

Newsletter #23
P.O. Box 77
Loreto, B.C.S., Mexico
June 1984

Dear Group,

As you may recall from past newsletters, Todd Harris provides a quality inspection and specification compliance function for companies and individuals having their boats built in Taiwan. He spends most of his time at the TaYang yard and has developed a good rapport with the management and engineering staff. Because of TaYang's time constraints and language difficulties, Todd has become the voice of TaYang. On pages 2, 3, and 4 are Todd's comments on Newsletter #22. He also included in his letter a copy of that portion of the Perkins 4-108 shop manual dealing with the cooling system. For those of you with a Perkins 4-108 that have not yet done so, be sure to order a copy of the shop manual.

In Todd's letter he advises against the purchase of Tayanas directly from the yard. But those owners who have done so and sailed their boats from Taiwan have had very positive experiences. Don and Bev Rock, who sailed "AUF WIEDERSEHEN" from Taiwan (and were chased by pirates) give a glowing report of the yard on pages 5, 6 and 7.

BOAT SWAP

Gene and Jacquie Rueter keep "KRISTIN ANN" on Lake Michigan. They want to swap with another T-37 owner, "for one or two weeks somewhere warm". Their boat has a NAV.5 system, Auto-Helm 1000, 100' 5/9 chain, 100' 5/8 nylon, 35 lb. CQR, stereo, loran, etc. Contact them at 333 Church Street, Burlington, Wisconsin, 53105.

TODD HARRIS
PERFORMANCE MARINE
NO. 5-3, 19 LUNG
72 LANE
CHENG KUO FIRST ROAD
KAOHSIUNG
TAIWAN R.O.C.
中 華 民 國 台 灣 省
高 雄 市 建 國 一 路 72 巷 19 弄 5-3 號

May 12, 1984

Mr. Norm Demain
P.O. Box 77
Loreto, B.C.S., Mexico

Dear Norm,

Enclosed is my check for 1984 membership plus a little extra for overseas airmail. I'd like to comment a little on -the Newsletter #22 if I may.

1). My feeling on the mast location is that with a minimum of aft rake (between 0 and 1/2•,) coupled with the larger 12" rudder quadrant, and with Superior sail shape by Neil Pryde over earlier Lam and Lee sails, the weather helm problem is nearly eliminated. Over the past year or more I have been working with Starboard Yachts to reduce rake from 2• aft to near vertical, and have introduced the larger quadrant which is now standard. I am not at all sure that moving the rig forward 100% necessary.

In addition, we have introduced an adjustable mast step base for keel-stepped spars, to allow future adjustment to the rake.

2) I would not advise the general public to consider purchasing a Tayana directly from the yard. I also disagree with the idea that a 15-20,000 dollar savings is commonly made on such a purchase.

First of all, you have to realize that few dealers import and sell the original "standard" version Tayana 37. When you compare the retail price from a dealer with the reported ex-factory cost from direct buyers, perhaps not all of the option costs and handling costs are being compared fairly. A dealer's ex-factory cost is usually considerably higher, to include his own company's "standard" layout and equipment, and, often, on-site survey charges as well.

I would also remind you that ocean freight to the East Coast runs about \$8,000 to \$8,500 USD, and the shipping companies and or the port authorities will often add surprise charges such as bunker surcharges, wharfage and handling, etc, which might not have appeared in their quotation. On top of that you must add customs broker, ocean freight insurance, U.S. duty, and state tax.

Then there is commissioning with a good deal of labor hours, launching and mast stepping costs, and "headaches." Commissioning and "problem-solving" can easily run to \$2,500, or even more.

On the other hand, an experienced and reputable dealer will take all of these things in stride and deliver you both the fully commissioned boat built and outfitted the way you want it, and the continued service and warranty protection that could save you considerable expense.

Of all the direct-buying owners I have seen at the yard, many of whom are first-time owners (without any idea of what layout and equipment would be best for them or seaworthy and practical on long passages,) I think most would have benefited from purchasing through a good dealer, to save them from themselves and to get them out of the yards hair. The yard is not set up for retail sales, and facilities for launching sailing away from Taiwan are extremely limited.

3). Regarding) Jim Ukockis's voids in keel and rudder, I would suggest they be filled with epoxy and glassfiber strands pumped in via caulking tube gun. The yard does their best to fill all voids in the ballast cell, but due to the high viscosity of the resin "mush" which is injected around the ballast, some areas may escape being filled.

Closed cell pour-in-place foam is poured into the rudder part while it is still in the mold. It is possible that the foam wouldn't fill all void areas in some cases.

The rudder can be removed by drilling out the rivet heads in the keel shoe and driving them out with a drift -pin, while supporting the rudder with saw horse and small hydraulic jack. The boat must be high enough off the ground to slide the shaft of the rudder down the rudder tube for removal.

I would treat the pock-mark blisters as you would "boat-pox" blisters, by grinding them out to expose unblemished laminate, washing with water to remove solvents and salts, allowing to dry for two or three days, and filling with epoxy. The big debate these days is whether to overlay an epoxy sealer before bottom painting, or not.

The rudder has stainless plates inside it welded onto the rudder shaft stock.

4). To help "Wind Goose's" 4.108 engine keep its Cool, I would suggest he check the following:

A). Check the water coolant temperature with a thermometer. Perhaps the panel gauge is incorrect.

B). A new thermostat fitting whether needed or not.

C). Ensure that enough sea water is passing through the heat exchanger; Is the seacock or filter plugged up? Is the raw water intake hose collapsing with suction from the pump? (check this especially at high R.P.M.) Is the raw water pump impeller worn or does it perhaps have its lobes operating the wrong way? They should all be trailing, away from rotation direction.

D). If the heat bypass loop to the hot water heater is incorrectly installed or has an airlock in its water line, this could cause overheating:

a). The hot water heater calorifier loop should be below the level of the coolant header tank on the engine.

For a time, Ta Yang was installing the heaters on the top of the lazarette shelf.

b). The hoses should be connected to the engine properly in the correct tie-in locations. Ask your Perkins agent. U.S. and U.K. marinized engines will differ.

c). An air lock in the system is possible. With the engine running without load at, say, 1500 RPM, and with full coolant level, loosen a hose clamp at the water heater end of the loop and bleed air out. Engine should be hot, first.

E). Check tightness of water pump drive belt.

F). Check for a restriction in the exhaust piping and hoses, and air cleaner restriction.

G). Beyond one of the above easily solved problems, you should contact a Perkins service center. You could have a leaking cylinder gasket, faulty injection pump or atomisers, or such like.

5). To Walt Timpe's circuit breaker problem, the yard is now using Mitsubishi AC breakers. To my knowledge they are less troublesome though difficult to find replacements. Your dealer should stock some. I'd like to hear other comments about the new breakers.

6). To Bob Hollister, the holding tank commonly is 5 to 10 gallons.

Yours sincerely,

Todd Harris

TH:cc

ENCL:

REPORT FROM DON ROCK

"Now about TaYang, the yard, the people and the boats. The Chiu brothers, Nan San and Nan Hai and their entire staff could not have been nicer. We felt the courtesy extended to us during our entire 30 day stay was truly genuine and did not wear thin as the time wore on. Every morning Nan San would pick Bev and me up at our hotel (which the yard arranged for at a special price) and brought us back in the evening. The entire TaYang organization are hospitable almost to a fault - we were taken to their homes and out to dinner and parties so often it was almost embarrassing. Language is a slight problem but not the problem you might think. We quickly picked up a few words and phrases and the hotel people and many of the clerks at the stores know English and/or have a handydandy dictionary at the ready to help the bumbling American. It is truly humbling to consider that this person in his own country has bothered to learn your language, while you, the foreigner, stands there with the benefit of years of education and can't even find your way to the head without help.

As you have reported before, the yard is completely walled with excellent security. Nan San tells me that they average 200 to 250 employees so this is not a small operation. The work areas are clean and neat and kept that way not only by each shift but by a roving core of sweepers and cleaners who keep the place exceptionally picked up. The molds are scrupulously cleaned after each boat is made. In fact, while we were there a new mold for the 37 footer was being made and cleaned and polished and polished and then some - Bev and I thought it would be worn out just from the meticulous cleansing it received. The workers seem really interested in their job and while each seems to know what to do and when to do it, there is quiet supervision at all levels (well, usually it is quiet!). -While there are hand tools brought to the job, both power and manual, there is every conceivable type of power tool needed in a modern factory. The edge type tools are kept at the fine angle and edge by constant whetting and honing.

Fiberglass and teak are murder on such tools. Inventory control of tools, wiring, nuts, bolts, washers, hardware items, etc. is of the most modern that I have seen practiced in yards in the U.S. such as Pearson, Squadron Yachts, Shannon, and even the Cheoy Lee Yards as I remember them from years past. I am convinced that the attention to detail and the lack of cost saving corner cutting which I saw at Ta Yang places the Tayana series among the better constructed boats on the market today.

Now as to our boat, AUF WIEDERSEHEN, how did it turn out? In a word, superbly. They followed the plans too well, even to the extent of not noticing that Dave Wresch and Bev and I had overlooked a few details such as sliding doors which did not open the correct width to allow access to our dish cupboard or the stove cutout which was made for the Magic Chef stove instead of our Shipmate or the leaves of the salon table which were cut to fold up to accommodate 41, cushions and we have 61' cushions. All of these glitches were cheerfully taken care of and the mass of material which we shipped to Taiwan such as winches, stove, electronics, running rigging, roller furling, anchor windlass, etc., etc., etc., the yard had a professional carpenter, electrician, plumber, mechanic or rigger either help me or do the job at my direction. One little note about the rigger: the yard had never installed a Hood Sea Furl before and used our boat as a learning experience. The instructions call for the cutting of the forestay and the installation of a Norseman fitting on the cut end. The rigger would not let me use the cut stay but insisted on cutting a new stay at just the right length. He followed the same idea for the backstay where I installed a Ronstan wheel backstay adjuster - he cut a new stay at just the right length.

So long as I have mentioned how we outfitted the boat I might as well complete the job. We ordered teak decks and cockpit and a neat pinrail in a U-shape around the mast with the open part of the U facing forward. We got the idea from one of the old schooners at Mystic Seaport and saw it also on one of Bob Perry's Union 36 boats. The belaying pins really keep the halyards and docklines in a neat and orderly manner. We brought over Enkes winches, #28 2 speed self tailing for the main cockpit winches; #26 two speed self tailing on each side of the main sliding hatch; and a #22 two speed self tailing on the mast for the main halyard. I lead the spinnaker and Yankee halyards and the main sheet through fairleads, blocks and sheetstoppers back to the port cabintop winch and the staysail halyard and staysail sheet and the tack line for the cruising spinnaker back via fairleads, blocks and sheetstoppers to the winch on the starboard side cabin top. I have double turning blocks installed on extremely sturdy pedestals that the yard fashioned and installed for me on the port and starboard quarters with the exact angle of lead to the cockpit winch. I find turning blocks a great asset for the lead to the winch is then always the same no matter what the placement of the car on the jenny track. We have Schaffer track and cars for the Yankee, a Ronstan traveler track and car for the main and a Schaffer track and car for the Staysail traveler. We have a 35 lb CQR with 25 ft of 3/8 inch chain and 600 ft of nylon rode for one anchor and a 33 lb Bruce with 175 ft of 3/8 inch chain for our second anchor on the bow. Our 'stern anchor

is an easily stowed Northhill. We have an Italian made windlass which is going back in favor if a Simpson-Lawrence- it just can't cut the mustard. As mentioned we have Hood Sea Furl for the Yankee; the staysail reefs down to the boom to storm size and the main is triple reefable - all by the North loft in Milford, Connecticut. As I mentioned before, you might pay a little more but you get a sail that fits like a glove as it comes out of the bag and they are good looking, fast, shapely sails. I made up all my running rigging using color coded dacron with low stretch for the halyards. We have a Shipmate 3 burner LPG stove in stainless steel with oven and broiler. The Shipmate stainless kerosene we had for five years on our Cheoy Lee looked as new the day we sold the boat as when we installed it. We have not yet installed our Chesapeake diesel heater - the Philippine climate somehow foils to dictate the need for a heater. We have a Combi total data system; a Sitex 757C Loran C which worked like a charm on the East coast but over here is almost worthless. If it weren't for my sextant and clear weather for sun, moon and star sights I'd probably still be looking for Luzon. The Loran was as much as 30-40 miles off on our way down. We have a Walker log and speedometer which is more accurate than the Combi (and uses no current). My old Navicator hand held RDF works well when the Philippine stations deign to broadcast. The Nav lights around here are not what we are used to in the United States and Canada. We have an Apelco Clipper 82 VHF which is also not too useful here except to talk to Navy ships. Inside, we have a double head with separate shower and we had the yard varnish the interior. It is light and glowing with the hand rubbed finished look I had hoped they would achieve. We have an extra large chart table with ample storage for charts and tools in various drawers and lockers in and around the area plus shelves and angled spaces for the Loran and eventual Sat Nav which it looks as though we will be needing for cruising in this area when we finally retire. One note on anchoring - I second the motion for the tip of Gary Coit in Newsletter 10 and add the following: I permanently shackle a length of stainless steel chain to the second hole in the plate where the bobstay is attached to the hull at the waterline. The length of the chain is such that I could add a turnbuckle to it and attach it to the bowsprit as a replacement bobstay in the event the regular stay is damaged or broken. I keep the chain secured to the bowsprit with a length of small line and when I have set my anchor I simply shackle this extra chain to a convenient link of anchor chain and pay out more rode until I am rlding to the chain with the pull from the waterline. We swing less and it is much quieter."

TRIP PLANS AND EXPERIENCES

1. Tom and Ann Bowers, "MACBEE" plan to sail through the Panama Canal in '85 and would like to hear from others, planning to do the same.
2. Jim Hayes, "WANDERTNG STAR" plans to cruise on Lakes Huron, Michigan, and. Erie this summer.
3. Gary and Barbara Coit crossed the Atlantic in their "SPIRIT OF PIPIT" winding up in Paris for the '94 winter. Their fascinating story starts on page 9. (ED. NOTE: Many thanks to Gary and others who take the time to write about their experiences. Without their help, there would be no newsletter).
4. Bob and Sally Hollister report on their trip to Vancouver Island: "On our Vancouver Island trip we took 2 weeks (3 would be better) and went from Seattle to Port Angeles then Port Angeles to Ucluelet (north side of Barkley Sound) out the Strait of Juan de Fuca (a long days' trip). The only hitch that we had on the trip was not being able to clear customs in Ucluelet and had to go to Port Alberni. Saw some beautiful country in the processes. Would recommend clearing customs at Victoria. We sailed around Barkley Sound for several days. Beautiful islands, bays, beaches, eagles, salmon, shellfish and bears. We then went up the coast to Clayoquot Sound and went as far north as Hot Springs Cove. The springs are very nice. You can sail around Clayoquot Sound for all day and not see a dozen other boats. Navigation is a little tricky as there are many shallow areas and rocks - some uncharted.. We had no trouble but were cautious. We certainly recommend the trip."

PROP TALK

1. Tom and Ann Bowers received their new long pilot house cutter earlier this year. They are installing an 18x14 two-bladed prop because they want to enhance their speed under sail. They expect a reduction in motoring efficiency, but feel it's a good trade- off. Tom raced on a 351 heavy displacement planked hull cutter in the last Newport-Ensenada race. They overtook and passed a T-37 which had started 2 classes ahead. Tom was convinced that the T-37's 3-bladed prop was it's downfall.
2. Ken Sainsbury, "PRIDE" reports that he is very satisfied with the performance of his Luke feathering prop. While expensive, a feathering prop offers both drag reduction and power. I would like to hear from owners having feathering prop experience.

Aboard Spirit of Pipit Paris, France

17 February 1984

Dear Norm,

Here's a check for our dues for 1984. Better late than never I'm always saying.

We had a busy year in 1983. Went from Florida off to the Bahamas for about 2 months to 'get out of the high rent district while working on the boat, getting ready for our great voyage of discovery. We did manage 'do get a lot done, but have to confess that a lot didn't get done. I just don't understand why that is always so.

As I wrote you before, we made two changes to ease the weather helm and hard steering problems: took out the rack and pinion steering system and installed an Edson pedestal, and took the rake out of the mast. Together they did solve the stiff steering and almost solved the weather helm, though there's still a bit left. The changes were well worth doing, but I still can't get used to the look of the boat without the mast rake; it's not half so nice.

Most of the changes/improvements were relatively minor ones, it's just that they seem to take an inordinate amount of time. Did things like install a short piece of fiddle in the corner of the galley counter where the yard left a large gap -- large enough for a plate to slide thru; put in padeyes for a fanny belt for the cook; installed lee cloths for the settee and pilot berths; stuff like that. The one notable thing that comes to mind was installing a manual alternator controller so that we can override the voltage regulator if we want in order to charge the batteries faster, rather than having to suffer along with the decreasing charge rate as the batteries come up. I resisted the idea of this for a long time, fearing I would end up cooking the batteries, but I now believe that is almost a remote possibility and the advantage of the system is great.

We went back to Florida. and hauled and painted and replaced the prop shaft, which was rather corroded. The shop called it crevice corrosion, but I wonder if it wasn't at least partly electrolytic corrosion. Also replaced the engine intake seacock after the threaded stud that holds the seacock together broke off. It had always been bent and just gave away when I tried to take it apart for the annual greasing. I was shocked to find the thru-hull fitting had only three threads engaged in the seacock -

just as others have reported. Made me want to go thru the process of replacing all the seacocks, but I couldn't afford it at the time. I replaced the old one with a Jabsco ball valve, which seems excellent, especially because it can be bolted to the hull. I'd insist on them if I were ordering a new boat.

We spent another month or more at a marina in Port Orange, Florida (suburb of Daytona Beach) doing more work and also taking, a brief trip to Washington, D.C. to see family and friends before heading for Europe.

Having completed our list of things to be done several times over, only to discover that the next one was even longer, and having spent all our money, but not exhausted the list of things to be gotten, we went to St. Augustine, the nearest exit to the ocean as a sort of trial run to see whether or not the things we had done would work.

Everything seemed OK so we had a hefty rum and water before going out to a celebratory dinner before our departure bright and early the next morning. The drink was lousy - the water had come from the bilge. It had to be a leak somewhere in the water tank so we hooked the dinghy inflation pump up to the dip-stick hole and pumped up a good head of pressure and, sure enough, bubbles started coming up from around the bottom of the tank. (Incidentally, the same

system can be used to get fuel flowing from the fuel tank if it won't start siphoning on its own after changing the filter. Also good way to blow fuel out oil the fuel vent hose, which fills up often.) We took the tank out and discovered a large pitted area where it stands in the bilge water - obviously electrolytic corrosion. Fortunately we were able to get it repaired and re-installed in only two days. I realized then that the tank was not connected to the ship's grounding system. I'm sure that a zinc attached to the top of the tank with a stainless steel wire and dropped into the bilge would also help avoid this sort of corrosion. The boat was almost 5 years old then, so I don't know whether this was the cumulation of slow corrosion or whether something recently went awry (tho I haven't found any serious indication of the latter case). I found that one has adequate access to the holding tank fittings when the water tank is removed. I'd been wondering how I'd get at it if necessary.

Our crossing from Florida to Ireland took 39 days at sea with stops of 12 days in Bermuda and 18 days in the Azores. We had about three days of very light winds, about two days of moderate reaching winds, and the rest of the 3788 mile passage was almost all hard on the wind with winds mostly 10-20 knots, but one overnight gale of 30-35 knots and a 3 1/2 day gale of 30-40 knots.

We had one or two reefs in the main most of the time, dropped the Yankee when winds were over about 28 knots and went to staysail alone, then storm jib, when we hove to in the worst of the gales. She sailed just fine all the time, being steered exclusively by our super Aries vane. We tried to sail into the second gale for almost two days, convinced we were on the edge of it and would soon be out. The boat took a terrible pounding, though, so we gave up and hove to.

After four weeks in Bantry Bay and along the south coast of Ireland we motored overnight to Falmouth, England (no wind) arriving just ahead of a huge storm, and then proceeded along the south coast of England, eventually winding up at Cowes. We had glorious tail winds the whole way along the coast and more -or less got used to the fact that they were all 25 knots or more. The final leg, from Cowes to Le Havre, France was in a howling 35-40 knot gale, with big seas. Fortunately it was all on the beam so we ran it with Yankee only (surprisingly we had no lee helm) and did an awesome (under the circumstances) 7-8.5 knots most of the way. (AS speeds given with due regard to the mass scepticism surrounding the subject, but based on what the knotmeter said.) We didn't want to use the staysail because a couple of strands had broken in the inter mediate forestay and we didn't want to risk its parting altogether. We unstepped the mast in Le Havre and motored up the Seine to Paris, where we decided to stop for the winter.

The boat came thru it all very well. A few notes on matters that may be of interest:

a) Discovered that the forward bulkheads, at foreward and aft ends of head, are not glassed to the cabin trunk and they worked a bit and made a lot of worrisome noise. However there seems to be no real damage. Are they supposed to be glassed?

b) We used a lot more electricity than normal, what with running lights all night (quite a few people don't use them "until we see a ship," which I think is simply irresponsible) SatNav, ham radio, VHF (only when we saw another ship or when we put out blind calls in the fog to announce our presence. Once a ship responded to such a call and we jointly figured out he was 12-5 miles away; but he promised to keep a sharp eye out for us when he passed our way, etc. This necessitated running the engine 1 1/2 -2 hours a day, much more than usual. The alternator controller saved us from

running the engine another half hour, so was worthwhile. Altho it would have been nice to have had a wind- or water-powered generator, that would have been a big expense for just 39 days at sea. Normally we charge our refrigeration and batteries at the same time with about 30-45 minutes a day on the engine, so an extra generator wouldn't be a great advantage when not at sea.

c) The staysail stay partially broke for unknown reasons, tho the rigging was heavily strained when the boat was pounding into the waves. We were glad to have oversize rigging (3/8, 5/16 and 1/4).

d) We had a lot of leaks when the seas were really rough and/or we were heeled far over -- we normally try not to sail with the rail under. The most irritating leaks were those coming in from the hull-deck joint, which got our books and food lockers wet in the settee area and in the head. The chainplates developed new leaks, even one I caulked just before leaving. A lot of water came into the chain locker via the stanchion bases for the bow pulpit, an entirely new problem. The butterfly hatch, which I thought I had gotten pretty tight, did just fine until we got a few solid waves over the top in the English Channel and then water poured in thru it. Even the companionway hatch, which is protected by a large dodger, had water squirting through the sliding joints on the sides when some green water hit it. I guess I should emphasize that these leak-- were related to the extraordinary circumstances of big seas, but they, nevertheless shouldn't have occurred. Foaming the bulwarks was one of the projects that didn't get done before departure, but it's still high on our list.

e) The coil in the magnetic clutch on the refrigeration compressor burned out, probably because of engine heat. I didn't have a spare (it was on the list but I couldn't locate one in time), but I was able to drill holes thru the two plates, tap the holes on the inside plate and then lock the plates together with three screws whenever I needed to charge the refrigeration. I took the screws out when I didn't want the compressor to run. It worked fine. Still does. We were very proud of our refrigeration. We stocked up the freezer in Florida in early May and ate the last of it at Christmas time.

f) We ran out of fuel motoring toward Bermuda. It turned out that I had overlooked cleaning the air filter; it was very dirty and just about doubled fuel consumption.

g) We have an Alpha Marine Systems autopilot. When it works it's great. However it has broken down far more often than it should have. After a number of tries I got a schematic diagram from the factory so I could have it fixed locally, but the schematic was either deliberately falsified or from a quite A different model. I got another schematic from a friendly dealer (after several other dealers had tried to get one from the factory for me without success), but it showed quite a different circuit. This time I suspect it was for a modified version. In the end I had to spend a couple of days making my own schematic, which still doesn't have the values of all the components. But the biggest problem has been the slowness of the factory in making repairs. It has varied from two to four weeks, even when I have stressed that I needed it repaired right away for a long trip, and even tho the president of the company insisted to me that their repair time is 24 hours. Who knows how long they might have taken if I hadn't called the factory long distance a couple of times each time I sent them the control unit for repair.

I have one friend who's pleased with his AMS unit and another who spent over six months telephoning from the South Pacific and shipping his new unit back and forth to California before he finally got it working right*, now he's apparently satisfied with it. The unit is too expensive to throw away and I can't afford another one, so I'm stuck with it. Since it does work very well when it works, I still have hopes of working out the bugs. But I sure am fed up with the factory.

h) Our Aries vane steered us across the Atlantic just beautifully. We visited the factory where it's built on the Isle of Wight and talked with Nick Franklin, the designer and manufacturer. We were a little worried about wear on the unit, but he said that it is deliberately designed to operate with loose joints and not to worry about It. So we don't.

I) We acquired a Magnavox 4102 SatNav set before our trip and are crazy about it, It has held up much better than some of the cheaper sets that we've heard about. I completely agree with whoever it was who wrote in to say that one shouldn't set out to sea without SatNav and a ham radio.

j) We carried with us an experimental *EPIRB* unit that we got from NASA to test the new system whereby *EPIRB* signals on 406 MHz can be picked up by orbiting satellites. Our mission was to turn the set on and leave it on as we crossed the Atlantic so that NASA could try to track us via the American and Soviet satellites that are operating together in the new program. We had to keep a complete record of our SatNav fixes so that NASA could compare where they thought we were during the crossing with where we thought we were, according to the SatNav. We have submitted our report to NASA and are now awaiting their report with great curiosity.

k) The temperature here in Paris hovers a few degrees above zero Centigrade, and it's usually quite humid. The result is that the inside of the hull is constantly coated with condensation, making the inside of all our lockers damp and breeding mildew everywhere. It would be awfully nice to have some insulation on the inside of the hull, perhaps a 5/16 or 3/8" layer of closed cell foam. We bought a 1000/ 2000 watt electric heater and it keeps us adequately warm, but it doesn't vent air overboard so it can't carry away the moisture below.

l) We bought a 220V/110V 2000 watt transformer and use that for our shipboard 110V requirements, including water heater and battery charger. The factory installed 110V/12V transformer feeds our lights below. We need 12VDC for the propane solenoid, pressure and bilge pumps and ham radio and keep the batteries charged with the charger (don't leave it on all the time; the sensing unit may (did in our case) stick and overcharge and thereby ruin the batteries). Guess it would be nice to have three systems wired into the boat: 220VAC, 110VAC and 12VDC with shore connectors for the first two and internal outlets for all three.

m) I installed a panel with meters showing discharge amps and battery voltage. The ammeter shows 0-50 amps, which isn't much good for checking the draw of individual units. It should be a dual scale meter showing either 5 or 50 amps with a switch to go from one to the other. I- there is a digital ammeter it would be excellent for this purpose. The voltmeter simply isn't accurate enough to show reliably 12.2 versus 12.9 volts. For this one should certainly have a digital voltmeter, which can be amazingly accurate. My son, who's about to graduate as a physics major, keeps sending me books and things about how to build your own computer. He thinks I need a "dedicated" computer for the boat. I think he's absolutely right and I believe soon we'll be seeing them commonly on boats. Trouble is I am incapable of building one, however many books he sends me, and I can't seem to interest him in doing it for me. Maybe you could tackle that project on behalf of Tayana owners everywhere.

We're having a fine time in Paris. We're at a very nice, new marina in the center of the city, secure and snug for only about \$100 per month Plus \$15 for electricity in winter. When it warms up in April and the floods in the rivers subside we expect to head south for the Med and then points east, like the Yugoslav coast, Venice, the Greek islands and Turkey, to name a few.

Spent two weeks skiing in Austria in January, which was terrific. I didn't take up skiing until I was almost 50 and did it then only to keep Barbara happy. And I'm no athlete. And we haven't skied for 6 years now. But we went to ski school the first week and discovered we hadn't forgotten everything and even got better, sort of in the upper intermediate level now, which is good enough to have a hell of a lot of fun. Remarkable how many sailors are also skiers.

We've been surprised to see that prices for boats are relatively low in Europe. On the other hand there are very few high quality sea-going boats like the Tayana 37 being built over here. Even the formerly fancy boats like Camper and Nicholson's seem cheap in their interiors. As a matter of fact many of these European boats our size or even bigger seem downright flimsy. For that matter so do most of the American production line boats. The big trend here among cruising sailors is the double chined steel boat, many of which are home made and most of which seem to be at least home finished. I imagine they are quite cheap. A friend of ours in Sweden is building a new 42' steel boat (his third boat construction project) and bought the hull from some fabricator all cut and fitted together but only spot welded - he is finishing the welding himself. We have seen few Far Eastern boats here. Ours attracts a lot of attention and compliments ... and rightly so because it stands out from the crowd in Europe. These comments don't necessarily apply to the Mediterranean, however. Apparently the size and luxury of boats there is a bit mindboggling.

We were surprised to observe that we were one of the larger boats among the 60 or so that were in Horta in the Azores when we arrived there. The average was probably something, like 33 feet. We've got a great big file on "The Perfect Boat" which we dream of getting one day. We tend to think we'd like something in the 42-46' range. But nowadays when I get to thinking about it I have to say that ol' Pipit is a dandy boat for us.

Sounds like you all are enjoying your retirement. We sure are. Thanks for all your work in putting out the newsletter. We still learn something useful from every issue. Well, so much for now. Best regards to you and Annie from

[Signed Harry and Barbara Coit]

(Handwritten:

P.S. Have you ever thought about coming to Europe and renting or buying a canal boat and seeing West Europe that way? And not necessarily hard on the back.

P.P.S. Our permanent mailing address remains in Indiana.

EQUIPMENT REPORTS

1. Jonathan Ela, "LOON" writes about his radar: "The other major equipment purchase this spring was a Furuno 2400 radar. It is a terrific unit, and if for no other reason has helped earn it's keep by keeping, us down to about two days of fog in seven months of sailing -- it never rains when you remember your umbrella. I mounted the antenna on an aluminum pedestal right at the stern, tied into the stern pulpit for additional support. While in theory one loses some range by this system, in practice it works very well, is out of the way, and, in my opinion is a far more sea worthy arrangement than having it part way up the mast. I recommend the unit very much.

2. Don and Honey Costa, "HONEY TOO" wrote: "Junked my heat exchanger/water heater. It never worked except on 110V or after motoring 4-6 hours and replaced it with a Poloma propane heater. Hot water whenever we need it, marvelous!

3. Adrian Richards, "ATHENA" adds his voice to the growing number of Auto-Helm 3000 enthusiasts.

LIGHTNING PROTECTION

Jonathan Ela, "LOON" writes:

"A word on lightning protection. I am no expert, but have grown more sensitive to the subject since getting hit off the Bruce Peninsula late June. In spite of the fact that we were dousing the sails and all three of us aboard were touching the mast or boom (aluminum,) we did not feel anything, not even the slightest tingle. Nor was there any hull damage -- we pulled the boat a couple of weeks later to make sure. The electronics were another story. VHF, depth sounder, Loran, the radar alarm unit, the apparent wind indicator and the left side of the cassette stereo system were fried: partly fixable, partly not. On the other hand the radar itself, the ham radio and other miscellaneous things survived unharmed: it seems quite capricious.

I had had experts look at the protection system last winter,, and as a result had a ground plate, similar to those used for radio grounding, installed near the mast step, with heavy welding cable leading to it -- other people suggest copper braid. The electrical grounding of chainplates, throughhull fittings, and the like, that came with the boat was deemed adequate.

In short, I suggest that every sailboat owner got expert advice on his or her grounding system. This was all a highly unpleasant experience, but it is good to know that being hit doesn't necessarily entail complete disaster."

RIGGING AND SAIL TALK

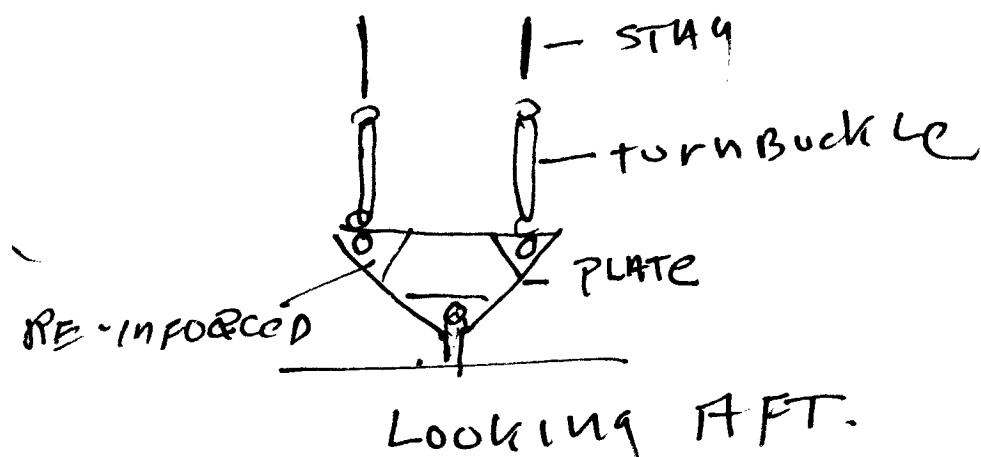
1. Dick Miller, "JOSS" writes,

I'd like to share with you my experience on a double head stay rig that I have used this past season with success. Bay Rigging in Annapolis did the work, and they have had no failures reported to date. Basically, a stainless steel triangular shape plate is fabricated in order to allow two stays to be placed side by side in an athwart ship position.

I had put my furling Genoa to starboard, and my Yankee is left in place, permanently hanked on to port. At the staysail stay, I installed a similar system; to port the staysail is hanked on - to starboard the storm sail is permanently hanked on and left on deck ready for use. One advantage is that all sails are left on deck, thus giving more room below; and the disadvantage is some loss in windward ability, as in all things a trade-off.

Two questions please. Has anyone installed storm shutters, and is the flapper valve in the exhaust adequate to prevent the entry of water in a serious following sea?

Thank you again. Keep up the marvelous work with your Newsletter.



Dick Miller

2. John and Marg Green, "SORCERER", Hull #40, hails from Victoria, B.C. With their three children and a dog, they recently cruised the inside of Vancouver Island. Marg writes, "we had a whisker pole and a drifter put on to the boat for summer . After cruising, for the month in our light airs, we kept asking, ourselves why on earth we didn't invest in these two items before. What a super difference it made! The drifter seems a better idea than a cruising, spinnaker as it was surprising how far into the wind we could tack with it rather than using it strictly for downwind sailing."

3. Jim Cool, "WIND GOOSE" has a 165% drifter. He says, "I swear the boat makes way in zero indicated conditions with the drifter. I'm very pleased with this addition to my sail inventory. P.S. A clean bottom always helps."

4. Henry Hook, "ENDYMION" sails the Great Lakes. He writes, "I put on roller furling for genoa 131% Thomas, Yankee (Lam) and staysail (Lam). I used the Mariner system and perfectly pleased with it - plus the many advantages of the hank on system. I furl genoa without winch assist in substantial wind. We use sails so much more with this system."

Some of the exploring in Georgian Bay and North Channel require course changes frequently - wind conditions change often and point of sailing varies so much some days. The sails up - sails down routine made so much easier with new system.

I got rid of the boom on the staysail - a man killer and a real threat to me at times when I'm up there alone in a sudden Great Lakes weather maker - (L. Erie especially) so I recut some, put in a ball bearing traveller - elevated a few winches and aft of the old rod traveller - it is still self tending, trims to a single sheet - same winch as before. Performance - can't give you all the info yet but we used 1 reef in main and the new staysail system in 30K with 3-5' seas in Lake Huron with excellent results."

PROBLEMS

1. Ron and Sue Britagne, "NEXUS" found that their 1 1/4" prop shaft had been turned down to fit a 1" coupling on the transmission. Also the shaft was not keyed. Ron has Hull #257. The exact same problem was reported by Jonathan Ela, "LOON", Hull #95. In Jonathan's case, the prop shaft backed out of the coupling 3 times. (ED. NOTE: This problem was reported in earlier newsletters but I thought that it had been fixed. TaYang please comment.)

2. Jeff and Eva Dunlap, "ZEPHYR" are having problems getting parts for their English built Perkins 4-108. "At an extra cost, we had a Perkins 4.108 engine installed at the TaYang boatyard rather than the Yanmar which the dealer offered as standard. We felt that the Yanmar vibrated too much. We are very happy with the Perkins but the fact it is English did cause some problems. Here's what happened: On our first attempt to cross the Gulf Stream last May, we ran into a bad line squall that lasted approx. two hours. During the storm (over 50 knot winds) the engine harness caught fire. We finally got it extinguished but had to keep the engine running because we could not have started it again. We decided to return to Marathon for repairs;

we had gotten as far as the shipping lanes and were blown nearly as far north as Miami. During the trip back to Marathon, the engine exhaust bellows developed a hole. Needing to keep the engine running, we collected an engine room full of soot. At Marathon we phoned all over the U.S. for needed parts. We were unable to purchase a harness as only American ones were available. Ours was English. We had to have a new solenoid. Had to purchase a starter to get a solenoid. Jeff had to originate an English harness diagram and build a new harness himself. (Jeff is an aeronautical mechanical engineer - not an electrician./ The engine was still under warranty. We have written both Perkins and the dealer twice. We have not received any reply from either one. Had to have a new exhaust bellows built.

We are now in Georgetown, Exumas and have been here since November. The weather has been warm but often very windy. We seem to get the tail end of the Northers. We plan to return to the States this spring. We sometimes wonder if we should have bought a Motor Sailer since we always seem to be going head into the wind. Maybe we will get to sail back to the States."

MISCELLANEOUS

1. Joel Stolowitz, whose wife Jeri prints and mails these newsletters, has gone into partnership with James Briggs of Briggs and Stratton. They will operate the Sap Harbor Yacht Yard. They will concentrate on resales of "select yachts". Their name is Chichesder and Moore.

2. Bob Hollister, Hull #209, designed and built a very attractive and functional helm seat. He has offered to send dimensioned sketches to anyone wanting such a seat. Write him at Route 1, Box 234, Vashon, Washington 98070.

3. Tom Beard, "MOONSHADOW" passes on the following: "I have one tidbit members in our group may find helpful -- those who don't already know about it. The Slocum Society. It offers helpful information to cruising sailors and dreams to the rest. I always thought I had to single hand around the world to belong. Not so. You never even have to feel seawater to Join. Membership is \$15 and the very informative newsletter is an additional \$10. ". . . Sailing, Club Newsletter will be published monthly, with emphasis on timely, up-to-date content, letters from members, product news, tips and wrinkles, cruising notes, new books and old, navigation, living aboard, building, maintenance, armchair sailing, etc., etc. The writer is Don Holm former newspaper columnist and author of several books. Send applications (checks) to Don Holm, Secretary, Slocum Society, P.O. Box 76, Port Townsend, WA 98368. He has been alerted to a rush from the Tayana group."

4. Hull #400 has been built and belongs to Lee Rosenberg of Philadelphia. Her name is FUGITIVE II.

5. Jeri Stolowitz, "PAPILLON" urges all visitors to Cuttyhunk, Mass. to have fresh cooked lobster, corn, and drawn butter delivered to their boat (you pick your own ahead and the price is right). She and Joel use a portable gas grill for their meals. It works like a charm and no mess.

6. Fred Gross, "FAIRBOURNE" sent me a brochure on a teak cockpit table, that, with slight modification, fits with the TaYang furnished pedestal guard. (Fred. says the Edson table will not fit). It costs \$139 Plus shipping from Fairwind Industries, 2099 Liddell Drive, Atlanta, GA 30324 Phone (404) 873-1274.

HOME BASE NOTES

While I've known that the mail to and from Mexico was slow, I was still shocked the other day when I received a letter that had been mailed 10 months earlier from the U.S. So if I'm a little slow in answering your letters, I might have an excuse.

Despite their good intentions to the contrary, many TOG members fail to send in their yearly dues on time. The dues are due in January. This newsletter, the 3rd of '84 will be received by only paid up members. It is a lot of extra work for Jeri Stolowitz to send out missed issues to owners who fail to pay on time.

The Mexican hurricane season has started right on schedule (June thru Sept.). Most of them are spawned. in southern Mexico near the Gulf of Tehuantepec. The early ones (there have been 2 so far) head west out to sea and dissipate. As the waters warm up along the Mexican mainland coast and in the Gulf of California, the hurricanes move in a more northerly direction. During, August and September, it gets to be a nervous situation here in Baja. Annie and I will be travelling in the U.S. during July and. August.

Warm regards,

Norm