

Newsletter No. 13
1348 Nonchalant Drive
Simi Valley, CA 93065
April 1982

Dear Friends,

I hope you are still my friends after that long delay with newsletter no.12. I have many excellent reasons for the delay, all equally boring. To make up some of that lost time I am expediting the publication of this one.

Among the many controversial issues regarding equipment selection for the Tayana, the choice of engines is an interesting subject. While other engines are offered, it seems that lately people are either choosing a Yanmar or a Perkins. In terms of fuel consumption, power, and achieving hull speed, both these engines appear comparable. The controversy seems to revolve around issues related to service and reliability. The Perkins engines have been around for many years and are used extensively in the famous English taxicabs. However they cost about \$2,000 more than the Yanmars. Gary and Barbara Coit, "Spirit of Pipit" have the Perkins 4-108. Having spent time in the Caribbean, Gary feels the extra initial cost of the Perkins is worth it because parts are so much easier to get. Ed Potter of Southern Offshore Yacht takes an opposing view in a recent letter to me. "I noted your comments with regard to the world wide service network of Perkins. While I won't deny the extent of the Perkins network, I believe you underestimate the availability of Yanmar parts throughout the world. Remember Yanmar is the largest diesel manufacturer in the world. Most of their engines are used in industrial and agricultural applications. While Yanmar diesel and these applications are not terribly common in the U.S., they are common in other countries. The Yanmar 3QM30, for example, is a modified tractor engine. In fact, you may have seen this engine in advertisements on television, where it is used for a line of small tractors in the U.S. Because it is a tractor engine, it has a relatively high torque, and that is one thing that makes it so nice as an auxiliary engine for the T-37. It means that the engine reaches its higher horsepower at lower RPM. This lower RPM allows greater fuel economy and a longer period between major maintenance." OK you Perkins lovers and dealers, let me hear from you and I promise to print your opposing views. (Later on in this letter you will find some notes on the care and feeding of a Perkins as gleaned from a seminar on the subject presented by the Charles E. Smith Company last summer to a group of us Tayana owners).

FURLING SAILS

A few of our owners have reported to me that they have installed furling jibs or staysails and are happy with the results. But to my knowledge, Bob Crawford, who sails his boat in the Puget Sound area, is the first owner to install furling main, jib and staysail. Bob does not have extensive experience yet with his new rig, but he is already convinced that he will be able to use his boat more than in the past under a variety of conditions (he is a singlehander). Recently with the wind about 18 knots, the main about one third reefed, the staysail partially reefed, the Yankee jib full, he sailed comfortably on a broad reach with the rub rail just above the water. The equipment is by Cruising Designs. The drum for the

main is made from aluminum while the foresail drums are from a high strength plastic. As an alternate, Bob suggests considering furling equipment made by FaMet Marine in which all the spools are aluminum. The FaMet gear is used on the big 47 and 52 foot Skookum motorsailers made in Port Townsend. The main was made especially for roller furling by a local sailmaker. All the sails are hoisted thru aluminum extrusions. The halyard is then removed and the remaining "tails cleated to the drum and wrapped around the upper part of the drum. Cost wise bob says, "The main furling expense was awful, and I hate to talk about the loss of a loved one (money). Both Cruising Designs and FaMet make main furling fitments but they seemed too light for my wood mast and I was determined to have plenty of tension on the main... so I went heavy. I think with a metal mast it could have been cheaper." The photos below show the rugged main furling support bracket and a view of all three furled sails. Bob admits his rig is sort of an old man's rig but it suits his needs in his area. He does not plan extensive offshore cruising. In the inland waters of the Northwest , the flukey winds call for many sail changes. For more details, contact Bob directly.



TRIP EXPERIENCES & PLANS

New members Lori Stoudt/ Duane Raab live in Newport Beach, CA but keep their "Mesmeriah" in Florida. "Two years ago we took her from Texas through the Bahamas, along the Thorny Path to the Caribbean as far as Granada. After returning to Florida we traveled the ICW to New England and back. After all those miles we feel our boat is a fantastic cruiser and there are few things we would change n

Ron & Sue Britagna just launched their boat Nexus" in Newport and plan to sail it home to Groton, Conn. This year they will be sailing mostly between New York and Maine. In Oct. '83 they will be leaving for the Caribbean for an indefinite period. (renting their home and quitting their jobs)

Gary & Barbara Coit, "Spirit of Pipit" met up with 15 other Tayana owners as they traveled from Maine to the U.S.V.I. Of these, 12 were TOG members. Gary' 8 call sign is N9CBS, the Cruisers Broadcasting Service.

Don & Annis Scott, "Raison D'Etre" are planning a years leave of absence in '83 for a Caribbean cruise. (ED. notes Annis has had her second Cruising World article published recently)

Last November while Gail & AL Biggs boat "Solus II" was in Newport, Oregon it was damaged in the season's worst storm. "The boat kept slamming against the pier Some of the rub rail was chewed to bits, part of the cap rail was cracked. The gel coat was wrecked amidships on the port side. But no serious damage. Mostly cosmetic. So Al sailed the yacht up to Seattle with a crew of two, including our sixteen year old son. They encountered 20 foot seas and 35-40 knots of wind from the northwest. The boat handled well. Averaged 5 knots and took two days to reach Neah Bay"

Matt & Norma Jean Hynes retired from the educational world in July '81, sold their house, cars furniture, etc. and moved aboard "Allegro". According to Matt, "Life has been fantastic ever since!! We sailed to Maine for the summer then followed the Canadian geese south. Had many experiences with fellow Tayana owners out here on the East coast. One in particular was a rendezvous in Pulpit Harbor, Maine with 5 Tayanas. (see Newsletter #12, page 8) We had a progressive cocktail party to view each others boats. Well by the time we got to the last viewing, most of us had difficulty in maneuvering (.if you can imagine the scenes). Outstanding group of people.... just like we had known each other all our lives. We then sailed down the Florida Keys, up the Gulf of Mexico with stops in the Everglades (Shark River), Naples, Venice and finally St. Petersberg. We left the boat in an outstanding Municipal Marina- costs \$14 a day includes electricity, water and a 24 hour guard. In early "82 we will head for Key West and then the Bahamas until April. Then we will return north to the beautiful Chesapeake Bay and Maine with mussels free for the taking and lobsters selling at \$1 . 75 lb. Off the boats. By the way, the clams and oysters in Beaufort, N.C. last November were "out of sight" (ED. notes Matt's ham license is KA40RF)

Mr. & Mrs. Pat Rideout bought "Alphora", hull # 19 over 5 years ago, and have been cruising in her for the past 3 years. "We circumnavigated Vancouver Island for our shakedown cruise. Then headed south to San Diego, the Sea of Cortez, through the Canal, to the San Blas Islands and then to Florida. We are now (Dec.27, 1981) preparing to cruise to the Bahamas and in May '82 plan to sail to England"

TRIP EXPERIENCES AND PLANS (con't)

From new member Ross Ferland comes this beautifully written account of his Tayana's maiden voyage.

' Well, Murvella Harris and I were married this New Year's Eve on my Tayana 37 on the Arkansas River. The ceremony was performed by my friend and missionary, Tom Tune. Tom is the proud owner of an Island Trader 45 which rests in a slip close to mine. It was unique and will be remembered forever.

The Joie De Vie II came from Southern Offshore Yachts in Ft. Lauderdale, Florida. We sailed at midnight on March 28th, 1981 and by the next morning found ourselves in ten foot seas with 35 knots of wind. With no "big" boat experience, we were delighted at the reassurance that the Tayana 37 provided when things looked a bit doubtful. What a vessel! We learned about narrow and shallow inlets at Key Largo by a temporary contact with the bottom when negotiating the exit in 30 knot winds. We discovered the thrilling and anxious feelings of passing through the Keys at night. And the apprehension, salted with chills of excitement when approaching Port Charlotte at 8 1/2 knots on the jib alone. Running aground at night in the waterway at Venice with the tide going out. Sleeping in a 45° position and wondering what the insurance people might say, how to explain to mother (she lives in Venice), trying to tell Murvella that I really knew what I was doing, convincing the world that the low-high tide in the morning would float us off, looking like a hell-a-va captain when the Coast Guard arrived and structuring it all so it was fun! And the two nights in the fog on the Gulf. Pulling into the slip that was guaranteed by a friend to be the deepest and best in Panama City only to find ourselves aground in the morning. Losing the engine at New Orleans. In the Mississippi River, at night, with those big black iron monsters bearing down with malice and intent to rid the world of sailboats. Backing up to discover how propellers link themselves to rudders. Having to dismantle the head at the most inappropriate time. Defining seasickness in "real" world terms. Watching the pump stop when the water was deepest. Bribe dock hands for fuel and then the pump will only deliver 1000 gallons a minute - oops! Leaning a 55 foot mast under a 52 foot bridge with 19 volunteers. And finally arriving in Little Rock, Arkansas with folks saying, "What are you doing here with a boat like that?" It was fantastical

Henry Hook, "Endymion" had a beautiful cruise last year in Georgian Bay and the North Channel. He sent me a photo of his boat and added, "Endymion" seems to like the place (Benjamin Islands) as much as her crew did. Don't you think she looks at peace with the world in the photo?" I love the feeling behind Henry's words and I wish I could show the photo to everyone

TOG BURGEE

The latest status on the burgee reported to me in Feb by Bill Engelson is as follows. "Ta Yang has been silent about the burgee. I reminded Nan San (Nan San Chiu, Ta Yang Sales Manager) in a letter right after Jan. 1st. However, Chinese New Year is a big deal there and they shut down the factory for ten days or more last month.. I expect to hear from him soon. (ED. note- someone from SOY is going to Taiwan in the near future and will bring back some definitive news)

EQUIPMENT COMMENTS

From Matt & Norma Jean Hynes, "Allegro" comes the following:

"We did all our own commissioning as I wanted to know exactly how everything went together. It was a ball- just one big Tinker Toy! Everything was loose and we just tightened everything from one end to the other- nothing was overlooked. For equipment we installed a 3 burner with oven Shipmate propane stove, carrying two, 20 pound tanks(aluminum); Crosby cold plate refer operating off 12 volts (engine must be run approx 1 hour a day. The ice box was reinsulated cutting down the original volume of 12 cu.ft. to 6 cu.ft.)g installed Datamarine sounder and knotmeter with digital readout. Just mailed the knotmeter back to the factory after 3 years and there was no charge; (Eds note- I have heard good things about Datamarine products from a number of owners. In my case I have Signet instruments and have been dissatisfied with both the quality and service). We have a Sony color TV which operates on 12 & 110 volts. Super at anchor and away from big cities it's beautiful colors Tillermaster autopilot- good except with running seas- just can't keep up, but works well once boat is balanced g (ed. note: I have a Tillermaster and feel its a good product, and the service is excellent and inexpensive. Mine is hooked up to my windvane and draws only 1/3 amp) Intech VHF- outstanding radio, never a problems Kenwood TS 120 ham radio with Hustler whip antenna with vertical coil changes for different bands. Most pleased- best thing that ever happened to a live aboard! Gemtronics RDF- does a good job and is very accurate; Micrologic LoranC, this outstanding computer is unreal With this unit you can set an anchor alarm and if you drag anchor and go out of the radius of your latitude and longitude, the little thing sings out to warn you- a bit scary, eh what?? Our ground tackle consists of one 35# CQR with 100' of 3/8 chain and 200' of 5/8 nylon line, a 35# Danforth with 40' of 5/16 chain and 200' of 3/4 nylon line, and a 20# Danforth with 20' of 5/16 chain and 200' of 1/2 braid nylon. Our engine is a Perkins 4-108 with 1100 hours on it. Outside of occasional bad fuel and an air leak, the engine has been outstanding and most dependable; we replaced the factory exhaust system after 2 1/2 years as the water jacket was rusting out at the weld joints- replaced it with a Vectus Water-Lok at a cost of \$100 for parts. (Ed. notes the reports of exhaust system weld joints failures is starting to mount up. In my boat, hull 81, the exhaust was made of heavy plumbing parts screwed together and it still looks good. Dealers and Ta Yang, please note) One final note from Matt-- his call sign is KA40RF

PERFORMANCE UNDER SAIL

New members Don & Bev Rock recently ordered a Tayana partly because of being impressed by the Tayana's sailing performance. "Ed Potter (SOY) took us sailing on his boat out of Tarpon Springs, Fla. and we were really impressed with the light air performance. With Ed's Yanmar engine we easily reached hull speed under power. The day we sailed was very light but on a close reach, with full main, staysail and Yankee, we sailed at 4.5 knots with 5 knots apparent wind. When the wind piped up to 10 knots apparent, we sailed at 7.1 knots on a reach and over 5.5 knots close hauled."

SAIL TALK

Don & Bev Rock ordered North Sails with their Tayana. As Don put it,

SAIL TALK (con't)

"The workmanship of Lam sails is good, but they are a cut below average (pun intended)" Don's past experience with North has convinced him that the extra cost is worth it. "We have had experience with the Thurston Thrasher and really like the sail very much. It is 1.2 ounce and pulls the boat in the lightest air through 25-28 knots, after which it gets a bit spooky. Even so, by letting the tack run free, the sail flies out to Leeward like a giant flag. Bev eases out the halyard and I gather in the sail by the clew in the comfort of the cockpit." From John & Sandy Emery., Ft. Washington, PA. hu11 #253 comes these comments regarding Lam sails. "My Lam sails are a mixed bag. The jib is poorly cut, but I'm trying to correct this by putting leech lines on foot and leech. The staysail is almost too long on the foot, but has good shape. The main looks great, but already (new 8/15/81) is showing some stretch along the roach. My next sail, a 135% genoa, will come from Pryde. Maybe we should solicit the support of a domestic sailmaker for a good price for replacement sails of cruising weight, using some of the ideas and features members have mentioned- including a storm jib. I would be interested because I think I would get a well cut, durable, reasonably priced product.

BOTTOM PAINT

The Emery's have read the bottom paint problems and solutions with terror--- \$200 to repaint every six months. John says, " It might be cheaper to buy a good SCUBA outfit and a long pair of shears. John plans to add red pepper to bottom paint on his next application. (for John's sake, I hope the marine life in his area doesn't like spicy foods)

LIVE ABOARD COST

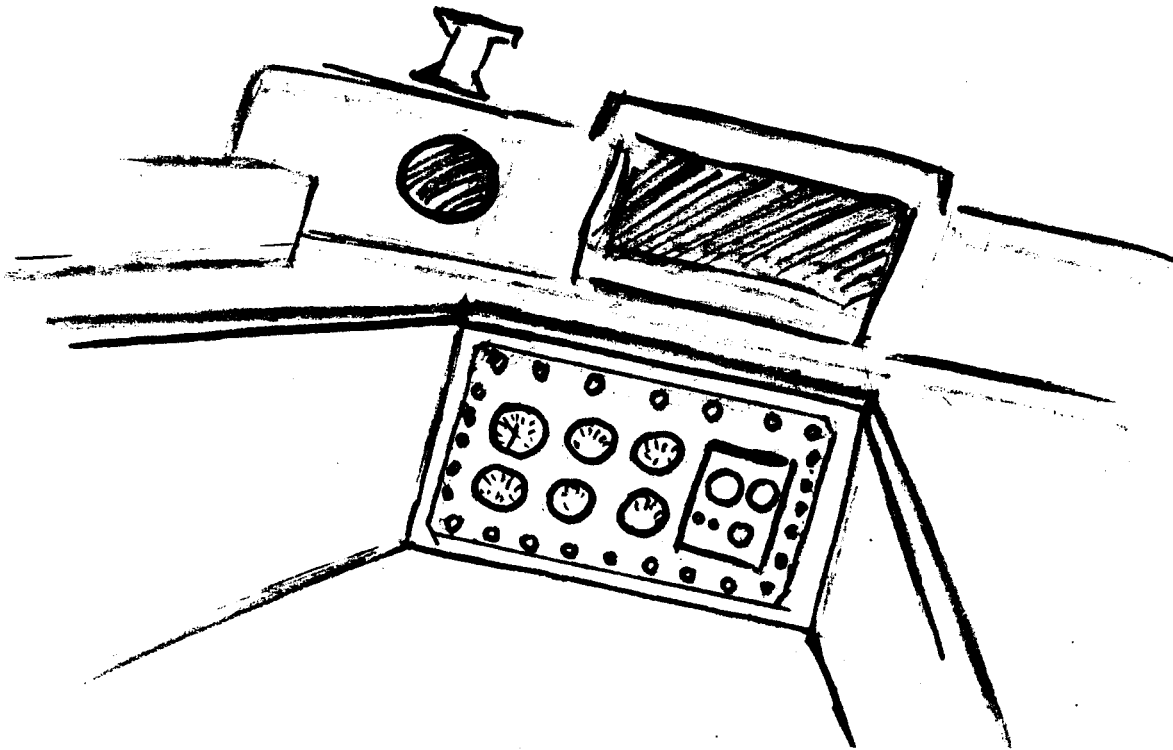
The Emery's have a question to the live aboards among us. They are very interested in what it costs to live aboard. "We've read several live aboard books but the subject gets a quick comment or general numbers without details. Specifically how much do others allocate for: food, clothes, medicine, insurance, boat repairs, etc. etc. etc.

A REPORT FROM HONG KONG

Dieter and Liliand Hilsdorf, "Morrocoy" have their boat in Hong Kong. Dieter writes, "As far as my boat is concerned, I bought a cutter and I am very happy with my choice. Apart from some minor problems, I cannot complain about my Tayana. I think I got quite a lot of boat for the money I paid. Of course I am in the lucky position to visit Taiwan from time to time since Kaohsiung, where she is built, is less than 400 miles away. I had quite a nice contact with Mr. Chiu and- apart from the good Chinese food we enjoyed together, we had, and still have quite an open and trusting relationship. It is basically a rule that no Taiwan shipyard will acknowledge any claim whenever the boat has left the ship yard. However, TaYang gave me full support for my little problems. I would like to mention further that these people are prepared to listen to what their customers want. And I consider it worthwhile to mention this fact as I had just the opposite experience with Cheoy Lee who built my previous boat. The boat was launched in Kaohsiung, Taiwan. It was quite an experience since I stood with Ta Yang for about one week to watch the final touch. Against all predictions of my friends, they kept the promised launching date and we left Kaohsiung Harbor as planned. It took us less than three days to cover the distance to Hong Kong We encountered all kinds of weather on this passage. From

A REPORT FROM HONG KONG (don't)

calms to 9 Beaufort. She behaved marvelous and I was really astonished at how fast she sails. According to the climate we enjoy in Hong Kong, I did not order any warm water system but added two water tanks under the settees. I have a fresh water capacity of 200 gallons which is nice when you shower a lot in the tropics or for long distance sailing. I installed Lewmar 48 (Barlow 28) primary winches for use with a genoa. The Taiwanese have a tendency to underestimate the forces on the winches. I have "Alu Spars from New Zealand" and I am happy with them I found this company very helpful- they gave me quite a hand when I installed certain fittings which they provided. I mounted running back stays and will remove the shrouds which support the baby stay because they are in the way when running. I was cracking my coconut on where to install my instruments (wind, log etc). I think I have the solution now. I am planning to mount them in the place where the engine instruments are normally placed. For this you have to cut out a panel and seal it with perspex. (see sketch)



INSURANCE COSTS

Rich Witesman, "Tannhval" pays \$498 with a 2% deductible on \$70,000 declared value. This also includes \$1,400 coverage on his Avon Red Seal and Seagull motor with a \$100 deductible. It is through Travelers Indem. Co. I believe the area covered is Point Conception to approx. Ensenada.

John & Sandy Emery, "Duehess" are paying \$504 a year for \$*5,000 hull coverage, 1% deductible, \$500,000 liability, \$4,000 medical with the boat laid up 4 months from the Insurance Co. of North America

CARE & FEEDING OF THE PERKINS 4-108

The following notes were taken during a Perkins seminar put on last summer for Tayana owners by the C.E. Smith Co.

1. The 4-108 cylinders have a dry liner which can be replaced when worn.
2. Sea water cools the engine oil and transmission fluid as well as the fresh water. On the side of the engine, the trans cooler and oil cooler are located above one another.
3. When checking for coolant level in the header, the water level should be down to your fingers second joint.
4. Change oil every 100 hours or twice a year. If twice a year, before and after the sailing season.
5. Engine running temperature should be 180 degrees. If the temperature reaches 210, it's bad news.
6. There is an oil drain plug on the front lower left hand edge of the engine.
7. Use water soluble oil (like "Max 13") in the water system. Anti-freeze is O.K. if the mixture is no more than 50-50. Antifreeze is less desirable -water soluble oil because it might damage the engine if it got into it from a blown head gasket. It's best to use bottled drinking water in the engine. It should be flushed out once a year There is a water drain plug located on the engine block below the fuel filter. Run fresh water into the engine while draining (engine running).
8. Salt water leaves deposits in the heat exchanger. These deposits gradually plug the tubes through which the salt water flows. Best way to clean the exchanger is to take it to a radiator shop. Running a brush (like used in gun cleaning) into the tubes will help.
9. The engine zinc (located in the heat exchanger) needs to be checked as often as conditions warrant. The zinc dissolves at different rates in different locations. When checking, wire brush off the surface of the zinc. The zinc furnished with the engine is not available in the U.S. A slightly longer zinc has to be bought and then cut off. A preferred position for the engine zinc is described in one of the TOG newsletters.
- 10. The engine thermostat is made such that after the engine has been overheated, it will stay closed preventing water circulation. This will cause the engine to overheat. (Huh?)**
11. Water flow alarms (Aqualarm, Jabsco) are available which ring an alarm if the raw water is not flowing.
12. Two fuel additives are recommended (a) For helping to maintain fuel volatility, "Power Service Diesel Fuel Supplement", or "DA Diesel Fuel Conditioners are recommended. (b) To help prevent bacteria growth "BIOJAY~~~ is recommended.
13. Change fuel filters every 100 hours or twice a year (same time as oil filter)
14. When changing oil or fuel filters, put plastic bag around filter before unscrewing it.
15. CAV fuel filters (more expensive than others) are recommended. When changing, loosen banjo bolt, then filter holding bolt (banjo is in the way).
16. Bleeding. (a) Lift pump - loosen banjo bolt or unused bolt on side of pump (b) Loosen screw (use 5/16 end wrench) on side of pressure pump (c) If engine won't start, loosen all four injector nuts - shut one at a time.
17. A FACET electric fuel pump is recommended. Installed between the engine filter and the secondary filter (Fram, Rayco, etc.) makes bleeding easy.

18. A vacuum gauge is recommended to be installed between primary filter (in engine) and lift pump. The gauge indicates when fuel flow pressure is low which usually means filter replacement time.
19. Do not motor sail at angles of heel greater than 15 degrees.
- 20 Engine should idle, in gear, at 850 (+100) RPM. Adjust idle adjustment (on pressure pump) till engine runs smooth, in gear, in the slip.
- 21 Engine is RH. Prop turns clockwise in forward. Shift control on trans is forward (toward bow) in forward gear.
22. To check alignment, remove four coupling bolts. Use business card to check gap - rotate shaft and recheck.
- 23 Use WD-40 on engine mount nuts. Do not flood the mount as it will get onto rubber.
24. When ordering parts from C.E. Smith (Telex 181661 SMITHCO). Need engine serial no. (near injector pump). Example ED 22195 U Serial No.
25. Manuals to have. (a) Owners manual new version (b) Part Manual (c) Shop Manual (d) Trans Manual.

Cheoy Lee VS Tayana

In a previous newsletter I mentioned that Buz Radican, "SEAWEED" had visited the Cheoy Lee factory and had seen some recent new Cheoy Lees in his area (Japan). Buz was totally not impressed with the quality of these new boats. As you know, in the past Cheoy Lee stood for quality, but evidently things have changed. Two of our new members, Don Rock & Matt Hynes, have both selected Tayanas after being faithful Cheoy Lee owners for years. As Matt put it, "We looked at a new Cheoy Lee and realized that our old 1968 boat was built better than the new ones". It feels good to know that while other boats have been slipping in quality, the Tayanas quality has been improving.

Importing Your Own Tayana

I do get inquiries occasionally from people who want to save money by ordering their boat directly from Taiwan. At this point I do not understand all the conditions under which this is possible. Perhaps some dealers will write me about the restrictions and then I can pass on the info. I understand that one can go to Taiwan and order the boat for delivery in an area where there are no Tayana dealers. Denny Hutchins did just that except the order was placed through the Los Angeles Tayana dealer. The boat "Namukala", was shipped to Oakland, trucked to Portland where he took delivery and then trucked to Anacortes, Washington for commissioning. I have no idea how much money Denny saved this way. If all goes well each step of the way I believe money can be saved. However there are many opportunities for costly mishaps. Then there is the problem of trying to rectify differences in what you ordered and what you got- there are always some. I will tell more about this fascinating subject in the future. Meanwhile Denny is chartering "Namukala" in the San Juan and Gulf Islands area, with special consideration for TOG members. Jim Knutson, "Norskvindn", also charters his Tayana out of the Anacortes Skyline Marina.

SAFETY NOTES

While cruising off the North Carolina coast Joe Sutton, "Fairbourne" called the Coast Guard for a tow. His prop shaft had backed out of the coupling. "Fairbourne" has a Yanmar engine. This is the first report I've heard involving a Yanmar. Some of the earlier hulls with Perkins engines had this problem. (See letter #11 for a good fix for Perkins owners)

ICE CHEST INSULATION

Phil Dollin, "EOS" improved the cold keeping qualities of his ice chest by placing one inch thick Styrofoam sheets on the bulkhead between the engine and ice box. He wrapped the Styrofoam in freezer foil and faced them with roofer's aluminum sheet.(Ed. note: I found there is room to insert insulation also between the ice chest and aft bulkhead and below the ice chest. This of course applies to boats having the galley sinks forward and the ice chest aft)

LUBRICATION OF TEAK BLOCKS

Chick Clark followed the advice offered by Rolf Zenker (newsletter #10) regarding lubrication of the Ta Yang furnished blocks. He says the technique worked perfectly but cautions that it is easy to break off the small brass screws that hold on the brass end plates.

PILOT HOUSE NOTES

Gloria and Glen Worstell bought their Tayana from Howard Williams at Starboard Yachts in Seabrook, Texas. Hull #292 has the standard deckhouse plan. While in process of outfitting the boat they realized that a number of changes would be required to suit their needs. Gloria's recent knee surgery made squatting down to storage areas an ordeal. Also trying to sleep with baby Alan in the forward berth just wasn't working out. One day Glen came back to the boat and told Gloria that Howard had just received hull #298, a pilot house. With the cooperation of all involved (special thanks to Howard) the Worstells now own "Naomi", a pilot house. There is a perfect place for baby Alan and an open galley area for the chief cook and bottle washer. "Naomi will be cruised across the ICW to Florida, then to the Bahamas, Caribbean, West Indies and then ?

Al & Gail Biggs,"SOLUS II" have made some interesting improvements to their boat. They have installed heavy Plexiglas covers on the pilot house windows; added handsome extra teak counter top; put in a upholstered chair (looks like the type used on fishing boats) at the steering station; installed lazy jacks (keeps the main from spilling all over the boat when it's dropped rapidly-- very good for single handing); and installed a fan in the bulkhead between the salon and head-- this fan pushes warm air into the head.

MISCELLANEOUS

1. Ron & Marilyn Gemme "Itise", and Candice Carson/ George Banker "Prudent Lady", buddy cruised their Tayanas from the Annapolis area to Florida. They have become good friends and have conjured up a scheme that will keep them even closer together. They have formed a partnership and purchased a new CT-47. The new boat will be chartered out of Newport R.I. during the summer and in the winter the group will all live on her in the Caribbean. Tayana owners interested in a larger boat or chartering should give Candice a call at (401) 683-4248. TOG members get a 10% discount. Regretfully this plan involves selling their Tayanas.

2. Dick Fow, "Peacock" designed, engineered, built and installed a refrigeration compressor mounting bracket and power take-off for the Perkins 4-108. "The principle design objectives of this unit were to provide for an easy and convenient on engine mounting of a refrigeration compressor and one that would also eliminate the potentially damaging effects to the engine of radial loads to the crankshaft induced by a compressor belted directly to a stub shaft and pulley mounted on the vibration damper' Dick has used his bracket power take-off for over 400 engine hours and is delighted with results. So delighted that he is building additional units for other Perkins owners. For details write him at 7 Sunnyside Ave., Wellesley, MA 02181 or call (617) 259-9695

3. Bob Crawford would like to have an index to the TOG newsletters. If anyone has created an index I would be glad to publish it if they would send me a copy. I know one of our members has cut up the letters and grouped the pieces by subject.

4. New member Jim Skipper is in the process of ordering a Tayana He writes, " I understand that some dealers fear that exposing problems with the Tayana 37 will discourage sales. This is certainly not true so far as I am concerned. My perception is that no boat is perfect, and through a constructive dialog between owners and builder, a unique opportunity exists to produce an improved yacht. I know of no other production boat which has had the benefit of this type of feed back. "

5. Chick Clark, "Harmony" reports that his boom gallows is delaminating on one end and. "Seems the stainless upright on the port side had a defective drain hole in the bracket that supports the gallows and water, standing in the cup-like support caused the delamination. Resorcinol glue appears to be the preferred product if good clamping pressure can be obtained. Otherwise epoxy is just as good.

6. Bob Crawford, hull #193, is always trying out new innovations on his Tayana. He made a nice "slippery slider" for his staysail traveler by combining a "D" shackle and a nylon roller.

7. Bob Clark, hull #80, has discovered that Schaefer makes a car to fit the Ta Yang furnished main traveler. It has to be custom ordered and takes 10-12 weeks to get. Bob also tells me that his Autohelm 3000 cost him \$745. (Write him for details)

MISCELLANEOUS (con't)

8. Mike Sweeney and Linda McNamar of the "Lady Miclin" live aboard and work. They would appreciate hearing how others have solved the storage problem of clothes and shoes.

NOTES FROM HOMEBASE

1. As mentioned in the last newsletter, TOG dues for 1982 are \$15. There are still many members who have not yet paid. Please try to take care of this as soon as possible. If I have not received your dues prior to the next newsletter I will interpret it to mean that you are no longer interested in receiving newsletters. Sorry if I sound very businesslike on this, but my retirement status no longer allows me to carry non-supporting members.

2. On January 29th I retired from Hughes Aircraft Company after 30 years. It took me about 5 minutes to adjust to this non-working life. The first matter of business, and hopefully the worst task of my retired life, was selling our boat, "Kushki Ann". After much soul searching we bit the bullet and concluded it was a necessary step. Luckily the boat sold quite fast so the agony was not prolonged. It sold through a broker for \$84,000. It was well equipped and in very good condition throughout. I had prepared a brochure on her which was helpful.

3. On the positive side, Annie and I have purchased a 29 foot motorhome and we plan to do some land cruising. We plan to be in Mexico during May and June followed by a cross country trek to the east coast. We plan to visit as many TOG members as practical, and will let you know when we plan to be in your area. Perhaps we can join you on short cruises.

4. I do plan to continue the newsletter, so please continue to write to the same address and my son will forward the mail. Incidentally, the time has come for you to write me again. The information stream is drying up so it is vital that I hear from you so I can pass along the good stuff to others.

Bien aventura to you all for the coming boating season.

Warm regards,

Norm