

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

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Taking Delivery at Ta-Yang

Taiwanese Hospitality

Over the years a handful of new Tayana buyers have opted to take delivery of their boats at the factory. Their experiences in dealing with the Ta Yang management have been excellent. The following account, while now two years past, is typical of what one may expect even today. From Dave & Annette Smith, Aloha (T-37, hull #533) comes this report:

"Ta-Yang Sales Manager Nan San Chiu met us at the Kaohsiung airport in his built-in-Taiwan 1985 Ford. Off we went to where I wasn't sure but at this point I was with a Taiwanese who could speak intelligible English and I was riding in a Ford! Maybe we weren't on a different planet after all. (I wasn't sure in Taipei where our plane from Honolulu landed)

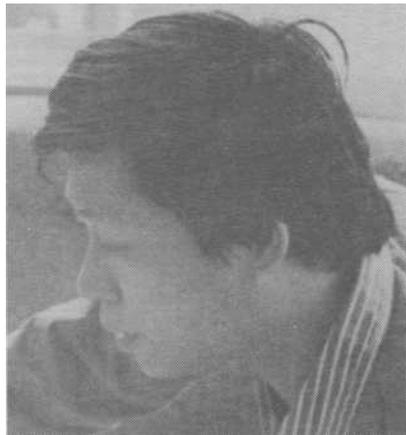


Nan San Chiu

At the factory the next day we saw three assembly lines containing seven T-37's, four V-42's and two T-55's (the 47's, 52's and 65 were not yet in production). The workers all bustle about sanding, cutting, varnishing, welding, carrying buckets of resin, etc. Many of the workers are women with cooley hats on top

of scarfs completely covering their faces to protect them from dust and resin fumes since they do most of the fiberglass lay-up.

Our first stop was at the Ta-Yang factory where Basil Lin, Chief Engineer, and Tony, the project manager assigned to our boat, eagerly went over our plans with us.



Basil Lin

Since they knew we were planning to sail the completed boat to Hong Kong, Ti, the engineer for commissioning, was there.

That evening we went for a seafood dinner with Nan San, his wife Sorina, and his daughter Betty. The food was excellent as was the Taiwan beer. It's surprising the beer is so good when the water is undrinkable. The next morning Nan-San helped us move to a less expensive hotel.

Luckily our hull was in proc-

ess so we had a chance to go over it with a fine tooth comb. We found a few items that required changing and found the yard very cooperative. We clarified any misunderstanding with the spec with Basil.

We made a decision to ship our boat to Hong Kong and have the Hong Kong Tayana dealer, Steve Piercey, complete the commissioning. Factors affecting my decision were

1. The boat would be completed at the peak of the typhoon season.
2. The poor docking capability and unprotected area in Taiwan.
3. The questionable installation of electronics at Ta-Yang.
4. Inadequate time for sea trials.

Zim Lines took only 18 hours to deliver Aloha to Hong Kong., and we rode along. For various reasons the commissioning took six months. In April 1988 we departed Hong Kong for the Philippines." (see Cruising Bits in this newsletter for an outline of Aloha's travels to date)

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TOG Member in Space

George and Millie Hughes-Fulford have purchased *Eudaemonia*, a V-42, hull no.55. While their home base is usually Mill Valley, Calif., they are currently in Houston where Millie is preparing to fly on the August Space Shuttle flight. I asked her for some background on the flight and she wrote:

"It is the first dedicated life science mission in the history of space flight. We will be studying all the changes that occur during space flight, especially the changes in heart function, lung function, the loss of muscle and bone. I will be flying with 6 other people; 2 pilots, 3 mission specialists, and one other payload specialist. The 7 of us will be living in a space much smaller than the main salon of *Eudaemonia*. Luckily, we will have a spacelab module (approx. 25' long and 12" in diameter) in the cargo bay connected with the mid-deck of the orbiter via a tunnel that we will be working in. On launch, we will wear pressure (space) suits, but once in orbit, we will be in a shirt sleeve environment for all our work.

We launch on August 29 (the current date on the manifest) around 9 AM, and we will be in orbit for 9 days. Considering that we can't go "above deck", and the small living area and a small galley (about 2' x 2' x 1'), I consider the mission terrific training for all future cruises on *Eudaemonia* (derived from the Greek philosophy Eudaemonism, which states that Man's greatest achievement is happiness)."

Editors note: Millie is an Associate Professor of Biochemistry in Medicine at the Univ. of California, San Francisco, and a Payload Specialist for NASA. ¶7

Reader Survey

In a recently mailed "Newsletter Improvement Quiz" readers were asked to indicate their preferences concerning the kind of articles they prefer seeing in the TOG NEWS. And the winners are:

- *Discussions of problems and their fixes.
- *Maintenance and repair procedures
- *Improvement descriptions
- *Equipment comments
- *Sails and rigging

The least interest was expressed for:

- *Dealer news and views
- *Designer comments

Moderate interest was indicated for performance improvement.

With regard to Cruising Experiences, the response was a mixed bag. Quite a few readers showed preference for a short form like "Passage Notes" found in Cruising World or Latitude 38 which shows where people are cruising. The SSCA bulletins were the preferred place to read longer cruising experiences.

In this issue under "Cruising Bits" your editor is attempting to use the abbreviated report form.

In order to comply with our readers wishes regarding their favorite types of articles, it is essential that our membership contribute these type of articles. Your editor is at the mercy of members for material to publish!

On the subject of TOG membership lists, 70% of those who replied said they would like to see the roster published in the newsletter, while 28% preferred to have it printed separately with an extra charge to cover costs. There were a number of inputs saying that the roster need only be published every two years. A roster is planned for inclusion in the fall issue. ¶3'

Ball Valves

Bill Gutzwiller sails *Hallelujah* in the Virgins. She suffered damage from Hugo which took three months to repair. In a recent letter to Paul Peyton, *Suzanne*, he wrote:

"I read with interest your story about thru-hulls in the Winter '89 TOG NEWS. My Tayana is hull 520, three years old. It incorporates the Taiwan teflon/bronze/stainless steel ball valves in sizes 1, 1 1/4 and 1 1/2 inches. While probably better than the old sleeve type seacocks, they are not the answer to every prayer either. Granted that *Hallelujah* is in warm water twelve months a year, I still had expected to have less trouble with the ball valves. Actually my problems seem to center on those seacocks serving the galley sink drain, and the head discharge. When closed, crud seems to build up on both the inside and outside stainless surfaces of the ball, making it difficult the valve. Most recently I broke off the operating shaft of the seacock serving the galley sink by forcing the turning action too much. To see if it might have longer life, I installed a heavy duty plastic ball valve purchased at a local hardware store. This has all the rubbing surfaces made of plastic and possibly may discourage buildup of foreign material better than on the Taiwan stainless ball. It's too early to tell whether it will provide longer life.

As for prolonging the the life of the original ball sockets or any others for that matter, all I can suggest is regular operation to clear deposits before they get out of hand, making sure the seacock is fully open when in use to eliminate any ball surface area for deposits, and not to let anything except clear liquids get to the seacocks when they are closed.¶

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Hatch Leak? Try This Fix

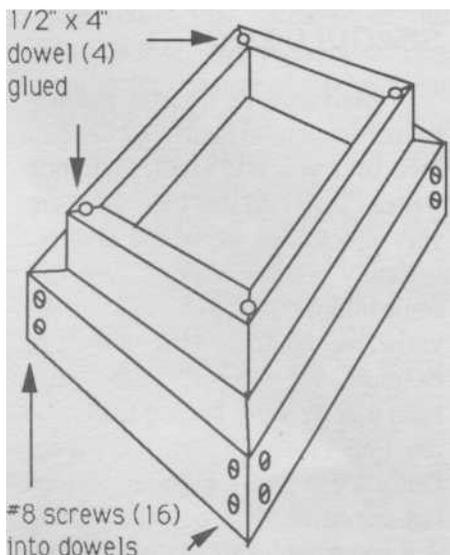
Al Boyden, Parallax (T-37, hull # 56), provided the following solution to a common, pesky leak.

The sketch below shows the forward hatch with the hinged cover removed. The leaks were traced to the joints at the four corners. First step is to drill a 1/2" hole in each of the corners. Fit and glue a 1/2" dowel into the hole. Install #8 screws in 16 locations as shown. The dowels provide the "meat" for the screws to bite into.

Questions? Write Al at 325 Roosevelt, Manteca, CA 95336.

Editors note: While you are at it, recaulk the top lid. To determine if the lid leaks, turn it over and fill it with water.

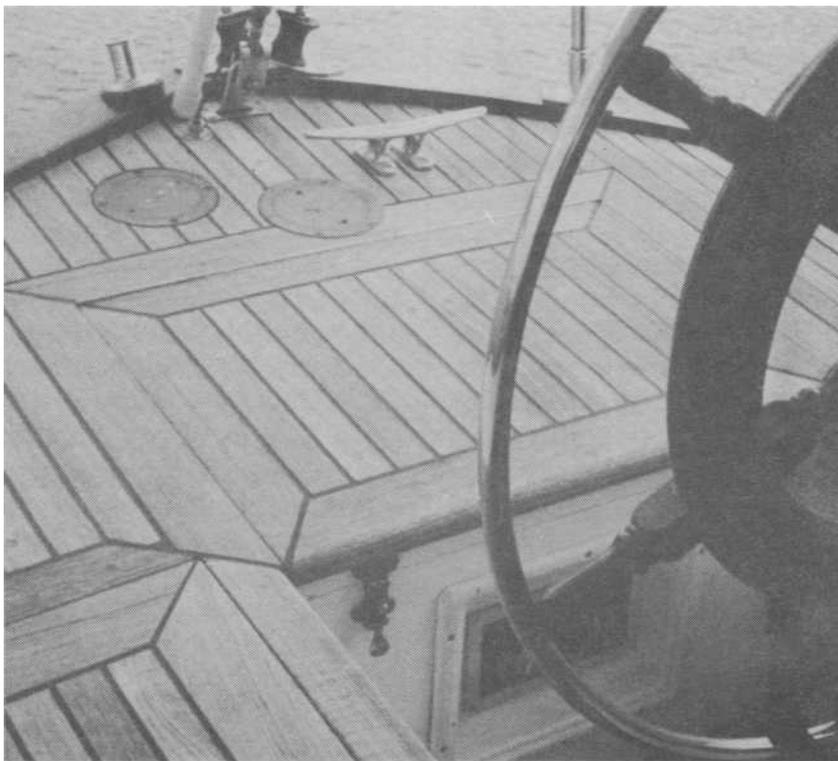
Forward Hatch



Cruising Comfort Ideas

By Susan Canfield, *Aeolus*

"Five years after buying my boat I cut an additional hatch in the stem to improve access to the steering quadrant, muffler, autopilot, etc. The aft locker also provides space to stow the stem anchor rode, fenders, etc. Note the cleat and rollers for the anchor rode."



Equipment Comments

AUF WIEDERSEHEN

From the Philippines Don Rock writes about the equipment on Auf Wiedersehen (T-37):

"The Vetus muffler system, now standard on new Tayanas, worked out very well. It is many pounds lighter, corrosion resistant and much quieter than the original ss system.

All three of our Icom radios, the M80 VHF, the hand held M5 VHF and the M700 SSB, a ham set in combination with a Seafax decoder, a weather chart maker, are all working well after six years. I highly recommend this brand of radio. The Magnavox 4102 SatNav is another sturdy workhorse which has been faithful and trustworthy for over five years. The Magnavox people are great at long range help and have recently sent me a replacement board with excellent instructions for do-it-yourself on board installation. The Lighthouse anchor windlass has been a disappointment. Perhaps I got a lemon, but the counter has never worked and three of the four brushes seized and froze up the whole motor. They did send out new parts and hopefully it will work well for the next twenty years. The Vigil radar, after early bugs, has been a delight. The digitized picture remains bright between sweeps and the range is perfectly adequate for a small boat. There are two range and bearing markers making it possible to get a two bearings fix as well as to set a guard zone. I have just added a Sovonics PV (photovoltaic) panel. So far as I can determine it is the first really flexible solar panel. It puts out an honest 21.5 volts and in this Philippine sunlight keeps our big batteries at 13.5 to 14 volts all the time. The panels are very light, can be

conform to the shape of our bimini top instead of the other way around. I am so pleased with it that I have ordered another panel. With the two I should be able to keep up the batteries as well as run my SatNav and Autohelm with little or no battery drain."

SEAWEED

Buz Radican, *Seaweed*, talks about props:

"Does anyone know what the correct size prop is for the Perkins 4-108 engine? My original prop was a 18x10 three blade wonder. Max rpm with a clean hull and light load was about 2700. But I was dissatisfied with it's performance in a heavy seaway, especially with the seas dead on the nose. Secondly, it seemed as if as soon as any growth appeared on the prop, it lost all effectiveness. So not being able to find any information on the subject I ordered a 18x12 hoping that the increase in pitch would overcome those problems. With the new wheel I was able to get only 2300-2400 rpm and no real noticeable increase in performance into a heavy sea. Max speed was about 7.3 or so. Since theoretical hull speed is in the low 7s I figured I was ok. Well refusing to give up I wrote to Michigan Wheel, providing them with all the details on the boat, hull form, engine, etc., and asked their advice. They recommended a 17x10. They were unable to modify my old wheel to a 17, so they depitched it to a 9. Now I can get 3000 rpm and a knot increase in speed. Now at full throttle the knotmeter reads 8.3 knots! And it is an honest reading. You should see how the stem sets down into the quarter-wave I drag."

SERENDIPITY

Pete Heuburger has been cruising his V-42 off the coast of California for several years. This June he is taking off for Hawaii. He writes:

"In a previous TOG NEWS I read about inadequate hot water heaters on Tayanas. Mine was totally unusable. At best, I got luke warm water after one hour of engine operation. I replaced the factory installed heater with a:

Atwood: Model EHM6-SM
Atwood Mobile Products
4750 Hiawatha Drive
Rockford, IL 61103-1298
Ph: 815-877-7461

Total cost (my labor not included) was under \$200. Now I have HOT water as soon as the engine reaches good operating temperature; about 30 min. This is because it has a well designed heat exchanger. The shore power element in the heater gets me hot water in 15-20 min. My installation time was less than 4 hours, and I'm a slow worker.

SEAGULL TWO

Marianne & Charlie Schuler have lived aboard their V-42 *Seagull Two* for a year and a half. Marianne writes, "After all this time there are very few things we would change, certainly nothing major. There are some minor things that, now that we know, we would do differently. For example, we assumed (dirty word huh) that we were getting the top of the line Force 10 stove - wrong. Our's doesn't have a broiler. We can not conceive of a dealer thinking that you would want to save \$200 on

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Equipment Comments

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a boat in this price range. But it was our mistake as we didn't check the model numbers so we got the one without a broiler. Don't get me wrong, propane is definitely the way to go and I love the stove, just wish it had a broiler.

The Grunert refrigerator continues to work well. The factory authorized dealer in New Jersey is great. His name is Ed Borman, B&B Marine, 201 899 8855. He came very quickly when we had a problem and fixed it. Ours is 121 volt driven, but if we did it again we would get a combination 12 volt and engine driven system. The pump the dealer installed is self priming and it makes a lot of noise when it runs, but we will change that later.

The heater system that we had installed was two separate Webasto diesel fired hot air heaters. Thankfully we haven't had to use it much, but we would recommend the hot water system. After we had it installed we found that it had to be shut down every 24 hours to prevent carbon build-up. This is not always practical; especially if you set it on low and leave for a few weeks. Another interesting twist is that we have found that, because of our physical size, we cannot reach the port heater because of where it was installed. We need a small, thin mechanic to change the glow plug because of carbon problems.

We have a Heart Interface (converter) and think it is great. It allows us to use our microwave while at anchor. We did buy a 12 volt tv but on the rare occasion that we use it, we run it on 110 with the converter.

I'm not real crazy about the head. It is a Brydon and it leaks when you pump. When it goes, we will buy a real one.

We have two self steering systems. One is a C.P.T. and we love

it. In fact we use it all the time and never have any problem (real economical unit, less than \$1,000). The other is a Ceatreak and we have only used it a few times. It makes a grinding noise and it gets tired and will not hold a course. Pretty disgusting for something that cost that much money.

The teak decks are beautiful. We don't do anything but wash them down with Cascade dishwashing detergent and wet them down frequently with salt water. They do require maintenance so I think it is a personal decision as to whether the looks are worth the effort.

We do have one problem we can't solve. When we sail we take on a small amount of water and cannot tell where it's coming in. If anyone with a V-42 has had this problem and found the reason we would like to hear from them. Our address is P.O. Box 1225, Loxahatchee, FL 33470.

WANDERLUST

Bob Klein developed a cross reference table for the fuel and oil filters for his T-37's Yanmar 4JHE 44hp engine:

VENDOR	FUEL	LUBE OIL
Yanmar	129470-SS 700	129150-3S150
Purolator	PER 305F	PER-193 FCO-160 PER-289
Fram	P 3726	PH 2856 PH 3562
Champion	FP 570F	-----
Hastings	HAS 850	LF-143 HAS-143A
AC	-----	PF-9

For the fuel pre-filter:
Racor 2000-2MIC, HASTINGS HAS-839

Sail Talk

○ Greg Cockle took delivery of his V-42, Crystal Dancer (hull # 167), in Hong Kong, on April 1, 1989. He writes, "She is everything we had hoped she would be. She's the after cockpit version and I've modified the sailplan somewhat to have a fully battened mainsail (using the Neil Pryde "jackstac" self stowing system which is fabulous, providing you're pointed head to wind when raising and lowering the main), and a 130% overlapping mylar composite furling genoa. The staysail is only used when the genoa is furled about 100-110%.

○ Anne & Rudy Cemy installed a Neil Pryde drifter aboard *Beseda*. After cruising the Chesapeake last summer with many hot, windless days, they report being very pleased with the sail's performance.

* Rick & Julie Palm sold their T-37 and have ordered a T-52. They are offering the following sails for sale:

Main - two reef points, \$1250
Genoa - 130, hanks, with dark brown sail bag - \$1250
Yankee - hanks, with dark brown sail bag, \$750
Staysail - hanks, loose-footed, \$500

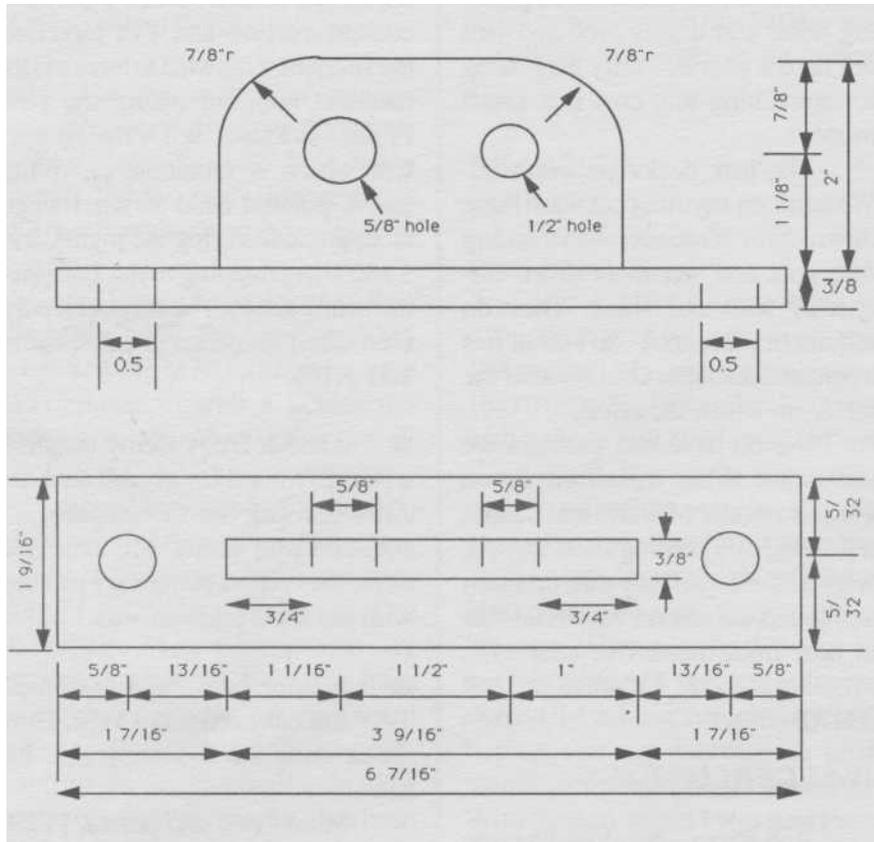
All these sails are tanbark made by Eggars Sailmakers in New Jersey, used for two seasons. Package price for all the sails is \$3,000.

In addition, for sale is a never been used spinnaker (blue, white and purple) with a spinnaker sock and turtle, Doyle Sailmaker, \$2,300.

Write the Palms at 86 Truman Blvd., Oakland, N.J. 07436 or call Julie at 800 631 1599 x774. √

Need a New Bobstay Fitting?

Bob Logcher, *Cygnets*, (T-37) found his bobstay stem plate bent and decided to replace it with the one shown below. It was fabricated from 3/8" stainless steel plate by Metalmast, Connecticut at a cost of \$90.



Lube Oil Primer

Charles Huffman, owner of T-37 The Good Neighbor, has a background in diesel engine mechanics. He offers the following advice regarding your diesel engine lubricating oil:

"Use a single grade of oil. In winter in the colder climates, 20W CC/CD is ok, otherwise use 30W.

Run the engine as slowly as possible until full idling speed oil pressure is reached. Most engine wear occurs during the first couple of minutes of running.

Change oil frequently. 100 hours on an auxiliary equals about 5,000 miles on a car or truck. The 3,000 mile rule I follow equals about 60 hours between changes. Change the filter each time too.

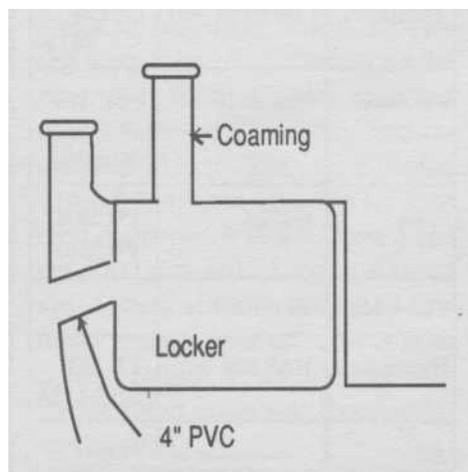
It is as important to check the oil for color as it is for the level. Diesel engine oil that is "healthy" should be very shiny in appearance. If the color is gray or whitish, you have a problem that needs immediate attention.

The color of the exhaust is also something to watch on a regular basis. Once warmed up, invisible is best, black isn't as bad as blue, and whitish again means trouble."

Another Stern Anchor Solution

Replying to Torn Cagney's request for ideas about a stem anchor installation, Don Haff, *Interlude* (T-37), reports:

"*Interlude* has two smaller lockers in the aft "corners" of the cockpit. The port side one is a propane locker and is vented or drained over the side through a small hull fitting. The starboard locker is similar, only not so deep. I built a partition across the locker and use the aft portion for a chain locker. To get the rode out for the anchor, I cut a hole in the outboard side of the locker and another hole in the hull in line



with the first hole. A short piece of heavy wall 4" PVC pipe connects

the two, making a hawse pipe (see sketch). Our stem anchor is a Danforth, which stows on the stem pulpit. For refinements I actually made the hole in the hull a bit lower than the one in the side of the locker, so that the hawse angles downward a bit. I also installed a low profile Nicro vent at the outboard end of the hawse pipe facing downward to keep out the rain. This also allows installation of a cover plate when the anchor rode is disconnected and pulled back into its chain locker.

Cruising Bits

• Don Haff, Interlude, has spent time on the Hood Canal, which is located in the Puget Sound. He has volunteered to provide cruising information to TOG members interested in cruising that area. Write him at P.O. Box 80522, Seattle, WA 98108.

□ Dave & Annette Smith's T-37 Aloha was shipped from the factory to Hong Kong for commissioning. In April '88 they departed Hong Kong for the Philippines and subsequently cruised to Borneo, Thailand, Sri Lanka, up the Red Sea, through the Suez Canal into the Med. Using Cyprus as a home base they have cruised to Israel and Turkey. In the late spring of 1990 they will depart to the Black sea and Odessa, Russia, then south through the Greek Islands and west. For more information, write the Smiths at their permanent home base, 3-3400 Kuhio Hwy C408, Lihue, Hawaii 96766.

□ Bob Klein and a crew of five sailed his T-37 Wanderlust from Annapolis to Bermuda and back during the summer of 1989. He offers the following items of interest to others planning a cruise to Bermuda:

"During the refit of our 6 man Avion life raft, we were allowed to take part in the inspection, inflation, deployment and work shop floor walk through of the raft. It was great to see how it deploys and where each item was stored within the raft. I recommend doing this to anyone who may someday have to use their rafts.

Bermuda falls in the extreme eastern end of the Loran C net about which I was concerned. However my position plotted with a sextant (using HO-249) agreed within 3-5 miles of my Loran C positions.

We loaded \$800 worth of food aboard for six men for three weeks. At the end of the trip we still had about \$200 worth. We used "shelf milk" which kept well without refrigeration. Bread did not hold up well at all.

The Bermuda Tourist Office in New York provides an excellent "Sailing to Bermuda" information package.

The US Naval Oceanography Command Facility at Bermuda will provide, upon request, a great 3 to 5 day forecasters brief when you are departing Bermuda. Just call them by phone 24 hours before departure, ask for "Yacht Packet" and you can pick it up at the Naval Station main gate near St. George. This gave us great weather front and Gulf Stream current position information.

I was able to obtain offshore boating insurance coverage for the trip. The cost was \$300 (addition to my normal Bay coverage) for the 3 weeks duration of the trip. Other quotes I had obtained ranged from "we don't insure ocean trips anymore" to \$1500.

While Bermuda charges a \$20 per person entry tax when you arrive by boat, we had no charge to moor alongside the sea wall at St. George for a week. Refueling cost was a bit much at \$1 per gallon for diesel and 7 cents per gallon for water."

○ Lee & Lyn Vandawater bought T-37 *Fugitive II* in Annapolis and spent three weeks taking her to Traverse City, MI via the Hudson River, Erie Canal, Lake Erie and Lake Huron. They had tremendous currents and debris from New York to Lake Erie due to heavy snow in Buffalo the first part of May. Atlantic City was very expensive at \$45 per night. For more info write them at 1443 N. Saxony SE, Grand Rapids, MI 49508.

○ Before leaving on their current cruise to the South Pacific, Tom & Carolyn Beard, *Moonshadow*, wrote about their previous passage from the Marquesas to Washington state.

"Four days north enroute to Hawaii and driving hard, the masthead tang fitting for the backstay fractured with a rifle shot bang! We were pressing with a full 130 genoa and main in over 20 knots. The mast had a big ugly hook at the top until I could get the genny in. I'm impressed with wood masts. Aluminum would have gone, also, ours beink keel stepped, help save it. We jury rigged (jib halyard for backstay set up with a block on the backstay chainplate and led to a winch). It lasted a week until the halyard chafed through on a mast fitting high up. Then we had to use the main halyard, which left us without a main. We had started with five halyards from Hiva Oa and a week later were down to just the staysail halyard. To help matters, the engine wasn't working either.

The Icom 700 SSB HF worked like a charm. Since the backstay had been the antenna, I used some 10 gauge stranded wire about 35 feet long hung from the flag halyard. We were able to call home through the high seas telephone system four thousand miles away and keep in daily contact with the Coast Guard in Honolulu up to 1900 miles away with the ease and clarity of a VHF. It was extremely comforting to know many people knew of our problem, where we were, and what we needed should help be necessary. This knowledge eased our concerns while dealing with the big and little emergencies on the remaining two weeks voyage to Hilo. At Hilo we had a new masthead fitting manufactured (a weld had failed on the old one)'

business size cards printed showing the boat name and the Beards name and address overprinted on a lighter background of a T-37 silhouette

Very attractive. If anyone wants business cards printed with the T-37 profile, write Business Printing, 218 E. First St., Port Angeles, WA 98362, ph. (206) 457-5768.

● The Chesapeake Bay Area TOG members continue to be active, holding both Spring and Fall rendezvous. During the off sailing season meetings are held in member's homes in the greater Washington, D.C. area. The Fall rendezvous is scheduled for the week end following Labor Day For information write to Jim Ukockis, 5901 Mt.Eagle Dr., #1108, Alexandria, VA 22303.

(TOG NEWS)

1348 Nonchalant Drive
Simi Valley, CA 93065

● Lee Vandawater has a Ta Yang windlass on his T-37 Fugitive II. He would appreciate hearing from anyone who can advise him on how to **disassemble it as it is** up. (Editors note: Good luck Lee. I'm afraid the history of these windlasses is not encouraging.)

● Dan Lee, Ambrose Light, is looking for a Ta-Yang type swim ladder. He can be reached on (716) 227-9517.

* Cliff Wayne, Sara, would appreciate member contributions of articles dealing with the legal aspects of sailing; anchoring; MSD's; live aboard problems and lifestyles.

● Your editor and wife Annie are departing on a cross country RV trip about July 1st. We will be travelling along the east coast during August and September from Nova Scotia to Florida and will call you in advance if we are going to be in your area. Mail and phone messages will be forwarded , so continue using the same address and phone number. Please excuse any delays in my getting back to you. By all means keep on sending in your reports which will be needed for the fall and winter newsletter issues. Sketches and photos are appreciated. (See Reader Survey article on page 10 of this issue)