

WESTSAIL CRUISING LETTERS

June 1976

Editor: Jeannette Sheridan

Received March 1, 1976

Hal Finley & Karen Hansen - Hull #64 W32 PELICAN
San Jose, California

Home Port: San Francisco, California

Let us introduce ourselves, we are the new owners of the PELICAN, Hull #64. We purchased our Westsail 32 in Marina del Rey, California and have recently sailed it up the coast to its new home in San Francisco. Sailing an unfamiliar boat up the coast in winter was interesting to say the least, but we never once doubted the boat's capabilities.

After living aboard our Mariner 35 for 3 years, we find that living aboard the Westsail is much more comfortable.

We are happy to join the fraternity of Westsail owners, and would like to be put on your Windbag mailing list and please consider this our first cruising letter. Also, please put us on your mailing list for technical information.

Editors Note: Done!

ljokk *****

Received March 3, 1976

Eric Qualley - Hull #320 W32

"Backyard" Duncan, British Columbia

Home Port: Maple Bay, British
Columbia

Many thanks for sending me the cruising letter issues. I have enjoyed reading them very much and hope you'll keep me on your list.

My W32 hull (yet unnamed) still sits in my backyard where we had it delivered almost a year ago. It has, however, been a very gratifying and exciting year watching it become transformed into the ship it's supposed to be. With construction taking up about 90% of my spare time, blessed with a mild winter and aided by the expertised of some good boat building friends, I can now forecast a launching date sometime around late June or early July. It'll be a great day.

May I take this opportunity to thank Ferenc Mate and Bob Gates in California as well as Del Bair and Norm Swail, Westsail agents in Seattle and Vancouver. They have all been a great help.

*k *k *k *****

Received March 5, 1976

Jay P. Bartlett - Hull #257 W32

Alameda Yacht Harbor, San Francisco, California

Home Port: San Francisco, California

The "cold cap" for Shipmate East Fireplace draws beautifully and does not become hot enough to burn ones hand unless left with pressure on it's top longer than 30 seconds—an unlikely possibility. Pour water from a bucket, not a drop inside chimney. NOW for some blue waves over it, for its final test for proper function.

sk *****

Received March 8, 1976

Dr. Thomas H. Holmes - Hull #82 W42 TWENDA

Toronto, Canada

Home Port: Toronto, Ontario Canada

While waiting for delivery (in a state familiar to all), we thought our first letter might glean a little useful information from "old hands" (The first 81 Westsail 42'ers). i.e. It's time to reveal your pet grievances or discoveries.

By way of prompting, or for instance: What sails have performed best? What winches would you get next time? What anchor stows best and has proved adequate? Any experience beaching the boat? Cockpit canopy or Bimini top ideas? Rain water gatherer? Main sheet system?

Dr. Thomas H. Holmes letter (cont'd)

Found a dingy that fits well on board? etc. etc.

For a "world cruiser" the Westsail seems curiously lacking in proper sea-berths. (Editors note: Ah, come on Tom. There are SIX without even putting the dinette down - which, by the way, happens to be MY favorite place to sleep). This was one of the reasons why we have ordered the "live-aboard" kit. We'd really appreciate hearing of any other modifications that have worked out well. For instance: has anyone added more insulation to the icebox? Has anyone tried a diesel stove?

We hope (?) to complete / (?) fitting out at Wrightsville Beach, N.C. this summer '76 and then head for Chesapeake Bay as the start of a world (?) cruise. We have three children ages 6 - 12 who'd like to make friends and perhaps even arrange exchange visits. Meanwhile this is supposed to be a sneaky way of getting on the mailing list and also finding out all the things we have always wanted to know but were afraid to ask Westsail.....

Received March 9, 1976
Jock & Karolyn Fugitt - Hull #31 W42 AQUILA
Marquesas Islands

Home Port: San Francisco (Alameda)
California

We built AQUILA from a bare hull, beginning November 1970, and launching her complete on March 17, 1975. We sailed San Francisco Bay till July, then went up to the coast to Puget Sound. Enjoyed exploring B.C. waters till September, when the transmission bearings went out. We sailed the last 60 miles to Port Angeles in 0-5 knot winds, and arrived \ days later, only using our 2hp seagull & Avon for power in one place (a ferry channel) besides the bay at Port Angeles. After repairs we made a fast (6j days) trip south with 30 knots (average) of wind right behind us, never taking any water even in 10-15 ft. seas. The end of October saw us heading further South, with stops at Morrow Bay, Redondo Beach, Catalina Island, and San Diego. We left San Diego December 3, and arrived at Hira Oa the 29th. The highlight of the trip was a porpoise spectacular, with hundreds of them playing around us, as far as we could see in any direction! This lasted about \ hour. We also caught a MahiMahi and a Tuna.

We are enjoying the Marquesa's very much and will hate to leave. We will be in Papeete the end of March, and will visit Fiji, Tonga, and perhaps Samoa on the way to New Zealand in September. Haven't seen any Westsails since San Diego.

AQUILA has been a through lady all the way, and hasn't given us a moments worry.
Good Sailing.

Received March 9, 1976
Ronald & Nancy Farrar - Hull #78 W42 SNOW GOOSE
Alameda Yacht Harbor

Home Port: Seattle, Washington

Enclosed is a copy of a report I made to Volvo, U.S.A. last fall concerning the failure of the reverse gear in my boat. As you can see from the photographs the failure rendered the gear box in-operable. I took the thing apart, took photos, and wrote up the analysis of why it failed and sent it off to Volvo even though it was past the warranty period. Volvo, U.S.A., sent the report on to Sweden and I guess they agreed on why it failed. The company refunded the entire cost of a new reverse and reduction gear, (less tax and transporation). This particular incident speaks highly for the company. I don't know any U.S. firm that will go so far as to back up their product when the warranty period is past.

As far as cruising goes, I am well on the way to having one of the best equipped non-cruising boats around. I just installed the latest model Aries Marine Vane. It really works!!! As soon as I get the tiller master hooked up it will be ready for wind or calm. No more steering drudgery. The only frustration is having everything but the opportunity to get away for a few months.

Received March 10, 1976
George & Jean St. Denis - Hull #32 W42 ALITA
Southwestern Yacht Club, San Diego

Home Port: San Diego, California

Our Westsail 42 is about nine months old now, but her maiden voyage from Newport to San Diego has been her longest "cruise" to date. However, it was notable for two reasons. First our crew. We had the pleasure of Bill Crealock, Westsail 42 designer, and his young son Beven as crew members. We all delighted in Bill's great low-key but hilarious British humor and considerable cruising experiences. Our daughter Gena and her fiance Dick Way (now husband) flew down from the bay area to join us. Cheri, our "natural-born sailor" completed the crew. Although it was a typical late spring, overcast day with little wind, the crew and ALITA'S performance was great.

The second reason was an experience we never expected short of the Galapagos! About an hour out of Newport a small Finch flew out of the fog and proceeded to inspect the ship, perching on the life lines, slipping and sliding on the non-skid, testing the lines and hopping on the decks at close range. After about ten minutes he flew off but soon returned with a fellow traveler. This little Finch was even more friendly and proceeded to perch on first one and then another of the crew members - as if it had been a life long pet of the family. It flew down into the cabin, perched on the teak rail above the stove and dozed for a little while. After about a half hour they seemed satisfied we were all right and they took off into the fog! If we didn't have a number of pictures of our little visitors, I think we would be asking ourselves - did it really happen! (Editors note: We experienced the same thing with a little sparrow on a recent trip back from Catalina. There was a slight difference though, we had two cats and a dog on board. It took one person to hold the dog back and another person to chase the bird out of the cabin area where the cats were. We did this for about two hours!! Talk about something that's "for the birds".....1

We also experienced a massive migration of Man-owar. During most of the day we saw mass after mass of the tiny jelly fish with their minute sails, literally covering the water in all directions. Just a sample of the unexpected that rewards cruisers.

At present we are preparing ourselves and ALITA for a Baja and points south cruise early next year. We found Westsail's Cruising Conversations on Mexico quite informative. We are presently enrolled in a class in San Diego, "Cruising in Mexican Waters", instructed by Louis Gerlinger, co-author of "Baja Cruising Notes". Classes are held at Midway Adult School. Hopefully our next letter will be datelined "Mexico".

Received March 10, 1976
Michael & Carol Oritt - Hull #302 W32 PHOENIX RIDDLE
Miami, Florida

Home Port: Miami, Florida

Enclosed find non-scale drawing of an alternative location for two batteries under bottom companionway step. (Editors note: see sketch A at end of cruising letters) I did this for several reasons: Better access for maintenance; lower roll center; better efficiency due to lower battery temperature. Also, I needed the existing battery location for a third, heavy duty battery to power a unifridge unit—it works very well, by the way. I used the standard battery box and divider as a mold and laid up two fiberglass boxes which fit perfectly in the space as indicated. The battery positively can not shift and merely removing the bottom step gives instant access. The existing cables were exactly right, which makes the job easy. Except for a piece of solid teak to cover the face of the new compartment, everything can be pine. Cutting the sump hatch as shown provides an instant floor and still allows access to bilge, pumps, etc.

I would appreciate your printing my mailing address, P.O. Box 481067, Miami, Fla. 33148, as I would like to receive suggestions and information from others who have installed cockpit coamings and for dodgers. Also would like information on loose-footing the staysail—sheeting, performance, etc.

Received March 15, 1976
Steve Hyde - Hull #462 W32 SA GITANA
Honduras

Home Port: Marquette, Michigan

I am writing a note to the cruising letter to tell them the progress on SA GITANA is going well. Our family has taken a couple of weeks off to visit Central America. We have been in Managua, Nicaragua,

Steve Hyde letter (cont'd)

Tegucigalpa Honduras, and we are leaving tomorrow for Belize to do some scuba diving and underwater photography on the second largest barrier reef in the world. We went to the Mayan ruins of Copan (50 miles from Guatemala) today, and found them nothing short of magnificent. After one more week in Belize we plan to return home and get back to the real work, our boat. P.S. I am also keeping my eyes open for port cities for SA GITANA to dock in.

Received March 15, 1976
Jim & Joe Anne Greer - Hull #496 W32 VALKYRIE
Georgetown, South Carolina

Home Port: Georgetown, South Carolina

It finally happened! Bob Unaska and his fine crew at Wrightsville Beach eased VALKYRIE, a sailaway, into the water on February 26, exactly on schedule. We took possession on February 27, and headed south on the inter-coastal waterway. No sailor has ever been prouder than I and with every beat of the MD2B, my windbreaker seemed to grow smaller (though I didn't quite pop my buttons). My pride was shortlived however. While watching 2 sharks surfacing alongside, I stuck VALKYRIE'S nose in the mud. The tide was running out fast and we had horrible visions of half a night aground. And as if to make matters worse, a brace of gulls settled on the starboard spreader, adding their weight to settle us deeper in the mud. After a few anxious moments we managed to wallow off the shoal and were on our way again. My pride quickly returned but an element of humility remained with me. We eased into comfortable anchorage just south of the north entrance to Snow's Cut and spent a pleasant, but austere, night aboard. We were under way early on the 28th in absolutely gorgeous weather; clear, bright, and with highs in the 70's - quite remarkable for February. The MD2B performed beautifully. The wind was dead in our faces all the way so we could not sail. VALKYRIE is now at home in G'town and I have completed the forward cabin and head so she is now my part-time home. She is brilliant, remarkable, beautiful, and all the other good adjectives. She has drawn considerable attention from the locals and without a doubt she is Queen of G'town. I know we made the right choice!

*****^*****HoK*****

Received March 15, 1976
Don Gow - Hull #333 W32 HENRY BELL
Poulsbo, Washington

Home Port: Vancouver, B.C. Canada

We are awaiting spring and warmer weather when we shall continue our tour of the U.S., North West, and hopefully a tour around Vancouver Island. We need the experience and knowledge of our boat under all conditions before we cross oceans. We live on board and are enjoying our day trips and odd night passages. When something special occurs I shall let you in on it.

Received March 15, 1976
Jack Allen & David Liebersbach - Hull #279 W32 TANADA
Red Bluff, California

Home Port: San Francisco, California

Boat moved to Red Bluff so that equipping and outfitting can be completed without the temptation to sail around the bay to interrupt things. Jack has invited Marily to join him in our adventures, so the crew now numbers three.

Received March 22, 1976
Helga & Paul Ricker - Hull #162 W32 JUBILEE
Anaheim, California

Home Port: Anaheim, California

Paul and I started our vacation with five friends who accompanied us from San Pedro to Dana Point on February 21st. We had a wonderful day of sailing, starting outside L.A. light, right into the channel at Dana Point.

The guest slip facilities at Dana were poorly lighted, and in jumping from the boat onto the dock, Paul broke a bone in his heel. This was verified by Xrays at Mission Hospital the next day. We spent a couple of days at Dana visiting with old friends and former neighbors, then on to Oceanside...another lovely day, sailing all the way.

The trip to Ensenada, with a four day stop at Shelter Island was uneventful. We arrived in Ensenada on Sunday and after completing our business ashore with the Port Captain, etc., we were back aboard JUBILEE just before it started drizzling. It continued to rain all day Monday, and by Tuesday night the wind volume had increased to 35 knots, gusting to 45 knots in the anchorage. Paul maintained his anchor watch and the five blasts I heard at 3:00 a.m. Wed. brought me on deck in a hurry. A large 20 ton steel-hulled schooner had dragged anchor and bore down on us broadside, tangling his shrouds in our bowsprit... Both men aboard had been asleep, and although it took only a few minutes, it seemed an eternity before they got their engine started and roared away in the driving rain.

On surveying the damage the following day we found it to be minor. The rub rail suffered most and part of it will have to be replaced.

Since Paul's foot did not seem to be improving, we decided to return to San Diego, leaving Sunday night. Again, "the best laid plans of mice and men..." when we attempted to raise the anchor it wouldn't budge! We approached this problem from every direction and finally gave up and went to bed. The next morning we arranged for a diver to go down and have a look. He found the anchor submerged in three feet of mud.. underneath a giant cable. He had to unhook the chain and rehook it to the anchor on the other side of the cable, working strictly by feeling because he could not see in the 25 feet of dirty muddy water. Needless to say we re-anchored in another location and were on our way to San Diego that night. We motored all the way in very quiet seas and were in quarentine by 10:30 a.m.. After a few questions and a quick search (they found nothing), we were released and found a temporary slip at Shelter Island. From this location we will prepare JUBILEE for the Marquesas or the Carribean, time and winds will be the determining factor. I'm happy to say it was all worth it, but it is good to be home....

Received March 22, 1976

Home Port: Indian Mills, New Jersey

Dot & Jim Skaggs - Hull #489 W32 WILD GOOSE

Sen Path Marina, North Carolina

Commissioned the WILD GOOSE at the Wrightsville Beach factory. Well pleased with her and can't say enough good things about the people at the factory.

The minor difficulties were corrected in good spirit and the hospitality offered by all, and especially Bob Uunaska and Maria Mann were in the best traditions of the old south. If you don't pick your boat up at the factory you will miss a wonderful experience.

WILD GOOSE will proceed to the upper Chesapeake on 4/10/76. The summer of '76 will be spent shaking down both the GOOSE and crew. The summer of '77 will see her standing off shore.

All "Westsailers" are welcome aboard so if you are in the area give us a "Hail". More later.

Received March 22, 1976

Home Port: Corpus Christi, Texas

Mr. & Mrs. W.B. Schoenfeld - Hull #22 W42 CRISTIE

San Antonio, Texas

CRISTIE is now complete except for a dodger and sun top which will be finished soon. She has been a great surprise to me and all who have been aboard or seen her sailing.

This is not a lightweight boat, she has a 4-236 Perkins, 7.5 KW generator, 2 air conditioners, all electric galley (stove, oven, refrigerator), 200 gallons fuel, 200 gallons water, 6 batteries, VHF and SSB radios, loran and RDF, estimate total weight in excess of 34,000 pounds.

We have sailed in winds as high as 47 knots on a broad reach with main furled and still made 8j to 8 knots. We expect to sail to Miami, Florida and return in the near future, will write details later.

Received April 5, 1976
Guy & FayBeth Jensen - Hull #121 W32 SHALOM
Granada Hills, California

Home Port: Channel Islands Marina

Well, we were on the way to being Westsail owners. In May, 1973, after looking at many, many sail boats, we decided to look at a Westsail. Actually, we had avoided looking at them for a few months because we wanted to give all the boats their fair chance at being picked. We weren't happy with any of them and finally decided to go look. We saw the boat and saw Westsail's plant and put down our money. Instant love!

In August of 1973 Westsail told us they were starting to laminate the hull. Every weekend and day off we haunted them. We saw them start the hull and bring the boat to the sailaway finish. Finally, we were told the boat would be delivered on December 3, 1973. I took the day off from work and went to Kettenburg's yard in Oxnard where it was to be delivered. I became impatient at 10:00 a.m. and called Westsail. I was told the truck was in the yard and SHALOM was being loaded. At 3:00 p.m. I called Westsail again because SHALOM wasn't delivered. Very helpfully, a person was dispatched into the yard to see what had happened. It was still there! The fuel crunch had got to us. The trucking company thought it was a local delivery in Newport, and when they found out it was Oxnard, there wasn't enough fuel. A day wasted--- now the date was next Friday.

The Thursday before, I called, "Oh, yes, it's definitely going to be delivered". "You're sure?" "Yes". Oh happy day! When I arrived at Channel Islands Harbour, there she sat. I was so happy I almost didn't make it in the gate. Sun must have made my eyes water.

So to work. I picked up the Perkins at the engine shop, and went back to Kettenburgs. I got the cockpit open and had the crane pick up the engine to drop it in. It didn't fit through the hole! The transmission had to be demounted. About that time the lunch whistle blew, so I told the crane driver to eat---I'd take off the transmission. When he came back I was ready, Gloryosky! The engine went through the hole. But it didn't fit on the engine pan...no way! Finally, after a few minutes of trying and another 30 seconds of thinking (while the crane was costing \$11.00 per half-hour), I set it on a block of wood and figured if I didn't get it to fit it would make good ballast. Since the afternoon was beginning to get late anyway, I decided to leave that problem for the morning and started on the boot stripe. By that time my wife got there and so we sat and just gazed at SHALOM for awhile.

The next morning a few friends showed up and we got started in earnest. The engine had to be fit in place and lined up so I could glass in the shaft log before the bottom paint was applied. In lifting the transmission from the deck to lower it into place I dropped it. As luck would have it, it turned a half flip, banged into the hull, and was almost in perfect position. Didn't hurt the hull or transmission but the crash was horrendous. After 3 hours of lifting that Perkins by hand we finally figured out the engine mounts were backwards and upside down. I swore and be darned it would never fit, but by friend Bill had the patience to work it through, and it did finally fit, about with a \ inch to spare. Well, the shaft log finally got glassed in on Saturday. By Sunday afternoon, with 15 or 20 friends the boot stripe was on and the bottom was painted. I set up the time Monday to step the mast and launch the boat with the yard manager Chuck Balcom. All the arrangements were made for the launching and the Christening Monday, December 12. My wife and I left work at noon Monday and went to Oxnard with all the fixings for the party. At 2:30 p.m. a few people show up and I asked Chuck not to launch the SHALOM until the last thing in the day. He said we couldn't launch it because it wouldn't float anyway. May heart dropped! Is there a hole in my boat? Did somebody in the yard hit it and damage it? Did the ocean dry up? All these questions went through my mind. As it turned out, it was an extra low tide and SHALOM wouldn't have enough water to float. We talked him into doing it anyway, and at 3:00 p.m. we stepped the mast. By 4:00 p.m. 30 or 40 of our friends were there and in went SHALOM.

The name was on and the sails aboard. When she hit the water we made the toast with tears in our eyes, "May your keel always be wet and your decks always dry. We Christen thee SHALOM!" All hands, including Kettenburgs crew turned too on the champagne and goodies. We were grateful to the Segesmans' (SHALOM'S God-parents) for their great help, as well as their many additional "booze" runs to the store for us!

SHALOM floated clear of the cradle at 8:30 p.m., and at 9:30 p.m. our good friends the Williams' in their Islander 30 towed us to our berth. At this point FayBeth and I want to extend our heartfelt thanks to All our friends---too numerous to mention individually but not to be slighted.

Chuck Balcom came back with his crew at 10:00 p.m. to lift the cradle out of the water so nobody would hit it in the dark. Kettenburg has our grateful appreciation for helping us make our launching a happy and care-free undertaking.

So, from delivery to launching in 3 days, we haven't ever been sorry we have SHALOM---a beautiful boat.

Received April 5, 1976
Thomas S. Treat - Hull #440 W32 BORNFREE
Milford, Connecticut

Home Port: Johnston, Rhode Island

BORNFREE and I have just completed our first New England winter with flying colors. Inside temperatures were maintained in the middle 60's even when outside temperatures were in the minus zero range. Heating was accomplished with two electric heaters at an average cost of \$40.00 per month. Considering this was my only bill each month I got away very inexpensively. It was necessary to carry my water as all water outlets were shut off on the dock. My consumption averaged 15 to 20 gallons per week. Being an optimist I considered this form of exercise a good way to keep my arms in shape. I resume sailing April 3rd and can't wait. Living aboard all winter without the benefit of sailing is pure frustration. I'm new at maintaining exterior teak and would like to keep it in "new condition". So far I have applied 3 coats of petit teak oil and have managed to maintain its original appearance, however I would like to hear from someone with all the answers to keeping teak looking beautiful, indefinitely (possibly an article in Windbag would help all Westsail owners.) (Editors note: Lynne Vick, Editor of the Windbag, is looking into the possibility of doing an article for the next Windbag.) (Address: 48 Seaview Ave. West Haven, Connecticut 06516) If any Westsail owners happen to sail into Milford, Connecticut this summer, please stop by and say hello. I'll be moored at the Milford Yacht Club at the Harbor entrance.

Received April 5, 1976
Bill & Marylan Griswald - Hull #29 W42
Walla Walla, Washington

Home Port: Walla Walla, Washington

We have just returned from a 2 day sail and race (?) on Puget Sound, very eager to get to work on our boat again. The opportunity to get together with other people who are or have worked on their boats, solved problems, etc., was really great. We learned a lot and made many new friends. One thing we have done that others might be interested in is putting our boat in a hole in the backyard. Railroad ties were sunk and leveled in the 6-7 ft. deep hole. Part of the excavated dirt was left on one side to bring it level with the deck. We have a gangplank for easy access. A roof has been built over the entire boat and electricity brought in. The floor beams and bulk heads are now being put in.

Editors note: I don't know how expensive this was for you to do, but it sure sounds like a good idea to me!

Received April 6, 1976
Stan & Donna Tice - Hull #280 W32 AL NA'IR
Alameda, California

Home Port: San Francisco, California

Just a short note to let you know that AL NA'IR is alive and well and churning up San Francisco bay each weekend! So far no long trips, but we spent a week in the Delta area last summer, plan on several weeks this summer at Drake's bay and Monterey! In the meantime we are slowly equipping our ship for offshore with a planned 3 month cruise to Hawaii next summer! (1977). We missed seeing our last letter in the cruising letters so aren't sure you ever got it. We don't want to be scratched from your list, however! (Editors note: Look at page 2 of the April cruising letters---your letter is there. Why you didn't see it I don't know. Was that page missing?) We wait anxious for each issue of the Windbag and the cruising letters---maybe someday we will be able to contribute some exciting news, suggestions, etc., but for now I will just say we sure do trust and enjoy our Westsail! Also---I think its great that you are helping us (West-sailers) to share each others good ideas!

Received April 7, 1976
Hugh Earle - Hull #77 W32 ARCTIC LOON
Vancouver, B.C.

Home Port: Vancouver, B.C.

We had ARCTIC LOON in drydock yesterday after 19 months in salt water. It was amazing how clean she

was with only a thick slime on most of the hull! Barnacles only where the anit-fouling had been rubbed off---e.g. Whew! we had her on a mud-bank once!! International Vinyhux is very good fouling. We found one problem which should be mentioned to other owners of the same vintage. Seven out of the twelve underwater rudder fittings lock-nuts were badly corroded---so badly they were useless---furthermore the corrosian was from the inside (from the outside they looked okay). The rest of the nuts and all the bolts were perfect! Hard to explain, unless the factory was using two different brands when #77 was being built. I have a zinc collar on the shaft, and this was missing for about a month last summer---the corrosian probably started then, so it might be a good idea for other owners of those early hull to check.

Received April 12, 1976
Mike & Cindy Leary - Hull #453 W32 DEJA VU
Femandina Beach, Florida

Home Port: Femandina Beach, Florida

Cruising letters----so delightful to read, so painstaking to write! We received our sail-a-way kit on Oct. 15, 1975. As one other owner describes it---saw, saw, screw, screw, hitch, laugh, and start over again. But lo and behold, the "insides" are finally visible. With me teaching a 3rd grade class fulltime, and Mike working on the boat fulltime, sometimes I wonder whether or not it's worth it. But then we receive the cruising letter and Windbag magazines and it suddenly becomes so exciting we can hardly stand waiting. Mike is using several different types of wood finishing out the boat---Philippine mahogany, Honduras mahogany, teak, sal, (and who knows what else.) Boy, is she going to be a beauty. All the colors and grains of the wood are contrasting, but matching up beautifully. Mike is using oil instead of varnish which is extremely striking to the eye, and seems to be very practical.

As for myself, I spend my spare minutes (few and far between) collecting cruising recipes, reading articles on food stowage, and learning nautical tricks and terms (which are all foreign to me as I've never spent a night on the water!) My sailing experiences include many hours on a 16' Hobie Cat; much fun, but not much for a future liveaboard!

We've altered the inside plans just a little. Instead of a hanging locker across from the head, we're putting in a small library. In the forecabin across from the double berth, we're putting in a hanging locker and vanity. As we have no plans for a family yet, these changes will suit our needs comfortably.

I could go on forever writing about the tragedies and triumphs of owning a Westsail, but I'll close as it's past my bedtime, Goodnight!

Received April 12, 1976
Carol & Fred Sommer - Hull #113 W32 REMOS II
Swan Island, N.W. Caribbean

Home Port: San Diego, California

Lots and Lots of experiences both fun---serious---happy---sad---beautiful---ugly---but none fatal. We hope to catch up on our Windbags when we git to North Palm Beach, Florida, meanwhile happy sailing to all from a very rocky, rocking anchorage.

Received April 12, 1976
Dr. Donald & Nita Smith - Hull #53 W42 SOUTHERN CROSS
Huntington Harbour, California

Home Port: Huntington Harbour,
California

Dear Westsail, just received your cruising letters today which we enjoy immensely. Our Westsail 42 is the first 42 to have a tabernacled mast installed. Thanks to the fine efforts of Jack Wilken and John Hanks and Dave. It works very well.

However we have sold our Huntington Harbour home and have bought in Newport Beach, also on the waterfront, and after lowering mast for 9 (nine) years we are thrilled at the prospect of not having to continue this chore.

Our "42" sails very well on every point of sail and we couldn't ask for a finer better constructed product. We feel that Jim Huff's recommendation on installing the Ketch length boom on our cutter rig was an

Dr. Donald & Nita Smith letter (cont'd)

extremely wise one as there is no weather below whatsoever and all who have seen SOUTHERN CROSS under sail agree it is the best "set" mainsail they have seen on any "42". So much for bragging! As for cruising plans---the Marguesas and Tahiti are definitely in our plans for our "first crossing", but will have to delay while our last daughters (Karen) nursing education is completed---about 3 years---only wish it could be sooner.

Please continue your excellent manufacturing standards and good luck for the future.

Received April 12, 1976
Bain Lightfoot - Hull #343 W32 RACHEL
Miami, Florida

Home Port: Miami, Florida

RACHEL was born 23 June, 1975 at Wrightsville Beach. Today she was hauled for some rudder repair and some bottom paint. It seems thus an appropriate time to write. RACHEL is the result of "I always wanted to live on a boat and go cruising." Of course that was totally impractical, irresponsible, unthinkable. On the other hand, I was tired of hearing myself say, "I always wanted...." So I liquidated---sold everything---house, motorcycle, boat, even traded my big T.V. for a little 12 inch job. Made a total commitment. Weighed kit vs. complete boat and elected the latter, considering time off from my teaching job to build a boat, my limited talent with tools, etc. I am broke, but I own RACHEL. My only regret is that I didn't do it sooner, but---a lot sooner and I wouldn't have gotten a Westsail. So RACHEL was born and we came down the Ditch to Miami and went crazy trying to get all the little nit-picking things done. (I am still at it; there isn't any such thing as a "complete" boat.) We got a month in the Bahamas where we have spent the last five summers on a Morgan 22. What a change on board our Westsail! What luxury! (No slur on the Morgan 22. We cried when we sold her. Those five summers on her were instrumental in the ultimate decision.)

No tales of horror in the short cruise. A series of annoying trivialities to be remedied. The only major ones were the rudder and a single fuel return line on the engine, both of which are to be corrected. I liked Win Reed, the Miami representative's comment: "When you buy a Westsail, you just get the title, she is still our boat."

There is not much action when one is tied up at a dock except to answer all the questions people ask. And to sell one of the more persistent questioners a boat. He is taking delivery of his 32 the tenth of this month at Wrightsville. Then we participated in the Cruising Conversations at Miami with Jim, Britt, and Louise Meyers. That was fun. We weren't trying to sell Westsails, just answer questions about cruising. And everyone seemed to accept that. Then came the exception. After the second session, some clown drew me aside and in a very low, very confidential voice said: "You really got a Westsail 32?" I nodded. He grinned, very confidentially. "Come on, now" he said, "Tell the truth, now. She really sails like a frog, doesn't she?" Now I am a teacher of high school English, and I have met some strange similes, but "sails like a frog?" I recall Rachel in a full gale off Savannah, Georgia, reefed down and romping through the Tongue of the ocean between Chub Cay and Nassau; hard on the wind making seven plus knots between Norman Cay and Staniel in the Exumas and running under a 415 foot job topsail. And motorsailing. And powering seventy miles across the Great Bahama Bank in flat calm. You know, cruising. Now, I've watched frogs' legs. All of that went through my mind while I stared at my confidant. Then someone, Britt, I think, handed me a glass of wine. (I was on crutches.) I drank it all right away. I never did answer the clown's question. I don't know. How does a frog sail?

Our plans now call for seventy days in the Bahamas this summer, then a June 1977 departure for fourteen months in the Caribbean, then three more years of work, cruising in the summer, then Japan, a three to five year circumnavigation. (No, I am not retiring---too young. I will request leave of absence. If it is denied, I'll quit. Security is owning your own boat and enough self-confidence to believe you can earn a living almost anywhere.)

I am looking for a steering vane for RACHEL. I would appreciate any information any Westsail 32 owner has concerning experiences good or bad. (I've read Letchen's book.) And about how a frog sails.

Received April 13, 1976
Wayne & Tanya Walters - Hull #552 W32
Backyard in Los Angeles, California

Home Port: Redondo Beach, California

This is our first cruising letter. Some Cruise! Our lovely lady arrived on December 11, 1975. I was in too much of a hurry to have her delivered and now wish I had gone through her more thoroughly while she was at the plant. We got a liveaboard and are quite happy, but for the leak in cross beam, the forgotten fiberglassing of the sole to the hull, the undelivered sails, and some poor cabinetry work, but all that aside, it is lovely. I can at least see the water about four miles away on a clear day. Then the wanderlust really takes hold. We decided to insulate and tried something I don't recommend. The insulation was mismashed against the hull between 3/4-3/4 strips of mahogany and 1/8 plywood covered. This took forever because of the complex curves below the waterline and because the hole in the lockers are small, the plywood had to be installed in strips. I'll let you know how well it works.

We got a liveaboard slip in King Harbor Marina about 6 months sooner than we expected. Fortunately, we have been able to sublet for a few months. Optimistically, we'll be in the water by August, more than likely the first of the year. She's in Tanya's mother's back yard at the moment and due to the payments, so are we. But wonderful neighbors have given us access to complete home wood shops thereby saving us the buying of tools. It's distressing to read of those patient people who have been working for as much as four years. The impatience of youth is ours I guess. We hope to have more to pass on next time. Happy sailing.

Received April 14, 1976
George Hoffman - Hull #369 W32
Oregon, New Mexico

Home Port: Oregon, New Mexico

Our W32 basic kit, hull number 369 was delivered April 9, 1975, one year ago today, so I thought it appropriate to make an annual report. The first of an unknown number.

First some facts and figures on "the project" to date. Over the year I've devoted 515 hours to the boat and about 140 hours to the shed which gives it some protection from the elements. Other family members have also contributed time but unfortunately it hasn't been tabulated. These hours have produced cap and rub rails, a tiller, rudder cheeks, sampson posts, bowsprit, bowsprit platform, bumkins, hatches, and lots of holes in the hull.

We've also managed to acquire a Perkins engine and a mast along with many smaller parts. I say managed to acquire because the New Mexico mountains are not a good place to buy boat parts and supplies. It's a bit frustrating sometimes to put a job aside for a month while two screws, a tube of caulking compound or the like find their way thru the nails. By way of an endorsement Westsail has been excellent about providing the things I've ordered from them.

Upon reflection over the first year I'm more convinced than ever that "the project" is worthwhile. The personal satisfaction of building the family's own boat is complimented by the first hand knowledge and skill acquired in the process. This knowledge and skill should serve well on distant waters when something needs attention.

The second year of "the project" we hope will produce progress on the interior of the boat. We've had a year to contemplate and plan the cabin layout, but the more we ponder the more difficult the trade offs become. Next April 9th I may be able to report the perfect interior layout.

The third year of our project will be devoted to settling the family argument over what to name the boat. A word for Westsail. Please keep the Windbags and cruising letters coming. They provide both information and inspiration to help sustain the phenomena you've put together with in the sailing fraternity.

Received April 14, 1976
Bill & Fran Olson - Hull #393 W32 DELPHYNUS
Santa Cruz, California

Home Port: Santa Cruz, California

We've been living aboard in the Santa Cruz Yacht Harbor since our boat was delivered in September and love it. Weather has been great for sailing. The sky has been clear, the days sunny and warm, the wind is up, but the Harbor is shoaled in. Our first big cruise will be in the bay when the Harbor opens!

P.S. I really appreciate your cruising letter service.

deceived April 14, 1976
Tom & Linda West - Hull #334 W32 XANADU
San Leandro Marina, California

Home Port: San Leandro, California

On March 12, after thirteen months in the boat yard, XANADU (basic kit) was eventually launched. It was a busy day at the yard. Due to a broken mobile hoist, a big crane was hired for a day to move boats, and by the time it was our turn, it was low tide. XANADU was precariously lifted by crane, carried vacillating across the yard, swung out teetering over ten feet of shoreline rocks and gently placed in eighteen inches of water where she sunk four feet into the mud and remained uprightly embeded for four hours until the tide returned. (You can still see the impression of her keel at low tide!)

Then for the maiden voyage, a motoring trip to our berth, a stones throw away, at the San Leandro Marina, where it took two days to scrub a year's worth of boatyard grime off the deck and cabin.

We've got alot of interior finishing to do while we're waiting for our ordered mast. But just floating in the water we know we're one step closer to sailing!

Received April 14, 1976
Earl & Syd Seddon - Hull #73 W42 MIRTH
Newport Beach, California

Home Port: Newport Beach, California

MIRTH was launched on Jan. 29, 1976 at Pacific Tides Marine in Newport Beach. Around 20 friends and family were on hand and she was skillfully dropped in the water at 8:30 a.m., with everyone yelling and shouting. It turned out the noise wasn't from our faithful gathering, but from the 20th St. bunch who discovered, at the last moment, that our 42 was a smidge on the hefty side. MIRTH was in good hand, though, with Perk at the crane controls and Ralph and Rob on the lines to steady her.

Westsail delivered our sails at the end of our 6th week and that day was our complete undoing. We had been working daily on our liveaboard, and only motoring around the bay once in awhile. Suddenly all tools were stowed and we took off for Catalina for 3 well deserved days. We had 25 knot winds and reported 10' seas on our way over and dead calm on our way home. We were happy as clams both ways. The following weekend we went to Dana Point and were happily surprised to note we weren't the last to finish the race on the way down. With working sails only! Our return trip started off in a squall with 35 knot gusts that worried me. Earl just grinned and adjusted sheets here and there while I chickened, as usual, and rounded up each time one hit us. As ex-powerboaters it is marvelous to be out in weather that would have us covering in our slip last year. Needless to say, MIRTH must be a very forgiving vessel. We have a lot to learn and she will have to tolerate our mistakes as we go along. Only a Westsail could possibly have the strength, in our opinion, to take the abuse handed her by beginners.

We would like to thank John Hanks, Benny, Karen & Jeff for all the time they spent helping us with "commissioning". Bob Gates advice and help is invaluable and last, but certainly always in our thoughts John Carson. His direction orchestrated what we think is the best balance between liveaboard and completed boat. Westsail can be very proud of the people that represent their product in every phase.

'MIRTH'

.....if I give you honor due,
MIRTH, admit me to your crew,
To live with here and live with thee,
In unreprieved pleasures free;
These delights if you can give,
MIRTH, with you I mean to live.

John Wilton, L'Allegro, 1632

Received April 15, 1976
Capt. Sam A. Powers, MCI, IJSN - Hull #251 MAHIMAHI
Portsmouth, Virginia

Home Port: Norfolk, Virginia

I moved aboard in January this year. We had some very cold days but space heaters held me over. (My heating stove still not solved). It is surprising how crowded one lets the boat get at first. Each week I

Capt. Sam A. Powers letter (cont'd)

remove more things to enable me to get to sea this spring.

We are still having periods of gusty winds this year in the Southern Cheseapeake. The boats heading north via the Waterways have not lost too many days here, however. When you come through here, two W32's are here at the Holiday Harbor Marina. (Mine and Fred Flowers. Fred is finishing his sailaway.)

Received April 15, 1976

Home Port: Seattle, Washington

Jim & Barb Donnette, Paul Lewis - Hull #105 W32 PANTHALASSA
Seattle, Washington

Hi! Even tho we are very busy preparing for our summer trip to Hawaii, we still like to read the Windbag and cruising letters.

Received April 10, 1976

Home Port: Stanton, California

Nan & Bob Parkins - Hull #490 W32
Dale Miles, Randy Johnson, Ed Self - Hull #465
Stanton, California

Delivered: Triplets

Date: Early 1976

Names: TANTRA 466, 490, 465

Weight: 5 tons each

Length: 32 Ft.

Height: 9 Ft.

Our babies are nestled snugly together. Although identical, we are striving for each to develop her own personality. Each is growing at a different pace, and its interesting to compare their progress. Each learns much from the other.

We parents continually discuss what's best for them, how to bring out their best qualities and where to acquire things to make them more beautiful.

The sharing of their upbringing instills confidence. The sharing of our dreams for their futures is educational and exciting.

However the simile of babies to boats must end. As parents prepare for children to live as separate entities; boat builders, in contrast, become an integral part of their boat! It is hoped that by launch date, we builders and our boats can act as one!

Come by anytime to check our arrangement-----we are having a ball!

Received April 21, 1976

Home Port: Coral Gables, Florida

Dick & Helen Morton - Hull #282 W32 SALTY DOG
Coral Gables, Florida

Dear Westsailers: This letter is not strictly a cruising letter as we haven't gone much of anywhere since the fall. We plan to leave for the Bahamas during late May and are looking for people to sail with. However this letter will be printed much too late to stimulate anyone to contact us before the end of May. Never-the-less, if Westsail were to put together a cruising group to go to the Bahamas we would surely join it.

I am enclosing herewith two sketches of installations I have recently made which I think would be of interest to other owners. (Editors note: See sketch B & C at end of cruising letters.) The first is how I made my ratlines in preparation for Bahamas cruising. I used 2"x2" teak, with rounded comers. I drilled a J" hole for the shroud and then cut a slot to the hole. I cut a saw kerk past the slot about 2" so that when the bolt is tightened on the shroud it will be able to grip. Also I placed wet or dry sandpaper in the slot so there will be no slippage. So far this has worked very well for 6 months on the pin rails and so I am sure it will work well on the ratline.

Dick & Helen Morton letter (cont'd)

I had some trouble figuring out how to install the man overboard pole and ultimately used a garden hose to tubing fitting, on the bottom of the pole, epoxied and clamped with a hose clamp. I made a stainless angle plate which I attached to the cross member of the boomkin (bumpkin) and a large "S" hook of stainless to hold the top part. The sleeve, of course, is tied to the backstay. Now all one has to do is lift and slip off the S hook and drop the pole in the water. Fortunately I haven't had to use the pole, but is secure and works well.

After my next trip to the Bahamas, I will write a cruising letter.

Received April 22, 1976

Home Port: Portland, Oregon

Roger & JoAnne Fowler - Hull #7 W42 SCARAB
Portland, Oregon

Dear Westsailers: After five and a half years of planning, building and equipping our vessel, (Hull #7), we finally departed Long Beach on Feb. 1, for an extended cruise of the South Pacific. Our first port of call was Hiva Oa, thirty days after departure. The first five days were the roughest with bad weather, fog and several squalls. On our slowest day we logged 29 miles; our best 153.4 (we had seven of these!). We logged 3354 miles total making our average day 112 miles!

We found our vessel capable and comfortable. The Aries self-steering vane relieved the two of us of that chore enabling us to care for numerous other tasks and to get plenty of rest.

Since our arrival six weeks ago at Taa Huku Bay on Hiva Oa in the Marquesas Islands, we have met 26 different boats that are cruising, but not one Westsail! All who have come aboard have commented on the spacious comfort of our flush deck design and original interior layout and feel that it is an ideal cruising boat. To date we have visited several anchorages on Hiva Oa as well as four beautiful tropical coves on the nearby island of Tahu Ata where the natives are exceptionally friendly, entertaining us with song, dance and many native meals.

The islands are covered with lush green vegetation and thousands upon thousands of coconut groves, mango, breadfruit, papaya, orange, lime and pomegranate trees, but signs of progress are in the making for the village of Atuona on Hiva Oa has had electricity two months and since our arrival have added street lights along the newly constructed road.

From here we plan to tour the northern islands of Nuku Hiva, Ua Pua, Ua, and from there we will sail on to the center of French Polynesia, Papeete, Tahiti. Maybe we will see some Westsails there.

Tropical skies and Gentle Breezes.

Received April 26, 1976

Home Port: Port of St. Louis, Missouri

Pam & Mike Mullins - Hull #78 W42
St. Louis, Missouri

After many months of getting up the nerve to make the decision followed by more months of anxious waiting--interspersed with pictures furnished by Bob Gates---the big day finally arrived. It took us all day to move the boat from the BTI truck onto its cradle and into our backyard. We had for once gone at things the "right way" and had obtained all the necessary permits from the city. Later, when two neighbors (green with jealousy no doubt), decided we were lowering property values, the city backed us all the way. We have been fighting off the newspapers and TV camera crews. St. Louis doesn't have too many 42 ft. sailboats anywhere let alone in an urban back yard. We tell them to wait till we launch her for their story.

We hadn't dreamed so many pieces could come inside the boat but we have finally gotten everything unpacked and are buckling down to the task before us.

We would be very much interested in seeing more info on cockpit dodgers----drawings or whatever.

We get kind of lonely for someone else "crazy enough to build a sailboat in their backyard", so if there are any other Westsail builders in this area please feel free to contact us at (314) 862-4348.

Received April 26, 1976
Steve Lewis - Hull #128 W32 LADY PATRICIA
Marina del Rey, California

Home Port: Marina del Rey, California

Just got back from a real bumpy ride to Catalina (Thurs. April 15). Managed to run right into that storm coming down the coast. Boat handled just fine. (30 miles—5 hrs.—close reaching in a whole bunch of wind and ugly sea). Thursdays cruise over to the island was a good shake down, as LADY PATRICIA is just getting the final touches from a basic hull—deck kit and has not been out too many times.
P.S. Congratulations on a good strong-seaworthy yacht!

Received April 27, 1976
Bernice Wein & Guy Snyder - W42 WE MADE IT
In the can at the factory, California

Home Port: Las Vegas, Nevada

Hi Jeannette! You can call this our "Wish we were cruising letter". As you can tell by the above information, "our home", WE MADE IT, hasn't even been started yet, in fact we haven't been assigned a hull number yet. Bob Gates and Jim Douglas assure us work will start on our boat in July, and we plan on starting our part of the work as soon as she reaches us here at Lake Mead, in September, I hope. WE MADE IT is a W42 Sailaway, which we will finish in a style that will be a complete departure from the factory designs. The only area of the boat that will even resemble a stock boat will be the starboard settee and berth in the main salon. Our time is being spent now acquiring much needed supplies and gear and the money to buy more.

In order to save as much as possible, we invested a little money and time to set up our own marine supply company so that we can buy at wholesale. I strongly recommend this to any kit builder, because not only can you save a fortune, but you can also make money by selling to your friends at cost plus 10% or 20% and still save them quite a bit.

Thank you for the cruising letters and keep them coming. We look forward to reading them and absorb every word. Will write again when our boat and one and a half year work area arrives. Enclosed is our release form so spread the word, there are Westsailers on Lake Mead at Callville Bay Marina. We openly welcome any member of the Westsail "Family" to visit us at any time.

Received April 28, 1976
Tom & Sue Tenholder - Hull #514 W32 POOPER III
St. Louis, Missouri

Home Port: Port of St. Louis

This is Friday, April 23. Our boat is to be trucked from Newport on Monday. Sue is finally getting excited. Most folks around here think we are nuts buying a Westsail 32 for Alton Lake sailing. Let'm laugh. Little do they know! One of these days while they are all laughing we'll sneak down the old Mississippi, on to the Caribbean and then to Hawaii. But first, a shake down up the Illinois to Chicago and Lake Michigan. Our swinging mast arrangement will come in handy for the Chicago River! All the other guys must have theirs stepped by crane---that's when I'll laugh.

Our initial plans were to depart for the Caribbean this October, but Sue's Mom and Dad are very sick and this may hold us up for awhile. After reading the 1st letter of the April cruising letters, we are even more determined to meet our planned departure date.

Please give our address to anyone who would like to have it. We are also interested in receiving addresses of those who would like us to write to them.

I must get back to my wrought iron covers. I hope our POOPER in arrives before you receive this.

Received May 3, 1976
Stan Wood - Hull #367 W32
Montreal, Canada

S?

Home Port: Montreal, Canada

Well, cruising we ain't---yet. But now that the expos are playing ball just down the road, ole #367 has emerged from her winter hibernation (stupid statement---whoever heard of a summer hibernation?)

The formerly well-oiled teak hatches now look weatherbeaten and grey, and a horrifying mess of local atmosphere could spoil the beauty of her deck.

But all around are encouraging signs---a 42 ft. aluminum extrusion with an impressive pedigree of Ixx and Iyy (strong mast sections) lies nearby; portlights, seacocks, anchors, chain and other miscellaneous bric-a-brac are scattered around, together with a SABB 2 HSP diesel from Norway, (not to be confused with the Swedish SAAB motor company) with its variable pitch fully feathering propeller. Auxiliary power from Norway seems kind of appropriate for a Westsail 32
So now for six months of work!

Received May 3, 1976

Home Port: Sacramento, California

John & Margy Flynn - Hull #36 W32 BLADE OF GRASS
Sacramento, California

BLADE OF GRASS is once more high and dry in Sacramento, with a little prospect of being launched again in the coming year. Our plans to sail her home from Scotland were dashed when Margy suffered a stroke and had to be hospitalized there for several months before we could return home.

With the "Blade" in our back yard again I will be able to complete the many details still unfinished while we were sailing in Scotland---like stancions, boom gallows and interior bits of trim, mast head electrics, etc., etc. !! Visitors are welcome anytime, but call first to make sure we're home (916) 455-0580

Received May 3, 1976

Home Port: Toronto Ontario, Canada

Clive A. Perez - Hull #435 W32 PEREGRINE
Wilmington, North Carolina

Have enjoyed the cruising letters immensely, and thought that in order to keep "em" coming, I had better write. My W32 sailaway was launched in September, '75, the fulfillment of a boyhood dream, which was partly inspired, by John Masfields' Poem, "Sea Fever". A copy of which have enclosed so that I may share it with all my Westsailor friends who may not be familiar with this beautiful poem.

My ship is almost near completion now, after many months of the usual sawing, glueing, and fastening to get things together, and now progressively looks more and more like the beautiful lady she was intended to be. Hopefully she will be finished, and completely outfitted by the end of the year, then I shall be able to return to the sea, and who knows that star that I will steer her by, may just lie over some distant tropical island paradise, in the South Atlantic.

Best Regards.

SEA FEVER

I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick and the wind's song and white sails shaking,
And a gray mist on the sea's face and a gray dawn breaking.

I must go down to the seas again, for the call of the running tide,
Is a wild call and a clear call that may not be denied,
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the seagulls crying.

I must go down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way where the wind's like a
whetted knife;
And all I ask is a merry yarn from a laughing fellow rover,
And a quiet sleep and a sweet dream when the long trick's over.

Received May 3, 1976
Bob & Ruth Creighton - Hull #354 W32 KYLIE
Wrightsville Beach, North Carolina

Home Port: Wilmington, North Carolina

The KYLIE was launched on August 19, with much fan fare and a lot of beer. Yours truly was also launched into the Inland Waterway. Since then we have enjoyed the KYLIE as much as possible, and spend considerable more time there than we do at our home which is only approximately 5 miles away. We have had some minor problems with the boat but I am happy to say they have been more than adequately taken care of by the plant. I dare to say that we have probably broken more tumblers than any other Westsail 32. We have been having a lot of fun adding items to the boat. We have an over the ice box cabinet with a drop leaf spice rack, a wine rack, and have recently installed a three burner propane stove with oven and broiler. The stove was a tight fit since it is larger than the two burner variety but it gimbals very nicely. Ruth gets very upset when people ask if we named the boat after the TV show Dr. Kylie. She is quick to point out that we had the name long before the show and hope to have the boat long after the show. The word Kylie, in addition to being a girl's name, is also the Australian Aborigines name for boomerang. Since the launching the KYLIE has been on many day sail trips and in January made a 24 hour trip out approximately 45 miles in the Atlantic. The boat held up very well because the trip had to be terminated when the weather turned to the north west with sleet and rain. Ice was forming on the deck by the time we arrived back at Wrightsville. At this writing the KYLIE is on its way from Jacksonville, Florida to Hilton Head, South Carolina with Wrightsville being the eventual destination on the 15th of May for the cruising conversations. All in all we have thoroughly enjoyed the boat, admire its construction, and take a great deal of pride in the comments that we receive when people visit us.

Received May 4, 1976
Bill & Jacki Harrington - Hull #478 W32
Potomac, Maryland

Home Port: Potomac, Maryland

Just a note to keep us on your mailing list. Unfortunately, we have nothing of real interest to report yet, hopefully we will soon. We have spent a great deal of time locating sources of material locally, but have finally gathered enough polysulphide, plywood, teak and fasteners to get started. There are five Westsail families in this general area, all completing custom 32's. We meet periodically to exchange information and ideas and to drink a little wine. The group has been most helpful to us in getting started on our boat. We both enjoy the cruising letters and think you are doing a fine job. Best Wishes.

Received May 5, 1976
F. Thomas King - Hull #14 W42
Portland, Oregon

Home Port: Portland, Oregon

Hull #14 is still sitting beside my house, about 1/5 complete work. Progressing on weekends and evenings. I hope this note serves to get me back on the mailing list.

Received May 5, 1976
Robert J. Cunningham - Hull #344 W32 MISTRAL
Buzzaro Point Marina, Washington D.C.

Home Port: Washington, D.C.

I just received the latest cruising letters and felt the normal vicarious pleasure in the travels of other Westsail folk. I picked up my sailaway almost one year ago this month (May) and have enjoyed the MISTRAL primarily at dockside in Washington, D.C....However, I did sail the boat up from Wrightsville Beach, and last fall took a two week cruise on the Chesapeake with my partially completed interior already proving its cruising comfort value.

In case other western boaters are interested, I'm doing my interior in a combination of solid teak, teak ply veneer (the thick 1/16" veneer---harder to find) and Australian walnut. The walnut was true serendipity. A working friend had a friend whose uncle helped do the interior of the Australian embassy in D.C. Through several circuitous routes, I now have enough 3/8" walnut to do my railings, overhead and cabin sole (with the traditional holly strip, if I can find some). The walnut will be beautiful but a wee bit on the dark side, I am contemplating several WC deck light and perhaps an opening skylight (that'll be next year).

My only major deviations from the Westsail center table layout have been to install pilot bulks port and starboard, and install (now in planning stages) seated chart table arrangement. I'm trying to design it such as to allow for good standing workroom at sea, and a comfortable desk table at the dock. Oh, by the way, thanks to the cruising letters, I picked up the idea of cedar lined closets. Have installed cedar strips in all forward lockers and in the hanging locker aft. It's light and beautifully aromatic.

I will be off for operation sail (in Boston) on July 1st. Presume I will have a "jam" with other Westsailers in the Boston area.

Received May 5, 1976

Home Port: Newport Beach, California

Jim Kern - Hull #1 W43 BACCHANAL
Newport Beach, California

Dear Westsail, One doesn't find many ladies that meet all the checklists you prejudicially use.... She must be beautiful, well built, well bred, expensive, forgiving, talented, tolerant, determined, and above all, flexible enough to put up with constant changes in plans and places.

For me she was born on a windy day, far surpassing any of these requirements. April 16, 1976, a day shared with many, many friends. The first Westsail 43, BACCHANAL finally touched salt water and I fell in love.

Thank you Westsail, for a lady I can live with.

Received May 5, 1976

Home Port: Milwaukee, Wisconsin

Eberhard & Margitt Schenk, Hull #467 W32 OKEANOS
Milwaukee, Wisconsin

Two years ago we were still proud owners of a Columbia 29 and would have sworn that this was all we ever wanted in a boat. Sounds familiar? One year ago we kept staring at the Westsail ads in "Sail" dreaming about distant voyages thinking "if we could ever own a Westsail". Today part of our dream has already come true.

On a very cold day in early January a huge muddy, salty "body" arrived in Milwaukee. Only after running a tape measure from what looked like bow to stern we believed this thing was not more than 32 ft. long. Next we scraped off some dirt and when her beautiful ivory hull became visible we were convinced it was "her" all right.

A few hours later we barely prevented a disaster. The cradle had suffered severe damage during the 2000 mile trip across the Rockies in blizzard conditions and cracked under the full load of the hull. Slowly OKEANOS began to heel over.... Westsail promised not to ship any boats for long hauls on the cradle in the future. Finally she was in her corner of a machinery warehouse. A call to the factory revealed the combination of the cabin lock and we could inspect the equipment. There were some items missing or wrong and we are very grateful to Snider Vick and Bob Gates for their immediate actions to correct them and not dragging their feet like it is common practice by most other manufacturers. And thanks for a great boat.

A little advice to those that live in latitudes like Milwaukee (the "Snow Belt"): It is important to find a dry heated, and lighted storage with a concrete floor, that is as close to your residence as possible - and that is not easy. Figure for an area of not less than 20' x 40' approx. \$100 to \$250 per month.

Well we are very happy to be members of the "Westsail Family". It gives us a great feeling of accomplishment to see the mass of plywood sheets turn into bunks and cabinets and see an empty hull turn into a cosy cabin (we hope). Occasionally I have to be called back to reality when I am sitting there 10 ft. above solid ground in the cockpit holding the tiller with a strange glare in my eyes....

In many cruising letters we read of the difficult task of installing the rubrail. It certainly isn't easy but

sje * * * * * sje jje * * * * * sic * * * * *

Home Port: Channel Islands Harbor
