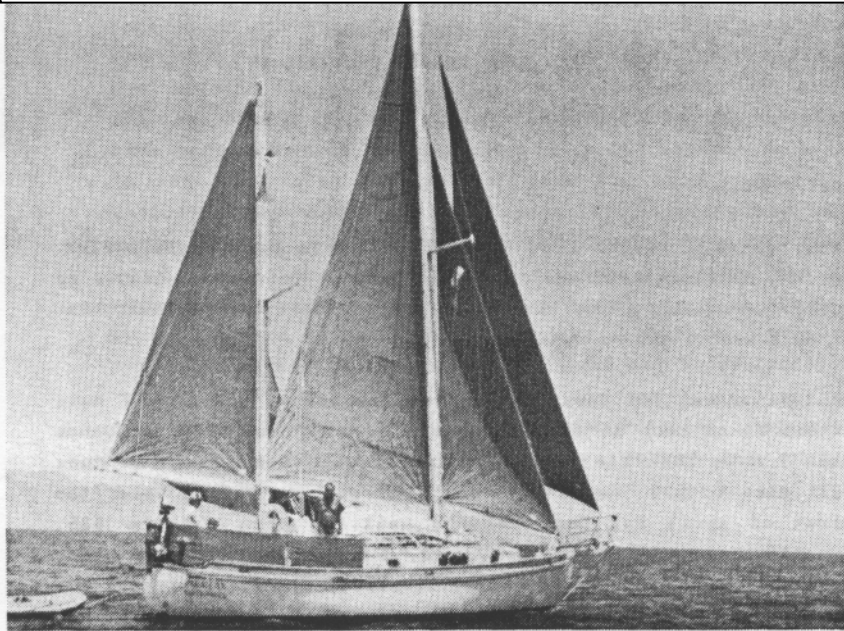


TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

FALL 1988

NO. 40 VOL. V



PARALLAX IN THE SEA OF CORTEZ

WHAT'S INSIDE

Shaft Aligning	38
Tayana 47, Hull #2	41
Tayana Restoration Progress	41
T-37's For Sale	42
Sail Care Tips	52
Raft Up	54

Plus Equipment Comments, More on Blisters, Cruising
Notes, Problems, and more

Tayana Owners Group
Newsletter #40 - Vol. V
Fall 1988

Norm Demain
3644 Holmes View Drive
Langley, WA 98260
(206) 221-8934

Dear Friends,

First of all I would **like to** thank **Leslie Bischoff**, *EGLANTINE*, for the neat masthead design you now see on the cover. Leslie is a graphics designer and lives with husband Kurt aboard their boat on an island close to Seattle.

In 1981 annual TOG dues was initiated at \$15 a year and I have attempted to keep it at that ever since. I'm sorry to announce that I have lost the battle. Starting with next year the dues will rise to \$20, due on Jan 1st. For members paying after the first of April and for overseas mail, the cost will be \$25. In addition to the four newsletters, I do plan to send out other mailings such as membership lists, newsletter indexes, surveys, etc. To help ease the transition, any current member that chooses to pay his '89 dues before Dec 1 of this year can do so at the old rate of \$15. Of course any member who has already paid his '89 dues will not be affected.

If our cover picture were in color you could **see that PARALLAX** has tanbark **sails. Skipper Al Boyden** continues to be very supportive of our group by offering his help whenever needed. In the lead story that follows, he shows his willingness to share his extensive experience with other TOG members.

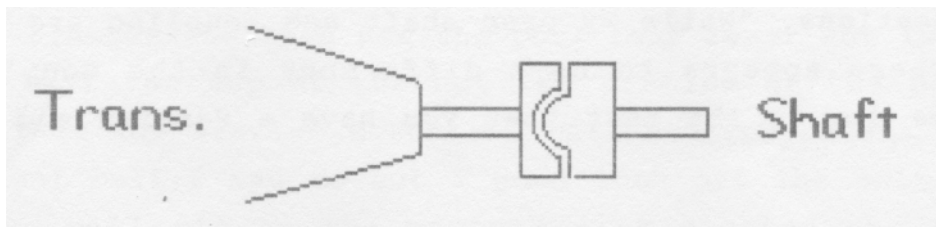
SHAFT ALIGNING

Bill Gutzwiller, *HALLELUJAH*, wrote about a significant vibration problem on his **Yanmar** 3QM30 engine. "At first it occurred spasmodically at speeds under 1000 rpm when motorsailing and heeling, with the vibration starting and stopping in rhythm with the seas. Over a few more hours of running time, the vibration became more pronounced and extended up to all speeds when in gear in seas, then even when out of gear and even when not under sail. The only vibration free operation is at anchor in quiet water. I checked and tightened up the engine mounting bolts to no avail. The engine mounts themselves appear to be in good shape. I suspect that somehow the engine has moved out of alignment, since everything has operated vibration free under all conditions for the first 18 months of *HALLELUJAH's* life. **Any** suggestions?"

The inquiry was passed on to Al *Boyd*, *PARALLAX*, because Al is always willing to help and he has removed his engine and realigned his shaft on three occasions.

Al came through with the following reply:

"On *PARALLAX* the two mating flanges of the coupling are separated by a 1" thick plastic vibration damper. With the damper removed, the two iron flanges line up as shown below:



Here's the procedure I follow:

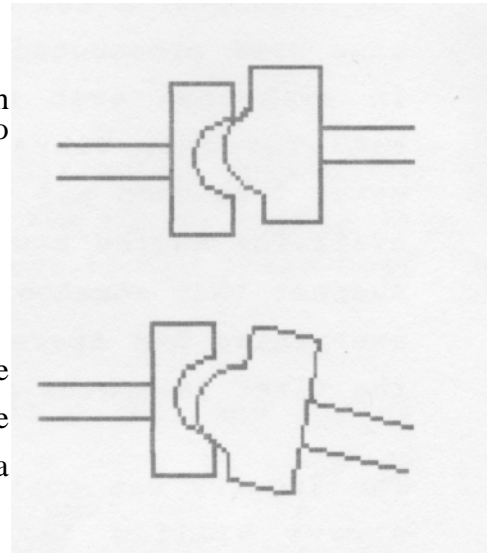
- First loosen the packing gland so that the shaft can float (turn free).

■ Next remove the damper plate. The outboard flange is bolted to the plate with 4, 5/16 cap screws, while the in-board flange is bolted with 5/16 allen head cap screws.

■ With the damper removed, slide the outboard flange so it mates with the inboard flange. If they mate like the above figure, all's ok. Use a .004 feeler gage at four points to verify that it's lined up.

■ If the engine is too low as shown here, the flanges will not slide together, so it will have to be raised (more details later about how to reposition the engine).

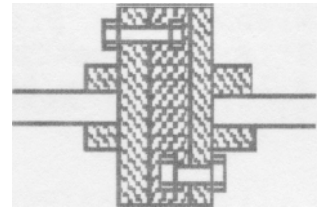
■ The engine might also be out of line at an angle (either high or low or left and right) which again means that the engine has to be moved (figure at right).



In addition to considering that an out of line shaft is causing the vibration, I suggest that other possibilities to check would be marine growth build up on the prop; a worn cutlass bearing; or a bent shaft, if you have hit something."

Bill thanked Al for his quick and clear response, and had a few more questions. "While my prop shaft and coupling are similar to yours, there appears to be a difference in the coupling which could be due to the fact that you have a Perkins and mine is a Yanmar.

The coupling looks similar to this sketch. The damper appears to be made from rubber and has eight embedded bolts - four facing one way and four the other. Despite this difference your instructions should apply. It occurs to me that one should be able to get additional alignment information by using a straight edge across the flanges. What do you think?



You didn't mention how much difficulty you had in moving the engine position once you decided where you wanted it to go. Did you need a chainfall to take the engine weight off the mounts, or were you able to simply relocate the engine by loosening and tightening the nut on the shockmounts on each corner of the engine while it was in place? Access to the mounting nuts will be a challenge. On at least two of them, exhaust and other paraphernalia prevent getting an open end or socket wrench to the proper place, much less getting swinging room for the wrench handle. Suggestions?"

Al's answer. "Regarding the straight edge, if your flanges are machined square then you can use a straight edge across the flanges. My flanges are not machined and appeared to be cast. You can move the engine by just loosening the jam nut and top nut and moving the lower nut with a wrench. Yes the rear engine mounts are a challenge. I can get to only the port rear one easily. What I do is loosen the bottom nut and the engine weight takes the tension off the top nuts. I can then just reach the top nuts with my hand and loosen them. I then move the lower nut up or down to adjust the port rear mount. By trial and error we line up the shaft flanges and then use the port rear lower nut to jam the mount against the top of the nut. My problem on the port rear mount is that the starter motor and bell housing sticks over the engine mount bolt. I had to cut a good inch off the bolt so that the engine will sit on the mount-I also slotted the mounting flange one inch and moved the mount back one inch to clear the bell housing.

The approach I suggest for getting at those hard to reach mounts is to use a crow'sfoot wrench (see pic) with two universal joints. It seems that these wrenches are not made in a 15/16" size so you will have to grind out a 7/8" one.

Hope this has been of some help to you."

THE TAYANA 47 ARRIVES

Jim & Okhee Norman have been living aboard their T-37 *Moonshadow* for about a year. By the time you read this, they will have moved aboard hull #2 of the new Bob Perry design, a Tayana 47. Jim writes, "The T-47 is a center cockpit cutter, 47' O.A.L., 14"-6" beam, 6' draft and 35,000 lbs. displacement. The owner's cabin is aft with head and stall shower. The walk through galley is on the port side and the nav station (no walk through) is starboard. The main salon is a basic "U" on the port and a straight settee to starboard. Forward double berth is port, with head and stall shower starboard. A large "hold" area is forward, but behind the chain locker. We believe we have a very comfortable live aboard design for 2, or a comfortable cruiser for 4."

TAYANA RESTORATION - A PROGRESS REPORT

On page 1 of newsletter #34 was an article entitled "Half a Tayana is Better Than None". It told about the purchase, by Carl & Laura Lundqvist, of a T-37 damaged and sunk by hurricane Gloria in Sept. '85. Carl now gives us a progress report on his restoration project.

"The deck and cockpit are now repaired and painted. Our hard top dodger came out great. It looks a lot like a pilot house version, only shorter. We think it will work out great. The hull is also repaired, but needs some fairing and painting.

So far we have consumed 200 gallons of polyester resin and 1/2 a ton of fiberglass plus 40 sheets of plywood!! 40 sheets of plywood - where did it all go? I know I used some for molds, but most of it was used for flooring, bulkheads, cabinet and bunk fronts, etc., etc. (and we have an open interior)

So far we have worn out some 5 electrical hand tools (1 drill, 1 angle grinder, 2 jig saws and 1 hand planer) and clothes. It really does wonders for your wardrobe to fiberglass a boat! Presently we are doing trim work, tank installation, engine repairs, plumbing, etc.

We hope to have her in the water by June or July. Our plans are to have a shake down cruise up to Annapolis via Yorktown (where she sank) in the fall and then head down to warmer latitudes before next winter. Our extended plans are to cross over to Europe and do some canal "sailing the following year (1989).

T - 37 'S FOR SALE

On the dates shown, I was advised that the following owners had their T-37 for sale:

- *Moonshadow* - Jim Norman (hull 500) PO Box 193, Keaseley, NJ, 08832-0193 (March '88)

- *Fairbourne* - Fred & Gwen Gross (hull 274 - 1981) PO Box 51, Waialua, Hawaii 96791, (808) 637-4056. Boat is in Bellingham, Washington. (June '88) or call Norm Demain (206) 221-8934 for current location.

- *Morning Dancer* - Don Cavanaugh (hull 486 - 1986) 3150 Matecumbe Key Rd., Punta Gorda, FL 33955, (813) 575-0346 (Jan '88)

- *Lepas* - Rolf Zenker (hull 246) 6 Old Duxbury Court, Fair-field, Ohio 45014, (513) 874-3459 (April '88)

- *Thistle Down* - Bob Hollister (hull 209 - pilot house) Route 1, Box 394, Vashon, Washington 98070 (206) 567-4811

■ *Aldebaran* - Tom & Debbie Greene, P.O. Box 10913, Greenville, SC 29603 (July '88)

■ *Spinaway* - Reinhold Durr. Boat is in Germany. Ask Norm Demain for details about location. (July '88)

EQUIPMENT COMMENTS

(1) After cleaning *MOONSHADOW'S* fuel tank, Tom Beard carefully refilled it and observed the following measurements on a stick:

GALLONS	CENTIMETER
5	10
10	19
25	25
30	28.5
35	30
40	33.5
50	38
60	42
70	47
80	51.5
87	Full

(2) Ed & Jamie Christie have this to say about the systems on *CHRISTIE K*. "We are really happy with the ship's systems. It's really nice to be able to make your own ice cubes, no more chasing around every three or four days to fill up the ice box. We even buy fresh meat and can have it frozen solid in a day or so. We run the mechanical compressor (engine driven) about 2.0 hours a day, (one hour morning and night) which keeps the temp. in the freezer about +8 degrees. After shut down the temp would usually be between 6 and -8 degrees. Twelve hours later it would be between 8 and 11 degrees. The refrigerator stays at 37 degrees.

I made two errors in the installation of the system. The solution in the freezer holding plates is set up for about 3 degrees. This is too low as the solution never freezes. In the future I'll change to a 10 degree freezing solution. Another error is that we have the expansion valves reversed. The electric compressor has a valve for a 1.5 ton unit and the mechanical compressor has a valve for a 0.5 ton unit. They should be reversed. When we were tied in to shore power using the Sailor Boy's 110v compressor, the freezer temp would run from -10 to +5.

The Espar D3L heating system is rated at 11,000 btu's and it seems to be adequate for outside temperatures in the high twenties. I did insulate the ducts with the foam that is used for refrigeration systems after which the heat output of the system improved dramatically especially in the forward berth. The coldest the boat got was about 65 degrees.

Our hot water heater is a Wolter 260 propane unit and it only provides a temperature rise of 53 degrees at a flow of one gallon a minute. It appears to be somewhat marginal in the cooler weather. If the water temperature in the tank is 40 degrees, the hottest the water will get is 93 degrees. We may be adding an electric hot water system in the future. The output of the electric could be fed to the propane heater for super hot water in the winter when we'll have 110volts available.

That's it for the household systems. The Cetrek 727 autopilot is the best of the ships systems. It's like having another crew member aboard. Makes handling the boat so much easier when Jamie and I can do the job together instead of having to have one of us at the helm all the time. The Furuno LC90 loran is super, making navigating so much easier. Over the winter I will connect the loran to the autopilot and that should really be nice.

I had a problem with the "A" bracket that supports the upper bearing on the rudder post. It had come loose where it was epoxied to the hull. The tabbing looked good, but when you grabbed the bracket it moved in a verticle direction. My dealer sent someone up to fix it and the repairs were of high quality.

We had a condensation problem this winter, but have figured that for what it would have cost us for a foam core hull we could live with it for the few more winters we expect to be in cold climes"

(3) Roger & Lynn Griffith, *WELUVIT*, upgraded their alternator to an 80amp Hitachi LRI 80 when they installed an Adler-Barbour Combi-Cold. The alternator fit their 3QM30F perfectly, even using the same V-belt.' A Spa Creek "Auto Mac" regulator is also installed. After a two month cruise in the Bahamas,Roger reports, "The alternator in conjunction with the "Auto Mac" supported the 70 - 80 amp hour daily refrigerator requirement by running the engine 1 3/4 hours a day. The "Combi-Cold" with two zero degree freezer plates and one 26 degree refer plate did a great job".

Roger adds a rule of thumb about the "Auto Mac": It is safe to charge up to the lower of a) 15% of the amp hour rating of the battery(s) being charged, or b) 60% of the rated capacity of the alternator in use.

On another subject Roger writes,"After almost 4 years and 1400 engine hours,I decided to change the raw water impeller as a preventative measure only to discover that the spare impeller and gasket acquired 3 1/2 years ago don't fit - not even close! Our "Domestic" (relevant to Japan I assume) factory fresh Yanmar 3QM30 has a far larger pump. Domestic is the key word according to the local dealer. The moral of this story is that when

1. Anyone interested in the installation and wiring details can write Roger at 1126 S.Federal Hwy, #184, Fort Lauderdale, FL 33316

acquiring spare parts, put 'em in immediately and keep the original as a spare. That's the best, and only sure way to be sure you have a part that fits.

One other hint: a tablespoon of cheap vegetable oil in the head bowl when it starts pumping hard - right in the bowl and pump it through. A drop of teflon grease on the pump shaft now and then is also a big help. The vegetable oil also tends to reduce the build up of lime or salt inside the hoses."

(4) Ted & Ann Gordon's equipment experience on *CANDIDE* to date are:" Lasdrop seal working fine; Yeasu ham rig fine (call sign W1FAR); SSB, Apelco radar and Loran no problems at all; Autohelm 3000 autopilot ok but seems a bit weak in heavy weather; Datamarine Link instruments fine after factory correction of initial problems; custom dodger and sun shade which make good use of the gallows ok so far; Hood furling for the yankee fine after figuring out a line splice that would fit through our fairleads; special ignition switch near the helmsman is a good idea; so far so good on our Adler Barbour Supercold Machine; likewise on a Force 10 propane heater."

(5) Fred *Gross, Fairbourne*, reports that his Raytheon digital depth recorder failed for the second time in six years. The boat was in Canada at the time and it turned out that the customs routine of getting it in and out of the airport was a nuisance. So he bought an Apelco flasher made by Raytheon as it was compatible with the transducer. He now recommends Datamarine instruments.

MORE ON BLISTERING

■ Mike Davis comments on *Satori's* blisters:

"We wintered in the water from 11/86 to 5/87. On haulout in June 1987 found several dozen small blisters, up to about 3/8" in diameter, all within 3-4" of the waterline, including a few ABOVE the waterline in the boot stripe. We gouged out most of them, filled with white Marine-Tex, and applied our usual bottom paint (KL-990 Komposition), deciding to wait to see if the problem would get any worse. On hauling in November of '87 there were no

new blisters. Satori wintered on the dry and on removing the winter cover this spring we discovered a few of the small ones we hadn't bothered with had GONE AWAY. I don't claim a direct correlation, but from now on where we have a choice we will choose dry storage for the winter. Perhaps TOG should do a mini survey on blistering VS continuous time in the water to see if there is a connection."(Ed. note: Good idea.. send me your data.)

■ Stu Wolfrey writes that when *Freebird* was hauled last summer it showed the beginning of an extensive bottom blistering problem."I couldn't deal with it then and had to put it back in the water. Now I'm thinking I'll let it dry out next winter on land and re-place the entire gelcoat surface with epoxy in the spring of '89-a monumental undertaking."

■ Deaken & Cate Banks describe the bottom repair procedure for *Yankee's* blisters:

1. Sandblast all gelcoat from hull below water line to open and expose all blisters.
2. Dry
3. Wash bottom with ammonium hydroxide - dry again.
4. Grind back and rebuild any large blisters with fiberglass.
5. Fill all small blisters - refair entire bottom with waterproof polyester fairing compound.
and sand smooth.
7. Spray on a .020 barrier coat of tar modified epoxy (black mastic).
8. Apply one coat of bottom paint.

CRUISING EXPERIENCES

(1) Sandy & John Emery recently moved aboard *Dutchess*. John writes, "I'm sitting at Staniel Cay - between little majors spot and big majors spot in the Bahamas, Exumas chain. *Dutchess* is fine, but Sandy and I are uncomfortable as we wait out the passage of E/NE winds to 30 knots and a one knot tidal current that gives

us an unnatural motion. Great day for baking and writing to the "TOG NEWS". We've met several other Tayanas here and their owners, as a group, say don't worry about the six foot draft in the Bahamas as far as the Exumas or Abaco chains. Very clear water with lots of flora and colorful fish at every reef location. Great for snorkeling.

When we moved aboard, *Dutchess* accepted her new live aboard roll with about a 3 -4" midship settling (must move up the water line at the next haul out). Since this is our "home", we converted the quarter berth into a hanging locker for off season clothes and clothes from my former life like suits and ties. Under the suits is a sewing machine, ironing board and three cases of Sandy's canning efforts (sauces, meats, and soups). Under the quarter berth are three batteries (2-4D Interstate and 1 Sears Diehard for the engine) plus an assortment of "wants and needs" like spare parts, Christmas wrapping paper and scotch whiskey.

We're carrying an extra 60 gallons of water on deck to supplement our 100 gallon bilge tank. I don't like all my water in one tank and water down here isn't always plentiful or good. It all depends on rain fall, although more populated areas are adding desalinization plants. Good water in the Exumas may cost you 30 to 50 cents a gallon! Electricity can run \$5 - 10 per day at a marina."

At this time (mid June) *Dutchess* is back in the Chesapeake after having served as a motorboat on the I.C.W.

(3) Norman & Marjorie Padgett have been cruising *Alegria* in Mexico having left San Diego in the fall of '87. Marjorie reports; "We spent Christmas in Cabo and then went to LaPaz to have the prop shaft safety pin replaced (it had sheared). We stayed three weeks and found LaPaz quite windy.² Next we motor sailed across the Sea to San Blas on the mainland (340 miles - 55 hours). We harbor hopped down the coast to Manzanillo and the marina at the Las Hadas Hotel. We spent 6 weeks there enjoying

2. After **six** winters in Baja, your editor has concluded that you can pretty well figure that the winds, often uncomfortable, will blow (northerlies) in Baja between October and March.

the delightful swimming pool there which made all those night watches, high seas and tinned food worthwhile. The pool has two islands - with iguanas and a swim up bar. The weather was great with 90 degree days and cool nights. In early April we arrived at Nuevo Vallarta, which is just north of Puerto Vallarta. Norman had flown to Los Angeles bringing back two suitcases worth of projects. It's not convenient to go to PV from here, but being at a dock is nice. There is a small village one mile from here that we walk to for groceries and a vegetable truck comes by a couple of times a week.

So far on the trip we have seen 8 Tayana 37's, one V-42, and one T-55.

After three weeks in Nuevo Vallarta we went to Mazatlan and again crossed the Sea to Los Muertos and LaPaz, spending a couple of weeks there before heading north. At the moment (May 31 '88) we are in Puerto Escondido after a nice (but still windy) cruise from LaPaz. Sorry we did not get to see you before you and Annie headed north."

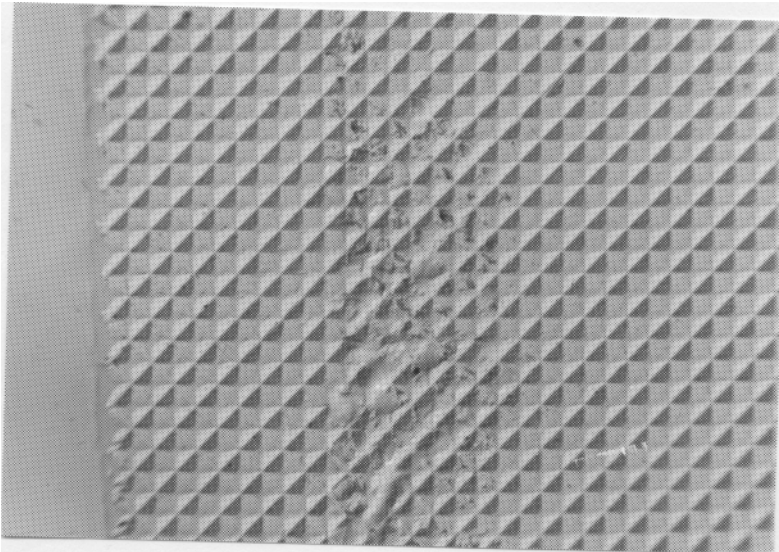
(3) Nancy McIntosh, who lives aboard *Voyager* with husband Robert, brings us up to date on their cruising activities. "In late '86 to May '87 we sailed from Annapolis to Tortola then to Grenada visiting every significant island except Saba and St. Barts en-route. We go home every 3 months to see the kids and friends and pick up supplies. At the moment we are in the Grenadines and plan to head for Venezuela in about a month (May '88). We plan to be there and in the ABC's for the summer and then start north again in October.

We love this life and these islands- inhabitants invariably friendly and helpful. We're home often enough to take care of essential and luxury provisioning as many things are unobtainable here. We frequently snorkel and windsurf and sightsee on the islands. *Voyager* continues to be a dream, with no problems of any consequence. We will switch to a roller furling jib when it's convenient. We see a few blisters at the waterline, but they are easy to take care of. Our deck stepped mast leaks in heavy rains, but we still have not figured out a fix. We added a "Windbugger" wind generator this year. At anchor it has almost eliminated the

need for running the engine to keep pace with the refrigeration. *Voyager* balances so beautifully that we rarely use the Monitor wind vane - just set the sails and go hours without touching the helm."

PROBLEMS

1. The non-skid surface on Don Cavanaugh's *Morning Dancer* is deteriorating (see pic) and he would like some advice from other owner's on how to fix the problem. He is also getting stress cracking at the base of the stanchions.



DETERIORATION OF NON SKID ON *MORNING DANCER*

2. **John & Sandy Emery tell of a near calamity with *DUTCHESS*:**

"While in the Florida Keys the grounding wire across the flexible coupling broke or disappeared. There was no zinc on the small area between the cutlass bearing and prop and electrolysis arrived in a big way! The prop was attacked to the point that part of one blade and one locking nut were badly damaged. Since my re-placement prop was 1" longer on the shaft I could not fit a doughnut zinc on it. Unfortunately the zincs that mount on the end of the shaft would not fit either because my threads are left handed and are a non standard size. The shaft is english but the taper is metric. It's the United Nations underwater! My only recourse has been to strip a piece of #6 wire and wrap a turn around the shaft and connect it into the boat grounding system. I'll make a proper repair at the next haul out."

3. Fred & Gwen *Gross, Fairbourne*, have a Taiwan made bronze anchor windlass. It is skipping on some strokes and may need a pawl or other repair parts, plus a new chain stripper. Does anyone know who made that windlass in 1981? Fred would also like the address of Grand Deere.

4. During a Jan.'88 storm in California's Redondo Beach Harbor, a boat broke loose and drifted down on Alvin Wood's *Windsinger*. He lost the bowsprit, and suffered damage to the cap rail, life lines, and hull. All of the boat repair people remarked about how strongly the boat is built.

5. One problem that has been bothering Bruno Schaufelberger is the clapper noise coming from the exhaust system check valve on *KAMALOHA*. His dealer tells him that the noise is normal, but his experience with other boats tells him otherwise. He is looking for a way to correct the problem. Fortunately for Bruno, in newsletter #36, page 11, Bill Gutzwiller describes a technique he used to silence the culprit.

TIPS ON SAIL CARE

From Neil Pryde comes the following advice on sail cleaning:

If you sail in salt water areas, salt deposits on your sails are extremely bad for the cloth. The salt crystals act like little "knives" in the weave of the cloth, and abrade the individual fibers prematurely. Whenever possible, hose the sails down with fresh water.

If your sails become soiled, they can be cleaned with low sudsing detergents (not soap). Do not use bleach or strong chemicals as bleach makes the sailcloth photo-sensitive! Laundering can be done in a bathtub or large plastic garbage can. Scrub with a soft bristle brush as hard scrubbing will break down the surface resins on the cloth. When finished, be sure to rinse them well in fresh water as detergent residues give mold a place to grow.

Stains on sails should be treated as soon as possible because sun "sets" the stain very quickly. The following procedures are best:

- Blood Stains - Flush the stain as quickly as possible with cold water. Scrub the area with a paste of detergent and water applied with a brush. Let this stand 15 - 20 minutes and rinse well.
- Oil & Tar - These are very difficult to remove, but try the following; first scrape off as much as possible with a plastic spatula. Pour some dry cleaning fluid on a soft pad and lay the stained sail on top. Flood the area with fluid, so the stain will be carried through to the other side of the cloth. Squeezing the fluid through with another pad will help. Then soak the stain in a detergent solution and rinse thoroughly.
- Rust - Soak the stain for 20 - 45 minutes in a mild oxalic acid solution and then rinse well.

MISCELLANEOUS

■ When Bob Gibson removed the engine housing inspection hatch on *Interlude*, the Perkins 4 -108 RPM's increased by 100 without any other adjustments. The suggestion that the engine might be air starved came from a highly respected mechanic specializing in Perkins marine engines. I have not reversed the engine compartment blower as originally planned, but I have added a vent to allow a natural flow.³

■ *Saudades* owner Gerald Atkin wants to know if a wiring diagram exists for the T-37.⁴

■ Les Overhultz, a prospective T-37 owner is looking for a crew spot on a T-37. Les is a SSCA associate, knows celestial navigation, and has held a Coast Guard 6 pack license.

■ Cate & Deaken Banks bought *Yankee* from the Colters after spending two years looking at two dozen other boats. Cate says, "The Colters had taken impeccable care of her which was obvious at first sight, but our survey confirmed her excellent overall condition, except for some hull blistering (treatment of *Yankee's* blisters will be described in a future newsletter). We have found the TOG newsletters to be great reading. There are quite a few changes that we are considering and it's a relief to know that we will not have to re-invent the wheel. We are delighted to become members of this great group."

3. Some owners have installed a vent in place of the emergency tiller deck plate.

4. This question has come up many times over the years and has never been answered satisfactorily. If anyone has one reflecting the basic boat as shipped from the factory, please advise your editor.

■ TOG and BOATS/US have signed a Group Accord under which TOG members are entitled to a 50% discount on the annual dues (\$8.50 rather than \$17.00). To join BOATS/US write them at 880 South Pickett Street, Alexandria, VA 22304-0730. Our TOG membership number is GA80446.

1st. ANNUAL CHESAPEAKE AREA RENDEZVOUS

ATTENTION all Tayana owners in the vicinity of Annapolis! Do plan to attend a great Tayana rendezvous/raft up on the week end of Oct.15/16.It will be held just north of Dobbins Island in the Magothy River near Sillery Bay.Bob Klein's *Wanderlust* will be the host boat and he is furnishing the wine.Bring some munchies.Plan to arrive around 12- 1 o'clock.Please RSVP to either John & Karen Kraft,*The Chance*, (301) 437-2537, Jim & Jan *Burns,Athena*, (301) 544-8295,or Bob Klein (301) 384-7294.

HOME BASE IS MOVING!

After 6 years of a gypsy like life style,Annie & I are returning to Southern California.After Dec. 1st. please write us at:

1348 Nonchalant Drive Simi Valley, CA 93065

Prior to that date continue using the Langley address.We sold our grass hut in Mexico and have our Whidbey Island house for sale.

During Sept. & Oct. we plan on taking a cross country trip in our RV. Don't be surprised if we knock on your hull! Please keep writing as our mail will be forwarded to us as we travel.