

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VI NUMBER 52

FALL 1991

TOG NEWS - An Endangered Specie?

While the rest of the country suffers from a lack of money, the TOG NEWS is heading for extinction from a lack of input. In the last newsletter I left some holes in the front page indicating (perhaps too subtly) a lack of input. No response. Perhaps our members are too busy fighting the recession to worry about our newsletter, or perhaps the publication is approaching the end of its useful life. There are at least a couple of alternatives we can consider. We can cease publication altogether at the end of '91 or consider a less sophisticated format in which the size of the newsletter depends on the amount of input received. The need for additional input arose when, per the membership's request, we stopped publishing lengthy trip experiences. I am willing to continue publishing the newsletter, or would be glad to assist someone else who could pick up the ball. Comment?

Please note the change of address for the TOG NEWS. Annie and I are in process of transitioning from California to Florida. Never though we would leave California, but the lure of warmer weather and ocean, affordable housing and easy water access outweighed the negatives of high humidity, thunderstorms and hurricane threats.

Living With Your Tayana in Florida



Seems like more and more Tayanians are considering Florida as a place to live.

In terms of numbers, more Tayana owners live in Florida than any other state, with more on the way.

The photo shows Ted & Anne Gordon's T-37 *Candide* tied to a dock on a canal at the rear of their Florida house (they moved from Connecticut to Vero Beach). Their canal is wide enough to permit a turn around. It leads to the Indian River which in turn has an outlet to the Atlantic.

Many locations on the east and west coasts of Florida have canal lots deep enough to accommodate a Tayana. For more info contact the Gordons about the east coast and the Padgetts about the west coast.

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Cruising Comfort Ideas from Ted Gordon, *Candide*

(See pics on facing page)

HELM STATION

In the helm photo the Datamarine repeater shows wind speed and direction, boat speed, and depth. The repeater is mounted directly to the Edson guard. Also shown on the right leg of the guard is a small Apelco loran. Why a second loran? (Another Apelco loran is in the nav station) First of all it provides redundancy. Second, having the loran data at the helm is a great convenience. A repeater might have provided this information, but it would not have been redundant. Furthermore, the Apelco unit is less expensive than a repeater. Practical Sailor rates it very high. The only negative is that the waypoints must be entered at both the nav station and at the helm.

DODGER

This dodger was made to our design four years ago by Trudy Flanagan, Nautical Needles, Clinton, CT. It runs from the gallows to the traveler, using a bolt rope/track arrangement at the top and turn clips at the bottom. The center section zips up the sides and rolls up for better visibility. An aft section of the dodger, not shown here, zips across the aft part of the dodger, and fastens to the stainless hoop shown in the photo. The hoop pivot is a specially formed stainless bracket which mounts on the vertical post that supports the gallows. The sunshade, which is not part of the dodger, is also shown in the photo. This is simply a rectangle of Sunbrella, supported by telescoping aluminum tubes. The aft end of the shade is clipped to the aft stay; the forward end is supported by the gallows. This arrangement has worked very well

CONNECTIONS PLATE

This photo shows the way I have chosen to lead various antennas and power connections from the lazarette through the cockpit deck. The upper surface of this box is a 1/8" stainless plate which was cut and drilled for me by a local machine shop. The lower part is a 1" thick piece of teak, drilled out appropriately for the wire which passes through. The actual fittings for the power and antenna wires are commercial units; the stainless plate is drilled and tapped to take the mounting screws for these fittings. An interesting aspect of this design is that BNC and TNC connectors on the antenna cables are small enough to pass through the holes in the teak support block and the stainless steel cover plate when the pass through fittings are unscrewed from the base.

NAV STATION

The photo shows station located on the port side. The louvered doors open into the quarterberth and close for privacy. Immediately under the louvered doors is a spice rack that holds miscellaneous navigation tools and references. The nav table itself is covered with a sheet of plexiglass so that the divider points don't poke into the table top. The companionway screen is stored with bungee under the table. On the right side of the vertical wall over the table is a switch panel that distributes power to the various instruments. A gooseneck lamp gives illumination to the table.

Now beginning with the upper left compartment to the right of the aft facing navigator: an antenna tuner (MFJ) couples the ham transceiver,

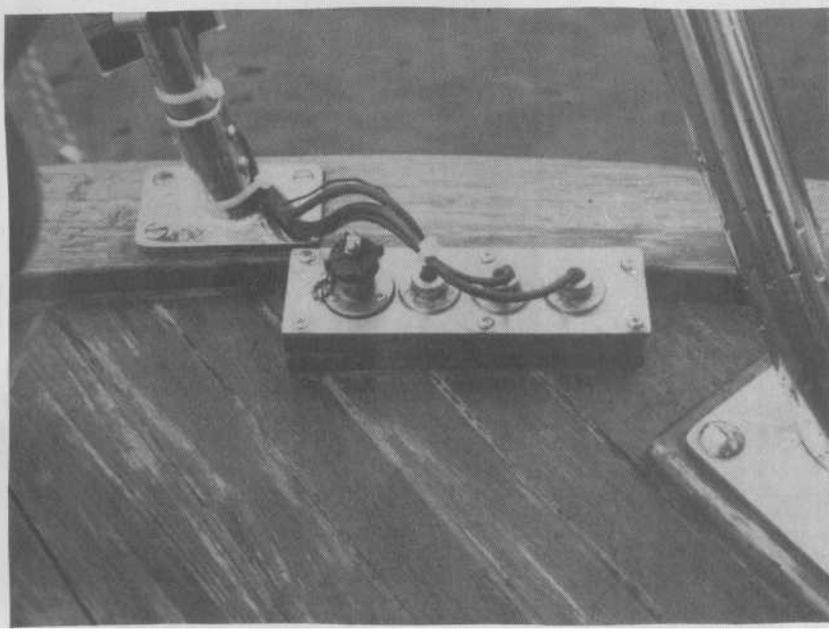
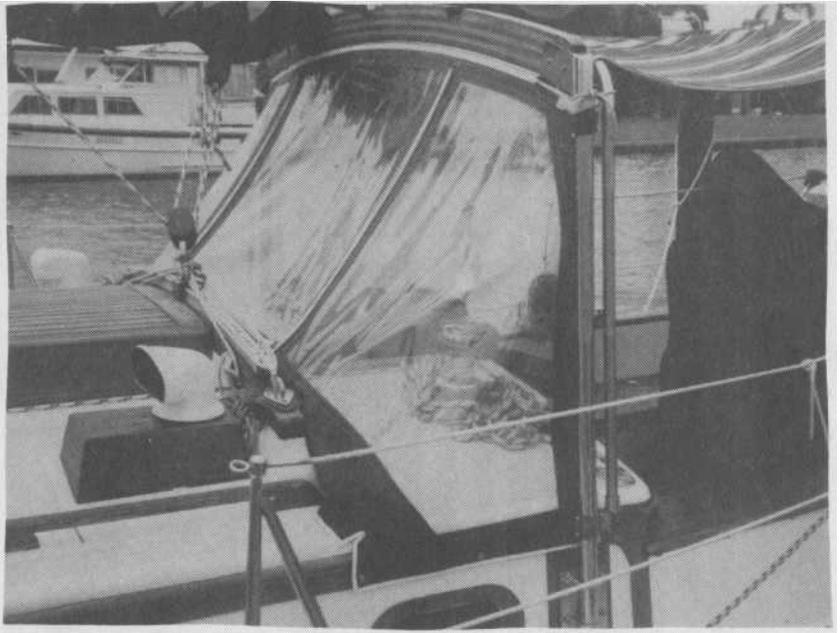
a Yeasu 757GX, (next compartment to the right) to the antenna which is mounted on the aft pulpit. An Apelco radar display (LCR 9910) is located under the antenna tuner, and an Apelco loran is under the ham transceiver. On the panel to the right is a Vigil RM SatNav, a Datamarine (Link) base station providing wind speed, boat speed and depth (repeated at the helm), an ICOM VHF, a stereo, and a switch that permits the audio from the VHF or stereo to be sent to the cockpit. ¶

Another Cruising Comfort Idea from the Wirfels, T-37, *Adelante*

In terms of gear and gadgets, Emanuel & Helgard Wirfel feel that the most valuable addition they have made to their T-37 is the Power Survivor water maker from Recovery Engineering. "It is installed under and behind the sink in the head in a space which would not otherwise be useable for anything. We did not have to add to our battery capacity. We make 5 gallons of fresh water every day. On our crossing from the Galapagos we took daily fresh water showers and still arrived with less than one third of our 150 gallon capacity used up."

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Charles Huffman Installs an Excellent Lazy Jack System on His T-37 *The Good Neighbor*

The Huffmans believe their Lazy Jack system offers the following advantages:

The halyard is incorporated into the system of catching the sail as it descends. No tying off the halyard to a lifeline or extra cleat on the mast.

The entire system can be taken forward to the gooseneck and hooked under the reefing hooks, and tensioned, resulting in the system being held against the sides of the boom and mast completely out of the way. This will allow a sail cover to be used without modification. The weakness of leaving the system in this position is halyard noise against the mast when the wind blows.

When sailing the system is gathered with the halyard and tensioned so as not to cause chafe on the main.

Only two slits, one on each side of the boom, are needed in the sail cover.

It is very convenient and quick to raise and lower.

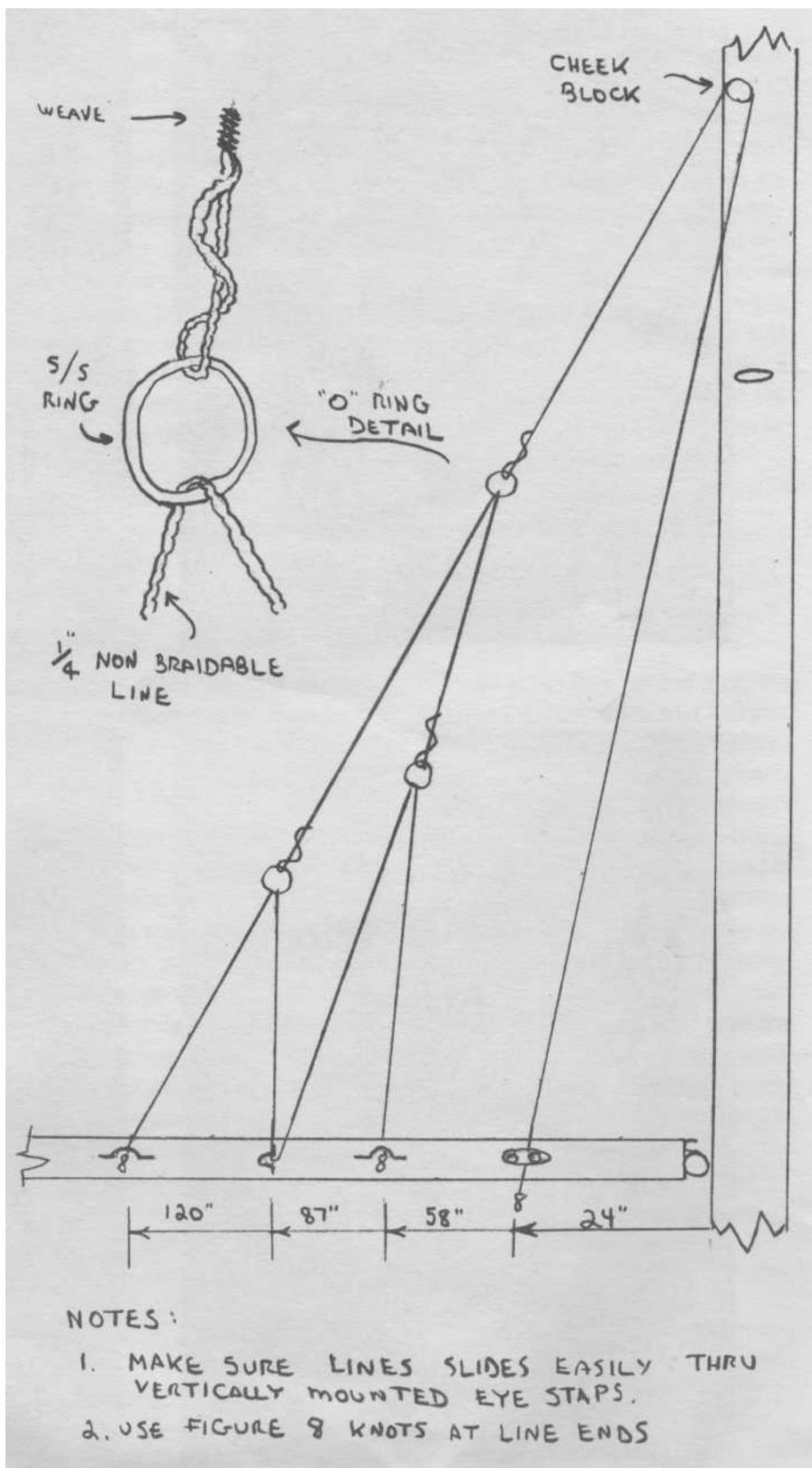
It is easy to install, mostly done with pop rivets. The biggest problem is attaching the two small cheek blocks at head level while standing on the spreaders.

It makes reefing easier as it holds the loose sail in position as sail ties are done with no wet sails under-foot!

Cost of the materials from BOAT/US is about \$70 if you go first class and about \$40 if you are cutting costs.

Bill of Materials:

- 2 - 50 foot hanks of 1/4" nylon solid non-braid
- 2 - 5/16" cheek blocks
- 2 - 4" cleats (the type that can hold a halyard captive).
- 6 - 1 1/2" x 3/16" stainless "O" rings (could use nylon).
- 6 - 3/8" stainless eyestraps or pad eyes.



TIGER LILY

Denis and Arleen Webster cruise their T-37, Tiger Lily, in the Great Lakes. Denis writes:

"I have found the TOG NEWS to be helpful regarding many of the projects I've worked on. Hope the following is helpful to other members.

I installed a Maxwell V WC 2200 vertical capstan electric windlass, and will be testing it soon. Sure helped to have a picture of where to put it (Fall 1989 issue).

I upgraded the alternator and electrical system. Tiger Lily now has a 160 amp alternator, 3 step deep-cycle regulator, and an amp hour monitor. A digital voltmeter tells me the exact battery state. The monitor lost the readings of one of the three batteries after two months operation. Ample Power Co. of Seattle replaced the unit at no charge.

I installed ProFurl equipment on the forestay. I converted the existing yankee to furling and bought a 130% genoa from Neil Pryde. The genoa is great here on the Great Lakes. It sets easily and moves the boat well in winds to 20kts. The ProFurl is very sturdy gear and I'm pleased with it's

performance. We were advised by the riggers to have toggles at the mast-head and bowsprit to ensure freedom of movement of the forestay and minimize metal fatigue.

I installed an ICOM 735 ham transceiver and equipped it with a AEA 232 MBX data controller so that I can receive weatherfax pictures on my Toshiba T-1000 laptop. As a weatherman, I just couldn't resist.

ORIKI III

Dick Kemper, T-37, installed two cooling items which seem to work fairly well in the Florida winter and summer.

1. A room into the bottom of the wet locker behind the nav station on the starboard side (about 600 BTU. It requires a blower at the after end of the wet locker and an open or partially open cockpit locker when in operation. Runs only on 110 volts.

2. A flat electric fan fitted into the forward hatch and normally turned to exhaust the air. Also 110 volts.

The combination drops our interior temperature about 10-15 degrees below the outside temperature."

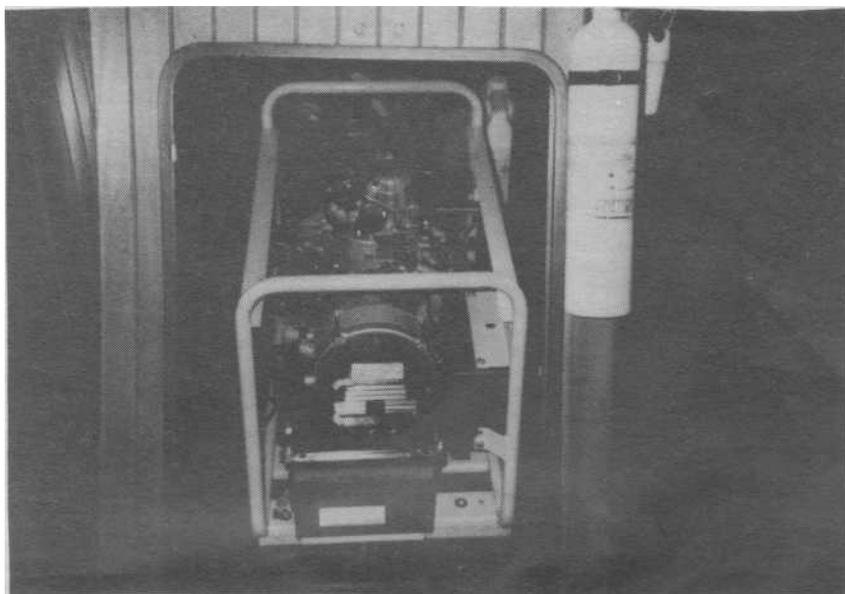
THE CHANCE

John Kraft (T-37) reports that "I finally installed a deck washdown pump. It works great! I have as much water pressure as we have on the dock. I installed a 'T' in the head intake including a simple shut off valve, a strainer and an in-line fuse - all reachable under the sole. The Shurflo on-demand pump is under the V berth. The hose runs up through the port rode locker (through PVC hose as a chafe guard), then out of a deck fitting through which the rode runs (for secondary anchor). I had to add a board on top of the chain locker separator so that the hose does not interfere with the primary anchor chain. I have enough hose coiled up in the rode locker to reach to the cockpit, but only pull out 8-10 ft. when washing down the chain and hosing off the foredeck. Karen loves it for washing down the deck while we are underway. When buying the hose we found it important to get it from an Industrial Hose distributor. We recommend 200-250 psi non-marking 1/2" diameter rubber hose which costs 33 cents a foot. Purchase a couple of brass hose fittings for each end. How great it is not to have to haul buckets of water aboard."

DOC'S GIRL

The photo shows a 2.2kw, 18 amp Yanmar diesel generator installed in an area located behind the companionway steps aboard Doc and Sally Ferland's V-42, Doc's Girl. Doc converted this air cooled generator into a water cooled exhaust unit. The fuel is supplied from the main tank. A three way electrical switch allows Doc to switch from shore power, to an inverter or to the generator.

If you are wondering how Doc managed to find all that available space for his generator, I'll tell you a secret. He planned it that way!



KAMALOHA

Bruno Schaufelberger and crew recently cruised Kamaloha in the Bahamas. Following a passage from Beaufort, N>C> to Hatchet Bay, Eleuthera, they visited half a dozen other out islands and then sailed the entire Exumas chain from Georgetown to Allan's Cay. Crossing the Yellow Bank to Nassau, they returned to the east coast at Fort Pierce, FL, via Berry Islands and Grand Bahama.

JOSS

Dick & Rachelle Miller turned Joss into a canal barge and thoroughly enjoyed the canals of France. They wintered in Paris and are now in Italy.

FUGITIVE II

Lyn & Lee Vandawater cruised T-37 Fugitive II from Muskegon, MI down the Illinois Waterway; Mississippi, Ohio (tough current), Tennessee, Tombigbee rivers, to Mobile AL.

CAPERCEILLIE

Paul Sheard, T- was due to depart Nova Scotia on July 13th for a non-stop great circle route path to the Firth of Clyde- Scotland. The Sheard's have made a permanent move to Helensburgh, Scotland.

LA ESMERALDA

Nancy and Terry Newton cruised their T-37 La Esmeralda for 10 months. "We headed up to the Chesapeake from Florida, spent the fall there and then over to the Bahamas for Feb/March. Next time we'll go over to the Bahamas in April, May, June so we can enjoy the water sports. We've relocated to Jacksonville. Florida to work for a couple of years to build up the cruising kitty and take off for a 1-2 year cruise in the fall of '92. Any TOG members coming to the Jacksonville area feel free to stop by. We can run you around for supplies, etc., or just make new friends."

HYPERION

From Nancy & Jerry Thacker comes this report aboard their T-37 Hyperion.

"We travelled east along the Venezuelan coast enjoying quaint fishing villages and beautiful, quiet harbors. In one of the villages we came across a woman skinning what appeared to be a petrified rat but which turned out to be one of their local rabbits. Since there are no roads here, they grow most of their own food on small farm tracts in the almost vertical mounyains surrounding the village. We found them to be happy people and freely shared fruit and fish with the yachties in their small harbor.

From there we visited Port of Spain, Trinidad. The town is clean, nice and picturesque. We hope to go back some day. Unfortunately, it will probably have to be at least another year. When I flew out I failed to check out with the Port Customs. When Jerry tried to check out without me, they claimed I had never flown out, and would not give him a clearance. Had he dumped me overboard, or was I becoming a citizen? Jerry left anyway, scanning the horizons for the Coast Guard who, fortunately never came. Guess we'll have to miss Carnival this year- the best in the Caribbean."

ADELANTE

Emanuel & Helgard Wirfel have been doing some extensive cruising and they write:

"After leaving the east coast of Florida in the spring of '88, we cruised the Bahamas and on to the Greater Antilles, spending the hurricane season in Salinas, Puerto Rico (delightful). 1989 saw us going down the Caribbean Island chain, arriving in Venezuela in late July and thus being spared the experience of tangling with

Hugo. After a year in Venezuela we set sail for the Panama Canal via Bonaire and Curacao. Early in '91 we sailed up to Puntarenas, Costa Rica, where we provisioned for the Pacific. After much effort we obtained a permit to visit the Galapagos where we spent 10 great days in our own boat. The 3000 mile trip to the Marquesas took about 25 days. As we are the only crew, and both over 60, we sail very conservatively and shorten sail at night under all conditions. Even such our

T-52 Cruising Equipment

SOJOURNER

Rick Palm worked from April through November '90 to commission and equip his T-52, Sojourner, for a world cruise. His goal (now proven to have been accomplished) was to create a very safe, comfortable, and respectably fast open ocean cruiser. Key elements to Sojourner's aft cockpit design include:

Roller furling headstay (135 & Yankee), banked on staysail and storm jib, fully battened main, full spinnaker gear, hydraulic vang and back stay adjuster, cockpit table designed to allow crew to brace their feet while heeling (effectively handling our concern that a T-52 cockpit is too big for ocean cruising); Monitor windvane, Seatrac autopilot; Robertson Shipmate GPS and SatNav; Raytheon R-20 radar, ICOM SSB and VHF, Datamarine instruments - Link 5000, Alden Weather Fax; Sea Recovery water maker - engine driven; Neptune Supreme water generator with wind attachment, Kenyon Inverter for AC power, Grunnert 12 volt refrigeration

ADELANTE

Motoring on a windless night from Curacao to Aruba, the Wirfels heard a loud noise, as if the hull had been hit by a floating log, and immediately the speed of their Yanmar 3QM30F dropped from normal 1800 rpm cruising speed to 1400 rpm. "We limped into Aruba and there, tied to a dock, determined that the engine would start easily, run normal in neutral, but with the gearshift engaged we could only get 1400 rpm max. Attempting speeds above that resulted in overfuelling and lots of black smoke and soot from the exhaust. For the next 2 1/2 months I checked, dismantled and reassembled the engine and all associated piping a countless number of times but was never able to locate the problem. I also had the transmission overhauled - same result. An incremental improvement resulted when I finally pulled the head and reground the valves, which gave me like-new compression on all three cylinders. The engine will now run up to 1800 rpm without overrefuelling, giving me a top speed of 6knots in flat water - still a far cry from the previous performance of up to 2000 rpm and traveling at hull speed.

Having exhausted all other ideas, I now suspect that my prop (3 blade- D460 x P300) was somehow damaged. When we hauled out in Costa Rica I got a close look at it and could see no damage. Without a prop shop I have no way to have it bench checked. Not being an expert on props, I would like to hear some opinions on whether a deformation of the wheel that is too small to detect by eye could still effect its performance to the point where it would drag down the engine in the way I'm experiencing. Or do I

have a prop which is marginal for this engine? Frankly, I am at the end of my wits and the same goes for every other "expert I have talked to, including various Yanmar people. Incidentally I am sad to report that the famous "world-wide service organization" that the Yanmar literature talks about does not exist, at least not in Central America. Venezuela did not have a Yanmar dealer at all, and the dealer in Panama, crossworld of the world's ships, had never even seen a Yanmar diesel of less than 200HP, had not a single spare part, and was not even able to measure compression on my cylinders (I now carry my own gage).

NAMUKALA

After being in charter for several years, Namukala (T-37 pilot-house), was purchased by Berry Edwards & Mary Reif. Some of the problems they found and fixed are:

"Upon delivery the cockpit gear shift control cable was broken. We found that the cables from the cockpit controls led forward to the pilothouse controls with another set leading to the engine. To add some redundancy, I revised this so that now we have separate sets of cables from each steering station to the engine.

We removed the rusty water heater and all the associated copper pipe in favor of a Wolter 300 which is mounted low on the bulkhead next to the head and just opposite the galley sink. After almost asphyxiating myself (probably carbon monoxide) we installed a chimney. We are now very happy with the installation. It seems that the LPG lasts forever with our limited cruising; we don't need the

cannot be T'd off the galley stove gas line. Hose, fittings, chimney pipe, etc., cost the same as the heater itself. It was a 50 hour installation job for me.

We spent \$2.40 for a set of "Taiwan Faucet Washers" for our leaky galley sink (available from Rainier Precision, Inc., 1150 Eastlake Ave. E., Seattle, WA 98109). Part no. RP-200."

(Editors note: Mary & Berry asked for advice on a number of other problems. Since they have all the newsletter back issues, plus the index published in the last issue of the TOG NEWS, they will find that most of their problems (and solutions) have been previously discussed.)

Live Aboard Tips

John & Sandy Emery found their T-37 Dutchess to have more storage than they had ever imagined. John writes, "Our design has drawers on the starboard side of the main salon. I found I could store 5 cases of beer and soda behind the drawers. We stored bags of fruit, etc. under the floor boards on top of the water tank. We stored Christmas decorations, telephone, connecting cables, etc. on top of the fuel tank in the V berth. Nylon mesh laundry bags held extra toothpaste, shampoo and other toilet articles. We put in cup hooks behind, alongside and under areas not in normal use. We added an access hatch to the lazarette and hung hose, buckets, dive gear, spare anchor and rode, etc.

Spring 1991 Chesapeake TOG Rendezvous

The Spring rendezvous was the best yet for the Chesapeake TOG. Dave & Nancy Gipe, T-42 Puff, did an excellent job in pursuing attendees and hosting the event. Dave reports that "Boats in attendance included thirteen 37's, four 42's, and one 55. In addition two other owners came by land. Randy Myers, Mariah, motored about 36 hours straight through, in the ICW no less, to make the party. The picture shows a raft of fourteen boats: a couple came later and one or two anchored alone. The rendezvous began with the raft party from noon until 2. The raft was broken up before dark. The next morning brought a dinghy parade from all around the West River anchorage for Bloody Marys and Mimosas aboard Puff followed by brunch ashore at the Pirates Cove restaurant in Galesville, Md."

One of the attendees, John Kraft, The Chance, commented that "We have a great fraternity of Tayana owners out there and the raft-ups help cement the relationships that have developed. Hopefully someone in the lower bay (Norfolk, Chrisfield, Solomon Is.) can get a group going in that area and we could all then meet in the mid-bay for our raft ups."



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