



TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

WINTER 1988

NO. 41 VOL V



TOG BURGEE

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Tayana Owners Group
Newsletter #41 - Vol. V
Winter 1988

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Dear Patient Friends,

My apologies for being so late with this letter and to those of you who had to send the same letter twice when the post office refused to forward our mail. It appears as if mail forwarding by the post office is now very limited. Our cross country RV trip was really great except that the three months allocated for the trip was not enough. We had hoped to see many of you but it just couldn't be done. After six weeks of patching, painting, recarpeting, etc., **homebase** is now **livable** and **ready** for a long stay. *Annie &* I want to send you a warm and sincere wish for 1989, and an invitation for you to drop by and see us whenever you are in the vicinity.

The cover pic is **part** of an **unfinished** burgee project. A volunteer is needed to work toward completing it.

In an effort to get more newsletter input from V-42 owners I recently wrote to designer Bob Harris asking him why he thought I wasn't hearing much from those owners. His answer (tongue in **cheek?**) and **information about the upcoming Tayana 64 appear on the next page.**

I need your **help regarding** trip reports. I **have** received some **excellent** reports that I would love to include in these letters but their inclusion would **preclude** space for other subjects. Please limit your trip reports to one or two **pages** and if you are willing, indicate that you will make **available** the complete report to those who are interested.



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September 9, 1988

Mr. Norm Demain,
3644 Holmes View Drive,
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U.S.A.

Dear Norm,

The reason you don't hear from TV 42 owners is a) there's nothing wrong with their boats to warn others about and b) because they are sailing the oceans and are out of range of society at large which includes TOG.

Your readers may be interested to learn that we are designing a new 65 footer for Ta-Yang. She will be presented first as a mid cockpit cutter or ketch as owners prefer, then an aft cockpit or tandem cockpit. Her dimensions will be approximately 64'-8" x 17'-9" x 6'-6" draft x 70,000 lb displacement. Enclosed is a print of our first proposal which is the cruiser racer at 8' draft, sloop rig with a 17 foot beam at 60,000 lb displacement. It is the bigger model that will be produced and we will send you a print of the latter when the prelims are finished.

In closing, about all I can say re the TV 42 is that I saw hull No. 158 being readied for shipment on a recent visit to Ta-Yang. Orders are still coming in.

That's it for now. More soon re the 65, and thanks for the latest TOG News. Good stuff.

Best regards,

Robert B. Harris,
Naval Architect

RBH:yg
encl.

CHESAPEAKE RENDEZVOUS

The first annual Chesapeake Bay Area Tayana owners rendezvous was held in October on the Magothy River in the lee of Dobbins Island. Six T-37's and one 42 rafted together on three anchors. The weather cooperated providing warm gentle breezes. A great happy hour, dinner and super friendly camaraderie made the event a great way to launch the group. All hands were in favor of having spring and fall gatherings which are scheduled as follows:

The Spring '89 rendezvous will be on the week end of May 20-21 at Shaw Bay off the Wye East River. In the fall the group will gather on the week end of Sept. 9-10 at the Magothy Marrows between Holland Point and Purdy Point. Volunteers are needed to act as host boats for the gatherings. All Tayana owners in the area who are interested in the group should contact Bob Klein 301 384-7294 or John Kraft 301 437 2537.



EQUIPMENT COMMENTS

■ Mike & Jude Davis have owned *Satori* since mid '84. They are the third owners of the boat, all of whom have been TOG members. From the newsletters and personal discussions, they have insight into when the various items of equipment were installed. Mike was good enough to spend the time to write a comprehensive report on how the systems and equipment are holding up after eight years of fairly active use. Part I of his report follows:

"Exterior Teak

When the Deks-Olje finish the Lawsons (second owners '82 - 84) had painstakingly applied and maintained began breaking down faster than we could cope with, we faced the familiar teak finish options: natural, oiled, or "dress" finish such as Deks-Olje or varnish. We opted for varnish and in 1986 had the exterior professionally stripped and 4 coats of varnish applied. Since then we lightly sand (220 grit) wipe down, and touch up trouble spots as needed, and put on one full coat each season. *Satori* has teak decks (the "flats" but not cabin top) which I scrub, bleach, and oil once at the beginning of each season only. By haulout (6mo) they are turning gray but we tolerate this to get more time for other things. We find this level of exterior maintenance within our ability and time constraints.

Prop Pitch

My prepurchase surveyor in 1984 commented on the 3QM30's inability to reach rated RPMs under load and the amount of "cold running" soot built up in her exhaust. On his recommendation I had the original Japanese 3 blade prop repitched from 18 X 13 to 18 X 11 inches. Now *Satori* cruises a little further up the torque curve, about 1900 to 2000 RPM for 6 knots in flat water, and is able to reach about 2400 rpm and 7.5 knots flat out. It had the side benefit of upping the average engine running temperature (ie the thermostat opens wider sooner) so we get hot water a little

faster. Consumption is not noticeably different, around 0.6 to 0.75 gal/hr at normal cruise speed, including some use of the Hi-Seas diesel heater and the time spent recharging on the hook.

American Appliances Hot Water Heater

I concur with earlier comments: its heat exchanger is very inefficient. It apparently was designed for the RV market where 180+ degree water circulates for hours on the road, not the more sporadic marine use. I found my exchanger was loose in the tube that penetrates the tank and had slid out a couple of inches against the cover plate. The fit is too loose, making heat transfer more difficult. Reseating it with some heat conductive grease inside and a spot of epoxy on the edge to hold it in place seemed to help somewhat.

I am interested to know if anyone has' replaced this unit with something better, particularly one of the propane demand heaters: where installed, how the exhaust is vented, whether the temperature rise is sufficient etc. I am considering adding such a heater downstream of the existing tank so that the demand heater starts with at least lukewarm water, and shore power can still be used at the dock instead of propane.

Shaft and Stuffing Box

By 1985 I was having trouble keeping the shaft log properly adjusted. At haulout I found the shaft was pitted and scored, so just repacking the stuffing box wouldn't help. I had the yard replace the shaft and the flexible coupling but elected to retain the Ta-Yang stuffing box rather than going with one of the new high tech types (eg. Lasdrop). I have found the existing stuffing box works well if you adjust it properly and have the right size

1. Naughty, naughty Mike, you haven't been using the handy dandy newsletter subject index contained in newsletter #31 - look under the heading "Heaters".

good quality waxed flax stuffing in it. At the beginning of the season just after launch I tighten down moderately hard on the two adjusting nuts to "reseat" the stuffing material, enough so that the shaft cannot be turned by hand at the transmission coupling. Then I loosen them 1-2 turns, start the engine and put it in gear at fast idle. After a few minutes there should be a slight drip (say one drop every 5-10 seconds). If not, loosen or tighten as necessary, but only while the engine is off for safety's sake! Try to keep the moving part square to the shaft by having equal torque on each nut. I count the number of exposed threads on each bolt as a double check. When satisfied, tighten the second set of nuts against the first to prevent backing off with vibration. A thin open end or box wrench on the inner nut while you tighten the outer with a deep socket seems to be the easiest way to hold the exact adjustment. During the first run at full cruising speed, I recheck the drip rate. When the shaft is turning there should be some drip, but not enough that salt water is being flung around. The stuffing box should feel cool. If it is hot or there is no drip at all, readjustment is needed. Back at the dock or mooring the drip should slow and stop completely when the shaft is not turning. I find this setting will last through several hundred hours of *engine* time, usually a whole season, but make it a point to check the drip rate regularly. I can see any drip from the shaft log on Satori by looking at a shallow angle through the access port over the engine, so it is not necessary to climb down in the cockpit locker to check it out.

When replacing the shaft, the yard found that although it was a standard 1 1/4 inch diameter and was coupled to a US/British std. prop, its TAPER was metric. The prop had to be slightly machined to fit the new shaft with the standard US taper. This may be of interest to those who want to change props at some time in the future, and should be confirmed during a survey."

■ Doug Schwartz summarizes his equipment experiences after 2 1/2 years of *owning LIBERTY*:

"We are very happy with the layout. We have the galley to aft starboard and the quarter berth cabin to port. This interior design also came with a stall shower which is one of my favorite features of the boat, although the drainage for it is lousy. We have had the same difficulties with it that others have reported.

We found the fold down nav station in the quarter berth all but useless, although it makes a great work table for the galley. We installed a Furuno LC-90 Ioran right beside the dining table and use that for our nav station. The Furuno has been great. It is accurate, easy to use, easy to read and simple to install. Didn't even require any noise filters. We were especially attracted to its multi-line display, which was a unique feature when we bought it.

We also installed a Data Marine CRIS package with depth, speed/log and relative wind indicators. The instruments are vertically just to the left of the companion way in the cockpit. A bimini and plastic windshield/dodger are attached to the boom gallows. We're happy with this installation with one minor exception. We can't remove the bimini without first removing the dodger.

On Galveston Bay the boating season is year round. However, it is VERY hot in the summer and can be cold in the winter. An air conditioner solved the problem. We installed a 16,000 BTU Cruise Air system with which we are very happy. Two suggestions for those contemplating such an installation. Have the compressor condensate lead overboard and not into the bilge. Also do not let dealers convince you that you need two compressors - 16,000 BTUs are plenty. For cold weather be sure to run a duct to a small vent at floor level."

DEALER NEWS

■ Ed & Wilma Potter of Southern Offshore Yacht report that 1988 Tayana sales were down considerably. Paul Skilowitz of Bluewater Yacht in New York concurs. Ed writes that at the Miami Boat Show a Tayana dealers' meeting was held at which a Tayana Dealers Group was formed. Ed is chairman of the group."We hope we can solve a lot of the problems which have been plaguing us for a while such as advertising, warranty, customer relations, etc.

In the Fall '87 issue of this newsletter Ed Potter and owner Allen Jeter aired their views on a blister controversy. The matter ultimately wound up in court. In June '88 the court ruled in favor of Jeter awarding him compensation for repairs done and those to be done and a depreciated value of the T-37 hull. The suit was against SOY and TaYang.

■ Annapolis' new Tayana dealer is the Bay Yacht Agency whose president is Eric Smith. Welcome to the TOG Eric!

■ In 1986 the Houston area's Tayana Dealer Starboard Yacht closed its doors. The doors are open again and the new Tayana dealer is Gibson Yachts under owner Don Gibson. Don claims he was the area's original dealer.

■ Windships of Oakland California, who refused to join our group on the basis that we were a bunch of nit pickers, has gone out of business. Helms' Yacht Sales of Alameda has been named Northern California distributor of Tayana Yachts. Apparently owner Gary Helms has not heard of our group because in a recent news release he is calling for the formation of a Tayana Owners Association. Perhaps a TOG member in the area can advise Gary of our existence.

SAILS & RIGGING

- Bill Gutzwiller, Hallelujah, refutes the experts;

"I have a comment which relates to bringing the main halyard back to a winch on the cabin top so it operates from the cockpit. When we ordered our Tayana we were told by the "experts" that this would permit us to routinely raise and lower the main without having to leave the cockpit for the mast. Well it just ain't possible! Instead of the main being raised by one person, this arrangement requires two people, and one of them has to be up at the mast anyway: pulling down on the halyard during raising, and pulling down on the main luff and sliders during lowering, freeing reefing lines, hooking in reefing eyes, and flaking in the sail despite use of lazy jacks. Meanwhile the person in the cockpit has to tend to the halyard winch in a less-than-optimum position in which the dodger prevents full turns of the winch handle. As a result of this experience, we're considering how to add another winch on the mast for the main halyard so we can return to the way we'd always handled main halyards on previous boats: one person at the mast with little need for coordination with anyone back in the cockpit!

- Here are some more sail care tips from Neil Pryde;

STORING YOUR SAILS

In order to maximize the life of your sails, they should be carefully folded after each use rather than stuffed into their bag. To fold the sail, start at the foot and flake the sail parallel to the foot. (If folding a mainsail that has a window, fold the foot over the window first so the window is not creased). The width of the folds should be about 2 to 3 feet, so the sail will fit into the bag. When completely folded, roll the sail from the luff to the leech; this keeps the leech tabling rolled around the greatest circumference of the sail. Stow the sail in the bag

horizontally so the sail doesn't unfold as you put it into the bag. It is best to store the sail when dry. The cloth will not be damaged if stored wet, but mold grows best in damp places!

SAIL CARE

The sail's worst enemies are chafe and sunlight. When not in use they should either be removed and folded or covered with appropriate covers. Sunlight will turn the sailcloth brittle and yellow, eventually rotting the cloth. If you have a roller furling sail, it should have a sacrificial suncover sewn onto the leech and foot where the edges are exposed when rolled.

Take extra care to avoid chafe on your sails by taping all cotter keys on board, removing "fish hooks) on wire rigging and rounding off sharp corners of spar extrusions.² If you have overlapping genoas, spreader patches should be installed where the spreader hits the leech. Be sure the spreader tips are covered by boots or taped heavily.

When tacking your boat, try not to luff the sail too long, as this chafe is probably the hardest use the sail receives. Do not backwind an overlapping sail when tacking, since the spreader tips will puncture the sail.

■ Richard & Barbara LeVine live aboard *MAGELLEN* and do a lot of west coast cruising. They offer the following suggestions relative to sails and their control:

"Our 130% genny and our staysail are both set up using roller furling systems by Hood. They are heavy duty and have stood up well. We have installed a second mast track which we use both for a storm trysail and Mast Mate mast steps. An extendible spinnaker pole is stowed on the leading edge of the Yachtspar mast. It

2. To discover fish hooks wrap some toilet paper around the wire and run it up and down. If the paper shreds, the wire is nearing the end of its useful life.

operates on a track with a pulley system so one person can handle the pole with ease. Highly recommended. Spinnaker is a cruising type "Genaker" deployed in a sock. Boom vang is a "Walder Vang" system. Fantastic! All jibes are controlled, even the accidental ones."

■ The Stolowitz's added a Pro-Furl roller reefing system to their jib on *PAPILLON* and are real happy with the results.

Don Rock writes from the Philippines:

"We have added the first genoa to our sail inventory, a huge (170%) light weather sail, beautifully made by Lee Sails in Hong Kong. With that in mind I am going to install a Schaefer Mid-Stay Lever so I can release the staysail stay easily. The Staysail will be unhanked from the stay, of course, but will still be furled on its boom which will stay put on its pedestal and end block on its traveler track and can be quickly hoisted by simply re-attaching the stay and the sail hanks. I have seen the system on racing boats but did not need it until the spectre of tacking a big genoa dawned on Donny Dimwit. I'll let you know how it turns out."

BEWARE THE BOBSTAY FITTING



From the Virgin Islands Bill Gutzwiller writes about *Hallelujah*:

"I don't recall ever reading in the TOG newsletters about trouble with the bobstay fitting at the waterline. In fact, we'd read about many using the extra hole on this fitting to mount a snubber line

and chainhook for taking the anchor pull here instead of on the anchor roller. To avoid the nagging noise of chain rubbing on the bobstay at night, we joined the crowd too and found the system worked well until...

After a boisterous crossing of the Anegada Passage from Anguilla to the BVI's a few weeks ago (April '88), we moored in erratic gusts coming around and over Cooper Island, using the chainhook arrangement. In the morning, while still moored, we heard a sharp, loud report. Investigating, we found the bobstay slack with the stem fitting still holding by the upper bolt, but bent up and out by the absence of the lower bolt. Closer *inspection* revealed that the lower bolt had sheared off about one-half inch inside the hull.

Our first reaction after the initial dismay was to thank God that the break hadn't occurred the previous day during our 13 hour sail in 20+ knot winds and heavy seas. We could easily imagine losing the bowsprit and a good part of the rigging under those conditions.

Fortunately the failure occurred less than 20 miles from homebase on the heels of a 700 mile, four week cruise through the Leeward Islands. After motoring the rest of the way home, I visited our local yard here on St. Thomas to arrange for repairs. Imagine my surprise to find another Tayana 37 up on the blocks (Joss, owned by Richard & Rachelle Miller) undergoing surgery for a loose and bent bobstay fitting: Their fitting had been giving them repeated trouble the past year even though they hadn't been using it to handle anchor loads. Naturally we were wondering why neither of us had ever heard about problems at this critical fitting. If our two boats were the first, the coincidence was too overwhelming.

Facing the chore of extracting a sheared bolt with no access to whatever plate was holding it internally, I opted for a new and longer fitting fabricated from 3/8" stainless instead of the 3/16" original. The tab projecting from the base of the fitting was reduced in length and the pin hole for the bobstay swage fitting was moved to within one inch of the base plate to halve the moment arm applying *tension* to the lower bolt which had failed. At the same time I opted for 5/8" cap bolts to attach the fitting for added strength and so they would be easier to check and tighten compared to the original round headed bolts. Holes for the

new attachment bolts were drilled all the way through the hull so they could be fastened with nuts and lockwashers on top of backup plates fabricated from 1/8" stainless.

In the course of installing the new fitting, we discovered that the bolts for the original fitting did not thread into a backup plate as we'd assumed. All that existed inside the hull was a 1/2" nut embedded in fiberglass. When we tried to remove the bent bolt from the original fitting, this nut came loose inside its fiberglass enclosure, preventing removal of the bolt until we'd chiseled out the nut from inside so we could get a wrench on it.

I now wonder why more Tayana's haven't had trouble with the bobstay attachment. Based on my experience and that of Joss, my advice to Tayana skippers is to keep an eye on this fitting for signs of bending, loosening, or failure. And by all means, don't use the spare hole to attach snubber lines to your anchor rode until such time as you or Ta Yang beefs up the fitting and its attachment significantly."

Editors note: There have been previous reportings of problems with the stem fitting loosening up. In newsletter #37, page 16, Bob Gibson, *INTERLUDE*, says that in his opinion TaYang installs the bobstay fitting incorrectly and he offers a fix using the existing fitting which might keep the problem from happening.

CRUISING EXPERIENCES

■ The adventures of Allen Jeter, wife, and baby aboard *Escape* are both memorable and a challenge to the less hardy. Allen writes, "After purchasing our Tayana 37 *Escape*, we crossed from Charleston to Bermuda in late May. Leaving Georgetown, Bermuda, we decided to run a rhumb line to Horta, Faial, Azores, as we did on our previous trip in 1979. Many cruisers believe that going "north of 40 degrees north" one picks up the westerlies which may be true most of the time, but our feeling is that one does about as well with the variables on the rhumb line. Following a two week hiatus in Horta, we departed for England, and as the English say, "go north 'till the butter hardens and turn east". We did essentially that and arrived in Falmouth in late June. After wearing down jackets, ski hats and gloves, as well as long underwear, I asked the customs and immigration boarding officer, "when do you have summer here?" His reply was, "you missed it - it was last Tuesday!" We then day sailed up the channel coast of England to Plymouth, Dartmouth, Weymouth and Poole, crossing the channel at night (60 miles) to Cherbourg. For me, crossing at night is preferable in order to be better able to see the heavy shipping traffic via their lights. I prefer daylight for finding my way into harbors. Early one morning on a rising (up channel) tide we ran up to Le Havre, arriving about mid-afternoon. Waiting there for a tide change to occur at the first light, we ran with the tide up the Seine to Rouen. Here one encounters the first bridges less than 100' above the water, necessitating removal of the mast. After securing the mast on deck, we set off up the Seine to experience our first locks (about 7 up to Paris). Two absolute necessities here are two 100' dock lines (to accommodate the irregularly placed bollards in the locks) and three steel pins about 2 1/2 feet long and as large as a man's thumb. One also needs a small sledge hammer to drive these pins into the banks when no mooring facilities are available. In Paris, the Arsenal Marina is just upstream of the Ile de Cite and Notre Dame. They have a floating dock with a TV monitored intercom which one uses to request admission. There is a small lock which raises the boat

to the level of the marina which is actually a portion of the old St. Denis canal just before it *tunnels* under the Place de la Bastille. The fees were about \$10 - 15 a day and the place was well protected, quiet and had showers.

Two weeks later we went up the Marne river to Espernay and toured the champagne district around Riems.

Because of a hull blistering problem involving a controversy with Southern Offshore Yacht and Ta Yang,³ we retraced our path to England where we stayed until spring. At Plymouth we had 6" of snow on the boat several times, yet we were very comfortable. The only problem was *condensation*, which was considerable. Our red haired, green eyed, 7 1/2 lb. angel (sans wings) arrived in February in the midst of a snow storm. Her arrival made life aboard more exciting, as well as *challenging*. When she was 3 months old, we recrossed the channel for the third time and did some more exploring in Paris and vicinity. In Sete we resteped the mast and day sailed (21 days) to Gibraltar down the coast of Spain. There we put aboard 800 disposable diapers and 8 cases of baby food. We also installed a Rutland wind generator to assist our Adler Barbour refrigeration unit. It turned out to be incapable of doing the job. Next, we day sailed over to Tangier, Morocco, where we spent a week waiting for the proper wind to take us down to the Canaries, where we spent 2 weeks. The Canary Island sardine boats arrive about 2 - 3 times a week and will give you a bucket of banana sized sardines which, when grilled, are the best fish I've ever eaten. We sailed over to Gran Canary and spent a few days stocking up. We departed the Canaries from Hiero about two weeks before the ARC race. We had a sleigh ride with beaucoup wind and a twenty day passage to Antigua, W.I. During the trip we checked in daily with the *transatlantic* net (Shiela Lang, Grand Turk Is. via ham radio). We also found invaluable the NMN Portsmouth, VA. weather forecasts for the Atlantic. We had winds from 0 - 60 knots, although the average was 20 knots. We used a Hood Seafurl on the jib and seldom used the

3. See newsletter #36 for statements from SOY and Jeter regarding this controversey.

staysail. We kept the jib poled out and the main winged out opposite, and vanged down. We had the main double reefed most of the way and kept the jib up, furled from 0 - 100%, depending on the weather.

The trip through the Caribbean consisted of St. Kitts, St. Martin, Anguila, Tortola (BVI) to St. Thomas. We then sailed to Cacaos to West Cacaos (via the bank which will carry six feet) to Mayaguana, Clarence Town, Long Island, Bahamas, Georgetown Exuma, Nassau, Berry Is. to W. Palm Beach and the I.C.W. home to Charleston, SC.

Traveling with an infant presented no real problem as long as breast feeding was the order of the day. She never did understand that she was supposed to reset her biological clock with each change in time zone. She is still 5 hours off to this day (May '88). We carried her everywhere in a chest back pack and she often slept like a papoose as we walked about. At the age of 63 I was often told what a beautiful grand child I had. I finally quit correcting people and just said thank you. It goes without saying that powdered milk and disposable diapers should go down with man's greatest inventions along with chewing gum, hot showers, TV and ice cream.

After our two year journey we still love our *Escape* and dream fondly of our next trip. The *Tayana* is beyond compare as a live aboard boat and sea boat - long may they roam the seas!"

■ Richard & Rachelle Miller and *JOSS* are safely anchored in Villamora Portugal after an uneventful transatlantic crossing. They write, "Our journey started in Grenada, thence to the Virgins, Bermuda, Azores and finally Villamora. Our vote for the most valuable piece of equipment, aside from the vane self steering, would go to our newly acquired weatherfax. Our only problem was the repeated dragging of the boom in big seas while running downwind. At the time the main was triple reefed. We finally overcame the problem by raising the end of the boom 25 degrees. Bad for the sail and we lost a few battens. Our immediate plans are to go on to Seville for the winter and we will likely remain in the Med. for the next few years."

■ Howard Tepper spent the summer cruising Long Island Sound, Buzzards Bay and Cape Cod Bay in *HER NIBS*." On the way back to Vermont the roughest part of the voyage was passing through the upper part of the Hudson River. Heavy rains had raised the river level several feet and the downstream current was so strong that it buried many buoys and made our upstream passage very slow. As a result of one of these submerged markers, *HER NIBS* tangled with a rock ledge. Fortunately we escaped with a few scratches along the keel, but it was a very stressful evening. The trip was a wonderful experience for us and a good shakedown for the boat. We're looking forward to spending next year cruising Lake Champlain and planning our "southern" trip in '90."

MISCELLANEOUS

■ Because of the similarity of the Perry designed Union 36 to the T-37, Bob Clause finds the newsletters very helpful. He writes, "The information about the Perkins 4 -108 has been priceless. The info about the upkeep of bronze and teak has been a godsend!" Bob wants to know how members feel about *including* Union 36 info in the newsletters.

■ Prospective owner Valery Buslov obtained copies of all past TOG newsletters. He writes, "I am totally amazed that such a wealth of information exists about the Tayana. I know of no other boat that has such extensive documentation available. There's no doubt in my mind that the letters serve as an aid to sales."

■ Another prospective owner, Ken Pierick, used the letters as an aid while looking for a used Tayana. He's now the proud owner of hull #281 *SANDREA* to be renamed *INTERLUDE*. Ken says "the letters were very valuable in making our decision to purchase the boat."

■ John & Sandy Burns, *LIBERTY*, would appreciate hearing from any TOG member that has advice on the following questions:

1. What's involved in *converting* a salt water cooled Yanmar to fresh water?
2. What's involved in installing an anchor hydraulic hoist?

3. What problems can he expect with a ketch's triatic stay?
 - Charles & Judy Huffman received hull #549 in June and completed the commissioning themselves. They would like to know:
 1. How can we access the stern cheeks behind the rudder post to store anchor chain? The propane and gas lockers prevent access via the cockpit seats.
 2. Given that the mast is properly adjusted, why does the boat sail faster on the starboard tack than on the port tack?

WRAP UP

Well that's it folks for '88. I plan to get the first letter of '89 out early to make up for the delay in this one.

The blue dot on the back page is a reminder to those of you who have not yet paid your '89 dues (\$20). After April 1st. and for our outside the continental U.S. members, the cost is \$25.

Norm