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WESTSAIL CRUISING LETTERS

AUGUST 1976

Editor: Jeannette Sheridan

Received May 4, 1976

James R. Hodges - Hull #4 W28 FRIENDSHIP
Seattle, Washington

Home Port: Seattle, Washington

April 14 was set for FRIENDSHIP'S shake down cruise. We left Seattle at 1100 hrs. for Port Ludlow, 22 miles. North winds were out of the south at 10 knots at 1400. The winds were gusting to 60 knots behind us with a 3 knot current from the north, building the waves around us. Just north of us a barge lost several railroad cars into the Puget Sound. One barge passed within a half mile of us going south with the waves actually washing down the tops of the railroad cars after breaking on the front of the barge. Gale warnings were posted about then. A little late by then!

Port Ludlow never looked better at 1630. The Westsail 28 is a fantastic ship. She handled so well under reefed main. Also when under power she seemed to have enough power. I live aboard and both of the plants committed suicide by jumping into the middle of the floor. Had to bury them at sea.
Today Port Ludlow, tomorrow the World.

Received May 4, 1976

John W. McConkey - Hull #97 W32 VALIANT
Newport Beach, California

Home Port: Newport Beach, California

We are liveaboards. Still at work finishing the boat, getting electronics installed, last of locker doors hung, etc. Had to put two heavy anchors in floor of our 8 foot "shore" dink during the mid April storm to keep it from "tail walking!" Note to "bird watchers", on two occasions have watched a seagull "playing" with a tennis ball. They would lite on a mooring can, drop the ball, then plopp into the water and retrieve it. Hop onto the can and repeat this over and over. To finally fly off, once carrying the ball away and once leaving it behind. We sit here in the harbor within sight of the ship yard launching cranes and very frequently we glance over to behold another Westsail 32 or 42 being lowered into the water here. Aloha.

Received May 6, 1976

Richard & Ginny Komm - Hull #329 W 32 LADYBUG
Ballena Bay, Alameda, California

Home Port: San Francisco, California

This will be my first really "chatty" letter—Hope it gets published!

We took delivery of LADYBUG exactly 1 yr. ago and have spent the better part of a year finishing this "completed" vessel. Not that the boat wasn't finished, but its amazing the amount of details to attend when one intends to take it offshore!

A number of design changes have been made—minor areas which, however, I feel make the boat safe and more convenient—some of them are as follows.

1. Install a gate valve next to the head so you can easily turn off the water (intake) without continually reaching in and shutting off the thru-hull when leaving the boat. (Believe me you use it this way rather than thinking about it!)
 2. Divide the forward chain locker in 2 parts by use of removable 1/2" ply sheets slotted for ventilation and mounted on a track—this keeps 2 anchor rodes separate and saves much heartache.
 3. The space just under the 2nd step in the companionway will just fit a Honda 300-400 W generator and it's perfect for running power tools and charging batteries.
 4. We have a forward hanging locker and thus a formerly unusable area just ahead of this, so I converted this to a "Bosuns" locker which just fits a Zodiac Dinghy and area for line stowage. It's amazing the amount of stowage a W32 will hold if you think it out very carefully.
- Had a fantastic sail on Monterey Bay from Santa Cruz on a recent trip south; beam reaching in 35-40 k winds—wow! Hope to come south to L. A. area this summer—more later.

Received May 7, 1976

Ollie & Pat Shalno - Hull #436 W32 NASHA
Nassau

Home Port: Ontario, Canada

We have almost given up staying at marinas, too many people asking to see interior of NASHA, very flattering but also time consuming. Notice other boaters, power and sail, taking photographs of our boat.

Ollie & Pat Shalno letter (continued)

One enthusiast took a whole roll of film from every angle but never said a word. Another stopped in the middle of Richenbacker Causeway, Miami, to take a picture and yell "Westsail forever."

Received May 17, 1976
Gene Kelsay - Hull #205 W32 ELSA K
New Orleans, Louisiana

Home Port: Denver, Colorado

Just a short note to keep on the mailing list. ELSA K, left Newport Beach, California February 1, and arrived New Orleans, Louisiana May 5th. Log registered 5030 miles; in those miles I think we experienced every emotion known to man at the extreme end of the scale...happy, glad, terrified, sad, mad, apprehensive, frustrated, amazed, irritated, relaxed, only one was missed...boredom. I've got some fresh tips on ports along the way if others planning such a trip would like them...just one with this letter..avoid if possible, Bluefields & Puerto Cabeza, Nicaragua.

Received May 24, 1976
Kevin McNamara - Hull #494 W32 ANTARCTIC EMPEROR
Wallabout Bay, Brooklyn, New York

Home Port: Brooklyn, New York

The ghost of shipbuilding past inhabits the docks of the former Brooklyn Navy Yard. Battleships, aircraft carriers, and supertankers, all have been constructed here to cruise the world. Now a Westsail 32 sits on the keelblocks in view of the East River. Alas-construction remains less than one percent.

Received May 24, 1976
Hugh Ricci - Hull #164 W32 MOKSHA
Docketown Marina, California

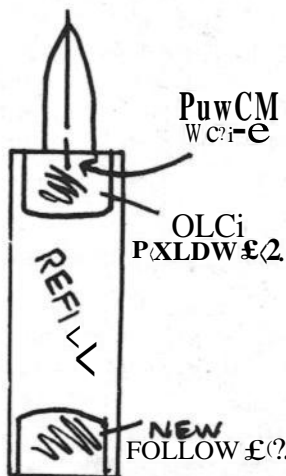
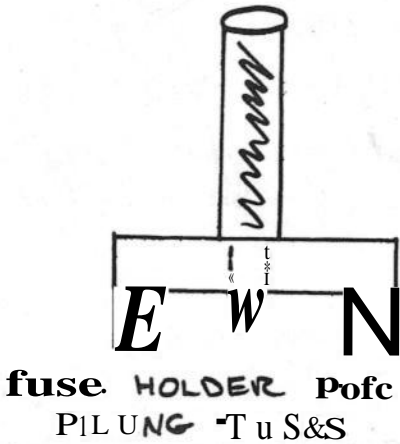
Home Port: Redwood City, California

Six months really flies by! MOKSHA is no longer on schedule - my right ana was in a cast for a while slowing down work - but we are progressing. I always feel better when I read the cruising letters and note someone with a lower hull number than mine is still not complete. I shall keep writing just to make all of you others with later hulls feel good.
While it is true than an amateur can do anything if given time enough, there are a few things he (she?) is a damn fool for undertaking: laying up fiberglass fuel tanks is on the top of that list.
I enjoyed Ed Rhodes letter and look forward to meeting him somewhere—I'm contemplating entering MOKSHA in the annual Nanaimo, B.C. bathtub race next year even if I'm not on schedule; I think he might enjoy that.

Received May 24, 1976
Hector & Louise Langdon - Hull #93 W32 WINDBAIRN
Portland, Oregon

Home Port: Portland, Oregon

Just finished caulking the teak deck. There remain 50 separate construction items before launch. I ran short of cartridge tubes, but found a way to reuse tubes; after a tube is empty, refill it —use a follower—punch a hole thru the nozzle and the old follower with an ice pick. When the reused tube is empty, cut it open and retrieve the follower and salvage any caulking compound remaining between the followers. To fill the tubes my wife devised a stand from a block of wood. Drill a 3/4" hole so the tube will be self standing. Then you can pour the "Black Death" into the tube without any muss or fuss. Wear rubber gloves and the job isn't difficult—just be careful what you touch and where you step.



Received June 1, 1976
Bob & Laurie Gates - Hull #244 W32 CAPTAIN AMERICA
Costa Mesa, California

Home Port: Newport Beach, California

Teaching an 8 month old boy to wield a 4 inch bonding brush has it's difficulties... But as soon as he learns to walk, we may be the proud parents of the youngest apprentice boat builder!
Seriously, we are streaking to the finish with our boat, hoping to be in the Westsail Show this year.
Changing residences really slows things down. We are packing for move #8. Oh, to be a stable liveaboard!

Received June 1, 1976
Neal T. Walker - Hull #55 W42 KOAE
Dana Point, California

Home Port: Dana Point, California

Hi Jeannette. Progress on my vessel has been slow. In retrospect, I find that I first had to conquer my fear of "doing something wrong" before I could make any real progress. It took both time and the making of several mistakes, which I finally realized could be corrected before I was confident enough to cut through some through-hulls.

I find also that not all boat builders are bom with my retarding sense of overcaution. A young man building a boat near mine (not a Westsail) has built and tom out two complete interiors because they weren't done correctly. His building site is strewn with the wreckage of his past errors. I haven't had to tear out anything major, but my thinking about each step has slowed me so that my neighbor - on his third interior - is at about the same stage of completion now as I am, and we started with virgin hulls at about the same time.

By the way, I recently had an opportunity to assist with the outfitting of a W-42 ketch, which was moored next to a Freeport 41. I couldn't believe my eyes at the differences in construction. For example, the turn buckles for the Westsail 42 mizzen were considerably stronger (i.e. larger) than the turn buckles for the F-41 main.
Aloha.

Received June 2, 1976
Dan & Toni Brown - Hull #402 W32 HETAERA
Dana Point Marina, California

Home Port: Saif Creek, California

Well, we did it! Saw the 43 when she was just launched. Both of us fell in love with her and knew she is exactly what we wanted! Not wishing to give up our beloved HETAERA we very excitedly sold our house, shedding here a tear!

In less than 45 days from first stepping aboard 43, we will be making our temporary home on HETAERA and then in August moving aboard our beautiful 43! She will be launched as a sail-away, the same condition as HETAERA was and again we'll start the project of custom finishing her insides. It will be camping for awhile, but what a way to go - right! With the 43 as our beautiful cruising home and the 32 available for charters, we look forward to a very active, fulfilling, happy Westsail life!

Received June 11, 1976
Stu & Kathy Shaffer - Hull #368 W32 HORIZON
San Diego, California

Home Port: San Diego, California

Hi all— Our boat, HORIZON, is beginning to look finished, but last weekend, Kathy and I sat down and made a list of things to do. Gads! We now suppose launching will be in September. That's a mere one year longer than our original naive completion date. Oh well, building a dream is nearly as good as living a dream!
Best Wishes.

Received June 14, 1976
Sandy & Sallie Ballantine - Hull #360 W32 OLHE SHARP
St. Georges Harbor, Bermuda

Home Port: Newport Beach, California

We were just showing our Westsail to another prospective customer. Thought you would like to hear. The first really big tall ship just arrived. Those in thus far have been racing machines such as GREAT BRITAIN II. We made the 600 mile passage from Morehead Ctiy, N.C. in 4 1/2 days. Almost 3 days of 40-50K winds. Best noon/noon run was 182, close reach with double reefed main and storm jib. Never say die. Leave for Azores as soon as new breakaway coupling for the Aries arrives from England.

Received June 16, 1976
 Jim & Judy Hare - Hull #550 W32 ELEUTHERA
 Key West, Florida

Home Port: Key West, Florida

ELEUTHERA is almost completed! Decided to postpone this summer's cruise & finish gilding the lily, then cruise the Chesapeake/Carolinas in the fall. She's a beautiful little ship, and we are very proud of her. BainLightfoot's letter with the "sail's like a frog" remark he'd gotten, brought back some I'd heard - and wondered about - while we were waiting and building. I've seen what a 32 could do in 20 knots of wind and a mean 5' chop off Wrightsville Beach, but I love light air sailing, so the "fat, heavy boat" and "half-tide rock" remarks had me a little apprehensive. Well, I can now report that all such comments are pure bull. ELEUTHERA is a fabulous light air boat. Under 445 ft. genoa and staysail (with the awning set) she will make 1/2 the apparent wind velocity to windward reliably and effortlessly. We carry the 445 ft. genoa or a 525 ft. drifter / reacher, and set the fore staysl inside either of them. (We also carry a big masthead yankee jib which we haven't used yet.) I have seen her buck a 1 knot current and maintain steerage-way with the masthead anemometer cups stopped, using cigarette smoke for a tell-tale. That same day, we sailed past a Sunfish, who asked in a plaintive voice if we had our engine running. (We didn't.) We were trying to locate her jiffy-reef blocks one day, and romped all over a H-28 which was under full sail including genoa, with nothing but our staysl and a (sloppily tied) 1-reef main in erratic 8-18 knot winds. So much for her detractors - she's a witch in light winds! For Michael Oritt and others who want to loose-foot their staysl, go ahead and try it. It worked fine. Locate your lead blocks with the sail hoisted. Ours fell just outboard the handrails about 4' abaft the main bhd. We used 5/16 s.e. U-bolts & snatch blocks, and I have now led the port sheet across the cabin top to the stbd. U-bolt, then both lead aft to a #10 Merriman winch right aft on the cabin top. Works fine, if you're too busy to tend the extra sheets short-tacking, just sheet the sail midships. Or you can use your club when desired, ship the club 7 sheet her loose-footed when you feel the better slot is worth it. With both sheets led to the same location, I doubt that it's any more trouble than the club (which I built but haven't tried) with the traveler control lines and vang the club would need to be really efficient. Only interference was with our teak sidelight boards, which raised a few inches, and with our 8' sailing dinghy, which I moved from the stbd cabin top and capsized over the forward hatch. For other sailing-dinghy addicts, my favorite 9 footer proved just too big and heavy, but our 8' Jolly boat (built in Ft. Lauderdale) is just dandy. Hoping to start cruising in about 2 months, planning to be at the Annapolis thing October 16/17. Gotta win the Plath sextant! (Editor's note: Jim & Judy had some very good questions for Bob Gates. Please see "Bob Gates Answers" section at the end of the cruising letters.)

Received June 18, 1976
 Dr. & Mrs. G. M. Famham - Hull #513 W32 MY PATTY
 Newport Beach, California

Home Port: Newport Beach, California

We recently went on our first "cruise" in our brand new Westsail 32. Our trip was entirely under sail all the way out the Newport Harbor, south to almost Dana Point and back through the harbor to the cruising center, tacking back and forth on that water freeway. Now this has probably completely underwhelmed each and everyone of you, but it was quite a thrill for us. We do want to pay quite a bit of tribute to Jim Huff, the man who sold us the boat and helped us outfit it. We are quite new at sailing and have so much to learn and Jim has been great to both of us.

Received June 21, 1976
 Bill & Ann DeLoach - Hull #498 W32 BES
 Savannah, Georgia

Home Port: Savannah, Georgia

We picked up BES, a sailaway, during the latter part of March and headed south via the ditch to her home port of Savannah, Georgia. The weather was on the nose until we got to Georgetown, S. C. and then we got clear 15-25 mph winds out of the N. E. Getting outside was some experience for us! The channel at Georgetown runs east and west and with N. E. winds and incoming tide, our speed over the bottom was about 1/2 knot or less in 8-10 ft. seas. Thanks to our Perkins, we finally had enough sea room to head south and what a ride we had! What fun! And in about 24 hours, we were in Savannah, GA. Our only problem was at night, sailing with a single reefed main alone on a run, she had a tendency to roll. We didn't buy BES to race but she is outrunning boats that you would think she shouldn't. Maybe its because she is light or because of our Westsail sails, which we think are very good or a combination of both, but anyway it's a pleasant surprise. We are on the intercoastal at Savannah Marina and if you should come our way, give us a call at my office number 233-5777. Hopefully, my next installment will tell about our progress on the interior. To date, it has been slow.

Received May 4, 1976

William & Karen Parker - Hull #389 W32 FIA FIA
Clinton, Connecticut

Home Port: Tampa, Florida

Have just completed the worst winter in six years. Snow, more snow, 60 mph winds—18 degrees, but we were snug in the FIA FIA. Only one problem with "Chummy" heater. No insulation or an air space between the stove pipe and the cabin overhead. Started a coal fire in the stove followed by a real fire in the fiberglass, plywood ceiling. Burned a hole in my boat! Rebuild paid for by Westsail - no problems, very quickly.

New now 5 week old, addition to the family—Erika Ann, living happily in the forward stateroom starboard berth with netting around the edges. Came home in 3 days and just back from a week's sail. Beautiful girl, easy sailor, happy person, no problem at all.

Have done some custom work on the starboard lay out (Editor's note: See sketch A at end of cruising letters)

1) Main hatch companion-way door slips into standard hatch in place of drops. 2) Top teak drop with screen insert. 3) Enlarged teak box with sliding back to cover wind and close hauled indicators. 4) Access hatch next to sink 5) Stairs and door to replace - took apart main hatch steps and engine room bulkhead. Plan to sail at every opportunity this summer. Went out twice so far. Once with 5 mph winds, 38 degrees off apparent wind at 2 1/4 to 2 1/2 k boat speed. Next time with 30 mph head winds so we motored for 11 hrs MD2B runs great!

After 7 months with dog (70 lb. Alaskan Malamute) and cat (Siamese), baby girl (fantastic) and wife (greatest woman yet), we're as happy and pleased as possible. No trades considered.

Received May 12, 1976

Alan Carter & Stan Cooper - Hull #265 W32 LIEF
Alameda Marina, San Francisco, California

Home Port: San Francisco, California

LIEF (Beloved) finally got her bottom wet on April 10, 1976, amidst much reverie. In spite of a heavy drizzle at launch time, the fifty or so people who helped us celebrate managed to polish off three cases of champagne in about a half-hour.

The week following the launch was spent stepping the mast, tuning the rigging, and doing the multitude of last minute chores we had hoped to do before the launching, but hadn't. Our first sail went beautifully.

The ten-inch deep double sink we put in the galley drained easily on a starboard tack with the port rail in the water. This had been of some concern, although our calculation had indicated no drainage problem even with the heeled waterline through the railcap.

Commissioning went relatively smoothly, with only two problems of any consequence. 1) The aft lower shrouds were 4 inches too long and had to be cut and reswaged, and 2) The engine was slightly out of alignment and had to be shimmed on its mounts. We understand the new mounts are adjustable (nuts both below and above the engine mounting flanges, allowing the engine to be adjusted on its pitch axis without shims), and concede this is a highly desirable improvement as we spent a whole day lifting the engine with a ratchet hoist and experimenting with various thickness shims until alignment was within tolerance. (Editor's note: We all live and learn!)

There are a couple of items we think worth mentioning, especially of interest to kit builders. First, the glue we used throughout the boat was "T - 88 Structural Epoxy Adhesive" available from Chem-Tech in Cleveland, Ohio. We can't praise this glue enough. It's extremely strong, the glue-line crack is non-critical, it saturates well, cures to full strength in temperatures as low as 35F, and can be used on damp wood with no loss of strength. Secondly, we used a Remington model SS2-1C carbide edged saber-saw blade to cut our portlight holes, hawse-pipe holes, sampson-post holes, etc., in the fiberglass, and it was like cutting soft butter with a hot knife (well, almost. Alan has told me a million times not to exaggerate). We still have the blade we used for all the above work, and if it has dulled at all, it's not appreciable.

It was a treat to see LIEF's layout published in Bob Gates' first custom boat newsletter. Since commissioning and sailing the boat we have come to appreciate the forethought we put into the arrangement plan all the more. We are very pleased with the boat's performance. On opening day in the bay (April 25), we were pointing as high as anybody else, and in light airs in the lee of Angel Island, were moving as fast as anyone else.

We both enjoy cruising letters very much. Thanks, Jeannette, for doing such a great job.

(Editor's note: You're welcome, but I have to admit I love it as much as all of you!)

Received May 20, 1976

Jaap B. Delevie, M.D. Hull #106 W32 WILLEM BARENTS II
Palm Beach, Florida

Home Port: Birmingham, Michigan

Infrequent use of the boat has resulted in insufficient charge of the batteries, which have been replaced 2 times, and in condensation of the motor oil in the engine and the oil filter despite bi-monthly running of the engine at dockside. The Mansfield marine toilet with 6 gallon holding tank, which was totally inadequate for long-distance sailing and which had been transformed into a direct through-hull discharge apparatus, has finally been thrown out and replaced by a Lectro-San clear discharge system which has improved matters enormously.

As far as the boat herself is concerned, my crew of two sailed her 50 miles W of Florida in 50 knot wind with staysail and 2nd reef in the main while I was asleep, and I took over when my watch was due by myself in 35 knot wind staying mostly below while the Aries took care of the steering. Average speed 5 knots or 120 NM per day.

Plan to continue to New York in time to participate in the Bicentennial Opsail celebrations if arriving in time. Thereafter will bring the boat via the Hudson River, the Erie Canal and Lake Erie to a yachtclub close to Detroit, Michigan. Home after 2 1/2 years on the Atlantic and in the Bahamas.

Received May 24, 1976

D. J. Gabriele, M.D. - Hull #448 CAMELOT
Driveway at Home, Purchase, New York

Home Port: Mamaroneck, New York

We received our boat in November 1975, not before we went through some extended and harrowing negotiations to get a crane here to unload it. The crane operator had us over a barrel and was preparing to charge us about \$1500. I dispensed with him and we had the boat off (loaded at a local marina) onto my cradle on a local boat transport flat bed. Then with jacks got it unloaded on my driveway, for something less than \$500. I know you have shipped before on its cradle, and there are reasons why you now prefer not to, but it sure would make things simpler and cheaper for the customer. (Editor's note: Until recently we only had wooden cradles at the East Coast factory. We do not like to ship long distance on wooden cradles, due to the risk involved. The only other option is a more expensive metal cradle or no cradle at all which requires a crane.)

I share with all other kit builders that stomach sinking feeling you get when you take your first look at that awesome empty cavern. Perusing through the construction manual does not automatically restore your confidence. A little reassurance at this point could surely be welcome. I think the kit builder would appreciate a manual with some general instructions, especially about where to start. It's a credit to the ingenuity and perseverance of the customer that he ever manages to complete the project. But he should think of ways to make his task less bewildering. For openers—how about sets of photographs showing stages of construction? ? On a positive note, however, let me commend Westsail for how cooperative, informative, and prompt it is in communication and correspondence.

Received May 26, 1976

Dale & Richard Osborn - Hull #217 W32 SHEARWATER
Monterey Marina, California

Home Port: Monterey, California

The SHEARWATER left its construction site at our home on May 5, on Advance Marine Transport's semi with its able driver, Dave Price at the wheel and was transported from Carmel Highlands to Moss Landing Marine Industries yard where it was off-loaded with a Travellift the next day. There followed, over the next 5 days: sanding the bottom, and application of the primer and anti-fouling paint (Vinylast Blue streak) by the yard; rigging the mast and checking and repairing electrical circuits by my friend Jim Miller and myself; installation of boom gallows and bow pulpit and stays and electrical hookups, along with life lines; stepping of the mast by crane operator and above; painting of its name on the hull by one Damon Poulart, a good and obliging sign painter from Watsonville, and then, finally it hit the water at about 4:30 p.m. Monday afternoon, May 10.

I mention all the various steps in preparation which all went quite smoothly, to compliment the people involved and to let prospective launchers know that there is lots to be done, and we were rather busy for those 5 days. The Perkins 4.107 (which had been run recently on dry land using a garden hose in the salt water intake) took off with the first try, and we proceeded to the gas dock, topped off the tanks and headed out the channel and were nearing mile buoy when it happened! The oil pressure dropped, the alarm sounded, and the engine quit.

Dale & Richard Osborn letter (continued)

We were not rigged for sail since we had no gooseneck for the boom, but I had spliced 300' of 3/4 in. nylon to 50' of 3/8 in chain rode to a Danforth 40S, which held us about 200 yards offshore in rather large seas. We promptly found the trouble which was due to a loose flange fitting on the oil Alter, resulting in the crankcase oil being mixed in a bilious green mess (with fresh water) in the engine room pan along with shavings, nuts, bolts, and electrical fittings. This goo was scooped up and filtered through a T-shirt and replaced in the engine until we had enough to make a good showing on the dipstick. The engine started, ran cool, and after a council-of-war, we upped anchor. (Thank God for the Simpson-Lawrence #555, it was quite a pull in the sea way we were in). We motored on to the Monterey Marina, finally tying up at about 9:30 p.m. Anyway, the motor suffered no ill effects, and we are doing final interior installation work and waiting for a gooseneck so we can sail soon.

Received June 3, 1976

Corinne & Paul Cassel - Hull #474 W32 ROCKPILE
Newport Beach, California

Home Port: Casper, Wyoming

We plug away daily on the job of finishing out ROCKPILE. Progress seems slow until somebody comes aboard after having been away for several days and remarks how much has been done. This is a highlight. Learning new jobs and seeing them done well carries a degree of satisfaction, but not as much as plain sailing.

We sail little because it means a day not on the job. We have lived aboard since launch and in the beginning it was rather spartan, but never a trial on our nerves. We, of course, have the satisfaction of going to sleep each night in a better boat than we woke up to. It sustains.

I have decided to varnish the interior. I recommend it to anybody who isn't doing anything for the next year. I would like to say that since we installed our Shipmate LP cook stove things are much nicer, luxurious, in fact. Our installation eliminated a deck box. We freely plagiarized Jack Wilken's installation. In anybody would like to see a way it can be done on a late hull, please feel free to contact us.

I shall close by mentioning a few names. Bob Gates, who sold me on a W32, John Carson, who sold both of us on the idea. John Hanks, who seems to work 25 hours a day, and Karen, and Benny, all of whom seem to desire to make Westsail the best, and Westsail owners, the most pampered satisfied customers in or out of the boat business.

We are very happy with interlux rubbed effect varnish and our 3 burner shipmate propane stove. Perk and his crew have been very kind to us. All in all, it's been a great experience, and if we had it to do again, I would take on a bare hull.

Received June 3, 1976

Robert & Jolene Desorda - Hull #206 W32 SUNSEEKER
King Harbor, Redondo Beach, California

Home Port: Redondo Beach, California

Here we are still at dockside. We had a week at Catalina in April and have made the island for several weekends. In between times the first mate cleaned, sanded and re-oiled all the teak. Whew, what a job! She's looking forward to the upcoming article on the care and feeding of teak.

We would like to join the race on the Labor Day weekend, but the captain can't get the necessary time off due to a conflict in vacation schedules. Will the festivities be on the Labor Day weekend next year? If we knew ahead of time, we could plan accordingly. (Editor's note: You can count on it! Labor Day weekend seems to appeal to the majority of owners, so go ahead and make your plans for next year.)

Received June 6, 1976

Connie & Din Sproul - Hull #373 W32 ENDURANCE
Newport Beach, California

Home Port: Newport Beach, California

Just a note to assure we stay on the mailing list. During her first year, the ENDURANCE has helped teach her skipper and crew some important lessons in seamanship.

Our biggest adventure came on a routine sail to Catalina on Thursday, April 15th. We were about half way to Avalon when we experienced gale winds. One gust put us on our beams end, but the ENDURANCE righted herself with only one wet crewman to show for the near knockdown. After taking a beating for a half hour, we realized we couldn't make Catalina with winds in the direction they were and turned for home.

Connie & Din Sproul letter (continued)

That night we listened to horror stories and "May Day" calls from the safety of our slip in Newport, and thanked Westsail again for building such a great vessel. A number of boats and one crew of six were lost that night between Newport and Catalina, but the ENDURANCE came home with ease and grace with her one wet crew member.

Received June 6, 1976

Charles Donnelly - Hull #74 W42 REJOICE

Home Port: Los Angeles, California

Channel Island Marina, California

For the information of owners interested in the relatively few changes made to the stock W42 which I believe represents improvements, I offer the following:

1. The addition of one 10 x 21" cast bronze openable port on each side of doghouse in lieu of the center fixed window.
2. Two added stock sized openable ports in the forward end of the trunk cabin and the dog house.
3. One 6 x 12 oval, cast bronze openable port in aft end of dog house, mounted with trim rings and flange set flush.
4. Fuel tank vent is run up-inside boom gallows - (the following sea will never put salt water into my fuel tanks).
5. Swinging table in foreward cabin makes eating under way really feasible.
6. Omitted all pressure water and substituted foot operated lever pumps. Also manual salt water system at galley and both heads.
7. Merriman 14" stays'l boom pedestal and stays'l lever release.
8. Bronze open-barrel turnbuckles (5/8")
9. Sails (a) We use a 458 sq. Ft. lapper in lieu of the 230 sq. ft. jib called for by the sail plan (b) For light air we use a 130% , 675 sq. ft. reacher (c) Mains'l and stays'l are stock area designs. All sails were superbly crafted by McKibben Sails of Irvine.

Our only trip too date has been a short 100 mile sail from Newport to Oxnard's Channel Islands Marina, which was accomplished in fair weather without incident. While dropping sails and stowing same, I noticed another \42'at a side tie near the Bahia Cabrillo landing; did not see S'HALOM, but perhaps we will in the near future. Particularly need to know where the locals haul out - or is Kettenburg the **only** place?

Received June 7, 1976

Carol & Fred Sommer - Hull #113 W32 REMOS II

Home Port: San Diego, California

North Palm Beach Marina, Florida

Thanks for the mail. With Windbag and the cruising letters, who needs Yachting, Sail, etc. ! (Editor's note: Don't let their editors hear you say that!)

The JABBERWOCK - Burt & Jane Kohn, #157, and our REMOS II, left San Diego, Nov. 17, 1975 for Ft. Lauderdale and North Palm Beach respectively. We had friend, Howard Calhoun with us but Burt and Jane were alone. We moved quickly down the Baja to Cabo San Lucas, then a nice long sail to Puerto Vallarta. Westsail's Jack Wilken kept the show on the road by arranging for a super complete parts shipment to replace the exhaust system on the REMOS II. We all got a bit of the tourism here and conversation with other cruise people indicates all should take special care. The "Lomotic Con Newmycin" worked wonders, but this drug is not sold in the U. S. , so 'caveat emptor'! An understanding of the cruiser's life style was beginning to form and was more detailed in Acapulco, where the JABBERWOCK needed their sharp auto pilot repaired. By the time we reached Joe Hills', Hacienda Nicoyana, in Costa Rica, the full understanding had come—NO SCHEDULES. Incidentally, Joe Hills' is a great cruising stop - grid for botton work - secure harbor mooring, etc. He operates a launch service to Pontarenas twice weekly, and serves a relaxed outdoor picnic lunch daily.

The Paridas, Secas and Pearlas are so good that in time, the Pearlas at least will be built up (so hurry). On Coiba, Pawamanian Penal colony, an American, Bob Griffen, runs a club Pacifico, and treats cruising people hospitably. Diesel, if you need it.

In Costa Rica, we found shrimpers that are anxious to trade diesel, shrimp, whatever for 'Playboy.' Unfortunately Newsweek got us nothing but better than one cruiser that offered Playgirl! The canal has been done so much that it's enough to say a Westsail has no problem - a tribute to its construction. A canal pilot has #103 and sails it frequently.

Carol & Fred Sommer letter (continued)

Through the rough waters off Cocon, the San Bias are also well documented. National Geographic— Comeo Indians no longer sell Molasses cheaply! The sail across the Caribbean was a Westsail delight, average 150 miles daily to Swan Island. A dot of friendly U. S. generosity off Honduras.

Cozumel, a better face of Mexico, and nice spot to leave the boat while visiting the Magan Ruins on the Yucatan. The 4 day beat to windward to the dry Tortugas was just plain uncomfortable and too slow. Jim and Jody Hare, retired Coast Guard, building their #386 are the souls of hospitality. Reiner Vieths' #55, the SPINDRIFT, looks ready for battle, in absolute Bristol fashion and innumerable modifications. After seeing his in Spencer's yard, we have to get to work, but no schedule.

Fair winds and dry decks. Hope I follow directions better in the waterway, or I'll be aground every day!

Received June 7, 1976

Fred & Sue Jackson - Hull #511 W32 SILENT LADY
Watertown Yacht Club, Texas

Home Port: Houston, Texas

No time to write a long letter since the SILENT LADY arrived Saturday, May 28, 1976. I am very busy sanding in preparation to bottom paint and float her. Besides, my fingers are sore.

Keep the letters coming and start a maintenance section in the Windbag. Also, change the notation from "not yet delivered" to - delivered-completed and in the water. (Editor's note: For once I'm one step ahead of you guys - I already made the change.)

Anyone interested in talking Westsail, feel free to call or drop by my office anytime. To insure immediate entry, just show my sextary a Westsail brochure.

Les Schultz: Westsail needs a doan like you, now get those cushions here, the boards are getting hard.

You people keep building good quality boats and keep your customers happy so that one day my grandchildren can read about you like we now read about spray.

Received June 7, 1976

Harry & Maurine Peterson - Hull #423 W32 SPIRIT
Corpus Christi Marina, Texas

Home Port: Corpus Christi, Texas

Work continues on our sailaway Westsail 32, albeit very slowly. All interior cabinetry is being built of 3/4" solid mahogany. The joiner work involved is time consuming but I feel the results are worth the effort. We have installed a Yanmar 2QM20 diesel instead of the usual Volvo or Perkins. By turning the mounts upsidedown and welding on a 3" extension the engine fits perfectly on the mounts of the full length fiberglass sole. So far the performance of the engine has been all one could hope for. I spent the last two years in Japan and was greatly impressed by the reliability of the engine under the worst possible conditions. The more I work on the boat the more impressed I am with the quality that you put into your product, and the more I sail her the more I love her.

Last Saturday the winds were gusting to 30 kts. and the bay was very choppy. Other boats that ventured out at all were hobby-horsing badly, but SPIRIT slid through the chop beautifully and most of all, comfortably. We have now developed a large group of faithful onlookers and well-wishers who cheer me up with words of encouragement and the continued astonishment of seeing a real, live Westsail. We are all going to celebrate when I can finally afford to put in the port lights. Oh well, first things first and expensive things later. In the meantime, we glory in each small accomplishments, relish every inch of progress and become absolutely giddy as passers-by stop to stare. Thanks to all the people at Westsail whose efforts have not only produced a fine boat, but also keep the family of Westsailers in close touch with each other and abreast of the new developments. Our boats are not the only thing unique and it is easy to see why Westsail is the success story that it is. Keep up the good work.

Received June 7, 1976

John & Dot Peters - Hull #454 W32 HOME FREE?
A hill in Cecil County, Maryland

Home Port: Wilmington, Delaware

Thanks for sending us the Cruising letters. Sorry to be so lax in sending any news.

John & Dot Peters letter (continued)

Received our W32 , Hull #454 on the 12th of September 1975. Right now, it's sitting, high and dry, covered like a Conestoga Wagon, have made progress on the interior. We've made some changes, decided to use the center table, rather than the dinnette. So we have had to make alterations.

The recreation room at home isn't anymore - it's now a room full of parts, stainless steel fittings, anchor rollers, bow sprit, tiller, etc.

Winter and Spring is over, Summer is here, so now, we can get to work in earnest.

We're not advertising, but recommend anyone building a boat, a Black and Decker Workmate - is like a second pair of hands.

Received June 7, 1976

Martin, Nancy & Anthony (3 1/2) Fernandez - Hull#390 W32 MELLOW Home Port: Antioch, California
Antioch, California

Enjoying the winds of the Delta and life thru the eyes of a 3 year old on a liveaboard. We have been here since 9/5/75 and despite all the things that happen - sea trials and all, we don't plan on changing. Wish we had pictures of the 2 days MELLOW was covered with snow-and it never snows in this areal!

So nice to have fellow Westsailers drop by. So far 3 kit boaters to see what things "should" look like.

We firmly believe a boat is never complete. MELLOW always needs something.

Received June 7, 1976

Sam & Lorri Gingrick - Hull #375 W32 KAIPUA
Kawaihae, Hawaii

Home Port: Kawaihae, Hawaii

We just returned from one month cruising the state. The 32 proved herself again in some of the roughest Hawaiian waters. We went to Hana (across the Alenuihaha Channel) and then to Kahului landing a 35 lb. Mahimahi on the way. From there we went to the north shore of Molokai. You remember the beautiful picture of Welon (Fred Brandt's 32) tucked in a "sheltered" cove along this short? Well, we anchored (4 point moor) here and it was lovely until 2 a.m. when the swell from the stoma which ruined SORCERY came rolling in. Pete, one of my crew, who is a master of the understatement came and said "possibly" we had a problem. I looked out and it was like we were in a large toilet bowl and "someone" just flushed us—Well, everything held tilldaylight and line by line we worked our way out escaping to Manele Bay on Lanai. From there we had a lovely sail to Honolulu and dry dock (which wasn't so lovely). There was a problem with the rudder and Westsail unbelievably got a new one to us in 3 days. From Honolulu we went to Hanalei on Kauai and spent 7 lovely days, then we started a long beat upwind against 32-42 kt winds and 10-15 foot seas steady. Not much fun, but no problem for the boat or the Aries mk II.

Halfway back to the Big Island the muffler seams parted, leaving the engine room full of salt water vapor and diesel oil. Moral— check with Westsail about exhaust line up to prevent vibrationdammage to muffler. The last leg was back across the Alenuihaha—a steady 32 kts, but only 8 foot seas, (mild for her).

We had a lovely sail finishing in the lee of Hawaii at night with a million stars.

Received June 7, 1976

John Richter & Linda McLaughlin - Hull #469 W32 BALENA
San Leandro, California

Home Port: San Francisco, California

We can report one big problem with the liveaboard kit, sailing it is so tempting it is difficult to schedule the finishing work.

BALENA's a beauty and we are thoroughly enjoying her trials on blustery San Francisco Bay. We hope to be equipped for coastal sailing by the end of the summer.

Had just one problem with the MD3, an engine mount bolt (aft) that fractured leaving the end inside the block. The service response by the local Volvo people was excellent, and fortunately they were able to back out the end of the bolt by tappingit with a center punch.

We enjoy the cruising letters immensely and look forward to sharing in the kinds of experiences related therein.

Received June 8, 1976
Randy & Dianne Watkins - Hull #433 W32 ISIS
Sterling, Virginia

Home Port: Ft. Lauderdale

ISIS (eye, sis) (sailaway kit with power option), arrived by truck from Wrightsville Beach, North Carolina in September of 1975. Since then the two of us have been working furiously to finish her and pay the final payment. We estimate the completion date to be in November 1976, but don't plan to launch her until spring. At that time we will live on her at Annapolis, Maryland for another year and 1/2 until she's paid for. Then we plan to retire at the ripe old ages of 27 and 25! Hurray!

Received June 8, 1976
Joe & Dolores Cross - Hull #90 W42 CROSSWIND
Seward, Alaska

Home Port: Seward, Alaska

Have finally retired from my job as a pilot for Wien Alaska Airlines and have spent the last month getting CROSSWIND ready for the big trip, direct to Hawaii from Seward, Alaska or as close as the Gods of Wind will allow. Have hauled out, cleaned and pointed, replaced a few fittings, new halyards, and installed a Larwyck Vane on your advice, however, I noticed in the last cruising letters that this vane was not included in your recommendations, Why? Seems to work fine. It better work as with only Dolores and I as crew, you might get a profane call from mid Pacific.

Our work is on schedule and we are just about ready to start loading stores (three months worth), and finding places to store them and maintain balance with the 50 fathoms of anchor chain.

(Editor's note: We still think it is a good vane. But feel that we know more about the Aries and Sayes rig because our boats have had more experience with them. It appears the Larwyck is a good copy of the old style Aries which works very well. The first Larwyck vanes had some problems with the ring where the line attaches to the Servo Pendulum. Maybe you should check yours before leaving.)

Received June 10, 1976
Richard Drovín - Hull #20 W42 MOBY DICK
Quebec City, Canada

Home Port: Quebec City, Canada

Finished the boat from a bare hull delivered in December '74. Launched in July '75. Chart table and 12-110 v. refrigerator in place of dinette. Dinette in U-shape, convertible in double bed forward of galley in living area on starboard. Double bed in aft cabin.

Engine: Ford Diesel 4-254. Ketch rigged sitka spruce masts with Hood sails and Hood furling Yankee. Have cruised in '75 the St. Laurence River and Gulf. Wonderful performance in heavy weather and short choppy seas.

Received June 11, 1976
Dick & Helen Morton - Hull #282 W32 SALTY DOG
Coral Gables, Florida

Home Port: Coral Gables, Florida

We just returned from a two week cruise through the Abacos. All in all SALTY DOG did very well. Some of the equipment did not function too well. Most of the equipment did function very well. Perhaps the most surprising fact was the actual speed of the boat. We went in company with a Hilliard 41' and during the trip were joined by a Cal-3-30. In winds under 20 knots we outperformed the other two boats easily with our roller furled genoa. When the winds passed 20 knots, the Hilliard was faster because he did not have to reef nearly as soon. The Cal-3-30 had its speed performance in winds under 10 knots.

Our Signet autopilot broke 5 miles out of Ft. Lauderdale. The Dawn log and knotmeter worked at home but almost not at all during the trip. It was absolutely inaccurate, and ceased functioning after two days. The ratlines I designed worked well, and thankfully the man-overboard pole was not used.

Most people I have spoken to about Bahamian cruising have been concerned with the 5 ft. draft, but that posed no problem as we did not run aground. C B radio as well as VHF FM is a must as they use the C B as the local communication system. It worked well for us.

A Bimini top is my next project as the sun is very strong once you get away from the Miami air pollution protective sun shield.

All in all the boat is very satisfactory and we are happy with it. We will probably take another two week trip starting the July 4th weekend.

Received June 23, 1976

John & Mary Vetter - Hull #216 W32 ARNA
Fullerton, California

Home Port: Dana Point, California

We took a cruise to Mission Bay with Ann and Mike Lopez. They took Westsail #276, FLEUR and we took ARNA. Mission Bay was a delight. There was a doctor's convention being held at the Islandia Hotel and one of the doctors was so enthused with our Westsails I think he missed some of his meetings looking over our boat. He is in the midst of building a Cherubine 44, Hull #3. We had a brief stay and went on down to San Diego and Shelter Island.

As we pulled up to the Harbor Patrol dock, a man and his daughter were waiting to see if they were Westsails. The men went in to arrange for slips and I showed off ARNA. It was beautiful there.

Next to our slip was an Islander 23 with 2 men aboard. They had sailed from Seattle and were on their way to emigrate to New Zealand. They had jobs waiting and had to be there by August 15th.

We left Shelter Island Thursday of Easter week at 5:00 a.m. with FLEUR right behind. The sea was choppy and rough. We headed straight out to make a good tack into Dana Point. Our weather report said light and variable winds so we thought it would clear up early. As we headed out, FLEUR stayed in close to shore. Then things started happening. The wind and sea picked up and we knew we had to check the boat over. The sea was so rough my husband had the helm the entire time. We had to reef the main twice and sailed with our working set of sails. We were in the gail! Heeled over with the cap rail in the water. We lost visibility once in a while and the sea became almost solid white as we reached Dana Point some 13 1/2 hours later. We blew 2 head sails out and lost some minor equipment. Six men were lined up at our slip to give us a hand. Later we head the Lopezes went to Mission Bay until the gail was over. We found out ARNA could handle the gail well and her crew learned a lot.

Received June 28, 1976

Jay P. Bartlett, M. D. - Hull #259 W32 ASKATASUNA
San Francisco, California

Home Port: San Francisco, California

Enclosed is a copy of my Cruising Stamp. It was drawn up by myself and reduced 1/4 size, giving me off-set plate for printed letterheads and a rubber stamp and pad for \$25.00



Still hope for news and Paired Drifter Roller-Reef in time for the Lido competition from the Westsail's official sail maker with an estimate cost. Also still wish to hear about a storm sail mentioned several times prior.

The \$ red master seems to be working okay now. The electrical leak was through the short in the float \$ of auto bilge pump, is now connected.

New dupmeter and voltage relay has the alternator working only as low as needed. With the volt meter directly attached to each battery, it tells me at all times the power pressure reserve in 2 batteries separately.

Now installing 12 VDC cassette am/fm radio and 16 permanent magnet speakers mounted to hull in an attempt for good tone quality and possible anti-fouling functioning.

The Monitor 76 Aries wind vane is now installed and except for 20 degrees of 180 degree wind when running, holds a course sell plus 2 degree tacking. However, to get better control in light air I'm adding 6" fore and aft to vane. To hold an into wind course except at K log speed at 5 kts and wind while single handing the sail up and down is also a bit of a problem - unless shock cords are also necessary.

Has Westsail considered no credit (college) cruising courses or handbooks on diesel motor maintenance, pump maintenance, winch care, etc. for us neophytes?

Received June 28, 1976

Joe & Ann Smith - Hull #534 W32 LINDA JANE
Newport Beach, California

Home Port: Newport Beach, California

We took our first cruise! All the way to San Diego and back. Learned a lot and had a lot of fun. We have friends in San Diego who are sailors and they joined us for two days. Then had us up to their house for dinner AND A SHOWER!!! I've always been afraid when the boat started heeling. 14 hours of beating from Oceanside to Newport Beach has finally convinced me that the boat isn't going to fall over. I'll be a good sailor yet.

Received June 28, 1976

Bill Robertson - Hull #573 W32 MOON SHINE
Marina Cortex, San Diego, California

Home Port: San Diego, California

Being a novice sailor, I was rather nervous as I started up MOON SHINE for her maiden voyage from Newport Beach to San Diego. Jamming the tiller all the way to port, I expected to back out of the slip in a starboard direction. We made a nice ninty degree turn to port. Thinking I had forgotten basic sailing, I had to make a 180 degree turn to head out the channel. I was fore warned that the propellor torque caused port drifting of the stern while in reverse, but this seemed ridiculous.

As I look through a web of silhouetted halyards and masts at a San Diego sunset in my marina, I can't think of any serious disadvantages to living aboard. Some mornings when the wind is blowing, I wake up to theclanking of halyards and grinding of bumpers. It isn't the noise that disturbs me, it's as though the boat was saying let's go now! See the world. And then I am reminded that I am resigned to five more years of money grubbing.

P.S. The new sails are great!

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Received June 30, 1976

Terry & Nancy Hanson - Hull #355 W 32 CANDOR
San Luis Obispo, California

Home Port: Morro Bay, California

We have almost completed the interior plywood in CANDOR. It is basically similkrr to the standard cruising layout except for sit down chart table, forecabin settee and extension pilot berth instead of transom berth.

With temperatures in excess of 110 degrees around here we've had a few surprises with the resin "going-off" sooner than expected.

Ventilation in such heat is a problem but we've found a solution. A large squirrel cage fan with a 1 h. p. motor lowevered down the forward hatch not only provides fresh air during glassing, but also makes the heat bearable. (Editor's note: See diagram B — end of the cruising letters). A five sided box holds the fan suspended down the hatch. The flange of the box rests on the hatch combing. The hatch itself fits nicely over the top of the box when the day is over.

Received June 30, 1976

Jack & Norma Dausend - Hull #574 WIND PSALM
San Francisco, California

Home Port: San Francisco, California

Took delivery at Newport Beach and after one hectic week of making ready for the sail north, WIND PSALM departed for San Francisco on May 28. It's a challenge to prepare a liveaboard kit for the trip north, especially not exactly knowing what was in store. With small craft advisories out all the way up the coast and gale force winds at Point Conception, the planned 5 1/2 day excursion extended into an 8 day endurance contest for the crew of three. It was motor sailing all the way, close to the coast until San Francisco where close reaching with single reef main and reefed staysail brought the boat up to 8 knots - wow, it was great being able to kill the Volvo and hear only the sea and the wind moving the boat towards the Golden Gate in 35K winds.

Advice to anyone contemplating taking delivery and sailing her home... It's great experience and a quick way to learn the boat which otherwise could take years to acquire around sheltered areas. However, allow enough preparation time to outfit the boat and become familiar with the sails. It was disappointing having insufficient sail power to drive through the seas and it's a tough place to experiment with sail combinations- a little more sail drill could have helped and reduced the overuse of the Volvo- But DO IT... Happy Sailing.

Received July 1, 1976

Bill & Vicky Ford - Hull #386 W 32 HERMES
Anacortes, Washington

Home Port: Skyline Marina, Washington

We just finished a nine day cruise in the San Juan Islands. (Washington). June is uncrowded, but this year the weather was very cool. The week was saved by hasty installation of a Taylor Diesel Heater (English). It has worked beautifully so far, for long periods at a time, under sail and at anchorage. It may be some time until our next cruise, so keep the cruising letters coming.

Received Unknown

Dan & Carolyn MacElrevey - Hull #103 W 32 SPIRIT
Cristobal, Canal Zone

Home Port: Cristobal, Canal Zone

We recently purchased #103 and became her third owners in as many years. There are a few odds and ends to complete this boat, which we are taking care of. I wonder how many Westsails have been working in as many places, by as many people. Work was started in California, then she was sailed here where her second owner continued work, and now she is ours to complete.

We have not seen too many Westsails here at the Panama Canal (two 32's and one 42 in the last year) which is surprising considering that most long distance cruisers eventually transit the Canal. Live here, where I work as a pilot taking ships through the Canal, and look forward to meeting other Westsailers going from ocean to ocean. If any of you need assistance with transiting, or anything for the boat that you are having trouble locating, or just want to talk Westsail and cruising, look us up aboard SPIRIT at the Panama Canal Yacht Club in Cristobal.

Our immediate plans are for local cruising (which we are fortunate to have as it is some of the finest cruising available anywhere) including a month in the beautiful San Bias Islands this April. Full time cruising is on the horizon but still a couple of years off.

Look forward to having you cruising Westsailers aboard for rum and sevice here at the Panama Canal.

(Editor's Note: And I'm told it's THE best rum in the world!)

Received June 8, 1976

Monte Orr - Hull #349 W32

Home Port: Sacramento, California

Well, we made it. Not a bad trip either. We had a couple wet and windy nights, but over all it was a good trip. We departed the end of Gov't Cut at 2130 Wednesday and entered the Cape Fear River at 0730 Sunday. I don't know the mileage yet, but for 3 1/2 days we were smoking! We departed Miami with 3 girls and 2 guys. The 2 girls are getting off here, and the other doesn't think she can make the Atlantic crossing. Tomorrow if stores are open, we'll do the shopping and then depart for Europe, probably Tuesday afternoon. If we make time getting there like we did getting here, we might stop in the Azores for a day or two. I want to thank Ruth and Winsor Reed for all they have done for me. I can't thank them enough. I'll try to stay in touch and let you know where I am. Thanks again for everything.

Received June 8, 1976

John William McConkey - Hull #97 W32 VALIANT
Newport Beach, California

Home Port: Newport Beach, California

So many Westsail 32's are assorted distances below the "Designed" waterline. Can you please learn from designer—"How Much" below can the "32" be loaded before one had better stop for safe ocean passages?

(Editor's Note: Our Naval Architect, W. I. B. Crealock, has said as much as 6" below the designed water line will not create any problem. This, of course, is assuming the weight distribution is as normal stores and not all on the deck or above the deck.)

We live aboard. People can visit us off 15th Street landing on "off shore" mooring F 86 in the fishing fleet area. Saturday and Sunday we are always on board.

Received June 10, 1976

J.R. "Reg" Butt - Hull #255 W32 HUNTER
Seattle, Washington

Home Port: Seattle, Washington

Writing simply to keep up my cruising letters privileges. Incidentally, while "Westsail Cruising Letters" may be O.K. as a subtitle, it seems singularly unimaginative that a better main title hasn't surfaced by now. My enjoyment in sharing the experiences and ideas of other Westsailors put me in mind of picking up mail out of an old oak cask on a cairn of rocks at that most famous of all mail drops on the old windjammer routes (the location and name of which momentarily escapes me). A title based on that location - even only its location in whole degrees (e.g. "35 South 30 West" or wherever it is) - would strike me as more expressive of what "cruising" letters are all about.

J. R. "Reg" Butt letter (continued)

Passing Westsailors stopping to pick up word of others of the fraternity who have gone the same way. Always an impecunious sailor, from well-patched cotton to worn dacron, I have never owned other than sloop or cutter working sails. Therefore, I'm not very knowledgeable about other cruising sails I might lavish upon HUNTER. However, the article on the Jenniker in the last issue of Cruising World makes very good sense to me, a lazy cruising purist without a competitive bone in his body, who would rather explore and anchor totally alone than engage in any fleet maneuvers, races or sail-ins. I also don't want HUNTER'S forward cabin totally converted to a sail locker. The Jenniker would seem to offer maximum multipurpose flexibility for running the trades and reaching in light airs, with a minimum of tack and sheet gear complexities. What says the fraternity? Any experiences anyone? (Editor's Note: The idea of two headsails sewn together at the buff seems to have some definite advantages, but as of yet, our experience is limited. It should stable the boat when running and be quite easy to handle. I would think that two poles is a must. Using the sail as a reacher might be a bit difficult because of the necessity for two sheets and no hanks to help in hoisting the sail or keeping the buff at the headstay during tacks. Another good multipurpose sail is a 2,2 oz Reacher. The sail, made of dacron, is good in light air reaching and going to weather. Also off the wind on a pole, it seems to work quite satisfactorily with a minimum of gear.)

Meanwhile, please refer this inquiry to Westsail for me for advice, description of gear installation and a quote (unless the Jenniker is only under patent license to Ratsey and Lapthorn).

Meanwhile HUNTER languishes under my work schedule which seldom lets me go aboard for other than "make and mend" or adding goodies to what, like many others reported in these pages, will never be a "completed" boat. Until MY THREE WEEKS come along, HUNTER has been put to work in the charter trade with a Westsailor in Seattle who runs a sailing school and charter operation, and who has just taken delivery of his own W28. For Tina and me it was a necessary expedient, to offset the rising monthly moorage fee drain, to save ahead for haulouts, etc. and to bestow still more "goodies" upon HUNTER. But "horrors!", it made me feel like a pimp and I don't think I slept a wink until she had returned safely from her first such "date." Any "smarts" anyone else cares to pass on about letting one's boat work its own passage??

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Received June 14, 1976

Dwight Brainerd - Hull #275 W32 NADINE H
Des Moines, Washington

Home Port: Vancouver, B.C. Canada

Well, on reading the article by Ty Kundsén it just goes to prove my original theory that in very light winds and seas up, the ole 32 doesn't go anywhere! Sometimes not even with the engine. No matter how many sails. (Editor's Note: Ah, come on Dwight, the Nowlins (June issue of the cruising letters) won the Ensenada race, light winds, seas and all! Also see Jim Hare's letter this issue.)

How does Jack Wilken stow 12 sails in his 32? (Editor's note: You sure you really want to know? Well, I asked Jack and he gave me the following information: The mainsail furled is stowed on the main boom. The storm trysail is in a bag affixed to the base of the mast. The trysail is stowed on the trysail track. The staysail is in a bag on the staysail forestay. I have no staysail boom so the sail itself is in a bag on the stay. Also, the two long bags shaped much like the mainsail cover are tied in the lifeline netting. One on the port and one on the starboard, store the genoa and the reacher. The remainder of the sails are stored in their bags below as follows: Yankee jib stowed in a bag opposite the double berth in the sail bunk forward starboard side. The mast head genoa staysail is stowed in its bag in the sail bin with the yankee jib. The two spinnakers are stowed forward in the chain locker on top of the chain. The two drifters are stowed in the sail bin. The extra mainsail is stored under the forward bunk.)

Another problem we in the Northwest are having is, cracked scuppers (4) and hawse pipes (4). The only thing that I can blame is fresh water expanding (when freezing) inside the joints. A problem never encountered most everywhere else, as we leave our boats in the water all winter.

One last word. Whoever wrote the ad, "Get into a gale off Flattery" is guilty of irresponsibility, having been in one in that location. I feel that this is advertising at its lowest. Who wants to get into a gale anywhere, especially the grave-yard of the Pacific? And, baby, they don't call it that for nothing! (Editor's note: I couldn't agree with you more, however, there are quite a few seamen who thrill in this challenge. Some people like roller coasters and sky diving too!! Yuck!)

Keep on selling. P. S. Hard to believe that a 32 will soon be \$45,000 (In 1 1/2 years it costs \$10,000 more?) (Editor's note: I don't know about Canada, but here in California my house has gone up more than that in the last year. Glad I bought it when I did - aren't you glad you can say the same with your Westsail?)

Received June 21, 1976
Joe Mavretic - Hull #488 W32 JASMINE
Wrightsville Beach, N.C.

Home Port: Morehead Ctiy, N.C.

Most folks who receive cruising letters either own, or will own a Westsail. We all know she's a great boat or we would not have bought her. In this and other JASMINE letters, we will assume that generally the boat is wonderful, but that there are some areas that can be improved from wonderful to perfect.

The deck box, advertised to contain propane tanks, is a fine on-deck storage space which should be considered a high priority option. However, some construction changes are required. If used for storage, a box should be 3" lower. This improves forward visibility nearly to that with no box. The lid should hinge forward whether the box is used for propane or storage. If a dogger is used, it should be fitted to accomodate a forward opening lid. The piano hinge, with its double rows of screws, creates a ne ar perfect failure line. JASMINE'S lid tore off the first day on the water. Recomment brass or bronze strap hinges that are thru-bolted to backup plates. Strap hinges distribute the stresses better and allow the top to be folded back 180°. You'll appreciate a top that folds back 180° when you're rummaging around the bits and pieces that will collect in the deck box.

JeanDette, attached is a proposed format for an UNSATISFACTORY REPORT (UR) which we can use throughout the WESTSAIL community. It is similiar to those used in the aircraft industry. Basically, the UR reports failures/malfunctions of hardware and equipment. The data generated by UR's could lead to improved material, and would alert all owners to potential trouble spots. Most of the UR is self-explanatory; however, the Report Reason is a bit unique. REC'D BAD means that the item was bashed about when you, the owner, inspected it prior to acceptance. It is a signal that handling by either the manufacturer, transporter, or installer was improper. FAILED means that the item caused trouble due to something that was someone else's fault: e.g. pinholes in a casting. DAIVAGED means that the item caused trouble because you did something wrong; e.g. forgot to add oil. MURPHY refers to Murphy's Law which states, "If a part can be installed wrong, it will be." For example, a reversed one-way check valve. Below is a UR on an actual JASMINE failure.

UR: Volvo-Penta salt water cooled exhause silencer. Part #833683. Report Reason: FAILED Remarks: Volvo-Penta MD2B/rpm 1900/temp. normal. After approx. 20 hours of operation, pinhole leak appeared in top of silencer. Discolored streak became visible down side of silencer and salt crystals appeared on top. Suspect improper weld. Wiped area clean and monitored to see if it got worse. There was a gradual increase in size of leak. Silencer was removed and replaced at first opportunity (approx. 50 hours). Manufacturer should improve quality control procedures.

(Editor's note: We will look into the hinge idea. The height of the box was determined by the size of the tank. Engineering is looking at new tanks to allow cover profile. Engineering is working on the muffler weld problems.)

Received June 28, 1976
John L. Larsen - Hull #18 W42 DANIKA

I'd like to sound off on a critical little subject that is not covered in any of the Perkins owners or shop manuals or in the Westsail manual. Engine Zincs - for a Perkins 4-107. There's one in the sea water heat exchanger. It protects the engine from being eaten by electrolysis. This deterioration happens quite rapidly if not properly checked and zincs periodically replaced. Why not some warnings on this acute maintenance detail. - From Perkins!

Also the shaft zinc (collar type) is inadequate for even six months without a haul out. If the engine shaft was two inches longer behind the propeller and threaded, a propeller nut cap zinc could be secured and add protection.

And, a seawater strainer is a must for protection from seaweed and plastic bags, etc. from getting into your sea system.

(Editor's note: I got the following information from Jack Wilken: Perry nut: corrosion is a very individual situation, varying from boat to boat and time to time. In one case, a zinc collar may last 1-2 years and in another, only three months. Usually, in the problem with the zinc going quickly, the best approach is to solve the problem rather than add extra sacrificial zincs.

The whole area of corrosion protection is a very technical one. Some factors must be kept in mind, as:
1) Surface area of sacrificial anoid (zinc) 2) Method of attachment 3) The relative nobility and size of the metals being protected in relationship to the anoid. 4) The use factor of underwater hardware involved whether normally at rest or normally turning. 5) External power sources having different electrical potentials than the hardware involved.

As far as the attachment of the cap nut, this should be done by removal of the standard propeller nut and affixing the cap nut in its place. This is made to replace the propeller nuts not to add one on top.)

Received June 28, 1976
John D. Stevenson - RED FEATHER
San Francisco, California

Home Port: San Francisco, California

Regarding your past explanation of the Diode(s) used in the electrical system, with the battery and the battery selection switch, I'm not sure that I understand all I should about this. Your explanation was NOT clear. Engine installers, electricians, and even a Westsail technician could not tell me what I should do regarding another diode, when I install my second battery, or even more than an extra battery. In other words, do I need another diode for each extra better, how is it hooked-up, etc. Could you not print a Westsail diagram in your next newsletter??? (Editor's note: See Diagram C)

Received June 14, 1976
Harry H. Pouncy Hull #576 SHILO
Huntington Beach, California

Home Port: Huntington Beach, California

I have really enjoyed the Cruising letters and have tried, on several occasions to sit down and write just a short note stating that basic boat "SHILO", hull #576 was safely delivered 22 April 1976 to my residence in Huntington Beach where I plan to finish her off within the next five years or so and do some heavy cruising. Well, that's factual information and perhaps the world's longest sentence but certainly not very descriptive. In trying to simply touch upon the highlights of the event I find the Cruising letter form inadequate, for I no sooner get started and its full, both sides. I'll have to resort to other means so please bear with me. Seems it all started back in November of 1975 sitting in the office of Jim Douglas filling out the order form. Him asked, "Do you want to arrange delivery?" "Sure," I replied with all the over confidence of a good Scorpio. As I left Jim's office a little voice inside me said, "Well, Harry, you've done it again," then hung up. Yes, I guess I had.

The boat transfer rig backed into position placing the boat under the waiting crane boom and stopped. The driver jumped from the cab and walked towards the crane operator. They stood there on the sidewalk chatting back and forth and then, to my astonishment, I picked up this conversation: "Well, let's get on with it, you got the slings?" "No, don't you have slings?" "Me, I just drive the truck, I thought you crane guys would have slings!" I felt empty standing there listening to this crazy conversation. There before my eyes was my boat, sitting on a trailer blocking one lane of traffic; a crane with crew standing by at 86 bucks an hour and no one had slings. As they approached me I was filled with both anger and disbelief. Then it happened. I awoke in a nervous sweat. I sat on the edge of the bed, my dog staring at me in a quizzical manner. Perhaps I had been shouting. One of those many little nightmares that seemed to continue haunting me during the final weeks of awaiting delivery. Delivery of hull #576 was not just a routine event. It involved the use of a crane to life the hull into my back yard saving considerable expense in knocking down walls and constructing a ramp, etc. etc.

In coordinating this event with Westsail, the Crane Company and the Boat Transit Company and I came to one conclusion. Each group I talked to were experts in their field but to put it simply, they don't talk to each other.

It was a great day when the factory called to inform me that hull #576 would be complete and ready for delivery on April 8. I quickly made arrangements with the Crane Company and BTC for delivery on April 14. On the afternoon of the 13th, I received a phone call at my work just as I was leaving. It was Toby of BTC. He said, "Mr. Pouncey, I'm here at the factory to pick up your boat but they tell me hull #576 won't be complete until April 19th, said they were short some-----." I quit listening. April 19th! Oh Wow! Cancel the crane! stop everything, quick. Perhaps it went completely unnoticed but due to heavy product buying, stock in "Maalox" went way up on the 14th, then dropped again.

The boat was complete by the 19th and finally, on the morning of 22 April the real test came. Delivery day! This was no dream. The crane arrived shortly after 9:00 a.m. with a friendly and most efficient crew. They quickly sized up the task and set up the 45 ton hydraulic crane. Then we all waited. It was 10:00 a.m. Where was the boat? A quick call to BTC followed. Their reply was, "On the way, should be there in ten minutes or so." The "or so" part of the conversation was pretty accurate for at 10:30 a.m. I could see the boat standing high above the other traffic proceeding West on Edinger Blvd. nearing the intersection of Golden West Blvd. but then the driver turned North instead of South and my boat just seemed to disappear into another housing tract.

Imagine what a surprise that must have been to some poor unsuspecting soul, to have a truck pull up loaded with a 32 foot boat and the driver says, "Got a C. O. D. for you. Where do you want it?" Well, soon the mistake was realized and I could see my boat again, this time heading South on Golden West, but unfortunately in the left hand lane instead of the right and ready to turn into the housing tract across the street from me. The driver either saw the crane or me standing in the middle of the street frantically waving my arms and slowed down. But the other traffic slowed down also and we had a few anxious moments getting the rig over onto the right side of the road. After all the excitement the event went so smoothly I could not believe it was happening. SHILO was carefully lifted up over the ten foot block wall onto the prepared dry dock in my back yard. Needless to say, the event was a traffic stopper. Neighbors and sidewalk superintendents appeared from everywhere. And the questions! "How big is it?" "How many people does it carry?" "Does it have a bathroom?" "Did it cost much?" "What's that thing there on the end?" "Is that the only color you could get?" "Where is the pole you put the sails on?" And the classic; asked by an elderly gentleman that had observed the entire operation, "How are you going to get it out of your yard?" Can you believe that?

By 12:00 I was finally pretty much alone with SHILO. I struggled on board from my 6 foot step ladder stripping my shirt and Levi's with the uncurved compound along the hull to deck seam and was busily removing the screws from the main hatch covers when my neighbor called up to me and asked, "When are you going to put the animals on board?" I replied, "Gave up the idea, can't find anyone to go with me and besides, we need more rain." All in all, April 22 will be a never to be forgotten day in my life. In fact, I relive it from time to time while looking through the sixty some odd pictures taken during all the action by my good friend Al Hawkins. Al is a professional photographer and I was very fortunate to have him cover the event.

During the weeks following delivery I have constructed a sturdy stairway platform adjacent to the stem for easy boarding. I rigged a temporary drain system connecting the deck scuppers with the cockpit drain and over boarded them thru the prop shaft hole. That prop shaft hole continues to arouse the curiosity of almost everyone that drops by to have a close look at the boat and usually after answering that leading question, "What is this for?", I find myself open to a continuous string of questions on propellers, engines, fuel, range, speed, RPM, Power, etc, etc. When I feel evasive, I simply say, "Even a boat has one of those." Leveling may be a problem as the hull has shifted aft on the cradle. This may have happened during transit, however, there was an interesting bit of writing done in black grease pencil on the stem near the rudder that went like this. First there was written, "Boat level." This had a line drawn thru it and under it was written, "Yes it is." That had a line drawn thru it but no further comments. They were running out of boat to write on anyway.

SHILO is scheduled for a rather long stay in the back yard dry dock. My present plan is to follow the basic interior arrangement with few exceptions. My thanks to Westsail for the extras I received; two rolls of masking tape, seven two inch sheet metal screws, two long bolts, several washers and a "whats it." This will all come in handy. Special thanks to Jim Douglas for the continued assistance he provided and to all those individuals involved in supplying the slings which made the 22 April event possible. And a comforting thought for you, Snider Vick. Everyone proceeding North or South on Golden West Blvd. between Edinger and Heil will have the opportunity of observing the magnificent hull shape of a Westsail 32 peering over the wall and sometimes, with a large brown dog sitting on the bow observing the traffic flow. Probably not as much visibility as the coverage you received in the July issue of Playboy magazine but just wait until I step the mast.

Received July 20, 1976

David W. White - Hull #142 CATAPHA

(Editor's note: This "Cruising Letter" was written during Dave White's Singlehanded Race)

Last night I was digging thru lockers looking for some pipe tobacco and I discovered all my old back issues of cruising letters. Take a look on page one of the first issue... there is a note from CATAPHA. My, what can happen in two years. After this I give up this silly single-handed sailing. The weather in the North Atlantic has been both good and bad. I've been thru three gales so far, but for the last two days it has been sun and the winds from the ESE which goes to prove that the winds do not pay any attention to the pilot charts. I had not expected spinnaker weather in this race. Well, there is about 1000 miles to go and in that time anything can happen. I would much prefer a SW gale than this. I am doing well if I can get 3 knots out of these winds, and at this point I would rather get to Newport than improve my tan.

David W. White letter (continued)

The start of the Observer Singlehanded TransAtlantic Race was hectic to say the least. About 130 boats started, but there must have been 800 to 1000 spectator boats; from dinghys to cruise ships. Entry number 128 almost retired after 10 minutes. One of the large (about 100 ft.) spectator boats was backing away from another entry, and missed me by about 10 ft. I was trapped and it would have crushed the bowsprit. I had an air horn in the cockpit and was so shaken that I couldn't get out four blasts, just one very long one. Snider and Lynn were there and maybe it is all recorded on film.

More about the race when it is over.

The real reason that I am writing is to pass on something that may be useful to those Westsailors who trade dock lines for anchor rode. (There was a mention of noisy anchor chain in the last cruising letters.) The basic idea is straight from Eric Hiscock but there are a few refinements. Refer to diagram: (Editor's note: See Diagram D) 1) Anchor chain 2) Hook 3) Shackle thru spare hole at bobstay chainplate 4) Nylon line 3/8" or so braid or laid 5) Chain hook or snap shackle.

The nylon line is rove thru the shackle at the bobstay and tied off somewhere on the bow platform or to the samson posts. A convenient way will be found.

Now for the procedure; Drop the anchor with the appropriate amount of scope. Hook the snap shackle to the chain and pay out more anchor chain until the stress is taken via the nylon line and there is a good sized bight in the slack chain. Lift up the loose bight of chain and hook it to a small hook on the end of the bowsprit. Take up most of the slack between the hook on the bowsprit and the anchor windlass to keep the chain from swinging and hitting the bobstay. The other end of the nylon should come over the roller and back to the samson post where it can be adjusted.

There is now nothing that will make a noise against the bobstay. The scope has been effectively increased and the load is at a more central point. My original set up was spliced to the bobstay chain plate so there was no adjustment and it was more difficult to set up. But the big problem is what to do if the weather should turn bad and it is required to let out more scope. It either meant jump in the water with a knife and cut the line, or try and pull in 20 or so feet of chain when it should be let out. Now, if it is necessary to let out more rode, the nylon line is just east off as the chain is let out.

The nylon line also acts as a wonderful spring to absorb any quick motion and keep the stress off the chain. Also, if the stresses get too great, the nylon will let go, the little hook on the bowsprit will let go and the chain will take up on the windlass.

This has already gotten too long-winded, although I have about 10 more days out here and no tobacco and 1/2 a book left, so I could keep going for a while.

*****HOL*****^A*****^A*****^A*****

Received July 14, 1976

Burton B. & Jan Kohn - Hull #157 W32 JABBERWOCK
Ft. Lauderdale, Florida

Home Port: Indianapolis, Indiana

The JABBERWOCK (in convoy with REMOS II, hull #113 W32-Fred & Carol Sommer) left San Diego 11/17/75 for Florida via the Panama Canal and arrived at Fort Lauderdale 4/24/76. In retrospect, our cruise was most enjoyable. Prior to leaving San Diego we both prepared our boats well for the long trip. In addition to wind-vanes, we both installed automatic pilots and were happy with our short handed crew to use both. We had a good supply of spare and replacement parts for everything, and used a large number of them. The JABBERWOCK had a dodger installed and many a time on our trip gave thanks that we had it. The girls did an excellent job of stocking the boats with food and drink. We ate and drank well throughout the voyage - and enjoyed our cocktail parties even though we were usually "iceless."

I heartily recommend along voyage in company with a second congenial Yacht. However, it must have similar boat speed. We did not sail side by side and in fact, were not always in visual contact, but we did leave ports or harbors together and both headed for the next pre-determined landfall. We remained in constant radio contact. In addition to adding a considerable safety factor, the exploration of each landfall was that much more fun - made in company with good friends.

Our Westsails performed well, and with a relatively few correctable problems, we had many a fine day of sailing at its best. On the entire trip of five months, we were at sea only once in a heavy storm. The long hops in the Caribbean were particularly delightful where day after day, we sailed on a broad reach with good wind, minor seas, and magnificent sunny skies. That is what sailing is all about! The variety of our landfalls was an extra plus that I had not expected. They varied from quiet unpeopled peaceful anchorages, to exotic foreign busy ports, to beautiful resorts, commercial fishing camps, plush sport fishing camps, small simple villages, to Panama where we visited with cruising yachtsmen from all over the world. (Both WANDERER HI and WANDERER IV of Hiscock fame were in Panama while we were there.)

At the completion of our voyage, I was surprised to note how little wear and tear the JABBERWOCK had suffered after five months underway. However, we always had paid particular attention to avoiding the chafing of lines.

As with all good voyages, at the completion, we had both a feeling of elation in that we had accomplished what we had set out to do, and also a feeling of regret that an exciting, enjoyable cruise was finished. We are looking forward to our next cruise.

Received July 15, 1976

Dale & Trish Minner - Hull #15 W42 POU STO
Friday Harbor, Washington

Home Port: Seattle, Washington

We are fitting out for another beautiful sailing season in the San Juan Islands. We have not, as yet, made many long passages at sea but have managed to travel over 1700 K.M. on the waters of Puget Sound and in the Gulf Islands of British Columbia in the past year since the boat has been in full conditions.

POU STU is our principal residence, or might as well be, as we lived aboard most of the time over the winter in Olympia, Washington.

Although we purchased POU STO supposedly complete we have been busy during this year installing and taming such extras as a 3 KW Kohler diesel generator (hopeless, it is being removed and replaced next week), a microwave oven (installed in the end of the dinette seat with a removable wooden cover), an Espar X-7 diesel furnace with miles of ducting. We designed and had built in a very useful set of shelves over the double sink which house a CB, UHF, and ADF, all sorts of spices and a drain rack which drains down into the sink.

We have found that the 4-107 has PLENTY of power for the hull as overloaded as we are any many of our diesel mechanic friends state that a larger engine would be unwise due to the fact that it would fail to operate at over 90% of power and thus not wear or last long. This coupled with the extra weight and fuel consumption would, in our opinion, make the choice of the larger engine unwise.

We have enjoyed several very exciting sails in the Strait of Juan de Fuca, at times one of the more dangerous waters of the world, but have never been the least frightened by the experiences.

We frequently sail with only ourselves and Jenni, our 2.5 year old aboard and really appreciate the divided sail areas of the Ketch rig. The very, very good factory installed Sharp autopilot has a lot to do with our ability to enjoy sailing shorthanded.

Enjoy reading the cruising letters very much. Here's to a good year of bright sun and strong wind!

Received July 16, 1976

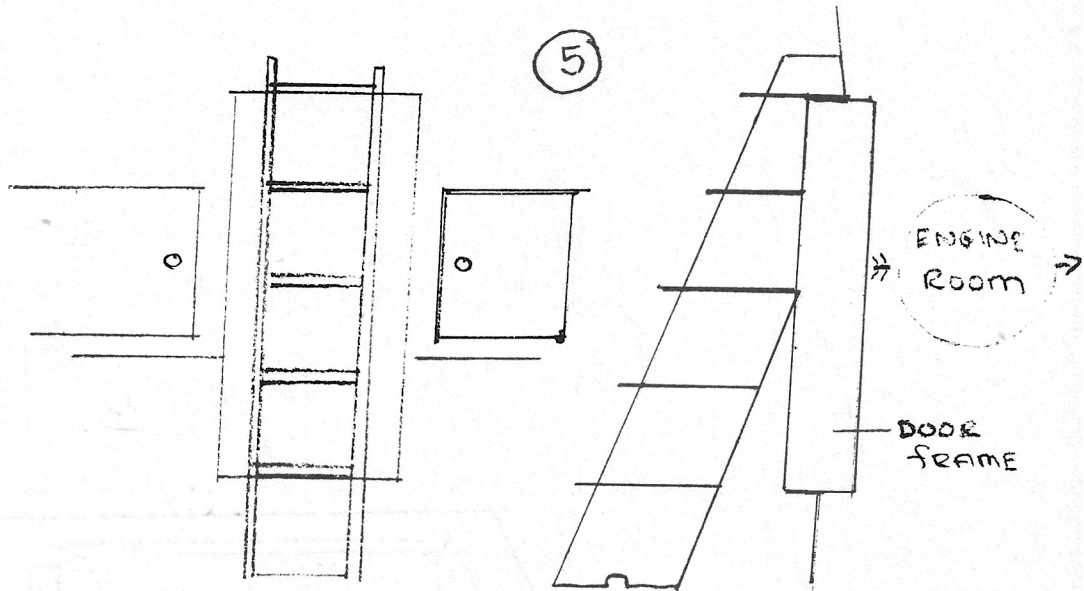
Gail and Alan Biggs - Hull #437 SOLUS
Clayton, New York

Home Port: Toronto, Ontario, Canada

Arrived June 8, 1976 in Clayton, Thousand Islands, (U.S.A. side) after being away from Toronto, Canada for 10 months. Upon completion of SOLUS, December 26, we reluctantly said good-bye to Mr. & Mrs. T. Barber, owners of Snow's Marina, North Carolina, and hurried down the waterway (it was cold) to Florida. I was looking forward to shedding all those bulky sweaters and foul weather gear. Alas, my anticipation was short lived. It didn't get warm until we were in Palm Beach. Had a marvelous stay in West Palm Beach Municipal Marina and an even better time for six weeks in the Bahamas. After a grueling 14 hour beat to Great Stirrup Bay from Lucaya, we went aground beautifully. We tried to hedge SOLUS off but no deal, she wouldn't budge. I suggested some sleep, so the kids and I snuggled up to a porthole while Al kept the cockpit company, smoking his pipe. About 3:00 a.m. Al calls me to come up and take the tiller while he pulls on the anchor lines and with the help of the incoming tide, we bump off. One of the anchor lines caught around the dinghy motor and we had to let it go and hope to find it in the morning. Al & I didn't sleep much that night so you can imagine how we felt the next day while our two sons (5 & 10 years) were bouncing around, ready for a full day of exploring. All in all it was a year I'll never forget and my kids have gained an experience in life that other children will never know. If you are planning a cruise with children, do it in a Westsail. She's seaworthy, roomy, and just delightful. We hope to have further cruises with her - when the kids are grown.

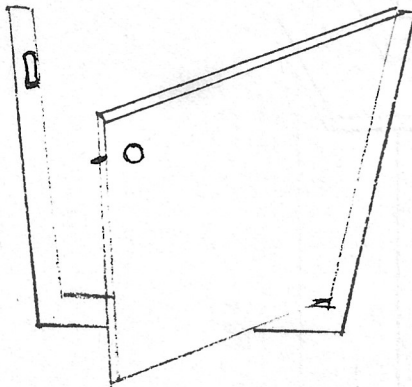
SKETCH A
William Parker

LADDER REMOVES
DOOR OPENS
ENGINE CASE IS
EASIER
ACCESS FASTER

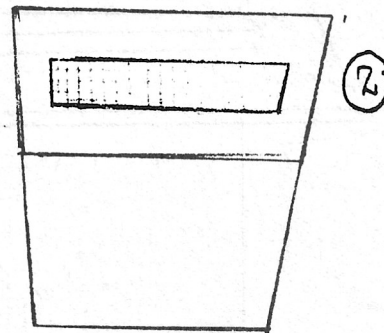


MAHOG DOOR TRIM
PIANO HINGE

BIRCH LADDER
MAHOG TRIM



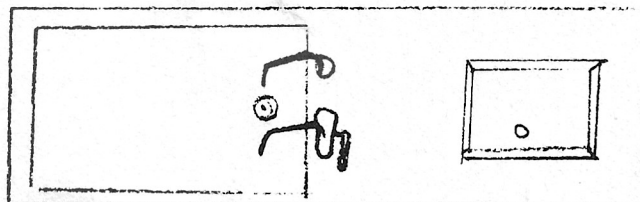
ALL TEAK DOOR
PIANO HINGE
SLIDING LOCK
BRASS STRIKER



TEAK HATCH DROP
FIBERGLASS SCREEN

(1)

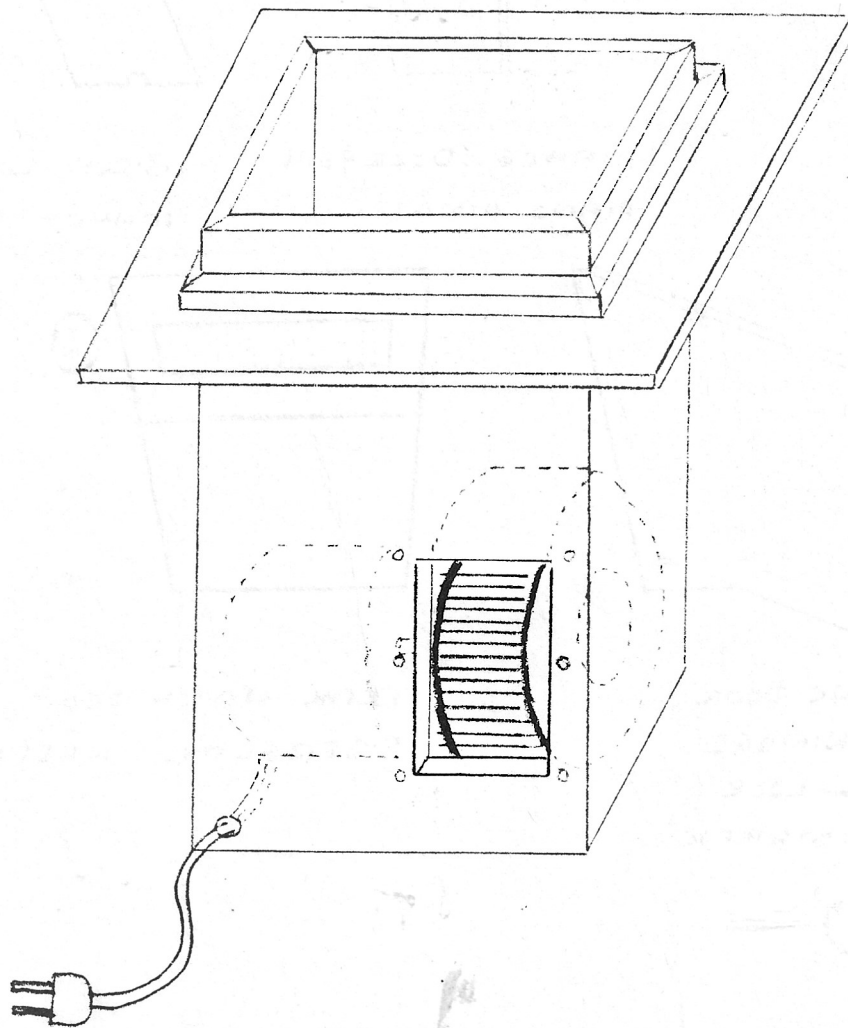
(4)



SINK

ACCESS HATCH

SKETCH B
Terry Hanson



BATTERY & ALTERNATOR FUSE & DIODE PROTECTION

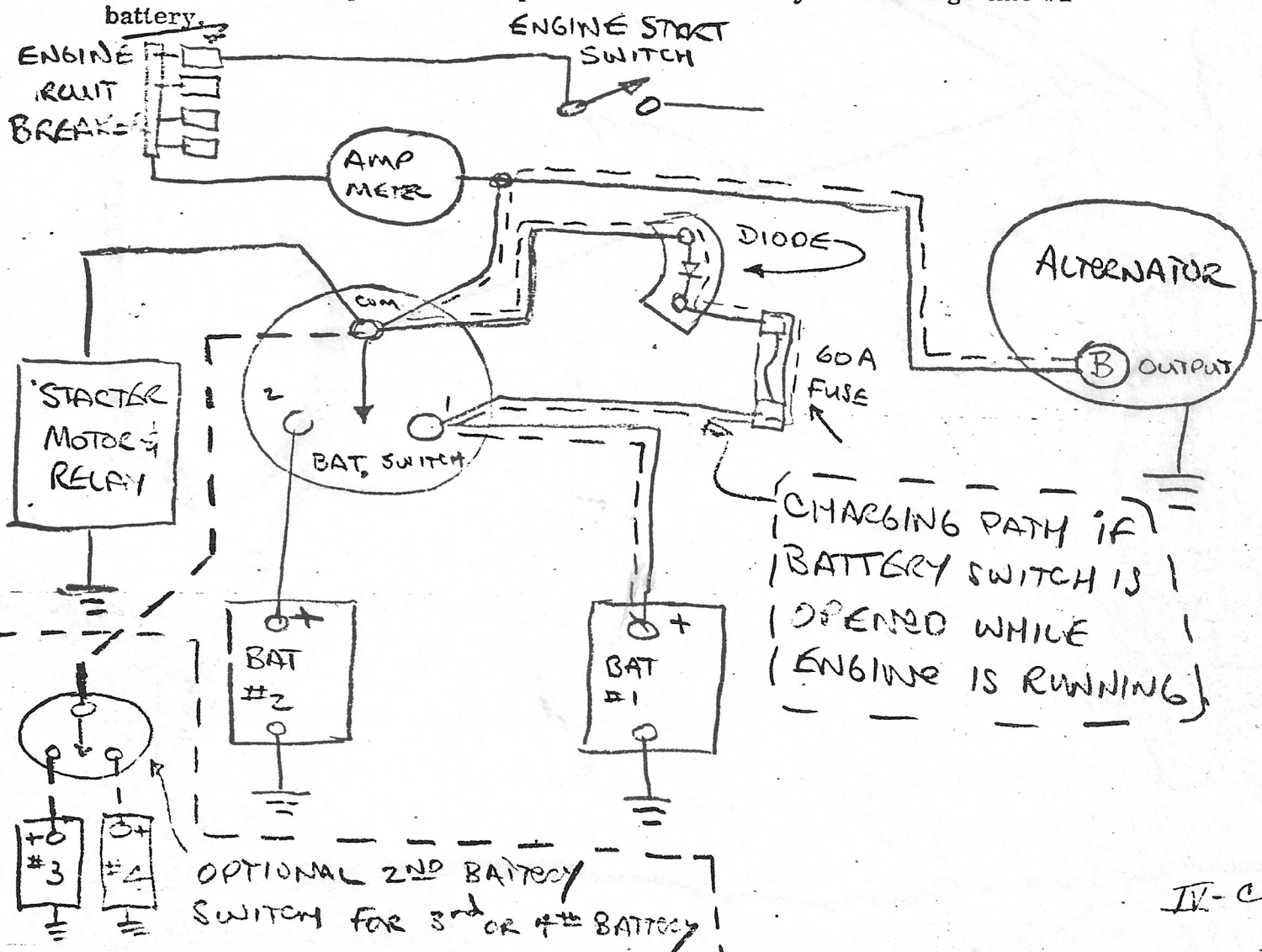
This is to clarify the function of the diode and fuse which are installed between the common and #1 pole of the master battery switch.

The fuse protects the wiring against the accidental shorting out of the B+ terminal on the alternator by tools or loose gear. IF THE DIODE FAILS & WHEN THE BATTERY SWITCH IS OPEN.

The diode protects the alternator from an accidental open circuit caused by switching the battery selector switch to off. This protection is accomplished by providing a charging path through the diode to battery #1. To provide this protection, battery #1 must be connected and in normal functioning condition either charged or discharged.

If battery #1 is not connected, or not functioning, do not switch battery switch while engine is running.

We recommend you use #1 battery for starting and accessories and #2 battery is held as a backup. If either battery fails to hold a charge or has a weak cell, that battery should be disconnected. If the voltage is low in battery #1 and the switch is in the #2 position it is possible for #2 battery to discharge into #1 battery.



SKETCH D
Dave White

