

Newsletter #17
Puerto Escondido
Sea of Cortez, Mexico
November 1982

Dear Tayanians,

Greetings from Mexico. Annie and I have returned to Puerto Escondido in our land cruiser. We have been having a great time diving and fishing and enjoying the low prices. While the official exchange rate is 70 pesos to the dollar, it's possible to get 100:1 at U.S. border towns, which is like getting 30% discount on Mexican purchases.

As the water temperature here has dropped. way down to 75°F, we will probably head for LaPaz and. Cabo San Lucas for Dec., Jan., and Feb. It's become apparent to me that with our wanderings, the delayed mail, and lack of reproduction facilities, trying to get out a newsletter every other month is not going to work. So my plan for 1993 is to put out 4 newsletters instead of 6. Each newsletter will be larger so the amount of information published will be the same. (Assuming of course that you keep writing to me.) The subscription price will remain the same. So please send me \$15 to cover the 1993 newsletters.

TA-YANG COMPLETES A BOAT IN 45 DAYS!

The T-37 for Bill Wallace and his wife Barrie McKay was started on August 14 and completed on October 1. Sounds like Ta-Yang, who like other builders have had a slow year, put their whole crew to work on one boat. This rapid completion is even more surprising when considering the number of unique features included.

Bill and Barrie are a good example of how people can benefit from the experiences of T-37 owners when ordering a new boat. Bill had gotten copies of all past newsletters and the Tayana Buyers Guide before placing his order. Bill writes: "After reading your recommendations and newsletters I became concerned with the problem of weather helm and what to do about it. I saw the references to raking the mast forward, moving the mast forward, taking the roach out of the main, etc. and felt the best thing to do is move the mast forward. Everyone (Imperial Yacht Sales and Taiwan) was hesitant to do this, so I phoned Bob Perry in Seattle. He recommended moving the mast forward eight inches (not eighteen inches as reported in newsletter #13, I think). This means moving the chainplates ahead ??? inches also. He recommends running back stays, two sets of spreaders, and no intermediate shrouds. He says the intermediates don't do anything - are not necessary - and can be replaced with running back stays that attach to the mast at the same level as the staysail stay. He suggested these back stays be connected to tracks on deck near the cockpit. So, that is the plan. Perry says the boat should be faster with the mast ^{PII} forward -I hope so. One other thing, Bill Allen at Imperial Yacht says there will be more ballast in the keel of this boat. He did not know how much more, only that Taiwan had sent that message. When I find out more about this I'll let you know. While talking with him about this I had the feeling that there is

more weight in the keels of many of the more recently built Tayana 37s, or there is more weight in the keels of the Mark II. I don't think it is just this one boat."

In addition to the mast location change, Bill and Barrie have specified the following³ Neil Pryde sails; upgraded winches; a loose fitted staysail with two self-tailing sheet winches located one foot ahead of the jib sheet winches on the cockpit coaming; an all teak laminated bow sprit; stainless steel ice chest with insulation (closed cell polyurethane) of 6" on the bottom and next to the hull and 4" everywhere else, and hinged lids with compression seals; Ronstan main traveler; Merriman genoa track; extra butane tank storage locker; manual fresh and salt water pumps; divided chain locker. They ordered Kenyon aluminum spars with U.S. rigging. Bill and Barrie deleted the 110 volt system, the hot water system and interior cushions. They plan to sail outside the U.S. almost entirely and have found that they never get a chance to plug into the 110 volts even when it's in use in a port. (Lee Cross, "LEYENDA", in Hong Kong puts 12V DC on all his 110V outlets because he never gets close to 110V AC. Now his TV, DC adapter, lights, etc. can be moved around.) They plan to install a butane water heater like the ones used in Europe. It has no tank, heats only the water one uses. A Wilcox-Crittenden packing gland will be installed in lieu of the Ta-Yang gland.

Bill and Barrie have a house in Manzanillo, Mexico and spend most of their time there. They plan to sail their boat to Manzanillo in January '93, (Ed. Note: Manzanillo is south of Puerto Vallarta on the Mexican mainland) and then to Hawaii in April. When Bill talked to Bob Perry about the Mark II, Bob indicated that he never heard about the Mark II. Also Bob would not get into any discussions about the tank location or interior layouts. From the advertising, it's easy to get the impression that Bob Perry is involved in all aspects of the T-37 design. Not so. He did the original lines and sail plan (not sail design) and others did the interior. He is not responsible, nor involved in changes made since the original lines. Occasionally when called, he will offer some opinions.

Bill and Barrie utilized the services of Tod Harris who, as you may recall from a previous newsletter, provides quality inspections of boats during construction at Ta-Yang. (Todd is also utilized by Mike English, a T-37 dealer in Annapolis).

A VANCOUVER (V-42) SINKS

Buzz Radican (now Commanding Officer of Squadron VA-115), "SEAWEED", sadly reports that a V-42, anchored in Yokosuka (Japan) harbor, slipped it's mooring during a typhoon, hit a pier, was holed and sank. That was on August 2nd. For Buzz it was particularly sad because he and the owner had just sailed the boat from Taiwan (Ta-Yang) arriving in Yokosuka on July 2nd. Buzz reports the trip from Taiwan to Okinawa was a piece of cake with a couple of 160+ days. The trip from Okinawa to Japan was the usual miserable, wet, frustrating beat to windward with a typhoon thrown in.

Buzz had this to say about his visit to Ta-Yang. "My trip to Taiwan was most productive! Every trip to the yard in Kaohsiung just reinforces my basic belief that our boats are top quality -A#1! Each time I go I have something specific to look at - to check how this or that is done. I'm convinced that each boat is a little better than the last one. Ta-Yang keeps adding little extras, changing and improving. Watching the care and attention that goes into the areas covered over or normally hidden from view is a good indicator of the type work over they doll,

As a final chapter in Buzz's trip, he writes about his part in a rescue. "On the trip up from Taiwan we helped coordinate a rescue of 3 people (2 women/one man) from a 42 Westsail. They have been over here 7 years and were enroute to the U.S. when they took a severe pounding from a storm. I was in contact daily with my ship (U.S. Navy vessel) and when the Westsail asked for assistance I gave them my ship's frequency - they called my ship, said it was a life or death situation and asked to be taken off. Glad I was able to help. The Japanese Navy rescued them - and after a 2nd storm 3 days later, went out, found the drifting boat and towed it to port. How's that for living right?"

NEW BOATS FROM TA-YANG

Two new larger boats are undergoing initial production at Ta-Yang. A 55' Tayana is being brought out by Southern Offshore Yacht and a 521 Tayana (by Perry) is a project of Mike English, Yacht Broker of Annapolis. Mike and Ta-Yang signed a distributorship agreement in March of this year. Skyline Yachts of Chicago also became a distributor this year.

CLEANING, POLISHING AND PROTECTING BRASS

Jake Huber, "ALTA", keeps his boat in San Francisco Bay. He has been a consistent contributor to this newsletter, offering valuable advice on problem solving. Jake now offers some good pointers on brass upkeep.

CLEANING, POLISHING, AND PROTECTING BRASS (Jake Huber, Alta)

After years of polishing brass on "Alta" and coating it to preserve the luster only to have it tarnish within hours to weeks; I think I have come across a combination of materials that will make the entire job easier and will last up to 2 years. This five step process is not of my invention. I simply pass it on to other Tayana owners to try for themselves.

I have attempted to protect my cleaned and polished brass with Tung oil, clear acrylic, clear shellac, and varnish (the longest lasting of all these). However, even varnish only lasted about 3-4 months and it turned out that the old varnish was harder to remove than the green tarnish/corrosion. So I searched for a process that would meet these four criteria!

1. look nice when finished; i.e. let the brass shine.
2. Be relatively easy to apply
3. Last more than a year.
4. Have the ability to touch-up scratches without redoing the whole piece.

You folks may recall that in a previous newsletter, I asked if anyone had a solution to this age-old problem of preserving polished brass. Since I didn't hear from anyone, I assumed other owners had the same problem or like most sailors you prefer the green colored brass.

I have been using this suggested process on some of "Alta's" brass fittings and the old varnishing process on others for comparison. Early indications lead me to believe that this new process will last much longer. The new process is as follows!

1. Use varnish remover (or some other remover, depending on what you now have on your brass) to strip off the old varnish. Be very careful not to get any on the paint or fiberglass as it will cause damage.
2. Use "Metal Doctor-Brass & Copper Cleaner" (\$4.50 for an 9 ounce bottle from M.C.S. Co., Dept. DRF, Box 2146, Fremont, CA. 94536) and follow the instructions explicitly as it contains sulfuric acid. Wearing rubber gloves and apron. Take a small pad of "0000 Superfine" steel wool (available from lumber yards, hardware stores, or the Rhodes C., 2925 W. 31st St., Chicago, Ill 60623; "Sunray Steelwool" 0000 Superfine, 10 pads, approx. \$2.40) and wet with Metal Doctor Brass & Copper Cleaner. Rub small areas. When clean, flush with water. According to the manufacturer, "this product has been formulated to dissolve the very heavy varnish and corrosion on brass and copper in seconds. It is very easy to use and takes the hard work out of metal restoration

and upkeep. Brass and copper cleaner is not a polish. Brass may tend to turn pinkish when cleaned. Polishing with a brass polish will revive the brass color". I have found the manufacturers claim to be accurate. This product certainly makes the difficult job of removing tarnish and corrosion from brass quite easy. I've not tried it on copper.

3. Use "Happich Simichrome Polish" (made in Germany imported by Competition Chemicals Inc., Iowa Falls, Iowa 50126 also available in 50 or 250 gram tubes for \$2.75 & \$7.95 respectively from the same place that sells Metal Doctor Brass & Copper Cleaner above) to polish the brass. Apply a small amount to a cloth, rub briskly, and wipe clean. Again read the instructions for safety precautions. As I understand it, this is a fairly low abrasion polish.
4. It is imperative that the brass be grease free before going on to the last step. Degrease the brass with lacquer thinner or BCB Degreaser (available from BCB Products, 195 Claremont Ave., Long Beach, CA 90903, price unavailable at this time). Wipe the surface until polish residue no longer appears on the cloth. Buff out the residue from the degreaser.
5. Use "BCB Brass Guard" to protect the shine on the brass from corrosion and tarnish (also available from BCB products above). Apply in temperature over 60OF with a foam-type or high quality bristle brush. Apply in thin coats to small areas. Brush out bubbles. For areas of high salt attack, apply multiple coats at approx. 2 hour intervals. For severe salt areas, 4 coats are recommended. Allow 72 hours after final coat for full cure. Clean brushes with lacquer thinner. This product, according to the maker, is "tested and proven to -remain clear -stay flexible with no chipping or peeling -repel salt and corrosion attack -outlast all polishes and spray coatings for areas not subject to direct salt attack, Brass Guard will last two years".

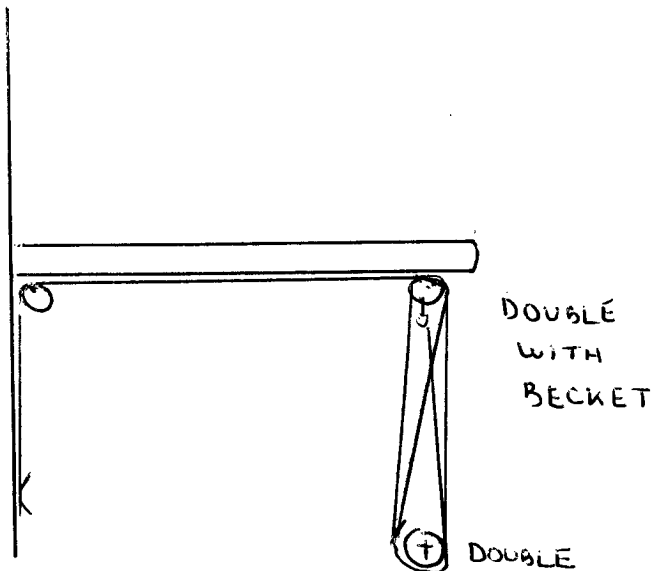
This five step sounds complicated, but I've found it easier than the old polish/varnish method and better. Furthermore, this process lasts 3-4 times longer. If a scratch appears in the coating, all that needs to be done is to polish out the scratch, degrease, and reapply BCB Brass Guard.

If you decide to use this process and wash your boat with fresh water frequently, you should be able to enjoy "Polished Brass" instead of "Green Brass" for 1-2 years between re-applications.

Jake Huber
Tayana Pilothouse Cutter "Alta" #144
September 21, 1992

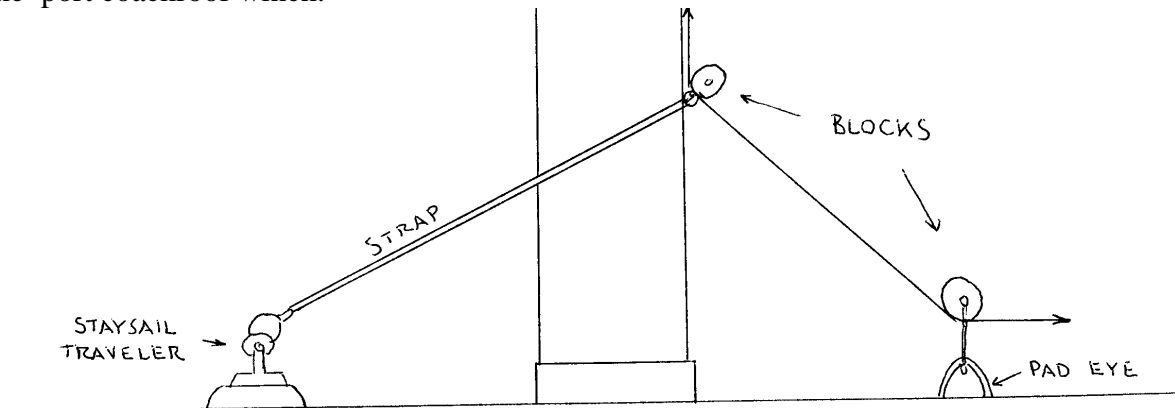
RIGGING TALK

1. Ed Emery, "GRA FIOR", changed the sheet arrangement on his mizzen boom as shown in the sketch. The added purchase makes it a lot easier to handle the boom in heavy weather.



2. Lee Cross, "LEYENDA", put an eye bolt in the davit deck securing plate and uses it for a turning block for his running back stays; a spinnaker sheet block; and for wire safety lines running up forward.

3. Lee's jib halyard winch packed up so he put an 19" strap on the port end of the unused staysail traveler. To this strap he attached a snatch block, then leading the halyard thru this block to the port coachroof winch.



4. Ron Gemme, "RISE", has a Nicro Fico traveler and found he could not mount an adequate control line system on the factory installed padeyes at the ends of the laminated teak bar. Ron removed the large padeyes and installed special blocks designed to hold two cheek blocks. The sheaves on the traveler car were replaced with beckett blocks yielding a 3:1 purchase (especially helpful for Marilyn).

5. Jim and Joan Andrews, "SUZANNE", wrote recently to say, "Our boat was delivered with Merriman genoa track and Ronstan traveler. The traveler is great but the genny track is too short to allow proper sheeting of the jib when reaching. We will add some track to solve that problem. We also deleted the staysail club and traveler. I've mounted Lewmar #30 ST winches on the house to handle the sheets but have held off mounting the track until I could learn the proper sheeting position. Guess what I found in TOG Newsletter #16? Thanks very much Dick Fow.

TRIP EXPERIENCES

1. Pat and Gordon Rideout, Hull #19, now safely tucked in at the Sussex Yacht Club. Sussex, England, write about their recent transatlantic crossing. "We landed in Newlyn, (the tip of Lands End) England last month after a varied passage of calms, storms and some good sailing weather. We broke a spreader at 4 a.m. and Gord had made a new one and had it installed by 9 a.m. Fortunately Gord carries spares and this piece of lumber had been kept (just in case). We had many engine problems (a Volvo MD-3) and are still having them.

Our tillermaster was an excellent third crew until it shorted out; due to the heavy weather. We had to come into Azores under sail as our engine had given out 2 days previously. It turned out to be the transmission and getting that replaced was another story. As usual the mast leaked, and also lockers on both sides of the dining area were wet. We are now drying out and resting up at the Sussex Yacht Club where we hope to stay for about six months. Anyone wishing more information of our Transatlantic crossing can write us at the Sussex Yacht Club, 85/89 Brighton Road, Shoreham-by-Sea, Sussex BN4 4AW England.

2. Jim Hayes, "WANDERING STAR", cruised for 23 days this past summer, sailing the coast of Michigan. He anchored out for 17 days. "Some of the small coves and protected areas are described in a book called "A Gunkholers Guide to Northern Lake Michigan". The book was very helpful. On the way back to Port Huron we were running with 30 knot winds. Seas were about 5-9 feet. We sailed with the 135% genny and reached speeds of 9 to 9 knots while surfing. The boat handled just fine."

3. Frank and Cynthia Lawson bought "SATORI" from Roger Linderoth in May and have been living and cruising aboard ever since. For 9 months a year they run SEABISCUIT, a 661 ketch in the charter trade out of St. Thomas. For the other 4 months they will cruise on SATORI. For starters this year, they set sail for Maine on July 7. "An all-too-rushed two weeks getting to Mt. Desert and off for Nova Scotia on July 22. Rounded Cape Sable in thick fog, sorting out the strong Bay of Fundy currents very nicely with our Nelco 911 Loran. This Loran has been outstanding. Even here on the Bras D'or Lakes has accuracy to 1/10 Naut. Mi. on Lat/Lon Mode. A friend who was here on a Hinckley 50 could only get one LOP on his Northstar Loran.

10 delightful days up the Nova Scotia Coast to St. Peter's and into the glorious Bras D'or Lakes. Nova Scotia offers wonderful cruising - some rugged offshore sailing between ports, but a myriad of anchorages where one is totally alone in pristine natural surroundings. Very friendly, helpful people. Excellent aids to navigation. Very good VHF weather reports. Like Maine but without the crowds of people and boats.

We made arrangements with Henry Fuller of the Cape Breton Boat Yard in Baddeck for winter storage in his boat shed and on Aug. 16 headed down the great Bras D'or for the Cabot Strait and Newfoundland.

Our Newfoundland landfall was Doctor HBR, about 5 miles east of Burgeo, near the Ramea Is. We had a very rewarding 2 weeks working east to Aviron Bay where we looked down on the boat from 11901 up in the Tundra-clad hills. Newfoundland is a world apart. A world on a giant scale with deep, cold water and bold rock shores. One's sailing is on the open North Atlantic. We had two anchors out most nights. The High-seas diesel heater was used for a couple of hours each morning. We bought frozen salmon for \$1.90 a pound. We were given frozen Caribou and canned Moose. Brook trout were plentiful. The people of the outports are of the finest kind. Weather forecasts again always available on VHF and accurate.

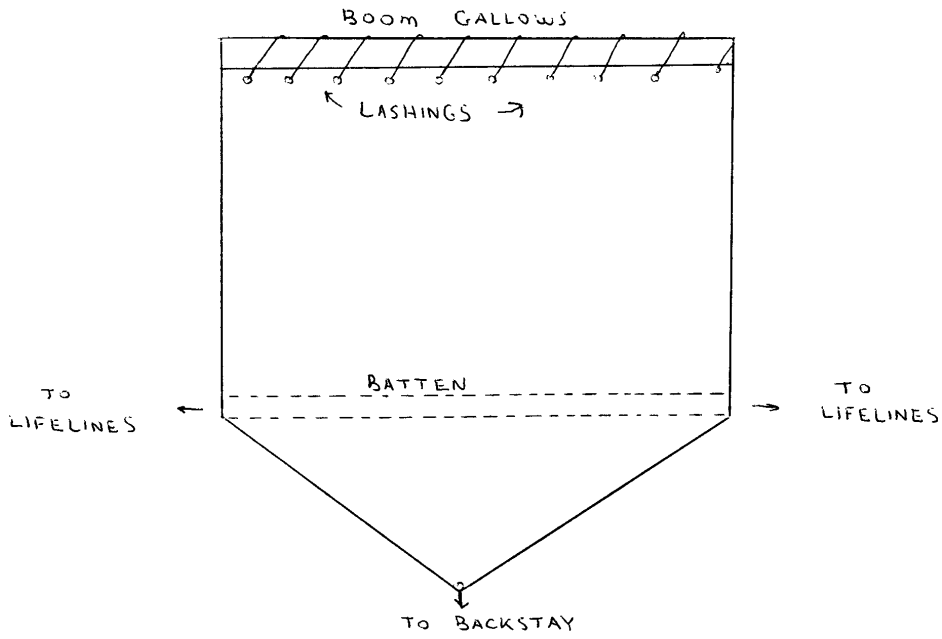
So in a week we will haul at Braddeck and return in early June for a 3-month cruise to circumnavigate Newfoundland with a side trip down the Labrador.

The T-37 is a superb boat in every respect. We have a FWC Yanmar 3 QM that gives 6.0 cruise speed at 1550 RPM with 18X13 3-blade prop. The flatter re-cut Lam main sets very well. It has North's "Tuf Seam" treatment on the stitching.

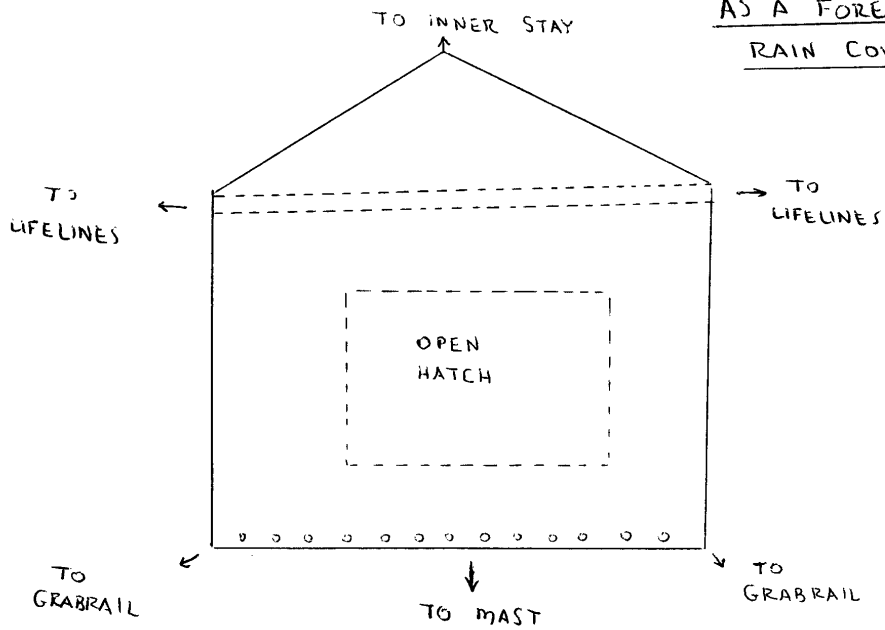
SAILING SUN AWNING AND FORWARD HATCH RAIN COVER COMBINATION

Lee Cross, "LEYENDA", who sails in the tropics, provided the following sketches. He notes that when it is used as a rain cover, air can still flow thru the forward hatch.

AS A SAILING SUN AWNING



AS A FOREHATCH
RAIN COVER



"SOJOURNER" IS FOR SALE

Virginia and David McCullough have been very happy with SOJOURNER, Hull #233, since they took delivery in June of 1980. But now, after having lived on boats for 7 years, their children are teenagers and they have decided to make a change. The boat is presently in the Caribbean but will be moved to Florida this winter. Delivery can be taken in either location. According to Virginia, the price is right. For details, contact Dave's Mother, Gloria Palmer, at 4845 N. Wolcott, Chicago, IL 60640. Business Phone is (312) 855-5190 and home phone is (312)271-4815

PROBLEMS

1. Jake Huber, "ALTA", comments on Taiwanese hoses "Tayana owners should be aware of a potentially dangerous problem that could lead to their boat sinking as our "Alta" almost did. The soft black Taiwanese hoses used thru out the boat will deteriorate when subjected to oil. It will literally eat a hole in the hose.

Alta has a Perkins 4-108 engine with the oil cooler mounted on the starboard side of the engine. The mounting bracket is not attached to the double outside tubes of the cooler. Consequently, the vibration of the engine wore a hole in the cooler causing all the oil to be pumped out down the engine across several hoses into the bilge. About a week later I soldered up the hole in the large copper tube and remounted it with gasket material between the cooler tubes and the mounting bracket to avoid future vibration erosion. I cleaned all the oil out of the bilge and noticed the hose from the sea-water strainer to the water pump (on the engine) was leaking. I decided to check it out when I had finished cleaning the bilge. However, it didn't wait. It burst open with a 10-inch slit along the entire area where the oil had come into contact with it. The 1-inch neoprene (?) hose had turned to crumbly mush and allowed a 1-inch stream of sea water to enter. My automatic bilge pump is only 1/2 inch ID hose. It could not possibly have pumped out the bilge and the boat would have sunk at the dock if I had not been there. I replaced it with a good quality Gates Rubber Co. rayon-wrapped, spiral-wired, hose.

Incidentally, the sea-water strainer outlet was 3/4 inch ID while the water pump inlet was 1-inch OD. The Taiwanese had simply crushed the 1-inch ID hose further to seal it on the sea-water strainer outlet to stop any leakage. This caused several small internal wrinkles in the hose that would have eventually started leaking.

Suggestions!

1. Check your oil cooler for movement within it's bracket.
2. Keep oil off those soft black hoses.
3. Replace the sea-water inlet hose ASAP with a good American made hose.
4. Replace the outlet on the sea-water Stainer to a 1-inch OD fitting to fit the new hose."

2. Lee Cross, "LEYENDA", finds his large bilge pump siphons water in when the seacock is left open. The flapper valves seen OK. Any suggestions?
3. Lee also wrote that his bobstay hull securing fitting had a history of leaking. He took it off, wrapped the bolt with pipe tape, added lots of sealant, and that did the job.
4. With regard to cabin leaks, Lee followed bulwark foaming procedures described in a previous newsletter and presto! no leaks. He did it in Manila and had some trouble with pre-ignition of the two part material until he learned to keep it on ice. He found that the scuppers were probably the major source of leaks. Stanchion bases were also involved.
5. Jim Hayes, "WANDERING STAR", has noticed that his prop shaft moves forward about 1/2" when the engine is put in forward and 1/2" back when put in reverse. He wants to know if this is normal.
6. Jim and Joan Andrews, "SUZANNE", are the proud owners of one of the new Mark II T-37s. They love their boat except for one negative comment. "There are two large lockers aft in the cockpit P&S either of which can hold two propane tanks. Nice idea in theory but a real bummer in fact. The lockers are so large and deep that it is very difficult to work on the steering gear and almost impossible to get at the backstay chainplate and engine exhaust, plus the fact that they eat up enormous amounts of otherwise useful storage. I plan to cut the port locker out and build in some shelves as the lockers are also the anchor points for part of the steering bracing. Any suggestions? If we knew then what we know now we would delete the second locker on ordering the boat. Ain't hindsight great?"

SAIL TALK

1. Lee Cross in Hong Kong finds his "best sail combination is a 100% genoa plus staysail - with one reef after 20 knots or so. I also have a 150% genoa for light air and certain downwind conditions. When sheeting genoas, I always use two cars on the toe rail and take pains to center each car over a thru-bolt". Lee has had a chance to observe the performance of the OFFSHORE 47, 41, 38 and 35. "In terms of pure sailing speed the T-37 out performs them all".
2. Frank and Cynthia Lawson, "SATORI", bought a 1.6 oz. DYNAC drifter from Bacon & Assoc. of Annapolis. Frank says "I give the strongest possible endorsement for Bacon & Assoc. used sails. One-ton headsails (high clew reachers, etc.) are just right for the T-37".

3. Frank reefs at 15 knots apparent and finds the hull well balanced. (Former owner Roger Linderoth had recut the main as described in a previous newsletter.) "We tack in 100-105 degrees. The forestaysail is terribly full (Lam) with the draft way back. We will go to North for a new staysail with reefing capability this winter. Put foot lines as well as leech lines in jibs. Mainsail leech line exits sail at riveted-on jam cleats just above each reef.

Very important to be able to stop leech flutter when reefed. Find boat sails very well with staysail alone in winds of 30-35Kts. Won't tack, but makes good speed 60° off the wind. Certainly well- setting sails absolutely essential to good performance from the boat."

4. Jim and Joan Andrews, "SUZANNE", write. "We were blessed with the first set of sails out of the Pryde Loft that I have seen. The improvement over Lam sails is enormous. The main sets well with no hard spots and best of all can be flattened to help the weather helm problem. The head sails look great as well. We also bought a 130% genoa from the North Seattle loft. It is a vertical cut 4.6 oz. sail and is super in the light air we get here in Puget Sound."

HOVE BASE NOTES

1. While our son Mike will forward mail, it is now possible to write to us directly, as follows:

Norm Demain
Yate Southwind
c/o Capitan de Puerto Loreto,
Baja California Sur, Mexico

2. I want you to know I love you all and ask for your indulgence as Annie and I find our new path. We wish you the finest holiday season and hope the new year finds you hardy and healthy.

Very warm regards,

Norm