

Newsletter # 11
1348 Nonchalant Dr.
Simi Valley, CA. 93065

Dear Tayana Lovers,

As you know, the last newsletter was a biggie. One of our new members, Harry McDonald, had volunteered to reproduce and mail out the copies. Harry's printer goofed and did not run the pages back to back. Poor Harry had to stuff the 23 page letter into the envelopes and pay the huge postage. Please let's hear a round of applause for Harry who did a great job and is still willing to help on future letters.

Your response to the Tayana flag idea has been lukewarm. To date ~6 owners have responded. I really believe more of you are interested but just have not said so. We need at least 50 commitments before placing the order. Let me hear from you ASAP.

I mentioned Adrian Richards TaYang visit in the last letter. He took many excellent photos of the plant and gained much insight into the ways of Taiwan boat production. For example, those of us familiar with U.S. production methods are accustomed to seeing inventory control systems that, for the most part, insure that the parts and materials needed for production are available. In Taiwan, inventory control is not that precise. Many times when parts or materials are not available, substitutes are used. If the exact screw length is not on hand, a longer or shorter one may get used. If they run out of black wire, some other color will be used. Of course this type of substitution is not unique to Taiwan built boats. Howard Williams, General Manager of Starboard Yachts, Seabrook, Texas (one of our member/dealers) recently wrote me the following:

" I had my first trip to Taiwan in June. Tayana has a plant efficiency equal to the Pearson, Cal and Erickson plants that I have studied. The quality control is actually superior, I believe, because Ta Yang assigns an engineer to each hull when it is ordered. That man, who may have up to six hulls under his supervision, is responsible from conception, through material acquisition and construction to final inspection. All of the engineers speak excellent English and are most accommodating.

Another interesting observation made by Adrian has to do with marine items made by other countries. Because the number of Tayanans built each year is not large (a total of about 280 boats have been built), many marine item manufacturers are not interested in furnishing their items to Ta Yang, and certainly not at prices that will keep the boat competitive. As a result, for example, the s/s items are made from a material which shows rust marks more quickly than a U.S. product. (It's hard for me to imagine just how fiercely competitive the boat building industry is in Taiwan. Many yards have closed down due to higher costs and reduced sales. It is much to Ta Yangs credit that they have figured out how to stay alive and healthy in these times. In my book the Tayana is the best buy in town, even if it means replacing (or substituting) certain hardware items.)

To start out Adrian's photo series I have selected four pics:

No. 1 is a view of the yard entrance

No. 2 shows the one piece cast iron ballast

Nos. 3& 4 show the use of edge grained pieces of wood which form the inner core of the coach roof and deck. A compound is added between the blocks which seals off each block in case of a leak. Layers of fibreglass are applied to these blocks to form a sandwich



TAYANA'S BIRTH PLACE



TAYANAS BIRTH PLACE



CAST IRON BALLAST (a stack of two)



3 EDGE GRAIN BLOCKS BEING APPLIED TO INVERTED COACH ROOF AND DECK



4 TAIWAN CRAFTSMAN CREATING EDGE BLOCK MOSAIC

TAYANA GROUP ACTIVITIES

Local Tayana groups have been formed in Southern California and Newport, R.I. With Charles Lovell's help (SOY office in Newport), a group of about 10 Tayanans will enjoy a cruise from Newport to the Penobscot Bay area of Maine for two weeks in August.

In Southern California, a Perkins 4-108 seminar, was put on by the Charles E. Smith Co. and attended by owners of 10 Tayanans. Bob Beveridge, Sales Manager and Roger McElroy, Service Manager, did an excellent job using two 4-108s to make their presentation very effective.

TOG TAYANA MODEL

From all the hundreds of letters you have written me about your Tayana 37 experiences, both good and bad, I have compiled a description of an upgraded boat. This document calls out standard and optional features of a TOG model. Extensive notes are included which provide rationale for the features. I have sent draft copies of the document to interested dealers for their comments. When finalized, the document can serve as a buyers' guide for prospective owners. The TOG model could be offered as an alternate boat by dealers. The initial version assumes a "standard (if you will allow me the use of this vague term) TaYang -accommodation plan. Future supplements will discuss the pros and cons of various accommodation plans. (Many owners and dealers have sent me copies of their plans. Dave Wresch, Seaboard Marine, sent me full size plans of Seaboard's many innovative layouts - thanks Dave).

LATE FLASH - Ed Potter of SOY plans to offer a TOG model based on the draft spec at the fall boat show. More on this in the next newsletter.

INSURANCE

1. Jake Huber, "Alta", after much shopping around, obtained his insurance from BOAT/U.S. He has \$80,000 hull coverage with a \$2,000 deductible (Jake does most of his own repairs). A one time boat survey was required. The surveyor assigned the task in San Francisco was very thorough offering many good suggestions which Jake immediately incorporated. The cruising range is from Vancouver B.C. to Punta Banda (near Ensenada) Baja, Mexico. The cost is \$690 for all year in the water coverage. Alaskan coverage is extra.

2. Chick Clark, "Harmony", has \$70,000 hull coverage, \$300,000 property damage/liability, and 2~ deductible. Cruising range all East Coast to Pensacola, Florida. Eight months in the water, four out. Cost \$531 from Reliance Insurance Co. of Philadelphia.

3. Karl Bischoff, "Eglantine", Bainbridge Island, Seattle, has \$75,000 hull protection, 1% deductible, personal property coverage (liveaboard) for \$624 a year from Albany Insurance Co.

4. Jim Hayes (Great Lakes Area) has his boat insured with BOAT/U.S. He pays \$419 for \$70,000 hull, \$300,000 liability, medical \$1,000 and personal effects \$500.

5. Rolf Zenker, "LEPAS", was insured with MOAC for \$70,000 hull and machinery, \$300,000 P&I, \$1000 medical, \$500 personal effects. Cruising range is Eastport, Maine to Pensacola, Florida. At 1% deductible, his premium was \$750 for 6 months in the water and 6 months lay up. Rolf just switched to Central Marine Data and Insurance Services (CMDIS) where the premium is \$617 for the same coverage except with \$80,000 hull coverage. In addition, the CMDIS cruising area includes the Gulf of Mexico as well as the Atlantic Coast. Also, since Rolf charters his boat, CMDIS is not charging him for the first 3 charters (which would cost him \$186 elsewhere). This policy is underwritten by Aetna.

NEWS FROM DOWN UNDER

Our group is really getting very international. We have owners in Japan (Radican), two in the Philippines (Koehler & Cross), one in Australia (Topps), one in Hong Kong (Hilsdorf). The newest from that area are William & Barbara Lee from New Zealand, Hull #103, on "TAUREWA". Bill writes that T-37s are a much envied craft in NZ. They live in Lyttelton, a small town of 3000 people. Christchurch, 7 miles distant, has a population of 300,000. They belong to a local cruising club of 150-200 yachts which range in size from 20' to 52'. October to April is their sailing season. Being in the "roaring 40s" weather always bears watching closely as sea conditions can become "quite boisterous" at times. "As one progresses northwards, the sailing becomes more interesting until you reach either the Marlborough Sounds (which has marvelous scenery and great fishing, or up to the Bay of Islands where one could spend a night in a different anchorage for a year". Bill invites any TOG member interested in his area to contact him for assistance or information.

RIGGING

1. Seems like a number of our owners are switching over to rope halyards and getting away from the wire/rope ones. Main reasons are safety (no little meat hooks to worry about) and ease of replacement (no wire/rope splices).

2. Karl Bischoff, "Eglantine", has installed a Johnson backstay adjuster (double handled turnbuckle) to his inner stay to permit rapid release for genoa use.

3. Don and Honey Costa, "Honey Too", removed their staysail boom and all the hardware except the traveler. They added 4' of 1 1/4" genoa track on the deck next to the cabin bulkhead, plus two Barlow #26 ST winches on the coaming. They like the trade off between the extra work and cost vs. the safety aspect of not being hit by a jibing staysail boom.

SAIL SLIDES

For those of us with aluminum spars, the Lam supplied all plastic sail slides do not hold up well under stress. A much preferred type consists of a nylon body with a stainless steel bail. Manhattan Marine (per Buz Radican) is one source. Buz lost most of the inferior ones one day while on a beam reach. The third from the bottom broke first, and the rest let go one at a time from the bottom up.

SAIL TALK

While most Tayana owners like the quality of the Lam sails, only a few are satisfied with the way they are cut. Mr. Chin from TaYang has attempted to get Lam to improve the sails, but Lam has not cooperated. One of the problems is that Lam has never seen the sails on the boat in action - only on paper. Many owners have had their sails recut. Properly cut sails, according to Bob Perry, would likely add 15% in performance improvement. Price wise, Lam is hard to beat. Southern Offshore Yacht (SOY), has decided to buy their sails from TOP SAILS, a Taiwan sailmaker. SOY believes TOP will build quality sails, comparable to Lam, which will fit better, and still be competitive. SOY's efforts to upgrade the Tayana are very commendable.

1. Roger Linderoth, "SATORI", had his mainsail recut as follows. "We had them cut a vertical strip of cloth about 6" wide at the foot and tapered near the leech starting about 4" from the luff. We now have a beautifully setting main for a cost of \$150." Roger has installed a Hyde Roller Furling system for the jib and had a jib made that is approximately 20% larger (368 sq.ft.) of 5 1/2 oz. material. He uses this sail 90% of the time. "It reefs well and is a great improvement over the Lam work."

2. Lee Cross, Hull #115, keeps his boat in Manila. A year or two ago, while in Hong Kong, he met Bob Perry. "I asked him how to cure the tendency to early weather helm with the full main up." Bob replied, "move the mast forward 18", and then added, "about half the owners are prepared to reef early to gain the speed advantages in light airs of a tall rig." Lee also met another T-37 owner (Roland Topps, now in Australia in Hong Kong who had Cheong Lee (Lee Sails) cut his main to make it roachless - which helped considerably.

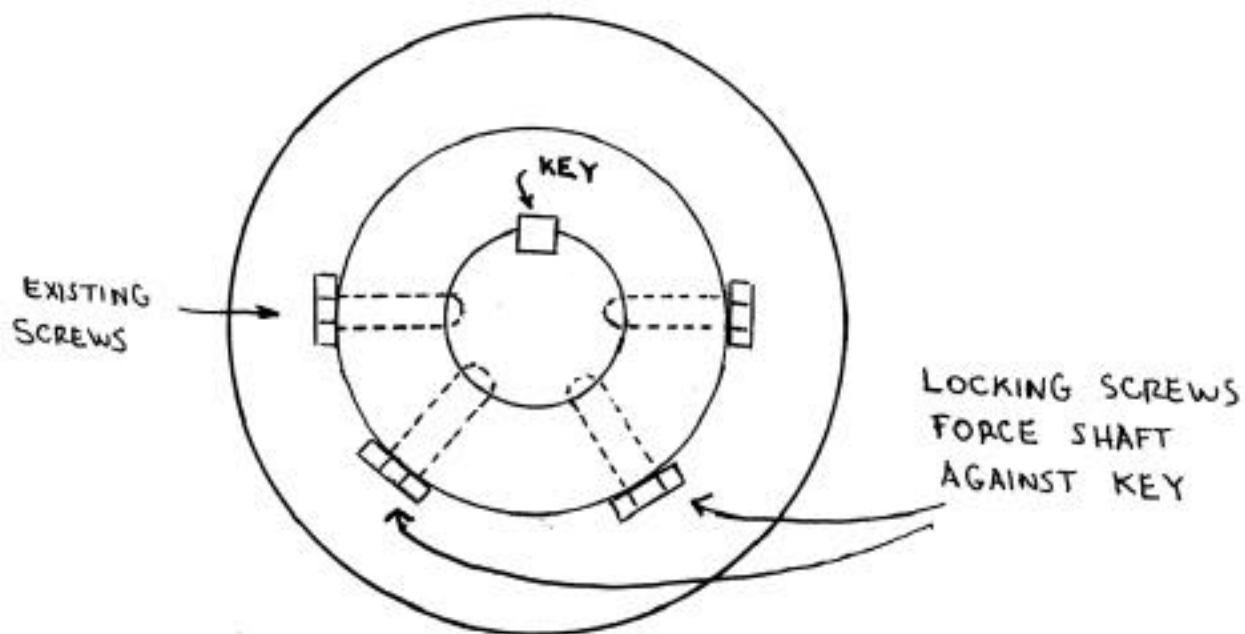
3. Lloyd Umfleet, "Final Freedom", Corpus Christi, Texas, had the Lam made main, mizzen and 150~ genoa recut. (Editors note- The only way to explain why many owners have had to recut their sails and others think they are fine (Sheldon, Costa, Scott) is to attribute it to inconsistent production techniques).

4. Dan Stewart, "Star Hawk", had a mainsail made by Ulmer. "It is cut battenless with no roach. It looks a little different but works very well. With 20 knots of wind going to windward I now have 1 spoke of weather helm on the wheel. It's a lot better than the 1/2 to 3/4 of a turn I had in the past."

SAFETY ITEMS

1. Four owners have reported that the pedestal steering supporting structure moved during hard over turns or during maneuvers requiring rapid reversal of the steering wheel. In all cases beefing up of the structure was required. These owners referred to their structure as made from stainless steel members. (Since my own is made from angle iron, I cannot comment on this). If any member is having this problem, owners Phil Dollin and Jim Cool have offered to help with details.

2. If any owners have problems with the prop shaft coming loose in the coupling, Phil Dollin has a good fix. The sketch shows where Phil added two locking screws such that pressure is applied to the shaft key.



3. Karl Bischoff, "Eglantine", (Seattle) reports that the height of his wooden boom is such that his head could be knocked off in an accidental jibe. Is this a standard location?

4. Paul Sheldon, "JOSHUM G", discovered the 7x19 wire on his pedestal steering was beginning to shred. It had broken ends protruding in 10-12 places. There is a need to check over your whole steering system (see Newsletter #10) on a periodic basis, Do it frequently if you use your boat often and hard.

HAM RADIO

Buz Radican, "SEAWEED", (Japan) is having a hard time getting a Japanese call sign. He is a member of a Japanese Club who are trying to get Buz on the air. Big problem is that Buz is military and covered by an agreement between the two Governments. Unfortunately the agreement stipulates that the station cannot be mobile and a boat is mobile and therefore he cannot get a call sign. (He has a U.S. call sign N7CAD)

The following appeared in the June '81 issue of "SEA".

We have O.E. Howe, KH6CO, to thank for the following letter and accounting of Pacific Maritime Nets. He is manager of the 15-meter Pacific Maritime Mobile Net so heed his words: "In addition to normal traffic handling, we also record and place in a rapid recall file the daily positions as reported to us by the Maritime Mobile; course-following would be a reasonable description. The net has ready access to doctors for medical consultation and, if necessary, the United States Coast Guard.

As a matter of interest, the net currently has over 400 M /Ms on file. If the yacht operators so desire, a vessel description, emergency telephone numbers and names are part of the file.

"Here is a listing of the nets which I know of, or which have been reported to me, that are available to our maritime friends in the Pacific.

"These nets tend to be somewhat fluid in nature and, while some have been around for years, some tend to fade away. Therefore, M I Ms that have no success on one of the listed nets, should keep on trying the others as they are bound to hook up. The area covered should also be taken freely as, depending upon propagation conditions that exist at any one time, these coverages may vary .

"It may also be wise to note that telephone patches to the United States from vessels must meet the criteria of international agreements. Only a few countries in the world permit such traffic, in most cases the vessel must be outside of the territorial limits of the country to which they are adjacent, or such traffic cannot be handled by hams. For a listing of such territorial claims, see Issue No. 1, Notice to Mariners.

PACIFIC MARITIME NETS

Time GMT	Frequency kHz	Net name and area covered	Net control/name
0230	14313	Seafarers Net—Pacific	Unknown
0530	14313	Pacific Maritime Net—Pacific	KH6HEO/ Mac
0715	3820	Bay of Islands Net—South Pacific and Australia	ZL1 BKB /Colin
0800	14313	Pacific Interisland Net—Pacific	P29CC/Danny
1200	14320	SEA Net—Southeast Asia, Indonesia and Australia	WB8JDR/Carl
2000	1 4305	Confusion Net—Pacific	N7GYR/AI
2300	21 404	Pacific Maritime Net—Pacific and Caribbean	KH6CO/Odia
2400	14320	SEA Maritime Mobile Net—Asia, Japan and Australia	VS6BE / Lyle

BOARDING LADDER

Rolf Zenker, "LEPAS", made the beautiful boarding ladder shown in the photos. It is made from mahogany. The stainless hinges are home made. Shockcord keeps the lower portion either up or down. The 2 'ears' fold inward for easier storage on top of the cabin lashed to the handrails. The length of these nears" is matched to fit the hull shape. If anyone is interested, contact Rolf for details.



DEALER NOTES

A new Tayana dealership has been established on Prince Edward Island, Canada. Owned by Peter and Anne Mellish, who have a pilot house Tayana, the firm is called Southern Offshore Yachts of Canada.

Starboard Yachts of Texas will deliver their first Tayana in August, with others following in Sept., Dec. and Jan. Howard Williams, General Manager of Starboard, told me that up till now they have been selling mostly the Tayana Vancouver 42 (9 sold in this, their first year). "We have also been pleased that Tayana has a new deck mold for our boats that features a cockpit coaming extending around the stern of the boat and molding for the two deck hatches to be done in teak as now or in Bowmar aluminum. They have also agreed to pull a mold for the pilot house version from our first pilot house."

In response to a comment made in Newsletter #10, Howard writes, "Your letters are an excellent sales tool for our efforts. While you are not a commercial venture, I hope you will accept the enclosed check to help defray the costs associated with your effort. Contrary to what some may feel, I think the complaints by owners make the club seem real and with purpose. I have never heard of a boat with no problems in 275 hulls (our first hull will be #284; our December pilot house #298). The message comes through to me that there are problems, but the owners love their boats. Keep up the good work!"

EQUIPMENT EVALUATION

Buz Radican would like to see a section of this newsletter devoted to owners views on foul weather gear, reefers, depth sounds, knotmeters, etc. All input welcome.

1. Hate to start on a negative note, but Chick Clark has this to say about his Kenyon stove (kerosene): "We have replaced each burner twice (one 3 times). Needle valves leak or wear out too frequently, cleaning rack pins pull out, etc. I've written the company and no satisfaction. I plan to report this to the BOAT/U.S. Consumer office".

2. Dan Stewart, "STARHAWK", has a SAIL-O-MAT vane and "ORINDA" autopilot. He finds the SAIL-O-MAT does steer the boat well and is very well constructed - and costs a lot! "The ORINDA unit has it's limitations but used with a little thought it performs just great, especially considering the price."

3. I have input from 4 or 5 owners who have installed the Autohelm 3000 and all of them are delighted. I've seen ads for the unit for under \$900 discount.

4. Roger Linderoth, "SATORI", has a Grunert Versimatic refrigeration system. It has one motor that drives the compressor and water cooling pump. The motor will operate in a range of 60 to 130 volts DC which is provided by an engine driven generator while at sea. It also operates on 110 volt AC for use with shore power. The cost for holding plates, compressor, pump and generator was \$3700 plus installation. To date, Roger is very pleased with the system. A side benefit of the system is that it provides current (when the compressor is not running) for simple electronic tools, vacuum cleaner, etc. which is important to Roger since he is rarely at dockside. Their Yanmar 3QM33 burns about 0.3 gallon an hour when it is used solely to run the reefer.

INTERIOR MODIFICATION

Dan Stewart, "STAR HAWK", made an extensive change to his forepeak. The 100 gal tank (water) was replaced-with a 30 gal tank. Instead of a V-berth, he now has a good sized double berth to port with bin under large enough for his genoa. To starboard he has a work bench with drawers and storage below. He added a 35 gal tank under the settee and a 25 gal tank aft of the mast in the bilge. "The bobstay fitting is now out of the water when the boat is loaded. In the past it was always under water."

ANCHORS

Tayana owners for the most part use 35 or 45 lb. CQR anchors as their primary one. Several owners have modified their pulpit platform such that the anchor rollers are within the platform - not outboard. Mounting a manual windlass on the pulpit (most popular windlass is the Simpson Laurence 555) allows two anchor rodes to lead fair to the windlass. Owner Chick Clark offers to help anyone planning such an installation.

Roger Linderoth, "SATORI", uses a 60 lb. CQR and sleeps very well at anchor. For a second anchor he uses a 20HT Danforth with 30' of 5/16 chain and 250' of 5/8" nylon rode. Spare anchors include a 45 lb. CQR and another 20HT Danforth. Roger realizes that a 60 lb. anchor sounds like a bit much, but he says it has kept him out of trouble on many occasions.

WHISKER POLES

A number of members want to know about the proper length for a whisker pole on our boat. Will those of you who use poles please tell me about them. My own is a solid type, 20' long, which requires a foreguy and after guy to control the outboard end of the pole. The inboard end rides on a track on the mast. Paul Sheldon uses telescoping poles (which expand from 12' to 22') for his twin jib system. Buz Radican has a 15' pole which he likes but he might want a longer one when he gets larger headsails or a cruising spinnaker. I understand the pole is supposed to be as long as the distance from the mast to the forestay. On my boat that's about 19 1/2 feet.

QUESTIONS FROM MEMBERS

Tom Delaney, "Trelawney", wants to know which Benmar Autopilot model CS-21 or CS21s is best for the Tayana. He also wants to know if anyone has found a windlass that has the correct width such that the two rodes will lead correctly (bow rollers mounted outboard on the teak platform). Tom believes that the quarterberth (his is totally enclosed) is great for lovers or kids. Congratulations to Tom and Kate for their new arrival - Thomas IV!

TRIP REPORTS

1. From our honeymooners, the Strawns, "Sunda Passage", comes this report on their trip to Mexico. They sailed from San Diego to Cabo San Lucas with stops at Turtle Bay and Santa Maria. It was a run all the way . . . wing and wing or double reefed main only. Their Monitor windvane worked great. From Cabo they went to Puerto Vallarta stopping at Isla Isabel, San Blas, Checola, and La Cruz. Eli likes his Cold Machine but found it drew 6 amps (not 2 as advertised) while running. and it ran a lot in the warm climate. A wind generator helped offset the battery drain, but they were pretty sick most of the time.

The wind generator worked fine when there was wind but after a day or two of no wind the batteries got very low. Eli says "I still think the Cold Machine is the best system for the money. A cold plate system is very expensive and you must still run your engine. The answer is an alternator by-pass". (Editors Note: The alternator by-pass can be very effective in rapidly charging your batteries in a minimum of time. However, if not used with caution, it can destroy your batteries).

Eli says the fuel can be dirty so a good supply of filters is essential. It costs 16¢ a gallon at the PEMEX stations in towns but must be hauled in jerry cans. At the docks it cost 36¢ a gallon.

Eli found his water catchment system worked OK while at anchor, but found it impractical under sail. "They must be made so you can secure them so gusty winds, usually accompanying squalls, don't blow the water out." They traded beer and cigarettes for shrimp and lobster. "Playboys" are not as good for trading as they used to be.

Coming back took three weeks. They stopped every night except for two overnights where no anchorages were available. "We only could sail 10% of the time and the rest was motorsailing."

2. Roger Linderoth, "SATORI", has this glowing report on his Bahama and Puerto Rico travels, Roger has traveled extensively and lived aboard his Tayana for many years.

"SATORI" visited most the Bahamian islands and better known anchorages and we loved it. "They have the most crystal clear water you will find anywhere in the world and the snorkeling and spearfishing is the best we ever experienced." Cruising in those islands requires caution due to the shallow water in many areas, and lack of navigation aids. "But it is a beautiful and unspoiled cruising area where it is still possible to find your own private anchorage and beach."

In Puerto Rico Roger found the south coast especially nice as there are few cruising boats but many good ports and anchorages, nicely spaced about 20 miles apart. "The people are extremely friendly and it wouldn't be difficult to spend a considerable amount of time in this beautiful area."

3. Member Paul Baker, Hull #104, recently completed a crossing from Bainbridge Island (near Seattle) to Hawaii, singlehanded. Paul says his Monitor windvane functioned OK. He encountered 3 gales with 60 kn winds and ran 60 hours under bare poles. He had to hoist himself up the mast to retrieve a halyard.

4. Frank and Dotty Stulen spend 6 months each year aboard their boat "Lochinvar", which lays at anchor in front of their villa in Gorda Sound, Virgin Gorda, BVI. When they bought the villa five years ago there were two other villas there . . . now there are 15, In January 1980 Lochinvar was delivered to the BVI and has provided a means of

escape from the burgeoning tourists. A favorite spot is Anegada Atoll about 18 miles north. Anegada is off limits to bareboat charters because of the devastating reefs encircling the islands. It has claimed several hundred boats from the early traders of the 15th century to as recently as January '80 (a Japanese freighter). Lochinvar has 4" to spare on their 5'8" draft at low tide.

The Stulen's solved the problem of anchor rode chafe (and noise) on the whisker stays and bobstay. They moved the bow rollers all the way forward on the grating. A block was added between the grating and bow sprit for extra support.

For refrigeration, they installed a Technautics system (which they got at a discount offered thru this newsletter). With 75-80 F ambient temperature, the refer/freezer maintains desired temperatures by running the engine at 1200 RPM, twice daily, 40 minutes each time. The box has 3 1/2" of polyurethane insulation.

During their June to October absence, Lochinvar's bottom grew two feet of moss loaded with small lobsters, other crustaceans, and some brain coral. (A well known bottom paint had been used). International Micron 25 has now been applied and looks good after 3 months. The first application of 2 coats, including a primer coat to insure compatibility, cost \$350 for the paint. The Stulen's expect to haul out each 6-7 months and apply one coat, at a cost of \$200 for the paint.

After trying Dek's Olje #1 and 2, the Stulen's have found Tip Top Brightener, followed by Tip Top Teak finish works best on their exterior teak. For the interior they have followed the advice of a furniture manufacturer friend from Copenhagen. Clean the wood first with "a little boiled linseed oil and a lot of raw turpentine", and then nourish with "boiled linseed oil and a bit of turps" - wiped off immediately.

As a final note, Dotty found that the cockpit sole grating can be lifted up to the cockpit seat level and jammed into position to form a table forward of their worm gear wheel. Both pieces can be raised to form a bed surface.

TRIP PLANS

1. Fabian and Marie Harp, Hull #152, plan to depart Los Angeles in October of this year for a leisurely cruise down the Mexican coast, thru the canal, and on to the Caribbean.
2. Stan Hirsch, "Sundance", will be leaving the Chesapeake area in time for a winter season in the Caribbean. Stan is a single hander and lives aboard full time.

3. Jake Huber, "ALTA", plans to make another cruise to Alaska next summer for 3-4 months. He hopes to make Glacier Bay this time.
4. Dan Stewart, "STAR HAWK", will be circumnavigating Vancouver Island this summer.
5. The Strawns, "Sunda Passage", are heading for Mexico again in November and coming back by Hawaii.
6. The Linderoths, "SATORI", will sail from the BVI to the Lesser Antilles in November.

MISCELLANEOUS

1. To touch up corrosion or scuffed spots on his aluminum spars, Buz Radican uses a small air brush, the type available from hobby stores. It is powered by a can of freon and the spray pattern is adjustable from 1/8 to 1 1/2". Buz uses primer and finish paint from SAV-COTE. He finds spraying produces a better finish and is easier to apply - especially hanging from a bosun's chair.
2. Phil Dollin, Hull #122, recently installed some coaming storage lockers. He found that the cockpit coaming has sufficient clearance between it's internal partitions to allow room for one of those prefabricated teak boxes, or building in one of your own. Phil found 31" of clearance from the point where the coaming connects to the cabin house to the first internal bulkhead.
3. For owners doing their own commissioning, Phil Dollin suggests that when attaching halyard winches to your wooden spar, first attach, using epoxy, a wooden pad. This pad builds up the wood thickness and provides more holding power for the attaching hardware.
4. Hint to Perkins 4-108 owners. If the engine sits for more than 90 days, remove the salt water pump impeller, lube it, and reinstall before firing up the engine.
5. Nan-Shan Chiu, TaYang Sales Manager and brother of General Manager N.H. Chiu, recently told Bill Engelson (SOY, Annapolis) that TA-YANG means "BIG OCEAN". When an "A" is substituted for the last letter of a word it denotes the possessive sense. Thus, from Nan Shan, "Tayana means belongs big ocean".
6. Jake Huber, "ALTA", wants to know if anyone has found the answer to the age old problem of preserving polished brass on the exterior of the boat.
7. According to owner Lee Cross (Phillipines), most hardware items used by Ta-Yang are made by a Kaohsiung company called Grand Deer. They have a catalog/price list and encourage direct buying. Lee visits them periodically for minor hardware - most recently to get some ring lifters (as used on ice chest lids, floor boards, etc. Grand Deer advertises in a booklet called "This Month in Taiwan" available from Taiwan tourist promotion offices found in large U.S. cities.

8. During Hurricane Allen, Lloyd Umfleet's "Final Freedom" pulled loose and pounded against a concrete bulkhead for several hours. Result . . . scraped gelcoat and no structural damage. Lloyd boasts that "the Tayana has one hell of a strong hull" The 100+ knot winds stripped the varnish off one side of the mast.

9. If anyone wants to install a Ta-Yang furnished pedestal guard, owner Jim Hayes will furnish the details. Jim says it takes only a few hours and he loves it. Jim also built a dinghy from plans obtained from Dan Greene, N.A. The dinghy is called "TWO BITS" and is made in two nesting parts. Jim keeps it on the coach roof and it's wide enough to let the companionway hatch close. It is built from 1/8" and 5/8" plywood with fibreglass seams. It is also designed to carry a sail.

10. Rolf Zenker, "LEPAS", would appreciate hearing from anyone who can help him find a replacement for his oil lamp glass cylinder. The lower diameter, the part that fits into the wick holder is 1 1/4" O.D. The height is 3 1/2".

PERSONAL NOTE FROM YOUR EDITOR

My target date for retirement is 5 February 1982. At that time Annie and I will rent or sell our house and move onto "Kushki Ann" (means "I Love You" in baby talk). As we look around the house now, it is almost inconceivable that we will dispose of all our belongings. (All you live aboards have faced the same feelings, I'm sure). In my den is a file cabinet almost full of wonderful letters from all the great TOG members. The room is cluttered with stationary, name files, and all the other materials which are needed to support the preparation and publication of the TOG newsletter. I plan to continue with the newsletter despite the obstacles of receiving mail as Annie and I move about. It will be necessary for me to ask for support from you in the typing, printing, and mailing of the letters. For right now, dear Harry McDonald, who printed and mailed the last letter, has volunteered to continue. Annie may be able to type the letters if we can fit her typewriter into the boat.

Early this summer Annie and I visited Baja, Calif. (Mexico). We fell in love with the place and the people. Annie has had the desire to have a "land base" as we cruise, and the beach area we visited really clicked for her. We have spent many weeks this summer establishing the land base (a 26' trailer on a bluff overlooking the ocean 135 miles south of the border). The post office in the town is in the rear of the grocery store. We plan to depart next summer and spend time on the Pacific coast in the area of our Baja home. By Christmas we expect to reach Cabo San Lucas. In the spring of '83 we will explore the Sea of Cortez and after that ??

It has been my practice to answer all your letters, but with over 100 owners now, and other activities, I'm sorry that I cannot keep up with the load. Bear with me. I do love you and want to keep hearing from you.

Warm regards.

Norm

P.S. WELCOME TO NEW MEMBERS

Walter Quinn, Alexandria, Va., prospective owner
Lloyd & Ruth Umfleet, Corpus Christl, Texas "Final Freedom"
Ron & Miriam Silverman, Alexandria, Va., Hull 122
Robert & Chesley Logcher, Bedord, MA., Prospective Owner
Bill Engelson, Alexandria, Va., Ketch on Order, Works for SOY
Wm. & Barbara Lee, Lyttelton, New Zealand, "Taurewa"
Captain Joe Sutton, Portsmouth, N.H., Hull #274
Al & Barbara Libbey, Elliot, Maine
Jake Rubinowitz, Australia, Visiting U.S., Boat arriving in L.A. in Nov
Lee Cross, Manila, Philippines, Hull #115
Roland Topps, Australia
Dieter Hilsdorf, Hong Kong
Stan Hirsch, Randolph, N.J., "Sundance"
Robb Wilson, San Diego, CA., "Tango 2"
Tom Leskovich, Burgettstown, PA., Prospective Member
Matt & Norma Jean Hynes, Virginia, "Allegro"

TOG Membership Scoreboard

Owners	105
Honorary	3
Prospective Owner\$	5
Dealers	7