Gerry are now talking about cruising again, preferably with a crew of 4. (Gerry would rather cook for 4 than stand the mid watch).

The photo shows the bent pulpit and if you look close, the missing bowsprit. I hope others will join me in a toast to the Clarks. By the way, the Clarks plan to try again in the early fall of '81. If any Tayana owners are interested in crewing with the Clarks please let me know. They will likely go down the east coast to Moorehead City before heading off the coast.



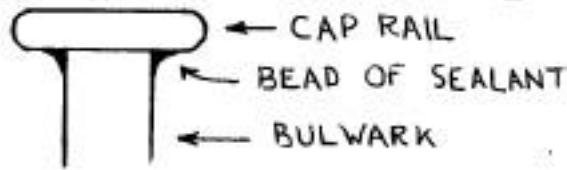
During a recent trip to Seattle, I was fortunate in being able to meet with Bob Berg (see Newsletter #6, page 9). Bob described how the Tayana 37 project got started. Mr. C.T. Chen of the Ta Chiao Bros., Taiwan, had been building a series of CT sailboats of various sizes. He asked Bob Perry to design a 37 footer for him. Bob Berg and Will Eckert, partners in Flying Dutchman Yachts, Seattle, worked with Perry on some of the basics. Berg ordered the first boat specifying the interior arrangement he wanted. A Mr. Jim Osteen ordered the second boat. Osteen's boat (assigned Hull #1) had a wood deck and wood deckhouse. Berg's had a fiberglass deck and a wood deckhouse. (A picture of it appeared on the cover of Sea Magazine in 1975). Osteen's deckhouse was made longer than Berg's to permit standing headroom in the V-berth area. His boat was then used to make the mold from which the Tayanas have been made.

Hull #2 (current owner unknown) is in Port Madison, Washington while Hull #1 was last seen in Santa Barbara, California. Hull #3 is owned by one of our new members, Dave Adams from B.C. Canada. Anybody know who owns Hulls 5, 6 or 7?

Bob Berg told me that Mr. Chen did not believe the "CT 37" would be a success so he gave the design rights to Ta Yang in exchange for a 10 interest in the boat (a decision he has often regretted) Flying Dutchman sold about 37 boats in the Seattle area before giving up the dealership (Specialty Yachts, Vancouver, B C. were also selling CT37s at the time). Certain problems developed and the information was fed back to Ta Yang. I find it interesting to visualize the scene. Back in Taiwan, Ta Yang was struggling to step up to a surprisingly large number of orders coming in. Keeping in mind that boats cannot be owned by private individuals in Taiwan, Ta Yang had no real insight into what constituted a good sailboat. It had to be difficult to judge the merits of changes being requested by dealers. And since change costs money and slows production, the changes came slowly, or in some cases not at all. Some of us have wondered why certain problems were not corrected a long time ago. I realize now that since the design, molds, etc. are owned by Ta Yang, that neither Bob Perry or the importer/dealers had/have any real clout to get changes made. While Bob Perry would like to be helpful, his attentions must remain focused on current projects.

One problem with the boat which hasn't really been fixed by Ta Yang has to do with the hull/deck joint. Quite a few members (but not all by any means) who put their rail under complain of leaks. Mr. Berg believes the problem comes from inconsistent quality in the way the joint is assembled and sealed. Two "fixes" have been tried by owners. Gary Card (a nonmember) of Seattle is the one who injected foam into the bulwark hollow spaces. (Bill Stennis, will you please call Gary (206\_784\_2300) and find out how he did it, what he used, and how successful he was, and let me know?)

The other fix, and the one advocated by Berg, is to apply sealant to the caprail/bulwark joints.



To do this, apply masking tape on both sides of the joint and run a bead of Thiokol (or other sealer) in the joint. Then remove the tape. I would do the same around the hawse openings. I would hope that Ta Yang will make an effort to improve the quality of the hull/deck joining operation. I would like to urge dealers or owners to apply sealant to the caprail/ bulwark joint during commissioning. We all know it's a rare boat of any make that doesn't leak somewhere. Our goal is to just create better Tayanas.

On the subject of leaks, Charles Salski suggests "I think I may have mentioned in my last letter that we were in Seattle a few weeks ago, dock walking, at Shilshoe Marina and found quite a few Tayanas We got to talking to one fellow (his name has left me, but I do have his card in my ski jacket pocket and I'm to photocopy all the newsletters for him, he may join up.) Anyways, he had the boat up to Alaska last year and he told us something quite interesting.

The fellow in Seattle told us that it was not the bulwarks that was causing the water leaking problem into the boat, but the brass portholes. It seems that water gets in behind the portholes which are not sealed properly and travels down the hull in between coamings and then drips into lockers, etc.

He at first thought the leaks to be the holes in the bulwarks, but after blowing in foam and sealing off the bulwarks, he still had the problem. He then took out a window and found it to be void of much caulking and upon taking out each window, he found much the same. He ended up pumping in 2 long tubes of caulking in and around each window. AND problem solved.

Now I have not tried this, but I do know that I've sealed by bulwarks and when sailing I still have two lockers that salt water does accumulate in!!! Perhaps my windows, I do not know. May tackle the problem in the spring. But one leak at this point at least I really feel it could quite easily be my window. Interesting to say the least."

Another problem which has been discussed often in these newsletters concerns the worm steering. In Letter #7 Jake Huber described one fix. Other members have switched to hydraulic steering. Anyone interested in the hydraulic fix should write to member Gary Tennent (see Ltr. 7 name list) who, according to Bob Berg, married hydraulics with the worm steering and is quite satisfied with the results.

Bob had this to say about Tayana seacocks. "By the way, be careful with your advice for the "freezing seacocks". While the boats have the tapered seacocks, those people with the earlier boats should be careful to look at their seacocks before they try and turn them. The yard started using seacocks that had a pin inserted into a hole that was drilled down between the threads of the seacock nut. The intent was that the pin would keep the nut from turning and having the seacock fall apart. At least that was the yards idea. What really happens is that when you try and turn the nut with the inserted pin is that the whole nut and threaded end of the seacock will fall apart! Thus you then end up having to replace the whole unit. If you want to adjust these seacocks, I suggest that you try and drill out the pin first. When we found out about the problem, we had the yard change to either a double-nut seacock or using the single nut ones but just "Pinging" a dimple in the threaded area instead of inserting the pins."

One final note on my visit with Bob Berg. His current office is the old one that was used by Bill Garden when he lived in Seattle. Bob Perry used to visit Garden's office in those days and sit at the drawing board and practice putting his name on Garden's drawing! Bob, thanks much for your time and info. Good luck on your latest project - the BABA 40 - it's sure a neat boat.

John Green, Hull #40, wrote me about his recent trip from Victoria B.C to Hawaii. He sailed on GYPSY MAGIC, Hull #3. "Briefly, we left Victoria on May 24 and after a slow trip out of Juan de Fuca, found some pretty strong wind off Cape Flattery. We measured the wind at 35 kn with a lot of higher gusts and basically this persisted for the next few days. We beat off shore for the first day under double reefed main and yankee. It was pleasant to be able to ease the sheets on the second day and reach south with the same sail combination. We used an Aries for steering and found it better than a person. It is prone to chafe if the lines are not led right on. As the double reef was in for so long, I think we should have used the storm tri to reduce stretch in the main, but the day we hanked it on the wind eased. After finding the trades at 32N we had a couple of sloppy days then had fairly consistent NE winds to Hilo. We saw no other sailboats and only 4 freighters in the 20 days at sea.

Navigation was basic with almanac and sextant using H0249 air sight reduction tables. These are by far the easiest to use and are accurate within 1 mile. Volume 3 of H0249 has selected stars and makes star shots quite easy. I didn't see any need for a computer and would not use one unless I could already use the tables and understand the basics of celestial navigation.\* Our first 8-10 days were almost entirely by dead reckoning as the sun failed to appear.n

During my January '81 trip to Seattle I had the real pleasure of meeting Elizabeth and Bill Stennis. As you may recall the Stennis' have been living in Alaska on their Tayana for the past several years. They are

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\*I would like to hear opinions on this subject from other owners

now living aboard on Bainbridge Island, a short ferry ride from downtown Seattle. Bill now works for Smith & Herbert as a yacht broker. Bill says "If anyone is interested in selling their Tayana (God forbid) he would be most happy to represent them': When the Stennis' invited me to dinner aboard "Dionucles" I didn't realize what was involved. We left our cars at the Seattle ferry terminal, took a 30-minute ferry ride, got into a dingy for a 10-minute row, and finally reached Dionucles. Bill does this twice a day and enjoys the peaceful moments.

The survival raft aboard Dionucles is a 6-man Givens in a soft case. It doubles as a helmsman seat and is held in place by straps to the stanchions and to pad eyes. Under the raft is a teak grating fastened to the fantail so water doesn't collect under the raft. Elizabeth would like to hear from others on how survival rafts are stowed.

The Stennis' use a magnet on a string or a spatula taped to a mop handle when retrieving objects from the deep part of the bilge.

Well, our good friends the Radicans, Hull #262 have been at it again. In a previous newsletter I described how Buz and Celine went to Taiwan from Buz's home base in Japan to pick up their boat. Due to delays, Buz's leave ran out and Celine skippered the boat home. On their most recent cruise they again faced some not so smooth seas. Here is Buz's description of the trip.

*As you know the original plan was to go to Ponape, Truk then Guam. The pilot charts predicted Easterly winds the vast majority of the time, good for what we wanted to do. The original course from Japan to Ponape should have been 145 or so. After a real nice start, the winds veered to the Southeast and the best course we could make was 090 plus or minus a bit. After 3 days of running due east, it was apparent that we were going to pass well north of Hawaii. Time to regroup and consider the options. I did not want to get too far East and then be forced to change my mind. So after the 4<sup>th</sup> day we decided to forego Ponape and turn South to Guam. Weather was getting worse by the hour ... tropical storms and hurricanes. So after 10 days at sea and 550 miles as the crow flies (closer to 800 across the ground) we stopped at the island of CHICHIJIMA in the Bonin Island group. Spent 3 days there waiting on a small typhoon to pass south. Beautiful place. Just great. Did a little SCUBA diving, toured the island and had a generally good time. Departed there for Guam, some 800 miles due South. First 3 days out were super ... just the kind of days that make cruising so fantastic. One to 2 foot seas, 10-15 knots of wind ... beautiful sunsets. Cocktails in the cockpit at sunset. Could not ask for better sailing. Even with the light airs we were rolling along with 120-130 mile days. Then the brown stuff hit the fan. We reached latitude 17N and spent the next 10 days within 20 NM either side. of that latitude. The winds and seas just kept rolling right out of the south. we were in radio contact with the Naval Weather facility on Guam via phonepatch and every day they would say "things will improve in 2 days and the wind will swing around to the West/Northwest." Wrong. Ten hard, discouraging, dismal days. We went 7 days with constant winds of 35+ knots. Fifteen + seas and occasional gusts up to and past 50 kts. I told you in the postcard that we went through 27 sailslides and at one point blew the triple reefed main completely off the mast. The "D" part of the nylon sailslide kept breaking. Fortunately I had about 50 spares thanks to TaYang. I am going to replace everyone with new ones that have a metal "D" part coming out of the slide that goes inside of the mast track. What I think interesting*

*is that we only broke one or two on our trip up from Taiwan. Also during on rough moment we broke a shroud. My mast is a Yachspar mast made in New Zealand and it attaches to the Mast with "T" fittings vice tangs. The "T" fittings also are made by Yachtspar in NZ, not Taiwan. The "T" fitting broke about 2" from the mast on the lower port shroud. Fortunately, the other shrouds held fast. I tend to disagree with Paul Sheldon's opinion that the intermediate stays are purely decorative. When my lower after shroud gave way the intermediate stay took darn near the entire load. At the time it gave way we were under triple reefed main and staysail. The intermediate stay is just opposite the staysail shroud and took quite a load. I am not saying that a running backstay would not have done the same thing but I do know from first hand experience that the fixed intermediate stay WORKS (whew, does it ever). My only complaint is that while the rest of the rigging is 5/16ths, that stay is 1/4". Sighting up the mast I could see just how well the stay taking the strain, etc. When the winds dropped off to a reasonable limit we even pressed on under triple reefed main and 135% genoa making a respectable 5 kts and sometimes better. Upon arrival in Guam I sent a TELEX to TaYang requesting a replacement stay but by the time I flew out 10 days later it had not arrived. I assume that it arrived before Celine and Pat (my crewman) departed on the 21st<sup>st</sup>. As a backup we had the old shroud fitting welded, but I would hate to have to count on it unless absolutely necessary.*

*Selfsteering gear: Aires ... worked great. However, I made a basic mistake when ordering it. It was my plan to use it attached to the emergency tiller vice mounting a a wheel adapter. Worked great for the first 19 days but then the fitting on the emergency tiller failed, the fitting where the wood handle is through bolted to the s/s stock. failed at a weld. However, as I had learned on my trip up from Taiwan, with the wind forward of the beam and the main reefed the boat steers herself just as good as the vane will steer her. We were 50-60 degrees off the wind and all we had to do was to lightly tie one line from the wheel to a chock/cleat on the lee side, and maneuver the sails a little bit. The boat would wander just a little to windward but not much. Only about 5 times did the boat ever luff or comeabout. Even those few times the boat made a 360 turn and then headed back out on base course. Cannot believe how well this boat balances. We went 8 days without steering after the tiller broke. The only time we steered was when the wind dropped below about 5 knots and we had to motor.*

*Last few days of nice weather, many crummy days, and a couple of nice days we finally made Guam. For the next 10 days we relaxed and did darn little except swim and SCUBA diving. Then I had to go to work again. Poor Celine. Except the winds will be in her favor returning home ... famous last words.*

*Well, in a nutshell that is an account of our voyage. The boat held up very well overall. It took quite a punishment. We had to heave to several times just because the pounding was too rough on us. The boat still leaks at several points, most often at the chainplates. I am convinced that the hollow bulwarks also contribute to some of the leaks. However, with the amount of water that we took on deck, the amount of leaks we had was well within reason, if any leak can be within reason.*

*We ran the engine almost 200 hours with about half the time being at 1200 RPM recharging the batteries. I kept expecting to run out at any moment but the thing kept running. I sounded the tank every so often, putting scribe marks with number of hours between soundings. At least 90 hours were run at 2000 RPM. I'd make a rough guess that I averaged 0.50 gal/hr overall. After 200 hours I still had over 6" on the dip stick, however much that is remembering that the tank is rather narrow that low down. The water separator and fuel filter worked great. The water separator has a little red ring that floats in the water so you can see at a glance how things are going.*



In a more recent letter Buz (who is a great correspondent) reports that Celine once again had to bring the boat back to Japan. (Celine, I might begin to get suspicious if I were you). The trip home was fairly smooth taking 13 sailing days for the 1400 miles. The trip down took 27 sailing days for the same distance.

### ICE CHEST INSULATING

Bill Hill, Hull #99, furnishes the following: "You asked for details on the insulation of my ice box. Well, as you know, we injected foam thru 1/4" holes on about 10" centers all over all six sides of the box. The originally installed foam panels were loose within the walls so the injected foam forced those panels back and filled the space between the box liner and the original insulation. Enough pressure was built up to force the box liner inward necessitating cutting down the shelves by about 1/2". The process took a lot of foam. I have also added two layers of duct board (fire proof) insulation in the engine compartment near the ice box.

We power our compressor with 12V DC direct from the batteries and have a 30 amp automatic converter which keeps the batteries up at dock side. Cruising, I let the compressor run one hour, then run the engine with its 70 amp alternator for an additional hour once a day. This keeps it cold and batteries charged. A Note: I have had to replace the converter once due to over heating. In this hot country a cooling fan is a must on the converter."

(I had big plans for adding insulation to my chest over Christmas but you know how that goes.)

### RIGGING TALK

Buz Radican votes for the tall rig over the shorter one. While a lot of his sailing has been under triple reefed main, he likes the rig for the light airs he hopes to see more of. Buz has double headstays. He found them great for making sail changes in minimum time. He has the following suggestion: "Take a piece of line 1/4 or 3/16th in size and fix it to the halyard snapshackle. Run the line through each shackle next to the headstay or staysail stay, through a fairlead and back to the cockpit (or base of the mast). That line allows you to pull down the sail without going forward. It also has the added benefit of allowing you to retrieve a "lost" halyard that got away from you and went up the mast."

### SAFETY ITEMS

1. As Chick Clark related, we have another case of the pedestal steering quadrant slipping down. I hope all dealers will double check this situation before delivering any Tayanas.

2. In another item from Chick, he discovered all four engine mounts broken, sheared just above the bottom adjustment nut. This led to the heating and wear on the stuffing box. Rolf Zenker says that good quality mounts do not wear or collapse. He says they may develop a black dust indicating internal separation and time for replacement. Rolf claims that as long as the stern tube/stuffing box arrangement is aligned with the engine resting on compressed mounts, there should be no need for re-aligning the engine.

3 The bolt going thru the bowsprit holding it to the deck has a small washer under the bolt head. If the tension in the headstay (and inner stay) is not offset by the bobstay, the bowsprit will lift putting a strain on the bolt and washer. The washer, being small, is pulled into the bowsprit. Water can penetrate into the bowsprit increasing the likelihood of dry rot. Several owners have replaced this small washer with a heavy gage SS plate about 4"x4", embedded in sealant.

4. Buz Radican reports that both the electrical connection on top of his Perkins engine and the connections to the fuel shut off have come loose. Dealers/owners please check this out.

5 I have had 2 more reports on prop shafts backing out of the coupling . . Jim Hayes, Hull #167 and the Stennis' Hull #106. While hauled out in Friday Harbor (San Juan Islands) at Albert Jensen & Sons Shipyard, (highly recommended) a hole was drilled through the shaft and coupling. A "through pin" was inserted, and a hose clamp put around the coupling to make sure the pin can't fall out. According to the shipyard owner, Mr. Jensen, the U.S. Navy will not accept boats with set screws holding the shaft to the coupling. (See also Newsletter #7 for Jake Huber's fix to this problem).

6. Our new members Eli and Gene Strawn, Hull #65, purchased their boat in February 1980. A navy man was the original owner and he only used it a few times and then was transferred. The boat had been in storage for over 3 years. Their gear failures to date include; a broken boom, an outhaul car failure, and the backstay failed at the top of the mast from poor swaging. Recommended fixes for these problems are

- o Rerig the mainsheet per Newsletter #7

- o Order the boat with a better outhaul car or replace it ASAP. There have been numerous failures of this car reported to me.

- o If your boat has Taiwan swaging, take the shrouds and stays to a shop that can re-swage the connections. Or, when ordering the boat, request U.S. rigging.

The Strawns have found Gluv-it very effective in stopping leaks.

7. In addition to damage to their boat, the Clarks lost a survival raft during their stormy trip. It was a Winslow 4 man in a plastic container, lashed to the cabin top just aft of the forward hatch. The lashings were secured to the port and starboard handrails. (Chick didn't want to drill any more holes in the cabin top, thus the lashings). The lashings were 1/2 " nylon twist which evidently stretched when they got wet allowing the cannister to slip away.

## SAIL TALK

1. John Green, Hull #40, uses a 130% genny plus the staysail when the wind is forward of the beam. As the wind goes further aft, he takes down the staysail.

2. While in the San Juan Islands, Elizabeth Stennis noticed several sail boats flying a small sail from the backstay to stabilize the boat at anchor. One boat had a huge Canadian flag, 1/3 as long as the boat, being used for this purpose and looking great at the same time.

3. From Buz Radican I hear: "The sail combination of 135% genny and reefed main worked quite well - better than a smaller headsail and full/l reef main. With the big headsail and reefed main the boat also has much less tendency to want to round up. Heel is about the same - maybe a little less but the speed is more. Most people tend to douse the headsail first. From now on I'll reef first all the way down to the 3rd reef before dropping the genny. But of course I make that statement while ashore safely behind a desk and not in a blow."

4. The Clark's storm jib is made to allow it to be hanked onto either the forestay or inner stay. Where it's used depends on weather, direction of sail, etc. When hove to Chick hanks it on the inner stay.

5. From Bill Hill, we have the following comments "On the tall mast vs. shorter mast question, I have found that in this area of good wind conditions, (Texas hot air?) normal sail plan for me is a single reef in the main. I leave it in all the time except in very light airs. The handling is much better on all points of sail with weather helm much less of a problem. The full sail is still avail for light wind."

Annie and I have adopted the same approach. We find the small loss of speed easily offset by the increased comfort.

## MISCELLANEOUS

1. I recently took a weekend cruise to Santa Barbara Island, about 45 miles off the coast. I anchored in 35 ft. of water using my 45 lb. plow. When it came time to leave I could not break out the anchor. I circled around but it would not give. The bow pulpit vibrated badly each time the chain rode became taut. How I wished I had set the trip line but it's a nuisance. I finally donned Scuba gear and freed it. Later a friend of mine told me of a technique which he has used on fouled anchors.

He made up a line with a short piece of chain attached. He makes a loop of the chain around the rode and rows his dinghy out beyond the fouled anchor pulling the line along the rode. He claims the chain will ride down to the anchor stock allowing it to be pulled free.



2. The December 1980 issue of Cruising World had a well written article by one of our members, Annis Schott (Hull #206). Their cutter is named "RAISON D'ETRE".

3. The November 1980 issue of Cruising World had an article by the well known architect Ted Brewer. It described how to compute a boat's comfort ratio which quantifies the likelihood of seasickness on a particular boat. Of the 32 boats whose comfort ratio was described, about half were in the 33'-45' range. In the range the comfort ratios ranged from 17.8 (Farr 32) to 53.3 (45' schooner). Only 5 of these had ratios above 40. I calculated the Tayana's ratio at 43.6.

4. Buz Radican likes his "Cold Machine" but still would prefer a holding plate system. He found the Cold Machine would run about 30 minutes in 60 and made ice. The current draw was in excess of the 5.7 amps advertised.

5. I misquoted Buz Radican when I said TaYang embeds the end cuts of wood in Thiokol during the cabin top/deck construction. The material is actually an epoxy compound, gray in color, that hardens like glass, forming a honeycomb structure. This structure, per Buz, is strong in and of itself. Even if a small block of wood rots out the surrounding honeycomb walls will provide sufficient support. With the epoxy mixture between the blocks, the problem of wide spread dry rot between the layers of fiberglass is eliminated. Buz sent me a picture showing the blocks and epoxy in place. Buz had some comments about his teak deck. These comments were in response to Rolf Zenker's experience with his deck (see Newsletter #7). "So Rolf feels that the Thiokol bedding under his teak deck leaves something to be desired. When I was there they were doing a fairly good job. They would lay some bedding, put down the planks then put down the next strip of Thiokol. They would only put down enough to cover the next plank. I am surprised that Rolf had places that were void of the compound. I have had a problem of the seams opening up. Ultimately I'll have to replace about 40% of the deck seams".

In a recent note to me, Rolf reports that he had a local boat yard inspect his deck. They found voids under one plank removed at random and under all planks nearest the toe rails. These latter planks were laid onto the bare fiberglass.

So, dear friends, we now have rather diverse experiences reported to us. I would like to hear from other owners with teak decks. Hopefully Rolf's experience is unique. If not, it will be another area in which our dealers can help persuade TaYang to exercise better quality control.

6. Buz had an interesting comment about his LORAN set. "We went 10 days without seeing the sun while we were running east and west at Lat 17N. A DR plot would have gone right down the tubes in short order. The LORAN allowed us to know our real world position within a few miles. That made a significant difference because we were just inside of the northern Marinas and twice at night ran between two islands (small, no people or anchorages, but big enough to sink the boat). Without the LORAN I would have worried myself sick. The islands were about 60 miles apart but after days without a sun or star sight . . . when the weather permitted I would take 2 morning sun sights, LAN and 2 afternoon sights, then stars. Because my speed of advance was only a best guess (don't have a log or knotmeter) my estimated position and my actual position via evening stars often differed quite a bit. Cannot beat a 4 star fix. Stars also allowed me to check the accuracy of the LORAN. Big problem with the LORAN was the lack of open ocean LORAN charts. Fortunately we were on a LORAN chart those 10 days we were without the sun. I used HO 249 and an NC-2 calculator which is priceless. The NC-77 is more advanced but costs twice as much."

7. Elizabeth Stennis has found "X-I4 Mildew and Stain Remover" does a good job. She would like some suggestions on how to clean the waffle patterned insulation installed by TaYang

8. Chick Clark has a replacement bowsprit, pulpit, and teak platform coming from Taiwan at a cost of only \$350. Chick says we should all have a spare set at these prices. The parts are coming on member Al VanSickels boat to be delivered in March. Al has generously offered to let the Clarks stay with him until they can get back aboard. Chick says "this Tayana 37 group is one swell bunch of folks." Right on Chick!

9. Rolf Zenker, Hull #246, was able to buy his boat directly from TaYang because at the time he was living in Singapore and TaYang had no dealer there.

10. Rolf tells me his Lam mainsail came with plastic battens with end caps. He thinks they are excellent. This is a nice improvement over the warped wooden ones that came with my boat (Hull #81).

11. When Rolf Zenker commissioned his own boat, he found all the pieces were there and fitted well. The shrouds and stays were all the correct length. (On my boat, commissioned in the U.S. I had to have several shrouds cut because they were the wrong length).

12. On the recommendation of some of our members, I joined BOAT/U.S. As most of you probably know, this organization offers various services and merchandise discounts. The prices in their marine items catalog look pretty good to me. The usual price to belong is \$17 a year. As a club we can get a 50% cut in this annual fee providing I agree to tell you about the organization in the newsletter and send you a one or two page info sheet. Those of you who are already members of BOAT/U.S would also be entitled to the 50~ cut when you renew. What do you say to this idea?

I am interested in purchasing a water purification system for the boat. BOAT/U.S. offers one called the Everpure system. It lists for \$88.80 and is being offered for \$59.95. Anybody have experience with this system? It uses a superchlorination/dechlorination technique.

13. An interesting item came from Bill Hill: "This summer I discovered that the stock dingy will not fit between the main sheet traveler and the mast on a cutter rigged trunk cabin model. As I plan some blue water sailing and do not relish the thought of a big following sea with the dingy on the davits, I have cut the nose off of the dingy to shorten it to 84" LOA. The glass and teak trim was easy to work. Then I used cheek blocks in the vertical sides of the stern and bow seats and have achieved a very fine fit and ride for the dingy - at-last. The builders should, I think, modify the dingy thus."

### WOOD FINISH NOTES

1. The Seafin oil on the Stennis' exterior teak was turning the teak blackish and building up and hardening on places that didn't get foot traffic. Elizabeth stripped it off and is now trying Teak Wonder.

2. For my boat in Southern California, Deks Olje #1, used without #2, has bombed out. After about 9 coats, it flaked off and is very tough to remove

3. The Deks Olje on the Radican's exterior teak held up well for about 6 months prior to their Guam trip. On that trip, with so much water coming over the rail, it died. Buz likes it because it's easier to refinish than varnish.

One of our prospective members recently wrote me that he had reviewed our newsletters with a dealer and wanted to know what would be done to overcome the problems. The dealer acted like he wished the newsletters had never been published. In fact, however, our member was not discouraged by the problems (which exist on all boats) but felt that our letters reflected a very positive view. . . made more realistic by acknowledging the problems. It is my hope that armed with these newsletters prospective buyers can avoid some problems which will result in some pressure on our dealers who can apply some pressure on TaYang. Talking about TaYang, Buz Radican

continues to obtain excellent cooperation from them. When Buz arrived in Guam with a broken shroud, he sent a Telex to TaYang requesting a replacement. TaYang air mailed the parts to Guam saying that Buz could send them the money when he got back to Japan. Buz also remembers that four months after he had paid TaYang in full for the boat, they corrected some problems at no cost. By the way, Bob Berg suggested that the reason I have not been getting answers to the questions I ask TaYang in these newsletters is because of language difficulties. Bob says they can struggle through a simple and direct letter but to expect them to pick out questions buried in a long letter is not practical.

We do manage to keep growing. Since the last letter, the following new members have joined us.

Dave Adams, Hull #3 from B.C. Canada  
Karl Bischoff, Hull #?, Seattle, Washington  
Phillip Dollin, prospective owner from New York  
Steve & Liz Szirom, Hull #89, Sunnyvale, California  
Eli & Gene Strawn, Hull #65, cruising in Mexico

Time to close this long letter. Our faithful typist and my favorite wife Annie has a rather serious back problem. On February 4th she will undergo surgery to fuse together two vertebra (because of a deteriorated disc). Recovery will be anywhere from 2 to 6 months. Your silent wishes in her behalf will be appreciated.

Sincerely,

Norm