

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VI NUMBER 49

WINTER 1990

Bahamian Police Ruffle *Peacocks* Feathers

Dick & Judy Fow live aboard their T-37, *Peacock*. Their cruising grounds range from Maine to the Bahamas. Their '89 trip to the Bahamas is one they will not easily forget. The complete story takes 8 full type-written pages (small print) to tell. What follows is a summary of the story's highlights. In addition to a copy of the full story, Dick is offering to lend TOG members two VHS video tapes. Tape one covers the trip from Portsmouth, RI to mile 350 on the ICW (just north of Beach). Tape two covers the next leg to Staniel Cay, Exuma, Bahamas. Send your request to Dick c/o Nancy Hill at 22 Brewster Rd., Wellesley Hills, MA 02181. If you borrow the tapes, you will be expected them on to the next one on the request list.

"When checking in to Bahamian Customs I was asked the serial number of my rifle. I ran back to the boat, got the number and ran back. Then he asked me how much ammunition I had on board. Since it was getting late and dark, I decided to just guess that I had 80 rounds tops. I signed the Custom Declaration showing 80 rounds.

The next day we were boarded by Her Majesty's Bahamian Ship (HMBS) Abaco, a 60 foot patrol boat. After looking at all the paperwork, they asked to look at the rifle and ammunition. I reached down

into the locker and was instantly filled with a sickening panic. In addition to what I thought was there, there were two overstuffed boxes of ammunition that were supposed to have been elsewhere. Well I knew I'm was deep s—t then. To make matters worse, the clips contained 30 rounds instead of 20. In total there were 186 rounds! My feeble explanations didn't seem to impress much. A higher level officer was summoned who advised me that I had committed an offense under Bahamian Customs Law. He also told us that on Friday of the week before, another American yacht had declared 200 rounds and 400 were found. The yacht was still in the custody of the Defence Force and Customs. Not too comforting. After contacting the the command center in Nassau, the officer advised us that *Peacock* was under arrest for making a false customs declaration and that we are to be towed to Nassau. Judy cried out "Oh my God, are we under arrest? Are we going to jail? I'm an elementary school teacher. I've never done anything criminal in my life!"

Our tow started out at 8.5 knots with a honking 22-28 knot apparent wind on our port bow. In 10 minutes we looked like drowned rats so they slowed down a knot. It was a rough 38 mile crossing.

In Nassau Capt. Rollie and two uniformed customs guards searched *Peacock* for contraband. We were

clean. He collected the rifle and ammunition and told us to get some clothes and our valuables as we were going to the police who would investigate the matter further. Judy's main concern was what would happen to the cat in our absence. I rapidly assembled our goodies like cameras, vcr, tv, etc.

At Nassau Police Headquarters, Detective Smith escorted us upstairs. One of the rooms had a sign reading "Women Prisoners Bathroom" which caused Judy to think "How could this be happening to me?" After reading us our rights, our statement was taken to the Chief. In a few minutes the Chief emerged and verified that we have never been in trouble before in the Bahamas. He then told us that they would have to keep the extra 106 bullets, but we were free to be escorted back to our boat. Oh what a feeling of relief swept over us. Evidently a rising incidence of gun related crimes in the Bahamas made it necessary for them to investigate our case thoroughly." **J**

| What's | Inside |
|------------------------------|--------|
| Problems..... | 25 |
| Advice to Buyers..... | 27 |
| Rigging Talk | 27 |
| Maintenance Tips | 27 |
| Equipment Comments..... | 28,29 |
| Cruising Comfort Ideas | 30 |
| This n' That | 31 |
| Cruising Bits | 31 |

problems

Richard & Karen Williams, owners of V-42 Aquarian (hull #141), are asking owners of V-42's with a mid-shaft bearings who have had problems with it wearing and had it replaced to contact him. He writes, "My mid-shaft bearing worked itself loose last year and "floated" around the shaft with set screws wearing on the shaft as it turned. Some of the metal shavings from that got into the bearing causing it to wear. Now it needs to be replaced, possibly with one of the new flexible shaft couplers that are available." (see TOG Roster in Fall '90 issue for address info.)

John & Sandy Emery lived aboard *Duchess* for two years and have owned her since 1981. John writes, "We had one potentially serious problem when we moved on board. The combination of having a Super Cold Machine, a 110 volt water heater and the need to keep our batteries up meant we were plugged into shore power most of our dockside time. While cleaning the bottom with snorkeling gear on I noticed that the zincs were gone! The prop had that bright color that I knew meant it was giving up its copper. Sure enough we were "leaking" electricity from our water heater to the factory standard and code standard of a common ground. We fixed the hot water heater and switched to a floating 110 volt system. Additionally we attached a loose zinc by cable to the standing rigging which took care of "stray current" problems from neighboring boats."

John Emery had a lot of trouble with his Micrologic 5500 Loran aboard *Duchess*. "It would work quite well until we really felt a need for it (Gulf Stream crossings) and then it just died. After four trips to the factory I sold it as a spare to another Micrologic owner. It died for him too, and yet the unit has a good reputation."

On his T-37, *The Chance*, John Kraft reports that, "A 1/16-1/8" gap opened on our teak on teak laminated bowsprit between the plies near the middle. The fix was to remove the bowsprit, clean the opening, inject epoxy, clamp, then epoxy in a new teak strip and sand it smooth."

In the Spring 1990 TOG NEWS, Tom Beard, *Moonshadow*, a T-37, reported on his fix for leaking chainplates. Here's an update to that story:

"My cure for the leaking chainplates did work but the filler compound split due to excessive movement of the chainplates in the slot through the deck during a storm. I used Sikaflex. I just redid the job and returned to 3M 5200. Additionally, I added heavy s/s plates with slots cut to just fit the chainplate and these are screwed to the deck. I believe my original plan was a good one, but the materials did not hold up to the stress loads imposed by the lateral movement of the chainplates. The chainplate should be anchored more securely or made stiffer to prevent flexing where it passes through the deck. In our passage from Hawaii to Wake Island, all was dry.

While all was dry, a rain squall came through one dark night and produced three minor disasters at once: the Forespar whisker pole broke; the Monitor steering vane sheared off; and the Hood roller furling wouldn't operate. The owner's manual for the Hood roller furling admonishes anyone from disassembling the swivel units - it must be sent to an authorized dealer! I took the swivel apart anyway (best done in a tub as 152 balls are suddenly released to go in as many directions). Bearings consist of a race and cone not bound together containing s/s balls alternating with delrin balls. Many delrin balls were ground down to small irregular pebbles and quite a few of the stainless balls in two of the four bearings had grey gritty surfaces just like wet and dry sandpaper. On Wake Island Thai workers are extremely helpful. One of them repairs bicycles. He gave me a hand full of ball bearings - not the right size, but with a little juggling and alternating a few stainless balls with the steel bicycle bearings and inserting a good delrin ball here and there to take up space, I was able to rebuild the four bearings. All this was bedded with a slather of teflon grease for lubrication. With this hi-tech/lo-tech rig we made Japan with no problems. So much for jungle mechanics. ✓

Editor/Publisher: Norm Demain
TOG NEWS is published 4 times a year by the
Tayana Owners Group, 1348 Nonchalant Drive,
Simi Valley, CA 93065, (805) 582-1437.
Subscription rates (in U.S. dollars) \$20 U.S., \$21
Canada, \$25 elsewhere.
Reproduction in part or total only with
permission from the editor.

Advice to Buyers

From John Kraft comes some advice based on lessons learned when buying his T-37, *The Chance*:

"It is the buyers responsibility to make sure that the factory has a good set of blue prints and written specs describing exactly what the buyer expects. These specs and blue prints should be signed by the buyer, the dealer and the factory. A good way to help insure that you get what you want is to have someone with experience draw up your plans (TOG member Stu Wolfrey, Freebird, has done this a number of times with very satisfactory results).

For buyers of new or used T-37s, here's a few tips:

1. If you are planning on living aboard your new boat in a northern climate be sure to specify an Airex-cored hull. We did not and it was a big mistake. We now use a dehumidifier.

2. Our boat came with a 18x12 prop for our Yanmar 3QM30. Yanmar advises a 17x11 so we switched and it did improve performance. Make sure the shaft has no fore/aft movement. If it does, it was not installed properly. If you must replace a shaft, be prepared to also replace the coupling. Ta Yang uses a 1 1/4" dia. shaft turned down to 30 mm. to match the Taiwanese coupling, which is not available in the U.S.

3. On a new boat that comes with a sanded bottom, thoroughly wash the hull with acetone before doing anything else. If sanding is necessary, use 80 grit paper unless advised otherwise by the manufacturer of a bottom coating.

4. The Chance was delivered without a shut-off valve on the fuel tank. Check for that before changing

the primary fuel filter.

5. Try to get a smooth gel coat bottom in the shower stall. It will save you grief later.

6. I went to great expense (\$450) to have a stainless steel mounting bracket built to accommodate a SL-555 windlass atop the bowsprit only to find that the staysail flaked on it's boom interferes with cranking the windlass (to some degree). <J

Rigging Talk

○ Voyager, a T-37 (hull #425) owned by Robert & Nancy McIntosh, was knocked over during hurricane Hugo while on the hard at Nanny Cay, Tortola. They write, "A whole row of boats was knocked over like dominoes. We suffered no hull damage at all. There was some minor internal damage, but the major problem was an "S" shape bend in the mast and a broken spreader and shroud. The mast had to be replaced and the process was complicated by the large number of damaged boats in the Virgin Islands. We contacted mast builders ourselves, conferred with Robert Perry, and finally decided on a Schaefer extrusion slightly larger than our old Yachtspär, and fashioned by Johnson Sailing Systems, JSI. They supplied running and standing rigging and hardware and were ready to ship in two weeks. We put Profurl roller furling on the jib/genoa stay and love it."

○ Denis Webster, *Tiger Lily* (T-37), modified his main sheet tackle to one described in an early TOG NEWS. "The end of the boom was falling off in heavy weather so I went to a three part block system (as described in an earlier newsletter) with the aft block over the companionway (on the boom). We have tested it in 35 knots and it works fine." <J

Maintenance Tips

John Emery, *Duchess* -T-37 - #253, recommends the following maintenance plan which he has used for years. "We developed weekly and monthly check lists which we felt kept our home sea worthy and ready to go whenever we were ready. We checked the standing rigging, the quadrant bolts and all other bolts on an annual basis. We also lubricated all winches, wire rope pulley bearings, and everything else we felt could benefit. The deck gear was lubed every three months when we were operating in Florida and the Carib.

We maintained the teak in good condition by cleaning it with Mary Kote Teak Cleaner followed by two coats of Semco. Semco (which is currently being used by many east coast Tayana owners) comes in Natural and Gold. We mix them half and half. Semco is manufactured in Baltimore; Mary Kote in Long Island."

○ For the first time in the seven years that he has owned *Auf Wiedersehen*, Don Rock pulled the mast. "We have been wanting to repair a few places of dry rot and so with a carpenter we dutched in a few spots using GitRot and the WEST system of epoxy saturation. I hated to paint over the beautiful Sitka spruce wood for there is nothing that looks sharper and more yar than a beautifully varnished mast; but I cannot get any decent varnish here in the Philippines and none are available with an ultra-violet filter in it. So I wooded her down, saturated the bare wood with two coats of thin epoxy, then used a primer coat and three coats of white polyurethane paint. ✓

Equipment Comments

ANNA MARU

The Petersen,s continue their cruising comfort ideas (see newsletter #44 for the first installment):

"We usually use an anchor bridle but have put a PVC pipe the full length of the bobstay to protect it when we don't. We agree with most that putting the pull on the bottom of the bobstay would be a bad idea. (Editors note: In a previous newsletter Bill Gutzwiller, Hallelujah, described how he beefed up the bobstay fitting to allow it's use in anchoring.)

The sides of the bow roller were spread so we had additional stainless pieces put on with extra bracing. We hope that the long bolt with the wingnut that pulls it together over the chain will keep it from spreading again. Cost \$20.

We have a 12 volt Blue Water pump from Simer Pump Co. that is very effective hosing off the anchor chain. Found it in a large hardware store.

We use different colors of surveyor tape and form 1 to 3 pieces to mark our 200' of chain. The code deciphering card is taped to the windlass with a piece of clear contact.

We have kept our staysail boom. A short line with a hook on it goes from the mast to a hole in the end of the boom keeping it off the deck and helping control it when the sail is going up or down.

After struggling for a while with 1200' of Geniker we finally got a dousing sock. It worked better after adding some plastic guide rings on

the inside. The sock makes the decision to put Sunshine up a lot easier.

We put up our own lazy jacks and they work great. Makes it much easier to drop the sail. However, when we go offshore, we take it down as they can make either raising or lowering the sail impossible if you are not heading directly into the wind.

We had a third set of reefing points added to the main. We did not add a third set of lines as we figure we can move the first reefing set to the third when needed. We also have a storm trysail and storm jib.

We have running backstays which we rarely use. We figure it's a convenient way to store emergency stays and shrouds.

We eliminated the mast's rake eliminating most of the weather helm.

We got rid of the heavy dinghy and now have a sailing Montgomery. It JUST fits behind the mast. Actually had to change the lead of the main sheet a bit to accomadate it. With a 2 1/2 HP outboard, she planes. (Editors note: I assume Karen means it planes with one person and no cases of beer.) When not offshore, the dinghy lives in the davits and is a catch-all.

We made simple weather cloths with two rows of open pockets their full length. The lower back pockets are big enough to carry the Geniker sheets. The cloths do not go across the back. Two additional small triangular pieces bridge the gap between the side weather cloths and dodger. They are secured to the dodger support poles with velcro and are amazingly

effective at blocking wind when we are boating.

We have a board secured behind the steering quadrant in the lazerette that supports the chain and rope rode for the stern anchor.

Our second 10# propane tank is stored in a fibreglassed round cement form to which we added a wood top and bottom. It also serves as a great seat, coffee cup holder, and barbequing platform. It's tied to the lifelines in the cockpit and is easy to get at when we use the propane grill.

We store the screen that slides under the hatch in the V-berth, and have in it's place a 1/4" piece of plexiglas. We also use a heavy piece of plexiglas in the companionway hatch. This approach gives us both light and protection from the weather.

There's not alot of teak on Anna, but it's still more than we care to tangle with. We think silver/gray teak and green bronze are beautiful. All we use is a solvent that miraculously removes the black caused by fungus and an ordinary wood preservative from the lumber yard. No oil.

We use two of the largest, lightweight flexible Solvonics solar panels. They are rated at 2.5 amps and we have gotten 2 amps. One fastens to the top of the dodger with twist closures and we leave it up all the time. The other is tied to a simple PVC pipe frame and is on a long leash. We can store it on it's side in the quarter berth. When it's used it's easy to move around from top of the boom at anchor to lying on the deck when under sail. They don't produce

continued on page 29

a lot of power, but they sure do help a lot. The ease of installation and movement is great.

Our life raft was made by Japan's Toyo. We're happy with it but haven't seen or heard of others.

The stuffing box requires significantly less attention since we had our prop checked. They took off 4 oz. in the process of balancing it. Seems amazing but that apparently reduced the vibration enough to make a difference.

Other things we are very happy with include: Micrologic's Explorer Loran, Raytheon's R20 radar, Icom 735 transceiver and matching automatic antenna tuner and Henry Lloyd's one piece off shore suit with zip in lining and integrated safety harness.

AUF WIEDERSEHEN

Having current and accurate weather data is a very important aspect of Don and Bev Rock's sailing life in the Philippines. Toward that end, Don's weather system consists of a portable Toshiba computer coupled to his HAM (or SSB) radio. The coupler is a HF-FAX demodulator about the size of an electric plug fora waffle iron. "A pin jack is plugged into the external speaker jack of the radio and the demodulator itself plugs into the serial port of the computer. When you tune into a weather broadcast, say a fax station from Guam, Tokyo, Bangkok or Beijing, the unit demodulates the radio signal into the digital code used by the computer to create graphics of a chart on the computer screen.

You can read the chart directly from the screen, save it to disk if you want to print it from disk at your leisure (Don uses one of those small DICONIX printers). This last feature is great if you want to follow a front or a series of tropical depressions or a typhoon. You can even set it up to show a slide show of charts which makes the weather come alive on your screen.

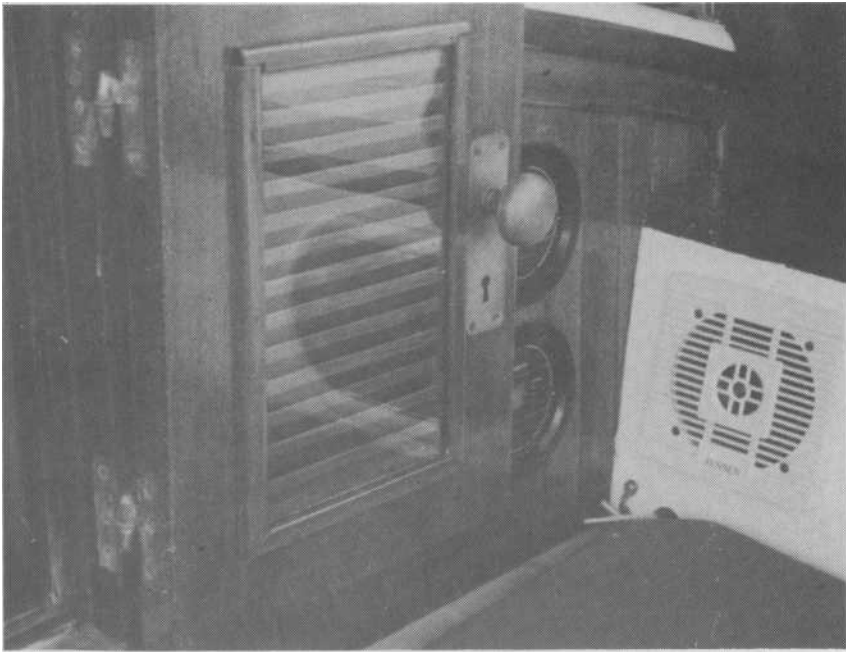
MOONSHADOW

Tom Beard shares his equipment thoughts with us:

1. We have a 12 volt Survivor water maker. It is advertised to deliver 1.4 gallons per hour with a consumption of 4 amps. It appeared to do just that. We installed it in Hawaii and used it for the crossing for the first time. We were able to make more water than we could use. We took showers at sea (not all the time) and always had full or near full tanks. One plan is to run the watermaker for about 4 hours off the battery (16 amps) then continue it for one more hour with the engine running during battery charging. This provides about 7 gallons for one hour of running time without taxing the batteries. I even filled jugs. We arrived at both destinations with extra water above our 130 gallon capacity. If it continues to serve us well in the future, I can add it to the list of most important accessories for the cruising yacht.

2. I have always had trouble with the plastic accumulator for the pressure water system. It gets water logged and cracks easily. I replaced it with a 4 foot section of 1 1/2" clear plastic water hose plugged on one end, coiled in a convenient locker where I could visually inspect it for trapped air. It was joined to the water system with a reducer coupling down to water system sized hose, "T-ed" into the line downstream of the pump. It is a simple, highly effective and inexpensive substitute for the former problem.

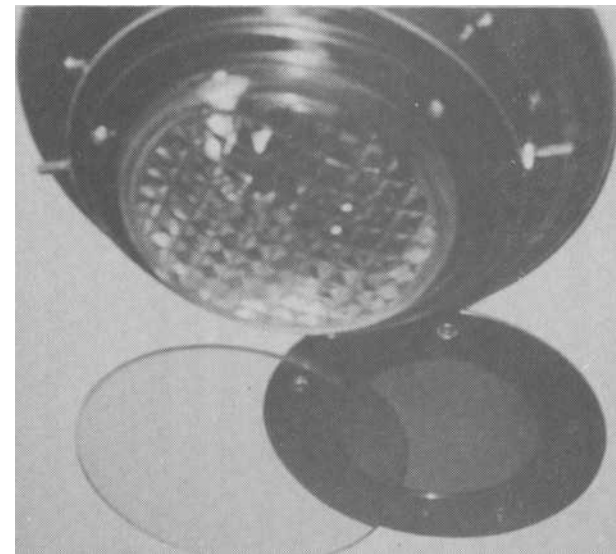
3. I installed an in-line bilge blower under the V berth area, wired to the ignition switch. The discharge blower hose is snaked through the bilge and dumps the cool "damp" air (Carolyn always complains of diesel odor from the tank) onto the crankcase of the engine. I added a short section of hose on the inlet side and sawed holes through bulkheads so I move it about to suck air from beneath the head locker and other trapped air areas. So all the time the engine is operating, air is being drawn through the forward compartments and used to aid engine cooling and aspiration. It cost 4 amps. And-- an added benefit for cold climates is to reverse the hose connections and pump warm dry air from off the crank case (or engine compartment) back into the nether regions of the forepeak." t'



"Ventilation is key, especially in winter. I found the neatest way to close off the louvers in the companionway doors was to construct plexiglas slides in a thin teak frame. (photo above)

Having added pivoting plexiglas discs to the interior vent trim rings, I can leave the dorade vents in place and regulate air flow as desired. (photo at right)

To avoid condensation in the head when showering, I installed an exhaust fan in the existing vent." (photo upper right)



This n' That

- Sid Neal sails *Liberty*, his T-37 out of Santa Barbara, California. Sid has racked up many miles along the coast and into Mexico. He has prepared a video which could be quite useful to Tayana owners with skills at the novice to intermediate levels. The video included topics such as: things to check before leaving the dock; leaving the dock; sail handling and furling; single handed bow and stern anchoring and more. For information and copy costs write to Sid at P.O. Box 4873, Santa Barbara, CA 93103.

□ The Fall '90 Chesapeake TOG rendezvous was the biggest and best yet. Owners of 16 Tayanas were represented. At the raft up were seven T-37's and three V-42's. One of the 42's is named *Puff* (Dave & Nancy Gipe) while another is named *Magic Dragon* (Fred & Linda Hixon) - they are friends. John & Karen Kraft, *The Chance*, served as hosts. In addition to their great hospitality, they generously provided the wine and and silk screened sun visors.

For information on the group's activities and meeting schedule call:

John Kraft 301 437 2537 or

Bob Klein, *Wanderlust*, 301 384 7294 or

Jim Ukockis, *Erzulie*, 202 566 5058

- o Bob & Binnie Miara cruise *Grace*, T-37, hull #47, extensively in the Carib. Bob asks that when members write he finds it useful if they state the age of the boat (many T-37's built before 1977 still had raked masts) and the primary use of the boat. (Cruising, live-aboard, sunday picnics, charter, etc.).

- o Kim & Dot Parks have written a thorough description of how they planned and equipped their V-42 *Talaria* for extensive bluewater cruising. They also used their computer (Generic Cadd computer aided design software) to redesign the interior. "this gave us such things as a stand up combination nav station, workbench, and medical station with lots of drawers below for up to 200 charts, medical supplies, mechanical and electrical tools and parts, etc. With only a few minor problems, TaYang followed our design."

- o Russel Burnham, *The Black Rose*, reports that Ta Yang type boarding ladders for the T-37 can be purchased from:

Defender Industries, Inc.
255 Main St., P.O. Box 820
New Rochelle, NY 10802-0820

This item appears on page 53 of their catalog.

- o HELP! Now that the TOG NEWS has stopped publishing long accounts of cruising experiences, it is necessary that many more members send in articles to help fill out the newsletter. Articles related to improvements, cruising comforts, problem solving, etc., are of most interest as was revealed in a recent reader survey. This issue would have been a lot smaller if it weren't for the time spent like member Tom Beard whose input appears in many parts of this letter. Please write me soon (sketches/photos appreciated) or the next issue may be a bit skinny.

Norm

Cruising Bits

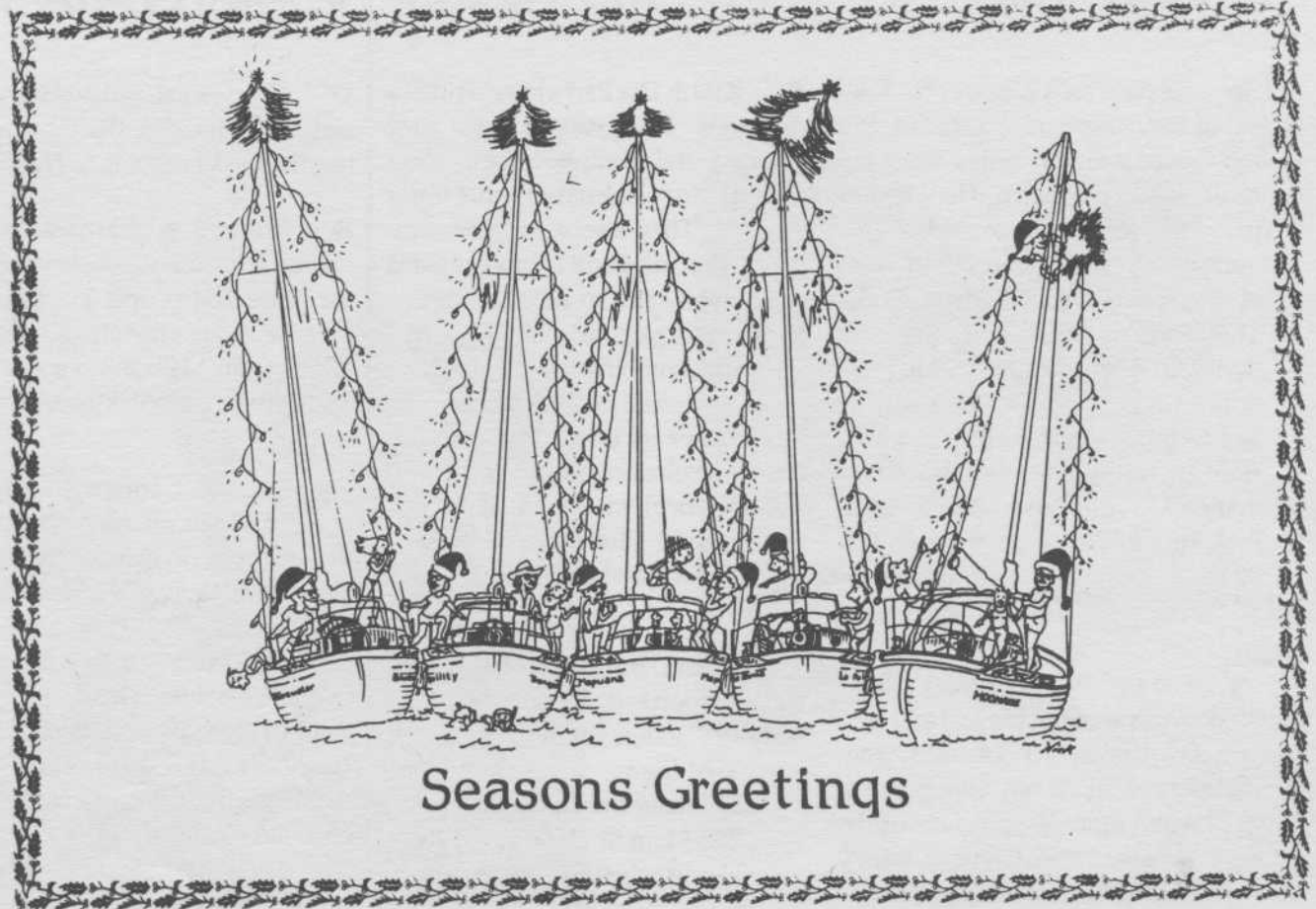
- o After cruising the Bahamas in early '90, Jerry & Nancy Thacker headed for Venezuela in *Hyperion*.

- 4 Richard & Barbara LeVine cruised *Magellan* to Mexico and loved the place and people but started to hate Mexican officials. So they departed from Manzanillo and a slow 33 days later arrived in the Marquesas.

- o Tom & Carolyn Beard have reached Japan on *Moonshadow*, as they proceed on their circumnavigation. Member Buz Radican, now in Hawaii, provided Tom with charts marked right down to the slip to move into at Yokosuka. Great TOG spirit! Prior to Japan they stopped at Wake Island where the Thai workers helped them repair their shattered whisker pole and roller furling.

Their passage from Wake to Japan saw light winds (no trades) and sea currents from the west instead of the predicted east. Sixty miles from the entrance to Tokyo Bay they encountered the ENE setting Japanese current (3 knots) with enough fuel on board to power through it. Then the winds came from the west. "We beat into gale force winds and 20-25 foot seas for four days trying to climb the current to Tokyo Bay. When the winds finally came around to the north we were 150 miles out from the Tokyo Bay entrance.

Traffic at the Bay entrance was interesting. At one time I could see 15 ships in a line entering single file into the lane that leads to the bay. As the land masses squeezed the water into the narrow entrance we encountered several fishing fleets of 50-100 boats each. Everyone was blasting their whistles at once and just plowing through. More fun!" t



TOG NEWS

1348 Nonchalant Drive
Simi Valley, CA 93065