



 TAYANA 37

Tayana Owners Group (TOG)
Newsletter #33
Winter 1996
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Dear Friends,

Where did it go? Another year sneaked by while I wasn't looking. This completes the seventh year of sharing with each other the joys and frustrations of owning the world's most beautiful sailboat. To all of you, have the best Christmas / Channukah and the happiest 1997 possible. The Christmas card on the back cover is of and by Kurt and Nancy Bischoff, who live on "GUMBO YA-YA". Kurt has been kind enough to furnish the half-tones which make possible the clear reproduction of the photos you see in these newsletters. Address labels are courtesy of Ed Christie, who is also working up an owners survey questionnaire to be mailed out in '97. Newsletter content is courtesy of all you great people who have sent in your reports and funds, without which there would be no newsletter.

STOLEN TAYANA RECOVERED

In the last issue we reported the disappearance of "AURORA" from the Atlantic City State Marina. Owners Bob & Marilyn Williamson wasted no time in contacting enforcement agencies and marina operators in appropriate areas along the coast. They also contacted Tayana dealers to pass the word and be on the lookout. They were preparing to send out a message to Tayana owners on the East Coast when word was received that "AURORA" had been found. She was on the beach at Virginia Beach, Virginia. She had been there about 15 hours, but fortunately the surf had been light and the only apparent damage to the hull was the loss of some gel coat. The thieves had gotten in by breaking the companionway door hinges. They had jump started the engine and in the process blew out some diodes which led to a dead battery. They anchored off the beach and when they couldn't get started, cut the rode. More on this story in a later issue.

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THERE'S HOPE FOR YOUR OLD LEAKY PACKING GLAND

While not all owners complain about their stuffing box, very few are happy with that part of the boat since it requires frequent inspection, adjustment and periodic replacement. At least one of our owners has eliminated the problem and is delighted with his solution. From the Philippines, Don Rock, "AUF WIEDERSEHEN", writes:

A couple of notes for the newsletter: I don't know if anyone has reported to you about the Lemania LASDROP Shaft Seal but I'd like to say that Dr. Perrin, the Swiss engineer who has developed this for the US market, has a great product, fast service, and why didn't someone think of it before this. You've probably read about it. It is a compressible rubber bellows one end of which fits over the shaft tube (in our case the female forward end of the stuffing box); a specially made plastic ring slides over the shaft and is clamped to the forward end of the bellows; a second ring made of high grade stainless steel with one or more "U" rings inside it is slid over the shaft until its polished surface mates with that of the plastic ring. There are three detent screws in the perimeter of the steel ring which is machined for your particular shaft and this whole assembly is placed against the plastic ring so that the bellows is compressed about one third of its length. The detent screws are tightened and the job is complete. Water enters the cutlass bearing and slightly distends the bellows which then by its compression forces the plastic ring to bear against the steel ring tightened on the shaft. As the shaft rotates the only minor friction is between the two polished surfaces of the two rings. The shaft is fully lubricated by water entering through the cutlass bearing but now there are no pieces of packing to be constantly snagged down against the shaft. The bilge is so dry that except for incidental water which occasionally drips down the mast boot I can lust about use a vacuum cleaner to keep it clean. I installed ours with the boat in the water and for a few moments when the last of the packing material had been removed water was coming in 'rite smart lik'as one of my corpsman used to say. No real problem, however. I reversed the male portion of the stuffing box, the brass tube with a flange that used to compress the packing, made up a gasket and bolted the two flanges together. Then I clamped the bellows over the reversed tube, slid on the plastic ring, clamped the bellows around it, then slid on the steel ring with the "U" rings on its inner circumference-it is these plus the polished bearing surfaces of the rings that make up the watertight seal-put the shaft coupling back together and we've been in comfortable, dry cruising peace with the world ever since. The instructions are foolproof (they must be if an old retired surgeon can follow them) and the pictures are self-explanatory. I'll try to find a set to copy and send you. I think it is so good that Ta Yang should consider it as option when they commission or ship the boats.

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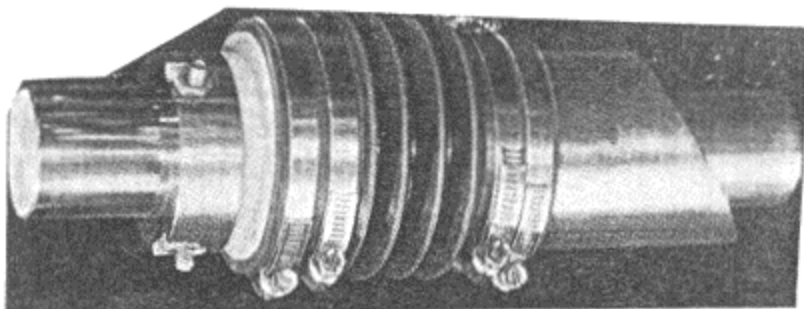
PACKING GLAND (con't)

A March 1986 price list shows the price of a Lasdrop seal to fit a

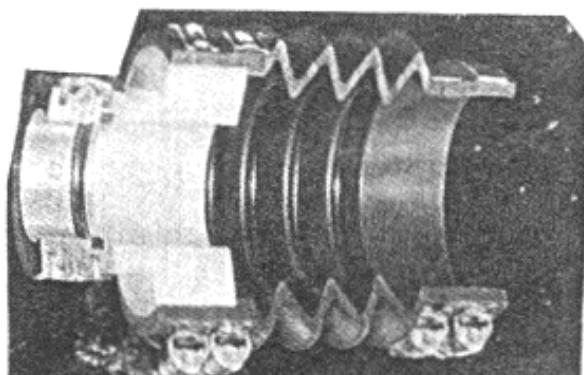
1 1/4" shaft to be \$125 incl. shipping. For information write to

Lemania Co.
1777 S.E. 15th St., Suite 507
P.O.Box 22491
Fort Lauderdale, FL 33335

LASDROP SEAL INSTALLED



LASDROP SEAL CROSS SECTION



ATTENTION TAYANA OWNERS WITH TEAK DECKS

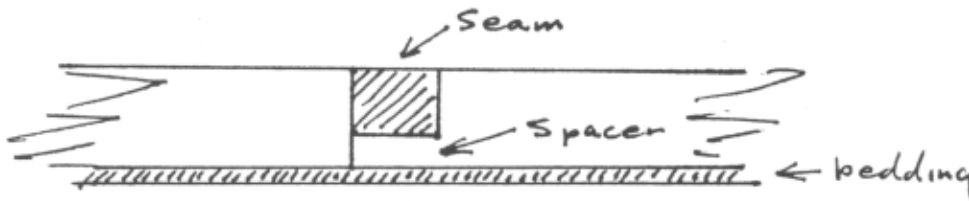
When Dan & Lee Yoder recognized that "LETHENA"s teak deck seams needed replacement, Dan approached the problem in his usual methodical manner. Our hats are off to Dan for taking the time to describe his procedures. Owner Jack Crowe wrote to Dan and got the following answer in Feb. '86:

"We were sorry to hear that you are having trouble with your Thiokol (Polysulfide) deck seams.

In your letter you mentioned that your problem with Thiokol appears to be with the original layer applied under the teak. If the problem is under your teak the only permanent solution is to remove the teak and rebed your decks.

Your problem is more likely the same as ours. Your description of "the original layer seeping to the surface" sounds like the breakdown of caulking material in the square groove between your plank most likely caused by the use of harsh deck cleaners and brighteners such as Te Ka part 1. In any event Thiokol will break down in time. If left to weather, unoiled decks will eventually dry out. When we use a harsh cleaner such as Te Ka part 1 (oxalic acid) over a period of years, the combination of sun and cleaners breaks down the Thiokol and it turns very tacky. It takes longer to set up after each cleaning.

Your damage shouldn't be any deeper than the depth of your seams, approximately 1/8 inch. The bottom of your seams should be the teak spacer used between the planks.



A quick check with a "raking" tool (explained later) should verify if your problem is limited to your seams.

The "raking" and caulking of deck seams in this area is fairly common, probably because we have more sun and or because we use our boats year round we tend to clean our decks more often.

Raking Seams

You will need raking tools. I haven't found any in any of the marine catalogs. I have however found two different designs in local marine chandleries. Neither of the two designs are very

satisfactory because of the small diameter wire handles. You need something you can really get a grip on while applying a great deal of downward pressure.

Virtually all boat yards use 10 inch or 12 inch common bastard files. The file tip, the portion that is driven into a handle, is heated with a blow torch until cherry red and then water quenched to remove the temper. This will soften the tip so that it may be bent 90 degrees.

You will need at least 3 or 4 files. After bending the tip 90 degrees you will need to grind them to 3 or 4 sizes to fit the varying width grooves in your deck.

The basic groove width is 1/8 inch. You will have to grind your raking tools to your particular seams. I have four tools. 3/32, 1/8, 5/32 and 3/16 inch. This allows me to maintain the same size seam without removing wood as the seams are raked.

I've completed the starboard side, the weather side, without any problems.

I also recommend you purchase a good pair of leather gloves and a set of foam rubber kneepads. Both for obvious reasons.

Preparing the seams for Polysulfide (Thiokol seam compound)

The recommended procedure is to mask either side of the seam with a good quality masking tape. This will protect the deck from the primer (clear penetrating epoxy sealer) and the polysulfide.

With an artists brush very carefully prime the seams with a "Clear Penetrating Epoxy Sealer" see the attached product information from Smith & Co. and the wood sealing section 5, page 24 of the enclosed literature. This is required to obtain a good adhesion between the newly raked teak and the seam compound.

Although I haven't primed my seams yet, I'm waiting for longer days and a few days vacation. I'm told that a person has to be very careful to avoid getting any sealer on the deck surface as it is almost impossible to remove and the deck will not take oil where it has penetrating sealer.

Paving the Seams

I plan to use Smith & Company's two part polysulfide, see the enclosed product information. The only other two part polysulfide I've located locally is made by Sea Tech, 13000 Culver Boulevard, Marina Del Ray, CA. 90292. Sea Tech mixes the two parts in advance and ships in dry ice so it won't set up prior to use.

I plan to use Smith's because of their expertise and dedication to the boat building business. They have also been in business long enough to have established a good reputation.

Smiths also makes one quart as well as one gallon kits. See the enclosed booklet by Smith and Company. "How to fix your wooden boat".

Two component polysulfides are also available from 3M, PRC Churchill Triple-C. These may be available locally.

You will require a caulking gun and a small quantity of empty caulking tubes or a putty knife. I plan to use a caulking gun to pay the seams to minimize voids and bubbles as well as to make the process go much easier and faster. The caulking gun should also make your clean up easier as it will give you a bead to clean up rather than a puttied seam.

Finishing

After the polysulfide has completely cured. Use a very sharp 1/2 inch to 3/4 inch chisel to chisel off the bead. Remove the masking tape as soon as possible after filling any voids.

At this point you should have fairly decent looking seams and be ready for sanding.

We will probably have to start with a fairly rough grade of paper, say a 60 or 80 grit for the first sanding to cut the polysulfide to level of the teak. The second and third sanding if needed could be with a 120 to 180 grit to finish it.

I wish doing the work was as easy as writing about it. As stated above I have raked the seams on the starboard side and intend to finish that section prior to starting the cockpit area and the port side.

I suggest that when you start raking seams that you set aside 1 or 2 hours every other day or so. It makes the job a lot less tedious and does get the job done even though it takes a little longer.

In subsequent correspondence, Dan added the following info: " Clear Penetrating Epoxy Sealer is as thin as water and very easy to apply with a small brush. Two component polysulfide is a heavy liquid, about the consistency of hot tar. After the seams are sealed and taped as described in my previous letter, the polysulfide is literally squeezed into the seam with a caulking gun and then the bead and excess caulking is forced into the groove

with a wide putty knife. If the excess polysulfide is not removed in this manner, it will have to be chiseled off after it hardens. For detail product information write to;

Smith & Co.
5100 Channel Ave.
Richmond, CA
Phones (415) 237-6542

You can buy a gallon for \$80 and either mix by weight one part catalyst to ten parts polysulfide for small batches or pour J the catalyst into 2 the polysulfide by eyeball for larger batches. One quart sells for about \$22 each and are easily mixed. This may make the batches a little too small and will cost a bit more. We ended up with seven raking tools. Three commercial units about seven inches long that work fine for detail work such as the short seams around hatches and ends of planks where a short tool is necessary. The four tools we fabricated from 12" bastard files were ground to 1/8", 5/32", 3/16", and 7/32". These modified files were terrific for raking long lengths of seams." In conclusion Dan said he would probably sell the boat before doing the job again. (Hey Dan, would you be willing to rent out your raking tools to others?)

MISCELLANEOUS

1. Most Tayanas are equipped with an American Appliance hot water heater.(see newsletter #18 for spec sheets- pages 11 & 12). This company now has 800 numbers to help answer questions.

1-800 -421-7121 Outside California
1-800- 352-6676 Inside California

2. TOG has renewed it's Group Accord with Boats/US. Under this accord TOG members pay \$8.50 rather than \$17 for the Boat/US annual membership. Our group membership number is 80446.

3. John Emery, "DUCHESS" is removing the old paint from the antiskid surface of his cabin top using a coarse wire wheel in a 1/4" drill motor.

TRIPS EXPERINCES AND PLANS

1. Many thanks to Don Rock, "AUF WIEDERSEHEN" for the time he spends writing us about his adventures and equipment experiences.

The Newsletter (and your letter) were waiting for us when we returned from a month's long 1,000 mile cruise down the coast of Cebu and Negros, across the Sulu Sea to Palawan with a long visit in Puerto Princesa and then a leisurely return via some of the many islands which dot the marinescape in this delightful archipelago. We lost our dinghy one night in a bad squall and had a -small native banca built for us in Puerto Princesa. Twelve feet overall length with a beam exactly the width of my pelvic girdle, complete with two paddles and outriggers for 600 pesos---about \$30.00. I rearranged the attachment of the outriggers so they could be knocked down and then the light center hull could be easily lifted aboard with a halyard and stowed along one edge of the cabin top. With an extreme beam of 18-20 inches it took up very little deck space and the paddles and bamboo outrigger structures stowed inside. Not an ideal tender but colorful and it did the job and allowed us to get to shore to meet a great many nice people and find more shells (groan) for Bev's growing collection. We have made some friends on some passing cruising yachts and are making plans for some extensive travels down in 'pirate' country in the area of southern Mindinao and the the islands- between there and Borneo. We figure there is safety in numbers and with three or four boats in formation and that. many extra eyes and ears we can get to see that part of the world with an extra degree of assurance.



DINGHY OF THE MONTH AWARD WINNER

TRIP EXPERIENCES AND PLANS (con't)

2. In newsletter #29 we left Al Boyden aboard "PARALLAX", his just having completed a major engine overhaul in La Paz, Baja, Mexico. The sweet sound of the now purring Perkins 4-108 prompted Al to set a course for Mazatlan on the Mexican mainland. From there he gunk-holed and harbor hopped as far south as Manzanillo, which is several days south of Puerto Vallarta. During this part of the trip, Al had as crew, at various times, 8 women and two men. With a straight face I asked Al (during a personal interview) why were there so many more women than men. With an equally straight face, Al said he had put out a crew call and more women responded. (Except for two, they were family friends) Al found that, while the women were less experienced than the men, they were very anxious to help and wanted to learn. As far as he is concerned, a willing attitude is more important than experience, although for extended off shore cruising, experience would be the most important. I asked Al about privacy with an all girl crew, but apparently that was no problem. During my interview with Al he was wearing a T shirt which said, "I SLEPT WITH DIANE". He was quick to explain (his wife Betty was there) that the three person crews followed a 3 on 6 off watch schedule. With Al and two women crew, it was necessary for Al and one crewmember to be asleep below at the same time.

"PARALLAX" left La Paz bound for San Diego with a two-man crew. When he turned the corner at Cabo San Lucas the wind was on the nose, and stayed that way all the way to San Francisco. (ED.note: I can't recall anyone who has taken that trip having anything but winds and rough seas on the nose) The trip to San Diego took 20 days, which is about three times the amount of time for the same trip heading south. Al did all the cooking as the crew could not tolerate being below decks, but they took Al's daytime watches. While it was a rough passage, the only serious incident was running out of fuel and having to use 3 gallons of lamp kerosene to limp into port. In La Paz Al had drained the tank and carefully

measured the amount of fuel necessary to fill the tank (in the case of "PARALLAX" it was 99.5 gallons). Since over the years Al has come to know how much fuel is burned at various RPMs, he could estimate how many running hours of fuel he had. There was only one factor left out of the calculation. The metal fuel line tube inside the tank stops about 2 1/2 - 3" above the bottom to help avoid sucking up sediment, leaving a certain amount of fuel unavailable.

Off Mexico Al talked to a number of boats via VHF and ham radio. The Loran C does not work that far south. He wished he had a Sat Nav When he got to where the LoranC worked, a Sat Nav wasn't needed.

Continuing on north from San Diego Al recalls, " the trip north was fun. Made stops at Oceanside, Dana Point, Long Beach, Catalina, Santa Cruz Island and Santa Barbara. Next a one night stop at Cojo, leaving at 4 a.m. to pass Point Conception and Point Arguello I finally saw Arguello -- the last three times I passed it there was dense fog. Tried to head north from San Simeon (home of Hearst's Castle) but it was so rough all three of my all-women crew got sick. With a change of crew (two experienced skippers) we headed for Monterey, motorsailing with a single reefed main. The worst passage of my three years of cruising. Fell into a deep trough and fell off as we came up. The main parted as we got hit by a 40 knot gust. The wind was steady at 30-35 knots on the nose with 8-10 foot seas. The rip in the main was just below the second reef point so we put in the second reef. It was at night, the stars were out but we could barely see as we dipped the bowsprit and took water over the cabin top back to the dodger and into the cockpit. It took us 48 hours to go 50 miles. Two days later we passed under the Golden Gate Bridge. Looking back it would have been smarter to wait out the weather. But this is one of the problems with crew. They usually have a time constraint leading to taking chances." Reflecting back on the three year cruise, Al said," the biggest problem I had was with the stainless steel exhaust system. All parts of the system where seawater is pumped through have pinholes leaking salt water on the steering quadrant and supporting steel. These holes also allowed exhaust fumes to coat the entire engine compartment and contents. Other problems included chain

plate leaks and leaks into the cabin through the bulwarks. The drain in the chain locker got plugged with sand and as a result the chain locker filled with water and overflowed into the v-berth. The water comes in from the hole in the cap where the anchor chain goes through. Of all the spares I took with me, I only used the parts needed to overhaul the engine, plus one raw water pump and an alternator. Did not use any spare sheets, halyards, or wire rigging. Used more oil filters than I planned for because I motored more." As a final note Al wanted me to be sure and tell TOG members that his Autohelm 3000 autopilot was his most reliable crewmember and only required 3 belt replacements in 3 years of heavy use. For more information on Mexican cruising, write Al Boyden, 325 Roosevelt Ave, Manteca, Cal if. 95336•



SKIPPER AND ALL FEMALE CREW ABOARD PARALLAX

TRIP EXPERIENCES AND PLANS (con't)

3. Jack Crowe and Carole are sailing south from Long Island to Florida aboard "MORNING DOVE". They will stop in the Chesapeake, cruise down the Intracoastal Waterway and sail to the Bahamas after Christmas. They say, " .. after that who knows? Jack quit his job and we will cruise 'till the money runs out, then work and cruise some more". While cruising they use a mailing service which costs \$100 a year, plus postage.
4. Miles & Susan Stair are moored in Coral Bay in the Virgins and will be taking a trip "down island" in Sept.
5. In 1987 John & Sandy Emery plan to cruise "DUCHESS" on both coasts of Florida and then head for the Bahamas. Following that they hope to spend 6mos./1 yr. in the Virgin Islands. They write, "It's all very exciting - if health and pocketbook hold together it will be a dream come true if not, we've had a lot of great sailing, good times and super sailing friends already!"
6. Last year Jeff & Eva Dunlap took a trip on the ICW and say, " We enjoyed it and did a lot of sight seeing. However, although we think everyone should experience the ICW once, we don't think it's too great for sailboats. We are happy to be back in Florida. We installed a Jeff Dunlap designed antenna mast on our stern and have five antennas mounted on it- Radar, TV, Sat Nav, Loran and Ham Radio"
7. Karl & Leslie Bischoff sailed "EGLANTINE" to Expo '86. They write: " We went up to Expo via the Canadian Gulf Islands. Head winds of 30 knots for 3 days (as usual). The fair was fun, but tiring. We stayed at the Beach Ave. Marina because the marina we had reservations for never got built and we were one of the lucky ones that got transferred instead of ripped off. Had a great sail home (downwind, if you can believe that!) with a 30 knot following sea and wind. Fastest we've ever sailed."
9. Pauline & Clayton Leedy (charter members of TOG) write, "So far this summer we have already (as of Aug.13th) spent more than 60 days on our "SANDERLING", all of them up to this point in our U.S. waters (Puget Sound). We cruised the South Sound area in July and enjoyed some excellent sailing and uncrowded state parks. Have also

TRIP EXPERIENCES AND PLANS (con't)

spent a lot of time out in the San Juans. Our boat, hull #26 is now ten years old is still looking beautiful - wherever we go we get compliments on her appearance. Guess my "garden" on the stern helps attract the eye with a bright red geranium framed by the horseshoe life ring and a pot each of parsley and chives attached to the base of the aft stay. We carry fold-up bicycles aboard which has made exploring ashore fun as we are able to cover greater distances than just by walking. Olympia was a wonderful stop, allowing us to enjoy all of our state capital by bicycle- we'd never stop to do that while driving thru. In late August we will cross over into Canadian waters and head for Expo and 5 or 6 weeks in their waters."

PROBLEMS

1. Recently two owners reported the need to replace their cutlass bearings. To their dismay they discovered that the bronze casting in which the bearing is located has a 1-7/8" diameter hole and the available U.S. cutlass bearings are 2". The owners, Bill Beard, "MOONSHADOW" and Al Boyden, "PARALLAX" both had to have the holes enlarged. Ed Potter, owner of Southern Offshore Yachts, plans to stock the 1-7/8" size and invites anyone in need of a bearing to give him a call on (813) 937-3188.
2. Alvin Wood, "WINDSINGER" found rot in the wood frames under the dorade boxes which caused some leaking into the cabin. He rebuilt them and sealed them and no more leaks.
3. Gary Moore did the commissioning on his T-37 himself. He writes, "I was very impressed with the way everything was meticulously packed, numbered, and covered for shipment so the boat arrived in real good shape. On the negative side, the identification tags on some of the rigging was in Chinese. Also I wish that the spar supplier had spent a few extra dollars at the factory to install a conduit in the mast to simplify running wires to the masthead, especially after the mast is stepped. There is a closed cell 'foam

sleeve that hugs the inside of the mast to help silence the internal halyards which complicates fishing wires through. Because of this I installed a PVC 1*" thin walled pipe with pop rivets to the inside of the mast. It runs from a hole near the step to an access plate near the masthead. This prevents the possibility of any additional wires that I run to the masthead from getting fouled or worn by the halyards. Also the gauge of the wires used on the mast lights seems to be awfully small.

4. When Tom Bowers had "MACBEE" hauled-, water kept oozing from the bottom shoe that supports the rudderpost. On removing the shoe, Tom found that sealant had only been applied to the ends, consequently the shoe filled with water. Why couldn't Ta-Yang fill the shoe with foam? 5. Joe & Georgette Tosta found cracks in a number of shroud fittings which would have been a very dangerous situation on a recent off shore voyage. At a minimum , rigging and safety line fittings should be inspected annually. Also when they wanted to remove some stainless steel screws from their aluminum mast the screws were badly corroded. (Ed. note- If anyone has found a good compound to prevent electrolysis between s/s fasteners and aluminum spars, please speak up. Meanwhile I find an impact driver, available at most hardware stores, to be a good way to remove corroded screws)

6. Art Bliesener, "SHAGGY DOG" has a persistent leak from the wiring coming thru the mast into the cabin. He says, " I suspect a missing rubber collar when the mast was installed. I have used some sealant around the wires as a temporary fix until the next yard period."

7. On Bill Barth's "GRETA" a high pitched whine has developed after only 30 engine hours. He reports, " At first it only occurred at low RPMs in forward, but now is occurring at various speeds up to 15100 RPM. We have talked to a Tayana - 42 owner who seems to be having the same problem. I have heard of two other similar reports. So far the noise appears to be coming from the cutlass bearing."

1. Don Rock, "AUF WIEDERSEHEN" contributed the following interesting items :

a) Oil filters for the Yanmar 3QM30 are expensive and difficult to obtain in many places. Before I came overseas I did a little research and found that the oil filter for our Mazda RX-7 has the same specs in metric center hole and gasket size and overall capacity as the filter for the Yanmar, and these are available for about \$2.39 at J.C. Whitney, whose catalog is ubiquitous. I bought a couple of dozen and should be set for a few years. There are probably other mix and matches available - for instance, the Renault oil filter exactly fits the Volvo MD 11C, and, I think, the MD 17 as well. b) There was mention made of the Everpure Water Purifier system on page 14 of Newsletter #9 (how easy that information is to come by with the new handy dandy TOG index!). We installed that system in the Ta-Yang yard and the Chinese were both curious and doubtful about its efficacy. I flushed out the tanks to rid them of manufacturing oils, grease, and dirt, then installed the filter and superchlorinated the water according to the instructions. The people at the commissioning yard (euphemistically dubbed the Kaohsiung Yacht Club by those of us who are plank owners) were horrified. They warned us not to use any water in Kaohsiung unless it had been boiled for 15 minutes. Our water came out of the taps clear, clean odor free, and safe, to the amazement of the shipyard. We have since then sailed to Hong Kong and all around the Philippines, and everywhere used the water available with the Everpure system and household bleaches, be they of Chinese, Philippine or American manufacture. We have never had any problem with the water on our boat or health problems from drinking and otherwise using said water. I wrote to the company and said just this and received a wonderful response from Mr. James B. Vosseller, the Vice-President and General Manager of Everpure, Inc., a division of Beatrice Companies. It turns out that Mr. Vosseller is a Naval Academy graduate and, unknown to either of us, our ships served alongside each other during the Korean "Police Action" where our destroyer actually stood plane guard for his carrier while Jim flew missions over North Korea. They

EQUIPMENT COMMENTS (con't)

distribute their products worldwide and make a large system for the offshore oil rigs and for manufacturing plants, including plants here in the Philippines. For what it is worth, here are a couple of quotes from Jim Vosseller's letter

".....when (the unit) is first installed you should put a maximum flow rate of water through the unit at full pressure for approximately five minutes in order to properly set the precoat cake on the internal septum so as to get the one micron filtration and maximum life out of the filters. If you will do this, the activated charcoal and some other proprietary ingredients will form a uniform coat or cake on the septum supporting material and will therefore operate as designed." ----"As you know, our filters have a positive discipline built into them, in that as the precoat picks up the foreign matter and begins to become obstructed, the flow rate continues to decrease thereby forcing you to change the cartridge. One thing however, that you should know is that the quality of filtration always remains the same, and as a matter of fact, the constant addition of foreign matter on the precoat tends to further increase the tightness of filtration. In the areas that you cruise, the Giardia lamblia cyst, which is approximately 5-7 microns in cross section, is mechanically prevented from passing through. In Keelung and other parts of Taiwan, this is a very important feature as you know from your medical background and travels.,,

c) I mentioned in one of my earlier reports that our Autohelm 3000 failed in two ways. First, the driving teats or pins sheared off from pure stress in trying to maintain our course as we approached the coast of China where the Continental Shelf is quite shallow and makes an extreme differential with the depth of the Philippine Trench. It is, as I called it before, a giant Buzzard's Bay, only the average chop out here is 3 to 6 meters compared with the Buzzard's chop of 3-6 feet. Then I found out that the unit is really not watertight. Mr. Arnold Cohen, one of the vice presidents of IMI, the distributors of Combi and Autohelm, and a good friend of ours from the East, wrote us that the new Autohelm 3000 Micro had corrected these problems and had made the unit truly waterproof, and at the same time increased its power by about 50%.



"AUF WIEDERSEHEN"s COMBI WAS FIRST INSTALLED IN 1977
AND STILL WORKS WELL AND LOOKS GREAT

THE DANPORTH BINNACLE
COMPASS FITS BEAUTI-
FULLY ON "AUF WIEDER-
SEHEN"s BRONZE/SS
PEDESTAL



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QUESTIONS FROM OUR MEMBERS

1. Hill Barth, 3301 Heritage Drive, Wilmington, DE 1980° would like some advice on how to install ratlines on "GRETA"

2. John Emery, 1221 Thomas Dr., Ft. Washington, PA 19034 has several questions
a) Our deck paint is chalking and peeling off. What is the best way to remove the paint and what type of paint should we use to refinish the deck? (ED. note, It appears as if the factory has not solved their problem of getting a good gel coat covering on the deck/cabin top surfaces)
b) When we first got "DUCHESS" four years ago, we used teak oil on the interior. Now we wish it had more luster. Can we do anything now?
c) Has anyone come up with a design for a removable or collapsible cockpit table that attaches to our three legged support for wheel and compass?
d) We would like to replace our 35 amp engine alternator with one of 55 amp output. What specific alternator is recommended?

WRAP UP

At the risk of sounding like Scrooge, I have to remind you that the annual TOG dues are due on Jan 1st. Some owners have opted to pay for two years at a time (\$30) which is fine with me. After April 1st., dues are \$20. At the same time, I would sure appreciate some words from you about your trips, plans, equipment or whatever. In the last newsletter you were told about plans for a summer '87 TOG gathering in the vicinity of my house on Puget Sound. It appears as if lots of members will attend so please try and come. Details will be provided in the next newsletter (in April sometime).



Best wishes,