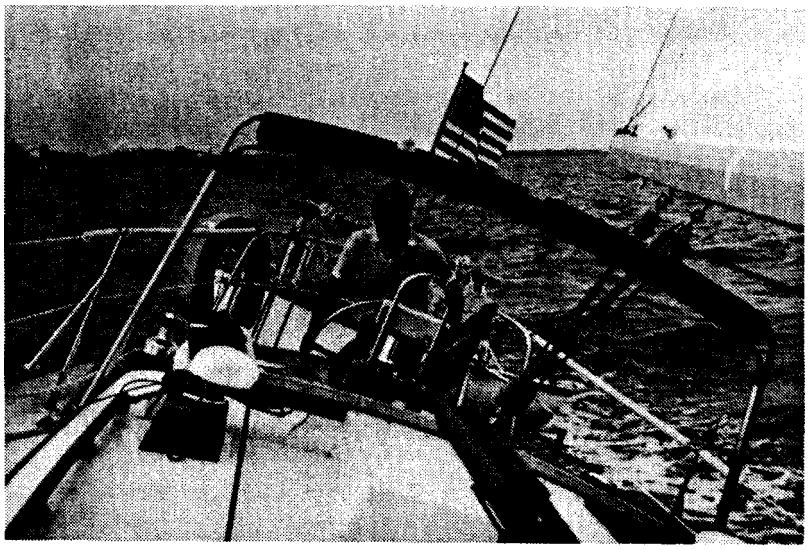
# TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

SPRING 1989 NO. 42 VOL. V



*John Kraft in the Groove Aboard "THE CHANCE"*

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Tayana Owners Group
Newsletter #42 - Vol. V
Spring 1989

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Dear Friends,

On March 15,1982, The Practical Sailor magazine wrote a comprehensive 4 1/2 page report on the Tayana 37. It was written by the Associate Editor of the magazine. The article's conclusion was:

"The Tayana 37 would make an excellent retirement cruiser for the experienced sailing couple. Properly handled and equipped, she could take you anywhere with confidence and reasonable dispatch."

In the Feb.15, 1989 issue a letter was published from TOG members Elaine & Allen Jeter which said, in part, that "Within 8 months after delivery (of a T-37), the hull was found to be defective by surveyors." The letter's conclusion was that "We know of several other Tayana 37 owners with identical problems."

This letter and a similar one published in a recent issue of the SSCA Bulletin relates to the legal battle between the Jeters and SOY/Ta Yang over a hull blistering problem, and the collection of court awarded damages. Without *commenting* on the court's decision, your editor believes that both the Jeters and The Practical Sailor used poor judgment in publishing a letter whose vagueness allows misinterpretation of "defective". I doubt strongly that the "other Tayana owners" would consider their hulls defective. Blistering problems are not unique to Tayanas. While the Jeter's determination to achieve their goals is understandable, tactics to denigrate the Tayana's reputation as a means to an end

are unreasonable. Their letter fails to mention that the integrity of the Tayana hulls has been demonstrated on numerous occasions including Atlantic crossings by the Jeters themselves. As TOG member Tom Bowers told me, "The article casts unwarranted doubt on the quality of the T-37 and could ultimately have a negative effect on the resale value of the boat." The Practical Sailor could have at least made reference to their previous article on the T-37. These views have been conveyed separately to the Jeters and the Practical Sailor. Incidentally in the same 1/15/89 issue of Practical Sailor appears an article entitled, "Gelcoat Blisters: A Radical Prescription for Prevention and Cure - definitely well worth reading.

## TA YANG'S SCREWS ARE LOOSE

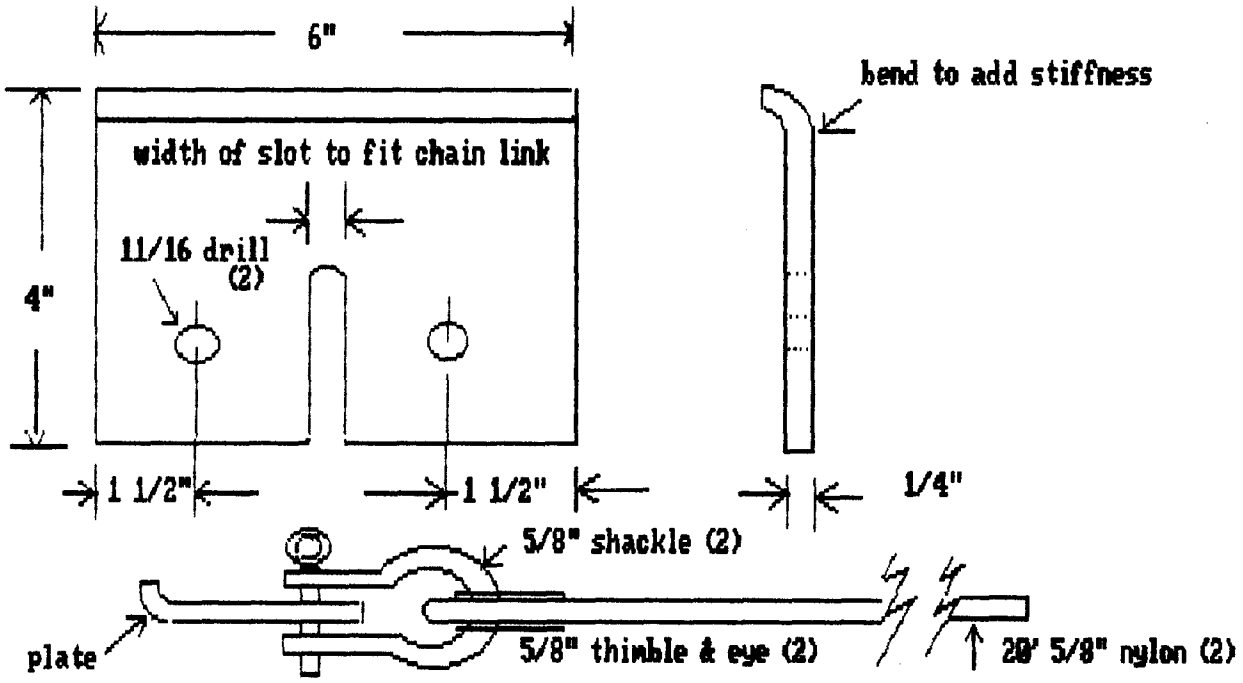
Charles & Marianne Schuler moved aboard SEAGULL TWO, a V-42, in May 1988. Charles writes, "The one thing that I would alert Tayana owners to was when a machine screw fell out of the shift linkage inside of the pedestal. It took me a while to find the problem, but we jury rigged it and proceeded through two bridges into a boat slip against 25 knot winds. Needless to say, the next day they were all done with Locktite."

When Rus Pyros was a 100 miles offshore on the Transarc race to Gibraltar TEHANI's steering fell apart because all the bolts had come loose.

When she was delivered, Denis Webster found that TIGER LILY "had the usual loose hardware including cabin top winches and steering gear."

*After years of reporting loose fastenings on new Tayanas in these pages, it seems* blatantly *clear that a vital part of a commissioning job is to inspect for such conditions.*

## ANCHORING AID




Bill Gutzwiller shares with us his method for taking the *tension* off the anchor chain and thereby reducing the rubbing of chain on the bobstay on *Hallelujah.* Bill writes," The fixture described in the sketch is a variation of a product I've seen advertised in the sailing magazines. I had it hacked out of 1/4" stainless steel. Once the anchor is set, one puts the fixture to work along with the attached shackle, thimble, and 5/8" 20 foot piece of *nylon* connected to each side of the fitting. The slot in the fixture (plate) is dropped over a *convenient* link of the anchor chain below the roller, the free ends of the lines are fed

through the chocks on each side of the bowsprit and cleated down near their ends. Then additional chain is released until the nylon lines take up the mooring *tension.* With the bridle effect, tacking and sailing at anchor is greatly reduced and the strum ming of chain on the bobstay all night long is practically eliminated."

## CRUISING EXPERIENCES

■ Bob & Chesley Logcher report on their 1987 cruising experience with *CYGNET.* Their 1988 cruise will be included in a future newsleter. [1]

"The *culmination* to several years of planning took place last June,1987, with CYGNET's departure from Beverly, MA, for the Caribbean. Our overall plan was to sail as much of the Caribbean as possible and then bring the boat back to Massachusetts via parts of the ICW and the Chesapeake. Because of personal time restrictions we had to get the boat south in '87 and haul in the Virgins for the hurricane season.

We left Beverly for Bermuda on June 20, with our daughter *Suzanne* and two other crew and went offshore in dense fog. The first night out, we crossed the shipping channels, still in dense fog. We heard the engine of one big ship, but never saw her. Luckily, she was astern of us.

We had a rough crossing, with 12 feet seas on the beam and wind to about 40 knots. Awkward, but no worse. But for the first time, the boat did work. The deck on the starboard side near the cockpit bulkhead showed signs of flexing. The cabinets at the quarterberth was not fixed to the grabrail or deck. The deck was

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1. Bob prepared his report using "WORD" as a word processor and sent me his input on a floppy disk. He also broke his report into three 1 1/2 page segments for which I'm grateful.

lifting, probably no more than 1/16". A stress crack was found at the corner of the cabin on the deck. Results - a leak and many of my charts got wet!

After 12 days enjoying Bermuda, we left in no wind, motoring SE for 26 hours before *turning* south. We didn't pick up the southeast trades until two days out from the Virgin Islands, and got into Jost Van Dyke after a 7 1/2 day cocktail cruise. The most interesting part was the navigation. With no Satnav, we relied on my Davis Mark 25. With the declination of the sun just north of the Virgin Islands, we couldn't get a *noon* sight the day before arrival and had very shallow angles between run- *ning* fixes. Noon sight the last day was facing north, with the sun at about 88 degrees. Came in on the nose.

We then spent three weeks cruising the Virgin Islands before haulingthe boat at the Virgin Gorda Yacht Harbour. Hot weather, but great cruising. But we flew home and I went back to work for 5 months and made more preparations for cruising."

■ Bob & Binnie Miara arrived in the Dominican Republic aboard *Grace* in June '87. After a six month stay they moved to Puerto Rico and are still there. They report:

"We have really enjoyed this lovely island and it's friendly people. *Grace* still has her original set of Lam sails. They have served us well. The main did finally get a 2 foot tear above the seam of the first reef, so we are replacing it with a lighter, stronger, flatter sail. The jib and staysail will go a few more miles, though they are becoming stiff to furl. After all they are 12 years old!

Our plans are to continue south slowly to Venezuela with no schedule. Recently we have been meeting other Tayanas here, which is always fun."

■ Peg & Jim Skipper live aboard and sail *Ex Libris* in the Caribbean and vicinity. Peg writes:

"Nothing is very new with us. We did our usual hurricane season trip to Venezuela and took in the islands of Tortuga, Las Roques, Las Aves, and on to Bonaire where we were joined by hurricane Gilbert. A west wind makes the anchorage there untenable but the marina is required to provide refuge so there was no problem.

We are back at our old stand at Hog Island, Grenada. Soon we will be on our way to Bequia where we will be descended on by guests fleeing the northern winter."

■ Reinhold Durr moved back to Germany in 1987 making the crossing on his T-37 *Spinaway.* In late 1988 he reported:

"After sailing from Detroit to Annapolis we sailed for down the Chesapeake heading for Bermuda as our first stop. The crew consisted of myself and a friend who was an experienced Great Lakes sailor from Canada (my wife Thea thinks going to windward is best done in a 747). With little or no wind (except during a frightening lightning storm) it took us eight days to get there.

The next leg was 1800nm to Horta, Azores. After 14 quick but uncomfortable days we tied up at the Horta reception dock. The winds had been southeasterly, force 5 to 7 for most of the time, nowhere predicted for this time of year (early August).The Azores High was on a long vacation up around Ireland.

About Horta I can't say too much. Everything you read about the people, the island, Cafe Sport, etc. is true. Plus a new and inexpensive marina.

The last leg to Gibraltar took 10 days during which we encountered every type of weather from Dead calm to nasty squalls, to fine sailing winds from the northwest that everyone likes to talk about.

All in all *Spinaway* held up very well. With a Monitor self steering vane we hardly ever touched the wheel except for making major changes.

Unfortunately I'm going to have to sell *Spinaway* as it now takes me about 15 hours of driving and $100 in tolls to reach her - a far cry from zipping down to the Detroit boat club in 20 minutes."(contact Norm Demain for additional information)

## EQUIPMENT COMMENTS

■ Don Rock, our Phillipine correspondent contributes the following:

*TAYANA NOTES:Water* heater: I have noted that there have been a few questions about the ability (or lack thereof) of the main engine to heat water satisfactorily. I offer the following suggestion. The fresh cooling water is pumped to the heat exchanger in the water heater from the engine and circulates back to the engine. Heated molecules begin to move faster and set up a thermal circulation. The water being heated in the water heater expands and wants to move. It can't move through the closed valves at the sinks or shower but it can move back to the water tanks for these are vented and therefore can allow for expansion. In time, with the engine running for a few hours you will find that you are heating your entire water supply, but not very efficiently and you will have 100-150 gallons of lukewarm water. The solution is to place a one-way or check valve in the water intake line to the water heater. Water can get into the heater but has no place to go until a faucet is turned on. The heater itself is built to allow for the normal expansion of the volume for which it was designed. If it does overheat, there is a relief valve to get rid of the excess pressure.

We have used this system for almost six years on the Tayana and many more years with other boats. It is efficient, safe and inexpensive. Just by running the engine for 35-45 minutes morning and evening for our refrigeration cold plates we have plenty of hot, not just warm, water for dishes and showers. If we motor sail or simply motor for the day the water is scaldingly hot, hot enough to make instant coffee or tea or soup.

TAYANA NOTES:Exhaust System: Our wetted waste gas system became exhausted on our last cruise and completely gave up the ghost. In its last gasps it poured oily black soot over the engine compartment, the entire lazerette area and some into the salon, especially the quarterberth area. This happened in one of the most remote areas one could imagine. The SS flexible hose from the engine to the water jacket simply rotted away. (RIP) It had been repaired so many times that it, like its owner, was no longer flexible. I had two pieces of stainless steel tubing and found a tiny back-yard under-the-palm-trees welding shop replete with a barefoot and bare-eyed welder. Together we welded a "Y" connection onto the exhaust manifold and introduced the exiting raw cooling water into the exhaust gas at that point, allowing us to use a rubber hose from the engine to the now waterless water jacket. The wetted gas then entered the muffler at the top, for which it was not designed, and it blew out in so many places that it was more like a big sieve. Back to the welding shop where after much trial and testing we sealed the holes and limped home some 500 miles, sailing whenever possible to relieve the strain on our band-aid job. I have since installed a complete VETUS exhaust system which I obtained from Thomas Foulkes. He delivered the whole package to me is just under three weeks,Thomas Foulkes is a great favorite out here. His prices are among the lowest in the business and HE DELIVERS!!! Far better service than I could ever get in the United States. It is simple, quiet and extremely light and was very easy to install. In retrospect I should have made the change when I had the first leak in the SS flexible pipe. I had the same experience with the Cheoy Lee and should have known better than to have put up with this problem for so long.

TAYANA NOTES: More on the shaft alignment. In TOG letter # 40 Vol V Bill Gutzwiller and Al Boyden have at it and I'd like to add a few words. We have a Yanmar QM30 with probably the same flexible coupling arrangement as in HALLELUJAH. In fact, we have had a tire manufacturer make a mold and make some up for us since the original Yanmar shredded to bits. The shaft/engine alignment

is difficult but not impossible. The upper nut on the engine mounts succumbs to a 22mm socket and I find there is sufficient room to loosen the lower nuts quite easily with a 22mm long handled open wrench. You will probably find that when you remove the flexible coupling you will be unable to to move the shaft forward enough to mate the two flanges unless you take the prop off. Nan San Chiu tells me that the shaft length for the Tayana 37 with the Yanmar engine is 50%". We had a new spare shaft made up and had it cut 1 inch longer which enables us to align the shaft properly with a feeler gauge. What you can do is to use a 1 or 1%" block of hardwood (oak or teak) between the flanges and align the flanges on it. This works well and is easier than removing the prop unless you are on the hard at the time. Unless you have hit something or had the boat hauled many times or note deterioration in the rubber motor mounts, serious misalignment is probably due to a problem with the cutlass bearing or to a bent shaft, both of which problems we have had. The original rubber cutlass bearing wears out quite rapidly. We replaced ours with one locally manufactured made from ironwood and it is quieter and smoother. One thing to remember during alignment: the shaft, unsupported at its forward end, and with a natural downslope from its only support, the cutlass bearing, will have a tendency to fall down and away from the engine flange and thus give an appearance of misalignment. I consider this a relative rather than a real misalignment and one must see how much actual play there is and then block up the shaft to the middle of the play before continuing with the alignment procedure. I hope I have clarified rather than obfuscated the issue. An obitur dictum: the liberal use of anhydrous lanolin to all threads and nuts such as turnbuckles, engine mounts, shaft coupling, etc. makes for much easier future removal!

■ Bob & Chesley Logcher report on their equipment experiences with CYGNET:

a. Blistering - mine looked a lot like GUMBO YA-YA's, but were not so extensive and in most areas, not so dense. They were within 8 inches either side of the waterline. I sanded them out below the waterline and in the boot stripe, filled with epoxy filler, and put three or four coats of epoxy barrier over the effected area only. I didn't touch the blisters above the bootstripe, because I didn't want to get into gelcoat work. I put a different color of bottom paint on the boot stripe. When I hauled in Virgin Gorda, no new blisters were found and those above the boot stripe were dry. But the boat had been in the water for only a little over 3 months. When I hauled in Ft.Lauderdale, more blisters showed up on and near the areas I had treated before. Looks like I will have to redo some of my work.

b. Refrigeration - Sailor Boy - died as soon as we got to the Virgin Islands. Got ripped off by Reef co in St. Thomas, who couldn't completely fix it. But Filmore in English Harbour is great, fixed the system, and stood behind his work.

c. Computer - I put an IBM PC/AT compatible with a monochrome monitor aboard. I did a fair amount of research into a 12 volt power supply, but finally decided it was more work than it was worth. I put in a Triplite 500 watt frequency controlled inverter. Works like a charm, drawing only 10 amps for inverter, computer and monitor. Will also run a printer. Did have one problem. I installed the inverter in the pump room over the engine. With no ventilation, it tended to overheat and cut out. I installed a small fan blowing on it with the switch panel down, and it never cut out on me again.

d. Electrical power - I picked up a pair of Roll 210 AH 6 volt batteries. With a bit of surgery, I managed to fit the pair in one ofthe old battery boxes. I also put in a Balmar alternator, after trying the Spa Creek Auto Mac, which only seemed to overheat my alternator or cut out, depending on its setting.

e. Deck *cleaning* - Our quite new anchor chain rusted badly and it, age, and other sources stained our deck badly. We thought we were in for repainting until someone recommended cleaning with OSPHO, a phosphoric acid. Came clean as new. Just keep it away from anything galvanized.

f. Steering system failure - Crossing the Gulf Stream from Gun Cay to Ft. Lauderdale, the wind picked up to 25 knots from the North and built up a steep sea. We had up too much sail and severe helm. The hollow stainless steel swivel rivet holding on the turning block under the pedestal baseplate pulled out. A definite weak point. Repair was a 1/2" pipe nipple with nuts on either end with the steering cable going through it. I would suggest this repair to everyone if they have this type of attachment.

g. Hull cleaning - Water in the ICW was opaque and stained the hull, the famous ICW mustache. I got a bottle of Y-10, an oxilic acid gel. We painted it on, washed it off, and the hull came out beautifully. Highly recommended.

■ The following is Part II of Mike Davis' report on his equipment experiences with *Satori* (see newsletter 41 for Part I):

<u>Refrigeration</u>

The Linderoths installed a Grunnert Versamatic which is still working well. A 115 volt DC (yes DC!) motor drives the compressor and a raw water pump for the heat exchanger. A dedicated alternator belted to the front power take off on the Yanmar provides power under way, while a rectifier bridge converts shore power 120 volts AC to DC while at the dock. There are three (I think 0

degree) plates in the freezer compartment, and two self-adjusting vanes in slots at the bottom that control the flow of cold air into the fresh food section. Warm air flows out of the top of the fresh side into the freezer through slots at the top, so simple *convection* keeps that side cold.

After the whole system reaches equilibrium it's usually 5-10 degrees in the freezer and 30-35 degrees in the bottom (40-45 in the top) of the cooler. In temperate weather (air 80, water 70 degrees) we need about 45 minutes daily engine time to keep these conditions. In Maine waters (air 70, water 55 degrees) it was considerably less. We haven't yet been to tropical waters so I can't comment on how this system works there but based on worst case LI Sound weather, it should still be under an hour per day. Based on the reefer performance I believe the icebox *insulation* to be adequate, but have not attempted to verify it. We get a little condensation on the forward exterior wall of the freezer behind the settee cushion so it's possible there's a void there.

Satori's outright failures have been few: 1)The Oberdorfer vane type positive displacement raw water cooling pump had to be replaced. This type of pump depends on very close tolerance of metal surfaces to work properly (it has no rubber parts at all). After years of pumping sometimes silty water enough metal was worn away that it gradually lost the ability to pump against the modest head pressure of the Grunnert heat exchanger. 2)The thermostat failed, unfortunately in the closed or "on" position, which caused some additional problems.

The brushes on the DC motor required replacement in 1987, which is about normal apparently. They were difficult to find, but eventually were located in a large motor/generator repair shop. I would recommend carrying a spare set, especially after 3 or 4 years use as they will eventually be needed.

Once the system lost its freon through an incorrect winterization proceedure. The manual instructs you to close two valves on the compressor for long storage periods. What I didn't know is that refrigeration valves need to be very tightly seated either fully open or closed. At intermediate positions the valve stuffing material makes a less good seal than the metal-to-metal end positions, and a slow leakage can take place. For the few moments opening or closing the valve it's insignificant, but over a winter it's enough to lose much of the refrigerant. A refrigeration wrench which precisely fits the 4 sided valve stem is needed to really sock down hard on the valve without damaging the stem.

It was straightforward for the refrigeration mechanic to set right: he purged the system and verified no leaks by pumping the system down with a vacuum pump, replaced the receiver/dryer (which should be done anytime the freon path is opened to the atmosphere), and recharged the system with freon. The Grunnert manual is very explicit and tells how to do all this yourself, if you are inclined. You need a set of refrigeration guages, a vacuum pump, and a few specialized tools however, so we have chosen to let professionals do this kind of work. If we ever get to plan a cruise that will take us far from civilization, we will consider taking these items along, but the infrequency of service needed might not justify the storage space or cost.

In my opinion a holding plate system using water cooling is the best and most efficient available today for offshore cruising sailboats with limited power resources aboard. The high initial cost is repaid in years of trouble-free reliable refrigeration, with the convenience and cost saving of considerable fresh and frozen food storage available.

In short we are extremely pleased with the Grunnert system. The only preventive maintenance needed is to clean the raw sea water strainer once in a while, winterize properly if laying up for the winter, and have a very few essential spares if cruising far afield. You should get many years of trouble-free service for the small investment of time.

■ Bob Klein reports that *Wanderlust's* tanks show the following dip stick measurements.

| WATER TANK | | FUEL TANK | |
|---|---|---|---|
| GALS | INCHES | GALS | INCHES |
| 5 | 2 7/8 | 5 | 6 1/2 |
| 10 | 5 | 10 | 10 |
| 15 | 6 3/8 | 15 | 11 3/8 |
| 20 | 7 5/8 | 20 | 13 |
| 25 | 9 1/8 | 25 | 14 1/4 |
| 30 | 10 3/4 | 30 | 15 3/8 |
| 35 | 11 5/8 | 35 | 16 3/4 |
| 40 | 12 3/4 | 40 | 17 3/4 |
| 45 | 14 1/8 | 45 | 18 1/2 |
| 50 | 15 1/4 | 50 | 19 1/2 |
| 55 | 16 5/8 | 55 | 20 1/2 |
| 60 | 17 3/4 | 60 | 21 5/8 |
| 65 | 19 | 65 | 22 3/8 |
| 70 | 20 1/8 | 70 | 23 |
| 75 | 21 1/2 | 75 | 23 1/2 |
| 80 | 22 5/8 | 80 | 24 1/4 |
| 85 | 23 7/8 | 85 | 25 |
| 90 | 25 1/8 | 90 | – |
| 95 | 26 1/4 | | |
| 100 | 27 3/8 | | |

Bob's fuel tank is under the v berth and the water tank is in the keel. Editors note: for other dipstick measurements see newsletter #15, page 3 and #40, page 43

When *Wanderlust* was being built the Kleins visited the yard. The General Manager, Nan Shan Chiu, was a wonderful host. Says Bob,"I would recommend anyone who can do so to visit the yard. I have

gained much more confidence in how our boat is built after seeing it done and talking to the workers in the office and on the floor.

Now for some pros and cons about *Wanderlust:*

◆ I put on a ProFurl 40N for roller furling of the jib. I selected this unit because of it's good performance in the BOC. It is a very good unit.

4 I installed a Navico 4000 autopilot. After nine months of Chesapeake Bay use I'm taking it off. The unit is not satisfac ⁻ tory for a T-37. Lacks the power to steer the boat well. If the gain is set high, the boat steers ok, but the unit hunts all the time - large power drain. If I lower the gain to reduce hunting, the boat steers an "S" course. I'm replacing it with a CPT Autopilot II and I'll let you know how it works.

4 The boat arrived with that noisy exhaust check valve. It drove me nuts so I removed it because I have a high upward loop in the exhaust hose to the through hull.

◗ I had the larger 44hp Yanmar 4JHE engine installed with a 17" diameter by 10" pitch 3 blade prop. With a clean bottom I make 6 knots at 2400rpm and burn 0.8 gal/hr."

■ Tom & Ann Bowers cruise the west coast extensively aboard *Macbee.He* writes:

"We installed the new Furuno model 1725 radar nine months ago and are very pleased with it. The 10 pound antenna is a real plus. We now question how we ever got along without it.

Our Ratheon 550 Loran set has been a disappointment as we cruised north of San Francisco. The Loran signal system seems to become more marginal on the north coast.

We had starter solenoid failure on our Yanmar. The solenoid failed open. We made a good decision by purchasing a new started solenoid combination because we have not yet (six months later) been able to obtain the correct replacement solenoid. Something is wrong in the Yanmar product support organization."

■ Captain & First Mate Charley and Karen Petersen have been spending a lot of time cruising *Anna Maru* in the San Juan (both U.S. & Canadian) Islands. Karen submits the following:

" We bought an automobile heater for $30 from a junk yard. Now when we are powering we get hot air essential free. Wish we'd had it when we powered up the coast earlier this year. Haven't permanently installed it yet - that may take a bit of fussing.

We have had to replace all but one of our standing rigging swages on the mast end but none of the other ends.

For those considering a wind vane we recommend the Scanmar Sayes Rig. It is $1,000 less than their Monitor vane, has less hardware (no lines in the cockpit and no spare parts kit), less bulky (you can still hang a dinghy in the davits), and can NOT be over powered (uses boat's rudder). We call her Caspar (the friendly ghost) and we love her in 2 knots to 50.

We are also very happy with our Autohelm 3000 and our two daHon bicycles."

## BOTTOM PAINT FOUL UP

In the Spring '88 issue of this newsletter (page 15) Rus Pyros expressed concern over the bottom preparation applied to *TEHANI* by TaYang. *TEHANI* had been delivered in Oct.'87. In Feb.'88 Rus sailed the boat to Ft.Lauderdale where the boat was hauled to raise the water line and apply more coats of bottom paint.

"I was horrified to note that the epoxy and both coats of bottom paint were coming off in 5 - 8 foot sheets, leaving the gel coat exposed. According to an engineer from Interlux, the wax used by TaYang to remove the hull from the mold was never removed, causing the epoxy not to adhere.It took me 4 weeks to remove the paint layers down to the gel coat and to remove the wax using sandpaper, water and Interlux solvent. I then applied one coat of Interlux 1000 followed by four coats of Interlux 2000 followed by five coats of Micron 44."

Bob & Marge Klein had TaYang apply bottom paint to *WANDERLUST* before she was delivered in December '86. Bob reports,"The paint job was no good at all! Heavy fouling in less than 6 months. Paint flushed off when hauled. Had to wet sand all bottom paint off. Reprimed hull and repainted."

In the fall '87 issue (page 10) Bill Gutzwiller describes a similar problem on *HALLELUJAH.* Unless TaYang has changed their bottom preparation procedures, buyers of new Tayanas would be well advised to have that work done in the U.S.

■ Doug & Patricia Schwartz bought *LIBERTY* three years ago. Doug reports that "The stainless steel water tank developed golf ball size clumps of rust in the internal seams of the tank less than a year after we took delivery. The rust had developed in the welded joints where non-stainless welding materials were apparently used. We discovered the problem while still in warranty, but the dealer had gone out of business. With no one to work with to fix the problem, we learned to live with it by installing a filter right at the line exiting the tank. This keeps the water clean and removes any metallic taste, but it does not alter the fact that the seams in our tank are defective and that the tank will have to be replaced. After reading accounts of TaYang's willingness to support its customers, I plan to write a letter to the yard for help."

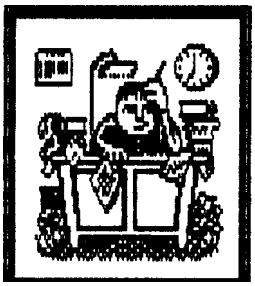
■ Vance & Marguerite Sailor have been very pleased with the performance, roominess and comfort of *THE IVORY TOWER.* The most important problems to date have been:

• The exhaust system had to be replaced due to gas and water leaks.
• The DC and AC meters in the electric panel failed.
• Getting the mainsail to set properly is difficult and the pilot house creates problems in running the mainsheet.

■ Jeri & Joel Stolowitz have had essentially no problems with their *PAPILLON* which they have owned since 1981.However in early 1988 they did notice a delamination in the forepeak of the deck. It is spongy to the step. They found a leak coming from the caulking around the sampson post. It appears as if a major reconstruction job is in their future.

WRAP UP

From time to time I receive some excellent trip reports that are just too long to fit into our newsletter. I seem to have great difficulty in condensing the text into something that maintains the original quality and flavor. Besides, to do right by the author does take some time which is in short supply. I would appreciate volunteers to assist in the condensing effort.



With the new cover format for this newsletter, the use of a cover photo works out well. Please send me interesting photos from your cruises, projects, etc.

Write when you can.

Best wishes,