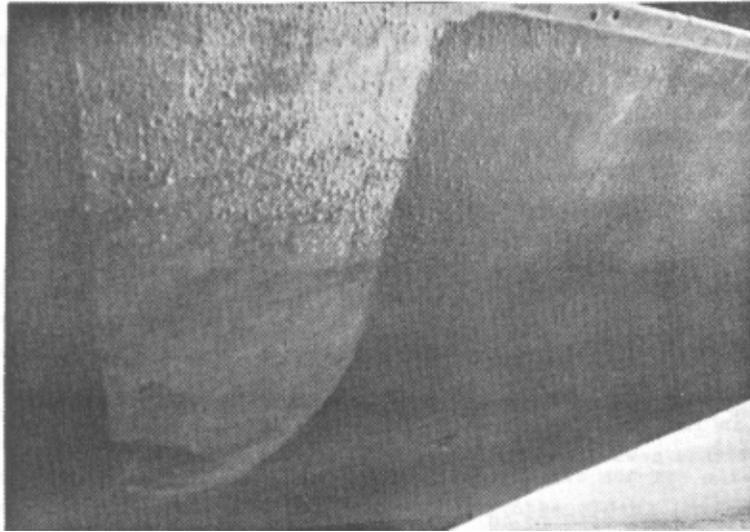


THE TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

FALL '87 N0.36

BLISTER CONTROVERSY ERUPTS



"GUMBO YA-YA" IS ATTACKED

WHAT'S INSIDE

Blistering- The Heat's On	1
AUF WEIDERSEHEN'S Adventure	5
Cruising Experiences	6
Heaving To.....	13
Equipment Comments	14
Problems	16
Ta Yang Visit	17
Wrap Up.....	18

Tayana Owners Group (TOG)
Newsletter #36
Fall 1987

Norm Demain
3644 Holmes View Drive
Langley, WA 98260

(206) 221-8934

Dear Friends,

Under separate cover you will receive (at last) a current TOG membership list. Our computer now makes it practical to keep the list current and publish it periodically.

On the subject of membership I have a small favor to ask. While the number of T-37s produced is approaching 550, plus an unknown number of V-42s, TOG membership remains below 150. I honestly believe that the best way to spread the word about our group is by word of mouth. I often get letters from prospective members who say they had no knowledge of the group until another member or dealer told them about us. If each current member encouraged one non-member to sign up this year, we could do more things like build an information bank such as the one described on the last page of this newsletter.

BLISTERING – THE HEAT IS ON

Tayana blistering problems have been reported in these pages since the March '84 issue. The extent of the blistering has ranged from "just a few" to "thousands". Owners have sought financial relief for the costs of repair with varying degrees of success. To date neither the cause nor the prevention of blisters has been identified. The number of Tayanans afflicted has been estimated at 20%, with even higher numbers for other yachts. In early 1986 Ta-Yang started using gelcoat with isophthalic resins in an effort to solve the problem. They are also experimenting with other new resins which were used in the latter part of '86.

Meanwhile who is supposed to pay for all the repair? Or putting it another way, who is obligated to pay? Which brings us rapidly to the subject of warranty coverage relative to blistering. The exact coverage and the obligations of the parties involved is at the core of a growing heated controversy between Tayana owners, their dealers, and Ta-Yang.

Recently I received correspondence from Allen Jeter, ESCAPE, regarding his frustration with a severe case of blisters. His dealer was Southern Offshore Yacht, also a TOG member. I wrote to Allen and Ed Potter of SOY asking that they send me statements expressing their views regarding blisters which I would publish jointly in our newsletter. They agreed. When you read their statements please keep in mind that their willingness to air their private disagreement is an expression of a desire to contribute to the resolution of a very difficult situation.

First from Allen Jeter:

"The clarification of Tayana warranties, we agree, is vitally needed. After reading a 1982 Practical Sailor article stating that "Tayana offers a 10 year warranty on the hull" we contracted and purchased one which arrived in late 1984. In early 1985 we noted blistering above the waterline and obtained a survey while in Falmouth, England. The licensed surveyor in Falmouth stated that the hull had extensive wicking and osmosis and had a moisture reading of 15-19. The hull was 9 months old at the time. Correspondence was begun with Ed Potter of SOY at that point.

After 9 months of correspondence during which time we were told to "do the bottom and to leave the top", then later a reversal of opinion to "do the top and leave the bottom", we were confused. We obtained a second survey which agreed with the first. The broker viewed the hull without removing the bottom paint and said there was nothing wrong. At this point and to insure our safety in recrossing the Atlantic, as well as to maintain the integrity of the hull, we had an epoxy job done on the hull below the waterline. We were told that our warranty was voided by our actions. Ta-Yang never answered our plea for a factory representative or a

surveyor prior to our repair.

Dealer warranties, as presently worded, are in our opinion false advertising and all rights seem to be reserved for the dealer. The part of the warranty which reads "... if the yacht is proved to the sellers satisfaction to be defective...", begs the question. If not a yard owner, yard manager, and two licensed surveyors, then who can "prove to a sellers satisfaction the yacht to be defective"??? As a result of this then, the warranty is therefore defective and without value to the buyer. The buyer is at the mercy of the intransigence of the dealer!!

Statement by Ed Potter:

"The dealer obligation on blisters is essentially a function of the warranty he gave at the time of sale. If he warrants gelcoat, he is obligated to fix blisters which occur during the warranty period. If he does not warrant gelcoat -- that is he specifically eliminates gelcoat from the warranty coverage -- he has no obligation to fix blisters. I know there are a lot of states which enforce so-called implied warranties and I certainly don't feel I can comment on the case where gelcoat are not mentioned in the warranty.

The above notwithstanding, most dealers do not want unhappy customers and are willing to try to do something about blisters. If a dealer will, because of warranty or just for good will, agree to take a hand in the problem, the customer has an obligation to follow the dealer's full instructions. It must be understood that the dealers do not have unlimited sources of money, and they too must be careful. They are as puzzled about the blister problem as anyone else. In fact by the terms of every warranty that I know of, including ours, the dealer and the factory are not responsible for defects in gelcoat. So when a dealer indicates a readiness to take care of a problem, even one he is technically not responsible for, it is incumbent on the customer to do as he is asked. If the customer does otherwise, he must be prepared to accept full responsibility for his decision.

In the case of the Jeter yacht, I personally examined it and

found the topside to have a queer defect while the bottom had no blisters. While Jeter denigrates my opinion, he fails to mention that I asked the English yard to show me a bottom blister and they could not; that the first surveyor claimed there were bottom blisters yet he had not hauled the yacht; that the yard gave an

\$11,000 estimate without even seeing the yacht. Jeter also fails to mention my instructions and offer of repair or replacement. I told him to get the topsides painted with polyurethane for which I would pay up to \$3500 and to do a normal bottom job. Then he was to proceed on his cruise. I told him that if any of the dire predictions given him by the English surveyors happened, we would repair or replace his yacht -I told him this in writing. He decided to take the recommendations of two different surveys which were, according to Owens Corning and the University of Rhode Island, technically flawed. (For example, one surveyor said he tested liquid from the blisters and found it to have a pH of around 8- a chemical impossibility.) When Jeter went against my instructions, I informed him that his warranty was void.

Owners must be careful about the recommendations of yards and surveyors. There are no "experts" on blistering. Surveyors tend to be conservative but they invariably include in their surveys a statement absolving themselves of any responsibility. And yards are happy to recommend \$10-12,000 repair jobs. But ask for some kind of guarantee, and see what answer one gets. The answer is "NONE":"

(Editors note: In another current situation owner Kurt Bischoff,

GUMBO -YA -YA, had to completely remove the bottom gelcoat because of the extreme blistering. His dealer, Windships of Oakland, CA refuses to even drive 15 miles to look at the problem according to Kurt.

The complete photo essay of *GUMBO -YA -YA'S* blisters will appear in a future newsletter.)

If any TOG member has a contribution to make to this dilemma, please come forward. In order to not jeopardize the reputation of an otherwise outstanding cruising boat, there is an urgent need to develop a clear understanding between the parties involved of

who is responsible for what when a blister problem surfaces.

CRUISING EXPERIENCES AND PLANS

(1) As you recall we left Don & Bev Rock, AUF WIEDERSEHEN, choking on exhaust fumes in newsletter #35. Here's the conclusion of their adventure:

"We found a great machine shop where they repaired the steering quadrant, remade the motor mounts, and, with the aid of a rubber bumper manufacturer, fabricated from scratch a completely new flexible coupling to connect the drive shaft to the propeller shaft. Murphy had a little laugh in Bacolad for just as the mechanic was realigning the engine after we installed the motor mounts-- lifting the engine with a chain hoist attached to a timber over the companionway-- a huge surge rolled through the harbor and bent open a connecting link in the anchor chain. We drifted fairly rapidly toward a huge fish trap but I managed to get a second anchor down in time and put our third anchor on the remains of the chain rode. Next day a diver found our Bruce anchor and 75 feet of 3/8" chain and we thought we were ready to leave. Not so says Murph, I'm on a roll here. We weren't a quarter of a mile out of the harbor when the shim in the prop shaft coupling which attaches it to the flexible coupling chewed itself to bits so we upped the sails and crept back into the harbor, blew up the dinghy and went to town to find our friendly machinist. A new coupling was made to fit the shaft with precision and on our next venture out the harbor we made it.

We sailed the shoal waters at the lower part of the Guimaras Straits with our hearts in our throats until we reached the deeps of the Sulu Sea and then spread our wings and fairly flew down the west coast of Negros before a blustery 25-30 knot monsoon wind. One has to understand the extreme shoaling in these waters and the lack of any buoys or lights or any aids to navigation in most of the Philippines to appreciate our apprehension. The charts are not that accurate and there is almost no updating. The last time I was in the Philippine Hydrographic Office picking up some charts I asked for a local Notice To Mariners and was given their latest-- 8 months old.

We had a boisterous overnight sail of some 145 miles to Bonbonon at the southern tip of Negros where we laid over for a few days and filled our water tanks at the village pump before we took off for the final 110 miles to our home base in Cebu. Murphy had one last kicker for us as we approached the harbor at 0300 hours. There usually is a working entrance light and this we picked up 8 miles from it. At the four mile range it went out and our autopilot, having been locked on the course, almost crashed us into the darkened light tower. I did see it as a dark shape through the binoculars in time to slow down and change course. We crept slowly into the harbor and picked up our mooring in front of the house at 5 A.M.

In retrospect this experience was a tragicomedy and as complication piled upon complication in such rapid-fire fashion I'm not even sure I have the sequence of occurrences correct. When I read this account now I can't believe all those things happened, but they did and now, my friends, you know why Christmas was a little late this year.

(2) Buz Radican brings us up to date about his experiences with

SEAWEED in Japan. "Last summer we took a couple of weeks leave and revisited some of the picturesque islands south of Tokyo. Nice vacation. These islands are a carbon copy of what everyone's' mental picture of a "tropical island" is supposed to look like, minus the grass skirted lovelies. Water as clear as liquid crystal. In short, what life on a sailboat is supposed to be.

Other than that one longer trip our sailing has been limited to weekend jaunts. However, there is something to be said about weekend sails. We have developed the "four hour rule" ... if I cannot get there in 4 hours I don't want to go. While that is a bit of an overstatement, it does have some merit. We leave here about 1000 Saturday morning, sail down and around the end of this peninsula, drop the hook in one of the Japanese fishing/yacht harbors, crank up the generator and have a cool one or two. Then we take a quick swim, row over to the beach, wander around, come back, fire up the propane grill and have steaks and whatever (Ed.

note: I wonder what kind of "whatever" goes best with steak).

Sunday we either return home, or if it is a long weekend, go out for a few hours and then back in. Not a bad way to spend the weekend.

We have finally moved off the boat and into a real house. In Sept. I left the USS MIDWAY after 8 1/2 years aboard. In Nov. we moved into quarters on the base, a nice single family dwelling that once housed a Japanese admiral before and during "The Big One". Concurrent with that we hauled out and redid the bottom. In fact we just relaunched last weekend and had our shake down sail Sunday. A constant 20 knots of wind, one reef in the main and the staysail set forward made for a very nice ride. Depending on point of sail we were always just under max hull speed and never over twenty degrees heel. Nice sail. This next weekend I am taking a 5 day leave and heading off to a local village about 50 miles away where Commodore Perry struck the first deal with the Japanese and opened Japan to trade with the west."

(3) By the time you read this Julie & Charlie Bosomworth will have returned from their trip to Nova Scotia and Newfoundland on their T-37 *JULIA ROSE*. Before they left they wrote about their '86 cruise.

"We took our video camera" says Julie, " and in my opinion our first attempt to capture the coast of Maine on film turned out pretty boring. It seems that whenever anything interesting happens, we're too busy to take pictures. Luckily some of our friends didn't agree with me and even asked to see it twice. As far as last summer's cruising went, it didn't go very far. It was a week of fog, rain, ugly seas, engine problems, and a good time was had by all. One of the highlights of the trip happened on a nondescript day - overcast, gray, not much wind, cold and damp. We were all sitting around yawning when all of a sudden big things started jumping out of the water and we were surrounded by a horde of Atlantic white sided dolphins. There were hundreds of them, and they have got to be the leapingist critters I've ever seen. Beautiful markings, black with white sides and orange brown stripes on their sides. None of us had ever seen this specie before. According to the field guide they don't come this far

south or so near land. They just came to brighten our day!"

Next we hear from Charlie. "As Julie said, last year was a good year for fog in Maine. But there also were the glorious days and the so-so days. On one of those glorious days we made a run up to Roque Island. A crystal clear day- no wind. To our surprise a harbor porpoise came over to look at us. A first- just about every porpoise in Maine ignores you. It was a good omen as the wind picked up enough so we could use our drifter. Then a small (20-25 ft.) Minke whale came to see us. Shortly after passing Petite Manan we sighted a giant fin back whale totally ignoring us. The wind steadily increased 'till we were moving at 7 knots, wing and wing. By the end of our nine hour run it was blowing hard and the blue sky became tinged with red.

But part of the beauty of sailing is the contrast. For example the day we decided to buy lobster for dinner. We left a hot New Harbor in shorts and T shirts but we weren't out 10 minutes before it was sweat shirts and heavy pants time. The sky got gray, the water got gray, the land got gray ...the whole world got gray. Then the wind died, but the prevailing south westerly swell kept coming on our bow. A few of the stomachs were approaching a questionable stage. We pounded on a few hours like this taking a tight turn around Cape Small so the swell would be from our quarter. This eased the motion and we all looked forward to arriving at Sebasco Estates in half an hour.

Then the motor quit!

There was no wind and the swells were pushing us into the rocks. Then the fog rolled in. Loss of visual contact with the land was a shock, since I hadn't been timing our buoys, hadn't checked the tidal currents in the area and hadn't entered the local corrections for my Loran. Fortunately I did recognize that the engine problem came from a stopped up fuel line. Rust had built up in the tank and the constant pounding had dislodged it. By siphoning out some diesel into a bucket, we got the engine running. But by this time I wasn't sure of our exact location so we crawled under compass for a while. But the fog had increased to the point where it was hard to see the bow and I turned around and headed for clear water. On the way we met another boat using his Loran so we pooled our resources and our Lorans. With the help of our sounder

and a bow watch listening for crashing surf, we located the narrow passage and made the dog leg turn into the harbor. I couldn't see other boats in the harbor until I got within 40' of them.

The moral of the story is: if you have a black iron fuel tank, be sure to open it up at least every other year and dig out any accumulated junk on the bottom. I find a pancake flipper handy for this job."

(Editors note: Charlie was kind enough to prepare a 41 page humorous, detailed description of two of his 1985 trips. One was from Boston to the Bahamas via the ICW and the other was to the

St. John River in New Brunswick, Canada. Charlie has volunteered to furnish copies of his report to anyone contemplating such trips (repro cost only). Contact Charlie at 4 Maple Road, Billerica, MA 01821 - phone 617 663 2897.)

(4) Bill & Mary Gutzwiller took *HALLELUJAH* on her maiden voyage about five minutes after commissioning was finished. He writes, "By working six weeks of 12 hour days and seven days a week, we got *HALLELUJAH* ready for sea. We finally departed Ft. Lauderdale for St. Thomas on Feb.20, having elected the island hopping strategy rather than the non-stop offshore route. Because many other T-37 owners have reported before on their route down the "Thorny Path", we won't elaborate on this great experience. We were blessed with favorable northeast winds, fair weather for the most part, and no pressing need to rush. We handily reached our rendezvous points in time for crew changes along the way, savoring the varied peoples and beautiful scenery of the Bahamas, Turk and Caicos, Dominican Republic, and the south coast of Puerto Rico along the way.

We encountered several Tayanans, most notably *ESCAPE* with Allen and Elaine Jeter and baby. We had developed a mail dialog with them a couple of years ago through TOG when they were in England but we had never met them personally until our chance encounter on a dock at Georgetown in the Exumas. This remarkable couple had just returned across the Atlantic with their young child and were full of inspiration for us relative newcomers to offshore cruising.

HALLELUJAH behaved wonderfully through the entire 1200 plus

nautical miles and seven weeks of the trip. We quickly built up a sense of confidence and security in the way she handled, especially in squalls and heavy seas. We might summarize our experience with our Tayana by breaking them down into our best and worst.

First our most pleasant and positive surprises came from the quality and performance of the Pryde sails, the steady dependability and smoothness of our Yanmar 3QM30, the great job the Grunert Mariner refrigeration system does (once it's tuned up and provided with it's own 50 amp alternator), and the superb teak workmanship below decks. Also, my newly acquired ham license and single sideband rig soon became indispensable for weather reports and daily contact with our mainland lifeline (R2RER) and the marine ham networks once we got beyond Nassau.

A sampling from our "disappointment list" is longer than we'd like, considering the care we used in researching, communicating, and specifying before *HALLELUJAH* was built:

1. Ta-Yang's disregard of a number of clearly documented and agreed upon specifications was our biggest disappointment. The

most disappointing (and expensive) so far has *Hallelujah up* on blocks getting a new bottom after only five months in the water. We had specified and paid for a 10 mil thick Interprotect 2000 epoxy bottom preparation followed by Micron bottom paint. Imagine our dismay to have green growth and barnacles building up in less than two months after launch, and the bottom paint wiping off down to the undercoat with the first use of a sponge. By the time we reached St. Thomas, the bottom was covered with coral "worms" and our top motoring speed was down more than two knots.

We discussed the problem with International Paint and at first were told that the Interlux yachting line of paints had never made Micron in that dark shade of purple/blue. Worse, Interprotect epoxy is grey, and there was no grey underlining insurance layer against future blistering. In subsequent discussions with International Paint they acknowledge that the paint type numbers Ta-Yang claims to have used on my T-37 bottom are in fact types of paint sold by the Far East wing of International

Paint, related loosely at best with Interlux types promoted and manufactured here in the U.S. If Ta-Yang's and International's stories are correct, then our undercoat is in fact some type of epoxy (although not Interprotect), and our bottom paint used the formula for Micron 25. According to the International Paint specialist to whom I talked, Micron 25 originated in Europe and was not generally promoted by the US arm of International paint.

Time will tell whether the epoxy undercoating performs its blister prevention role. Having talked to TOG member Alan Jeter

ESCAPE, and seen his photographs and boat, I'm hoping my epoxy

"insurance policy" will pay dividends. (Ed. note: Jeter's blistering problem and related topics are discussed separately in this newsletter under **BLISTERING - THE HEATS ON**)

2. We'd read in the newsletters about waterline problems on the Tayana, and finally experienced them first hand. In cruising form, *HALLELUJAH* sinks about seven inches below the waterline amidships, well above the bootstripe. During her current bottom work, we're having the yard raise the waterline by eight inches amidships, and five inches at bow and stern... the waterline and bootstripe are not only too low, but drop below the horizontal plane by about three inches amidships.

3. On our acceptance outing with the commissioners I noticed an irregular and annoying clinking sound. I was told that it came from the checkvalve in the engine exhaust and that I'd "better get used to it because all present Tayanans" exhibit this abrasive sound. We never got used to it, so finally figured a way to essentially eliminate it. The offending noise emanates from the moving bronze flapper inside the checkvalve striking the top of the valve housing every time a surge of exhaust passes through it.

Our "fix" was to remove the threaded lid of the valve, drill and tap a 1/4-20 hole in the lid, insert a 1/4" flathead machinescrew from the inside of the lid, then press a white rubber door bumper cup over the flat head. With the lid reassembled into the checkvalve, and the engine started, the machine screw was turned from the outside until the clinking noise just stopped, and a back up

nut was tightened to lock the screw into its shock absorbing position. Voila... the clink/clank was reduced to barely audible. Our solution may help others' frayed nerves too.

4. We haven't heard anyone else mention the aggravation generated by the cockpit seat drainage scuppers. While they work well in draining OUT rain and spray from the cockpit seats, the hole on the high side acts to bring IN a substantial part of any seas that roll down the deck to windward. Our temporary solution: a sponge rubber insert in the opening to windward. Has anyone come up with a more elegant solution that doesn't require switching on tacks?

5. We too encountered the loose hardware mentioned so often in the past newsletters. So far we've spotted the critical ones like the steering quadrant and the thru-hull hose connections before they became a crisis. Despite tightening up the hose clamp on the pressure side of the freshwater pump, that hose has come off twice undetected and each time we've lost a tank of fresh water into the bilge and all over the electrical panel.

6. I've added ammeters in the output of our two alternators as an advance warning of charging problems. They've paid off three times already, spotting loose wires in output and regulator circuits that wouldn't have been detected until the batteries were depleted. For those who don't already have ammeters, they should consider adding them. For similar reasons we're in process of adding oil pressure and water temperature gages on the Yanmar to augment the idiot lights provided on the standard rig.

This letter got longer than I'd planned, Norm. Hopefully there are some nuggets worth publishing for those to follow. As for us, our first half year has been exciting and fun despite all the work and surprises. For the future, we plan to base *HALLELUJAH* at St. Thomas Yacht Club on Cowpet Bay. Next winter we'll be heading down the Leeward and Windward chains to Grenada. Already our confidence and comfort with *HALLELUJAH* are at a level to have us cautiously speculating on the Atlantic and the Med. Who knows

what the future holds."

(Ed. note: Indeed there are some nuggets Bill, and thanks for your time and effort in preparing the info.)

HEAVING TO

From Antigua, West Indies, Jerry & Lois Gable, in a response to Tom Bowers *MACBEE*, relate their experiences in heaving-to:

"When we first got *MORNING MIST* we experimented with heaving-to in various controlled circumstances on Chesapeake Bay. Our experiments were conducted with a backed jib and single reefed main in 15 to 20 knots of wind and fairly flat seas. The ship hove-to easily and comfortably, we were well satisfied. During a 12 day passage to the Caribbean we encountered a squall gusting over 40 knots and decided that it was necessary to heave-to as the seas were running 10 feet with the tops breaking in the wind. At that point we were under staysail and single reefed main having rolled up the jib. She hove-to immediately and it was like entering a dream. All of a sudden everything was quiet and smooth. We were just bobbing up and down in the waves, no more crashing and pounding. The dog even trotted forward to do his duty. Since that time we have considered being hove-to as our own secret little refuge. We regularly heave-to once a day when going to windward in heavy seas to let the dog do his business. Once we both slept soundly for 12 hours while hove-to in a full gale.

WE have always hove-to under staysail and main using the following procedure: After rolling up the jib, bring the bow slowly

into the wind while tightening sheets to the extreme. At some point the ship will stall with sails full and the helm hard-alee. With the wheel locked in this position the bow will fall off a bit (about 50 degrees off the wind) and the speed will be 1 to 2 knots. You are still well heeled over and the sails full. Now for the good news! Once hove-to the main can be luffed and a reef taken in quiet, comfortable circumstances. Then after lunch and a nap, you can, if you want to, get back to the crashing and pounding. The small forward speed (forereaching) can be reduced by backing the staysail and reefing the main, however, we prefer a bit of forward drift.

To answer Tom's question specifically, we have found that the Tayana will lay hove-to under staysail alone with over 25 knots

of wind for a while. I wouldn't trust it indefinitely. If it gets knocked off by a wave, it must be able to sail itself back into the hove-to configuration.

It is amazing how many ocean sailors have never hove-to. They just don't know what they are missing. When things are tough and you have reached down for the last little bit of energy, you know you can always just "pull off to the side of the road" and heave-to.

EQUIPMENT COMMENTS

(1) Bruce Martin, *SPARHAWK*, replaced the original worm steering system with an Edson and likes the results. He would like suggestions on what type of autopilot works best with worm steering.

Bruce recently refinished the 7 year old wood mast and spars and found them in great shape from the factory paint job. In contrast, the prop shaft and exhaust system had to be replaced.

Just before the scheduled launching of *SPARHAWK* after a winter layup, Bruce fell off a ladder while cleaning the rub rail and was laid up for 6 weeks.

(2) Tom & Debbie Greene, *ALDEBARA*, installed a Monitor wind vane and are very happy with it.' They have also installed a Hood roller furling system for the jib and heating, air conditioning and refrigeration systems

(3) Bill Gutzwiller, *HALLELUJAH*, adds his voice to the negative comments about Signet instruments: "Against Bluewater Yachts recommendation to use Datamarine instruments, I opted for Signet. All three Signet instruments have been disappointing. They are mounted in Edson pods around the wheel. The magnetic field from the wind direction indicator prevented the compass from being compensated. After moving the instrument three inches higher, the best a compass professional could compensate the compass was

1. All previous reports on the Monitor wind vane have been positive.

within three degrees at certain points.

To use the Signet knotmeter/log first requires running the boat over a measured mile. That's acceptable the first time, but twice in the course of offshore legs on our trip the knotmeter electronics got "stuck" on a particular reading that required disassembly and opening of the battery back up circuit inside the instrument to reset it, thereby losing the original knotmeter calibration. Where does one find a measured mile in the middle of the ocean and outside the range of Loran?

Our third problem: in depths beyond 199 feet the Signet MK 172 fathometer starts reading random depths in the 5 to 15 foot range,... scary when you're in an area with sharp bottom transitions. This action also renders the depth alarm useless."

(4) Buz Radican *SEAWEED* talks about his alternator upgrade:

"In late January Celine & I headed off to Perth/Fremantle for the Cup series. In fact we were there 18 days... fun filled days. That is another story. One of the fellows I met is in the automotive electrical business. I told him I was looking for a way to upgrade my system and that it appeared I was going to buy a new 105amp alternator from an outfit in Seattle for something like \$400. After learning what type of alternator I had on my boat he suggested I buy a rebuilt from him for about \$150. My ears perked right up. So I did. The generator is a perfect fit. Only problem is that it did not come equipped with the "R" terminal, the pick off for the tachometer. Fortunately my graduate school work in electrical engineering came to the rescue. After finding a schematic in a Chiltons I tore into the little hummer and added my own pick off... actually it was a simple task of adding a lead to the number 3 winding. Because the pulley is slightly different, the readout is a little different than before. Let me tell you, the new alternator puts the trons back into the two 105 amp hour batteries at a prodigious rate."

PROBLEMS

(1) Bill Gutzwiller had the following comments regarding TaYang's workmanship on *HALLELUJAH*: "While Bluewater Yachts layout drawings appeared to reflect our intentions (including a heavy

dose of Hans Christian esthetics), not all these features were faithfully implemented by Ta-Yang. Mary's galley and the head turned out beautifully, but my combination nav/ham station and workbench fell considerably short of what I expected. Shelves along the entire port side were designed to accommodate books the size of Chapman's and 3-ring loose leaf binders. They turned out barely wide enough for paperbacks, a considerable problem with my voluminous library of large books. While the layout showed sufficient room behind the instrument panel for my ham rig, the final product was several inches shy. A typical aggravation was the chart table, which was designed with enough room under the table surface for chartbooks, double folded charts, etc. But Ta Yang boxed the space in along the outline of the hinged lid, leaving insufficient area for chart books, but with several square feet of potential chart storage space inaccessible under the table surface."

(2) As most of you will recall, Buz & Celine Radican have lived in Japan aboard *SEAWEED* for several years while Buzz serves aboard the USS *MIDWAY*. In June '85 *SEAWEED* was hauled and Buz hired a local yacht repair company to strip & clean the bottom and apply two coats of epoxy resin. He writes, " Two years before I had noticed a small amount of blistering... two spots about the size of your hand. From what I had read, some "experts" were recommending using epoxy resin. So I had the yacht company put on two coats and I put on two more coats along with two coats of epoxy primer. I topped it with Petit Horizons, a copolymer very similar to Micron 22 or 33.

I followed the directions and took my time... all to naught. The bottom paint came off in sheets. Really ticked me off. I would guess that about 20% of the bottom paint came off, maybe more. Lots of bucks down the drain, not to mention having to haul again this year. This time I spent a lot of time cleaning and preparing the bottom and went back to KL-990 POLYCOP, the paint I had used before with great success... got 29 months service with very little growth even at the end. Hope it works as good this time."

(3) "Charlie Bosomworth *JULIA ROSE* has a problem and a question.

My aluminum binnacle finally died last year and I'm replacing it with one of the bronze casting types from Ta-Yang. I have also been getting a great deal of rusty leakage below. It is visible on the hull in the nav station and in the forward galley wall locker. The leakage is annoying, but I have developed a concern about the source of all the rust. I was under the impression that the boat was held together by stainless. I know stainless discolors, but this is not that. If anyone has any ideas on the source of this, please advise."

TA-YANG VISIT

Bob Klein ordered *WANDERLUST* in June '86. He writes,

"In Sept. my wife Marge and I went to China and Taiwan. We spent a few days at Ta-Yang seeing "our boat" under construction. The General Manager Nan San Chiu was a wonderful host and we were impressed and pleased with the construction of the boats. Hull #513 was completed in Nov. and arrived in Annapolis by mid Dec.

She is now in our home port of the Magothy River, MD. Ta-Yang did a great job in building her."

MISCELLANEOUS

(1) Bill & Mary Gutzwiller and Bluewater Yacht (Paul Skilowitz) worked out a simple but effective way to handle advanced payments during the purchase of *HALLELUJAH*. Bill writes, "For handling escrow payments Bluewater and I used a jointly held account at Fidelity Cash Reserves mutual fund into which I deposited advance payments until taking title upon delivery. Withdrawals to the dealer at certain milestones were made by check and required both our signatures. This simple arrangement was covered by a mutually agreed memorandum covering the procedure, protecting both our interests, and avoiding the need for legal or banking assistance in setting up a more formal escrow arrangement. Since Bluewater did not have the use of my deposit money until delivery, we agreed that Bluewater got all dividends accrued in the account upon closing."

(2) Jim & Peg Skipper, EX -*LIBRIS*, write, "Peg & I have remarked many times on the value of the newsletter and your contribution

to making it a success. This publication was one of the major reasons for choosing a Tayana - plus the special trip that the Ta-Yang President and Chief Engineer made to Chicago to lend their support after our dealer went bankrupt. You can't beat that kind of TLC!

(3) In the August 1987 issue of Soundings magazine there was an article attesting to the serious "sailboat sales slump that appears headed for rock bottom." At the same time Ta-Yangs Tayana backlog is so big that current deliveries are being quoted at nine months to a year. That should make us feel good!

WRAP UP

This past summer there were two great Tayana rendezvous; one in the northeast and one in the northwest. Coverage of these events, including some interesting pics are planned for the next newsletter.

If you haven't already received one, you will be getting an owners questionnaire. Ed Christie, *CHRISTIE K*, has put in many hours developing the questionnaire. The questionnaire is comprehensive and will require time on your part to complete. This is a good opportunity for you to make a contribution to our group, so please complete the questionnaire and return it promptly. Ed will be compiling the results on his computer which will require lots of time for him to enter all the data. The results will be published in the newsletter. The data will become part of a data base program from which owners will be able to make specific inquiries like "which owners have a certain radar and what has been their experience." Your help is needed to make this project a success.