

TAYANA37  
Newsletter #15  
Puerto Estondito  
Sea of Cortez, Mexico  
July 1982

Dear Friends,

Greetings from Puerto Escondito located 16 miles south of Loreto. At the end of this letter I'll describe the area with some thoughts for those planning to come this way.

### LAM SAILS CONTROVERSY

In the last newsletter I included a copy of my letter to Mr. Denny, Sales Manager for Vancouver Sail Supply. The letter was in response to a letter sent to Rolf Zenker, who had written to Mr. Denny seeking relief for his poorly cut Lam sails. Since then Rolf has written again requesting more specific help and we have met to talk. On the next page is Mr. Denny's latest reply. Let me point out that while Vancouver Sail Supply has no direct involvement with TaYang V, they do have the North American exclusive for the distribution of Lam sails. Therefore if Lam's reputation is hurting from any source, it hurts Mr. Denny. I would like to urge all members who have had problems with Lam sails to write Mr. Denny. Describe your problem and how much you spent correcting the problem. Send me copies of your letters. I'm not sure what the outcome will be, but it's worth a try. Ed Potter of Southern Offshore Yachts adds his voice to this controversy. I just received Newsletter #14 dated May 1982, and I would like to make a few comments regarding Lam sails. We are not getting Neil Pryde sails standard on all yachts sold by Southern Offshore Yachts. I would have liked to have read Mr. Denny's reply to Rolf Zenker. All of the rebuttal in the world would not change the fact that Lam sails are often badly cut. I\* Mr. Denny knows anything about sails, all he would have to do is go out on a boat and look for himself".

### TOG MEMBERSHIP

Bill Engelson, Hull #258, did us all a great favor by volunteering to prepare, and -keep updated, our membership list. (A copy can be found at the end of this letter). My how we have grown! I must insist that no one use this list for commercial purposes. Bill also ran off mailing labels which really helps. Thanks much Bill.

### DEALER RECOMMENDATIONS

In past newsletters I have reported on members' positive experiences with their T-37 purchases from various dealers. Most reports continue to be positive, with a few negatives creeping in. These negatives seem to reflect the impact of our sagging economy. I urge CAUTION in the financial aspects of your purchase agreements.



## VANCOUVER SAIL SUPPLY LTD.

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of. {am i    VANCOUVER, B.C., CANADA V6H 2M3      PHONE  
~~ sag JI/tal;et  
*Hong Kong*      May 12, 1982

Mr. N. Demain,  
1348 Nonchalant Dr.,  
Simi Valley, CA.,  
U.S.A. 93065

Dear Mr. Demain:

We are in receipt of your letter of May 3 and unfortunately the reaction I was afraid of is happening. We have been in business almost seventeen years and have enjoyed a good reputation throughout this time and the last thing we want to see happen is that it be marred by misunderstanding.

We are North American representatives of Lam Sails but in no way are involved with any arrangements between Lam Sails and maJor yards. Lam Sails reserve this section of the market to themselves.

We are interested in clearing up your problems, if you will be specific, by acting as an intermediary but have no other leverage or authority.

My apologies to your association members; my purpose in critiquing the comments was to illustrate that I did not understand just what are the specific problems not to brush them off, as there most definitely is something wrong. My wife tells me that when I get angry I do not communicate effectively; therefore until I have calmed down and made my point clear I don't get anywhere, but it's very clear that something isn't right.

Why don't we get together and solve this mess. We do not want Lam

sail owners being unhappy and to boot not having their complaints heard.

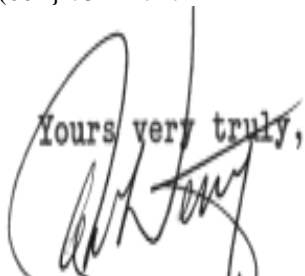
You are aware that Lam has a copy of my letter to Nr. Zenker. If you will forward copies of any letters to Lam that have not been answered and a copy of the article that you entioned, as I'm not aware of The Practical Sailor, I will o my best to help you solve your difficulties.

cc: R. e.  
Zenker

WRD:ar

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Yours very truly,  
  
Warren R. Denny,  
Sales Manager

## T-37 RACING NEWS

Paul Sheldon is the only T-37 thus far to enter the Marion Bermuda race. He says "C'mon guys- let's race! Paul is in the middle of being measured for a MHS certificate from the USYRU. The measurements and certificate will be very helpful to other T-37 owners who want their boats measured. As soon as the application for the race come out in September, Paul will be entering.

## DIP STICKS

Thanks to Art Hurd on IAPETUS, we now have a way of measuring how much fuel and water we have left. This pertains to T-37s with the bow fuel tank and the water tank in the bilge. Art used 7/16 dowel flattened on one side for the measurements. He used a stick 28" long for fuel and 31" long for water. Here are the measurements.

### WATER TANK

| INCHES  | GALS |
|---------|------|
| 1       | 2    |
| 2       | 3    |
| 2 7/16  | 4    |
| 2 7/8   | 5    |
| 5       | 10   |
| 7 5/8   | 20   |
| 10 5/16 | 30   |
| 12 3/4  | 40   |
| 15 1/4  | 50   |
| 17 3/4  | 60   |
| 20 1/8  | 70   |
| 22 5/8  | 80   |
| 25 1/16 | 90   |
| 27 5/16 | 100  |
|         |      |

### FUEL TANK

| INCHES | GALS |
|--------|------|
| 1 1/8  | 1    |
| 1 7/8  | 2    |
| 2 1/2  | 3    |
| 3      | 4    |
| 3 1/2  | 5    |
| 6 1/2  | 10   |
| 9 5/8  | 20   |
| 11 5/8 | 30   |
| 13 3/4 | 40   |
| 15 3/8 | 50   |
| 16 7/8 | 60   |
| 18 1/2 | 70   |
| 20 1/4 | 80   |
| 22 3/8 | 90   |

## DINGHY FOR THE T37

The latest input on a proper dinghy for our boats comes from Jim Hayes, "WANDERING STAR". Jim bought (\$25) the plans for and built "Two Bits" This dinghy, designed by N.A. Danny Greene, consists of two sections, bolted together. For storage, the two halves nest. Jim stores it on the cabin top tied down to the grab rails. The dinghy holds three adults comfortably. Two Bits is made from fiberglass covered plywood. Jim and wife Carol, novices in fiberglassing, were pretty good by the end of the project. Jim's next step will be to make the mast and lee board, and get the sail plans in order that they can also enjoy sailing Two Bits. Jim adds, "We tried to tow the craft but had a problem with water coming up between the sections. But this problem will be solved with some rubber between the sections."

## REFRIGERATION

1. Dick Fow, "PEACOCK", designed and built (and sells) a refrigeration compressor mounting bracket and power take off unit for the Perkins 4-108 This unit is used in conjunction with a Spa Creek system. Dick wrytiness "I installed the Spa Creek refrigeration system on-the PEACOCK. We have two 1750 BTU 0° F holding plates in the freezer compartment and one 2150 BTU 24° F plate in the refrigerator section. (The cold storage locker in our Tayana is divided into two sections, each approximately 5 cubic feet and separated by a 2" foam filled wall.) Estimated heat leakage for the compartment assuming 4" of urethane foam insulation is 3229 BTU's for the freezer and 1567 BTU's for the refrigerator. Accordingly, my selection of these holding plates should be adequate. Actually, these were the largest plates I could fit into the compartments.

To initially freeze the plates takes about 2 to 3 hours of engine running The exact time depends upon the initial heat load in the compartments. Once the initial heat load has been overcome the freezer section can be maintained at about 12° to 18°F and the refrigerator section at about 35° to 40°F with a 1/2 to 3/4 hour engine run twice a day.

Judy and I are very pleased with the system. We make abundant amounts of ice, freeze fresh meats, fish, and other foods, and eat what we want when we want it without worrying about eating it before it spoils.

We do all of this without suffering discharged batteries.

I installed the entire system myself. The design and fabrication of the bracket was the most time consuming task. The next longest task was the plumbing. I used copper tubing with silver soldered joints from the outlet of the condenser through to outlet of the heat exchanger. Refrigeration hose was used from the compressor to the condenser and from the outlet of the heat exchanger to the suction side of the compressor In mounting the holding plates, which are rather heavy, I found it necessary to fabricate special brackets to secure the plates to the thin stainless steel liners in the freezer and refrigeration secti

One final note on refrigeration on the Tayana 37. At least on our boat, there were several significant voids in the insulation material. Every effort must be made to find and fill these voids if one expects to achieve good results with any refrigeration system."

2. Gary & Barbara Coit, "Spirit of Pipit", describe their system:

I don't think I've told you we put in a refrigerator-freezer system a year and a half ago in St. Thomas (while at anchor). I took all the trim off the top of the box without breaking anything (!), took off the top and completely gutted the box. I had ordered - and paid extra for -- 4" of insulation in the box but I found 4" on the bottom, 3" on the aft side, 5" on the inboard side, 2 1/2" on the forward side and 1" on the outboard side. The outboard side stopped about 15" from the hull side and there was just a large void there. The insulation, of foam board, was tightly packed in, but the top edge all around was 6" below the counter top. I built a new liner of plywood glued together and coated with West System epoxy. This was not easy since I had to bt build it in the box -- the cabinet overhead didn't leave room enough to take the liner in and out. I managed to keep the front opening door, though the opening is now much smaller. I poured

foam around the liner for insulation: -6" on bottom and outboard side, 4" on all sides and 2 1/2" on top. I put in two large holding plates in the freezers custom made to use as much of the available space as possible and one large plate in the refrigerator section, The divider is only 1" insulation with 1/4" plywood on each side and it should be 1 1/4" since the fridge gets too cold. I think I can solve that problem by raising the freezing point of the solution in the fridge plate. I designed a bracket to fit on the side of the engine to hold a Diesel Kiki automobile AC compressor (used on Toyota and Datsun, I believe). I've since heard that the Sankyo compressor is cheaper

The results are terrific. In the warm Caribbean we had to run the engine about 50-60 minutes a day and here in Florida we are getting away with about 30 minutes a day. Having frozen food available, not to mention ice and cold beer, makes life much more pleasant.

I'm including a drawing of the box that's pretty close to what it turned out to be. If anyone wants more info on the project I'll try to help out One of the most useful published sources is "The Box Book," published by Adler-Barbour,

Incidentally, I think everyone ought to be told bluntly that these popin units (e g. The Cold Machine) are OK for weekends and holidays only If one wants a real freezer-refrigerator for liveaboard cruising in the warm climates, the only satisfactory solution is the holding plate one with 4" to 6" of insulation, It requires a compressor run off the motor or a separate (diesel) generator to power an electric motor-driven unit (batteries recharged by wind or solar power won't do), I know too many people who have tried the short-cuts and regret it, A few Tayana 37 owners have added insulation to their boxes (either inside or out) or have tried "filling in the voids," but that's been only moderately successful and they usually need to run their engines 1 1/2 to 2 hours per day. And, especially, keep the box away from the motor

If I were ordering a new Tayana, I think I'd have them build the shell of the box only and then do the innards myself or have it done in the States. I don't think the factory has enough experience to build cold plates and install them. An alternative would be to draw explicit plans for the box and ship cold plates out to them with complete instructions on the installation, With full directions, possibly they could mount a compressor on the engine."

3. Donna & Roger Dunshee, Hull #294, have installed a Grunnet Virsamatic system on their Tayana and will be reporting on it's performance in the near future.

4. Rolf Zenker, "LEPAS" installed a "Sailor Boy" system himself and reports that the cold plates stay frozen for approximately 12 hours (mid-July in the Chesapeake).

Sailor Boy Products did an excellent job of supporting Rolf in his efforts. He has offered to assist any TOG member interested in the system.

## LEAKING BULWARKS

In newsletter #10, Rick Evans, "ALLAGEAN", described his technique for filling his leaking bulwarks with foam. Dave Adams, "GYPSY MAGIC" (Hull #3) recently followed Rick's directions and is delighted with the results. The only problem he had was the discovery that the builder had left out the fiberglass covering the underside of the bulwarks behind the drawers opposite the head. As a result the liquid foam ran down inside the hull under the bottom drawer and then expanded. Dave sends many thanks to all those responsible for coming up with an easy remedy for an aggravating leak.

## PERKINS VS. YANMAR

Gary Coit, "Spirit of Pipit", takes exception to Rolf Zenker's proposal for 70 HP engines or 1 HP for every 400 lbs. displacement (Newsletter #14, Page Q) . Gary says that is more suited for power boats than sail boats, "Such an engine would operate so far down on their power curve that fuel consumption would be 4 times greater than necessary." Gary believes the Yanmar's power is entirely adequate for the boat. He points out that while the 4-108 is described as a 50 HP motor, it is rated as 35 HP continuous duty. (Ed. notes the 50 HP is achievable only on a test bench with no accessories where 4000 RPM is possible. In use, the 4-108 maximum is closer to 3000 RPM).

Ed Potter of Southern Offshore Yacht also has a few words for Rolf Zenkers ~ - I read with interest Mr. Zenker's view on the differences between the Perkins 4-108 and Yanmar 3QM30. I think Mr. Zenker is missing a very important point. The ratings of both the 3QM30 and the Perkins 4-108 were established at different RPM's. The 50 HP rating which Perkins advertised was established theoretically at 4,000 RPM's. The 33 HP rating which Yanmar advertised was established at 2,800 RPM's. Thus, as I understand Mr. Zenker's argument, he is comparing apples and oranges. From the practical standpoint, one must look at the HP delivered to the shaft by each engine at the same RPM. When we do this, we find for example that at 2,000 RPM's, Perkins delivers approximately 12 HP while Yanmar delivers 14 HP. At 2,500 RPM's, Yanmar delivers 25 HP whereas Perkins only delivers about 22 HP. I cannot sufficiently stress the point that it is delivered HP which counts. In the case of delivered HP, the Yanmar is superior. I simply do not understand Mr. Zenker's comment that the higher torque of the Yanmar is the result of a higher compression ratio. This is simply not the case. The compression ratio of both the Yanmar 3QM30 and Perkins 4-108 is 20:1. The higher torque on the Yanmar is due to the construction of its shaft, and it is this higher torque which allows it to run at lower RPM's while delivering greater HP. I cannot account for the comment by the marina manager which he mentioned. At one time or other I have run about 100 Tayana-37's, most of which had Perkins or Yanmar engines, and I have always found the Yanmar equipped Tayana-37 to have just a little bit more pep. Fuel consumption in the Yanmar is 15 to 25 percent less than the Perkins. Here again I do not believe that Mr. Zenker is correct in comparing the Perkins as a 50 HP engine to the Yanmar as a 30 HP engine. Rather they should be compared with the amount of power each puts out on the shaft when under load. And here, even though the Yanmar generally puts out more power, it is a more economical engine.

From this you would think that I held stock in Yanmar. I do not. Either the Perkins or the Yanmar 3QM30 is a very fine engine for the Tayana-37. If an owner has strong preferences for one or the other, he should satisfy his own preferences. The 37 does well with either.

## PROBLEMS

1. Two owners, Gary Coit, "SPIRIT OF PIPIT", and Dave Adams, "GYPSY MAGIC", both reported that their stainless steel exhaust corroded thru and had to be replaced. Other owners have written me about the same problem. It is time for TaYang to switch over to a more reliable system and I hope the dealers reading this will help convince TaYang to do so.
2. Gary replaced the original rack and pinion steering with an Edson pedestal Gary wrote that, "The rack and pinion simply didn't have enough leverage and a long stint at the wheel in rough weather was exhausting".
3. Gary has found that the tropical atmosphere in the Caribbean was very rough on his rigging swages (US rigging). He recommends Norseman or Stalock terminals.
4. Gary also reports that the fuel fill hose is the wrong kind of hose and had to be replaced. (Ed. Notes my hose collapsed at the turn in the area behind the removable counter locker in the head. I used PVC pipe to replace the collapsed section. Any more owners with input on this?)

## TRIP REPORTS

1. Dave Adams, "GYPSY MAGIC", sailed from Brentwood Bay, B.C., Canada to the Queen Charlott Islands last summer and came back down the west coast of Vancouver Island. Dave found perfect weather in the Charlotts and the boat behaved beautifully.
2. Dieter Hilsdorf, "MORROCOY", sailed a T-37 from Taiwan to Hong Kong. "Although we had foul weather, it was a very fine and speedy trip n
3. Fabian and Marie Harp have sailed "FABRIE" from Southern California to St. Thomas, Virgin Islands. "Our life at sea has been very adventurous - we loved it. We met so many beautiful people out there. Our boat has taken a lot and we have been very satisfied with it's performance."

## TRIP PLANS

1. Dave Adams, "GYPSY MAGIC", will head south from B.C. Canada in August. He plans to explore Mexico and then head for the Marquesas, etc.
2. Donna and Roger Dunshee plan to start cruising in the Spring of '83. They plan to cruise the U.S. East Coast, Bahamas and the Caribbean before heading west to the Pacific. They plan to cruise as long as it is fun.



3. Fred and Gwen Gross have their home in Hawaii. They went to Florida looking for a cruising boat and fell in love with "Fairborne" formerly owned by Joe Sutton. Fred and Gwen have sailed as a team during all of their 40 years of married life, and knew what they wanted. With Fred now retired, their cruising plans are extensive. There will be a shakedown cruise to Key West and the Bahamas. Then up the ICW to Annapolis and the Chesapeake before winter. In the spring of '83 they will continue to Albany, N.Y., thru the Erie Canal and the Great Lakes, down the Mississippi to New Orleans. From there they will go west to Houston and have the boat trucked to San Diego and then up the coast to San Francisco. In time they will get to Seattle and sail the San Juans and Canadian Islands. When they have had their fill, if ever, they will sail back to their home in Hawaii. (Ed. Notes I hope other TOG members get a chance to meet Fred and Gwen in their travels - they sound like neat people.)

### HOME BASE NOTES

Annie and I spent June and half of July in Puerto Escondido (PE), Sea of Cortez (Gulf of California), Baja, Mexico. When we left it was very hot and humid, with about 35 boats holed up in P.E. to avoid Chubascos and hurricanes. Facilities in P.E. consist of one small store Water and diesel are not available unless you have it trucked in. Water may be available by the end of this year. The anchorage is well protected from most weather except northerlies which do howl thru from November to March. The closest town is Loreto, 12 miles north. Our motorhome often served as a yachtie bus into town for supplies. Loreto is a nice town with good markets, laundromat, hotels, restaurants, etc We did have our outboard motor stolen but I'm not sure whether it was stolen by gringos or natives. Lots of campers come thru P.E. A very nice RV park just opened 1 mile down the road. I'll be glad to provide more details to anyone interested in going to P.E. We plan to spend about a year in Mexico instead of going to the East Coast of the U.S. By the way, diving is great around the many islands near P E.

Warm regards,

Norm

*[ This section is followed by 3 1/4 pages listing the members of the TOG as of July 1982. If of interest for historical reasons, please see the original Newsletter for this information.  
H.J. Karten 5 May 1999]*