



# THE TOG NEWS

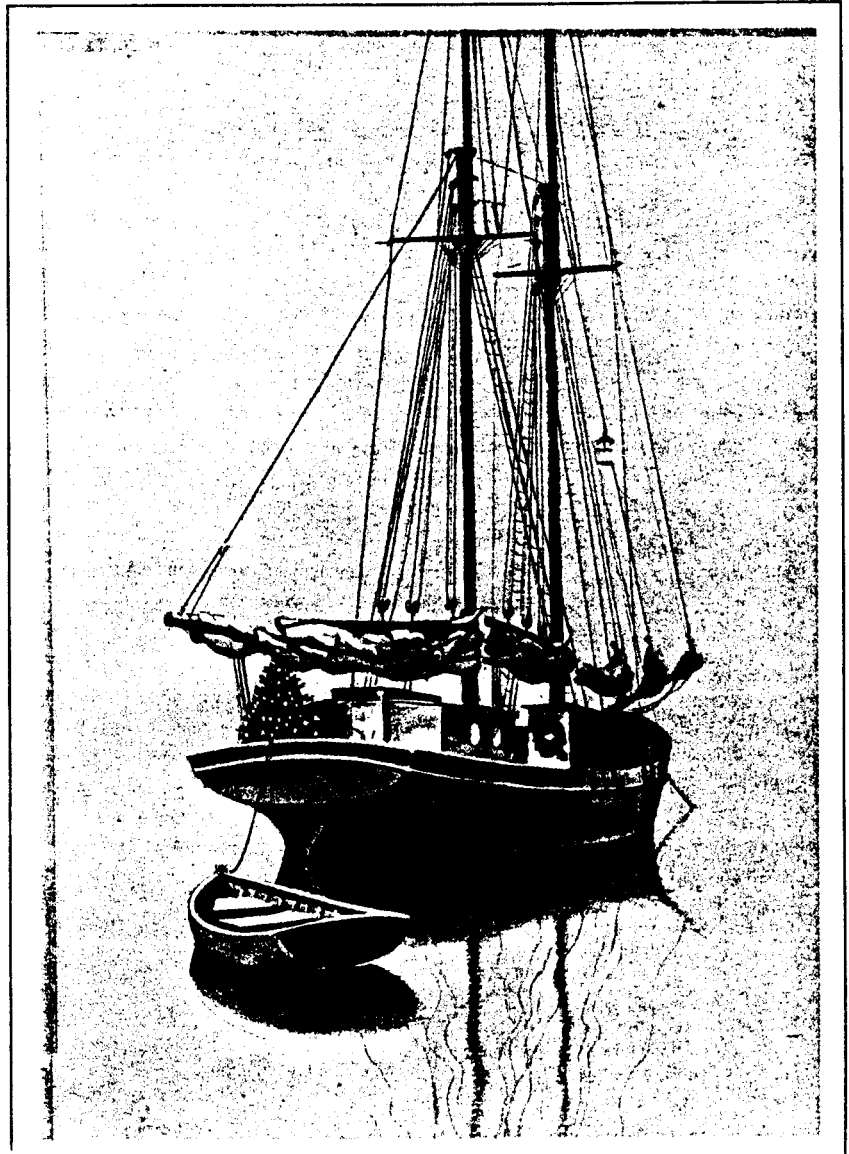


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A NEWSLETTER FOR TAYANA OWNERS

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WINTER '87 NO. 37



Tayana Owners Group (TOG)  
Newsletter #37  
Winter 1987

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Dear Friends,

Annie & I want to extend to you our very warm and sincere wishes for the holidays and hope you all have a healthy and happy 1988.

This newsletter marks the end of the eighth year of publishing the good stuff and bad stuff about our boats. I'm reminded about a comment a friend of mine made when I asked him how he enjoyed his meal at a local restaurant. He said, "Well the bad news is that the food was terrible, but the good news is that there wasn't much of it." The good news about our Tayanas is that they are rugged and beautiful and perform well but the bad news is they are not perfect. In my prejudiced view they rate a 9 which is a far cry from the early hulls and way ahead of most cruising boats in her class. The Tayana owners through this newsletter with the support of certain dealers and Ta-Yang have jointly contributed to the continuing quality upgrade of the boat. A toast all and may '88 be our best year yet!

*AURORA EPILOGUE*

In previous newsletters' the loss and recovery of *AURORA* were reported. Owner Bob Williamson concludes his report:  
"After some negotiations Boat US made what I consider a reasonable settlement for the expenses related to the repair and

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1. See newsletter/page 32/1 and 33/1

replacement of damaged and lost items on *AURORA*. She was found in the surf on Croatan Beach, which is the last beach on the south side of the Chesapeake. Apparently she was in the surf line for about 15 to 20 hours but suffered only minor damage to the keel and rudder and slight hull abrasions when she lay over at low tide. There were many items missing, some of which may have been looted during the first hour on the beach for after that she was guarded by the Coast Guard. (Luckily Croatan Beach is on a Coast Guard Reservation and access is limited to four wheel drive vehicles.) I'm sure that had it been any other type of boat the damage would have been more severe or perhaps a total loss. She was towed by a salvor to Hampton VA. The salvage vessel is very unique for it is a "Tugantine", that is a tugboat that can be sailed when conditions permit. She is captained by a colorful character named Lane Briggs. He did a very professional job and was very helpful in picking a yard to do the repairs to the keel and rudder. I would recommend him to anyone who needs help in the Norfolk VA. area.

The interior of the boat was completely messed up by the police who spread lampblack for fingerprints everywhere. Because she was bow to the beach she took quite a bit of water over the stern and down the companionway. The water mixed with the lampblack and got into every crevice on the boat. We still get it out of the bilge when we pump it.

My main winter project has been to find and install an alarm system which would help prevent another theft. I chose a system made by Radio Shack which has a battery backup system that is 12V D.C. By tracing the wiring from the battery side back to the circuit board, I was able to attach new wires to the board to allow it to be powered by the boat's 12V service and when the boat is plugged into shore power, it runs on 110V AC. To make sure the marine environment didn't damage the circuit boards, they were sprayed with electronic lacquer. The total cost is about \$150-160, which is about half as much as a regular marine set up. All the topside hatches and the companionway hatches are wired and there is a dockside disconnect switch to prevent towing. The alarm sets off the masthead strobe and sounds a siren which can be used as a fog horn. I'm still working on an engine disable switch, but that may

have to wait for next year. If any TOG member would like information about the system, I would be glad to hear from them." (write to Bob at 7 Country Club Dr., Lakewood, N.J. 08701)

T-37 FULL COVER

Jake & Lillian Huber keep and sail *ALTA* on San Francisco Bay. Jake recently wrote: "I hate to varnish! Therefore after fruitless attempts to find a coating for the teak on *ALTA* that would survive the weather elements, I decided to have a complete boat cover made. It is made of blue sail cover material (light canvas) and consists of five pieces. One small piece goes around the mast to the top of the main sail when it is stowed on the boom. The other four pieces make up the boat cover proper.

I designed the cover accordingly:

1. Absolutely no metal parts of any kind were allowed, i.e., no grommets, zippers, etc. I have seen metal grommets on flailing boat covers chip holes into the gel coat and ruin expensive paint jobs.
2. The cover had to reach from the boom down below the teak rubrail, i.e., cover the entire boat.
3. It had to have pockets sewn into its lower edge for sand bags to be inserted and removed easily. (The cover could not be lifted by one man if all the sand bags were sewn into the cover.
4. Ventilation was to be provided by sewing plastic scoops in at four locations.

I was concerned with the security of the boat with the cover in place. It was conceivable that a burglar could get in underneath the cover and ransack the boat unobserved. However after living with the cover for a year, I can see that this was a misplaced fear. It is not possible to get into the boat without unlacing one of the entrance flaps. Once inside the cover it is not possible to replace the flap. Therefore entrance into the boat can be noticed by neighbors. I decided not to put plastic windows into the cover because they age and crack in a short time. The

"slope" of the cover around the lower part of the hull is such that a burglar cannot simply lift up the cover and crawl underneath it.

The cost of the cover was \$2,700, made by Pacific Coast Canvas of Alameda, CA. It stores into four bags, takes one hour to remove and 1 1/2 hours to install by one person. The boat cover is sensational in that my \$2,000 varnish job will last a minimum of 5 years instead of three months. The boat is perfectly dry, and the cover has withstood 45 knots of wind without coming loose. Since we live in Reno, Nevada, and *ALTA* is kept in Berkeley, CA. we don't have to worry about the ravages of the sun and weather on her."

## RENDEZVOUS EAST & WEST

During this past summer Tayana owners on the east and west coasts rendezvoused and really enjoyed the camaraderie. Linda Aloisi of Bluewater Yachts reports on the east coast meeting:

"I just wanted you to know that this years rendezvous was indeed a success. With all the Tayana owners in their element from the good friends, good food, good breeze, and sunshine-- we had it all! There were so many owners and friends on our flagship *BLUEWATER*, (a Tayana 55) that the boat was heeled over at anchor. But perhaps this was my fault as I made the mistake of putting the cooler on the port side. Next year I'll know better and keep it on the center line.

Well if anyone wants to know more about the rendezvous or would like me to make sure they are put on our mailing list for next year's event please contact me here at Bluewater."

The northwest rendezvous was hosted by Norm & Annie Demain and was held on Whidbey Island. There were six Tayanas anchored off the community beach with six additional owner/couples coming by land. The main activity was eating interrupted by a tour of all the boats. There were great feelings all around as people got to know each other and share their sea stories. Al told about his and wife Betty's three year Mexican cruise. (Special thanks to Betty who came up three days early to

help prepare the food) Tom Beard, who, with wife Carolyn, had recently taken *MOONSHADOW* through the Panama Canal, told of that experience. Anyone contemplating a transit of the Canal should definitely communicate with the Beards. A volunteer is needed to coordinate the '88 rendezvous. If anyone is available, please contact Norm Demain.

## CRUISING EXPERIENCES & PLANS

(1) *MOONSHADOW*, owned by Jim & Okhee Norman, was unloaded at Port Elizabeth, N.J. on Nov. 1, 86. "On Dec. 1 we went for our first sail on Long Island Sound. The temperature that day was 35 degrees with a 25 knot breeze out of the north. To say the least it was a chilling sail, but as hoped *MOONSHADOW* was up to it and we stayed warm and dry.

The **BIG DAY** arrived on Jan. 4th when we went for our first trip. We were only going for 40 miles to our winter berth, which was just as well as the forecasted 45 degree temp. never showed. The whole day was spent in almost 30 degree clear weather. We left New Rochelle at 1040 for what should have been a seven hour trip. Just one-half mile from the marina we found the sand bar and sat for 3 hours while the tide came in.

We will spend the summer on our mooring on Raritan Bay at the Raritan Yacht Club. We are equipped with a loose footed self tacking staysail and roller furling yankee which work very well. At 15 knots of wind we move at 5-6 knots laying to rest the story that T-37's always motor.

This summer we plan to attend Bluewater's Tayana rendezvous to be followed with trips to Nantucket, Martha's Vineyard and where ever else we can squeeze in during a two weeks trip.

Our boat will be featured in the Stanford Boat Show this year. We will stay with her 100% of the time.

If we had known that we were going to become full time live aboards, we might have configured the boat differently or even sprung for a T-42. For now we are quite happy.

We have found ladies plastic shower caps (solid color) make great curtains/condensate catchers on the bronze ports."

(2) Bob & Binnie Miara are the happy owners of *GRACE*, hull# 47, and have lived aboard since Thanksgiving Day, 1980.

"In October of '82 we managed to break enough land ties to go cruising. We sailed south down the ICW, stopping in the Florida Keys for 6 months before continuing on to our home Orleans. We cruised that area for 3 1/2 years.

In May of '86 we bashed upwind across the Gulf of Mexico to the Dry Tortugas, around the end of Florida and across the Gulf Stream to the Bahamas, where we spent a delightful 6 months. We are now anchored at Dinner Key off Coconut Grove.

We've had very few problems with our boat, but we have done considerable revising and upgrading. There has been no major surgery, but there is hardly an area we haven't inspected, taken apart or done maintenance on. In '84 we re-rigged completely, replacing the wood mast and booms with aluminum. We upgraded the engine with a new Perkins 4-108. We took out all the sea cocks, cleaned them and put them back just to mention a few things. Our original Lam sails are still functional but we had the main flattened which helped reduce weather helm.

*GRACE* has proven to be a fine sailor. The fastest we've gone is 8.6 knots on a broad reach under genoa and reefed main. Going to weather she does best in her working suit and we reef the main as the wind increases. We are constantly amazed at the racing boats she keeps up with when we have 20+ knots blowing."

## BATTERY INFO

**Don Cavanaugh**, *MORNING DANCER*, advises that when batteries are stored for long periods without a charge the plates sulfate up and then it is very hard to charge them. Sometimes they cannot be brought back. In his case he put the batteries on a charger for three weeks and the problem seems to have been corrected as the hydrometer reading went from 1100 to 1325 which is fully charged. Don supplied the following table which shows typical open circuit voltage and specific gravity values for various charge levels:

| CHARGE LEVEL | SPECIFIC GRAVITY | VOLTAGE |
|--------------|------------------|---------|
| 100%         | 1.265            | 12.7    |
| 75%          | 1.225            | 12.4    |
| 50%          | 1.190            | 12.2    |
| 25%          | 1.155            | 12.0    |
| Discharged   | 1.120            | 11.9    |

These readings are corrected to 80 degrees F. They would change .004 for every 10 degrees + or -.

These voltages cannot be read on the meters supplied with the Tayana according to Don. It requires a very expanded 12 volt range or a digital read out. He recommends that Ta-Yang change over to a digital voltmeter. Short of such a change, new owners should specify digital meters in their purchase specs.

## GUMBO "BLISTERS" YA -YA

On the cover of the last newsletter was a picture of the blisters on Gumbo Ya-Ya 's hull. In June owner Kurt Bischoff wrote, "We are hauled out and in the process of attacking a horrendous gelcoat blistering problem. There are thousands of 1/16" to 1/2" diameter blisters on the entire bottom, keel and rudder. What's even more depressing is that we had applied 3 coats of West System epoxy as a barrier coat just 1 1/2 years ago at the time of commissioning. We are now in the process of grinding off all the gelcoat from the bottom. We then have to let the boat sit for a few weeks to dry out. Then we'll recoat with 20+ mils of epoxy (not the West System). You should pass on to members that the West System did nothing to prevent blisters. We have written to Harris, Ed Potter (at Southern Offshore Yacht) and Gougeon Brothers (West System). Windships, our local Tayana dealer, has, as usual, been totally unresponsive.

In August Kurt wrote again and sent some pictures (see following pages).

"Well we are back in the water again with an entire new bottom. All in all it took one month and \$3000 to do the job. Here's what



we did:

- 1) Sand blast all the anti-fouling paint off. Leaving the paint on causes the grinding disks to fill up too quickly. This took 11 bags of sand at \$7.00 per bag and six hours of yard labor.
- 2) Grind off all of the gelcoat, being careful not to gouge the laminate. This part took me two and a half 12 hour days. I used a Sears Craftsman 7" grinder for everything except the turn of the keel; for that area I used a 4" DA grinder. I used 30 grinding disks at \$2.00 each, and 20 4" disks at \$1.00 per.
- 3) Allow hull to dry. Luckily the blisters did not seem to penetrate the laminate. So it only took a week and a half to get the moisture meter down to 3%.
- 4) Wash hull with a 5% ammonia hydroxide solution to neutralize any residual chemicals in the laminate.
- 5) Spray on 6 gallons of Pro-Line Hibuild epoxy barrier coat.
- 6) Fair hull with Interlux 2-part fairing compound.
- 7) Spray on 11 more gallons of Pro-Line epoxy to reach a thickness of 20 mils.
- 8) Mask off new boot stripe.
- 9) Spray boot **stripe**.
- 10) **Apply** anti-fouling paint

All in all I did as much of the work - and fairing - as I was capable of. All the yard did was sandblast and spray paint. We're glad it's over but there isn't a lot to show for it. All the work we did is underwater! And the \$3000 could have bought a life raft. By the way Ed Potter from Southern Offshore Yacht wrote me a really nice return letter and said that he would attempt to persuade Ta-Yang to at least partially compensate us. That's really nice of him considering that he didn't even sell us our boat. And our dealer Windships continues to totally ignore us!"

## EQUIPMENT COMMENTS

(1) Tom Delaney, *TRELAWNEY*, shares some equipment thoughts with us:

"I picked up a Bob Perry designed Perrywinkle sailing dinghy. The dink has a canoe stern and looks great in the davits. It rows and sails like a champ also.

I'm still using the self-steering system you recommended on my visit to you aboard your Tayana in Oxnard, Calif. It's a sturdy Autohelm wind vane with a Tillermaster connected directly to the vane for double use as an autopilot. This system has never failed me over the years in all kinds of weather. It also offers the redundancy of a spare rudder. On the minus side, since it's stationary in the water it creates some drag and although it certainly adds a salty flavor, it does interfere with the beautiful lines of the Tayana's canoe stern. Since we east coast sailors use an autopilot more than a wind vane, I'm thinking of adding an electronic quadrant system and stowing the vane for future off-shore sailing. If any TOG member is interested in buying my Autohelm system, please tell them to give me a call at 212 975 1771 (work) or 914 834 6243 (home) or write me at 15 Kilmer Road, Larchmont, NY 10538."

(2) A very busy Rolf Zenker came up for air and contributes the following:

"I hope you'll still remember the over critical guy who bought a T-37 directly from Ta-Yang<sup>2</sup> many moons ago, **namely** in 1979. *LEPAS* has since logged over 12,000 miles (with over 1700 engine hours) and looks as good, or better than 8 years ago. She is presently in charter in the North Channel after an uneventful transfer from Lake Erie up north to near Mackinaw a few weeks ago.

While I have been reading your newsletters with great interest, I  
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2. This is no longer possible unless a buyer lives outside of the dealer areas or is prepared to sail the boat away from the yard.

have failed to support you and the other Tayana owners with my contributions. You might remember that I did make an attempt to report many "discoveries" over the years, and I'll try to comment on the issues discussed in the letters. While I've often experienced similar problems, I diagnosed the problems differently and resolved them to my satisfaction - which is not necessarily the same as described by others. Here we go:

#### ENGINE

In spite of what I read about the Yanmar, I'm glad I bought a Perkins. Except for the fuel injectors which don't like the high sulfur fuel one gets, the engine has worked well. I'm now keeping it happy with Sigloo Fuel Additive which keeps the injectors from hanging up, and they last for an entire season. At 2000 rpm it still pushes the boat at 6 knots using about .75 gal/hr with refrigeration. At maximum speed (3000rpm) LEPAS easily makes hull speed providing wind and seas are calm.

I do not understand the air starvation problem reported by Bob Gibson, *INTERLUDE*. The engine air inlet strainer when totally clean represents a cross section of approximately 1 sq. inch or perhaps a little more. The crevices around bulkheads, etc. in our boat between anchor chain locker and engine compartment exceed by far that area assuring that the engine gets more air than needed. I never had an engine room blower, and my 50hp Perkins has never been choked for air. Ta-Yang does not build things so tight that the engine is air starved.

#### ALTERNATORS

I must have been doing something wrong because I still have the original batteries (8 years old). After talking to the V.P. from Surette Battery Co., the best friend of the battery companies is the device that by-passes the voltage regulator. Never attempt to fight the laws of physics! Our 454 amp alternator and a cheap Sears 6 amp charger connected to shore power have kept the two 120 amp hour batteries healthy.

#### REFRIGERATION

We continue to be satisfied with a Sailorboy Unit (one large cold

plate in the freezer side and one in the refrigerator side). Both plates freeze solid with the engine running at 1500 rpm for about 40 minutes. Leaving the harbor in the morning and returning later in the day have kept our meat and chablis cold on long trips over the years. The insulation has been improved as much as I was able to do, and I think it is still not as good as if it were done right by the yard. But we and our clients can live with it. Eventually I might install a shore power driven booster unit.

#### WATER HEATER

On our hull #246 the Ta-Yang installed water heater works perfectly both on the engine cooling system and the 110 volt shore power.<sup>3</sup> It is a US made heater.

#### PROP SHAFT SEAL

I have never been happy with the stuffing box seal, especially not with the cord used by Ta-Yang (a graphite type which caused electrical pitting on the stainless steel shaft as it was not electrically connected with the engine across the elastic coupling).

I finally bought a Lasdrop seal kit from Boat/US for \$79; installation wasn't easy, but manageable.( I'll be glad to share my experience with any interested TOG member.) During the first few hours of operation one may notice a few drops, but thereafter there are no more leaks from the shaft seal. (Editors note: If anyone is experiencing problems with the Lasdrop Seal please advise the TOG office.) As far as removing the flange on the prop shaft, it might require some good penetrating oil, a puller and a torch! I even had to use a good size hammer. WD-40 will not do it. The rust caused by the moisture from the leaking stuffing box has done a lot of harm to all the steel parts near that water including the transmission housing. All the rust ceases to exist after installation of the Lasdrop Seal. It's real blessing!

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3. Considering the engine temperature and the losses in the heat exchanger, Rolf and his clients must be satisfied with less than "hot" water while away from the dock.

### PROP SHAFT/DRIVE SHAFT CONNECTION

Based on the arrangement on *LEPAS*, I do not understand how other owners can have their shaft move out of the flange. On *LEPAS* this shaft is held in place by two strong set screws which are dimpled into the shaft. The screws are then safety wired so they cannot back out. I read the horror story reported by the Thompsons with *EOWYN*, hull #249 (ours is #246) - and I can't believe it. In my opinion the problem has nothing to do with a poor marriage of the prop shaft and transmission. To fix any existing problem one has to simply remove the set screws, drill an indentation into the shaft at the location of the set screws, and safety wire them back in so they cannot back out.<sup>4</sup> By the same token the bolts at the flex coupling should also be safety wired. I also applied an "electrical" connection across the flex coupling to avoid electrolysis on the otherwise unprotected shaft. All these things should be done by the yard, but forewarned is forearmed

### SEACOCKS

On *LEPAS* Ta-Yang installed "rubber" barreled seacocks which have worked perfectly ever since. As preventative maintenance, I have been lubricating them every season with a silicon grease. They are as good as new today, 8 years after the boat was built.

### ANCHORING

|As a working arrangement we are using a 35# Bruce with  
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4. Despite Rolf's good fortune in not having a mismatch between prop shaft and transmission, there in fact was such a problem on the earlier hulls. In newsletter #23, June '84 Ron Britagne found that his 1 1/4" prop shaft on *NEXUS* had been turned down to fit a 1" coupling on the transmission. Also the shaft had not been keyed. *NEXUS* is hull #257. See also newsletter #11, page 7 for a fix to the loose shaft problem which adds extra screws to the coupling forcing the shaft against the key. It would also be prudent to check the direction of the safety wiring to make sure it has been installed to prevent the screws from rotating loose.

chain. To the surprise of most cruising sailors, it works very well. To reduce the scope required, we employ a 5' pennant of 3/4" rope which is connected to the lower bobstay fitting. After setting the anchor we bring it back about 6' (the chain that is), then clip a strong hook at the upper end of this pennant to a chain link, and then let the chain roll over the windlass until that pennant is tight, i.e., taking all the load from the anchor over the chain through the pennant directly to the fitting at the water line. With this arrangement there is no strain on the bow rollers or bow sprit, and no noise at night from contact between the chain and bobstay.

We did experience some problems with the Bruce on rocky bottoms and had to set a CQR instead because the Bruce would not set through the pebbles. Quite a disappointment!

#### SPARS

From what I've read and heard about Isomat spars I would steer clear of all such hardware. My New Zealand made spar and boom have never given me any problem.

#### THRU HULL FITTINGS

On *LEPAS* all thru hull fittings are of bronze, with check valves for all drains from the sinks and for the engine exhaust. This year we finally discovered the reason for an engine overheating condition when running at full power. The bronze pin for the exhaust check valve flapper broke permitting the flapper to drop into the water stream. Replacing this totally inferior pin with a stainless one solved the problem."

(3) Bob & Dee Gibson almost lost *INTERLUDE* while she was at the dock at Anacortes, Washington. "The culprit that caused the partial sinking was an Impulse 580 SLT knotmeter. For reasons still unknown, the retaining cap fractured and the transducer was blown into the boat unbeknownst to the sleeping crew. At 11 PM one of the crew happened to wake up and stepped out of the bunk into ankle deep water. The coast guard was called but they couldn't get their portable pump started. The source of the leak was

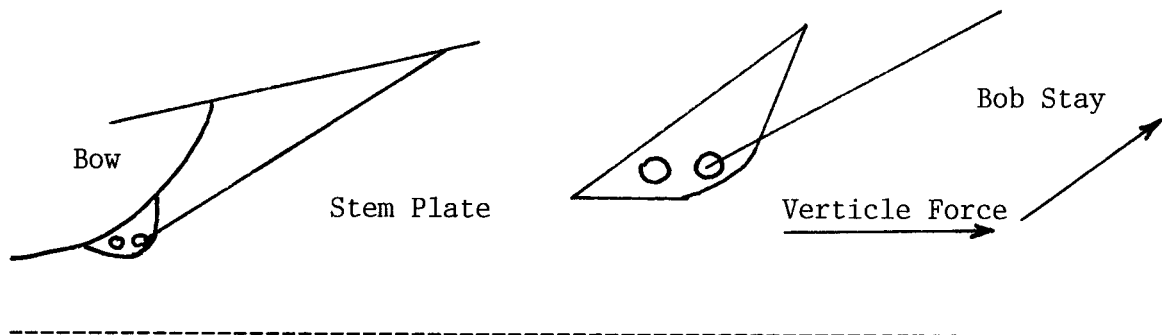
finally located after the water was knee deep. The batteries were ruined and the engine had to be removed. Three months have passed and *INTERLUDE* is still in the yard awaiting parts.

Like many other owners our exhaust system failed and had to be replaced after only three years.

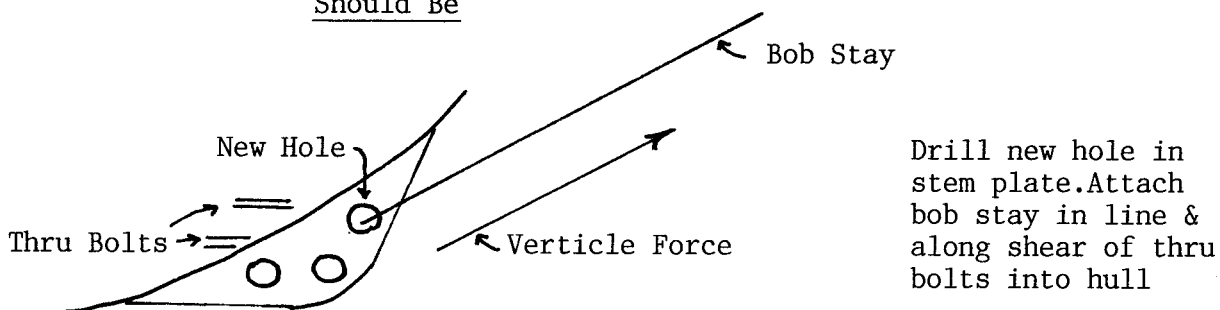
The black iron fuel tank is slightly aft of midship under the sole and consequently rests in bilge water. When the tank was pulled for inspection a small hole was found in the weld. The only thing holding the fuel in was rust scale. All this because of inadequate preparation prior to installation of the tank by Ta-Yang. The tank now has 2 coats of epoxy primer plus 1 coat of finish epoxy.

In my opinion, agreed to by several other Tayana owners, Ta-Yang installs the bobstay fitting at the stem (waterline) upside down (or backwards depending how you look at it). The sketch below shows the "fix" for this situation." (Editors note - any comment on this from owners or dealers?)

Ta-Yang Installed



Should Be



(4) Ed Potter of SOY reports that, "Ta-Yang is now using the 4 cylinder, 4JHE as the basic auxiliary in the T-37. In Sept. they

had 6 3QM30's left which in my opinion are the better auxiliary. Unfortunately, Yanmar is no longer manufacturing it and the 4JHE is all we shall be able to get.

## SAILS & RIGGING COMMENTS

1. The staysail boom on Don Cavanaugh's *MORNING DANCER* is 12'0". He spoke to another owner who also has Isomat spars whose staysail boom is 12'6". The boat prints in a T-37 dealer's office show 13'6". Don's sail and sail cover are too long for the boom. If anyone can shed some light on this question, please notify the TOG office.
2. Jim Layton believes that the staysail on *MORIAH* is too big for the boom. He is contemplating removal of the boom which will solve the problem." Another reason for removing the boom is that it's wood and takes almost a full gale to get the sail to do anything but slat around somewhere near the centerline of the boat."
3. Don & Cathy *Haff, INTERLUDE* , have hull #528. They like their Neil Pryde sails but can you believe that at this late date their staysail is too long for the boom! Will somebody please wake up Neil Pryde and tell them about the staysail problem.
4. Tom Delaney has sailed *TRELAWNEY* for eight seasons. He says, "She seems to be as good as new. In many respects she is better than new. I've gotten rid of the staysail boom and added a mylar 130% genoa on my Hood roller furling system. Yes I said mylar on a roller furling system and it works great. Chafe is mylar's greatest enemy and the roller furling eliminates most chafe caused by setting, dousing, folding, and storing mylar. As you know mylar's performance is superior to standard dacron, especially upwind. If there's one thing we Tayana owners need its better performance to weather. Also since mylar is stronger than standard dacron, you can use a lighter weight sail cloth that performs much better in light airs. The only negative I'm aware of seems to be sail life. Mylar reportedly is more susceptible to deterioration caused by the sun. With dacron panels along the



leech and foot, as well as dacron chafe pads at spreader height, I hope we can match a dacron sail's normal life. We shall see.

WRAP UP

So my good friends that's it for 1987. With your help we have had a good TOG year sharing our experiences with each other. The mail has been a little skinny lately so please take some time to write me about your trips, improvements, problems, solutions, etc. All the information in these letters comes from you with no "filler" material used.

Just a reminder that annual dues (still \$15) are due Jan 1st. Dues paid after April 1 are \$20 because of the extra work required.

P.S. John Kraft, Karen Hurt & Dinghy send all TOG members seasons greetings from aboard *THE CHANCE*

