



# THE TOG NEWS



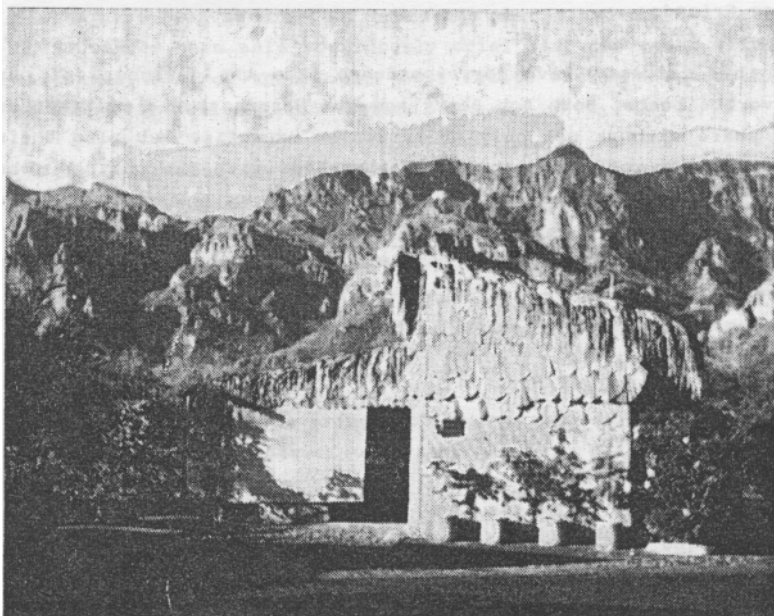

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A NEWSLETTER FOR TAYANA OWNERS

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SPRING '88 NO. 38

TOG WINTER HEADQUARTERS



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Tayana Owners Group (TOG)  
Newsletter #38  
Spring 1988

Norm Demain  
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Dear Friends,

In this issue we have correspondence from the designers of our favorite boats. Both Bob Perry and Bob Harris show a willingness to share with us not only their design expertise but also their feelings as regard to their relationships with the builder, the dealers, and with us. It is important for us to understand the role and responsibilities of the designers after the boats transition into production. The following letters should help provide that understanding.



ROBERT B.  
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Dear Norm,

Thank you for sending the TOG NEWS. It must be very valuable to owners. Since you now include both the 37 & 42 Tayanas it would be most helpful if in each offering a heading identified whether it pertained to a 37 or 42.

I have never sailed a T-37. The sum total of my sailing a V-42 is two sails; once on trials of hull no.1 in about a force 1 breeze off Kaohsiung, the other time in as much wind on Lake Washington near Seattle. Were we able to sail freely in Taiwan I would have had more opportunity to sail in a variety of conditions.

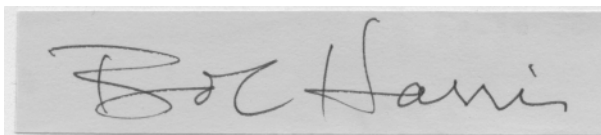
Because the builders themselves never sail these boats they must rely entirely on customers criticisms and complaints to discover faults in the boats they produce. After a number of years most faults have been eliminated, a process which, had the builders or the designer been able to properly trial each new model (five or six in the case of the TV-42), most faults would have been found **in** the first hull of each version.

On the other hand any omissions of quality control can and probably do continue to produce faults which of course can happen in any production. I believe that Ta-Yang does as good a job of quality control as any Taiwan builder. I know personally and have the utmost confidence **in** their quality control engineers. They have always been ready to adopt changes for the improvement of quality.

Re comments on the blistering problem, we suggest that the bottom of the boat have a coat of epoxy applied before the bottom paint is put on.

I hope to get more **sailing in** both the 37 and 42. Until then I wish all owners the best of luck with their yachts.

Sincerely yours

A rectangular box containing a handwritten signature in cursive script that reads "Bob Harris".

Robert B. Harris

Naval Architect

December 10, 1987

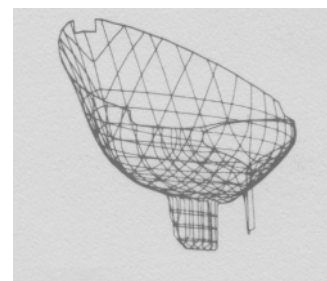
Norm Demain  
3644 Homes View Dr.  
Langley, WA 98260

Dear Norm:

The date of your letter says July 31, 1986. I am referring to the letter you sent me passing on the concern about why I never talk much about the Tayana 37 in my design reviews. That's a tough one to answer. I'll give you some of my thoughts on the subject.

I suppose it all comes down to putting bread on the table. As much as a purist as I try to appear (and I'm fairly well convinced that I am a purist) it is very important to the yacht designer of today to earn a living. My wife is a school teacher and my parents didn't leave me any nest egg and so I am just one of the working masses. With that in mind you can understand that it is very important to me to promote my newest designs at all times. It is important for me to push the design process along and try and maintain a steady evolution in my design work. It would not enhance my image very much to keep going back and talking about a boat I did thirteen years ago and holding it up to be an icone of some degree.

I am very happy with the Tayana 37. I feel very proud that so many people have bought the boat and continues to buy the boat. The boat, by now, is thoroughly tested, has had almost every conceivable modification done to it and has proved itself to be a modern fiberglass classic in the true sense of the word. I do promote the Tayana 37 in my constant conversations I have with potential boat buyers. I have a lot of confidence in Ta Yang's



ability to build a boat at a consistent level and consistent is the important word here. Keep in mind, however, that my contact with the Tayana 37 project has been reduced to receiving royalty checks and an occasional opinion in your newsletter. I am never contacted about revisions to the boat, I seldom, if ever, hear from the owners concerning problems or changes they want to make. I wonder if people think I'm not interested because that is not true. I am interested. Some people tell me that I am too intimidating and owners just feel like they don't want to bother me. One thing that has always bothered me in this business is the fact that I feel rather intimate towards each and every one of my designs and it saddens me when the owners of the boats don't feel some common bond with me because I feel they should. I'd love to get postcards. I would love to get letters. I would love any input on the Tayana possible. I read the newsletter from front to back with every issue. I hope this clarifies it somewhat. Probably doesn't but I think you get the idea.

I am designing a new Tayana 47. In fact, it is already designed and hull #1 is almost finished. I have not been contacted about a re-design for the Tayana 37. That would be asking me to fill some pretty big shoes and that's a job I think I would avoid. I'd like to try a Tayana 40 or 42 in the same style as the 37 but there's been no discussion about a new 37.

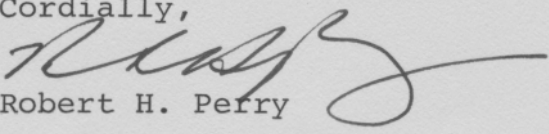
Regarding the Tashiba-that's an interesting subject especially for Tayana 37 owners. I'll give you a little history of the full keel double ender as it has evolved in my office. The first boat I did of this type was the Hans Christian 34. The Hans Christian 34 quickly turned into the Hans Christian 36 which gave birth to the Union 36, the Mariner Polaris 36, several other 36s of various names and there is a slim chance that somewhere along the line the Young Sun 35 was also spawned. Most of these boats had little, if anything, to do with my office but I continue to get the credit and/or the blame as the case may be. As time goes on almost all of these boats have proven to be very good boats and I feel some degree of pride when the name of any of these boats is mentioned. After the first Tayana 37 was launched I was very happy with the performance of the boat. I sailed a ketch rig Tayana 37 in Seattle and I marveled at the speed and the behavior of the boat. I think I done a good job. Time went on and I designed Baba 30 and the FD 35 commonly called, in my office, the Baba 35. I wasn't knocked out by the performance of either one of these boats. The Baba 30 was just too much boat in too small of a package and there were areas in the behavior and performance of the FD 35 that I thought could be improved. This, despite the

fact that the boat has many true fans and has won more than it's share of double ender races in San Francisco. There just seems to be something missing. When I got the commission for the Tashiba 40 then called the Baba 40 I took a long hard look at the family of double enders we had going in the office. It seemed to me that I should go back to the grand daddy of them all, the Valiant 40, and once again take a look at the hull design components that make the 40 such an enduring and agreeable design. Synthesizing the best from the Baba line and the Valiant line I drew the Tashiba 40.

I feel very strongly today that the Tashiba 40 is one of my very best designs. It has more dead rise in mid ships than the Tayana 37, the buttocks runs straighter, there is less rocker to the canoe body, there is more initial form stability to the boat and the entry is considerably finer. It's very important to note that when you're looking at a Tashiba 40, Tashiba 36 and Tashiba 31 which all followed in the same general model, that these boats are tremendously different hull shapes than Lord and Nelson types, Hans Christian types and many in almost all of the other full keel double enders out there. The Tashibas are a true combination of modern and traditional hull forms. I've sailed all of these boats and I am convinced that, once again, I've done good. I think if any Tayana 37 owner were to sail the Tashiba 36 or the Tashiba 40 they would find a big difference immediately. I'm not trying to knock the Tayana 37 I'm just saying that over the years, and remember I'm not a whipper snapper anymore, I've been doing this for over 15 years, I have learned some things. Every once in awhile I put all those lessons together and come up with a boat that is an improvement over it's forerunners. That's what being a yacht designer is all about. Everytime you draw a new boat you hope that it is an improvement. My great range of different style of boats I design gives me a lot of avenues in which to pursue this end but regardless of the type I'm still trying to make it better. I'm still looking for the perfect boat. I know it's not going to be easy to find but when you say you're a designer you accept the burden of that wonderful optimism that keeps you looking forward to that next commission and the hopes that the next one will be perfect".

Well, I hope this is interesting enough fodder for the news letter. I do feel like I'm talking to family when I talk to the Tayana 37 owners and perhaps have given to intimate an insight into the design business - but what the heck.

Cordially,



Robert H. Perry

RHP:sw

Richard & Barbara Levine deserve some kind of award for stuffing *MAGELLAN*, a T-37 and still having room for dressing. Says Richard;

1) We eliminated the quarterberth and used the space for a large proper nav station and related equipment.

2) We raised the cockpit coaming 8" in the rear. It works very well, adds to the aesthetic lines, and gives good back support while steering.

3) We added a bow fuel tank (40 gallons) giving us a total of 140 gallons.

4) We moved the refer aft as a freezer and made the trash compartment into a refer. Cold plates in both and custom refrigeration system built and installed by Cruise Refrigeration in Oxnard. With 6" of foam, they both work great. We run the generator (110v) about 1 to 2 hours a day to keep it frozen solid. We can go six to seven days without running it if necessary.

5) Generator is an Entec 3.5kw shipped to and installed at Ta-Yang. It has its own battery which can be switched in tandem with our other two batteries or used alone. One word of advice; never start or stop any generator under a load - no problems after we learned this trick. Generator is in the lazarette.

6) Microwave is a G.E. Spacesaver also installed by Ta-Yang, located in the aft portion of the galley above the freezer.

7) Watermaker is an HRO Systems 7 located in the lazarette. Works great if you keep the pre-filters clean.

8) Washer-dryer is behind the nav station. "Combi" is an Italian unit. Washer uses 30 gallons, but does a great job. Dryer is fantastic on passages. Nice to have clothes, towels, etc. dry and warm.

9) Heater and air conditioning is again a custom made unit by Cruise Refrigeration of Oxnard. It is a heat pump system. Air conditioning works great, but the heating is just ok.

10) Wood burning fireplace is by Tewkesburry of Dallas, Texas. A unit made especially for yachts and works very well. We store wood in the wet locker which we extended to the cabin top eliminating the shelf. Keeps us warm and dry.

11) Satellite navigator - Magnavox 4102 has failed once and needed a new processor panel, otherwise a good unit.

12) Loran - Raynav 550. A good unit except if engine is running. It needs a low pass noise filter added to alternator circuit

13) Radar - Raytheon 1200. Fantastic! I would give this up last. If I could only afford one item, this would be it. Practice with it in clear weather so you will be comfortable in zero visibility. A companion unit is a Radar Watch Mark I - a radar alarm. A very good unit. It picks up targets you can't see with binoculars. It identifies targets that are faint on the radar. A must in my view.

14) **Ham radio is an Icom IC-751 with a Kenwood AT-250 automatic tuner work great at sea. Fantastic on passages and in Mexico.**

15) **The Rayfax 500 weatherfax is a good unit. It's hooked up to the ham radio for stronger signal reception using an insulated backstay as the antenna.**

16) Safety gear includes a six man Avon liferaft stowed in chocks on the cabin top; two survival suits (Baileysuits); ten lifevests; an EPIRB; one hard and one inflatable dinghy; miscellaneous lights and halon fire extinguishers.

They said it couldn't be done. All this gear fits nicely on our 37, with lots of storage space left over. We did raise our waterline 5". We still sail at hull speed (6 to 6 1/2 kn) rarely using all sails.

**P.S. Don't forget the plants. They warm up the interior which is all teak except the cabin top."**

## CRUISING EXPERIENCES & PLANS

(1) What follows is an account of the trip of *MOONSHADOW* from Sept. 1'86 to June 1'87 crewed by owners Tom & Carolyn Beard from Port Angeles, Washington to Gulf Port Mississippi via the Panama Canal.

\* \* \*

**It seems like a hundred years since LaPaz. We are now back home spending the summer cooling down from the tropics.**



The last four days of our nine month voyage was what magazine articles are created from. Beam winds of ten knots. Three foot seas. Blue skies with little puffy white clouds. And all this with a following current! There wasn't the usual scramble to reef and change headsails on a frequent and irregular schedule. There was no pondering if un-reefing and putting up large headsails would be met with laughing gusts from the wind jesters. These were the hours to sit back, watch sunrises and sunsets, giggle, scratch and -- that most rare time-- sit in the cockpit and drink wine from stemmed glasses.

All systems were working. So after three years and 20,000 miles of cruising and the Panama Canal passage, I could finally say to Carolyn, "This is what it is supposed to be like." These were the sailing days others tell us about!

The first 24 hours out of Cozumel saw 185 miles lopped from the leg to Gulf Port, Miss., 175 miles the second day. The six hundred plus miles were covered in slightly less than four days. Cruising was so much fun we spent an extra day and night anchored in the lee of Ship Island off the Mississippi coast not wanting to quit. But we were not as fortunate coming from Panama to Cozumel.

Weather was squally. The ITCZ was kicking up when we poked our nose out of the Cristobal breakwater into the Caribbean. We beat to get as much easting as possible to round the off shore islands before reaching on the eleven hundred mile leg to Cozumel.

**The first five days was a tough slug-out with many squalls. AS the thunderstorms approached, the winds would switch around with gusts to forty plus knots. Lightning popped close by giving a thrilling but nerve wracking show. Waterspouts danced about. As black clouds moved overhead winds died and rain slammed the seas! Six foot waves with white caps suddenly went flat with the weight of the rain. Each cell passing meant reefing, unreefing and sail changing. We could almost hand sails in our sleep (we are getting roller furling on the head stay!). The final three days were nice sailing.**

We only used ten gallons of fuel on the eighteen hundred miles from Panama to Gulf Port. Most of it was burned to help drain the tank for cleaning. A big difference from the west coast!

Cozumel was an interesting stop for a week. But the Mexican bureaucracy here was elevated to almost a "10". The worst anywhere. Two and a half days were spent jumping through their convoluted rings checking in and out (I believe they feel they hold rights to Catch-22 and must exercise or lose them). We took flights to Yucatan to visit the ruins and ate our final Mexican meals for several months. It's going to be a while before we get back on the hot sauce.

Clearing into the US was a pleasure--we were made to feel as celebrities by the Customs and Agriculture agents! They came to the boat, did the paperwork, then stayed for a nice visit speaking English! The yacht club extended us the courtesy of a slip (only because we were "yacht club members") then charged us \$22 a day!

We quickly found a new modern back water (hurricane hole) marina with "full time security" in Bay St. Louis. It was button up time for *MOONSHADOW*. The boat was going to rest for three months while we returned to the northwest to cool off for the summer. Next we bought a used car to haul junk home (it will be sold on our return). Two days later it and several others parked at the head of our ramp, in the shadow of the guard house, were broken into. Our losses were minor. However, three days after we departed for Port Angeles thieves struck again! This time they pried off the forward teak hatch and cleaned out the boat. We haven't been back to assess total losses and damages. It is a bunch *though*. *MOONSHADOW* was tied a clods toss from the same guard house overlooking our car (sans guard)!

**Since knowledge of the break in was not known to us, we had a fun trip across the U.S. We took our time and visited places we hadn't been in thirty years. It's funny-- it took us nine months to sail from Port Angeles to Gulf Port and ten days to drive back. And we wouldn't change but a few of those cruising days back in.**

The cruise down the west coast was long; a lot of motoring and terribly hot once we started off the Central American coast. The trip from Port Angeles to Cabo San Lucas was a near repeat of our trip down two years ago (without the 60-100 knot winds). Sailing was better this time, however (we had a new cruising spinnaker-- what a nice sail). From LaPaz in February, the trip was rushed a little to make Panama by the first of May. Stops included Puerto Vallarta, Bahia Navidad, Manzanillo (where we stayed at the elegant Las Hadas hotel, anchored out of course). Zihuatanejo came next. 1 We

felt this was the best town to visit in Mexico. Then came Acapulco! There was a noticeable change in the character of the cruisers there. The Southern California dilettantes were missing-- only the serious cruisers seemed present. Acapulco was the best stop in Mexico for reprovisioning.

Then came the long run--550 miles--(beat, reach, motor) to Puerto Madero, the last port in Mexico. The infamous "Tehuantepeccars" struck us as we neared Salina Cruise. We were mindful that two sailboats sank in this region this season in these sudden wind storms. We were beating into 60 knot winds, sailing fifty yards off the beach for protection. After experimenting with different sail combinations we settled on a 50 square foot storm jib on the head stay. The boat perked along at six knots comfortably with it sailing as high as it could point. After the first Tehuantepeccer we felt it could not happen again, so we wandered off shore for rest and clean up after the bashing. The second one hit three hours later with the setting sun. It was a struggling beat back to the beach again. Fun! But that wasn't all. We were 90 miles offshore to pass Central America and got hit by a "Papagayo". It put us out to 150 miles off! Beating into 40-50 knot winds!

Gulfito, Costa Rica was the destination following the 850 mile leg from Puerto Madero. A most interesting stop. The Panama Canal trip was lots of fun! We went through twice. Once as crew on a boat we met in Acapulco, then in ours. We anchored on the lake in fresh

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**1. Editors note: To be able to spell this town correctly is considered an accomplishment overshadowed only by the ability to pronounce it correctly-Tom can do both!**

water overnight-- gave the boat a free bottom cleaning! And killed the years of salt water algae built up inside the toilet bowl. There were several embarrassing hours (we were entertaining a crew of four for the transit) until we discovered the source of the stink!

Now that we have cooled down and wandered in the woods, (beautiful hikes) picked berries and apples (extra good year) we are looking forward to getting back to cruising. We miss most the people we meet. There is little exciting to talk about or share with sand crabs anymore. The highlight of our summer away from the cruisers was the Tayana party. Thanks, Ann & Norm, you did a great job.

We just had to cruise them again-- it isn't summer without cruising the San Juans! Boat? We did it with our 11 foot Boston Whaler with it's Evenrude 25. Folding bikes, sleeping bags and a tent completed our kit. Food was obtained ashore. No galley, no galley duties. What a fantastic cruise; the week was like having only two hours at Disneyland.

After Christmas we plan to cruise down to the Virgins through the Bahamas for the balance of the winter. Then maybe a spring crossing of the Atlantic via Bermuda and the Azores. We have roughed out a planned schedule that would take us through the Red Sea, across the Indian Ocean and into New Zealand. If all this happens we would cross tracks in Hawaii-- but that is too long into the future to think about it seriously. We have to get away from Mississippi first.

One point of news for you Norm. I sent a letter to Ed Potter (SOY) requesting the new Tayana-37 owners manual that SOY prepared plus expressing a need for Tayana supplied parts for our boat. I got a nice letter right back. He says they keep a supply of some parts. The manual arrived by UPS. It cost \$25 plus shipping. I think it is a good value. It can now be updated with changes I made to

various systems. The book should be a good selling agent in addition to helping a stranger skippering the vessel in my absence. It will help me too, in my frequent lapses of memory.

(2) Tom & Ann Bowers cruise *MACBEE* in Southern California and Mexican waters. Tom writes, "We have read Jerry & Lois Gable's comments about heaving-to and found them very interesting. They indicate that heaving-to under staysail and main has worked for them. We have one observation that may be of interest: we have found that the main without either the jib or staysail will not push *MACBEE* to weather. As you know, this is not true of sloop rigs. It is common to see sloop rigs moving to weather very well without a headsail. In this context we question whether or not the main contributes anything in the heaving-to situation for the cutter rig. We would be interested in learning about the experiences of others.

We would also like to know what the experience for others has been regarding motoring to weather in winds above 15 knots. It seems to us that the main acts like a giant brake - especially in higher winds. We motored around Pt. Conception going north into a 30-35 knot wind. We had our main up with a single reef. A similar size boat with a modern underbody (fin keel, spade rudder) went with us but without their main up. We stayed together until we met the higher speed winds and then they moved off and left us. We believe the significant difference was our main being up. Could we have comments from others

We have been pleased with the performance of our Yanmar 3QM30. However, it runs so rough at rpm's below 700 that it tore out a jack-shaft which we had attached to the engine shaft through a universal joint. We wanted to hook up a 2400 watt, 115v, 60 hertz generator to the jack shaft. Any comments from other Yanmar owners? We would also like to know what the optimum 3 bladed prop is for the Yanmar.<sup>2</sup> We now have a 2 bladed prop but believe

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**2. Tom I suggest you refer to the TOG newsletters index found in newsletter no.31. See especially #19 pg.17 and #24 pg.11**

a 3 bladed prop would be more efficient when we motor back from Cabo San Lucas next May into the teeth of the omnipresent north-westerlies."

(3) Kim Park's Tayana V-42 is scheduled for delivery in early 1988. He and wife Dorothy plan to leave the U.S. in 1990 and take up to three years to arrive at New Zealand's Bay of Islands or the Australian Great Barrier Reef area. At that time they will decide whether to: (1) Keep going around or, (2) sell the boat and live somewhere in the South Pacific, or (3) to continue cruising and living aboard wherever.

## EQUIPMENT COMMENTS

(1) Al Boyden, PARALLAX, continues to share with us equipment experiences from his recent three year Mexican cruise:

"In TOG newsletter no.9 there was a sketch and description for installing a larger protective zinc for the Perkins 4-108 engine in lieu of using the pencil zinc in the heat exchanger. In June of '83 I made a similar installation when my heat exchanger failed. (Editors note: A heat exchanger fails to function properly when a leak, often from corrosion, develops in the small tubes through which the raw water passes. When the engine temperature runs above normal for an extended period, the heat exchanger is one of the potential causes.) The bigger zincs required replacement every six to eight months so they appeared to be performing their intended function. But 900 engine hours later I had to again replace the heat exchanger. Is 900 hours a reasonable life span for this heat exchanger?

In previous correspondence to you I reported the replacement of my cutlass bearing.<sup>3</sup> I would like to point out to others that the bronze casting in which the cutlass bearing is located is not

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**3. See newsletter no.33, page 13**

only attached by four bolts but is also threaded and must be unscrewed after the bolts are removed.

I had to replace much of the Thiokol caulking in my teak decks and cockpit. I used Sikaflex No.231 with Sikaflex No.425 primer. After removing the old material I covered the teak with masking tape and applied the new caulking. I used a putty knife and my finger to fill and make a small indentation in each seam. The results were very satisfactory. Under the chain plates I used Sikaflex No.241.4

To keep my prop from windmilling I first installed a screw eye into one of the stringers adjacent to the engine. Then I attach a piece of string from the eye, go around the shaft a couple of times and tie the end to the coupling bolts. If I forget to untie this econo model shaft lock prior to starting the engine, all that happens is that the string breaks."

**(2) John Kraft installed a Navico 4000 autopilot on *THE CHANCE* and has been disappointed in its performance. "It wanders like a drunken sailor but a company rep at the Annapolis show says most of the problems are caused by loose steering cables and I can believe it. Hopefully the problem will go away when I tighten the cables."**

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4. See newsletter no.33, page 4 for a detailed description of how

Dan Yoder replaced *LETHENA's* Thiokol

## PROBLEMS

(1) *JOSAM G*, owned by Paul Sheldon, is approaching her tenth birthday. Paul says, "She's getting a little tired and I'm planning not to go into the water this next year so I can recondition many things that are beginning to need repair. On top of the list is the deck and deck/cabin joint. There are leaks that have been there since the beginning that are turning into torrents. Two years ago I took up two slats of the teak deck and found that about 50% of the area underneath the boards to be devoid of any sealant material at all! I don't know if I'm biting off more than I can chew, but have decided to pull up the whole deck and the trim on the bottom of the cabin sides and recaulk. I had the devil of a time with the few strips and will need all the help I can get. I would appreciate hearing from any TOG member who has jumped into the cauldron as I'm about to do. Any forthcoming information would be gratefully received."

(2) Rus Pyros's *TEHANI* arrived in New Rochelle, N.Y. in October. "We had specified, as had *HALLELUJAH*<sup>5</sup>, 10 mil epoxy bottom preparation followed by Micron bottom paint and then at the dealer Micron 33 bottom paint. I noticed that the Ta-Yang applied paint was a dark shade of purple as on *HALLELUJAH*, which I assumed to be the formula for Micron 25. Another Tayana, hull #515, which has the same bottom preparation and paint as *TEHANI*, after one year has the bottom paint coming off in sheets.

**In speaking with my dealer, Bluewater Yachts, they claim that the gel coat is not part of the ten year hull warranty, and that no builder would grant one. The question of the ten year hull warranty is an issue that must be resolved. If anyone has any suggestions, please come forward.**<sup>6</sup>

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5. See page 10, Newsletter #36

6. See pages 1 through 4, Newsletter #36



(3) While prop shaft/coupling mismatches have been reported by Perkins 4-108 owners, no reports of this type have come from Yanmar owners -- 'till now that is. John Kraft *THE CHANCE*, writes, "Two different Yanmar dealers have told me that the factory had not installed my shaft correctly (not force fitted). They warned that "play" in the shaft, though minimal, was a warning and the shaft could simply back out into the rudder sooner or later when I put the engine in reverse. They further encouraged me to haul the boat for inspection and said replacement of the shaft and the coupling might be necessary. My dealer initially shrugged off the problem and he tried his solution - a simple tightening of the lock bolts and a "let me know if this doesn't work" remark. While on the boat the dealer noticed that the ground wire that runs across the coupling was missing (actually it had broken off in an area of tight clearance). He also spotted some loose nuts on the rudder shaft gland and on the framework supporting the steering quadrant. I repaired these items but over the next 3 months had to replace the ground wire twice and the slight fore and aft play in the shaft (1/8"-3/16") returned. A third mechanic took a look and thought we should leave the boat in the water and try replacing the coupling and checking the shaft. The shaft was 1 1/4" SS so he ordered a 1 1/4" coupling from the Yanmar distributor. When he removed the old coupling he discovered that Ta-Yang had turned the shaft down to 30mm ..... 007 under 1 1/4"! (The Ta-Yang machine shop must still employ the same guy who used to mess up the shafts on the Perkins installations) Since we could not find a U.S. source for a 30mm coupling of the style we needed, we had to haul the boat anyway and wound up replacing the coupling, shaft and prop as well! You may well ask "why replace the prop?" Because the prop installed on my boat (and a friend's T-37) was an 18 x 12 (460mm x 300mm) and neither of us could get over 2000rpm's under power without pumping black smoke out the exhaust. Yanmar specifically recommends a 17 x 11 prop for the T-37 with the 33hp engine. At this point I called my dealer and reported that the repair bill could run to \$800. The dealer, who no longer has a relationship with Ta-Yang, agreed to pick up the tab. The engine now goes to 3000rpm under no load and 2500 under power. At 2200 rpm's the boat moves at 6 1/2 to 7

knots. My new ground wire is also staying in place. I'm indebted to the dealer and regret he no longer sells Tayanas. I can imagine the lack of response I would have gotten if I had tried to explain this in a letter to Ta-Yang."

(4) Willis & Sandra Cash had a problem with insufficient power on their V-42 *ARCADIA*. It turned out that the 18" dia. x 15" pitch stamped on their prop was in error and they in fact had a 18x12 prop. They changed to a 18x15 prop and now have power to spare. This extra power will come **in** handy as *ARCADIA* is heading south in March on the start of a three year cruise.

## MISCELLANEOUS

(1) Ed Potter (SOY) notes there was one small error in his statement as printed on page 4 of newsletter #36. "Where I indicated that the English surveyor reported a ph of 8. The sentence should have read (... one surveyor said he tested liquid from the blisters and found it to be acidic and have a ph of 8...) A ph of 8 indicates a base rather than an acid"

(2) John Kraft, *THE CHANCE*, writes, "The TOG newsletters do come in handy. My steering quadrant seemed loose and recalling an old letter I dug back & found the letter from *EX LIBRIS* **in** the Fall '85 letter. Sure enough, the 6mm allen bolts were the culprits. In fact now that we have been in the water 10 months I'm trying to go back and read back issues so I can recognize potential problems."

(3) TOG and BOAT/U.S. have signed an Accord under which TOG members are entitled to receive their BOAT/U.S. membership at one-half the regular annual rate (presently \$17, with the special group rate being \$8.50). Refer to our group number, 80446, when com-

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**7. In the TOG newsletters index contained in letter #31, "PROBLEMS" is one of the major catagories.**

municating with them. For membership and related information write them at Washington National Headquarters, 880 South Pickett Street, P.O. Box 9130, Alexandria, VA 22304-9974.

(4) To power his computer aboard *CHRISTIE K*, Ed Christie uses a inverter/converter purchased from Sears and is very happy with it. "The PC seems to do as well as it does on a/c. You have to get one that puts out a simulated sine wave at 60 cycles of course and a decent 12 volt battery is required."

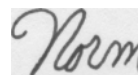
WRAP UP

That grass hut you see on the cover is where Annie and I spend our time when we are not on Whidbey Island, Washington or meandering about in our camper. It is located 700 miles south of San Diego on the Baja peninsula, adjacent to Puerto Escondido. This port is the most popular hurricane hole on the Sea of Cortez.

Last summer we mailed to you a comprehensive questionnaire dealing with your equipment inventory and living/sailing habits. To date only about one-third of you have mailed in the completed forms. The objective of the questionnaire is to feed back to you summaries of how our boats are equipped and how and where they are used. In addition the data will be maintained in a data bank available for future inquiries like who owns a certain piece of gear and how does he or she like it. Please submit the completed forms to Ed Christie, P.O. Box 1880, Poughkeepsie, N.Y. 12601.

If you see a blue dot on this newsletter it means my records show that you have not paid your 1988 dues. After April 1st the dues are \$20 to help pay for me to nag you.

**Adios amigos,**

A handwritten signature in cursive script that reads "Norm". The signature is written in black ink on a light-colored background.