



Newsletter #12/December 1981
1348 Nonchalant Drive
Simi Valley, California 93065

Dear Tayana Lovers,

During his recent visit to attend the fall boat shows, N. H. Chiu, Ta-Yang General Manager discussed his enthusiasm for the TOG burgee. He will arrange to have 1000 flags produced in Taiwan and to sell them to owners at cost. Ed Potter of Southern Offshore Yacht (SOY) has offered to give the flags to all TOG members who purchased their T-37 from SOY, and to sell to all other TOG members at cost, which will run less than the \$9 u . s. produced flag. When the flags are available, I'll announce it in this newsletter with details on how to obtain one. (For those of you who have sent me money for a burgee, I'll forward your order to SOY and credit any difference to your 1982 TOG dues).

TA-YANG VISITS

1. In the last newsletter I included a few photos taken by Adrian Richards during his visit to Ta-Yang. While the reproduction process for these newsletters does injustice to photos, here are a few more. No. 1 is a view of the cabinet shop. No. 2 is the metal shop showing a worker squatting on the floor using a machine. No. 3 shows a worker cutting out the slots in a boom galleys. No. 4 is a view looking into the interior with the engine in place and the bulkheads roughed in (stern section to the right). (See next two pages for photos).

2. The latest visitor to Ta-Yang is Ed Sacher, who recently sold his Tayana and wanted to order another one (his third). Ed wrote "The people at Ta-Yang and their associates are really concerned about building you a good boat. However, I wanted either the shorter "Northsea" rig* or the standard rig with 8000 lbs. of ballast - 1/2 lead and 1/2 iron. While these requirements could have been met, the delivery schedule did not meet my needs. So in order to make sure that I would have a boat this season in the BVI, I ordered a Tayana V-42. I think I would have been happier with the T-37, but hope I can get used to the V_42." (Editor's notes Ed Sacher is one of 3 owners who has owned a Tayana with the Northsea rig. From his point of view, the smaller rig is very comfortable and easy to handle. Bob Perry still recommends the taller rig even though early reefing is required. He believes the gain in offwind performance is a good trade for the earlier reefing.)

*Mast 3 1/2' shorter, sail area 100 sq. ft. less



No. 1. Cabinet Shop



No. 2. Metal Shop



Fig3 Boom Gallows being cut to shape

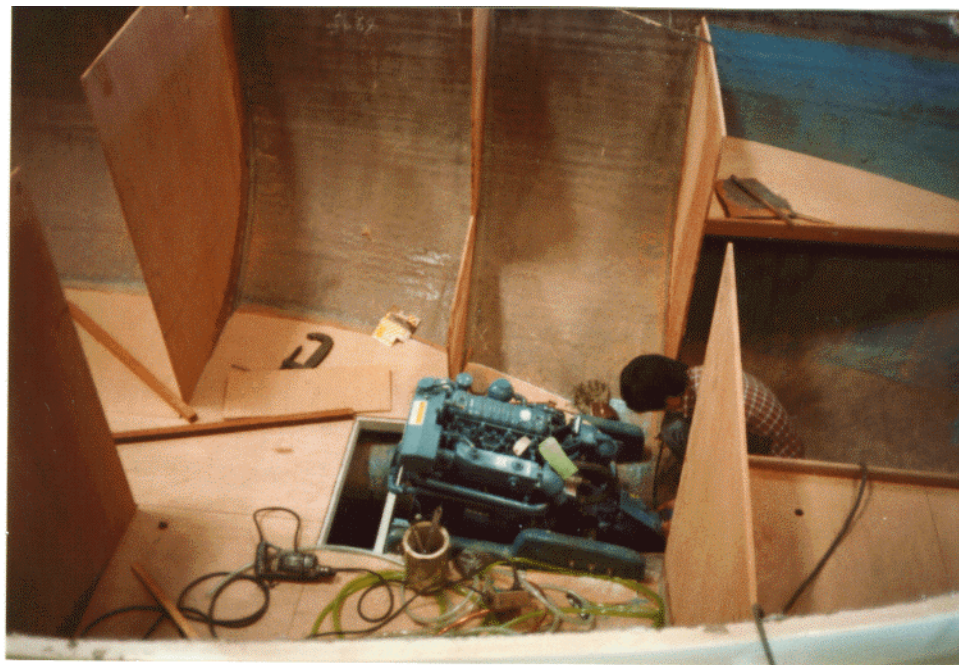


Fig. 4 Interior View of Hull

CAN A T-37 DO A 360?

Yes! A story in the April '81 issue of "LATITUDE 38" sent to me by the Stennis', describes how MARANATHA's crew (not TOG members) managed to accomplish this difficult feat. It took a combination of a very tired crew, a poorly maintained boat, air temperature of 40°F, winds of 45 knots, and breaking seas of 22 feet. While the article did not say so, the crew sounded very inexperienced. It was on a passage from Ketchikan to Seattle that it happened. The boat had been sitting in Ketchikan for a long time and the bottom had a foot of grass. The bottom was cleaned and the boat checked over in the one frantic day allowed before departure. It appears as if the steering system got a real quick check with no one noticing the loose cables. At the height of the storm these stretched cables (see Newsletter 10 for a description of pedestal steering maintenance) made steering sloppy. The boat had turned to run with the seas and was surfing dangerously. A 20-foot wave crested behind MARANATHA and smashed into the stern, pushing her sideways for several seconds. The rest of the wave rolled the boat upside down for about 10 seconds, and then back over a 360° roll! With the help of the Canadian Search and Rescue Department, the story had a happy ending with the boat (whose mast had broken both at the deck and just below the spreaders) and crew arriving safely in Seattle. (Editor's notes While it's easy to be an armchair quarterback, I honestly believe that the whole incident could have been avoided with just a little more planning and preparation for a voyage in that part of the world).

COMMISSIONING YOUR OWN BOAT

Many owners have opted to commission their Tayanas themselves. None of them have regretted their actions. For those of you tempted to try it, but a bit nervous about your lack of knowledge, feel free to call or visit others who have done so. John Cotter, YANKEE, recently wrote, "we didn't have any trouble commissioning the boat. In fact, it was a lot of fun." John also wrote that "my wife Joy, and I visited the Ta-Yang yard one year ago on the tail end of a business trip. We found them to be very much on the ball and a hard working group. I think if I had to order a boat again, I'd go over there first to discuss my boat plans with them and get their input --- it would be worth the cost of the trip."

NEW OWNER COMMENTS

1. John Colter had the following to say about his boat acquisition experience:

Seaboard Marine: We found them to be a very professional and accommodating company to work with. Dave and Betsy Wresch know their business and I would recommend Seaboard to anyone interested in a Tayana.

2. TaYang: A quality yard. They didn't quite deliver on time but the boat was worth waiting for. They followed our plans to a "T" except for a couple of minor things that Dave has told us to put right and pass the bill on to him. Everyone that has come aboard "Yankee" this summer has remarked on the quality of workmanship.

3. Equipment:

Pluses: a) Yanmar engine is superb. We obtain 6 knots at 1700 RPM. It is quiet and very economical to operate.

b) Electrical System outstanding.

c) Ice Box - large and well, very well insulated.

d) Steering Rig -- strong and functional.

Minuses: a) Sails - good quality but not properly cut for on the wind work. Off wind, they are fine.

b) Winches -- particularly halyard winches should have specified larger size.

c) Sub standard stainless steel used in cleats and fittings -- rusts easily.

4. Teak work is turning out to be quite a bit of work, more than we expected. We used Teak Wonder Oil but it only lasts for about six weeks. We also find some of the black caulking between teak strips forms bubbles and burst from heat of the sun. I'll have to cut these out and recaulk.

Conclusion: We were at the Newport, R.I., boat show a few weeks ago, saw about 75 boats of all types and sizes and came away with the indisputable belief a Tayana 37 obtained through Seaboard Marine is absolutely the best value than can be obtained anyway or anyhow. Boy are we ever contented owners."

2. Another new owner, Bob Louttit, wrote me a glowing report on his new boat. "Our shakedown summer is now over, and we are absolutely delighted with the boat. In the spring we took it out in 30 knots, put up all sail, sheeted her in hard and sailed her off the wind first on one tack and then the other until we were portlight-awash on each tack several times, to see what we could break. We succeeded in ripping the outhaul sheave out of the staysail boom, but that's the worst we could do. It was a trivial job to build it back in 10 times stronger. (We have the French "Isomat" spars). The only important failure occurred July 4th weekend while we were sailing back from Block Is., R.I. into the teeth of 18 knots from the west with a 3-5 foot cross sea running from an offshore storm. We heard a report like a gun going off, but nothing happened. A "thorough" search around the boat showed nothing, and with all sail up we kept on beating back to Shelter Is., our homeport. When, before leaving the boat, I checked the chafing gear on the mooring pennant, I was astonished to see that there was nothing there for it to chafe on the bobstay was gone! Actually it was there, hanging straight down in the water, and we recovered all the parts. The swage at the lower end of the turnbuckle had "exploded". Slight rusting on some edges showed that it had been cracked, probably when it was swaged on to the wire, but the cracking was so fine I didn't see it by eye. Now the really astonishing thing is that we beat into 18 knots for four hours in a goodly sea without anything giving, after it broke. We never even noticed the Yankee sagging off more than usual. The complete load on the bowsprit was taken by the stem bolt through the foredeck. I believe those forces, if applied to any fiberglass boat on which I have sailed before, would have either pulled the stern bolt through the deck (dumping the rig in the water) or pulled the foredeck off the hull. Not the slightest sign of either thing occurring was visible. The washer on the top end of the stern bolt sank about 1/8" into the wood of the bowsprit. That was all. This one strong boats

Here I think I'll put in a plug for the broker from whom I bought the boat. (He is C. Michael English, 413 4th St., Annapolis, Md. 21403). We are sticklers about things being right, and when the boat was delivered in April there were, of course, a number of things that were not as we had ordered, or slightly damaged, or just not done in what I would call seamanlike fashion. These were discovered slowly, some as late as three months after delivery. In every single case, Mike has accepted our say-so on the condition, and our suggestion of a fair adjustment in price for it, without discussion. It's been a pleasure to do business with him.

TRIP REPORTS

1. Pauline and Clayton Leedy, SANDERLING, offers the following report about their summer '81 cruise. "We've spent a full summer cruising our "Sanderling" and couldn't be happier with her performance. We spent the months of June and July cruising the west coast of Vancouver Island with some memorable sailing, beautiful, secure and remote anchorages and all the fresh seafood we could eat. This is another area in our N.W. sailing

waters, where one could spend several summers and still not see it all. When the weather turns warm in the interior then the fog sets in on the West Coast of the island, so August and September were spent cruising the inland waters with air and water temperatures warm enough that we swam daily at our various anchorages. No, it isn't always cool and rainy in the Pacific N.W.!

EQUIPMENT EVALUATIONS

1. Ron Gemme, RISE, had this to say about his Espar heater. "As our shoreside friends suffered in the below zero weather, (NEW ENGLAND), heating their homes to 65°F at a cost of \$100 per week average, we were heating our home, RISE, with diesel fuel at a cost of \$7 a week at a warm 69°-70°F. The unit is efficient and reliable and thermostatically controlled." Ron installed the large D7LK model but suggests that the smaller D4LK would be sufficient and takes up half the space.

Along similar lines, Ron invested in an "Ice Eater". While the rest of the marina froze to a depth of 16-20 inches, RISE remained ice free. "The unit did a remarkable job and I recommend it highly."

2. SPIRIT OF PIPIT (Gary and Barbara Coit) has a ZieglerHarris double bowl (16 1/2x22") sink in the galley, and a Moen single handle faucet, and both are working out just fine.

Gary has an Aries vane and thinks it's great. He uses it downwind too and even when motoring as long as there is sufficient wind. Gary also has an Alpha Marine Systems autopilot and has serious reservations about it - he promises more on this later.

3. Chick Clark, HARMONY, also likes his Aries vane. "We had all working sails set (no reefs) and were on a broad reach. The clinometer indicated a 40° heel with water pouring over the rail. The vane held a flawless heading which amazed me. I knew there was weather helm because I was fighting it when I engaged the vane but she steered a straight course anyway. By the way, in that same wind, but going downwind, the vane wasn't very helpful. (Editor's notes seems like Gary and Chick need to compare notes).

4. I'm glad to be able to report that Kenyon has responded well to Chick Clark's problems with his Kenyon kerosene stove (see Newsletter #11). Kenyon replaced the deficient burners with a new design that is operating without problems.

5. John Colter, YANKEE, used his Sitex Loran on an overnight trip from the Cape Cod Canal (Mass.) to Cape Elizabeth, Maine. He hit his destination right on the nose. "That is some machine and sure came in handy when we plowed through the Maine fog."

TOG CRUISE

Charlie Lovell, SOY, Newport, R.I., organized the "First Annual Tayana 37 Cruise to Maine Extravaganza". It was held in August with nine (one came in from Bermuda and one from Florida) T-37s participating over the course of two weeks, with five at once being the largest gathering. "The itinerary included a party/ skipper meeting in Newport, a windy, foggy haul to Marion, Mass. (moorings arranged for by Dick and Judy Fow, PEACOCK) a 30-hour offshore passage from the Cape Cod Canal to Camden, Maine, and a leisurely tour of Penobscot and Blue Hill Bays, punctuated by evening Tayana cocktail parties. Charlie adds, "it certainly is impressive to see five Tayanans together, whether sailing or at anchor. I certainly plan to have a second annual T-37 cruise next year and would welcome suggestions as to destination, route and itinerary."

SAFETY ITEMS

1. Gary Coit, SPIRIT OF PIPIT, has discovered that the tension in the shrouds and stays is causing the aft bulkhead in the head to pull away from the cabin trunk, both on the side and overhead. Another owner has remarked that he could judge his forestay tension by the gap. Both these owners have keel stepped masts. Gary believes that boats with deck stepped masts do not have this problem. He is wondering if a tie rod between the keel and mast step would help. (Editors note: Paul Sheldon, "Joshum G" put in such a rod to overcome the tension created by all the extra blocks he installed for singlehanding) I would like to hear from other owners about this problem. I would also like dealer comments on the methods TAYANG uses to connect bulkheads to the hull and cabin.

2. Gary also has a negative comment about the T-37 running lights. He claims they do not conform to the Colregs standard. He says the green is so pale it looks white from any distance and the red is so dark that it soon becomes invisible. On a recent trip to Bermuda, Gary's masthead navigation light was burned out and only the standard running lights were on. They came very close to being run down by the freighter. "The freighter saw my starboard bow light, thought it was a white stern light and turned to avoid us..... but in fact turned towards us" (Ed. notes I second the motion about having a masthead light. Also will our dealer members please comment about the T-37 conforming to Colreg standards on lighting)

3. Chick Clark, "Harmony" has a Racor fuel filter. The rubber grommet in the filter neck which presses on the filter seat, slipped off causing the filter to fall to the bottom of the housing and disrupt the fuel flow. It took several agonizing hours to discover the culprit.

4. Ed Emery, "Gra Fior" reports that a fine leak in his water cooled exhaust was responsible for the engine becoming hard to start. Moisture was getting back into the engine. Ed believes that if the hole had gotten any bigger, it would have caused considerable damage to the engine. The leak occurred in a bend in the pipe. Ed says the pipe has too many welds and the metal was not pickled and passivated. The bad bend was removed and a new section put in-- all at a cost of 575 dollars.

5. For owners with rack and pinion steering, Gary Coit offers the following advice:

"I have the rack and pinion steering and it badly needs a modification. The pinion is fastened onto the wheel shaft, the aft end of which is fitted to the rudder post. It is imperative that the pinion be held down on the rack and this accomplished by a brass ring around the rudder post just above the fitting on the end of the steering wheel shaft. There are two threaded holes in the brass ring thru which bolts are screwed tight against the rudder post. However, the brass is soft and it soon acquires an egg shape and then the threads in the bolt holes strip and goodbye steering. In our case while making a flying pass at a dock we rammed it hard when we found we could not make that last little turn to come alongside. One can correct this problem in many ways, the point being to make up a clamp to put on the rudder post to prevent that brass ring from rising. I had a shop make up a 4" piece of angle iron with two U bolts to hold it in place. (Ed. note- if anyone wants more details write to Gary.)

Tayana V-42 Owners

Because of the apparent good reception to the V-42, I feel it appropriate to add a section to this newsletter dedicated to it. So this is an open invitation to the V-42 owners to write me about their experiences.

Mid-Atlantic TOG Chapter

Member Bill Engelson has offered to help organize a TOG chapter. Using the updated membership list from this newsletter, he will be contacting potential members and advising them of initial plans. Great idea Bill'

1983 Marion To Bermuda Cruising Race

Charlie Lovell, SOY Newport R.I., advises that several TOG members have indicated an interest in entering this race which is held in June. The Race Committee will score in a "Mini-series" any group of three or more boats of the same type. If any owners are interested, please contact Charlie soon as entries are limited. (Ed. notes Paul Sheldon, "Joshum G", has already indicated his intent to participate.)

BOAT/US

To date 12 owners have taken advantage of the BOAT/US membership fee discount (\$8.50 vs. \$17.00). The last page of this newsletter is a copy of a membership enrollment form for your use. Send it and the \$8.50 to the BOATS S address shown. Please do not send it to me. If I sound like I'm trying to sell you on BOAT/US I'm not. However many members (especially those on the east coast) have positive comments on their experiences with that company.

Visitors to the TOG Homebase

In October Annie and I were delighted to meet two Tayana owners working their way down the west coast. Phil and Sunshine Oldham, "Alcheringa", and their two charming daughters, left Victoria this summer and have been enjoying a leisurely trip with a few anxious moments but no major problems. They stayed a month in the Sacramento Delta area giving "Alcheringa a new coat of varnish. They are Mexico bound. Art and Carol Hurd, "IAPETUS", hail from Seattle. They too have been enjoying their cruise so far despite a couple of gales. They have had failure when the pedestal steering cable snapped. However Art is not

blaming the boat for this failure because he feels he should have shortened sail more quickly when a blow started, and relieved excessive helm pressure. The Hurd's are planning to continue their trip for as long as it feels right to do so. They plan to be in Cabo before New Years and then decide whether to hole up in the Sea of Cortez for the Chubasco season, or head for Costa Rica. After that its thru the canal and up the east coast of the U.S. If it still feels good to continue, an Atlantic crossing would be next.

Insurance

Ron Gemme, "Rise", is insured with Firemans Fund. With hull coverage of \$70,000 and 1% deductible, cost is \$775 a year for the Atlantic coast.

EQUIPMENT FOR SALE

From time to time I have included items for sale by TOG members. Those of you who would like to have your equipment listed in this letter, feel free to write me about it. Include a description, price, and where to write or phone for more info.

1. Pete and Jane Moulton have a Hood made 130% genoa that did not suit their needs. 42 Huckelberry Rd., Lynnfield, MA 01940 (617) 334-4698

2. I have a brand new Lam mainsail obtained from a Tayana owner who bought a US made sail. The price is \$650 or best offer. (805) 527-2605 or (805) 985-3652 (boat)

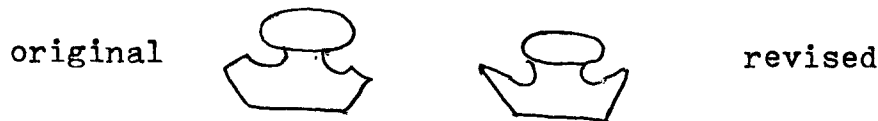
MISCELLANEOUS

1. Ron Gemme wants to know what owners have done about getting hotter water from boats equipped with the raw water cooled Yanmars.

2. Also from Ron is a comment that he has found the use of a cowl vent in the emergency tiller opening to be effective for venting the machinery space. For owners with wrap around coaming, Ron suggests pushing a PVC cowl into the opening.

3 The Gemme's portlights (inside) have stayed polished for 7 months by first using a commercial polish followed by a 100% silicon spray.

4. Gary Coit suggests keeping the skylight butterfly hinges lubricated. They get dry and stiff and can break. On the subject of the skylight, one Tayana owner planned down the lips on the center member so that the water would run off, not in.



5. Gary points out that Merriman makes a wide block (handles 2 sheets) genoa track car that fits a T-37, but they cost over \$160. Ronstan cars are made to fit a 1 1/4" x 1/4" track but if you remove the plastic inserts, these Ronstan cars will fit a T-37 (cost is \$19.95 from BOAT/US, item no. 338249)

6. Ed and Barbara Emery, "Gra Fior", found the shower drain screen installed on the wrong side making the shower drain slowly and leak into the wood. On the positive side, Ed installed liquid soap dispensers in the galley and head. He also reports that a 7 gallon propane tank just fits into the propane locker if 1/4" is trimmed off the tank handle.

MISCELLANEOUS (con't)

7. Chick Clark, "Harmony", discovered that Top Job does an excellent job in brightening the teak decks. Chick says "pour it on full strength, scrub with a brush, and rinse off."

8. The post office accidentally destroyed one of the last newsletters. Who did not receive one?

WELCOME TO NEW MEMBERS

Tayana dealer, Los Angeles, CA. Bill Allen, Sales Mgr.

Alvin Wood, Seattle, WA

Ed Emery, San Jose, CA

Tayana dealer, Annapolis, MD.

Mike English, owner

Jim and Charlene Anderson, Reading, MASS.

Mario Marino, Midland Park, New Jersey

Gloria and Glen Wortstell, Ft. Collins, CO

Ned Ferris, Signal Hill CA. (former and prospective owner)

Candice Carlson and George Banker, Prudence Island, R.I.

Denny Hutchins, Eagle Point, OR

Tom COOPER, Annapolis MD

Ron and Susan Britagna, Groton, Conn

Joe Tosta, Seabrook, NH

Gladys Nielsen, Jaffrey, NH

Personal Note From Your Editor

"What man proposes, God disposes". A few weeks ago Annie and I started out on a week's cruise. Two days later we returned to our slip because Annie's back was hurting her. She went to the doctor and he concluded that with more time (could be as much as a year) and some therapy, her back should be in good enough shape for normal activities. Woe is me! With retirement coming up in the first quarter of next year, we are at a loss as to what direction to take. Regardless of our decision, I still plan to keep this newsletter going. At the urging of many of you, I am reluctantly going to set a yearly membership/subscription fee. I've done some bookkeeping and taking into consideration today's cost for postage, reproduction, stationary, etc., the annual fee will be \$15 starting and due Jan 1982. In order to start this more organized system, any contributions I have received from you in the past will be considered as payment for all the newsletters published thru the end of 1981 (excluding flag money). Any owner who feels this is unfair to them, please write me.

Well it's time to close. Please write me and tell me all about your summer experiences and plans for the future. Above all have a wonderful holiday season'

Warm regards,

Norm

(Digitized by H. J. Karten January 8, 1999)