



 TAYANA 37

Newsletter #18
P.O. Box 77
Loreto, BCS, Mexico
March 1983
Dear Tayana Friends,

My plea for help to continue this newsletter was answered by several owners to whom I am much indebted. Thanks to all of you who offered assistance or moral encouragement. This letter has been reproduced and mailed by Jeri MacInnes, "Papillon." She lives at 22 Beach Road, West Hampton Beach, N.Y. 11978. Jeri works for Pitney Bowes who have kindly offered the use of their reproduction equipment. If any member has a need for reproduction equipment, postage machines, etc., be sure and check with Jeri. Thanks again, Jeri, for your generous help.

So we are off and running into our fourth year of publication. For 1993, four issues (same annual volume of info) are planned. I say planned because it is imperative that you write me about your plans and experiences. Those of you who do not cruise, I'm sure you have made some interesting changes to your boat or discovered new ways of doing things so please write me. One last request for all of you. Please send me the \$15 annual dues (\$20 for outside the U.S.). Notice that I now have a P.O. Box in the nearby town of Loreto. This will expedite our mail. You can use U.S. postage when writing to me. I was using the Port Captain (Capitan de Puerto) but he disappears for days at a time for reasons beyond me.

CABO SAN LUCAS DISASTER

As many of you have heard or read, 29 boats were sunk or wrecked on the beach at Cabo on December 8. It grieves me to report that 2 of these boats were T-37s, whose owners belong to our group; "Gypsy Magic". Hull #3, owned by Dave Adams of Victoria B.C., and "Sea Wren", Hull #29, owned by Jerry and Gail Sieren of Napa, California. By coincidence, your editor was diving at Espiritos Santos, one of the islands just north of La Paz on the morning of December 8th. The weather was overcast and rain was headed toward Baja, but the hurricane season was considered safely over. In 30 minutes the placid waters of our dive site turned frothy, and my dive buddy and I high tailed it to La Paz on his 65 foot ketch. The big ketch pounded in the 6 foot square shaped seas. That night a so called "local hurricane" (not one

of those big ones with names) came through that section of Baja. The ham nets stayed on for hours as the boats started hitting the beach at Cabo. Gypsy Magic was anchored safely in deep water with 200 feet of chain and a CQR until threatened by another boat. Dave started adding "rinky dink" lines to the chain in order to stay clear. These lines parted and wound up in the prop. (Boat owners were using their *engines* to keep from being broached.) The strong winds had built 10-15 foot seas. Once in the breaker line, Gypsy Magic was tossed onto the beach like some toy boat . . . a complete loss with no insurance coverage. Dave had sailed Gypsy Magic to Hawaii a couple of years ago and had a lifetime dream to sail the Pacific. I came close to throwing up on a recent visit to Cabo where the bow section of Gypsy Magic has now become a permanent addition to the nearby beach restaurant. Just the other day Ann and I were driving to Loreto when we spotted the stern section of Gypsy Magic going down the road on a pick-up truck. We stopped the man and made inquiries. This American had purchased the stern section for \$5 from the locals and was headed home to La Jolla, Calif. where it will be converted into a bar! He claims Dave knows about it.

I met Jerry and Gail Sieren when they bought a Tayana kept in the slip next to mine in Channel Islands Marina, Oxnard, Calif. Jerry had recently retired from the Navy, and he and Gail were about to be married. It was March 1982. For the next 3 months they worked like beavers readying the boat for it's first real trip. Gail sewed all new covers and curtains while Jerry (an electrical engineer) added solar panels, a wind generator, microwave oven in a hand made teak cabinet, plus many instruments for monitoring the electrical system. The ice chest was reinsulated and a Cold Machine installed. Jerry had promised to write a description of his electrical system for this newsletter. The January 1983 issue of Latitude 39 has a picture of Jerry and Gail and an hour by hour story of the demise of Sea Wren. At one point, even though the seas were breaking over the boat, the 2-45 pound CQRs appeared to be holding. Then the jib bag blew open and in an hour they were on the beach; way up on the beach beyond reach of most of the waves. It looked like a good chance Sea Wren could be salvaged. Fate would not have it that way. A small dam above the beach burst sending trees, logs, and other debris down on Sea Wren, pushing her back into the waves, and total destruction. The only item salvaged was a flashlight. Fortunately, Sea Wren's insurance will cover a majority of the loss. Jerry and Gail went back to the U.S. for some skiing and to press their insurance company for a pay off. After a short stay, they returned to Baja in their RV and looked us up in our RV Park. They had much to say about their experience. Of particular importance was the warmth extended to them by the Mexicans. One family took them in for 2 weeks at no cost. (Jerry and Gail's money went down with Sea Wren). Jerry also

described to me that at the time Sea Wren's cabin flooded there was a loud explosion which blew out the instrument panel. The salt water had shorted out the two large fully charged batteries! The battered remains of all the wrecked boats were scraped off the beach by a bulldozer.

The major reasons given to explain the extent of the disaster are:

The boats were anchored too close to shore in shallow water and too close to each other (for convenience)

While everyone saw signs of the unsettled weather, few took to sea or anchored in deeper water away from other boats.

To me the most important message of the disaster is not to hesitate when the signs start showing that it's time to move. It's that brief time of hesitation that can mean the difference between survival or disaster. Listen to that little voice in your head -it knows!

Karl Bischoff, who lives aboard "Eglantine" in Eagle Harbor, Seattle, added these notes on the disaster. "Three of the boats that were beached were from Eagle Harbor (Winslow). One of them (Grace) was dragged back to water and is going to be repaired free in San Diego. They will then continue on to the Marquesas. Another boat (Tempus - Valiant 40) was a total loss. They salvaged a few pieces of gear, but that's all. They decided not to take out the insurance rider for Mexico as it was expensive and would have cost 3 months cruising kitty. They still owe- 40K. Tough break. I think they still own some property in Portland area."

BURGEE PROJECT

After many months of waiting, TaYang delivered the T-37 burgees. Ed Potter, President of Southern Offshore Yacht (SOY), has been generous with his time in trying to get the burgees. Unfortunately, TaYang did not understand what a good quality burgee is supposed to look like. What we received consists of a symbol silk screened on sail cloth and then cut out with no seam stitching on the perimeter. The flag is not bound as the normal burgee is and the corners have a small grommet with a strengthening patch of plastic. Ed has found a place in Taiwan which is making signal flags out of spinnaker cloth and they look very nice. He is getting quotes and will keep us posted. Ed also advised me that he can get complete signal flag sets from Taiwan made of spinnaker cloth fully sewn for about \$50-55 if anyone is interested. Write him at P.O. Box 6, Port Tarpon Marina, Tarpon Springs, Florida 32496-0006. By the way, if anyone wants one of the flags we received, send \$1 to cover mailing

SPEED CLAIMS FOR THE T-37 . . . FACT OR FICTION?

Karl Bischoff, "Eglantine" was kind enough to tell me that he hears criticism about this newsletter from other members because of the "weird claims reported. One member says he carried a 135% genoa with 30 knots of wind, 5-8 foot seas, surfing, going 8 or 9 knots. The genoa must be 20 oz. nylon! What if he had to reduce sail? This is not something I would brag about. There are other claims about motoring 7-9 knots. Gee whiz, do I have a completely different waterline and underbody shape from other T-37s. Sounds more like a Swan than a T-37."

I don't blame Karl and other newsletter readers from raising an eyebrow about the T-37 speed claims. All I can say, Karl, is that I have received so many high speed claims it's not possible for all those owners to be mistaken. Some members really drive their boats hard. Full set of sails in 40 knots. I wouldn't do it but I'm your basic chicken. Motoring at 7+ knots is definitely in the ball park with a real clean bottom and smooth waters. The T-37 theoretical hull speed is about 7-1 knots.

4

BOB PERRY THROWS A BASH

Also from Karl comes this humorous report about the INAUGURAL PERRY RENDEZVOUS. "It's been a while, I know, but I am still alive and well and living in the northwest. The main point of this letter is to report to the group about the INAUGURAL PERRY RENDEZVOUS at Port Blakley. Bob published a notice in 480 North Magazine and distributed flyers to all the boats from his boards he could locate. At first, I thought he would show up on a golden barge and survey his admiring minions. Then, I thought maybe he was going to visit from boat to boat and ask for constructive criticism that would help him design even more marketable boats in the future. Neither turned out to be true. Instead, it was just a big party (I don't remember hearing anyone complain . . . I don't remember much at all of events later that evening).

Our 3 boats from Winslow Wharf (Eglantine, Galadriel- Paul Baker, and Starshine, an FD35) were the first guests to arrive besides one of Bob's co-workers. The event was scheduled for Sept. 25 and 26 and had a pretty good turn-out.

Besides our 6 Tayanas, there were Baba 30s, Flying Dutchmans, Valiants, Esprits, Panda 40s and several one-off designs. We watched all Saturday as people arrived and attempted (usually successful) to anchor and raft-up. Finally Perry showed up

on a Valiant 40 and we all waited for something to happen. Eventually someone rowed over to us to invite us over to Perry's group of boats for drinks. When we showed up (we were lucky to make it with 5 people in one Metzler Tender IT with much consumed beer and wine) the party had already started. They watched us do a man overboard drill trying to snag a plastic bag, out of the water and then offered us numerous types of exotic wines. After being properly lubricated, Bob gave a little speech thanking us for coming and gave out awards! for his first design (a ferro-cement ketch), first to respond to the invitation, boat that came the farthest (Islander Freeport 36 from San Francisco). only person to bring unfinished boat, and a bottle of sauterne (not an ickey sweet wine) to someone just because. We all then received a brass plaque inscribed thusly!

INAUGURAL
PERRY RENDEZVOUS
PORT BLAKLEY

1982

He promised next year to hand out burgees. Loud voices, shouts. screams, etc. came from that harbor throughout the nite.

To sum up . . . we're glad we went. Tayanas present:

Skv Bird -	Sitka
Dionocles -	Juneau
Galadriel -	Winslow
Encourager -	Anchorage
Lady Miclin -	Seattle
Eglantine -	Seattle

ANCHORING TIPS

Gary Coit "Spirit Of Pipit". Offers the following anchoring ideas : I find the boat sails less at anchor if tie the rode to the tip of the bowsprit. I use a piece of line about 4 feet long, tie a small bowline in the end of it, swing it under the rode, slip the bitter end thru the bowline to make a slip knot around the rode and bowsprit and tie off the bitter end to the pulpit. It works quite well and also helps reduce chafe on the rode by the bobstay and sprit shrouds and also eliminate the noise of the rode rubbing on them.

Another alternative is to use a shackle instead of the pin at the point where the bobstay attaches to the hull then run a line from the shackle up to deck. You attach that line to the rode after it's been let out sufficiently and, by letting the rode out a bit more, the line from the shackle takes the strain and eliminates the rode chafe problem."

2. For singlehanded anchoring, rig a small sail (storm jib) on the backstay (sheet in tight). Sail (or motor

T-37 FOR SALE

Lori and Duane Raab live in California but keep "Yesmeriah" in Florida because they have liked cruising in the Bahamas. But the commuting is just too much and their "fully equipped, experienced cruising Tayana" is for sale. Call Duane on (714)752-7733 for details.

SEABOARD MARINE SINKS

During the first couple of years of our TOG activities, Dave Wresch, owner of Seaboard Marine (near Chicago) was very helpful. He furnished mailing labels, prints of his various accommodation plans, etc. People who bought Tayanas from Dave were very pleased with his services. Then in early '82 the sale of boats started slowing down. All boat dealers started hurting. Many boat yards on Taiwan went out of business. Even our own TaYang was in difficulty. Low sales and high flooring costs were squeezing the breath out of our Tayana dealers, several of whom developed cash flow problems. Evidently Dave Wresch couldn't cure his financial problems and eventually declared bankruptcy. Prior to his declaring bankruptcy, your editor started getting calls and letters from people who were in process of buying boats and were alarmed over their deteriorating relationship with Seaboard Marine. I tried to contact Wresch but got no response. One buyer, Jake Rabinowitz, who had laid out \$50,000, finally called TaYang after long delays in the delivery of his boat. He was told that no money had ever been received and therefore his boat had been sold to someone else. He instituted legal proceedings against Seaboard. I have not heard the final results but I presume the \$50,000, which had been accumulated with much hard work over many years, is down the tubes. When I last talked to Jake, he was planning to beg and borrow the money from friends and relatives and go to Taiwan and stay there while his boat is being built. He will then sail the boat to his home port in Australia. Jake asked

me to pass on some points about his problem. "While Dave Wresch seemed 100% honest in all his previous dealings, it's hard to predict what someone will do in his dealings with you, especially under severe pressure. When pressed by my lawyer, Dave admitted misusing the funds. Because of inexperience and naive confidence in the banks' interpretation of the terms of Letter of Credit financing, I failed to ask what the generalized statement in the Letter of Credit covered. This refers to claiming of funds "subject to documentary credits in compliance with International Chamber of Commerce code What the L/C amounted to was that it was a mere cashier's check made out to Seaboard Marine. Dave Wresch couldn't resist the temptation, claimed on the funds, and applied them to other orders, while lying to me about what had occurred. TaYang had no L/C guarantee so sold the boat elsewhere". (Editor's Note! Dave Wresch if you read this and have any redeeming statements to make, I'll publish your words).

Another buyer had put down \$14,000 with Seaboard and sought relief through the Taiwan consulate in Washington, D.C. I believe to no avail.

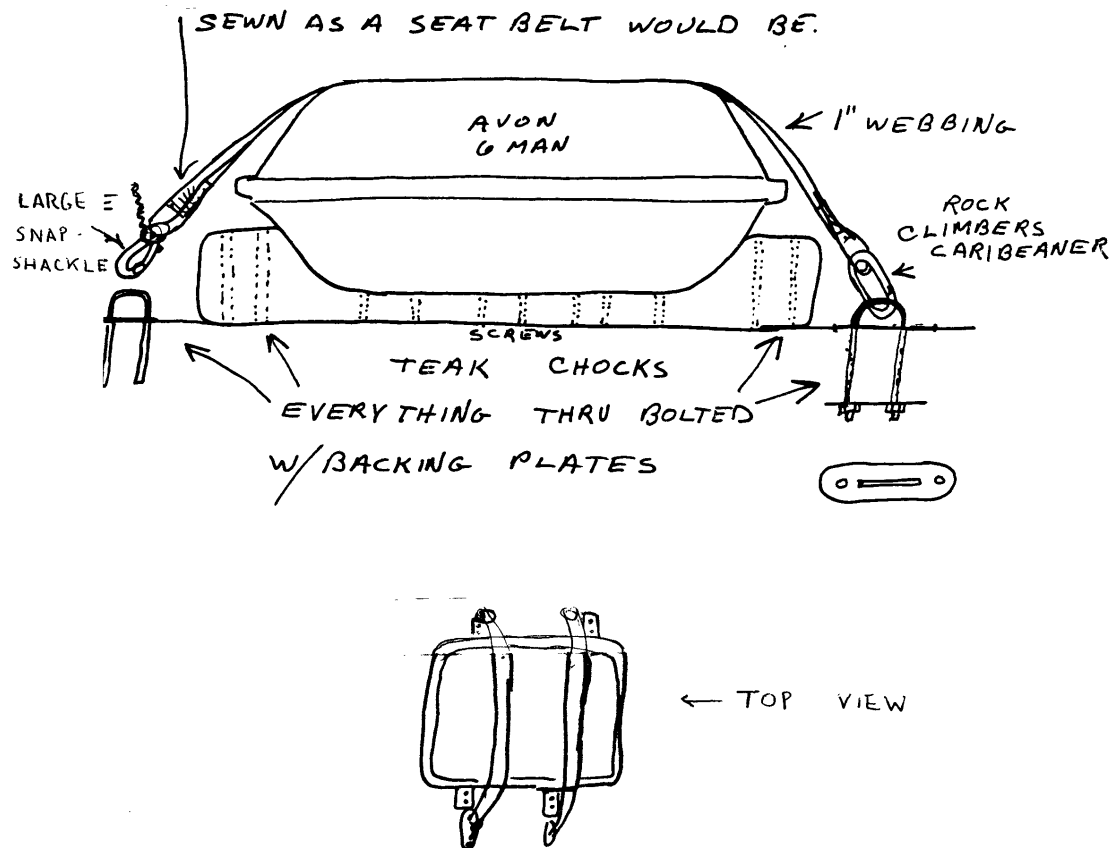
Dan and Bev Rock also ordered their boat from Seaboard in January 1992 with delivery promised in late May, early June. While I don't think Don has lost any money, he has lost much time. When he realized Seaboard was in trouble. he called TaYang, directly and started dealing with N.S. Chiu, the Sales Manager. I

I really have no details on this one but the relationship between Don and Mr. Chiu has not been very good. The boat was finally completed in November. By that time, Don, who is a doctor, applied for recall to active duty with the Navy, who plan to assign him to the Naval hospital on Okinawa. So Don has asked TaYang to hold the boat there as he now plans to commission the boat himself and sail it to Okinawa. As Don put it, "what better way for a Navy man than to arrive at his duty station on. his own boat".

So my good friends, what conclusions can be drawn from all this? To condemn and distrust all Tayana dealers is obviously counter productive. While I have received letters from people who were unhappy about their relationship with a dealer, these letters have been very few. (Besides it takes two people to make an unhappy relationship.) An overwhelming number of Tayana buyers have been more than satisfied. There are times when TaYang takes certain liberties, but that is unavoidable unless every detail is completely specified. In my opinion when a prospective buyer starts getting involved in matters of international finance and related documentation, all of which may be new and confusing to him, seeking qualified legal counsel seems appropriate. In addition, it's very important to take the time to be very specific in your boat's specification, which should be part of your purchase order.

LIFE RAFT STORAGE

Fred Brodersen, "Moonraker", has installed his 6-man Avon liferaft under the staysail boom as shown in the sketch (excellent job Fred).



Pull on the snap shackles and the raft is free. The webbing fits in the same grooves on top as the teak chocks fit on the bottom. Everything is very tight and very strong.

T-37 WATER HEATER


The following spec sheet is for the water heater found on most T-37s. The horizontal model, 7 or 10 gallons, equipped with a heat exchanger, is likely to be on your boat. The latest models have the "supersize" heat exchanger. This heat exchanger and the thermostat are the only spares necessary. A check valve should be installed in the water line coming from your water tank. This check valve prevents heat loss from the heater back to the water tank. The heat exchanger provides for the transfer of heat from the engines cooling system to the water in the heater. Since this exchanger is not totally efficient, the heater water temperature will be less than the water temperature of your engine coolant. Salt water cooled Yanmar's run cooler than fresh water cooled Yanmar's or Perkin's and thus have the lowest heater water temperature. (See Pages 11 and 12)


MARINE


ELECTRIC WATER HEATERS


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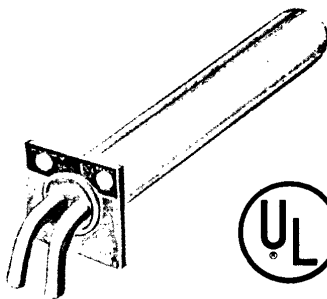
 Specially designed, Magnesium Anode Rod for longer tank life and cleaner water.

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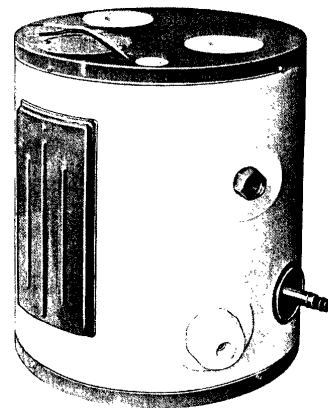
and EXTRA feature . . .



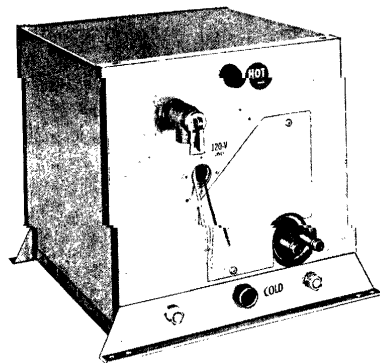
- longer life incoloy heating element, the Industries finest..



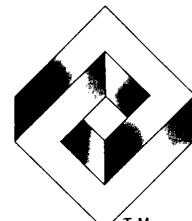
**SUPERSIZE — "MOTOR-AID"
HEAT EXCHANGER**



VERTICAL MODEL



HORIZONTAL MODEL



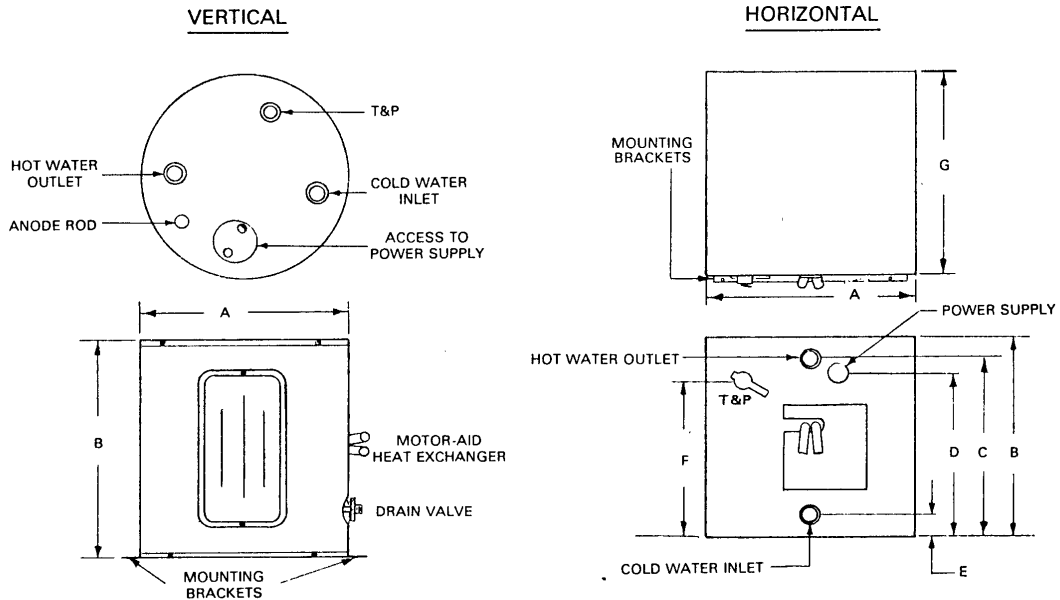
T.M.
MOR-FLO/AMERICAN
Water Heaters

MARINE ELECTRIC WATER HEATERS

VERTICAL & HORIZONTAL MODELS



SPECIFICATIONS



SPECIFICATIONS & INSTALLATION INFORMATION									
	MODEL NO.	CAPACITY—U.S. GAL.	A	B	C	D	E	F	G
VERTICAL	6-AMGS-R	6	14½"	16"	—	—	—	—	—
	10-AMGS-R	10	14½"	24¼"	—	—	—	—	—
	17-AMGS-R	17	16¼"	25"	—	—	—	—	—
	20-AMGS-R	20	16½"	32½"	—	—	—	—	—
HORIZONTAL	MARINE-7	7	14½"	14½"	13¾"	12"	1½"	11¾"	14½"
	MARINE-10	10	14½"	14¼"	13¾"	12"	1½"	11¾"	19"

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TRIP EXPERIENCES AND PLANS

1. Paul and Donna Woche, "Camelot" (formerly "Primavera") have been sailing for 10 years and have logged 10,000 miles. Though principally in the Chesapeake Bay, they have sailed the Delaware, circumnavigated the Delmarva, and cruised the Abacos and Exumas. They have owned several boats, but after almost buying a Whitby 42, they have settled on their final boat - a Tayana 37. They plan to "go cruising" in the fall of 93.

2. On a recent trip, Lois Hofstetter, "Chela II", had a clash with a piling and her face and nose got the worst of it. "The biggest black and blue and red and yellow eyes one ever saw - plus a broken nose - (needed an eye job, but all I got was a straighter nose." After a summer on the boat, Lois is as pretty as ever.

3. This past June 30th Judy and Dick Fow along with three other crew members sailed "Peacock" to Bermuda in six days. They left Marion, MA at about 1900 and had northwest winds for most of the trip. What a reach! They knew they were in the Gulf Stream when the temperature of the water reached 79.0 and they were hit by a continuous flow of warm moist air. About six or seven boats passed them on their way back to Newport after participating in the Newport to Bermuda Race.

On the fourth day out they were hit by a gale with winds of 35 to 45 knots and seas 12 to 19 feet. These conditions persisted for about a day. The boat sailed beautifully under double reefed main and reefed staysail. Everything stayed bone dry inside and except for the mal de mer suffered by the crew, they were very pleased with the boat's performance and especially with their new Ratcliffe Marine Design vane steerer.

They enjoyed a ten day stay in Bermuda. For all but one day they were anchored in St. Georges Harbor which they found to be generally more comfortable and pleasant for cruising people than Hamilton. In St. Georges Harbor they found that you can tie up to the bulkheads free of charge with apparently no time limit. However they preferred to be on their anchor which was more convenient for swimming off the boat and cooler on the hot days with light winds. Linda and George Adkins, owners of "Rainbow Chaser" joined them there for a week of fun snorkeling, riding mopeds, dining out, and relaxation.

The four of them and one more crew member left Bermuda after a ten day stay and headed back by way of Atlantic City, New Jersey. This was a great liberty port after the seven day sail from Bermuda which included three and a half days of doldrums and one day of strong northerly headwinds. After losing a few dollars in the casinos and dropping off George and one other crew member, they raised anchor and concluded the trip by sailing to New York, down the East River through Hell Gate, and into Long Island Sound. They stopped at Manhasset Bay, Oyster Bay, Shelter Island, New London where they dropped off Linda, and then back to Marion by way of Martha's Vineyard of course.

The trip took about six weeks and they logged just about 2000 miles. They are now looking forward to moving aboard "Peacock" this summer and heading south in September 1993. They have decided to sell their Lam genoa sail which is in excellent condition. They also have a set of blue sail covers made by the Hampton Sail Loft for sale. These were hardly used as they switched to green to match their boot top and cove stripe. If interested, contact Dick at (617)237-4214 or write to Dick Fow, 7 Sunnyside Avenue, Wellesley, MA 02181

4. Fred and Gwen Gross cruised up the ICW to the Chesapeake and have been wintering in Annapolis. They had a very hairy experience in a tornado in Ft. Lauderdale last June as their T-37 was put on the beach. How about some more details Fred?

5. Gary and Barbara Coit, "Spirit of Pipit", are currently in the Bahamas sailing and working on their boat in anticipation of heading off to Europe this summer.

TRIP EXPERIENCE AND PLANS (Continued)

6. Rol Zenker, who sails, and charters his T-37 "Lepas" on the Chesapeake, has decided to move her to the Great Lakes. "We'll sail up the Chesapeake Bay, thru the Delaware canal into the Delaware River, down that river to Cape May, out into the Atlantic up to Ambrose Light into New York Harbour, then up the Hudson River to Kingston where we will pull the mast. Then up the Hudson to Troy where the old Erie Barge canal begins. From there thru Lake Oneida to Three River Point, then up north to Oswego where the mast will be stepped again. With a new crew, we'll head straight West to the entrance of the Welland Canal, with its huge locks, getting us to Port Colburr on Lake Erie. From there then non-stop to Erie, our old home port, where my old sail maker will hopefully fit us a new genoa onto a Hyde furling head stay. On June 11 then from Erie to West Harbour on Catabwa Island. I can hardly wait for that trip."

"WANDERING STAR HAS A CLOSE CALL"

Jim Hayes, who sails on Lake Michigan, relates this spooky story. "When we started to get the boat ready for the summer season we changed the oil filter then fuel filter. We started to bleed the engine, we went step by step as directed in the owner's manual. When it was time to crank the engine over we did and the engine was taking care of the air in the fuel line. I had been in the cockpit starting the engine and Carol was down below. I wanted to make sure everything was OK before I tightened up the final screws and nuts. When I went below and Carol started cranking the engine I saw a small spark coming from one of the wires that goes into the alternator. During the bleeding process we had splashed fuel onto a wire in which the casing had been broken at the factory. Needless to say, if we did not have diesel the back of the boat would have been blown off along with us. Anyway, back to the spark, I grabbed the fire extinguisher and sprayed. Nothing happened, still sparking. I finally turned the battery switch OFF. That took care of the spark. I probably don't have to tell you the panic we experienced when this happened and it only took a few seconds. After looking over the 2 wire connector and seeing how much they had melted, we decided to rewire the entire engine. The wiring diagram TaYang had sent us was excellent. We did the job ourselves. It took about 8 hours of slow, careful work. Everything is just fine. We also replaced the water temperature gauge later in the summer".

TAYANA ELECTRICAL SYSTEM

Buz Radican, "Seaweed", adds his voice to the positive comments about the T-37 electrical system.

"I was surprised to find that someone had complaints about the electrical wiring. I am most pleased with mine. There is a certain amount of colored wire . . . as I understand it wire is 'supposed' to be either red, black or green. However, all of the bonding wire is green and the negative wire is all black and most of the other is red. . . a few things have blue, striped red and some other color . . . but I know that the odd colored wire is the positive and it does make identification of various circuits a bit easier. The way they installed it was most professional, neat and tidy. One thing that I really appreciated was the number of "extra" or unused circuit breakers that I had . . . something like 8 or 10. I have been able to put things like the compass light, reefer, inverter, ham radio, depth finder, 12 VDC fans, extra bilge pump on their own circuit

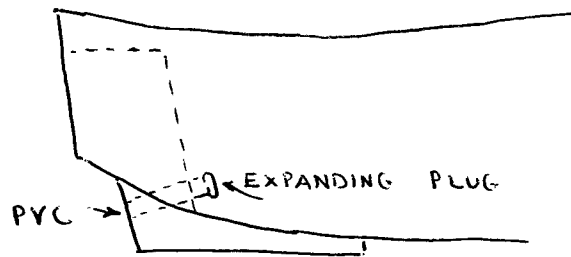
without having to add another panel. Take for example that most highly regarded Hong Kong boat, Cheoy Lee . . . the guy down from me with a new Cheoy Lee 44 does not even have ONE spare circuit breaker. He has just the right number to cover the original equipment. Take my nav lights . . . first thing I did was to put a tri-color at the masthead . . . but that is only legal while under sail. For power I have to use the regular bow, mast and stern light setup . . . having a spare breaker to put the tri-color on means that I can use either at will without adding a thing. Cheoy Lee wanted \$550 to install a panel like the one that we have as standard . . . their standard is a piece of painted plywood with toggle switches and fuses. They also wanted \$500 to install a shore power circuit. My friend has ONE AC power item . . . the hot water heater. He has NO internal outlets, etc. AND . . . get this . . . after all of the DC wiring was installed they spray painted the inside of the boat and all of the wiring is a nice uniform white. Sure you can scrape the paint off to find out the true color and function of the wires but what a pain. Our wiring is of the correct size, etc. I am very pleased with it."

(Editor's note: Lee Cross has owned both a Cheoy Lee and a Tayana. He believes that the top 10 Taiwan yards are doing better overall work than Cheoy Lee. Living in the Far East, Lee gets a change to observe many of the boat yards.)

TA YANG DINGHY UPGRADE

Gary Coit, "Spirit of Pipit", has a number of suggestions to improve the Ta Yang furnished dinghy. He cut a hole in the top of the bow compartment and put in a 6 inch inspection plate. Through this hole one can reach the bow eyes attaching hardware. This hardware works loose allowing the bow eyes to pull out (goodbye dinghy). Put lock nuts on in place of the plain nuts.

The dinghy needs a drain. Gary drilled a hole in the stern compartment just above the keel, another in the end of the skeg and glued in a piece of PVC tubing running from one to the other.



"To drain the dinghy while it's on the davits, ease off the stern davit line to drop the stern and out it squirts a bit like the boy in the statue at Brussels."

Other changes Gary made include installing two wire rope bridles with S/S rings to stop the dinghy from swinging on the davits; putting hinges on the removable cover of the center seat and a hasp to keep it closed (makes an excellent storage compartment) moving the oarlocks from outside the gunwales to inside to eliminate damage to the T-37 gel coat; putting a fender strip around the gunwales and a good bow fender.

Don and Honey Costa, "Honey Too", added a pair of oarlocks to their dinghy so one can row from the bow seat while carrying a passenger in the stern seat.

If anyone is interested in more specific details, contact Gary directly.

On the subject of dinghy, Frank Lawson, "Satori", bought a 9' Dyer Dow sailing dinghy. "A great deal more boat than an 8' boat. Love it! Carries 4 large adults in safety. Rows nicely. I have now done away with outboard and gasoline."

ANY COMMENTS?

Tom Bowers, a prospective T-37 owner, offers the following idea.

I believe that the diverter pole generator would be very desirable for sailboats. We once had such a generator on our Catalina 27. It is essentially a constant current generator. That is, no voltage regulator is used with it. We found that it did an excellent job of keeping the batteries charged. Unfortunately, it was accidentally damaged beyond local repair. The new units were priced at \$450 each. So we changed over to a conventional compound wound unit with a V.R. However, as an Electrical Engineer, I am impressed with the simplicity and effectiveness of the concept for sailboats. Could you make an inquiry in the next newsletter to see whether or not anyone has had any experience with the diverter pole or constant current generator? I would like to discuss the matter with anyone with experience."

PROBLEMS

1. Compared to the earlier hulls, owners of the newer T-37s are reporting few problems. When Paul Woche bought Hull #119 last year, he found a number of problems which bear repeating here for the benefit of people buying older hulls (a word to the wise). "All of the problems we've read in the TOG have happened to us. Hose after hose has failed under pressure (they collapse and will not permit the passage of any fluid). All bolts on the manual bilge pump disintegrated, packing gland failed, leaks in the engine exhaust system, poorly cut genoa, etc. The packing gland failure occurred in 45 knot winds and heavy seas. And with a bilge full of water, you guessed it - the manual bilge pump failed and the hoses collapsed on the electric pump. It was rather exciting for a while.

All sails are satisfactory with the exception of the genoa. it is a Lam sail and very poorly cut. Glen Housley of Annapolis is attempting to recut it and I'll let you know of the results." I'll let you know of the results."

2. Gary Coit, "Spirit of Pipit," took the rake out of his mast making it vertical to help combat the weather helm problem. This involved re-cutting the hole in the coach roof and juggling the rigging a bit. (Editor's note: I hope Ta Yang and our Tayana dealers have come to realize that rigging a Tayana with aft rake is not appropriate. Of special interest along these lines is the bold change made by Barrie McKay/Bill Wallace in their new boat. They had their mast installed ⁸¹ forward of the standard location in order to avoid excessive helm. I am anxiously waiting to hear from them as they try out the new design during their upcoming trip from Los Angeles to Manzanillo, Mexico.

"Honey Too" MAKES SOME INTERESTING MODIFICATIONS

Don and Honey Costa, based on their cruising experiences, have made some changes to their boat that ought to be of interest to others.

1. Rerouting of Hiller propane stove oven burner from rear of oven to right side. "We just couldn't light the damn thing in its original position. No problem now. There was far too much corrosion in the non-stainless components of this stove, which only had been in use one season. The whole of the oven assembly is not stainless, as are the burner manifolds. The working parts of the stove are black iron We hope our anti-corrosion efforts pay off.

2. Added a fiddle to the side of the chart table. No more sliding charts now on a starboard tack. Also added a hook/eye to hold the chart table open and installed an aircraft type chart table light.

3. Installed a second hand Crosby 12 volt refrigeration unit with Adler- Barbour holding plate. Super unit and saved over \$1,000 by doing the job myself. By the way, to date we have not had any paid professional help.

4. Added to the booms

A. Padeyes, turning blocks, sheet stopper, winch, cleat, reef hooks for reefing.

B. Stainless shoe on bottom of boom where it contacts gallows to eliminate scuffing.

C. Rerouted outhaul to port side of boom.

5. Rudder-- Enormous Job! The steering on Honey Too was a bear-not only the T-37 weather helm but also in light airs or even under power. It took two hands applying lots of force to make our rack and pinion gear go. Upon hauling we found that the center gudgeon was translating .11, fore and aft as the rudder went to its port and starboard stops. Bit the bullet and removed rudder/stock assembly which required removal of the prop shaft (Yanmar assembly is very positive- can't conceive of the shaft coming loose). Found out that the center pintle rotated out-of-round, which was corrected by machining an oblong hole in the gudgeon. While I was at it I removed the zincs and located them on the bronze rudder shoe with 3/8" NC tapped holes. I faired the rudder into an airfoil shape so as to get hydrodynamic lift rather than

drag as is produced by the flat plates. I had to dig a 5' hole in the rubble of the boatyard in order to reassemble rudder to boat. (Design should be modified to preclude that sort of thing) Got the whole unit back together and found steering effort had gone from two hands to fingertip! Fantastic! As to weather helm only one experience so far. I was hard on the wind with 135% genoa and full main and scuppers awash (certainly ready for reefing, but only about 1/2 mile from the anchorage). The weather helm on the wheel was about 15degrees rather than the 60-75 degrees previous. Equal to most fin keel boats I've sailed on. Should add that I lengthened the back stay and shortened the head stay to get most of the rake out of the mast. Basic conclusion- a sweet sailing boat

Well good people that about covers it for now. I plan to include an updated roster in the next letter. I want to thank Bill Engelson for maintaining our name list on his word processor. He also supplies mailing labels to Jeri MacInnes to ease her mailing task. Please let me hear from you soon.

Warm regards.

Norm