

TAYANA37

Newsletter #21
P.O. Box 77
Loreto, B.C.S., Mexico
December 1983

Dear Tayana Friends,

Hope this finds you in good health and spirits after a great Christmas and New Years. It's hard to believe that our first seasons greetings took place way back in 1979. Before I get too sentimental, I want you to know I consider you all my good friends and thanks so much for belonging to TOG.

Carol Hurd Tells It Like It Is

Art and Carol Hurd, "IAPETUS", sailed to Mexico from Seattle in early 1992. Aside from an auto trip back to Seattle for several months to replenish their cruising kitty, they cruised the Sea of Cortez, spending most of their time around Puerto Escondido and La Paz. For Carol, except for the heat in ther summer and having to haul water and fuel by dinghy, it was a positive experience.

At one point Art had to go to the States and left Carol alone on board. She writes, "I remained on IAPETUS. This would be my first experience alone on the boat for more than a few hours. We had anchored near La Paz, in Pichilique, a full week before to be certain the anchor was well dug in, with no chance of dragging while Art was gone. We were in 24 feet of water, about two football fields from shore. The weather was calming down, the north winds were finally subsiding and we were confident that all would be well during the absence of the Captain. Well, I had the worst three days of all our time in Mexico, alone!

The day after Art left, the winds started piping to above the normal 10-15 knots max, increasing through the first day and night to a whistling 30-35 knots the second day and night, to a screaming 45, gusting to 50 knots the third night, which sustained most of the fourth day.

Although confident that the anchor would hold, I was still quite apprehensive and, after two sleepless nights, I was worn down and mighty afraid.

When we anchor, we take three sightings (get three fixes) on various points on shore, be it a great rock, huge tree, or a building, with our hand bearing compass, noting the bearings for future reference. The practice then is to check these bearings if you are concerned about dragging. My Captain taught me well. We had our bearings when we anchored and I repeatedly checked them during the blow. There was little comfort and much doubting, however, when that old anchor rode was stretched out to its full length, instead of dangling, relaxed, straight down, in its normal position.

There were other boats in the anchorage; but, if I had been in trouble, it would have been a real thrill for someone to get to me in their dinghy with the waters churning and boiling. We were in contact by VHF and looking out for one another and all turned out well."

After about 1 year, Art and Carol decided to return to Seattle. As Carol puts it, "Our decision to return was based upon and influenced by three major factors, Money, Money, and Money. We could have continued on our way, but we both found living on our retirement more restricting than either of us would like to become accustomed; in addition, we were not generating any income to help us keep up with inevitable inflation. We surely didn't want to climb the hill all the way back to Seattle. After hearing all the stories about that trip and seeing returnees on our way South fighting for every mile against seas and wind, we knew for sure we would never attempt it and put ourselves through that. So with a bit of luck a crewman named Jeff was found in La Paz.

With Jeff aboard and willing, we decided to sail to Honolulu then over to Seattle; the longer, but by far the most comfortable way home. We all started preparing both mentally and physically for the crossing. Perhaps the most adjustment came with the mental preparation. 2700 miles? Are you sure you are ready for that? It's a big ocean, no one around to give a hand and the water is a little too deep to drop anchor for a nice quiet cocktail and dinner hour and shore is a mighty long ways away with no possibility of putting in somewhere to wait out a storm and what about the boat hitting some floating objects during the night and what about whales? or freighters? or? We all went through our mental exercises and agreed that yes, we were ready!

We all had our assignments, Jeff readied the storm trysail and hauled water, applied caulking on deck to stop a few leaks around the mast, ran errands, cleaned and did a lot of other chores I have forgotten; Art worked on the dinghy, some rigging, changed oil, oil filters and fuel filters and completed numerous

other projects on our Mexico To Do List which we never did do; Carole planned menus, bought provisions and stored enough food to last a year, just in case we missed the target Honolulu, but most of all she kept asking herself, 'Self, are you really ready for this?' She also spent some time talking to other First Mates hoping one of them would talk her out of going, - but deep down she knew she really wanted to go for it, come what may.

We left Cabo San Lucas April 24, 1983, a Saturday. Art had poured over the pilot charts and plotted our course, which was nearly due West from Cabo. According to the charts, we were leaving at the optimum time; great weather historically; however, with the crazy changes in weather all over the world and the unprecedented hurricanes in the South Pacific, anything could happen. It didn't. We had a very safe crossing.

The first three days, as predicted, the wind was nearly on our nose, the seas were rough, and we sailed to windward, Iapetus performing extremely well under the hand of the very best crewmember on board, 'Sam', our Sail-O-Mat wind vane. He never sleeps on watch, never panics, eats nothing, never talks back. He just follows the wind and guides Iapetus expertly. The human crewmember's duties are to stay awake, check the course, keep notes of the wind and be alert to any changes in the sails and log all notations at the end of his watch. Of course keeping an eagle eye out for other ships or floating objects is top on the list of his duties!!

After the first three days we had several hours of doldrums, no wind at all. We all welcomed this lull and Art and I took advantage of it, left Jeff on board and dove into 12,000 feet of the most beautifully calm, midnight blue water I have ever seen. We swam about two miles from land, straight down, and have photos of this marvelous experience. It was the highlight of the trip.

At times we felt we were sitting inside of an agitator-type washing machine without the water; it really was not a comfortable sail across. We were always waiting for those tradewinds, of which we have heard so much. We were always waiting for a comfortable heel of about 15-20 degrees, steady broad reach, but never seemed to reach that expectation. The highest winds were gusts to 30. Iapetus performed at her best, which was absolutely marvelous. We rarely changed sails, our main sail combination being the working jib and main, with staysail.

As we came nearer our destination we were on a run the majority of the time and did the wing and wing bit, which is really comfy.

We all came away from that experience with new insight about ourselves. I can't speak for anyone but myself, but I found out I am not a long distance cruiser. I like the coastal cruising for not more than 4 days at a time. I liked putting into lovely anchorages and friendly marinas on the way down to San Diego and visiting isolated islands and anchorages in Mexico and meeting all the wonderful other yachties along the way. The people we have met are unique, marvelous individuals. I can't imagine what my life would be like without having met them; all of them in some way have enriched the reasons I am here on God's earth. All are different, some are our age, although this age bracket is the minority. . . the younger ones with small children on board to the oldest ones doing their thing, dropping out, like we did, all of them are new and dear friends, long-lasting memories....

Editor's Note: Art and Carol, by asking Annie and I to boat sit IAPETUS, introduced us to the Sea of Cortez. In the next newsletter, I will continue Carol's account in which she will describe what it was like to cook on their Hawaii passage; how it felt to be alone on watch; doubts about their position; and a bout with Hepatitis.

TAIWAN SEA TRIALS AND PIRATES

In addition to being Director of Medical Research at Miles Pharmaceuticals, Dr. Donald Rock had 40 years of active service and reserve time with the U.S. Navy. He decided that he could contribute some more years to the Navy and they agreed. He now holds the post of Chief of OB/GYN and Director of Surgery at the U.S. Naval Hospital, Subic Bay, the Philippines. He reported to work by sailing his new Tayana 37 from Taiwan. Here is his hilarious and frightening account of the trials and the voyage.

"The sea trials, now that we can look back upon them, were hilarious, the real definitive version of a Chinese fire drill. Because of a boating restriction in Taiwan we were not allowed to prepare the sails in the harbor and set out gracefully from the dock. We had to check out with the customs officials (even for a few hours) and get permission to clear the harbor. On board were my Captain, Bev, a Chinese naval architect whose previous experience on a sailboat sea trial led to a near terminal case of mal de mer, two yard workers whose total command of English was a nod of the head for yes, no, hello, goodnight, or good God, the halyard jammed!, and lil ol me. We motored out of the harbor into some of the biggest Pacific swells I have ever seen and there for the first time tried to bend on the sails. Bend is an accurate word for brand new heavy Dacron sails are only one degree more malleable than a sheet of stainless steel.

The scene can only be enjoyed retrospectively. Picture Bev at the wheel, the naval architect barfing over the side. The willing yard workers heaved on the halyards but could not understand stop or hold it or any number of expletives hurled at them by Bev or me. I was literally pulled halfway up the mast as I tried to insert the mainsail battens. Then, way out on the six foot bowsprit which seemed to be pivoting through an arc of at least 75 degrees, the Yankee jib had to be put up and taken down three times before it was right. We did manage to ascertain that the boat sailed well and would tack and gybe at will (ours, not the boat's). We slipped back into the harbor and wondered if we dared take to the open sea with such a limited amount of time on board. We had several funny adventuresome trips to various local vendors while stocking the boat for the trip. Opening some of the cans later on during the trip was also an adventure in eating. Lessons the picture on the can does not always depict what is under the lid. At any rate, get underway we did in due time, again cleared customs and were on our own in the South China Seas. The Loran, our navigational aid is just about useless here, not because of the set but because of transmission errors, so it was sextant and dead reckoning all the way. Thank goodness for a good spell of weather which allowed good visibility for sun, moon and star sights. We had a small gale (if any gale on a large ocean in a small boat can be called small) during the second day out with winds of 35-40 knots and seas which built up to greater heights each time we tell the story. The boat behaved magnificently. In all but the roughest seas she practically sailed herself. She would slide down a wave sideways and that beautiful long keel would keep her upright with nary a trace of tripping. We had a very fast passage considering a new cruising type boat with only the two of us green sailors on board. We got to Subic Bay in 4 1/2 days. We did have a couple of brushes with 'pirates' or whatever one wants to call them. About 40 miles off the northwest coast of Luzon early one morning at 0600, Bev was down getting breakfast and I was enjoying a beautiful early morning sail. Suddenly a native boat (called a Banca) came alongside and four brown hands appeared on the gunwale and two heads peered at me over the side of the cockpit. I really do not know if they intended harm or were simply just very curious. I think they thought they had me tied to the helm for when I flipped the helm over to the automatic pilot and walked away from the wheel you could see that it just about blew their minds. I went below and poked the shotgun out the port. With the sun glinting off the chromed stainless steel barrel it must have appeared like a cannon. My two erstwhile marauders took off in a cloud of spray and we had our second cup of coffee. The next night an incident occurred which was a bit more scary. About 2000, just before moonrise, we saw the starboard running light of an 80-90 foot fishing vessel on a course to cross our bow. Although

a sailboat technically has the right of way, we figured that if he were setting a trawl or had nets out it would be easier for us to change course than for him. We tacked and steered to cross his stern. He changed course and now was -heading for our starboard bow. We tacked again thinking we could slide by him port to port, but he again changed course to intercept. This time we gybed and decided that we had best get the hell out of there if we could. We figured that a gun would be useless so I got out some magnesium flares and some mace. We could see that he had men up in the bow and that he was probably trying to get close enough to ram or at least get his men on board. We turned out all our lights, even the compass light, and turned on the engine and set out on a broad reach, our fastest point of sail. We could see him turning this way and that trying to locate us but we were just a tad faster than he and got away. We ran the rest of the night without our lights and sure surprised a few fishing boats as we glided on past. Suffice it to say we arrived all in one piece, reported for work and have been busy ever since.

Editor's Note: Don noted that Subic Bay is Bob Perry country. There are 3 Tayanas there; Don's "AUF WIEDERSEHEN", Dick Riddle's "ENIGMA" (TOG member Dick also sailed his T-37 from Taiwan) and Bob Millikin's "LEPRECHAUN". There are also two Union 36s, a CT-34, and a visiting Polaris 43.

LOCAL TOG IN HOUSTON

With the support of Starboard Yacht, Bob Martin "PANACHE" has organized a local T-37 group in Houston. Anyone interested should contact Bob at

7731 Portal Drive
Houston, Texas 77071

INCIDENTS AND ACCIDENTS

1. George Newton, Hull #109, sails his boat in the Houston area. Last Memorial Day, while at anchor, he was hit by a shrimp boat. The shrimper hit the bowsprit and bow pulpit at high noon. he separated the blocks connecting the bowsprit to the platform and bent the pulpit slightly - but he took out his own side rail! Our 'little' boats are tough. One observation: we were in a 'safe' anchorage in broad daylight and no one was on watch. A lesson learned at a cost in excess of \$1100 if I don't collect from the shrimper."
2. Fred and Gwen Gross, "Fairbourne" wound up on the beach at Fort Lauderdale. Fred was very displeased with the Coast Guards actions and told them so in the following letter. (No reply yet).

P. O. Box 3431
Eastport Station
Annapolis, Md. 21403

March 25, 1983

Mr. Robert Anthony Commandant
U.S. Coast Guard 2100 Second Street, S. W.
Washington D. C. 20593

Dear Sir:

An article in the October, 1982 issue of Yachting discusses Coast Guard Towing and Salvage. This article has just come to my attention.

May I relate an incident that you may wish to consider. First let me say I am 65 years old recently retired, have been sailing since age 15, the last forty years in Hawaii - twenty years of which were inter-island in a 32-foot sloop. No problems.

On June 17, 1982 my wife and I accompanied by my brother and his wife left Fort Lauderdale (Port Everglades) in my 37-foot Tayana cutter. We listened to weather reports prior to departure and found them typical of prior daily reports. Reasonable with some likelihood, of showers.

As we proceeded offshore toward the Bahamas the sky was gray and as the wind from SE to SSE increased to about 20 mph rain started. No fun. Because of this and the increasing possibility that a Bahama landfall would be in darkness which I wished to avoid, we put back for Fort Lauderdale. There was little change in weather except for a sudden drop in temperature about 103 deg.

About 11-00 hours we entered the Fort Lauderdale channel, Jib and staysail furlled. We were approaching the fixed No. 5 channel marker when we were overtaken by a tremendous wind from the SSE our port quarter). Visibility was reduced to the length of the boat. I attempted to turn the boat around to get out to sea but wind pressure did not permit this. (*Life jackets were worn*)

(*We were under power with the main sail down being furlled.*)

Within a matter off 5 or 6 minutes we apparently were blown northwest out of the channel, over a submerged groin which briefly stopped the boat and were then carried on to a beach. We could not see the beach until standing at the rail with the beach at our feet

When the wind first struck us my wife called the Coast Guard for help on VHF "channel 16". They responded with a boat by which time we were on the beach. They observed the scene from a distance and departed. We had not remained aboard-to man the radio as 3 to 4 foot waves were striking the hull of the boat.

Coast Guard Cont.

Page 2

On shore I called the Coast Guard by telephone to learn of recommended action. I was told that removing-towing the boat from the beach should be done by towing and salvage firms and they gave me a list of about six.

All were called with negative results. Possibly tomorrow - or not at all - would be the earliest help. One small operator - a 28 boat owner -having heard our call on "channel 16" came by foot to the beach and provided some moral oral support and helped me set two anchors to keep the waves from pushing the boat further up onto the beach. He returned several hours later with another small towboat operator to further assess the situation. Their terms were \$1,000 to \$2,000 each to attempt to tow the boat off. If they were unsuccessful there would be no charges. It was verbally agreed to - what else could I do since-over night the boat would be either stripped or lost.

At about 1700 hours they arrived and on a thoroughly workmanlike fashion they anchored, got lines aboard and started towing efforts.. within a few minutes of both boats towing to turn the bow, the boat rolled from the starboard side on the beach to port and with further strain and the help of wave action the boat floated free of the beach.

We were towed to Pier 66 which we entered under our own power with no signs of leaking. The two operators asked for \$1500 each and were paid on the spot by my brother.

Radio news and the newspapers reported seven tornados in Fort Lauderdale that day with extensive damage to a number of structures. A woman on the 27th floor of a nearby apartment building witnessed our .entire experience. (She later found us to report this to us.)

Drydocking revealed two hull cracks under water - fortunately neither. did more than weep water. The drydock yard-bill was about \$3000 - insurance paid for all but my \$1500 deductible.

I believe a prompt towing effort by the Coast Guard could have minimized damage. If a towing fee is necessary then so be it. The delay of six hours in getting off the beach resulted in damage by rocks under the surface of the sand. Lack of concern by towing and salvage firms appalled me. Except for the two small towboat operators my boat would still be on the beach. One local resident told us we were the first of ten boats he had seen on that beach over the years to get off. All the rest had remained and broken up.

Not all the groundings are by carelessness. Your considerations of policy should recognize that there may not be local towing and salvage firms available or willing to assist.

It is interesting that two of the three men assisting the towboat operators were off-duty Coast Guard enlisted men.

Sincerely,
Frederick C. Gross

"SATORI" GOES TO NEWFOUNDLAND

Editor's Note: "SATORI" is a well seasoned cruising boat. Her former owner sailed her extensively in the warm, waters of the Caribbean. Her current owners, Frank and Cynthia Lawson, run a charter boat (not a T-37) out of St. Thomas for 9 months a year, and during the summer, like to cruise "SATORI" in northern climates. Frank wrote me about last summer's cruise.

"SATORI" has just returned to the tranquil Bras d'Or Lakes of Cape Breton from ports north and east, and we have opened the hatches for the first time since leaving here June 23. A superb cruise in every respect. We sailed up the west coast of Newfoundland under sparkling blue skies with 15-25 kt SW winds astern. Crossed over to Labrador at Lanse Au Loup and worked (rather flew!) up to Marys Harbor and Battle Harbor 52°1'N. By flying, we had SW winds in excess of 30 kts at some point in the day for 7 days in a row. We decided that we'd better start working back to the south before we ended up at the North Pole.

Newfoundland is one great unspoiled, undiscovered cruising area. Parts are wild and remote, yet a lot of the island offers good and numerous anchorages in a spectacular setting. Notre Dame Bay and Trinity Bay on the East Coast were favorites - Bay d'Espoir on the South Coast is superb. You don't find more friendly, helpful people anywhere.

Labrador, with strong winds, few aids to navigation, snow on the ground, icebergs at sea, and an ironbound rock coast is to be approached by the well-equipped and experienced. We felt a bit out of place in a fiberglass boat with a 55' mast. A steel boat - maybe a steel motorsailer - is the boat for Labrador. But we came to no harm and learned a bit more about the boat, about ourselves, and about seamanship and navigation.

We always used 2 anchors - a 45-lb. CQR with all chain (and a 3/8" x 20, nylon spring line,) to starboard and a 20-lb. H Danforth to port. 30' chain and nylon on the Danforth. We'd set the anchors in a wide V (60 degrees) to stop the boat from sailing around. We always backed hard with the engine and rigged chafing gear on the nylon. We never dragged. When getting underway from a confined area in strong winds, first set a close hauled mainsail to keep the boat head to the wind.

We had a 4' reef row put in the staysail last winter and we used it a few times. Perhaps our datamarine anemometer reads low, but I find that to make progress (good progress) to windward in apparent winds 20-36 kts, a double-reefed main, reefed staysail,

and Yanmar is the right combination. Once you get into the 30-35 kt. range, you come to the limit of the Tayana 37's ability to seriously sail to windward against the sea one finds in those winds. We sailed a couple of hours one day in fairly smooth water, close reaching with winds 39-44 kts under reefed staysail alone, having found the double reefed main too much.

We gave our Hi-Seas diesel heater a lot of hours with superb performance. 390 in the cabin one morning. The bearings for the DC motor of the Grunert Versamatic gave out, but Grunert shipped us a new motor (larger bearings) at their expense.

The Nelco 911 Loran-C continues to get rave reviews for spectacular performance. It was a very ice-free summer. The arctic pack was out of the straits of Belle Isle by early June and we saw only about a dozen bergs. Small chunks of ice floating near bergs were collected with a dip-net. The bergs calve in Greenland and reach Newfoundland via the Labrador current. The ice pops and snaps in water, for some reason.

It is mighty fine to contemplate life, anchored in a wild cove on the Labrador, with snow in the fullies ashore, no sign of human life for miles around, aboard a fine vessel such as a Tayana 37, with a bit of Greenland berg snapping and popping as it floats around in your 2nd Rum and Tonic!

No seal flippers this year, but lots of arctic char and the salmon was \$1.35 (Canadian) per pound, or even less if you helped the man pull his nets! We did.

We sailed 1932 miles - only about 10 hours in fog. The Cabot Strait was peaceful both directions. We rode out 2 bona fide gales at anchor, or about a baker's dozen if you count all winds over 35 kts. Certainly having the time to pick one's weather, not having to rush to a tight schedule, goes a long way to making a pleasant cruise, and again, so do the people of the outports of Newfoundland and Labrador.

"SATORI" will winter at Baddeck and Cynthia and I will return to running "SEABTSCUTT" chartering out of St. Thomas. Next summer we will probably sail back down the Nova Scotia and Maine coasts. But then, Cape Chidley and Greenland lie to the north . . .

CRUISING PLANS & EXPERIENCES

1. Fred & Gwen Gross spent the summer in Maine. They will head for Florida and the Bahamas this winter. In the spring of 194 they will go to the Great Lakes via the Hudson River and Erie Canal. From there a trip down the Mississippi is planned. From somewhere on the Gulf Coast, FAIRBOURNE will be trucked to Seattle. At age 65, Fred is leaving some of us younger Tayanians in the dust. He claims he gets .44 gals per hour out of his 16x13 prop on a 3QM30 Yanmar. With a 150 gallons capacity, he refuels only once in two or three weeks when running every day on 50 mile legs. He cruises at 1900 rpm at 6.1 knots.

2. John Colter, "YANKEE" also went to Maine this past summer and had a ball. He went as far east as Bar Harbor. Next summer he hopes to sail east of Schodic.

3. Seems like lots of Tayanans went up Maine this past summer. Bob Louttit, hull #276, wrote; "We went to Maine again this summer for our month's vacation. We left from Block Island and sailed ESE around Nantucket Shoals and then NNE to Frenchman's Bay. In spite of very light winds, we made the 360 miles in 3 days with only about 20 hours of motoring in dead calms. This summer we did Frenchman's Bay, the Cranberry Islands, Somes

.Sound, Swann's Island, Blue Hill Bay, Eggemoggin Reach, Penobscot Bay, the Muscle Ridge Channel, and made Tennant's Harbor our last port before jumping off to sail overnight to Provincetown, MA. In the whole month, we had fog on only three days, and got rained on once. It was nothing short of idyllic."

4. Bob Logcher, CYGNET, joined the T-37 trek north with stops in Nova Scotia and Maine. "This summer we made a four week cruise to Canada and Maine, starting out with a two night passage from the Isle of Shoals, New Hampshire to Brier Isle, Nova Scotia at the entrance of the Bay of Fundy. We had a calm passage, motoring 60% of the time. Found Nova Scotia to be delightful and hospitable. Stopped at Digby and Annapolis Royal, then to Flag Cove on Grand Marnan and Head Harbor on Campobello Is in New Brunswick. We then poked our way west through familiar haunts in Maine. "

5. Ed & Barbara Emery, "GRA-FIOR", expect to sell their home and business and sail south from San Francisco in 1994. They plan to spend a year getting to Rockport, Texas via the canal, where they will build a new house. They like San Francisco Bay, but are looking forward to the warm waters of the Gulf of Mexico.

SAIL TALK

1. Bob Louttit writes, " I was interested in Bob Perry's suggestion for downwind performance. In heavy air we just ignore the staysail and use main and winged yankee. But under 12 knots or so, we use our Hood MPS (cruising spinnaker). Before we had it, we use to fuss a lot going downwind in light air, but now we tend to just sit in the cockpit and chortle. We have a ChuteScoop, and find it very easy for one unaided person to set or strike it. We haven't flown it at night yet, but with a little more practice I expect we'll be comfortable enough with it to do that too."

2. Elsewhere in this newsletter are positive comments from owners about their Neil Pryde sails. Compared to the many complaints about Lam sails, these positive comments were like music to your editor's ears. Unfortunately, Jeri and Joel Stolowitz, "PAPILLON" (the super people who reproduce and mail this newsletter), have had a bad experience with their Neil Pryde sails. Jerry writes, "The stitching is coming out of the jib, the staysail is cut wrong, and the uppermost slides in the main have snapped off. Also the reef lines flog the main to death when close hauled, which we don't understand as other Tayana owners we know don't seem to have the same problem." After some attempts to get relief from Neil Pryde U.S. , they gave up and took the sails to a local sailmaker. (Ed. note: I urge prospective buyers to include in their contracts a stipulation about the quality and fit of the T-37 sails. I would like to hear from T-37 dealers and Ta-Yang about their responsibility regarding sails. And please don't write me about sail fit being a matter of opinion. We went through that garbage with Lam Sails of North America.)

INNOVATIVE IDEAS DEPT.

1. The following letter from Dick and Rachelle Miller, "JOSE", offers some interesting suggestions.

As a result of reading TYOG Newsletters, we have made a great many changes to our boat. Needless to say the information contained in these past newsletters was of enormous help to us. We decided after our plans had become somewhat complicated, to employ the services of MacLear and Harris, Naval architects to draw up detailed plans. I would strongly recommend this to a new purchaser of a Tayana, who wishes to make some drastic changes in the custom design of the interior. Here are some of the changes which we incorporated:

1. Granny bars, sissy bars, call them what you will, were designed at the mast approximately 1 1/2 feet narrower than the V 42 with placement for belaying pins.

2. A helmsman's seat was created atop an aft lazarette, providing access to the steering quadrant, additional lazarettes to port, a propane locker, gasoline storage locker to starboard, and an additional lazarette above the quarter berth approximately 15" deep.
3. We did not opt for the Mark II version, and so we decided to put a taff rail around the stern. Ta-Yang executed this flawlessly.
4. Down below we created a quarter cabin, but we were concerned about losing the open spacious feeling, and so the quarter cabin was created approximately 12" further aft than normal. However, upon entering into the cabin, there was no room to stand, and so we created a pullout filler at the forward end of the berth so that one could stand in the quarter cabin and while reposing have a full length bed. In the galley we arranged for the sink to be placed 10" further aft than normal, thus providing us with room for a half dozen drawers between the sink and stove, and commensurate counter space above. The settees were curved in order to get away from the normal box like sharp cornered bench seats.
5. At the forward end of the quarter cabin a chart table was made utilizing the end of the settee berth as a seat. Therefore it faces forward away from spray and moisture, set beneath shelves and drawers.
6. We felt that the area in the V berth was unnecessarily long and we had it shortened by approximately 6", thus enabling us to pick up additional space for a separate shower.
7. The shower wall is curved, but at the end of the curve we established a dog leg running fore and aft, which creates a sense of openness in the forward cabin.
8. We requested that some of the hardware be changed, i.e. old style brass hand holds on the boom gallows, brass grab rail supports, etc..

We have named our boat Joss, the colors fortunately came out exactly as ordered, and we look forward to seeing other Tayana owners in our travels.

Thank you for your newsletter. We so much look forward to receiving it.

INNOVATIVE IDEAS (con't.)

2. Sonny Gager, "SLO N - EASY", took delivery of his boat in Aug. '82, hull # 308 I ordered a custom interior and deck layout which turned out to be better than I had hoped for. The joiner work is superb. The yard put 12 volt and 120 volt receptacles throughout the whole boat. The lifeline stanchions are tapered. I did away with the staysail boom and was the first boat here (Florida) to receive the new Neil Pryde sails. These sails are excellent. I have running backstays as well as intermediates to support my cruising chute which has 1496 feet. All halyards lead to the cockpit through easylock rope clutches to self tailing winches. As of now I can find nothing wrong with my boat. Don't that sound weird? No leaks, no problem with the Yanmar, electrical, Kenyon instruments, water system, head or anything else.

Rich Witesman, hull 139, lives aboard "TANNHVAL", south of Los Angeles in the new Long Beach Downtown Marina. He offers some live-a-board improvements; a. The enclosed tray in front of the sink (or ice chest on some boats) is hard to clean and is an awkward size. Rich removed the side pieces and raised them to provide a 1.5" space between the side pieces and the bottom. Now there is room for two full sets of rectangular plastic containers with snap on lids. b. Rich solved the problem of what to do with the attractive but bulky teak boarding ladder. Seems like it was always in the way, so Rich decided to attach it to the bulkhead in the quarterberth near the top inboard side as far astern as possible. "By attaching two pieces of 1" x 1.5" x 12" and a third one 1" x 1.5" x 5" I was able to position the ladder securely by the use of a barrel bolt, a couple of eye bolts and some bungee cords. This arrangement does block access to the door in the rear bulkhead but the inconvenience is minor compared to the extra space afforded by stowing the ladder.

For more details on any of these projects, write to Rich at P.O. Box 609, Sunset Beach, CA 90742.

4. Starboard Yachts, the T-37 dealer from Houston, Texas wrote about changes they have made to the Mark II accommodation plan: "Our only changes in the three cabin layout is the addition of a louvered door in the bulkhead forward of the aft stateroom, and the placement of a fold up chart table in the aft stateroom. It opens the boat considerably and still provides privacy.

ANCHORING TALK

Bob Louttit recommends,

" As for anchoring, we use all chain rode on a 45 lb. CQR. The Problem of fairlead is easily solved by hanging a snatch block right under the forward end of the bowsprit, and *running a 1/2"* nylon line through It to a chain grab hook. Between the hook and the normal chain roller, the chain hangs slack. This relieves the strain on the windlass, and keeps everything clear of the bobstay as the boat sails around at anchor. If the snatch block is large enough, and if rope rode is used, the rode itself can be led through the block."

MISCELLANEOUS

1. G. Karl Bischoff, "EGLATINE", attended the second annual Bob Perry rendezvous at Port Blakely (near Seattle). "Fewer Tayanas this year. We rafted up with Paul Baker, "GALADRIEL", Jim Knudsen, "NORSK VIND", and Al & Gail Biggs, "SOLUS". At the "reception" Bob handed out brass plaques and a very nice bottle of wine for each skipper. The hit of the evening (for me anyway) was a tour of "ESPRIT DU COR", an Esprit 37 built from the original plug and five years in the back yard.

2. A couple of years ago TOG produced a booklet called "The Tayana 37 Buyers Guide". It describes the pros and cons of the standard and optional features of the T-37, and recommends upgrades to create a TOG model T-37. Many prospective T-37 buyers have found the guide useful when planning to order a new boat. It is still available.

3. For various reasons the TOG burgee project has not worked out. Those of you who sent me money for a burgee, please deduct the amount from your '84 dues. If you have paid your dues, I'll be sending you a refund.

4. John Colter, "YANKEE", lives on the U.S. east coast. He has been using Mathews Teak Cleaner and oil, and while more expensive than other products, he finds it stands up well.

INTRODUCING YOUR TAYANA TO FRIENDS OR CREW

After struggling with various ideas about how to clearly and rapidly describe my boat to others, I implemented the following idea. I first sketched out a general layout of the boat (see page 16). Then I ran off copies of the layout. On one of these copies I sketched in the location of all thru hulls. On another

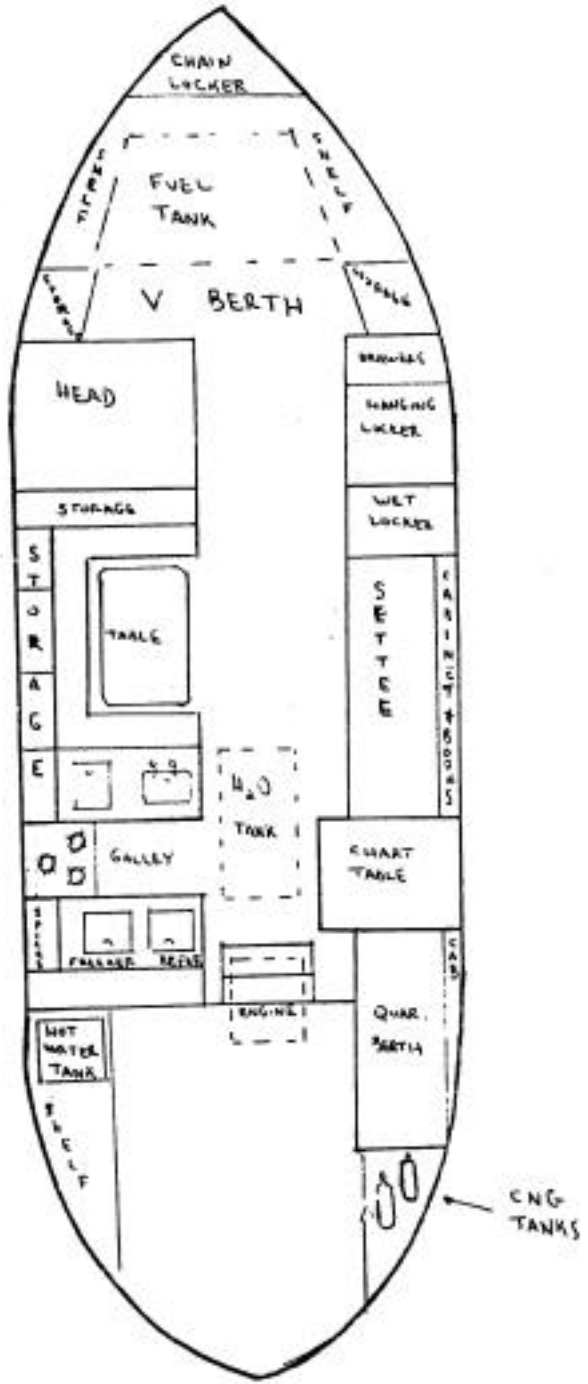
copy I added the location of safety items such as fire extinguishers, life jackets, man overboard equipment, etc. I made additional copies to cover location of all pumps: location of important electrical switches: etc. I then reproduced sets of these sheets and made them up in inexpensive binders. For extended trips, I included a watch schedule and other pertinent comments. The technique worked well.

TAYANA 37 OR CT- 37?

Occasionally I am asked about the difference between a Tayana 37 and a CT-37. The story as I understand it is as follows: Around 1975 the Tai Chou brothers, producers of a line of CT cruising sailboats, commissioned Bob Perry to design a 37 footer. After receiving the designs, Tai Chou decided not to build the boat. Retaining 10% of the action, CT turned the design over to a relative in another yard (TA- Yang). So in fact, all the boats, starting with Hull # 1, have been built by TA-YANG. The boats

were initially called CT-37's. On page 17 is an ad from the April '77 issue of SEA magazine. Sometime in late '77 the name was changed to Tayana in order to differentiate it from boats built by Tai Chou.

KUSHKI ANN
GENERAL LAYOUT



4/77

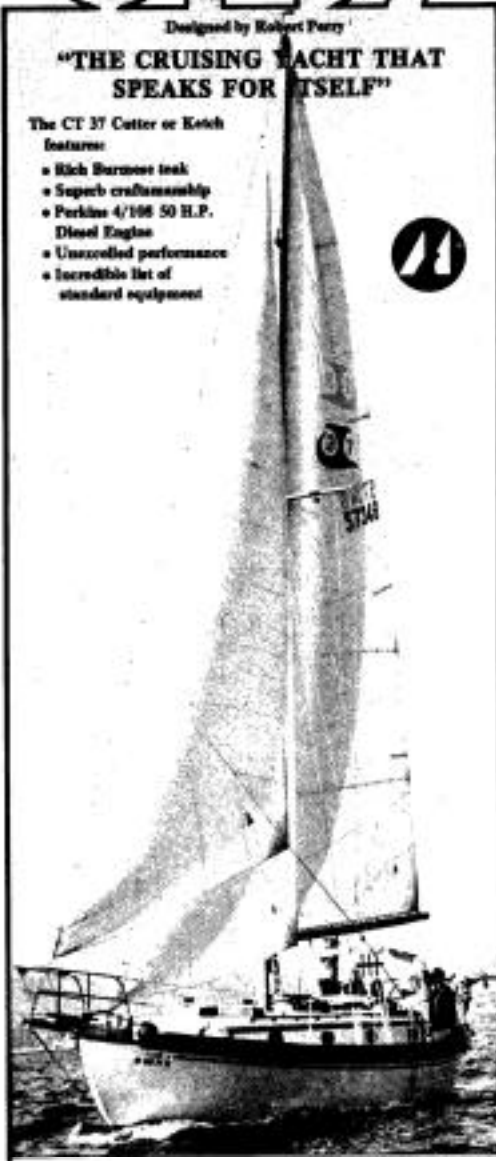
THE FABULOUS CT-37

Designed by Robert Perry

**"THE CRUISING YACHT THAT
SPEAKS FOR ITSELF"**

The CT 37 Cutter or Ketch
features:

- Rich Burmese teak
- Superb craftsmanship
- Perkins 4/108 50 H.P.
Diesel Engine
- Unexcelled performance
- Incredible list of
standard equipment



WRAP UP

This issue of the newsletter will not be received by quite a few TOG members because they have not sent in their '83 dues. I believe part of the problem was caused by the confusion I contributed as I phased into retirement. Another problem is the failure of members to keep me advised as they change addresses. At any rate I am most anxious that all T-37 owners who want to receive this newsletter, do so. If you hear of any that are not on the distribution, please let me know. Oh yes, please send in your '84 dues (\$15) Again I want to say I wish you the best for '84 and I hope we can maintain our friendship for many years to come.

Warm regards,

Norm