Newsletter No. 9
1348 Nonchalant Drive
Simi Valley, California 93065
29 March 19~1

Dear Friends,

I'm happy to report that Annie's surgery was successful and she is making slow but steady progress towards recovery. She says "I want to thank you all very much for your kind wishes and cards. They really helped."

Jim Hayes, Hull #167, was kind enough to send me a copy of an article from the "Nautical Quarterly", Spring 1980. Really an excellent article on boatbuilding in Taiwan, including references to "our" boat. Here, reprinted without permission (if you tell on me I'll deny knowing you) are excerpts from the article.

"Quality," said another Mr. Chen, when I asked him how many boats his company built every year. "Not matter quantity, matter quality." This vas Y.P. Chen, general manager of Ta-Yang Yacht Building Company. builders of the Tayanas, the FD12, and several large power yachts for the European market. Y.P. Chen told me that the biggest obstacle to quality control in most yards is that, to keep the overhead down, they use too much contract labor. A subcontractor, he said, often has no clear idea of how his part of the job fits into the whole. "Carpenter put in wood, ready or not other persons," he said.

Ted Hood, who visited many Taiwanese yards before deciding to set up operations there, would later add to Chen's argument by telling me that many yards suffer from a lack of people capable of giving workers the day-to-day direction they need.

"The skill of the workers, or their potential skill, was higher than I thought it would be," he said. "The weakness is middle management. As the industry grows it is a problem which may resolve itself. but some yards have a long way to go."

Hood would also lay blame for lack of direction on some American designers ~ ho—possibly because they are paid relatively low fees—offer little input beyond their original drawings, drawings that are sometimes so poorly thought out they leave the builders scratching their heads at thc inscrutability of the West.

As Chen and I talked we took the plant tour. Because Ta-Yang is typical in appearance to most of the yards I visited in Taiwan I want to digress for a paragraph or two to describe it.

Ta-Yang is a walled compound of buildings and open yards which sits chockablock with other manufacturing enterprises in Chung Men Village, just outside the city of Kaohsiung. Boatbuilding goes on all over the island; but most of it is concentrated around Taipei, in the north, and Kaohsiung, far to the south. Although Kaohsiung is Taiwan's largest port (that's why the yards are there, for easier access to ships) I got no feeling of the sea. It is an industrial city so heavy with pollution that the sun sometimes comes up a cancerous green and the motorcyclists—of which there are thousands—often wear surgical! masks to keep the grit out of their faces. The color of the city—-or at least the outlying manufacturing areas where boats are built—is the uniform gray of cement and unpainted boards, the industrial bleakness brightened here and there by a sign or by a flash of crimson where a Taiwan flag is flying. During the time I was there the sky was an overcast gray, stained with the darker gray of smoke from industrial stacks. It is as bleak as the middle reaches of New Jersey, but it has its moments. Kaohsiung is bisected by thc Love River, and at the foot of my bed at the XXXXXXXX which is Chinese for Holiday Inn, I found a complimentary pair of slippers.

I cannot say how many people worked at the Ta-Yang yard because Chen was as reluctant to tell me that as he was to tell me how many boats They built. I guessed the work force to be about 100—a medium-sized yard. Y.P. Chen's reluctance was not uncommon. At C&L Marine, a yard which employed several hundred people and which had ashtrays in its wood-paneled conference room which were souvenirs of Chicago, general manager Jimmy Cheng would not allow me to photograph the assembly line and prefaced many of his answers to my questions with one ~f his own: "Why do you want to know that?" Among the boats built by C&L are the Marine Traders and the Sea Ranger. another Hood import.

I was told later that the reason for Taiwanese reluctance to talk to me about certain things had to do with industrial spying. In the close and highly competitive world of Taiwanese boatbuilding, design piracy is business-as-usual. It is the reason why the design history of many boats is so vague.

Thc Ta-Yang yard was not only typical of other yards in Taiwan, it was typical of boatyards nearly anywhere. There was a buzz and whine of power tools, a smell of polyester resin and of wood shavings, a line of tape-and-newspaper covered yachts, men in resin-stained blue jeans kneeling on unfinished decks, electrical cords snaking through glassless portholes, and dust in every boat's seams and comers. The wood shop had its neat pile of teak and its jumble of scraps, the mold room its tomb-like silence, and the office its dust-covered desks piled with fiberglass core samples, coffee-stained accommodations plans, and dog-eared hardware catalogs.

I saw only two things in Taiwanese yards which distinguished them from yards I've seen in places like Southern California and Florida. One was the women, who dressed in a fashion that was unmistakably Oriental. (The men wore tee shirts and jeans.) Most of the women wore a shallow, conical hat under which they tucked a bright scarf which draped down the back and wrapped around the face, leaving only their dark eyes exposed. While this veiled rig suited Western notions of Oriental mystery and romance its purpose was to keep fiberglass dust out of thc women’s' hair and lungs.

The other distinctly Oriental touch was a brightly colored

altar in some of the yards. These altars were dedicated—one supposes—to the gods of boatbuilding. The only thing I've seen comparable to it in American yards is the transistor radio required by hippie labor.

After our plant tour, Y.P.Chen and I walked back to his office, where the secretary cleared some American boating magazines off a chair for me and went through the obligatory Chinese ritual of offering coffee or CocaCola. Then Chen and I and his sales manager, N.S.Chiu, went through another obligatory Chinese ritual—the exchanging of business cards.

As I sipped my Coca-Cola, Chen talked of peculiar problems affecting his industry. Significant among them is the generally poor reputation of Taiwanese-made marine hardware. Many American buyers consider this to be the greatest liability of a Taiwan-built boat. But if the quality is poor, Chen said, it is because of American insistence on keeping the price down. This dilemma, Chen speculated, is one of the reasons why Taiwan built a lot more trawler types than sailboats until recently. Power yachts require less specialized hardware.

Jim O'Brien, the American at Lien Hwa, was later to agree with Chen's assessment. "The problem is not that they can't make quality hardware," he told me. "They can make any quality you ask for—if you have the buying power large enough to make it worth their while. But they make junk because they can sell junk. On the other hand, we've had top-name items shipped from the States only to find that they were manufactured here. "

After my visit with Chen, sales manager Chiu accompanied me on a final photographic tour of the yard to take advantage of a sunny break in the overcast. Near the entrance gate two Tayana 37's sat on road trailers, apparently ready for shipment. Although Hong Kong was painted on the transom of one and Panama on the other, both boats had what appeared to be Americans on deck.

It is not unusual to see Americans working in Taiwanese yards. They are either engineers like Jim O'Brien or people who have been hired by owners to oversee construction. Sometimes they are owners themselves, who may live aboard in the yard for weeks at a time. The Taiwanese don't seem to mind this kind of overseeing, and they are more than happy to follow almost early suggestions made to them.

What was slightly unusual about these two boats is that they would be sailing away on their own bottoms. This surprised me, because I'd been told that red tape made it nearly impossible to launch a private vessel in Taiwan. "They'll let you put it in the water and sail it out of the harbor," said the man aboard the boat with Panama on the stern, after he'd invited me up for a look. "They just won't let you sail it back; in."

One of our new members, Edwin Potter, Hull #223, is part owner of Southern Offshore Yachts. Edwin sent in the following letters

Dear Norm:

Enclosed you will find my check for $10 so that we may join the Tayana-37 organization and receive personally your fine newsletter. We own Hull 223.

I just recently read your Newsletter #8 and enjoyed it very much. I was surprised to read, however, on page 8 that a dealer acted like he "wished the newsletters had never been published". As part owner of Southern Offshore Yachts, east coast Tayana importer. I must say we read your newsletters religiously. In fact. many of the changes we have made to our standard Tayana-37 have been as a result of comments made by members. For example we have incorporated a new ice chest insulation system, better cable steering as standard, new type engine mounts, modified rigging, roller travelers, etc. All of these things have greatly improved the yacht, but we still need constant input to insure continuous product upgrades.;

Tayana is amenable to suggestions but as Mr. Berg indicated. language is often a problem. This problem is often compounded by the factory engineers' lack of understanding of just how great the forces are which the sea can bring to bear. Last year off Fort Lauderdale we took Y. P. Chen and a couple of his engineers out on our yacht. The winds were about 25 knots and the seas were around 8 feet. This was their first demonstration of what occurs when a yacht faces something like the Gulf Stream in a northeast wind. The lesson was not lost.

Please allow me to comment on a few points that have been brought up in your newsletters:

--Loose Nuts and Bolts. This is a continuing problem and we cry about it everything we go to the factory. In our commissioning we tighten every nut, bolt, and screw on the yacht. We miss a few now and then, but we have virtually eliminated slipping quadrants, backed out prop shafts and the like.

--Tayang swaging. In our experience TaYang swaging is excellent. In fact. we sent them a new swaging machine about a year ago. Of about five swaging failures we have had in two years only one was a TaYang swage. In this case, the bobstay swage was cracked and. if the truth were known, we would bet that the owner ran into the dock. The other failures were all swages from U.S. shops.

--Engine Mounts. We had a series of motor mount failures on our standard Yanmar 3QM30. These failures were due to faulty decision by Yanmar and the factory made them all good. We now use a different mount and have had no problems. Note: an owner should check his mounts periodically.

--Standard Engine. Southern Offshore Yachts used the Yanmar 3QM30 as standard. We have a number of reasons for this:

High Torque
High shaft horsepower
Hand start capability
Low Sensitivity to Air in lines
Easy bleeding
Fuel Economy
Easy maintenance

We have not found another engine which combines all of these things. In our personal yacht. we find we can, in smooth water, be at hull speed at about 2000 rpm and use less than .75 gallons per hour.

--Deck Stepped Mast. We prefer and recommend them. They are easier to tune and maintain and there are no leaks. We contend the rig is just as strong as keel stepped. And the consequences of a catastrophic rigging failure probably would be less with a deck-stepped mast than with a keel-stepped mast.

--Deck to Hull Joint Leaks. We have not had serious complaints about leaks in the deck to hull joint. Considering all the comment you have had, we will have to concentrate on this during our next factory trip.

Keep up the good work. We will look forward to your next newsletters.

Sincerely yours,

Edwin J. Potter

kh
Enclosure

Bob and Lois Hofstetter, Hull #63, have their boat on Lake Huron near Flint, Michigan. The North Channel is their favorite sailing place. Lois was in Los Angeles recently on a stopover returning from Hawaii to Flint. She contacted me, and Annie and I spent a wonderful evening with her, her daughter-in-law, and her 27-month old tireless, cute as a button, granddaughter. I really enjoy meeting Tayana owners and want to encourage you all to let me know when you will be in the Los Angeles area. (Simi Valley is about 1 hour, by car, north of the Los Angeles Airport). Lois had 2 excellent suggestions regarding our newsletters:

1. She would like to see more input contributed by the female members of the group. I'm all for it . . . so let's hear it from the gals.

2. For you members who hate to write, put your thoughts on a cassette tape which I'll return to you.

I have a great invitation to extend to all Tayana owners from Roger McElroy, Service Manager, Charles E. Smith Co., (Perkins Distributor), Irvine, Calif. Roger has volunteered to conduct an all day seminar on the care and feeding of the Perkins 4-108. While the itinerary has not yet been solidified, Roger would include subjects such as: Diagnosis of Common Problems, Changing Transmission Fluid, Proper Method of Bleeding the Engine, Care of Injectors and Pumps, Etc. The seminar would be held on a Saturday either on the C.E. Smith premises or nearby motel. A Perkins 4-108 engine would be in the classroom with us. The cost would be negligible or nothing. Wives are invited. Irvine is southeast of Los Angeles not too far from Newport Beach. Roger is willing to put on the seminar with a small group of 10-20 people. Please let me know as soon as possible if you can attend so that we can establish a firm date. If you have certain topics you want covered, let me know. If you want a motel room, let me know and I'll get some rooms lined up for us. . . Saturday night we can celebrate. (Some of you might try approaching Volvo and Yanmar dealers for similar seminars).

TRIP REPORTS

1. From Charles Salski, Hull #154, comes this mouth watering report about a recent trips

Just a bit about our vacation. We left Vancouver and traveled as far north and west as Queen Charlotte Sound. Most of the way we took the inside passage and avoided the heavier traffic area of Johnstone Strait on the way up. The inside passage was further, many tidal areas where rapids and overfalls built that had to be traveled within minutes of slack water. Got used to them after about the 3rd one. They all proved to be dull with no excitement, but I would not have wanted to be sitting in the middle 30 mins. or so after slack water. The views were gorgeous and not very many other boats around. Very isolated areas, oodles of protected anchorages and great clam and oyster beds -- only this year our coast line had what we know as 'red tide' and we could not eat the seafood, other than crab or fish. Salmon fishing was the greatest we have known. Some days -— 10 salmon. We canned salmon until we could not stand them any more. We came back down via Johnstone Strait with the tide with us and the wind direct behind us. The wind built up during the 25 mile passage and twice

we had to take down the genny into the 'drink' and put up just the staysail. Our staysail is self-tending and numerous times we gybed it back and forth. Wind was 35-40 knots astern and seas monstrous! That was our excitement to our vacation. During sail changes, we were running under bare poles doing 3.5 knots and up to 11-12 knots over the land with sail up and the tide with us. Super feeling. On our trip, we had no gear failure and everything went smooth. Most of the trip was a motoring trip and our Perkins ran fine. We are out most every weekend and I guess we have worked out most of our bugs by this time and from your helpful advice via newsletters and from our owners we are very aware of any problems we may be up against and can keep an eye on things.

2. One of our newer members, Jim and Rosalie Gifford, Hull #261, had trips during the 1980 season that show what the boat can do when it is pushed hard. During a 1 1/2 week vacation, they sailed the boat to the Elizabeth Islands, Martha's Vineyard Island, and Nantucket Island from Branford, CT. They left Branford at 5:30 PM and sailed non-stop to Vineyard Haven on Martha's Vineyard Island (Mass.) with storm conditions all the way. "Winds were pretty steady at 30-35 kn with gusts to 45 kn. Seas were at least 8-10 ft. We sailed on a broad reach all the way and for the most of the trip had all sails up (speeds to 9.7 kn). Around half way I took in the main and sailed with just staysail and jib and still hit 8.5 knots. Average speed for 20 hours was 8.7 knots calculated point to point!"

On another trip, Jim reports, "we left Branford in 50-60 kn winds and sailed the length of Long Island Sound with winds over the stern quarter and waves to 20 feet. Used jib alone until we reached the area between Fishers and Block Islands. By that time winds had dropped to 35-40 kn (measured by Dwyer gauge). We then raised all sails and flew the rest of the way into New Bedford, Mass. We made New Bedford in 17 hours. It took us 24 hours to sail the opposite direction in the spring but seas and winds were quite calm." (I wonder what Jim means by quite calm - only 25-30 knots!)

Jim called me the other day and reiterated that he believes the boat handles very well. "On a reach nothing can beat it". Even in the roughest weather he took no water over the stern which seems to have ample buoyancy to overcome big seas. (Other owners have said the same and have added that the canoe stern does a great job of parting the seas.)

3. Roger and Joanne Linderoth launched "Satorl" (Hull #l27j in June 1978 at Racine, Wisconsin. "On June 19, 1979 we left Racine passing through the Great Lakes system to Montreal, Quebec. We continued on out the St. Lawrence seaway to Prince Edward Island and then down the east coast of Nova Scotia. Then across the Bay of Fundy to Maine, down the eastern seaboard to Cape Cod and across Buzzards Bay and Long Island Sound. One fine day we motored down the East River through New York City and decided that's the only way for us to visit and see New York. From there it was an easy sail down to Atlantic City, N.J. and then to Cape May. Then up Delaware Bay through the C&D canal and down beautiful Chesapeake Bay. We entered the ICW at Norfolk, Va. and traveled the ICW (mostly motoring) down to West Palm Beach Gardens, Fla.,

arriving on Thanksgiving Day. It was a great adventure covering approximately 4200 nautical miles." In March 1980, the Linderoth's left for the Bahamas and other Caribbean Islands. Five months later they returned to Florida and had this to say. "After living aboard our Tayana for over one year we found that there were many changes that we would like to make that would better suit our liveaboard needs. After a great deal of planning and research we found it would be more practical to order a new Tayana to our specifications than to make the desired changes on our present boat." Hull #222 was expected in September l980.

INTERIOR LAYOUTS

The variety of interior layouts that our members create continues to amaze me. Jim Gifford explains his design. "I ordered this boat without mast, booms, cushions, or stove. Allowances were made by the dealer for all of these items. The boat was ordered with a custom interior which included an enclosed navigation station with sliding door and second head under nav. seat. In this station are shelves for electronic gear, the electrical panel, cupboards, large locker for charts, large hanging locker (wet) containing foul weather gear as well as four 80 cu. in. aluminum scuba diving tanks. Extra room was allowed in the galley for a Dickinson 'Adriatic' diesel operated stove. This stove is all stainless steel except for top which is a special aluminum alloy. There are lockers all around in the galley including the area above the reefer. At the side of the reefer is an extra counter leaf which folds down and locks in place when not in use. The stove also has two stainless steel coils to heat hot water. These will be connected in series, through a circulating pump, with the hot water system. (This winter's project). I installed a "Seagull lV" water purification system manufactured by General Ecology, Inc. This system actually purifies water by filtering out bacteria (also removes objectionable taste). The main cabin to port is a standard dinette type layout with a teak table which folds out to reach the starboard bunk. Above the starboard bunk is a quarter berth which was screwed up in that Tayang built it about 3 inches too narrow just right for Chinese worker. In the main cabin between the mast and dinette seat and about 6 inches above the cabin sole I installed a Dickinson stainless steel (100%) "Chesapeake" diesel fired heater. Both the stove and heater are fed diesel fuel from the main fuel tank via a Fram filter and individual pulse pumps. Both perform in an excellent manner and are lifetime investments. The main head has an extra large stainless steel sink installed and a teak cabinet mounted on the bulkhead over the head. There is a separate shower stall with adjacent seat and cupboards with access from the head. Across from the head is a very large hanging locker with two rows of drawers next to it. Then forward is the triangular - no filler needed berth with storage cupboards and shelves both port and starboard. In the forepeak is a divided anchor locker with inside access doors."

Owner Bob Louttit, Hull #276, has ordered his boat with some unique features. (a) The starboard quarter berth has been eliminated (b) The larger chart table has it's own seat with a large chart locker forward of it and a wet locker aft of it (c) The extra space provided by eliminating the quarter berth allows the installation of a starboard cockpit hatch similar to the one on the port side (d) The starboard side further aft has a second propane locker. This locker also houses a large manual bilge pump which can be used by the helmsman.

The Costa's boat has a special chart table bin designed to accommodate a Plath sextant so as to have a safe haven for an expensive piece of gear.

RIGGING TALK

1. When ordering his boat, Jim Gifford omitted the mast and boom. They were custom built by Schaefer (one of the last to be built by them) in New Bedford, Mass. The mast step (on the keel) was not positioned correctly by TaYang and was rebuilt by Jim. "In addition, the hole through the cabin top had to be located and cut. The mast was stepped on the keel and rigged without any rake to reduce weather helm. The mast stays were supplied by TaYang extra long and unswaged on one end. I used trig to calculate the proper length of the stays so that they could be installed before stepping the mast."

2. Bob Louttit ordered his boat with the Isomat aluminum spars. How do you like them Bob?

3. Chick Clark has this to say regarding the TaYang furnished rigging. "All our rigging was perfectly fitted. All we had to do was connect one end to the mast and tighten the turnbuckles. All holes were pre-drilled and came together like it should."

MAINSHEET TRAVELER REPLACEMENT

As you may recall, Chick Clark was brave enough to tackle the job of replacing his traveler. He sent some excellent photos and detailed descriptions which I have loaned out to interested members. We now have a second brave soul, Paul Baker, Hull #104. Here is what Paul wrote: "There has been discussion of the unsatisfactory mainsheet traveler. I would like to relate my experience of replacing it. I'll not provide a step-by-step sequence for instructional purposes. Given the differences in our boats, I believe that one must plot his own course of action and proceed carefully. The stock traveler track was bolted through the coach roof in two locations. These bolts extended through the support blocks adjacent to the companionway hatch. Nuts and washers (not a tapping plate) were on the inside. Ceiling panels were not removed to provide nut access. All Phillips Head wood screws were removed from the track. Upward tension was placed on the track while backing out the slotted thru bolts. If the nuts had jammed on the bolts, removal of ceiling panels would have been necessary. Measurements revealed that the bolts were above a ceiling beam. My boat has the laminated beam option rather than the batten beams. Also, the starboard bolt was above the short ceiling hand rail at the navigator's station. This rail was removed. A long shank 1/4" drill bit was used to drill, from the outside via the bolt holes, thru the beam. This provided pilot holes for the drilling, from inside, of l" holes in the beam. The bolt holes on the top of the traveler support were countersunk and the bolts reinserted with beading compound. Nuts and washers were applied via the l" holes. The holes were closed with teak plugs, the hand rail reinstalled. A template was made of the traveler support radius. The

NicroFico track was bent to match in an arbor press. The track is rather stiff, so a press is necessary. My initial attempt at bending was very crude. A log which was setting on the dock served as support for one end of the track, the dock supported the other. A big friend and myself jumped in the middle! The match-up could not have been more perfect - except -the last ten inches at each end was absolutely straight. The mounting bolts would not pull the track down properly. I had to resort to the more professional approach to bending. The track was bolted through the traveler support in four locations. Wood screws were used in the remaining fastener holes. For the car adjustment, I have experimented with 3, 4 and 5 part tackles. Ease of adjustment in heavy wind prompted me to opt for the 5 part. This is a project which has been well worth the effort. Never again will traveler adjustment be a frustrating struggle."

PILOTHOUSE ITEMS

1. I understand there are two Tayana pilothouse models available. One has a longer house than the other. During a recent trip to Seattle, Charles Salski (who has a pilothouse) noticed two newer pilothouses whose doghouse was very different from his. (One of our new members, the Smith's, Hull #2~1 are expecting delivery of their long house model in May and I have asked them for info.

2. Charles offers the following advice: "All those who have the pilothouse model and want to get rid of the top drop board which you have to remove to climb in the boat and which you have to push up to shut the doors (and is a general pain in the you know what) must contact Bob Crawford for his easy to fix way of attaching the drop board to the top of the sliding hatch and it therefore becomes one unit. Bob did this with bolts into the main sliding hatch, but I have used a piano hinge that I screwed into the drop board and the other half into the main hatch. You also have to saw a small corner off the drop board on each side and it works all in one unit. (thank goodness) By using the piano hinge method you can also swing the drop board up and attach a hook so as to add ventilation and you don't have to leave the main hatch doors open. Norm, if you have trouble following all that, I don't think pilothouse model owners will. It was Bob Crawford's idea and I think I improved it for my purposes because I use the little opening hatch area (when the main hatch is slid closed) in order to see my Combi unit inside by the inside steering station when sailing in rain or (snow) with the main hatch doors closed. This may not apply to everyone, but on many of the older hulls the inside floor boards were long pieces that that to be lifted up. Now remember, I have the PHC and the floor board that I've had to cut is just below the stair. I was able to cut it and turn the pull handle around to be near the stairs. By cutting it and reversing the piece, I was able to keep the effect of having holly running with each cut.

WIND VANES

John Green reports that an Aries was used on Hull #3 during the trip to Hawaii. He found it "better than a person. It is prone to chafe if the lines are not led right on". John also mentioned that another CT37 owner Peter Warwick, used an Aries on a long offshore trip to the South Pacific Peter did the final leg of his trip from Pago Pago to Victoria single handed and non-stop. He had steering problems but once he hooked up the Aries to his emergency tiller he never had to touch it.

Chick Clark has an Aries but likely did not get to use it much on his rough trip.

Buz Radican also has an Aries (see description of his trip in Newsletter #~

Bill Hill has a "Hydro-Vane" on his boat. "It works beautifully, even in very light air. It has plenty of power and is quite easy to trim. It has brackets which fit our canoe stern neatly and solidly. It works fine with a bimini top, does not clutter up the cockpit and does not interfere in any way with the dinghy. I made an exhaustive study of vanes before choosing one, and finally picked the one recommended by our CT dealer. The only bad feature is the outrageous price."

Fred Brodersen and Dan Stewart (no longer an inactive member) both have SAIL-O-MAT vanes. (How about some input on your experience with the vane?)

I have the AutoHelm vane to which I connected a Tillermaster autopilot (see Newsletter #2 for comments on this combination). Fabian and Marie Harp have the same combination.

Roger Linderoth and Jake Huber have the Benmar autopilot and are pleased w it's performance.

Elizabeth Stennis wants to know if any owners have experience with the Nautor wind vane

TEAK DECK CONTROVERSEY

1. Charles Salski is happy with his teak decks which he has in both the upper and lower cockpit (pilothouse). Whenever he has installed fittings or cut holes through the deck, he found adequate caulking.

2. Chick Clark is satisfied with his teak deck. He does "have two places on our side decks where the Thiokol bedding oozes up but eventually this will stop. Thiokol also leaks down on the engine instrument box frame and we have to clean it up periodically. No problem, the time it takes to clean it up is nothing."

SAIL TALK

1. Charles Salski has this to say about the Lam mainsail: "our other biggest problem area at the moment is the main sail, weather helm, wooden spar all rolled into one, and from your letters, it is a common problem and many solutions are at hand to solve the problems. Money is the problem for all good cures, but hopefully we will be able to replace the wooden spar with aluminum, have a new main cut by North in town here. Having done all that, I think the boat would certainly perform better and the ease of handling improve when sailing on some points of sail. We have found we use our genny lots and often do not bother with the main in winds around 20 knots. The main sail is the poorest cut rag I've ever seen and being a Lam sail, what does a person expect. There is absolutely no way a person can set our main and the sail makers in town do not even want to tackle

a recut, it is so bad, not being able to guarantee their work Our main boom kites towards the sky and it is virtually impossible to crank down other than snapping the main boom. And what a huge belly the sail has, some I suppose through stretch, but the rest in the cut."

2. Jim Gifford, Hull #261, has this to say about the standard Lam sails: "I ordered Lam sails with the boat and would not recommend anyone else doing this since all sails need recutting because they do not fit properly. The main has way too much draft (causing more weather helm), the staysail has a loose leech and foot. The jib has a loose leech and foot." Jim's sails have been recut by "Horizon Sails" in Stamford, Conn. Jim will keep us posted on the improvement here.

3. Dan Stewart, Hull #15, who splits his time between Palmer, Alaska and Seattle, recently wrote me the following: "A close check of the sail (main) with 2 different sailmakers in Seattle showed that the sail was blown out. The cloth, they said, was head sail cloth. I was told it would make a good tarp. I had Ulmer build me a new main about 20 sq. ft. less in area. It is cut with no roach and is battenless. As yet I have not had the fortune to try it out. Soon, I hope."

4. At this point I would urge prospective owners to order their boats without sails until the problem is corrected. I realize the allowance you will get will not pay for the U.S. made sails but the extra cost can be offset by improved performance and the elimination of recutting cost. Perhaps our dealer members can help with this problem. It has to be pretty clear by now that the current sail cut (on the cutters) is bad news.

5. From Chick Clark comes the following thoughts. "Concur with normal main sail use of one reef. We only have two reefs in ours, find reduced wx helm when the wind is aft of the beam and, at night, it is safer in case a wind/ squall combo comes up without warning. An experienced charter cruising skipper advised me about this and if that second reef is needed, it’s a lot easier to do with one already in place. I moved the two cheek blocks forward on the boom end to get a better purchase on the reefing lines and also to get a better set of the reefed main. As originally set up, there was a noticeable strain on the tack when reefed. The sail slides on the luff, especially the one on the track nearest the reef hooks I installed, failed and pulled out of the sailcloth. I replaced all the plastic grommets with clenched brass as a precaution. Anyway, now the reef looks better, it’s easier to haul in the reefing lines, take up the topping lift as necessary to reduce strain on the leech, and reset the reefing line so all’s smart looking. I have an extra Barlow #15 I might install on the boom to ease handling the reefing lines. One further comment on the main, my outhaul car seems satisfactory but the darn track came with a hump (bend) in the forward end and I can't adjust the outhaul without hammering on the car. I've put off removing the track and straightening it so far but may fix it this spring."

SAFETY ITEMS

1. Charles Salski says "We've looked at our bowsprit and found rot . . just starting around the bolt through the sprit into the drain locker. Managed a repair with little trouble and have repainted it and put a sealant around the bolt. Water seemed to be getting in and around the bolt and then running under the paint." Charles also relates that another Tayana owner (non-member) who had his dinghy on davits had the dinghy rip off in a 50-knot blow while running "full sail" off Alaska.

2. Jim Hayes reports dry rot on top of one of his spreaders. He suggests a yearly inspection of this hard-to-see location.

3. Dick Born, Hull #43, had his outhaul car explode. (I'm losing count as to how many of these faulty cars have failed). He also had one of the teak snatch blocks fail under load. I personally view these blocks as more decorative than reliable. They can be a real hazard when they let go.

4. Jim Gifford talks about the TaYang dinghy and davits: "I love the dinghy and hate the davits. The davits are next to useless since the dinghy is allowed to swing all over when in rough seas. During one stormy night I had the dinghy in the davits and cross tied to try and prevent the swinging action. No matter how I secured the dinghy it swung violently. It eventually chafed through the outer stern support line and sheared all four SS bolts holding the davits together. Had to land at Menemsha, Martha's Vineyard to repair damage before continuing to Vineyard Haven."
(This is the second report I've had about a dinghy being torn loose in rough weather. Anyone else care to comment?)

5 Jim also reports that his steering quadrant slipped down on the rudder shaft. Does anyone have a "fix" for this problem? There must be one guy at TaYang responsible for installing the quadrant for this to be happening so often.

6. Three of Jim's motor mounts (Yanmar engine) failed. This is the second report of Yanmar motor mount failure. Are there any others? I have been advised by Southern Offshore Yachts that Yanmar has now upgraded these mounts.

7. On a trip from Long Island, N.Y. to St. Marten in the Caribbean, Pete Eckerson lost 15 sail slides. This the second member who has reported failure of the Lam slides. Pete is investigating sail slides and promises to advise us on his research shortly.

Q. Sounds like Yanmar engine owners do not have the same problem of prop shafts coming loose from couplings as do Perkins owners. Chick Clark writes that "our prop shaft is connected to the gear box by a flexible coupling. The shaft side of the coupling has a split sleeve with set screws holding the sleeve's edges together securing the shaft therein. Also there is a pin with a head on one end and cotter pin opposite running through the shaft and through each sleeve half. I think it is a very secure arrangement."

9. In newsletter #4 I advised owners to check out the drain plug in the water tank (this plug was eliminated on later models). I am aware of at least two owners who have had this plug corrode out. I finally took my

own advice recently and discovered that my plug, which was made from steel, was just about eaten away. I figured I would have to have the fitting cut out of the tank and a patch welded in at a cost of about $100. I'm glad to report that the job cost 49¢ and all is well. Luckily the female part, which is welded to the tank, is made from stainless steel and was in good shape. A 1/2" plug made from ABS plastic, fit perfectly and cost 49¢.

10. Tom Beard has some critical remarks about the Tayana electrical system installation. On his boat he found that the breaker for the AC outlets was a 40 amp breaker. Since the AC service is set up as a 30 amp service, this was bad practice (my breaker is 30 amps). Tom found 120 volt and 12 volt connections on the same terminal strip - another unsafe practice as the screw heads are exposed to probing fingers and/or conducting materials falling on them. The 120 volt receptacle at the nav station was not in a protective box (mine were OK). Tom noted that "the green grounding wire stops somewhere (the color coding disappears with the liberal coating of light blue paint) but far short of it's required path." If there are any electricians in our group, how can I convey to TaYang a description of a good electrical system installation?

11. Tom has this to say about engine compartment ventilating and the pedestal steering cables "The engine compartment is not ventilated. You say the air comes up from the bilge? Right. But how does it get into the bilge? Aha! I couldn't find any paths for any amount of air. The engine should have access to three times its consumption of air. One third is used in consumption and two thirds for external cooling. This brings up the other problem found.

If the boat had this air supply, where was the external cooling air going to go? Since we don't have an air supply on our boats this extra feature is needless. But for us who want an efficient powerplant and desire to keep it for a few years (and reliable) an air supply and exhaust is necessary.

My first solution was to put louvered vents into the forward bulkhead just off the sole leading into the compartment beneath the berth. This provided a source of air to circulate around the fuel tank (I cut away excess partitions as well) and flow back down the bilge above the keel.

Exhausting warm air from the small engine enclosure requires at least a 4 inch vent hole in the after engine compartment bulkhead as high up as possible and run through a duct to an on deck ventilator.

You would be surprised how many engine problems are solved with a supply of air for consumption and cooling.

A little item. The steering gear: I have pedestal steering. It was loose. In fact, so loose I couldn't tighten it. This is not a real problem. The thimble end to the cable just needs to be moved away from the bitter end a short distance. But it is here that I noted that only <u>one</u> cable clamp was used and the cable cut too short to add another (unless it is like mine where I have to adjust the thimble). Anyway, it is my recommendation that two cable clamps be used to hold the eye (thimble) in the end of each steering cable."

MISCELLANEOUS

1. A new member, Eli Strawn, hull #65, has a dodger with a sun shield extension. In the center of the shield is a male hose fitting. By running a hose to his water tank he can top off his tanks when it rains. (Are there any members with rain water catching systems? The Hiscocks claim all such canvas devices are worthless because of the heavy winds usually encountered during rain squalls.)

2. Owner Charles Salski has added some light to his life. “I have installed little lights in the lockers that are hard to see in without a flashlight. The locker under the galley I installed a light and the locker under the sink. What a tremendous difference. I rigged them up to go on automatically as soon as the doors were opened and go off the same way when shut. I also put a light in the ice box that comes on when the lids are lifted up, works either lid. Makes life so much easier."

3. Chick Clark, hull #214, has a comment on the Kenyon stove. "The Kenyon model 550K kerosene stove is a loser. When using the oven the burner clogs up in about 30 min. and blows out. Kenyon even replaced my burners with one that had a bent cleaning rack pin." (Any other opinions?)

4. Jim Hayes, hull #167, wants to know if anyone has installed a fuel gauge?

5. In the ceaseless pursuit of finding the ideal external teak finish, Dick Born has applied Brite Wood. Dick has his boat near Seattle. He will keep us informed on how it works out. Brite Wood produces claim it will hold up 3 years. (It better at what it costs!)

6. Dick wants to know if any owner has a good design for a dodger that protects the open hatchway and that can be adapted with a cover that can be used while under sail. (Start with the Stennis' Dick. They live on their boat at Eagle Harbor on Bainbridge Island.) Owner John Hensler has a cockpit dodger/cover that consists of a framework to which panels can easily added or removed. With all canvas in place, the entire cockpit is covered.

7. Charles Lovell of Southern Offshore yacht asked me to pass on the following. "I am sponsoring a Tayana owners cruise from Newport, Rhode Island to the Penobscot Bay area of Maine for two weeks next August. Owners and other interested parties are welcome to come along for the whole trip or to join us at any time in route. Those who are interested should contact me for details regarding dates, itinerary, docking, or any other questions.”
Charles Lovell
Southern Offshore Yachts
398 Thames Street Newport, RI 02840
Ph. 401-846-7860

Fabian and Marie Harp, Hull #152, Seal Beach, Calif. are waiting for their house to sell so they can head south. They plan to spend time in the Sea of Cortez and mainland Mexico, then head for Costa Rica. Then thru the canal up to the Bay Islands of Honduras, winding up in the Virgin Islands. They would like to buddy boat with another Tayana. They are thinking of hinging the ice box and counter top compartment lids so they can be folded back out of the way. Anyone tried this? Anyone added a latch to hold the lid down tight?

9, While Elizabeth & Bill Stennis were anchored in Lake Union, Tayana owners Bill and Joan Kresge rowed out to visit them. The Kresge's loaned the Stennis' their car for several days. Good show Bill and Joanl Elizabeth believes "that keeping a Tayana in good shape is nearly a full time job - but rewarding. I can see that one could spend all time and resources on the boat and not get around to really cruising... so a line must be drawn. For the cost of a handful of cabinet hatches a month's worth of cruising groceries can be bought, Besides those little wooden jobs aren't really that bad."

10. For those of you with Velvet Drive transmissions, you can order a maintenance manual from Warner Gear, Division of Borg-Warner Corp., P.O. Box 26~, Muncie, Indiana 47302. My transmission (Perkins engine) has a 1.91sl reduction ratio. The manual cost $1.50 a year ago.

11. I would appreciate input from anyone who has performed maintenance on their pedestal steering machinery. What is required? How often? What type lubricant is required, etc.? How much disassembly is involved?

12. Jim Gifford has found having a 12 volt soldering iron a necessity along with a small butane/oxygen torch.

13. Don and Honey Costa, Hull #207, "have nothing but praise for Ta-Yang, N.S. Chiu, and the whole gang at KAOHSIUNG. They delivered everything according to spec and even gave us a few extras."

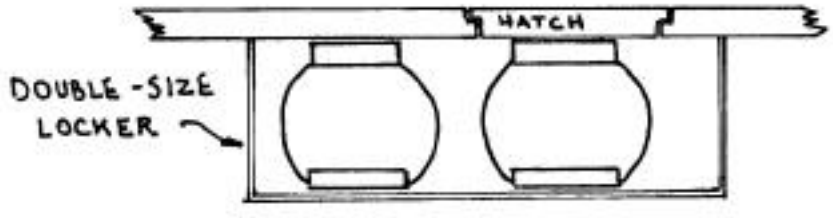
14. Chick Clark provides the following: "Gerry and I recommend Amway's LOC (liquid organic cleaner) for removal of grime from the Tayana waffel (waffle) insulation.

We have a dink that fits perfectly between mainsheet traveler and mast. It's FRP made in Tiverton, RI by the Sturdee Boat Co. and cost us $315 last spring. It can carry only 2 adults, according to USCG specs, but we manage 3. Wresch advises me that the USCG has not approved the dinghy that can be ordered with the T-37!

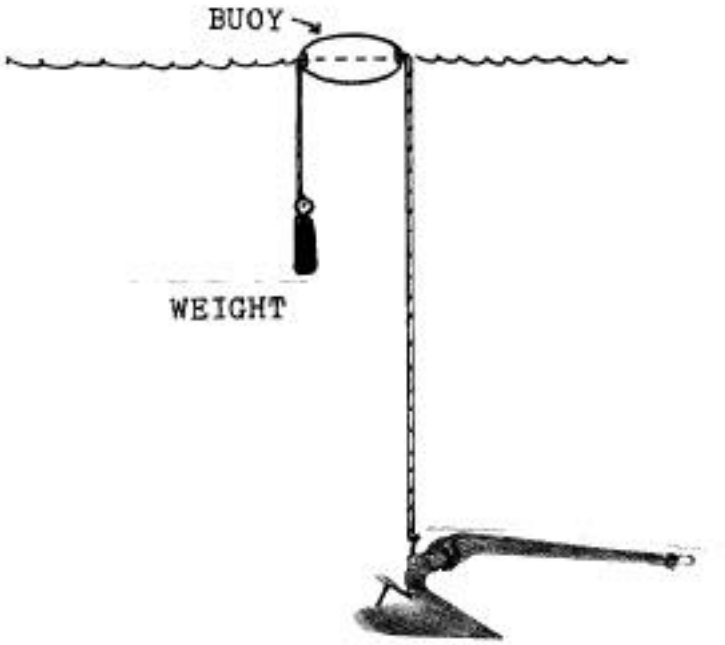
15. The alternators on the early Perkins engines (Delco Remy part no. 11005~3) put out 42 amps. For about $40, an alternator repair shop can convert it to put out 65-70 amps.

16. I asked our yacht designer member, Tom Beard, Hull #72, to evaluate our boat regarding the question of freewheeling vs. a locked prop. Tom advocates locking the prop. For you owners who have locking devices, please write me about the device you use and your experience.

17. One way to store two propane tanks in one locker is to store one behind the other which is OK since only one tank at a time is used.



18. In the last newsletter I described a unique approach for freeing a fouled anchor. Along these same lines, the November 80 issue of the Seven Seas Cruising Association Bulletin described a very clever "anchor buoy and trip line. As shown in the sketch, a 3/8??" polypropylene line is lead through the buoy (a plastic fish net float) to the anchor. A 2 pound lead sinker is attached to the other end. The weight keeps the buoy directly over the anchor regardless of tide change, etc.



19. Charles Salski asked that I pass along the following helpful hints:

a. On the subject of floors - I sanded mine and applied #1 and #2 Deks Olje. They shine and are gorgeous. For some reason they are not slippery when wet with rubber soles on as would seem to be the case. Have been wearing well.

b. Also, I've installed vents along the interior for ventilation. I've found what is classed as brass drawer pulls and I use them, drilling two large (1/2 inch diameter) holes into the teak and then placing a draw pull over. I have a total of 10 installed and there is oodles of ventilation and no damp floor areas. I've placed then in places like below the hanging locker and the set of draws, in the head to vent under the laundry area, along the drawers in the main cabin, etc.

c. Marilynn really got ambitious earlier in the fall and used Amway Metal Polish on the brass portholes. Amway works well on a job like that inside, but for some reason when I tried it outside Amway would not do the job. After she shone them up . . . she said never again and used Deks Olje #2 on them, using a brush. So far so good and they look lovely. No tarnish.
d. One more hint . . . to make a paper towel holder for the galley. I used the toilet paper roll and spring idea. I got a hold of a brass towel rack and cut it to size and then installed a spring affair at one end so as to get the rod out, paper towel on and then rod and paper towel back up again. Quite a few friends are copying that idea, so thought I'd pass it on.
20. Jim Gifford is trying a product containing lemon oil and bees wax on his teak. He is encouraged so far. He wants to know if anyone else has tried this. Also he would like to hear from those who have tried TUNG OIL.
21. Prior to heading south to Mexico, Eli Strawn sent me the following clippings

January 15, 1981 San Diego Log

Couple Wed On Bay New Year's Day

Eli and Gene Strawn started the new year off in a unique way by getting married aboard the CT37 *Sunda Passage* Jan. 1 on San Diego Bay.

The newlyweds, who live aboard at Shelter Island Inn marina, are planning a honeymoon cruise to Acapulco Jan. 20.

The ceremonies on the bay included 16 of the Strawn's closest friends, and a minister who also works as a tour guide at the San Diego Zoo and is a scout for the Oakland Raiders.

Gene Strawn, 26, said she chose New Year's day for her wedding "so Eli won't forget our anniversary."

"Our marriage is like an adventure," she said. "Living on a boat, our travels and journeys together are part of a big adventure."

The wedding was a casual, relaxing affair, she said.

"The poem on our invitations read: 'Here's the news, please come casual in soft shoes. Cause if the weather's okay, we'll be married on San Diego Bay,'" she said.

Their wedding cake had "Sailing on the waves of happiness together" written in frosting.

Sunda Passage is named after the real-life place between Java and Sumatra, where the Strawns plan to sail someday.

First they have trips to Hawaii (next June) and the South Pacific to take care of.

Eli, 52, owns a business in Arizona. Gene is a registered nurse who does home care.

The couple is originally from Arizona where they learned to sail Lasers and Prindle cats. Deciding to make San Diego a permanent home base, they purchase the larger vessel to cruise and live aboard.

the Strawns' family pet is a cat named, by no coincidence, Prindle.

Gene and Eli Strawn aboard their CT 37 *Sunda Passage*.

22. I want to thank Dave Wresch for furnishing two sets of address labels for our newsletter mailing.

23. I goofed - Annis Scott's name was misspelled in the last newsletter sorry Annis.

NEW MEMBERS

_ .

Since our last newsletter nine new members have signed on which puts us over the 100 mark!

Robert Louttit, Hull #276, from Shoreham, N.Y.
Don and Honey Costa, "Honey-Too", Stroudsburg, Pa.
John Tincombe, Vancouver, Canada
Richard Evans, Hull #67, Sausalito, Calif.
Louis Willians, Sharon, Mass.
Charles and Julie Bosomworth, Charlestown, Mass.
Casey Baldwin, Hull #22, Hollywood, Florida
Kenneth Sainsbury, Hull #24, Huntington, N.Y.
Carroll and Sandy Smith, Hull #2Rl, Huntington Beach, Calif.

Well it's time to close off now with an observation by Elizabeth Stennis. She believes that Tayana owners (and prospective owners) seem to have certain characteristics. They are, to a degree, perfectionists, interesting, vigorous, thoughtful and adventurous. Sounds good to me Elizabeth! By the way, I understand that "YANG" stands for a "Chinese principle representing the active, positive, bright and strong masculine heaven".

Warm regards,

~r

P.S. Just received a nice note from TaYang - see last page
P.P.S. Contributions of 3¢ stamps will be welcomed.

TA-YANG YACHT BUILDING CO ., LTD.
60. ~AI CHi N RObD. CHUNG MEN V~LLAGE
LIN YUAN KAOHSIUNG HSIEN. ~,~
T~IWAN REPU13LIC OF C ~ IA

_ _ _ _ . TAYANG
CABLE: ;'TAYANYACHT-' LIN YUAN
TEL. (07)641 2422. 6412721-2

DATE February 28, 1981

Mr. Norm Demain
1348 Nonchalant Drive
Simi Valley, CA. 93065

Dear Mr. Demain:

Thank you so much for sending us newsletter regularly, we do appreciate you spend your time and vigor on publishing newsletter.

Enclosed you will find one traveler’s check in the amount of US$20.00 for the payment of postage to us. We don't know this amount can good for how many times, if it is not enough, please do not hesitate to advise us.

So sorry we are unable to reply you or many owners of Tayana-37 about questions on Tayana-37 promptly, due to our engineers we have to spend much time on their work.

We would like to let you and all the owners of' Tayana-37 know that our general manager Y.P. Chen retired due to his health, new general manager is N.H. Chiu, he says hello to everyone.

With our best regard, we are.

Sincerely yours,
TA YANG YACHT BUILDING CO., LTD.

N. S. Chiu
Sales Manager

NSC/gc
Encl.