

#2  
31 January 1980

Dear Tayanians,

Hope you all had a good holiday season. I've got a good feeling that 1980 is going to be one of the best yet.

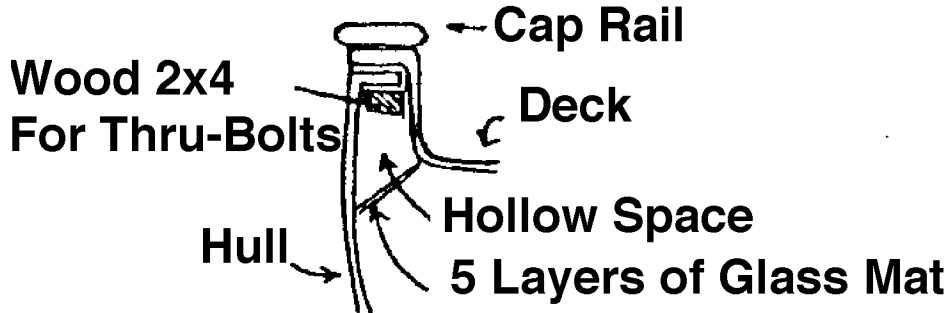
As you can see from the attached list, our group now has over 20 participants. We are all over the map chart!

I do have lots of interesting things to tell you and hardly know where to start: I would like to tell you about one of our members who has purchased his boat directly from the TaYang yard. Buz Radican is a naval aviator stationed in Japan. When not at sea, he and his wife Celine live in a Japanese house in Yokosuka. The house has straw woven floors and sliding paper doors. They sit, eat and sleep on the floor in true Japanese style. Not long ago they decided to purchase a Tayana directly from Taiwan. (TaYang will do this only if the boat is picked up in Taiwan).

Not long after ordering the boat, Buz and Celine took a trip to Taiwan. What they have to say about TaYang will really make you feel good. While in Taiwan they visited 9 different boat yards and had a first hand look at the best and worst. Buz wrote "If you doubt the quality of your boat - don't, TaYang is darn near the top". He sent me pictures of the factory showing a Tayana under construction. (Buz had only one negative comment to make and I'll come back to that shortly.) Buz's plan was to have the boat shipped to Yokohama, Japan and off-loaded right into the water. From there a friend was to tow it to Yokosuka. Due to some customs difficulty, the Radicans decided to sail the boat to Japan. At this point world politics reared it's ugly head. Buz's ship took off for the Indian Ocean awaiting developments in the Iranian crisis. So gutsy Celine takes a crew with her to pick up the boat and sail it to Japan.

In Taiwan Celine soon learned that while TaYang has built quite a few boats (about 300 Tayanans) they had only commissioned and launched 6 prior to the Radican's boat. As Buz put it, "Boat builders they are sailors they aren't. After putting SEAWEED into the water one of the employees smartly ran her into another boat being launched. It put a crack in the hull at the bobstay anchor plate, which wasn't discovered until after 3 days of sea trials and 12 hours enroute to Okinawa. Three days later after repairs, they left again - smack into a tropical storm of 50-60 knot winds and 15 foot seas.

Celine was hove-to for 3 nights and 4 days. Fleet weather central on Guam predicted more bad weather so they turned back. Celine and the crew had nothing but praise for the boat. Solid, stiff and fast. Really a sound boat. There were a few leaks which Buz attributed to the semi hollow bulwarks (see sketch). This is the one negative comment Buz mentioned when he was at the yard.



[Figure 1 showing deck hull joint]

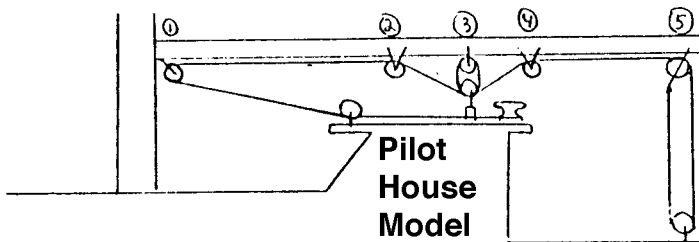
Right about now TaYang is filling the hollow space with foam (an idea from Seattle). The hollow space is necessary to through bolt the deck hull joint but according to Buz, after that it should be filled. All in all the Radican feel that "the boat is super and TaYang as a group cannot be beat. They are first class people to deal with". Buz is hopeful that come February, the boat with him aboard, will depart for Japan. Neat people the Radican's! (By the way if anyone is interested, I have a comprehensive write-up from Buz about buying a boat in Taiwan both good and bad points.)

In my last letter I suggested as d first topic that we talk about sails. I'm sorry to report that very few of you have responded. I can't quite figure it out because there appeared to be much enthusiasm about forming the group. I'm going to assume that our problem is temporary, caused by people not liking to write letters and perhaps thinking that their experiences are not interesting. If this group is going to continue, it's vital that you become active and write to me.

Pauline and Clayton Leedy have Hull No. 26, which they bought from Ed Sacher who now has Hull No. 101 which he sails out of Tortola in the British Virgin Islands. Sacher tells me that he suggested to TaYang that they change the name to Tayana. Anyway the Leedy's, who keep their boat in Anacortes, Washington, got to know Bob Perry and found out that Perry had designed two rigs for the Tayana. A high aspect rig for cruising in the inland waters of Washington and the Canadian Gulf Islands, and a shorter rig for off-shore cruising. The Leedy's have recently re-rigged their boat and now have aluminum spars with a mast 3 1/2 feet shorter. Of course all the sails had to be recut. They are delighted with the performance and ease of handling.

Charles and Marilyn Salski from Vancouver, Canada, experienced a problem whose solution they have yet to find. When on a broad reach with following seas at 20-25 knots of wind, the boat rounds up hard and fast almost out of control. They have tried various sail combinations, with and without reefing, but the problem persists. They now suspect their worm gear steering which has literally fallen apart three times. Charles claims that the gears are poorly machined and "pop out" of position. (Anyone else have this problem?) Gary and Meira Tennent, from Victoria (Vancouver Island, Canada) had the same problem on their boat. They switched to hydraulic steering and like it very much. Charles plans to do the same soon. Jake Huber also installed hydraulic steering and thinks it's really great.

Jake and Lillian Huber live in Verdi, Nev. and keep their boat in San Francisco. They have the pilot house model. This past summer they cruised 3000 miles (in 2 1/2 months) round trip to Alaska for a shakedown cruise". Jake says the boat did exceptionally well. Prior to his trip, Jake redesigned his mainsheet rigging to prevent boom breakage, which he has heard occurred on four Tayanas in 1978. As he explained it, (see sketch), the new arrangement "distributes the stress through 5 points along the boom instead of the original two. The original two also had the boom bails mounted at the bottom of the boom where the stress is tension) instead of above the theoretical center of the boom (where the stress is compression) thus building in two failure points".



[ Figure 2 showing alternate main sheet on Pilot House Model ]

Jake's next sail purchase will be a set of storm sails (storm jib and trysail) and a 125-150% Genoa. The Salski's are also planning to get a 150% Genoa, or even larger one with reef points. They are interested in hearing about other owners' experiences with sails. As an alternate, they are thinking of roller furling. They have found that at around 20 knots, the boat performs best with the second reef in and hardly use the first reef point. ( I would be interested in hearing what people have to say about reefing - when do you put in the first reef? second reef? What headsails do you use with each reef?)

Several Tayanians (including myself) do not like the cutter rig and small head sails for running downwind. I believe the interest in larger genoa's supports this view. Bob Butkus of Los Angeles, who has a 150% jenny (about 850 sq. ft.) convinced me to do the same. While my experience is limited so far, the boat's performance has improved quite a bit. I use it without the staysail in all directions up to about 18 knots apparent. After that I switch back to the cutter rig. I have made my inner stay removable in the same manner as described in Hal Roth's book "After 50,000 Miles". If this is not done, the jenny will have to be "walked thru" between the two stays because it will not come thru by itself when tacking. I also know three owners (including myself) who have acquired cruising spinnakers. They are great for reaching and running in light airs. It's really huge - about 1,000 sq. ft. Jake Huber is considering eliminating the staysail boom in favor of a loose footed one with sheets and aft winches. He feels there is little adjustment with the standard arrangement and that a loose footed staysail would offer:

1. Greater control
2. Less weight forward
3. More useable deck space

That's about it for sails talk. As soon as I get some more input on the subject, I'll pass it on.

Just a word now on self steering. Jake Huber installed a Benmar Auto Pilot system along with his double-ram, two station (pilot house and cockpit) hydraulic steering system. He has nothing but praise for the system. (Salski's take note')

I have an Auto-Helm wind vane and a Tillermaster autopilot. I like the vane best going to weather and least running. I have an arrangement wherein the Tillermaster is connected to the vane. When motoring or running I use the Tillermaster. By hooking it up to the vane, which has it's own rudder, I can use the Tillermaster which could not steer the boat via the main rudder (not enough muscle). The battery drain is quite small (about 1/3 amp) with this arrangement.

One final note, I hope nobody misunderstood my request for 6 stamps or \$1. This was to cover the postage cost for the next 6 newsletters.

Okay Tayanians, let me hear from you. We've got a great thing going, but it needs your help.

Fair Winds,  
Norm Demain

(The original Newsletter also contained a handwritten listing of owners as of 2-8-80. This could not be digitized, and was not included.)