

TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME VII NUMBER 55

Summer 1992

Dry rot & termites cause wooden mast woes

This spring, TOG's mailbox yielded three letters of special interest to Tayana owners with wooden spars.

Bruce Martin, who owns T-37 **SPARHAWK** (hull #221), writes, "The wood mast developed some dry rot, where the crane bridle broke the finish when the mast was last pulled. I had a survey which indicated quite a good chance of the rot extending deeper than the exterior evidence below the spreaders - someone said the problem was from the inside out - so I elected to replace the mast. Others' bad luck with the two New England storms of 1991 was my good fortune, since there was quite a lot of salvage done in this area. I picked up a 1990 Kenyon mast, from a wrecked O'Day 40, and am having it adapted by a local loft to fit **SPARHAWK**. It's a double spreader rig, and at this writing, I'm not sure how it will be set up, but I expect I'll go with running backstays.

Paul Sheldon, JOSAM G, has been very helpful with his advice. He did the same replacement recently - I was able to get in touch with him through **Norm Demain**. Thanks to both!"

Don Rock, T-37 AUF WIEDERSEHEN (hull #328), who moved this winter from the Philippines to Pensacola, Florida says, "About a year ago I found a few small areas of dry rot in the mast and cut them out. With the help of some local carpenters we dutched in some pieces of kiln dried wood purchased from the largest lumber store in Cebu.

We thoroughly saturated the wood with tropical clear Cuprinol, then with the West system epoxy, and finally embedded the new pieces in epoxy glue. The mast was then wooded down and treated with Cuprinol, then painted (ugh!) with a two-part polyurethane primer and paint system, some five coats in all. It really looked quite nice."

"You could put your finger through it almost anywhere...We were literally heartsick"

"We then left for a prolonged visit to the United States, and upon our return, the boat boy showed me the mast. You could put your finger through it almost anywhere. It turned out the new pieces of wood were nested with termites which destroyed the mast and began on the overhead panels contiguous with the mast. We were literally heartsick. The market for a used boat in that condition was nil or so low in offers that it was sickening. We did have one broker fly down from Hongkong and his client made such a ridiculous offer that we girded our loins and took another look at what we had. We found an Australian boat builder with mast-building experience who would make us a new mast and another fellow who would supervise rebuilding the interior. This latter person had just completed a rebuilding job on hull #1 for the original CT-37, the parent of the Tayana 37. We saw it at the local yard not far from Cebu and he had done an excellent job. When

he returned from delivering the boat to its owner in Saipan, he agreed to take on our boat and, in fact, will deliver it later this year to the west end of the Panama Canal where Bev and I will meet him and take the boat the rest of the way to Pensacola."

Bernie and June Francis have lived aboard T-37 **QUEST** (hull #274) in Bremerton, Washington since 1989. Bernie reports, "QUEST was built with a wooden mast and boom. I discovered that the wood boom would bow to windward approximately 6 inches when we were sailing in moderate winds, creating excessive weather helm. With a new aluminum boom, 14 inches shorter, and a new mainsail made from 6.5 oz dacron, the boat now sails to windward by herself. Balance is no longer a problem. We've lost approximately 10 percent of our mainsail area, but no longer fight weather helm or even handle the helm when going to weather. If your boat has a wood boom and bad weather helm, look at the boom underway in moderate winds and you may be surprised."

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Ship's Store

Ship's Store regularly highlights items that members would like to purchase or sell, as well as product news of particular interest to Tayana owners. Listings in this column are free to TOG members and will be carried for two issues (unless we hear that an item has already been bought or sold). Non-members may place an advertisement for \$10. We do not accept advertising from commercial businesses. Write/ call TOG, P.O. Box 213, Mt. Vernon, VA 22121-0213, (703) 799-4422 to place your item.

AVVENTURA, Paul Zack would like to know where one purchases sink strainers for the T-37. Regular plumbing supply houses apparently do not carry them, and Ta Yang does not either.

BEAR, **David Berry** is looking for a used genoa - Profurl - about 120% or 125% - 9 oz or so. Anyone with an old sail or one they don't want, please notify TOG and we will link you up with David.

THE CHANCE, **John Kraft** is looking for a set of original T-37 stainless steel mast pulpits as well as a reasonably priced, nearly-new Givens six-man life raft with double floor and double insulated canopy. He'd also like to hear from anyone who has found a source for faucet aerators with metric threads to fit the Tayana head and galley spigots. Call (410) 437-2537 (MD).

THE GOOD NEIGHBOR, **Charles Huffman** would like to purchase one or more original fiberglass cowl vents. Call (502) 491-2531 (KY).

INTERLUDE, **Don Huff** has a staysail boom and all the associated hardware from his T-37; he is willing to give it to anyone who can use it. Presumably one would have to either pick it up in Seattle, WA, or pay for the shipping.

KAMA, **Barry Adams** is trying to locate a set of TaYang davits for his CT-37 as well as a source for replacement rubrails. Call (919) 975-2444 (NC).

TRELAWNEY, T-37 (Hull #264) is on the market. McMichael Yacht Brokers has the boat listed for \$77,000, but will reduce the price for TOG members. There are many optional features, including davits and a 50 hp Perkins diesel engine. This boat has been professionally maintained. Call (914) 381-5900 (NY).

Much of the mail we receive at TOG relates to hard-to-find hardware or equipment items. Fortunately, several members have told us of mail order houses or marine supply stores which carry these items. We are currently collecting catalogs from these places and will share them with you in future issues.

Consider British marine stores too

Charley and Karen Peterson, T-37 ANNA MAR U, find shopping in British marine stores rewarding. They recommend:

London Yacht Centre, Dept. YW5, 13 Artillery Lane, **London E1 7LP**, England (Tel. 071-247 0521)

Pumpkin Marine & Leisure, 100 The Highway, London E1 9B X, England (Tel. 071-480 6630) Send 3 pounds for catalog.

Cruisermart Discount Marine, 36/37 Eastern Esplanade, Southen-on-Sea, Essex SS 1 2ES, England (Tel. 072-460 0055) Send 3 pounds for air mail catalog.

BOAT U.S. Foundation grants available

As a group member of BOAT U.S., TOG has been invited to apply for a grant under the Grassroots Grant Program which provides up to \$5000 for special projects or programs which will educate or enhance boating safety in local communities. The Foundation's Grants Committee is looking for projects that: promote community boating safety education, provide model programs, offer creative programs, solve boating problems unique to your area, involve volunteer and community groups in the boating community, or have the greatest potential to influence the most boaters.

Examples of selected grants include: building portable displays focusing on boating safety and alcohol risks, installing signs on boat ramps to warn of crew team practices, mailing of CO2 warning brochures to fishing boats, distributing boating safety course brochures to boat dealers, and printing paper placemats with boating quizzes for local restaurants.

If you have an idea that might fly, write TOG by the end of September. We may be able to get your project funded.

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• **Disclaimer:** TOG makes every attempt to avoid endorsing specific products or otherwise commercializing the content of this newsletter. We take no responsibility for the statements of contributors or for claims made regarding products which they may suggest.

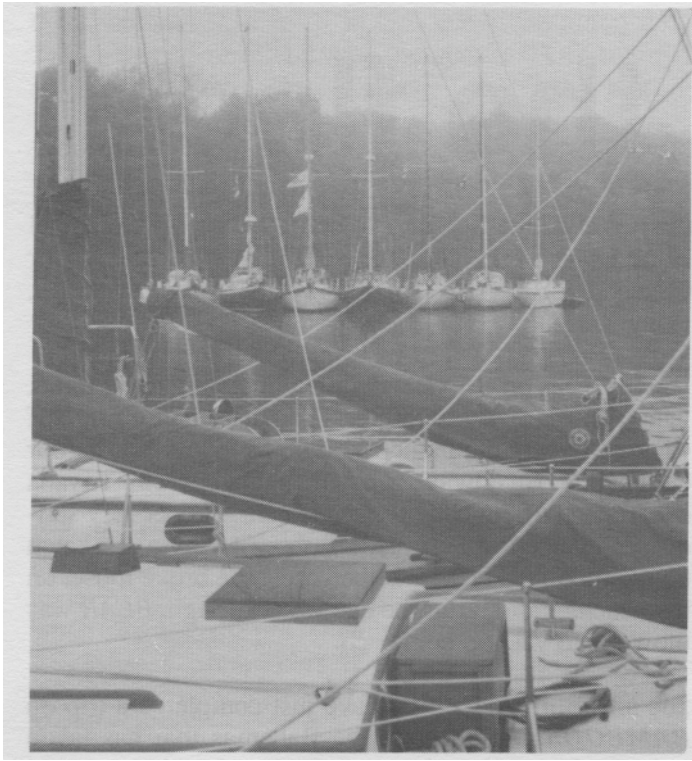


Photo: J. Patterson

Tayana Rendezvous Roundup

There are a sufficient number of Tayanas in the Houston area, Long Island Sound, Puget Sound, Southern California, Florida and now, Hong Kong (see below) to easily "do" a rendezvous. If you would like to organize a raftup, contact TOG and we will provide a mailing list of members in your area. Be sure to let us know about your plans so that we can help with publicity.

Northern Chesapeake

TOG's Spring Rendezvous on the Chesapeake was held May 16-17 in Dividing Creek along Maryland's Eastern Shore. Susan Canfield hosted, sans *AEOLUS*, still not out of her winter overhaul. T-42's *MOONSHADOW*, *PUFF*, *SKOOKUM* AND *LADY'S CHOICE* formed the center of the raft with T-37's *ARIEL*, *INTERLUDE*, *LEPAS*, *SEAQUESTOR H*, and *THE CHANCE* moored alongside. *CHINOOK WIND* and *THE GOOD NEIGHBOR* were represented by stowaways John and Diane Andrews and Charlie and Judy Hoffman respectively. Light winds and fog failed to dampen the appetites or enthusiasm of these dedicated Tayana sailors.

Is anyone interested in a Fall rendezvous in the Northern Chesapeake? If you are willing to host the event, please contact TOG. Just suggest a time and place, and then send out the information to the Chesapeake TOG list. It's as simple as that!

Southern Chesapeake

Fred and Linda Hixon, *MAGIC DRAGON*, hosted TOG's Fourth of July (July 4-5) rendezvous in Cockrells Creek, Reedville, Virginia. Several boats arrived ahead of time, giving everyone a chance to get acquainted. At noon on Saturday, a potluck lunch was held onboard *MAGIC DRAGON* (with enough food left over for dinner that night.) Then the on-shore activities started with an impressive parade (second annual) down Main Street. Afterward, festivities moved to the Fishermen's Museum where the Chanty Singers entertained the holiday crowd with songs traditionally sung by fishermen as they haulin their nets. Everyone watched the fireworks display from *SOLACE* and *MAGIC DRAGON*, rafted together for dessert and after dinner drinks. All in all, tiny Reedville put on quite a show.

Other boats attending were: *GALATEA*, *LA ESMERELDA*, *MOONSHADOW*, *PUFFIN*, *ALMITRA*, and non-Tayanans *TALISMAN*, *BRITTLE STAR* and *FINISTERE*.

Fred says everyone seemed to enjoy the rendezvous and if there is enough interest, they will do it again next year.

Hong Kong

Ken and Isobel Duxbury onboard *KWENDA*, write, "At the moment, in Hong Kong, Tayanans are having a resurgence, with three taking part in the 1992 South China Sea Race to Manilla: *FISTRAL (T-55)*, *MAD MAX (T-55)* and *FOOTLOOSE (V-42)*. Another T-55 arrived this month (April), and two more are expected in May/June bringing the number of Tayanans here to 15! Only three of these are not liveaboards!"

Rendezvous Recipes

by Rockie Truxall, *SEAQUESTOR II*

The Great Bean Pot (Hamburger/bean casserole)

1 to 1 1/2 lbs Ground beef
1C Celery (diced)
1/2C Onion (chopped)
1/2C Green pepper (chopped)
3/4C Tomato paste (6oz can)
3/4C Water (rinse can)
1t each of salt and paprika
1/2t Garlic salt
2 lbs Pork and beans (can)

Brown hamburger (drain fat), onion, celery and green pepper. Stir in tomato paste and water. Season. Add pork and beans. Pour in bean pot and heat for 20-25 minutes at 350 degrees F.

News from the fleet

New member, **Jon Vogt** bought *JANEV*, a T-37 (hull #445), in 1985 after spending two years working on the interior design (sound familiar, anyone?). He and his first mate have lived aboard for nearly three years. They spent ten weeks in the Bahamas this past winter, and are now on their way to England, via Bermuda, the Azores, and Portugal. They will winter at Chichester Yacht Harbor on the south coast of England.

Tom and Ann Bowers have cruised British Columbian waters the last four summers in *MACBEE*, their T-37 pilot house. During the wet, windy winter months, she is on the hard in Port Townsend, WA. They have tried to locate a U.S. source for Stugeron, a seasickness medication recommended by Ken and Isobel Duxbury (see *Taking Your Home Racing*, *TOG NEWS*, No. 54), but have had no luck. Can anyone offer any suggestions? Is there a U.S. equivalent?

Tom Delaney on *TRELAWNEY*, homeported out of Larchmont, NY, is planning a cruise "down east" to Mt. Desert, ME this summer. We look forward to tales of his trip this fall.

In September 1991, **John Vanden Bergh** from Afton MN, purchased a 1989 T-42 (hull #160), and renamed her *FLYING DUTCHMAN II*. She is located at the Annapolis City Marina and will stay in the Chesapeake for the remainder of this sailing season, before going to Bayfield, WI.

Gerald Atkin recently moved to Melbourne, Australia as General Manager of McCann-Erickson, an advertising agency that services a number of international clients such as Coca-Cola and General Motors. Unfortunately, he had to leave *SAUDADES* in the U.S. as customs duty for a 3-4 year stay was outrageous. "I was very disappointed, as I had planned on area cruising and a sail home."

George and Ruth **Scotten** purchased *SHALIMAR*, a Tayana V-42, in Florida last spring and sailed her offshore non-stop from Ft. Lauderdale to Portsmouth, NH (including a two day full gale off Cape Hatteras!) They are currently cruising in the Northeast, primarily up the Maine coast and south to Cape Cod, Martha's Vineyard and Nantucket. They would like to share information and experiences with other Tayana owners, and can be reached by mail at RR 2, Box 555, Cornish, NH, or by telephone at (603) 543-0822.

Ken and Isobel Duxbury, who live on their T-52 *KWENDA*, welcome all Tayana owners who may be in

the South China Sea area to contact them at the Royal Hong Kong Yacht Club, the Hebi Haven Yacht Club, or Cathay Pacific Airways, Kai Tak Airport, Kowloon, Hong Kong.

David Berry on *BEAR* will be in Great Salt Pond, Block Island most of the summer. He has a mooring off Champlin's docks (about 500' out and toward the harbor entrance). He always welcomes visits from Tayana owners and offers help, if needed. *BEAR* was very seriously damaged in Hurricane Bob - first by a 44' ketch pounding on the bow, and then after she broke loose, on the beach. Later, after the eye went through, *BEAR* was blown onto yet another beach.

Joe and Shirley Rubino have just completed a trip on *BAMBOOSHAY* through the Bahamas that has taken them the better part of a year.

Larry **R. Lewis** bought *WINDFREE* (T-37, hull #325) in St. Petersburg, FL in June 1991. Of her sail home to Lake Ponchartrain, just outside of New Orleans, he says, "We did 172 miles the first 24 hours and 154 miles the second. We had gale winds of 40-45 knots the entire way with seas of 10-15 feet. We have SSB, so we had plenty of warning from the Hi-Seas weather forecast and could prepare *WINDFREE* for her maiden voyage. After two days of this weather, she was no longer a maiden, but one h— of a lady. I installed an Autohelm 4000 prior to the trip and did not touch the wheel until we got to Ship Island, MS. The thing worked flawlessly the entire trip. The combination of the full keel and autopilot kept us on track as we surfed, never once coming close to sideslipping or broaching. *WINDFREE* also has a Pronav GPS which was indispensable. The only problem with GPS is that it is so accurate in all aspects, it is hard to believe. I have a Four Winds generator on board that kept the three Pre^vailer 8Ds completely charged while using the Adler Barbour super Cold Machine, Icom SSB, Loran, and all other boat systems operating 24 hours a day. The only problem we ran into on the trip was a skipper designed problem. I mounted the Loran antenna four feet from the wind turbine prop blades. This would normally be fine, but 40+ knot winds bent the antenna more than anticipated and right into the prop. Loran reception was a little downgraded when we lost the top two feet of the antenna. No damage at all to the Four Winds prop blades. What a great piece of equipment."

Nancy and Terry Newton aboard *LA ESMERALDA* (T-37, hull #512) out of Naples, FL are coming north. They wrote *TOG* from Beaufort, SC, outlining their plans to travel north through New Bern and the Outer Banks —

Ocracoke and Manteo — in NC, and Washington, DC. They planned to attend the Chesapeake TOG summer raftup in Reedville, VA,

LETHENA (T-37, hull #89), homeported at the Sunroad Marina in San Diego, CA, was purchased by her owners, Dan and **Lee Yoder**, in November 1977.

Emanuel (N4REF) and **Helgard Wirfel** aboard **ADELANTE** (T-37, hull #361) from Chattanooga, Tennessee, are in the Howick Islands, Queensland, Australia on an around the world cruise.

Jerry and LeAnna Spear, **TUMBLEWEED** (formerly **WIND SINGER**) departed June 27 for 4-5 weeks in the San Juan Islands, going around Vancouver Island. Jerry has been hard at work getting to know every square inch of their 37' ketch. He built and installed mast steps on both masts in order to check every detail, and was glad he did when he found the pin holding the backstays working its way loose. Leanna writes, "Our long-term goal is to move aboard in the spring - and leave for Mexico in Fall '93. Vamos a ver!"

Dick and Jane Rogavin retired in August '90 and are having a ball just roaming from place to place on **JARANDEB**. They departed Ft. Lauderdale for parts south, and were in George Town, Exumas last April and May. They then planned to head south to the Dominican Republic and to the south side of Puerto Rico, where they hope to spend the hurricane season. Come November, they will head further south and eventually end up in Venezuela. "The cruising life is for us and for those who are hesitating, take our advice, GO!"

Robert and Nancy McIntosh are living in McLean, Virginia until October when they will return to **VOYAGER**, their T-37, which is presently on land in St. Lucia. She's been in the Caribbean for six years where they live onboard much of the time.

ZORRA, (T-37) with owner **Ned Killen** aboard, left Miami on May 12 for Bermuda; Horta, Azores and Cross Haven, Ireland. Ned sent TOG a card from Horta on June 22, noting that **PRIDE OF IOWA**, another T-37 had crossed just a few days ahead of him, and that he had also seen **PANACHE**, a T-37 out of Houston, TX.

Pryde Sails scores world speed record

Neil Pryde makes sails for most of our Tayanas. Members may be interested to know that Pryde Sails helped establish a world speed record on March 16 in St. Marie de la Mer, France. Russell Long piloted his tri-foil LONGSHOT to a new unofficial Class A record of 41.89 knots - the fastest speed by any sailboat ever. Wind was 25-35 knots with 45 knot gusts.

HAM radio contributes to safety and new friendships

Congratulations to **Dr. Paul Sheldon** (N1LJA), **JOSAM G** who recently upgraded his HAM license to General Class and to Bob Logcher (N1ILF), a new operator who uses an ICOM 735 on board **CYGNET**.

Why do sailors become HAMS? For both safety and social reasons!

For serious cruisers, a HAM radio becomes an important piece of safety equipment. Sailors on the East Coast of the U.S. and in the Caribbean, for example, use the Waterway Net to get weather reports from other marine operators in the Mid-Atlantic and Caribbean. They also use their radios to file position reports and intended destinations, and to "meet" other maritime mobile HAMS. There is a fine line between keeping in touch with others for enjoyment and keeping in touch to learn if someone is in need of assistance.

You could buy a single side band (SSB) radio and have some of the benefits of HAM radio, but not all. A high frequency (HF) HAM radio receives on 2-32 MHz and will transmit on select amateur bands throughout that frequency range. A MARS modification can be made to transmit on other frequencies in an emergency.

It is unlawful to use any radio without the proper operator's license. For the uninitiated, obtaining a HAM license requires a little study. There is a written test and a practical one. The written test covers the basics of radio and radio procedures. The practical test involves sending Morse Code at various speeds (the more advanced the license class, the faster the speed required). The first step is Novice Class, followed by Technician, General, Advanced, and Extra. HAMS who upgrade their licenses may use a greater range of frequencies and have more opportunities to use voice, packet (computer assisted) and other aids. Look around for an Amateur Radio Club in your area and investigate the wonderful world of HAM radio!

If you are a HAM, drop us a line and let us know how HAM radio has contributed to your sailing enjoyment. If you sail regularly along the U.S. East Coast or in the Caribbean, you may find the use of these two nets helpful:

*Waterway Net (discussed above): 7268 KHz, daily 0745-0830

-Informal Training Net: 7126 KHz, daily 0630-0745, conducted by Bob **Gebeaux** (KA3OCS) on **MALULANI** (T-37)

Cruising comfort ideas...

"The Good Vise" by Charles Huffman, *THE GOOD NEIGHBOR*

"One of the first tools a repairman needs is a vise. However, mounting a vise on a Tayana presents a problem. One solution is to take a piece of 3/16 stainless steel (about 6" x 20") and weld two 1 1/16 x 1 1/16 stainless steel square stock legs to the bottom. I use my boat's headsail and furling winches to hold the legs of this vise platform (see photo) to provide a stable, secure mounting location. On some boats, the two winches may be of different heights, so you will need to adjust the length of the legs accordingly to keep the platform level.

When not in use, wrap the vise in a piece of tarpaulin with holes cut in it to allow the vise platform to be mounted through it. This allows the tarp to catch any debris resulting from use of the vise, and then be easily shaken overboard."



Bill Clute at Seaward Pacific in Newport Beach, California reports, "We had a very good year in 1991, selling three 52's and three 55's. Already in 1992, we have sold and commissioned a 52' center cockpit and are currently commissioning another 55'. Interestingly, all but one of these Tayanas were sold to clients who have moved aboard to do some serious cruising. My wife and I visited the factory four times last year and are willing to assist as a conduit between Tayana owners and the factory."

Problems and solutions

John Hussey, *GALATEA*, reports that on a recent trip to Bermuda, he was getting a solid stream of water and despite frantic efforts, couldn't find its source. Finally, upon checking the chain locker, he found it full to the brim with sea water, with water gurgling up through the drain! When on a port tack, the water tends to siphon up the drain hose to the anchor locker. *NOW VOYAGER* reported solving that problem in *TOG NEWS*, No.51 (Summer 1991), by installing a one-way check valve. John would like to know exactly what sort of one-way valve was used and whether this cured the problem. Have other V-42 owners experienced this problem and developed a different solution?

Dealer news

Donald Gibson of Gibson-Weaver Yacht Sales in Seabrook, Texas says, "New boat sales for Tayana have more or less been shut down since the imposition of the 10% luxury tax. One of my customers visited the Ta Yang yard around the first of the year and found they had only about ten hulls under construction and 100 people employed. Most of their sales went to places other than the US, however, we are joining with Bay Yacht Agency in building one of the new Tayana 47's to put in boat shows around the country. Hopefully that will put us back in the new boat business in the near future. We continue to sell a number of brokerage Tayana boats here in Texas and around the country."

Tayana owner's manual

We promised in our last issue to address the development of an Tayana Owner's Manual. TOG has a copy of a generic T-37 operations and maintenance manual which was prepared by Ed Potter and Southern Offshore Yachts. It was a fine effort, and includes such sections as Specifications, Commissioning and Decommissioning Procedures, Operating Procedures, Maintenance, and Maintenance Procedures. Other sections we would include are Radio Operation, Storage, Fundamental Rules of the Road, Navigational Lights and Equipment, Safety Equipment and Procedures, and the operation and maintenance of each major piece of equipment on board. TOG can only put together the standardized parts of the manual, which would take some effort. If you would like a manual customized to your particular boat, we will need you to supply information regarding specific equipment or systems you have installed.

If anyone is interested, drop us a post card. We expect any cost involved to be minimal, shared by those who use the service; the more interest, the lower the cost!

Unfortunately, we have no similar document for other Tayana classes. Does anyone have a manual for the V-42, T-52, 55 or 65?

Equipment comments and questions

John Kraft, *THE CHANCE*, recently installed a 100 amp alternator, and so far, he says it's great, cutting engine run time to 25-30 minutes per day. He also installed a Comp-U-Temp unit with four probes to display refrigerator, freezer, cabin, and outdoor temperatures. John would like to hear from T-37 owners who have done extensive offshore cruising with storm sails. He has a trysail and intends to get a storm jib and storm staysail. Has anyone used a storm jib as a storm staysail? Are there any strong feelings about good roller furling gear to carry storm sails? He has Profurl on his headstay and is considering it for his staysail.

Larry Lewis, *WINDFREE*, is considering adding a Monitor windvane, Power Survivor water maker, and a Max Prop feathering prop. He would appreciate hearing from any TOG members who have experience with these products.

Bob Gebeaux, *MALULANI*, broke his shaft about 15 miles out of Mayaguez, Puerto Rico. The repair was a lengthy process. A new shaft had to be made, all four engine mounts and the flexible coupling had to be replaced, and the engine had to be realigned. All was back together and working after about 3 weeks in Boqueron, Puerto Rico. The shaft replacement was done in the water (it can be done, if you have to.) The taper on the original shaft was not "standard" US, so the new shaft had to be tapered especially to accept the old prop. But after \$400 and lots of work, they were underway again!

Paul Zack and Mary Taylor, *A VVENTURA*, (*which* means "free spirited wanderer") are new to Tayana sailing and would like to hear from anyone with experience with Warner rudder post mounted autopilots, as they are planning to buy one. They would also be interested in hearing from anyone who has cruised extensively with a black hull.

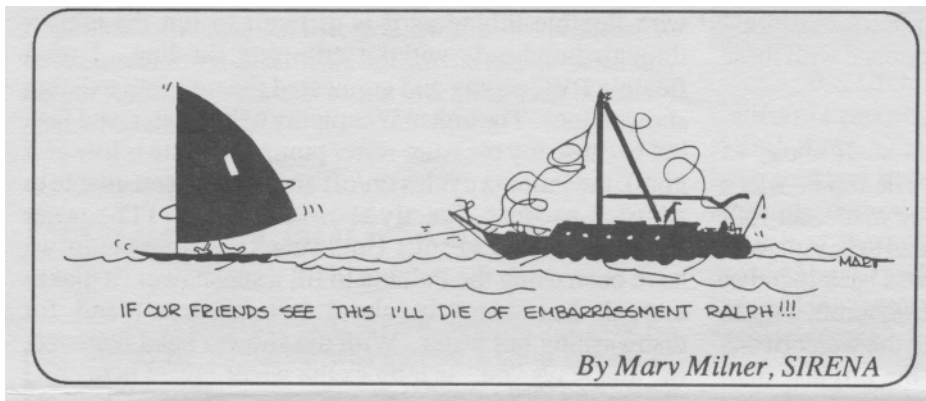
John Sams, *ROBIN*, writes, "My latest boat project was the installation of a Paloma (PM-5-3F) water heater, which I bought direct from Goss Gas in Reno, Pennsylvania, (814) 676-2764, for \$233. I installed it myself (plumbing skills and gas hookup required) without too many headaches. Although I used copper gas tubing throughout, I am considering replacing the last three feet with flexible tubing as it is difficult to run the copper through bulkheads without crimping the line. I used flexible PVC piping and connected the unit into existing shower lines. The unit makes plenty of hot water, and fast, but because my pressure water pump flow rate is low (2.5 gpm), the Paloma cycles on/off and I have been unable to adjust it so I can directly shower using it. (The water alternates cold to steam.) Until I can fit a larger pump, we have been using the Paloma to fill a sunshower (it makes enough hot water in about two minutes) and for dishwashing hot water. With the shower head removed, the unit stays "on" as long as the water faucet is open. I like the Paloma...very convenient at anchor." John would welcome comments from others, since he says, "a larger flow rate may not be the correct solution."



New members

Hugh Dow (prospective owner), Santa Barbara, CA
Matthew Fike (prospective owner), Holland, MI
Jim and Lynda Gilman, *ARIEL*, Edgewater, MD
Steve and Bev Glubiak, *SHAGGY DOG*, St. Thomas, USVI
Mac and Linda McBroom, *OWL HOOT*, Laurel, MD
Mark and Bev McMahan, *SABBATICAL*, Gloucester Point, VA
John Price and Sarah Phillips, *THISTLEDOWN*, Seattle, WA
Bill and Cathy Robins, *WIND DANCER*, Crisfield, MD
Joseph and Shirley Rubino, *BAMBOOSHAY*, Lansdale, PA
Bob Weiser and Nancy Ness, *MARIAH*, Upton, NY

We appreciate the words of encouragement we received from numerous renewing members. However, there are many past members who have not yet paid their dues. Also, please encourage all the Tayana sailors you meet to join this exceptional organization of unique cruising sailors.



TOG NEWS

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Pot pourri

The Vancouver 42 is a very popular boat with good accommodations for a cruising couple or more. *TOG NEWS* encourages V-42 owners to submit items of interest unique to this boat. Several V-42 members are anxious to hear about maintenance hints, sailing tips, problems and solutions, improvements, and other items. We would be pleased to publish this information. A number of V-42s are located on the Great Lakes; how does cruising on the Lakes compare to cruising on the Bay, or coastal cruising?

And a note of apology...

Urgent family and professional commitments have caused this issue to be distributed more than a month later than planned. We do, however, plan to have the Fall issue out by October 1.