

TOG NEWS

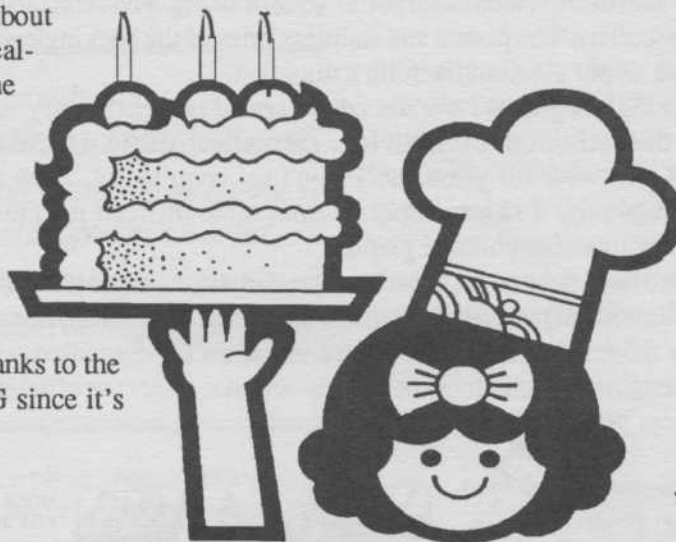
A NEWSLETTER FOR TAYANA OWNERS

VOLUME V NUMBER 45

WINTER 1989

TOG IS TEN!

Happy birthday to us! We now have about 200 owner members, all the U.S. Tayana dealers, one Canadian and one French dealer, the designers Bob Perry and Bob Harris, the sailmaker Neil Pryde, and the yard Ta Yang. Membership is currently growing at a nice rate, with 2 new members a week signing on. In addition to the T-37 and T-42, we have a few members with the larger Tayanas. It seems appropriate to say thanks to all of you with a special thanks to the 10 members who have been with the TOG since it's inception in 1980.



Tom Delaney, *Trelawney*
Jonathan Ela, *Loon*
Jim Hayes, *Wandering Star*
Jake & Lillian Huber, *Alta*
Clayton & Pauline Leedy, *Sanderling*
Bob Perry, designer
Buz Radican, *Seaweed*
Paul Sheldon, *Josum G*
Tom & Carolyn Beard, *Moonrise*
Dan & Lee Yoder, *Lethana*

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Back cover design courtesy of
Nick Nickerson, *Moonrise*.

Dealer News

0 (Editors note: A number of TOG members have asked for guidance for installing a Lasdrop or equivalent shaft seal. Ed Potter of Southern Offshore Yacht supplied the following:)

"Installing one of the packingless shaft seals on a Tayana with the standard two bolt packing gland is really a fairly easy job. It can be done with the yacht in or out of the water, though it's far easier to do when the yacht is hauled.

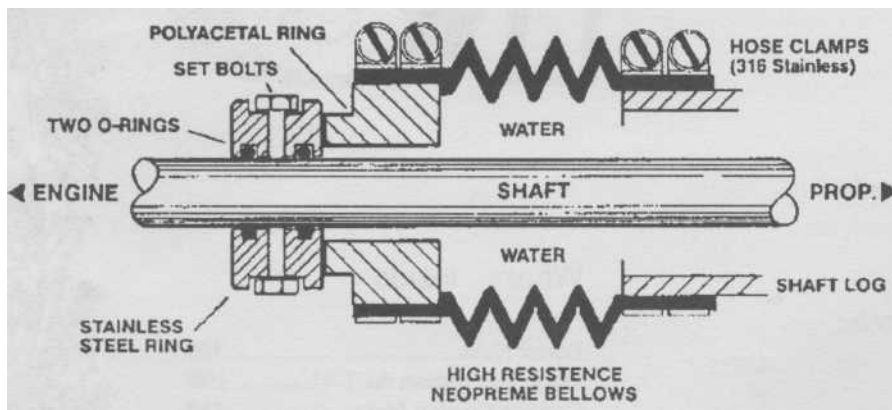
The shaft is disconnected at the coupling and slipped out of the coupling plate. The prop may have to be removed to move the shaft back from the coupling on the transmission.

The outer collar of the Tayana shaft gland is unbolted and removed from the shaft. Reverse the collar and slip it back on the shaft. The reversed outer collar is then bolted back on the gland. A bead of polysulfide between the two parts will seal the joint.

The bellows of the packingless gland is slipped over the shaft and clamped onto the reversed outer collar. (See drawing. The item labeled "shaft log" is the collar.) The plastic and stainless rings of the packingless gland are assembled as per the manufacturer's direction.

Packingless glands have the advantage of preventing any water from entering the yacht from the shaft log. Theoretically they require no adjustment and will wear for years. BUT don't get complacent. They should be checked regularly; a failure could be even more difficult to control than a serious leak in a conventional gland.

There have been some questions about installing these glands on yachts with the Yanmar 3QM30 three cylinder engines. There should be no problem owing to the engine. The minor extra vibration (as compared with a four cylinder engine) which one experiences will not affect the efficiency of the packingless gland."



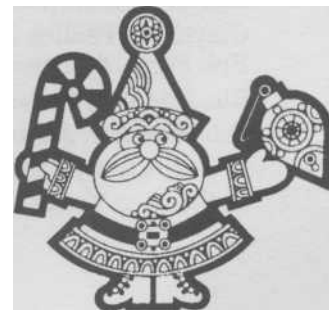
BYA has developed a "Tayana Planning Guide" which could be quite useful for a prospective owner. It contains: a comparison of the 5 year cost of owning a new vs used Tayana; a quiz to help determine the hull type (disp./length ratio) best for you; a chart to determine the need for power assistance (electric windlass, winches, sail handling) based on age and physical factors vs boat size.

To obtain a copy write to BYA at 326 First St., Annapolis, MD 21403 or call 800 638-5139.

* Bluewater Yacht of Oxnard is the Tayana importer for Southern California. Owners Dave Nightengale and Lynne Standard are sponsoring a Spring '90 Rendezvous, a first for the area. It will take place some week end in May and the location will be determined based on the participants home ports. Long Beach, Catalina and Channel Islands Marina are possibilities. Other location suggestions are welcome. There are a lot of arrangements to be made so please contact Bluewater ASAP and tell them you are planning to attend. As the east coast rendezvous groups have found out, their events have been a super time for all!

On another subject, Dave has volunteered to fax inquiries to Ta Yang regarding parts or equipment TOG members are seeking. He will request availability, price and delivery of the item. Based on the information obtained, the TOG member can send a check directly to Ta Yang and the item will be drop shipped.

Bluewater can be reached on (805) 985-9599 or fax (805) 984-8475, or write to 3600 South Harbor Blvd., Channel Islands Harbor, Oxnard, CA 93035



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Perry Talks About the T-47



The Tayana 47 is the latest Bob Perry design for Ta Yang. I asked Bob to comment on the design.

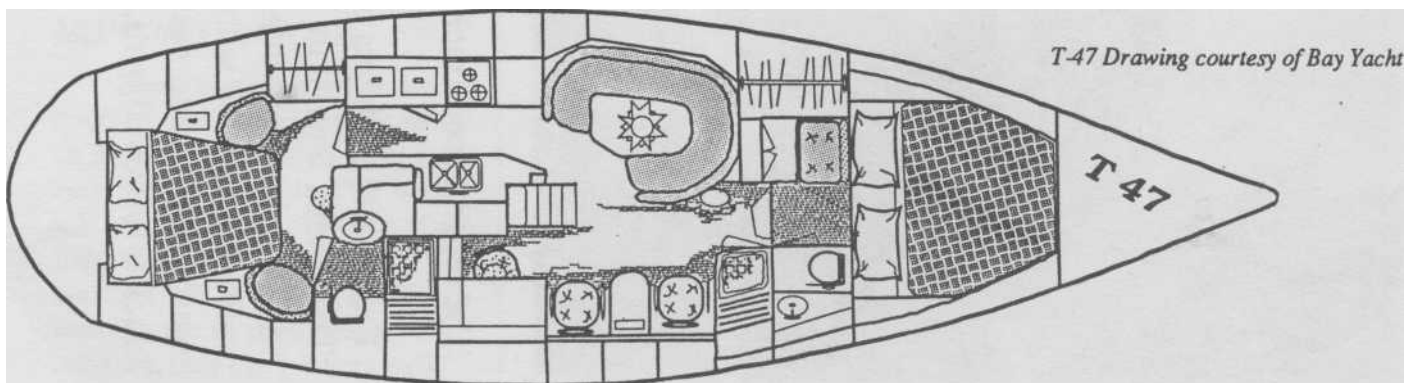
"The Tayana 47 was designed in response to two factors. The first being the success of the 52. For its size the 52 has been very successful and I think now that they are somewhere up in the mid-forties in hull number. The 47 was an attempt to offer the same styling and appeal in a slightly smaller boat. Juxtaposed onto this was the need by several of the east coast dealers to come up with a boat that would go head to head with some other production models in the same size range. This is where a design gets interesting.

You like to think that you have the freedom to create something new but you receive a brochure in the mail with the directions to make it like this. For me that is no problem. I like a nice target to aim a new design at and in this case they gave me one. The result is a boat with an interior capable of being a three stateroom charter layout or simplified to a two stateroom family type layout. There is very little similarity between this design and the design of the 52. The 52 is long, lean, with low freeboard and the 47 is a higher freeboard design with more volume for it's length. I tried to give

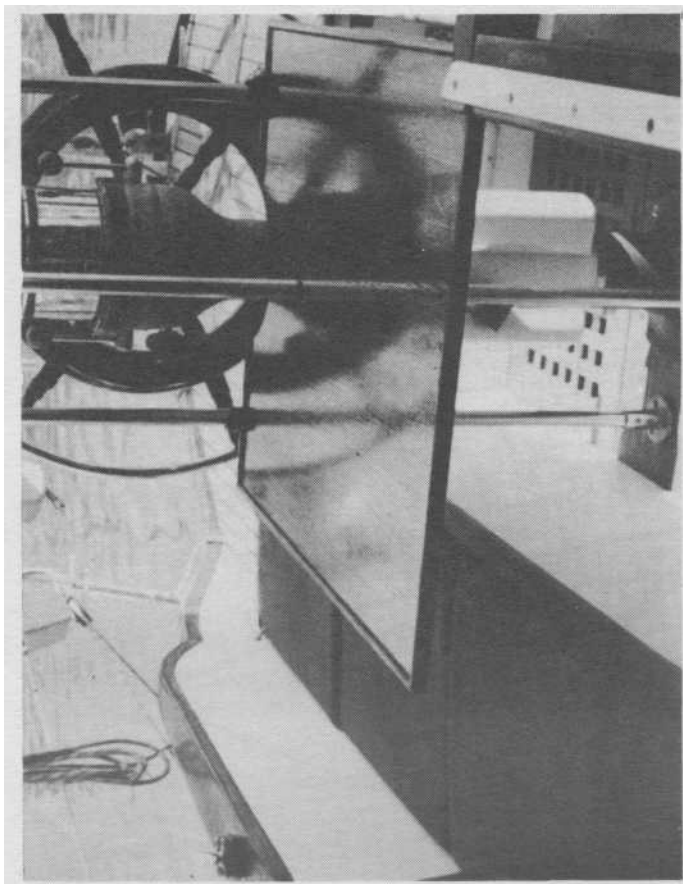
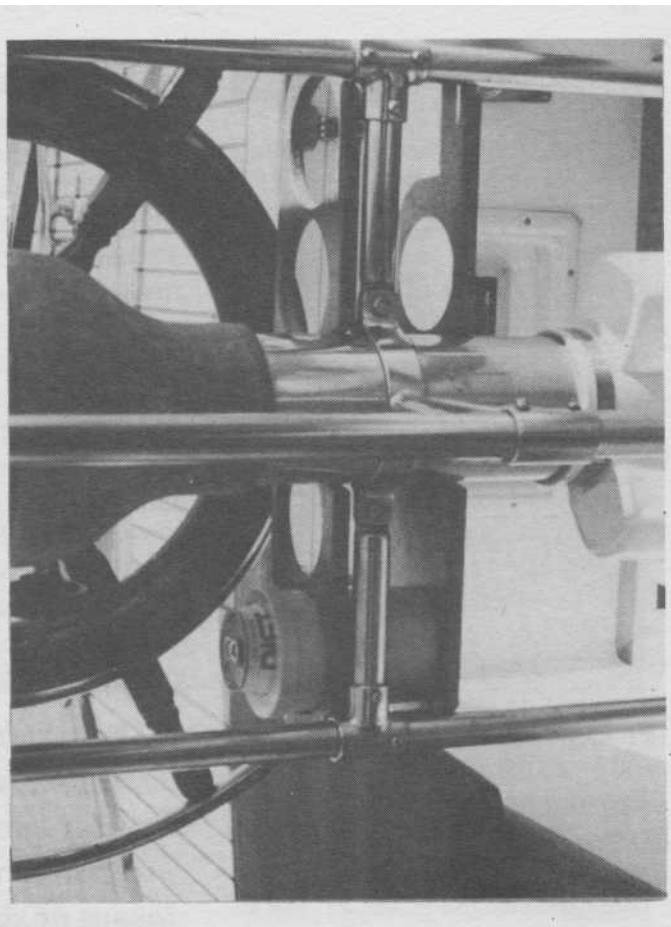
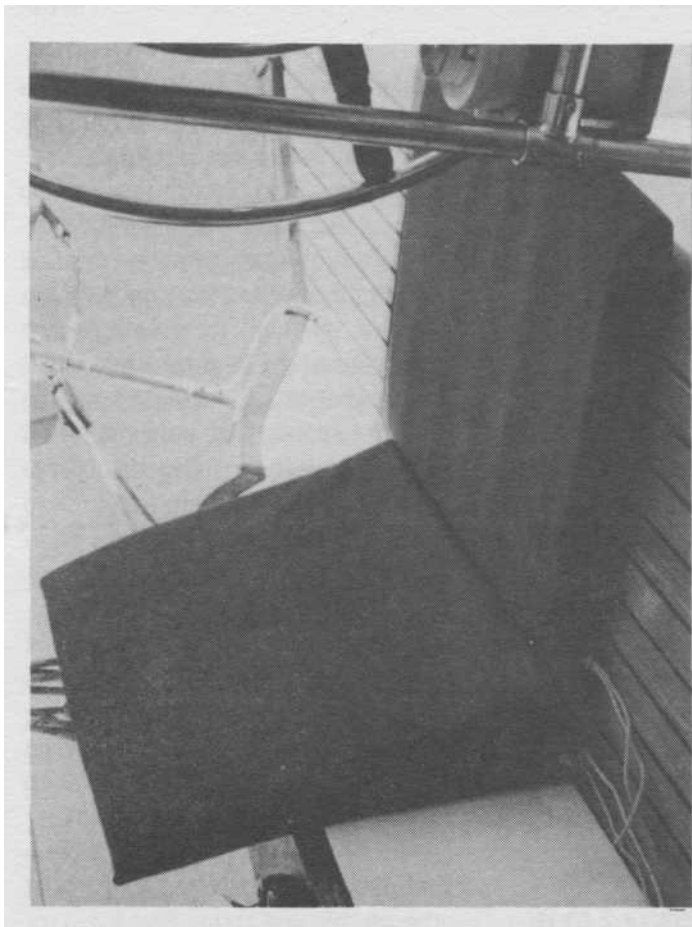
"The result is a voluminous boat with an interior capable of being a three stateroom charter layout or simplified to a two stateroom family type layout."

the boat a clean contemporary look on deck and do something with the deck features to smooth out the look of the center cockpit. The transom swim step has proven itself so many times now I don't think I would start a new design without including one

(this is very difficult to do on a double ender). The 47 is the first Tayana that I've designed on a computer. This doesn't mean much except that in the process of designing the hull form I am able to refine the shape over and over again. When I draw by hand there is so much labor involved in producing a hull shape that as I finish a drawing the improvements that come to mind simply have to be shelved in order to get the design delivered on time to the builder. Working with the computer I could have a Monday deadline, get an idea on Sunday night, then come in Monday morning and have the changes all made before 8:30 a.m. The problem in working with the computer is knowing when to say "when". I have not had much feedback on the 47 yet. I am hoping some of the dealers will give me a call when they have tested the boat thoroughly and at that time I will try to get out to one of the areas and go for a sail myself."



Cruising Comfort Ideas from Susan Canfield, *Aeolus*



The cocktail table above slips into the pedestal and is made with standard Edson brackets.

The separate soda rack is a great feature.

The cockpit cushions tie to eyestraps as necessary. They either lay flat or fold to form comfortable individual seats with back support. Made with closed cell foam covered with acrylic fabric, they are cool, washable, flexible, easily stowed and, float like a duck if lost overboard.

TA YANG

Because of the failure of many of their stainless steel exhaust systems, Ta Yang is now installing the plastic Vetus system. This system is made in the Netherlands and imported into the U.S. To obtain information or obtain a catalog write to:

W.H. Den Ouden (USA) Inc.
P.O. Box 8712
Baltimore, MD 21240-0712
Tel. (301) 796-4740

The Lasdrop Seal, used instead of the original stuffing box design, is now standard equipment on Tayanans. The use of this seal by an owner was first reported in these pages by Don Rock, *Auf Wiedersehen*.

CHRISTIE K

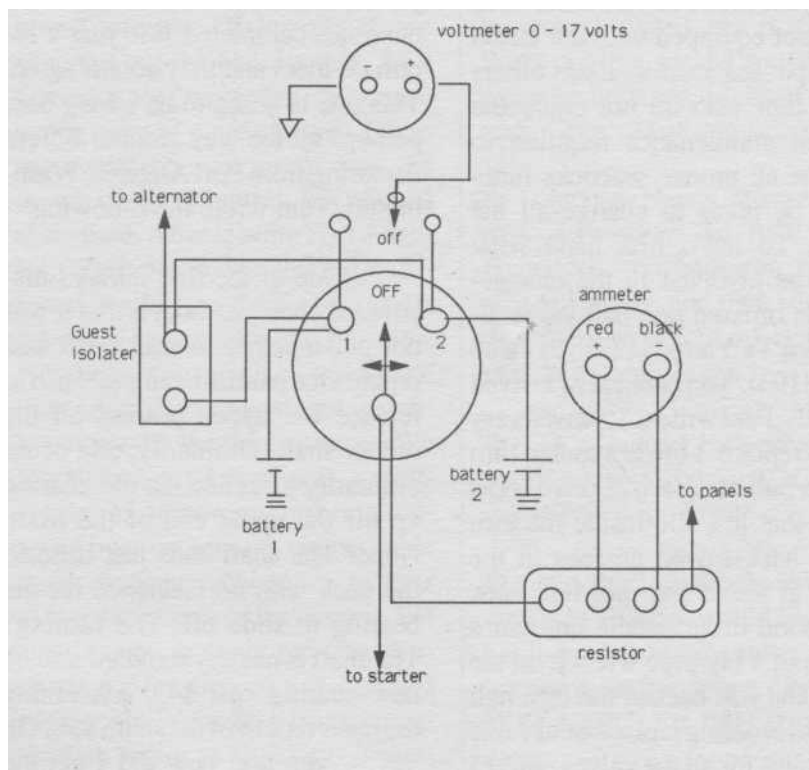
Ed & Jamie Christie live aboard Christie K on the Hudson River. In the summer the boat is in a marina, but in the winter they fold up the marina so the Christie's move to a mooring. Ed reports that he recently added a reverse osmosis watermaker. "It's called the Power Survivor and is made by Sea Recovery. It runs on 12 volts and only draws 4 amps. It puts out about 1.3 gallons per hour. Eight hours provides our daily requirements."

MORNING DANCER

Don Cavanaugh writes that he installed an Electric Iceman reefer on *Morning Dancer*. "I have been very satisfied with it. The freezer side stays about 10 degrees and the fridge stays about 38 degrees. The unit runs on 12 volts d.c., and if your batteries are in good shape, which mine are, they carry it very well."

PARALLAX

Al Boyden (see photo), Parallax, installed an ammeter and voltmeter as shown in the diagram. The voltmeter shows the condition of either battery, while the ammeter shows current being used (excluding starter).



As shown in the photo below, Al, who is Flotilla Commander of the U.S. Coast Guard Auxiliary in Stockton, CA (wife Betty is the group's secretary), practices what he preaches regarding the need to maintain bow and stem watches.



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BOAT NAME?

Paul Peyton lives in Juneau Alaska and enjoys the rugged sailing conditions of the Gulf of Alaska. His Tayana is one of the earlier hulls and is not equipped with the tenon ball type sea cocks. Like others before him who do not enjoy the constant maintenance required to keep the all bronze seacocks functional, he plans to change all the valves. To learn first hand what would be involved in the change-over, he ordered one ball valve direct from Ta Yang via fax (011 886 7 642 3193). The new valve arrived promptly. Paul writes, "It proved very easy to replace. I made a tool to turn the thru hull using a 1/2" drive and a socket that just slid inside the thru hull. I hack sawed notches in the socket to match the thru hull ears, put a solid drive handle on, had a friend put a big pipe wrench on the valve, and just backed the thru hull out. I am ordering replacement valve assemblies for all the valves. At \$15 + shipping for a new 1" valve, thru hull and nipple, it's hard to go wrong. Should be less than \$150+ freight. Cutting the larger sockets will be harder. I'll probably have a shop cut the big 1 1/2" and 1 3/4" sockets as they tend to be thick walled." (Editors note: Anyone else planning to replace the old type valves should consider contacting Paul and possibly arranging to use these special tools. Write him at:

1647 Harbor Way
Juneau, Alaska 99801

(Editors note: To order direct from Ta Yang, TOG members can first send a fax requesting cost and delivery info. To order send a check for the item. When it arrives in the U.S., you will get a notice from the freight company requesting that you pay the duty.)

MOONSHADOW

Tom and Carolyn Beard's interesting accounts of their cruising adventures have often been reported in this newsletter. In fact we have not completed last year's report on them and they are off again. This one is going to be a long one, perhaps all the way around. Before departing from Port Angeles, Washington, Tom wrote the following:

"One of the first things I discovered about my boat is that it was not put together to take apart and repair. One painful example: I had to replace the upper bearing on the rudder shaft. Ordinarily, one could ordinarily just slide the old bearing up off the upper end of the shaft. Nope! The shaft ends just beneath the deck with no clearance for the bearing to slide off. The bearing? The shaft is not any standard size. A new bearing cost \$43. Machining the inner race to fit the shaft, \$50! Oh yes — you ask, how did I get the bearing off? Simple — drop the shaft. Did I say simple? The pintels and gudgeons were not made to remove. Stainless pins are used to rivet them to the hull and rudder. But first they had to be dug out from beneath the fairing putty. Changing that bearing, a one to two hour job, cost me almost a month's labor. All because the rudder shaft wasn't cut off four inches short of the underside of the deck!

We installed a new Yanmar 44hp to replace our tired Pisces. It required a complete rebuild of the engine bed. We now have an aluminum bed firmly secured to the boat — not like the two skimpy pieces of mahogany bolted in by the factory. The new bed will not wiggle.

I took a note from a recent TOG NEWS and checked the bobstay fitting and found, unlike those reported, that it bolts through the hull. The bolts pass through a thick wooden block which is backed by a thick ss plate. But the bolts had corrosion etching and had to be replaced. I used ss carriage bolts and ground off the square section. With a Dremel tool I cut screw driver slots to simplify tightening. It was simple and it worked. I recommend checking this high stress area periodically. Ours were underwater for almost 12 years."

SEPTEMBER SONG

a Writing about his ketch *September Song*, Arthur Mensch reports, "To aid in sail handling, since my wife and I are usually the total crew, we have the Dutchman furling system on the main and mizzen. The main also has full battens. I originally did not install the Dutchman on the mizzen because it is not a very big sail, but I soon realized that when the mizzen is dropped it usually falls right in the helmsman's face. The Dutchman works fine for both sails and my wife loves it as she is the one who usually furls the sails. We have a Profurl furling system for the jib and genoa, and self tailing winches for the sheets. These all combine to make the boat much easier to handle than our old Allied Seabreeze 35' sloop which weighed 10,000 pounds less and had less sail area. We would like to hear from other TOG members, especially those with the ketch rig."

Atlantic Rally Update

As of mid-November the response to Apollo Yacht's invitation to participate in a transatlantic rally was as follows:

16 Tayana owners indicated that they would like to participate. Of these, 12 are TOG members, 3 are Europeans (including the 52' owned by Apollo), and one 37' owner is enroute from Hong Kong.

Most of the TOG members have yet to make the final decision.

According to Oskar Pott, Ta Yang has promised to give a valuable silver transatlantic cup and Neil Pryde will award a new triradial spinnaker to the winners. Other Tayana suppliers are also considering prizes to offer.

Oskar urges all participants to obtain a copy of The Atlantic Crossing Guide, edited by Philip Allen, published by Adlard Coles, Ltd., Granada Publishing Ltd., 8 Grafton Street, London W1X 3LA.

For the return trip, Oskar recommends sailing in the annual ARC fun race with 200 other yachts from Europe to the Caribbean in the trades in November 1990 (or later). The ARC Race (Atlantic Race for Cruising Boats) starts from Gran Canaria, Canary Islands to Bridgetown, Barbados, a distance of 2,700 miles. Contact Apollo for details.

As a final note Oskar indicated that Apollo Yacht has received a number of inquiries about used Tayanas. Since Apollo sells only new Tayanas at this time, this offers some potential for a rally participant to sell his boat in Europe.

Cruising Experiences

MACBEE

Tom & Ann Bowers cruised *Macbee* from Newport, Oregon to the Canadian Gulf Islands last summer. Tom wrote, "Being retired, we can wait out the bad weather. As a consequence, we found the cruise up the coast a "piece of cake". It was somewhat bouncy going past the mouth of the Columbia, but not bad elsewhere. After leaving Port Angeles, Washington, we entered a different world. On the Pacific coast we could ignore tides and tidal current. But not so on inland waters. We learned to plan our passages in conjunction with the tidal currents, We found that our Loran was a well-spring of important information: speed over the ground, course made good, recommended course to steer to counter effects of the current. We also learned to study the Canadian charts for location of tide rips and whirlpools. We had our first encounter with rapids at Dodd's Narrows, just south of Nanaimo (Vancouver Island). Our most northern point was Desolation Sound. For the most part the weather was great, except for fog. We found our Furuno model 1720 radar to be very helpful. For example, we were motoring across Rosario straight in a typical fog toward Thatcher Pass, which showed clearly on our radar screen. We heard the bellows of a big ferry approaching. We noted that it came past us at a much slower speed than usual. Then, as it passed, we saw the reason. It was closely followed by twelve power boats, none of which had radar! It reminded us of a mother duck with twelve ducklings. (7

This n' That

□ Don Haff, Interlude, has a new Isomat staysail boom and pedestal for sale. He also reports that his 4JHE Yanmar, with a 19 x 8 prop, does 6 kts. at 2000rpm and burns 0.6 gal/hr. Like other owners, Don raised his waterline 3 1/2" and made it horizontal. Word has it that Bob Perry put in a curved waterline because he believed it looked straight under way. (That true Bob?)

□ Jerry & Nancy Thacker are on their way down the ICW aboard *Hyperiona* to Charleston, then outside to Florida, and then island hop to Venezuela before the start of the next hurricane season.

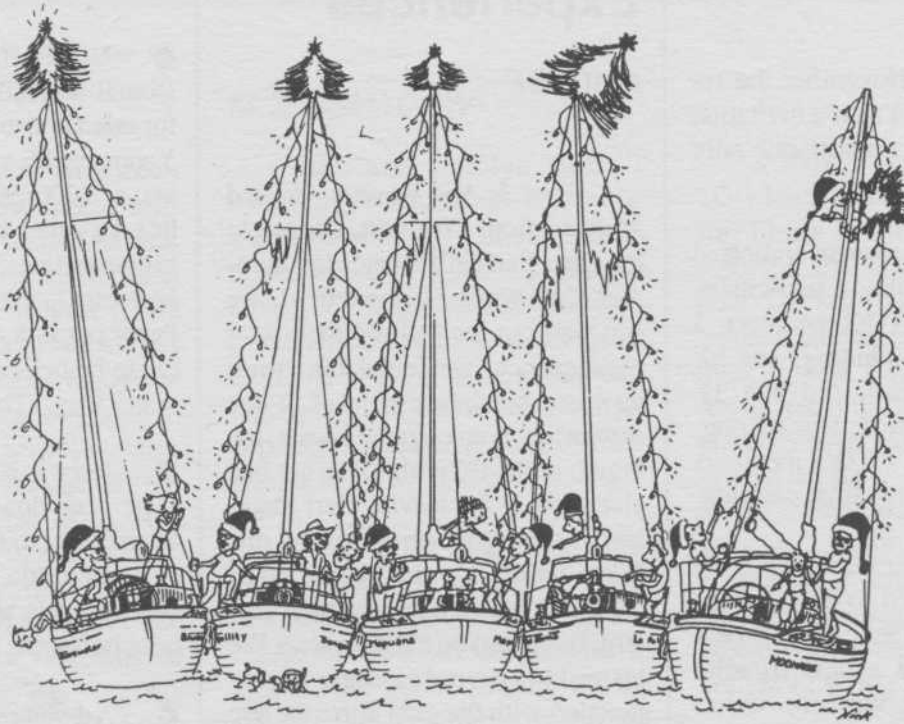
o A volunteer is needed to prepare a subject index for TOG NEWS issues #31 through #45

□ Ed Sacher whose V-42 *Arawak* is in Tortola, would like to sell her in exchange for another Tayana located in the northwest. Contact the TOG NEWS for Ed's current address.

□ Satori owners Jude & Mike Davis report that on a recent cruise to Maine, they discovered that a 37's well protected prop is capable of picking up a lobster trap! V

I wish I could talk to each of you personally and thank you for your continued friendship....have a wonderful New Year!

Norm



Seasons Greetings

TOG NEWS

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