

# TOG NEWS

A NEWSLETTER FOR TAYANA OWNERS

VOLUME IX NUMBER 75

SUMMER 1997

## San Diego TAYANA RENDEZVOUS

When Dan and Kay Peter of Cabrillo Yachts notified us that they had become an importer of Tayana Yachts on the West Coast, they said they would be proactive in establishing a presence in the boating community and a staunch supporter of TOG. In our last newsletter, we provided an agenda of their planned rendezvous in April. In this issue, we are pleased to report their successful completion of the First Annual San Diego Tayana Rendezvous.

Wow! What fun our rendezvous was. As usual, 25-27 April was a beautiful weekend in paradise and everyone had a wonderful time. Tons of great door prizes were given away, compliments of Cabrillo Yacht Sales,

Sun Harbor Marina, Murphys Canvas Shop, West Marine, Boat/U.S., and TOG. Everyone got something! While a total of 16 Tayanas were represented at the rendezvous, only eight boats participated in the raft-up, pictured below: **AUGUST MOON** (T-37), **VALE OF AVOCA** (T-37), **PRIVATE DANCER** (T-37), **DESTINY** (T-37), **ECLIPSE** (V-42), **IWA** (T-37), and **ABRACADABRA** (T-52).

On Friday night, boats rafted up in La Playa Cove in San Diego Bay. We got to know each other better by having a chili tasting contest. Seven boats participated but the competition was so close, and everyone ate so much chili, we couldn't decide on a winner. There were 26 people aboard our host boat for

the chili party and beverages. As with all Tayana Rendezvous, boat hopping to see one another's boats, with their special features and personal touches, was the best part of the evening.

A welcoming breakfast in the San Diego Yacht Club Spinnaker Room started off Saturday's events. Mr. Robert Harris, designer of many yachts, including the Vancouver 42, 32, and Tayana 65, discussed his new designs and spent much of the morning just talking with the attendees and answering their questions. A video tour of the Ta Yang Yacht Yard was presented showing the boats being built there and including some bits of Taiwan from Dan's visit earlier this year.

Saturday evening everyone enjoyed a Sunset Barbeque in the San Diego Yacht Club Pavilion with very entertaining nautical music by the Jack Straw Band. Great presentations were made by both Robert Harris and Lowell North, founder of North Sails, owner of a special T-52, an Olympic Medal winner, and a Tayana booster.

Back in the Spinnaker Room on Sunday morning, we had our final morning with our new Tayana friends at a beautiful brunch. Our speaker was Mr. Joseph Antrim from **FORTUNA VII** (V-42), telling of his solo voyage from San Diego to Hawaii at age 78, certainly giving him some kind of record.

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## San Diego...

(See his challenge to "senior" sailors in *TOG News*, issue #73, p. 52.)

As we sadly said farewell, we captured the moment with the photograph below. Pictured are Joe Antrim and Lois Hulson (*FORTUNA VII*, V-42), Peter and Glenda Couch (*LA MORNA*, V-42), Ray and Rita Ergas (*VALE OF AVOCA*, T-37), Bob Harris, William and Cheri Johnson (*PRIVATE DANCER*, T-37), Ed and Sandy Letzring (*ABRACADABRA*, T-52), John and Shirley McGinnis (*WINDSHADOW*, V-42), Don and Julia Murphy (*RENAISSANCE*, V-42), Dan and Kay Peter, Stan and Marilyn Schuler (*COMPANIA*, V-42), Nick and Linda Sciarro (*ECLIPSE*, V-42), Clint and Trish Stiles (*AUGUST MOON*, T-37), and Chris and Margarita Wallgren (*MARGIZ II*, T-37). Camera shy were Richard and Beverly Becker (*DESTINY*, T-37), Lowell and Bea North (*WANAGO*, T-52), Tony and Carole Tessicini (*MATSU*, T-55), and Jack and Hermy Vogt (*IWA*, T-37).



## TOG Notes

### TOG ADDRESS CHANGE

The address, phone number, and e-mail address for the Tayana Owners Group will change this fall. Please watch for the new information in the Fall Newsletter. Until then, the current address and phone/fax number will get to us.

Also please note, your editors will be gone for six weeks beginning 1 July. We will check in for messages, etc. periodically, but don't expect immediate response.

### NEW TOG INDEX

Enclosed is an updated **TOG Index**. We have consolidated some categories and created some new ones. Most importantly, it now includes issues 1-75. If you note errors or omissions, please bring them to our attention.

### TAYANA SAILING PERFORMANCE

Polar Performance Diagrams are used by many racers as a tool to assist them in sailing their boats to the maximum potential. They are developed in a family of circular graphs with the wind angle plotted around the perimeter and boat speed plotted as distance from the center of the graph at each angle. These points are connected together to describe a continuous curve of performance. These graphs have been assembled into a package for the T-37, V-42, T-52, and T-55CB, as well as other boat types. These Performance

Packages are made to order for a specific suite of equipment and may be ordered from US SAILING, Box 1260, Portsmouth, RI 02871. They also have available a number of publications for safety at sea participants. Further information may be obtained by calling (401) 683-0800.

### CRUISING RALLIES

This year, as in recent past years, West Marine is sponsoring passagemaker seminars and rallies for Bermuda and the Caribbean. The purpose of the seminars is to instruct participants in many aspects of the offshore voyage, so that it may be completed safely and comfortably. A number of our members have participated in these rallies. When you receive this newsletter, the Bermuda rally will be complete. The Caribbean 1500 will be in the preparation phase with seminars scheduled for 18-19 October in Newport, RI, and 25-26 October in Norfolk, VA. The Rally phase commences 2 November with four days of inspections, briefings, final

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*Disclaimer: TOG makes every attempt to avoid endorsing specific products or otherwise commercializing the content of this newsletter. We take no responsibility for the statements of contributors or for claims made regarding products which they may recommend.*

# Ship's Store

*Ship's Store regularly highlights items that members would like to purchase or sell, as well as product news of particular interest to Tayana owners. Listings in this column are free to TOG members and will be carried for two issues (unless we hear that an item has already been bought or sold). Non-members may place an advertisement for \$10. We do not accept advertising from commercial businesses. Write/call TOG, P.O. Box 213, Mt. Vernon, VA 22121-0213, (703) 799-4422 to place your item.*

**AEVENTYR**, T-37, hull #80, has a staysail boom for sale. Contact **Matt Matson** at (206) 782-6141 in Seattle, WA.

Matt also wants to buy an original size yankee jib for his T-37 with hanks or #6 luff tape.

**ENCANTADA**, a V-42 aft cockpit (hull #137) built in 1988, is for sale at \$165,000. She is in truly bristol condition and is probably the most extensively equipped and best maintained 42 around. Contact **Owen B. Lovejoy**, P.O. Box 2071, New Smyrna Beach, FL 32170, phone (904) 427-2980.

**FOUR WINDS**, owned by **Greg Nickols**, has four barrel type turnbuckles with lower toggles available for sale. These are the original 1985 rigging of the T-37 and are in excellent condition. Make Greg an offer at 32 Oakhurst Road, San Rafael, CA 94901 or call (415) 459-3070.

**INTREPID** (T-37, hull #461) has a Tayana built fiberglass dinghy for sale with teak trim and the original Tayana oars and oarlocks. Asking \$500. Contact **Patrick Maslen**, 212 Stow Road, Harvard, MA 01451 or call (508) 456-3804.

**JESSIE** (V-42, hull #92) is available for crewed charters to anyone interested in hands-on experience aboard a Tayana/Vancouver 42 in the Virgin Islands with owners, **Lin and Barb Fuller**. They specialize in private charters, sailing to cozy coves where the sunsets will fill you with wonder and peace and the cares of everyday life fade away. They can be reached at the Flagship, (809) 774-5630 or contact TOG for a copy of their brochure.

**LIONHEART**, a T-37 (hull #333), is being offered for sale by **Bob and Marianne Leonard**, the original owner. She is berthed in Annapolis, MD and has been sailed exclusively in the Chesapeake Bay. Price \$86,000. Call (410) 263-8312 or fax (410) 269-0042 for additional information.

**MAGIC DRAGON** is a 1983/1984 T-37 MK I (hull #391), in excellent condition for sale by **Chris and Ruth Paige**. She has been refit since 1992 for liveaboard/cruising. She has an open interior plan, wood spars, and no teak decks. She is equipped with LORAN, RADAR, GPS, VHF, insulated

backstay for SSB, autopilot, new RF, 3 new unused sails (main, staysail, and genoa), staysail boom removed, new Harken mainsail traveler, manual windlass, and wind/depth/speed log. Asking \$85,000. Photos, full equipment/detail list and new equipment/work list available upon request. Please contact Ruth at 80 Park Street, Tarpon Springs, FL 34689-3232, or call (813) 942-9524, or e-mail <chrisruth@aol.com> for more information.

**MARIAH** (T-37, hull #407) is for sale by original owner, **Randy Myers**. She is a 1984 MK II model, white with blue trim, keel stepped mast, and Yanmar 3QM30 engine. Well equipped for cruising, including: roller furling on both headstay and innerforestay, GPS, LORAN, RADAR, Balmar alternator, windbugger, AP (2), VHF (2), SSB, refrigeration, freezer, electric windlass, 3 anchors and rode, inverter, diesel heater, 10 foot RIB, and 10 HP OB. Replaced original sails, bow sprit, engine exhaust, water tank (w/2 SS tanks), hot water heater, and more. Randy is looking for a Tayana V-42, aft cockpit, trunk cabin. **MARIAH** is now docked in Norfolk, VA. He can be contacted by leaving a message with his parents at (281) 485-5159.

**NAMASTE**, a V-42 (hull #122) built in 1986 is for sale by **Chris Catt**. She has an aft cockpit, fiberglass decks, is well maintained in beautiful condition, completely equipped for extensive cruising and ready to continue. Several pages of top quality equipment. Located in Maui, HI with a mooring. Will deliver or consider trade for a smaller boat. Call (808) 278-6649 for a detailed description and pictures or write P.O. Box 11692, Lahaina, HI 96761.

**ROBIN**, a T-37 (hull #316) owned by **John Sams** is available for bareboat charters in the uncrowded fresh waters of North Carolina's Albemarle Sound. For details call John at (919) 221-8555 or check his website at <<http://computeability.com/yachtcharter>>.

John also has a Grunert refrigeration system for sale with parts: engine-driven 110v generator, compressor (needs reed valve), condenser, and three holding plates. Asking \$150. (Phone number and e-mail address above.)

**Bryan and Linda Biesanz** will be retiring this summer and are looking for a 1983 or newer T-37. They would like aluminum spars, fiberglass decks, preferably equipped for cruising, with no tanks under the V-berth. If the price is right, they are willing to travel from Alaska to Florida and places in between to look at the right boat. Call (907) 694-9623 or e-mail <bzcomer@Alaska.Net>.

**Carl and Kathleen Cox** are seeking a T-37, 1980 or newer with aluminum spars in the Pacific Northwest. They are ready to purchase now. Call (206) 937-8537 or e-mail <[carlcox@worldnet.att.net](mailto:carlcox@worldnet.att.net)>.

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# News from the fleet...

New members, **Joe and Diane Asaro** plan to cruise their T-55, **SCIROCCO** (hull #59) from Maine to Nantucket to Long Island Sound this summer. In October/November they will sail the boat to Bermuda and Puerto Rico. (5/97)

**Mike Chabala**, a recent owner of **KPIHELE** (T-37, hull #371) is working hard to get the boat ship shape so he can liveaboard. (See his questions under T-37 Refit on p. 86) He proposes, "Once all systems are running, I intend to cruise inter-island in Hawaii, then perhaps up to Midway Island. In a couple of years, I may hit the South Pacific. Who knows? The America's Cup is in New Zealand in 2000." (5/97)

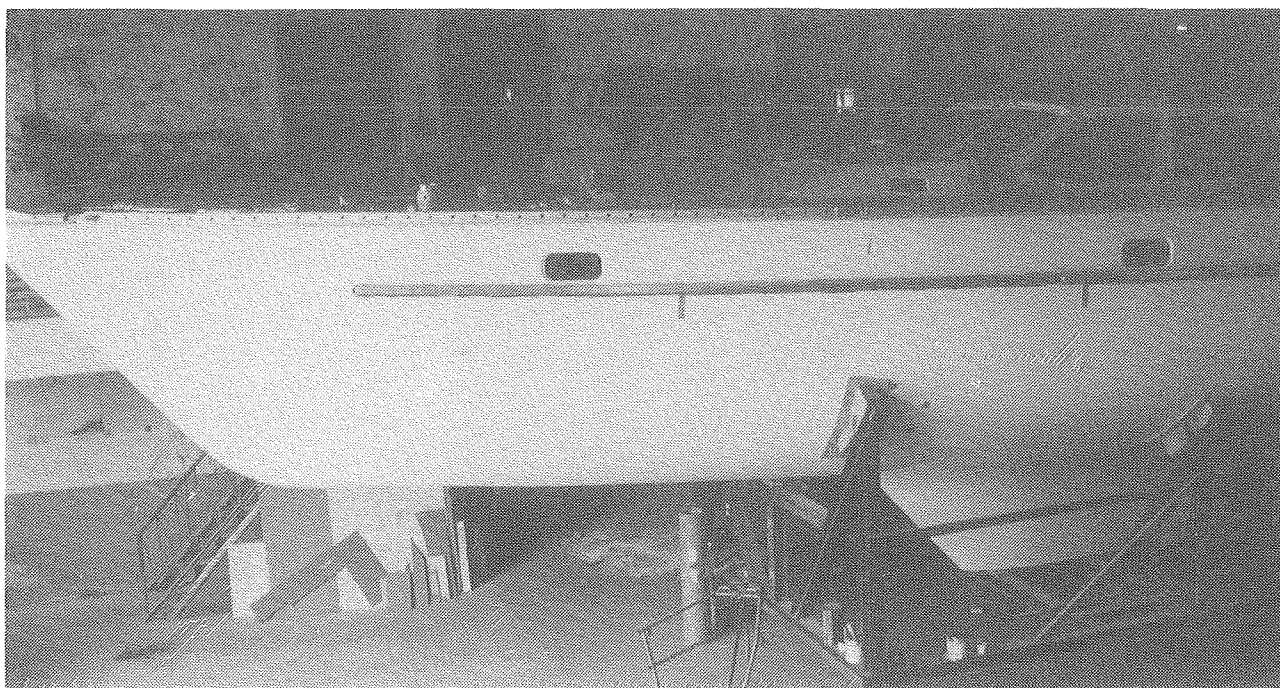
**Jesse Frederick and Holly Eller Conaway** report, "We are about to take delivery on a T-58DS, which is an exciting new boat from Ta Yang (pictured below). It is a 55 foot hull with an extended three-step transom, raised deck saloon with large windows (profile similar to an Oyster 55/61), four-cabin layout, electric roller furling main, and electric primaries. It is due to arrive in Annapolis, MD on 4 July 1997. We plan to cruise from Annapolis to Venezuela in the Fall and Winter of 1997-98 and spend the summer in Venezuela. We will be cruising with son Nikolas (11 years), son Kieran (1 year), and their 'Nanny'. We had a great experience with **Tom and Carolyn Beard** in Taiwan as they launched their T-52, **MOONSHADOW III**." (4/97) (See photo opposite.)

**Bill and Donna Croff** write from **DESPARADO**, their V-42, hull #36, "We have just spent the last month in Antigua exploring this wonderful cruising area. The north shore of Antigua provided our first solitude anchorage in the Caribbean. Barbuda on the other hand, was more crowded than we expected. Sadly, much of these reefs were severely damaged in Hurricane Luis. Antigua Race Week is an experience and the Classic Regatta was awesome. The only other Tayana we saw here was **CINDY LEE**. We are again heading south to Trinidad for hurricane season and then west from there." (5/97)

**Jack and Abbie Fassnacht** bought **PUFF**, a V-42 (hull #126) last June from Dave and Nancy Gipe in Annapolis, MD, and had her shipped to Racine, WI. "We renamed her **PERSEVERANCE** after a brig sailed by Abbie's great-grandfather in 1818-1820. This is the second boat we have owned with a Yanmar engine. (See the information on Yanmar Engines on p. 86.) After one more summer in shakedown and Lake Michigan cruising, we hope to follow our friends on **LADY J** (V-42, hull #161) to the Caribbean." (4/97)

**Jim and Jan Grubb** share, "We purchased our V-42, **DREAM CATCHER**, hull #127 in Annapolis, MD in October 1996. After some maintenance work, we came down the ICW (24 marinas and three anchorages). What a great experience, but very cold! We plan to stay in Florida until the fall and then do the Caribbean." (3/97)

**Trevor and Lesley Hodgson** report, "This year we plan to sail **SYMPHONY** (T-37, hull #463) from England back to the U.S. via Norway, Faroes, Iceland, Greenland, and Labrador - the route of the Vikings. A yacht club in Long Island Sound has a web page with a chart of our route and our planned



schedule. If anyone is interested it can be located at <<http://home.dti.net/jhowell/windward.htm>>." (3/97)

**Martin Koshar** and *CARPEDIEM*, his V-42, hull #175, are going to the Exumas in late April. They will be accompanied by another V-42, *FLYING DUTCHMAN* (hull #47), owned by **Bob Matlock** and **Barbara Wood**. (4/97)

New members, **Laura and Roger Raduenz**, purchased *DUCHESS* (T-37, hull #253) from John and Sandy Emery in February. They have renamed her *SALLY FORTH*. (3/97)

**Greg and Trish Tatarian** are owners of *PLEIADES* (T-37, hull #80). Greg reports, "I am a dealer for ABI products, which many Tayana owners will find are very well suited for T-37s. In particular, bronze and stainless steel hardware, deadlights, brass cabin lights, and a multitude of other traditional-styled boat parts are available, and I offer substantial discounts. Contact Greg Tatarian Sailboat Maintenance at 1010 Lakeville Street, Suite 3A, Petaluma, CA 94952 or call (707) 763-6492." (5/97)

**Gisela and Eckard Zehm** wrote, "While surfing through the Internet, we found your home page. We just want to inform you that we are owners of a Tayana 37 (hull #255), named *KARIN*, which we bought in 1991 from an American couple. They had sailed the boat, formerly named *RISE*, a lot in the Mediterranean and we still keep it there. Currently our marina is Punat on the island of Krk in Croatia. We are Germans, but live and work in Vienna, Austria. The boat gives us much pleasure, and we dream of a circumnavigation in the not so far future." (3/97)

[Editor's Note: We sent them a complimentary copy of *TOG News* and the Zehms consequently joined *TOG*.]

# New Members

**Barry and Janet Acker**, *DOWITCHER* (T-37), Eastsound, WA

**Joe and Diane Asaro**, *SCIROCCO* (T-55), Schenectady, NY

**Charles Bohlen**, *MYSTRAL* (T-37), Sausalito, CA

**Chris and Korina Bouldin**, *BAMBOOSHAY* (V-42), Chapel Hill, NC

**Mike Chabala**, *KI'HELE* (T-37), Kailua, HI

**Jesse Frederick and Holly Eller Conaway**, *LE SIRENUSE* (T-58DS), Studio City, CA

**Paul and Marion Fishman**, *GAMELAN* (V-42), Washington, NC

**Steve and Cindy Highfill**, (*Prospective Owners*), Virginia Beach, VA

**Bob and Ruth Ann Hyne**, *HYNE-SITE* (T-37), Greenlawn, NY

**Dave and Vickie Johnson**, (*Prospective Owners*), Durango, CO

**John and Joan Knight**, *DOMPERIGNON* (T-45), Long Beach, CA

**Tom and Marilyn Mason**, *TOMAR* (V-42), St. Paul, MN

**Dan and Kay Peter**, Cabrillo Yacht Sales, Inc., (*Dealer/Importer*), San Diego, CA

**Ken and Sandra Stafford**, (*Prospective Owners*), Worcester, MA

**Marvin Stasak**, (*Prospective Owner*), Southfield, MI

**Ed and Christine Wulff**, *RAISON D'ETRE* (T-37), Mound, MN

**Eckard and Gisela Zehm**, *KARIN* (T-37), Vienna, AUSTRIA



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# Maintenance and equipment comments and questions...

## MAST REPLACEMENT

Gerald Atkins informed us that due to severe winds this winter in Michigan, *SAUDADES*, his T-37 (hull #464) was knocked over at the Marina. It was out of the water in the yard. The wooden mast and the first three stanchions on the port side were broken. He reports, "All in all the hull damage was little other than a piece of teak on the bottom of the rub rail and a few scratches on the hull. I guess that only bespeaks of the Tayana construction. I contacted Ta Yang, who suggested I contact Isomat (Sparcraft) for the mast replacement. The person I talked with there indicated they had the original plans for the T&M mast and could replicate it. I assume they do good work. I did fax T&M in Japan to see what they might have to offer. As for the three stanchions, Ta Yang says they have changed the style and I should have them made here in the U.S. They did ask for photos however. Does anyone know of a stanchion source in the U.S. that could replicate the stanchions? Basically, they have a kink or slight bend. Needless to say, I would not want something that would not match."

## NAVIGATION LIGHTS

Jerry continues, "I asked T&M in Japan about anchor and steaming lights for the new mast. Most replacements are now U.S. made. Aqua Signal seemed to be a bit small, but there are a number of good brands (and some bad) such as Perko, Attwood, Forespar, Hellmarine and others."

## STORAGE CRADLE

Jerry concludes, "I don't think I can trust the stands anymore and will opt for a cradle. The local yard says they can construct one. Are there any plans around for the optimum Tayana cradle?"

TOG responds, "Most T-37s that are shipped to the U.S. are seated in a cradle, which is generally thrown away. The problems are where to stow it and the difficulty in handling it due to weight. Most boats around the country are stowed in jackstands without any problems, suggesting the problem may have been with the proficiency of the jackstand installer/maintainer, rather than the jackstands themselves."

## T-37 REFIT

Mike Chabala purchased *KPIHELE* (T-37, hull #371) last year in Hawaii. He writes, "Unfortunately, the boat sat for

two and one half years prior to my purchase, so many parts were in poor condition, including a blown head gasket in the diesel, a fuel tank full of sludge, and no head, stove, or water source in working order. The interior of the boat was beautiful, but the exterior had two and one half years of old varnish to scrap away. I have a wooden mast with dry rot and eight year old standing rigging. I have replaced the port spreader due to rot. Her bottom paint is past due and will be done this summer. My boat is missing the boom jack. Should I replace it? or rig a new system? I'm looking for ideas. I would like to consider eventually going with two roller furling headsail systems. What are my options?" [Please respond to TOG so ideas may be shared with everyone.]

## PROPELLER QUESTION

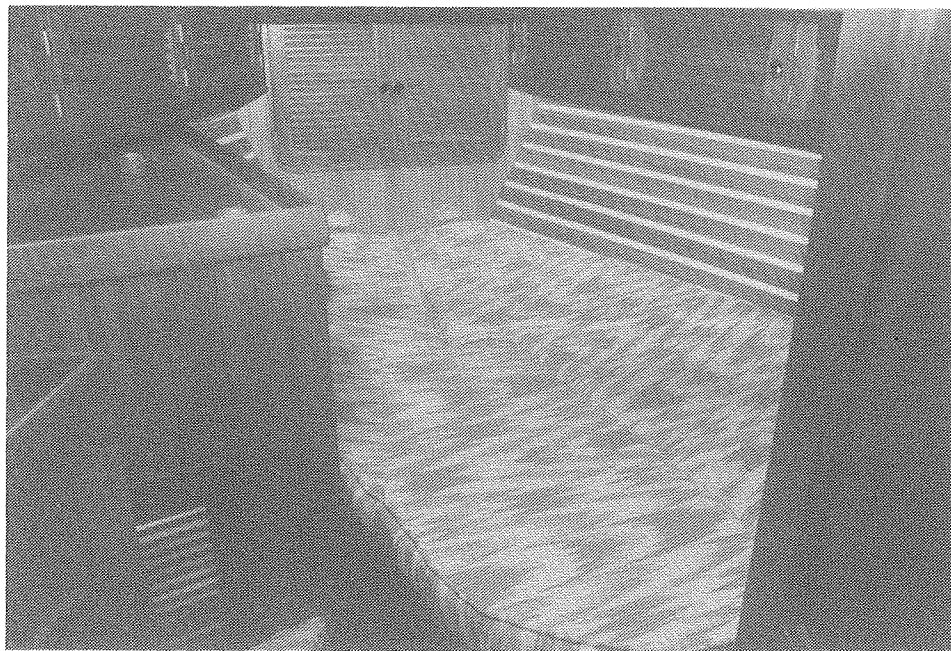
Jim and Tari Crowley, owners of *PACIFICDREAM* (V-42, hull #64) would like any information on changing propellers to improve boat speed. We have what we think is the original three bladed fixed prop driven by a Perkins 4-108 and under perfect conditions (clean bottom, etc.) we can only achieve approximately 5.5 knots, cruising at approximately 2000 rpm. Any suggestions would be greatly appreciated. Please respond to TOG or directly to the Crowleys at P.O. Box 518, Cape Coral, FL 33901 or by e-mail at <PACDREAM@aol.com>.

## YANMAR ENGINES

Jack Fassnacht, owner of *PERSEVERANCE* (V-42, hull #126) shares, "I enjoyed Tom Beard's letter on propellers and wanted to pass along some information on the Yanmar engines used on most Tayanas. It happens that the Yanmar technical group is located in the Chicago area [where the Fassnachts live], so I called them and they provided the following information.

Yanmars are governed at 3600 rpm. Test this at the dock under no load and see how your tachometer compares. The Yanmar people said to "grit your teeth" and run the engine up for about 5-10 seconds (it won't hurt it) and check the maximum rpm. Then take the boat out on a calm, flat-water day and run the engine at full throttle under load for a minute or two until it equilibrates at speed and rpm. If the propeller is sized and pitched right, the engine should run at 200-300 rpm less than when under no load, or at about 3300-3400 rpm. Then when cruising, the engine should run continuously at 80% of this "under load" maximum rpm, which comes out to

2700-2800rpm. Yanmars are made to be run hot and fast. I was told that running them at slower rpm, particularly around 1800-2000rpm does not "save" the engine, but can do damage (I presume carbon build-up and increased potential for injector fouling). The worst thing you can do is to put too much pitch on the prop so that "hull speed" is achieved at lower rpm, but the engine may only rev up to 2400-2600 rpm at full throttle under load. The strain put on the engine and transmission under these conditions can lead to early failure. If you put this information together with propeller size and pitch you should get maximum use out of your Yanmar engine."



## PROPELLER ANSWER

Donald Haff communicates, "I just finished replacing the original three-bladed fixed prop on *INTERLUDE* (T-37, hull #528) with a new Autoprop. I wanted better reverse and less drag. I haven't had her out sailing yet, and won't get a chance to 'til late June, but I did get a chance on the way back to the marina to play with the handling characteristics. Reverse is much stronger and straight, and I can tell there is less drag, as she coasts faster and farther when I kick her out of gear when approaching the slip.

The problem I had was with the installation. In a nutshell, it didn't fit the aperture. I had to shorten the shaft by three and 3/4 inches and the cutlass bearing and its housing by two and 1/2 inches. Ta Yang had told me when I purchased her that the shaft taper and key were standard SAE dimensions, so I bought the Autoprop to fit accordingly. When I had the shaft shortened, the machine shop found the taper and keyway to be metric. The shaft showed a bit of wear, so I had a new one built with standard dimensions, and I also put in a new cutlass bearing. I had my old prop modified to fit for a spare. What I thought would be a one or two hour job turned out to take four days and 800 bucks! Oh well.....Tayana owners beware."

## V-42 UPGRADES

Fred Hixon has done a number of upgrades to his boat, *MAGIC DRAGON* (V-42, hull #155), to make it more livable and easier to sail and anchor.

## DOUBLE FORWARD BERTH

Fred relates, "When we were first ordered the boat, one of the things we asked for was a double berth with a seat beside it and extra cabinetry forward instead of a V-berth. We were told by the dealer that because of the layout and construction that Tayana could not do that. As I was finishing the commissioning of *MAGIC DRAGON* at a yard in Annapolis, MD, *OSCARINA* (V-42, hull #154) sailed by and later I had the opportunity to visit them to compare boats. Yes, she had a double berth forward, instead of a V-berth installed by the factory. After much thought and planning, I installed a double berth myself. (See photo above). If anyone is interested in attempting such a project, I will be glad to supply more details of the construction."

## AFT CABIN VENTILATION

Fred continues, "While we do enjoy the new berth, especially in the tropics with all the ventilation up forward, we have also always liked our aft cabin, except for the lack of ventilation. At a Tayana Rendezvous, I saw a T-37 whose owner had installed a hatch under the dodger and over the galley. It immediately struck me that would solve my ventilation problems for the aft cabin, since I already had a roll-up window in the dodger. It works great!" (See picture on page 90.)

## STERN ANCHOR

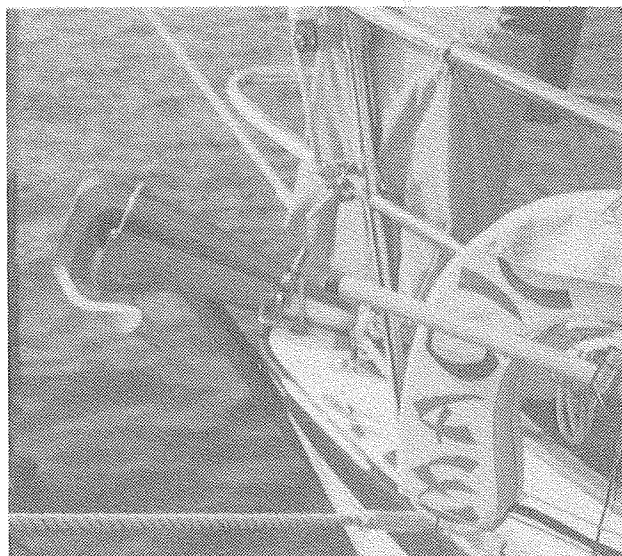
Fred describes another modification, "Some years ago when we were chartering in the Caribbean, we found there

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## More maintenance and equipment comments ...

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were times when a stern anchor was very desirable, if not essential. Before we left for the Caribbean, I bought an anchor roller and had a local machine shop weld a stainless brace on it so I could bolt it to the backstay chainplate, as pictured at right. I carry a 33 pound Bruce with 50 feet of 5/16 inch chain and 250 feet of 5/8 inch nylon rode. The anchor rode is stowed in the lazarette, but I have plans to build a chain locker in the stern as soon as I can find a way to get my body past the rudder post and steering cables. One thing I would have done differently would have been to buy an anchor mount specifically for a Bruce anchor, rather than a generic one."

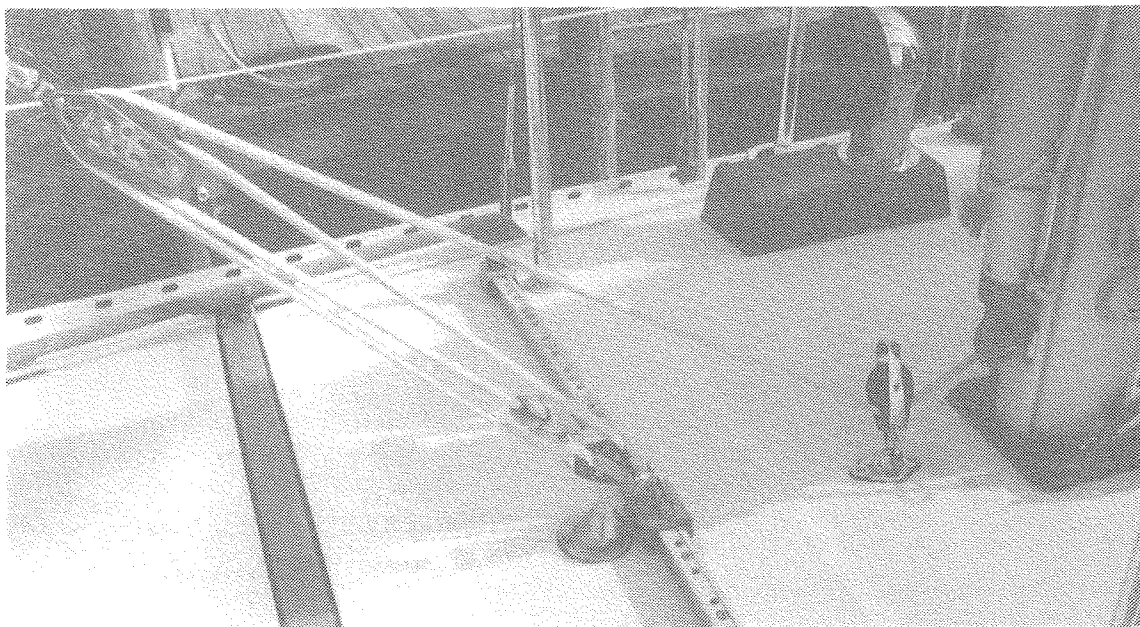


### STAYSAIL BOOM

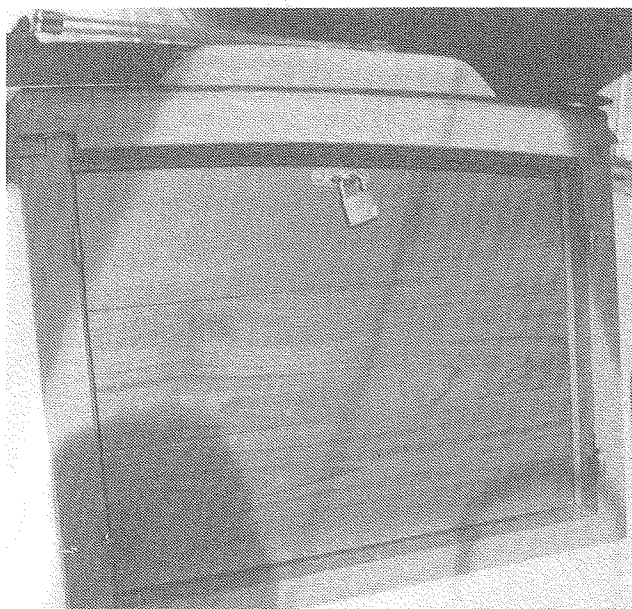
He explains, "After I had sailed *MAGIC DRAGON* for about a year and become very annoyed with the staysail boom after being whacked by it, a friend with a T-37 told me that they had removed the boom and kept essentially the same sheeting arrangement and found the staysail performed at least 95% as well as with the boom. I tried it and it worked fine. I did modify the sheeting arrangement later by moving the traveller track aft about 18 inches and installing a fixed block at the base of the mast, as shown below. With that, performance improved to essentially what it had been with the boom. The next logical step was to install roller furling, which I highly recommend, since now I have no need to go to the foredeck while underway. I will, however, have to reroute my furling line when I carry a dinghy on deck at sea."

### SECURITY

Fred concludes, "When sailing in the islands, security can become a concern, especially when you consider how easy it would be for someone to kick in one of our beautiful, but relatively fragile louvered companionway doors, so I modified the companionway drop boards to take a hasp secure to the sliding hatch so that a padlock can be used, as pictured on the opposite page. On the inside of the top drop board, I installed sliding bolts so that the boat can be secured from the inside also."







## PACKING GLANDS

Patrick Maslen, owner of *INTREPID* (T-37, hull #461) writes, "There is no better source [than *TOG News*] for answers to important maintenance questions such as, 'which is correct for the propeller shaft stuffing gland on a Tayana 37, 3/16 inch or 1/4 inch packing?' I replaced mine recently and was able to obtain the correct size (3/16 inch) from the *TOG News*. I noted there were five rings of packing in *INTREPID*'s stuffing box. I replace the same number. I then used the packing gland compression ring to seat the packing by alternately tightening each adjusting nut a few turns at a time. This ensured an even compression of packing and prevented the compression ring from binding in the gland, due to misalignment. Correct adjustment of the packing, according to Nigel Calder's maintenance book, is obtained when the shaft has been rotating ten minutes and two to three drops of water leak from the packing gland every ten seconds. There should be no leaking when the shaft is not rotating. It is best to err on the too leaky side. Insufficient leaking will cause shaft overheating, which will melt the wax out of the flax packing material, causing it to run out of the gland. The function of the wax is to prevent the flax from scoring the shaft and to seal the space between flax and the shaft. In a properly adjusted packing gland, the wax solidifies once the shaft stops turning and has a chance to cool down. Once the wax has been caused to run out of the packing gland by either the heat caused by excessive tightening or insufficient flax replacement, the gland will start to leak excessively, thus prompting more tightening. After enough repetitions of this cycle, a scored shaft will result. A scored shaft will not seal properly and will leak excessively, even when the shaft is not turning. How often to replace the flax packing material

is dependent on how much you use your engine. I do mine once a year, which is about 100 hours running time, but could probably go 150 hours. However, since there are so many variables that could affect the replacement interval, I would not recommend my schedule as correct for everyone. To help establish your own replacement interval, inspect the old packing material. If most of the rings are dry (no wax) and somewhat burned, you probably need to replace the flax sooner the next time. If all rings are still very waxy looking, you could go a little longer. One very clear indication that replacement is required is when the compression ring adjusting nuts are about 1/2 inch from the end of their adjusting range.

Do not adjust the packing with the shaft rotating; it is too dangerous. On a properly adjusted packing gland the compression ring flange should be parallel to its counterpart on the packing gland. If the compression ring is not parallel to the shaft you run the risk of having the inner edge of the compression ring bore rub against the shaft and score it. I just eyeball the space between the two flanges. After running the engine with the transmission in gear for ten minutes, stop the engine and feel the stuffing gland. If it feels very warm or hot, the compression ring is adjusted too tight. Loosen each compression ring adjusting nut a quarter turn and restart engine and engage transmission. Recheck for warmth. After initial adjustment, recheck packing after a half hour of motoring and readjust to the two-three drops per ten seconds standard. If correct leak rate and temperature can not be obtained, the shaft may be scored or foreign material may have been trapped in the gland when the new packing was installed. A tip on removing the old packing is to spend \$4.00 and purchase a packing pick; it looks like a small bottle cork screw with a long flexible cable "T" handle. Both Boat US and West Marine carry this item. If you use a screwdriver or icepick you run the risk of scoring the shaft. The compression ring will require some very gentle urging before it comes loose. I used two long, big, equally sized screwdrivers to simultaneously coax the compression ring loose. The watch words here are 'gentle' and with 'even pressure'. If you get the compression ring cocked at an angle, put a retaining nut on the stud which is out too far and screw it until the flanges are parallel again. Remember that these glands are bronze and will break if excessive force is used."

## BOW TANK

In response to Jack and Colette Sparacio's question in the last issue about how to deal with too much weight in the bow due to a fuel tank under the V-berth, Matt Matson on *AVENTYR* (T-37, hull #80) offers this idea: "You don't have to fill the fuel tank all the way for your cruise. 50 gallons should be enough."

*continued on page 90*

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## More maintenance and equipment comments ...

*continued from page 89*

### LIFERAFTS

**Bob Schilling and Charlotte Maure** write, "We're the proud owners of *WHISPER'S ECHO*, a 1985 T-37, hull #457. We're planning to go offshore and are considering the best type of liferaft to purchase. Are you aware of comments, anecdotes, warnings, etc. on this subject? We'd love to hear from anyone about what works and what doesn't." You may respond to Bob and Charlotte at 600 East Ocean Boulevard #1505, Long Beach, CA 90802, phone (562) 495-3875, or on the Internet at <CharsBob@aol.com>.

TOG directed them to Seven Seas Cruising Association's 1996 equipment survey, which rated liferafts in the following order: Switlik, Viking, Givens, Tinker, Avon, Plastimo, Zodiac. In response to the question to those owning one, "what would they buy next?", 31% said Avon, 30% said Givens, 15% said Switlik. Liferaft rental was also suggested. There are several places on the internet; you might want to contact them at <www.liferafts.com> and <www.winslowliferaft.com.marine>.

### GROUND PLANE

**Mike and Michelle Tibbs** have finally moved aboard *PANACEA*, their T-37 (hull #432). Mike writes, "I am getting ready to install a SSB and while painting the bilge, noticed that there is a "ring" next to the mast step that is labeled "ground". I was wondering if this ground is actually run to the lead ballast? If it is, it would make an excellent ground plane for the SSB. If not, what would this be good for? If anyone can point me in the right direction, I would be in your debt." Please contact Mike at (813) 546-8660 in Florida or e-mail <mtibbs@sprintmail.com>.

*Pictured right is the aft cabin hatch on MAGIC DRAGON, (V-42, hull #155).*

*[See story on p. 87]*

## HULL IMPROVEMENTS

**Paul Zack**, owner of *AVVENTURA*, a 1982 black-hulled T-37 (hull #358) asks, "We're having the hull preserved by the Linear Polyurethane (LP) method - a two-part epoxy popular here in Southern California and wonder of anyone has experience in this area? We've heard that special care has to be taken when preparing the hull due to the lapstreak grooves." Please provide input to Paul Zack or Mary Taylor at P.O. Box 3981, Long Beach, CA 90803 or call them at (562) 598-4451. If anyone is interested in the process, Paul will write an article for the next newsletter giving the results of the work.

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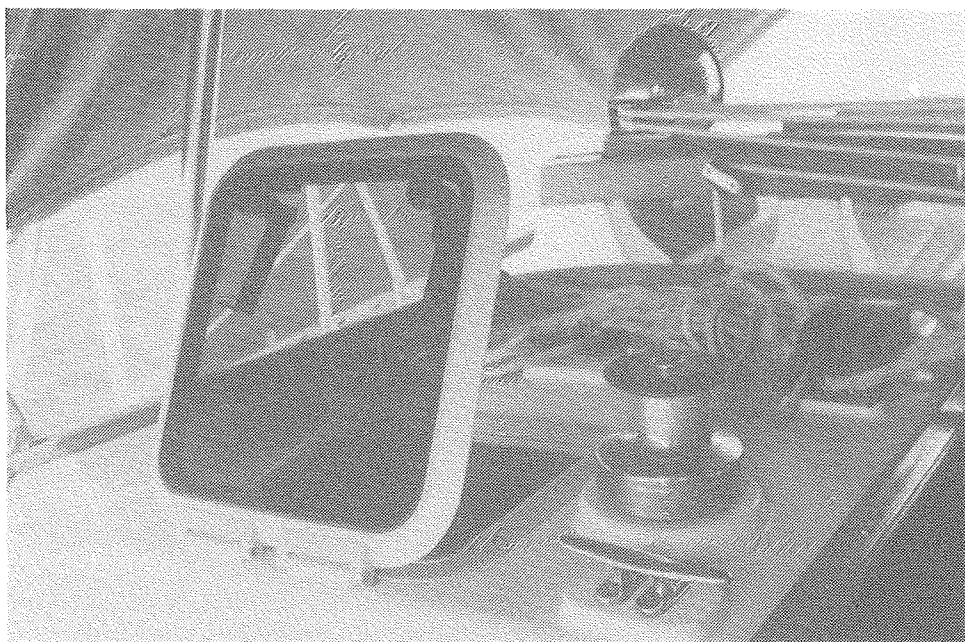
## TOG Notes ...

*continued from page 82*

preparations, and then passage in company with others. Departing both from Newport and Hampton, there is a stop in Bermuda before continuing on to Tortola, British Virgin Islands.

Any members interested in participating may receive further information from Cruising Rally Association, 12 Canonicus Ave., Newport, RI 02840 or call or fax Steve Black, founder of the Rallies, at (401) 848-0302.

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# Rendezvous Roundup

## Chesapeake Bay, MD

The Fall Rendezvous for the Chesapeake group will be held 20-21 September in the Rhode River. This "Cruise to the Islands" will be hosted by John and Ann Doerr, owners of *SPIRIT*, a T-37. Mark your calendar now and plan to attend the raft-up. For more information call the Doerrs at (703) 820-8545.

## Gulf Coast, TX

**Patrick and Itzel Mulhern**, owners of T-37 *SPIRIT OF AMERICA*, have volunteered to host the Third Annual Gulf Coast Rendezvous at the Houston Yacht Club from 3-5 October. Those of you in the Gulf Coast area will receive a flyer from the Mulherns in mid-August with details of this fun weekend with your Tayana friends or call Pat at (281) 470-6810 (H) or (281) 602-3125 (W) for more information and to volunteer to help.

## Long Island Sound/Block Island, NY

**Ken and Marilyn Jacobson** on board *SUNRISE* (T-37, hull #264) and **Lynn and Alan Chaikin** on *NOW VOYAGER* (V-42, hull #132) are planning a rendezvous in this area from 8-10 August. The event will take place at Center Island in Oyster Bay. Contact Ken in Westfield, NJ at (908) 233-7953 or e-mail him at <kenjacobson-usa@worldnet.att.net> or Lynn in Pittsfield, MA at (413) 442-5990 or <SeSicSail@MSN.com>.

## Newport, RI

For those Tayanas owners cruising through or berthed near Newport, RI this summer, you are invited to a rendezvous on 26-27 July at the East Greenwich Yacht Club, where there are accommodations for you by land or boat. Please contact your host, **George Palazzo** at (401) 949-3113 for more details.

## Puget Sound, WA

Tayanas are joining Valiants and Babas for the Bob Perry Rendezvous in the Pacific Northwest on 16-17 August at Port Ludlow. Which type will have the most boats present? Of course, Bob Perry plans to be there. There will be dinghy races on Saturday, plus a pot luck/barbeque and bonfire on Saturday night. There is plenty of space to anchor out or you

may call 1-800-308-7991 to secure a slip in the Port Ludlow Marina, if that is your preference. Call **Janet and Barry Acker**, your Tayana host onboard *DOWITCHER* (T-37, hull #534), for more information at (360) 376-3082 or e-mail them at <excedus@pacificrim.net>.

## San Francisco, CA

**Neil Weinberg** of Alameda-based Pacific Yacht Imports is hosting the First Annual San Francisco Bay Tayana Owners Group Rendezvous. The raft-up will be in Ayala Cove (Angel Island) on 8-10 August. There will be a potluck and a great deal of conviviality, so be prepared for a great weekend. Although the flyer states "no sea stories or Jimmy Buffet songs allowed", we think that is only a challenge to participants! For further information, call Neil at (510) 865-2541 or fax him at (510) 865-2369, Angie at (510) 436-5603, or Seldon at (510) 523-8609.

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## Ship's Store ...

*continued from page 83*

**Fred and Linda Daugherty** are looking for a V-42 center cockpit model, but it looks as if the aft cockpit has more storage room. They intend to live aboard as well as cruise. Contact the Daughertys at 5159 Barbara Ann Place, San Diego, CA 92115 or call (619) 589-5316.

**Tom Delaney** is in the market for a Tayana 48, 52, or 55. Any potential seller may contact Tom directly at his office (212) 975-1771 or home (914) 834-6243 or by fax (914) 833-3474 or e-mail <tfdelaney@cbs.com>.

New members, **Lee and Ellen Ferber** are seeking a Bristol T-37 built between 1983 and 1987 and located on the West Coast. Call (310) 828-9365.

**Ray Kytle** is seeking a T-37, 1982 or newer with fuel tank in keel, aluminum spars and fiberglass deck, preferably equipped for cruising. Call (517) 772-4668 or e-mail <3zxs5et@cmich.edu>.

If there is any possibility you will be offering your T-37 for sale between now and this fall, please contact **John McClay**, 7 Cloverfield Road, Newbury, NH 03255 or call (603) 763-3046 or e-mail <jmccclay@kear.tdsnet.com>. He would prefer a 1983 or later model in the Southeast USA and a private sale.

**George Palazzo** from Johnston, RI, is looking to purchase a T-37, cutter rig, black hull preferred. Call (401) 949-3113.

# World Wide Web Winners

Here are some web sites for those of you who are roaming the web for neat sailing stuff. Many of these you may have already found through search engines, but try these if you have not already. Most of these are courtesy of *Spinsheet Magazine*.

**Sailor's Newsgroup.** For a chat session on cruising - mostly sailing, ask your favorite search engine to come up with "rec.boats.cruising"

**Spinsheet.** Try this for Chesapeake Bay links, advertisers, and sailor information.  
<<http://www.ea.net/spinsheet>>

**US Sailing.** See article on "Performance" on p. 82.  
<<http://www.oly/ussailing>>

**Hurricane Information.**  
<<http://www.cirrus.spr1.umich.edu/wxnet/tropical.html>>

**Sailnet.** A commercial site listing other sailing home pages.  
<<http://www.sailnet.com>>

**US Sailboat Show.**  
<<http://www.usboat.com>>

**Knots.**  
<<http://www.earlham.edu/suber/knotlink.htm>>

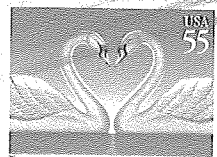
**International Boating Library.** A database indexing articles from periodicals, magazines, books, videos, and software relating to boating.  
<<http://www.rngend.com>>

**Liveboard Mailing List.** This is a newsgroup which will fill your e-mail box with mostly interesting information on living aboard and its issues. Send the following message to <[majordomo@centaur.astro.utoronto.ca](mailto:majordomo@centaur.astro.utoronto.ca)>:  
"subscribe liveboard XXXX (your name) YYYY (your e-mail address)"

*[Be sure and save the sign-on message so you may get off their group when you want. It took us several tries to get exactly the right wording!]*

We will add more to this list as space permits. If you have any special ones, let us know.

**TOG NEWS**  
P.O. Box 213  
Mt. Vernon, VA 22121-0213



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Schuler, Stan & Marilyn  
1198 Navigator Drive #144  
Ventura, CA 93001

Address correction requested

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