

WESTSAIL CRUISING LETTERS

OCTOBER 1976

Received June 30, 1976

Perry and Julia Auchincloss - Hull #23 - W42 AMINADAL  
Marquesas

Home Port: Santa Barbara, California

Greetings from the Marquesas. This is truly a fantastic place. We made the passage from Newport Beach in 21 and 3/4 days. Landfall at Hiva Oa. No adjustment in navigation. Perry loved being right on the money.

Our good ship AMINADAL is fantastic. Haven't seen a boat we would trade for. Visited Fatu Hiva in the Typee Valley (Herman Melville), and lots of grand places. Do hope we have some great pictures to show you.

If cruising is always this great we will go on and on!! Will keep in touch.

Received July 2, 1976

Steve and Mary Payne - Hull #52 - AEGIR  
Palo Alto, California

Home Port: Palo Alto, California

On June 19th we lost a close and dear friend and crew member, John Goard, during the Westsail Owners' Regatta at the Sausalito Yacht Club.

Although little can be done to assist a victim of a massive heart attack, we thought you should know that the Westsail "family" performed in outstanding fashion.

We and Kathy Goard wish to commend the AL NA'IR (Stan Tice) and Ty Knudson for their assistance and aid. Ty, in particular, was extremely helpful and comforting to Mary and Kathy during a long vigil at the hospital. He's one terrific person!

John Goard was buried at sea on June 26, 1976, from AEGIR.

EDITOR'S NOTE: John Goard was a guest aboard Steve and Mary Payne's AEGIR during the owner's regatta in San Francisco. The shock of his death came as a great upset to all of us and we offer our sincere condolences to his family and friends.

Received July 19, 1976

John and Elisa Civallo - Hull #532 - LISA MARIA II  
Salem, Connecticut

Home Port: Connecticut

This is our first Westsail letter. Our hull #532 arrived May 13, 1976, in good condition. Getting it off the trailer and into the cradle proved to be very challenging and levelling it on the cradle took a good part of the afternoon.

Since it has arrived, many people have stopped by to take a look and watch the progress. So far, I have installed the port and dresser head, the lazarette, and the chain locker bulkheads. At present, I am working on installing scuppers. By this winter, I hope to have roughed out the interior and have the cockpit drains installed.

We enjoy receiving your letters and will write of our progress from time to time. Hopefully, we will be sailing our LISA MARIA II by 1978.

Received July 20, 1976

Fred S. Brodia - Hull #240 - W32 ALEGRIAS

Home Port: Vancouver, B. C.

After about 18 months of pre-natal development cradled amongst the trees at 6149 Elm Street, the ALEGRIAS (flamenco music) slipped gracefully into English Bay on June 30th at 21:05 hours. Having installed almost everything myself, it was a comical moment when we switched on the engine and I moved the gear to "forward" and we proceeded to move immediately astern. Having had trouble matching the Marmac instructions and the Swedish-English of Volvo, the controls were backwards - which was O.K., after all, she's a double-ender.

We soon were dashing off for the mile and a half journey around Stanley Park to Royal Vancouver's mast tower dock in readiness for the next day's stepping and rigging. Having had to dismantle the pulpit and running lights prior to launching, we needed navigation lights as it was getting dark. Friend Colin Foster and I popped some more champagne after the running lights were on and enjoyed the late evening powering into Vancouver harbour with its proud skyline ablaze with lights.

We have taken three short tune-up excursions from our permanent berth at Royal Vancouver's Jericho Station and found her performance excellent. Having skippered a Soling for five years and crewed aboard I.O.R. boats, it feels great to have a heavy displacement boat with almost equally balanced sailing performance. Tacking to windward through 38 to 40 degrees may not be a possibility, however, she seems quite close-winded. Cruising friends laughed when they saw that one of the first things we installed was a "hiking stick" or tiller extension - (never could get used to helming on the leeward side).

Plans for some cruising in the Gulf Islands are being made, although I've blown almost all of my vacation for this year working on the project.

The construction process from almost bare hull was fun, but I am very glad to have it behind me. Working in my own back yard was very convenient; my neighbours, bless them, say they miss the sounds of progress now that the trees and birds are all alone.

Some tips for bare hullers not mentioned in Mate's excellent work are:

1. Make a cross referenced index for your construction manual. It took a week's time to write mine, but it proved invaluable.
2. Place your cradle on a paved area if possible. We built a "badminton court" which we will probably never use as such, but it is important to have a level surface for stepladders (as well as not having to spend hours trying to find dropped screws and nuts and washers).
3. Build a sturdy, movable stair scaffold with two wheels so you can move it around. Stair treads should be strong enough to carry you and your load. You can then run up and down with safety, having hands full of tools, parts, etc. One handrail is enough.

Fred S. Brodie letter (Cont'd.)

4. Try and Install lifeline stanchions, genoa track, etc., before finishing the underside of the deck. Access to those thru-bolts and installing blocking is maddening work when the interior finish has to be removed and cabinets are in the way.
5. I made a large plastic cover which was laid over a wood A-frame right on the deck - a flap at the entry area provided access. In the summer, the cover was poled up at the edges and made into a flat tent, allowing through breezes as well as easy movement for laying decks, etc., but enough to keep rain and sun off. Your neighbors will thank you if you select a nice, neutral green cover to match the trees.
6. In cold climates, watch out for ice build-up in your scupper catchments. Mine got damaged during the first winter. I later put rock salt all around the areas which collected snow and water which worked through the ends of the boat cover.
7. Some of the interior design features of ALEGRIAS are:
  - a) We headlined the interior, including ceilings of berths, with yellow cedar strips to get away from plastic. The combination of teak, light coloured wood like spruce or yellow cedar is very pleasing.
  - b) We raised the galley floor 4" to give us the bonus of four narrow cutlery drawers and a booze locker at the inboard end of our Westsail Icebox. (Icebox moves up thus outwards from centre line). This also allowed an extra deep galley sink plus better outside vision for the cook.
  - c) All interior 12 volt lighting is indirect incandescent concealed behind the cabin grab-rails - lights are home-made out of stainless sheet steel and individually switched shining upwards and downwards. The effect is very pleasing and while the lighting levels are low, all counter tops and berths are adequately served. Important task lighting, such as the navigation table, will be augmented by adjustable spot lamps.
  - d) Our dining table folds up into the cabin wall like the old fashioned ironing board, leaving the saloon free for parties (dancing?). When opened out fully it serves four people; when half open it is ideal for two.

After gaining sufficient experience in piloting and navigation, ALEGRIAS is destined to move out of these sheltered waters to join her sisters on the seas. The first step toward this wonderful objective seems to have been completed satisfactorily...now for the next.

Received July 20, 1976

David and Gloria Hoepfner - Hull #376 - COTTON JENNY  
Wilmington, North Carolina

Home Port: Ottawa, Ontario, Canada

COTTON JENNY (possibly remembered as "No Name" at the 1975 East Coast Cruising Contest last October), was launched as a sail-away on June 6th, 1975. Interior construction began late in June, 1975. Lead was basically completed early this year. We are still adding finishing touches and adding equipment. She has been moored at Masonboro Boatyard since launching and we have done a lot of day sailing off the coast of Wrightsville Beach. From June 21-26 this year, we made a trip up to Cape Lookout, North Carolina, our first offshore overnight experience, and our so called "shakedown" cruise. And that it was - but COTTON JENNY took it very well. The Captain (Dave) and First Mate (Gloria) did pretty well, too, and are sure we'll do better next time. One major mishap: one of our batteries came loose from its strap and fell on the engine, pouring battery acid all over it, which we didn't discover until we reached our destination. (Fortunately, we had baking soda aboard which was great for cleaning up the acid). We have now built battery boxes to insure the batteries stay in their places.

Our plans are to move aboard COTTON JENNY in August, and, for a couple more one week trips and more day-sailing, depart from Wrightsville Beach this fall and head for the Caribbean Islands. We aren't sure how long we'll cruise or exactly where we'll go. We sold our home to buy our boat. So the world is our back yard. Our Third Mate (Jennifer, 7 years old), and our Fourth Mate (Jill, 4 years old), are very excited that the boat will be their school next year. They are enrolled in Calvert Academy in Baltimore, Maryland - a home study program. People we have spoken to who have used this correspondence program are very pleased with it.

We will miss the East Coast Cruising Contest this year because it is so close to our departure date. Would have loved to be in the couples race.

Received August 2, 1976

Debbie Tees and Michel Savage - Hull #621 - DHARMA

Home Port: Montreal, Quebec, Canada

We are expecting delivery in three weeks. However, DHARMA remains an idea...a somewhat evasive dream. Only when we touch, feel, smell her will we know. We have no idea of the consequences of knowledge. Yet, when the day comes, we will joyfully experience the rites of Initiation? DHARMA will become alive, and part of us.

Received August 4, 1976

Don and Carol Fox - Hull #83 WAT - FOXY TOO  
Capistrano Beach, California

Home Port: Dana Point, California

Many thanks for sending the cruising letters while we were waiting for delivery of our Westsail.

Don and Carol Fox letter (Cont'd.)

POXY TOO has been with us a little over a month now and we are as delighted with her as we thought we would be. She is completely bare below so the next 3-4 years will be spent in slip A-116, Dana Point; sawing, screwing, and gluing. Hopefully, with the arrival of each new group of cruising letters, we will work a little faster in order to get out there and do some cruSSing.

Received August 13, 1976

Bob and Jorja Higgins - Hull #315 - NORWEGIAN  
Georgia Bay, Ontario, Canada

Home Port: Norwalk, Ohio

The end of another beautiful cruise is always a sad time. We have had three wonderful weeks in one of the most beautiful cruising areas in the world - bar none. The clear blue unpolluted skies and waters of Georgian Bay are such a Joy and the smell of pine wafting through the ports - absolutely intoxicating. Of course, it's somewhat of an ego trip, too. Everywhere we go we hear "What a beautiful boat!", or "That's our dream". To that we answer, "It's ours, too".

In Port Elgin we met Connie and Darrell Brand, who are working on their kit in Cleveland. Talked over the problems of caring for the exterior teak and are eagerly awaiting your article. Hope to see more of Connie and Darrell cruising the Lake Erie Islands.

Thank you for the newsletters. They really are a wonderful idea and thank you for a wonderful boat. It's such a Joy to cruise these cool northern waters, snug and dry in our Westsail.

P.S. In three weeks 53 people have toured NORWEGIAN and we're not home yet. All are amazed that it's only 32 feet and at the beautiful wood.

Received August 20, 1976

Ted, Iga and Tina Cartledge - Hull #484 - MEWA  
Mississauga, Ontario, Canada

Home Port: Port Credit, Ontario, Canada

Perhaps in this era, the realization of being overcrowded and that the personal freedom and individual enterprises are slowly being eroded by political systems, the quiet desperation of many who still cherish individualism has become an anxiety to embark on the waters of the world.

There is no harder or greater step than turning against the system set up by society by living on water instead of on land and acquiring the disgusting habits of very little responsibilities, of making friends with everybody, and of being totally happy and enjoying life.

It did not take our family long to realize that this inner yearning was to become a beautiful chapter in our lives.

In the busy harbour of Wrightsville Beach, North Carolina, tied securely to the dock, rocking gently, was our new home...MEWA, a Westsail 32 cutter -rigged sailboat. There was a lump in my throat for I knew that she was to share much excitement and many adventures with us. Our plans were to sail and motor her in thirty days back to Port Credit Harbour, Canada, via the Intercoastal Waterway.

The year is 1976, the month of May. Too cold to ENJOY the water, but the sun was very warm and it was early summer in the southern states. The only regret was that we were heading in the wrong direction, north.

It took three days before we were prepared to leave. Our crew consisted of my husband, Ted, myself, and our daughter Tina, and two cats.

Tri the afternoon of May fifth we were on our way. Within four hours I had us aground. Needless to say, this was good cause for divorce in the eyes of Captain Ted. Sitting there at the mercy of the ebbing watery there was nothing that we could do until high tide. With the help of local natives, when we floated off we were secured safe and sound for the night after our first misadventure.

With the sound knowledge that we would not run aground again, we were on our way the second day. Before sunset we were aground again, thanks to the Captain. This time we had the Coast Guard rescue us, much to our embarrassment.

We continued our voyage with some apprehension after these two episodes. Our voyage carried on very smoothly. We sailed the Neuse and Alligator Rivers and Abemacle and Bogue Sounds, and motored up the picturesque, narrow canals. We met many Canadian boats going home after a winter of cruising in the Bahamas. Every night there was a beautiful spot to anchor and it was common to watch shrimpers shrimping in the evening.

Our first major stop was Hampton, Virginia, across Norfolk; where we were stormed in for three days. Here we watched naval ships and planes and freighters coming in from all over the world.

Tina made friends with the fishermen and it was free fish for supper. Another spot to retire to. It was very sad to say goodbye but the time was flying.

Norfolk harbour, Chesapeake Bay, is a maze of channel markers, fish traps, restricted areas, freighters, submarines, and choppy seas. It was to be a zig-zag sail all the way to Fluton, our next stop. When the wind died in the afternoon we were forced to use our iron Jenny, but within a half hour the water impellor went on the engine and we were forced to drift into Fluton harbour. Two days later, with the help of some crazy glue for our Impellor, we were on our way heading for Annapolis, Maryland. There was a two mile visibility and rather than following the shipping channel, we decided to stay close to shore. We sighted another sailboat that was apparently going in the same direction and we decided to follow him. What a mistake! We made a 180 degree circle that took 6 hours and found ourselves going up the Potomac Rivey to Washington. Quickly correcting our course, we had a night's stop at the Solomons, a special boating harbour on the Chesapeake. The next day, sailing through line squalls with heavy winds and poor visibility, we finally arrived at Annapolis.

We were holed up for three days because of bad weather, sailing at anchor and heeled over under bare poles. During those days we explored Annapolis and we could have remained hereoforever.

On our fourth day we weighed anchor and our course was set for Cape May. On our sail down the Delaware we met the Coast Guard Eagle under sail, very spectacular.

Cape May, America's oldest shore resort, is a stopover for boats going north or south. The prices at the marinas is very high, so we tied up to a fishing boat and again, because of Tina, we had all the scallops we wanted for supper. It was here that we first learned about cruising permits for the U.S.



Ted, Iga and Tina Cartledge (Cont'd)

Please note! It is a must that a Canadian has a cruising permit for the waters of the U.S. with the stipulation that a call must be made at every major customs office. Otherwise, there can be a fine of up to \$50,000 and the boat impounded.

Oh well, with no permit we carried on. For three days we motored along the Atlantic to New York and finally we moored at the Atlantic Highlands, replenishing our supply of food and picking up new charts.

Our first day up the Hudson River was slow and very tiring. The weather was much cooler, so we bundled up in Jackets. Fourteen hours later we had covered a distance of twenty-eight miles, bucking an ebbing tide, dodging freighters, debris, and garbage barges. The stop at Nyak Yacht Club was well welcomed.

The scenery up the Hudson was spectacular, with mansions along the shore line and castles built on hills. The only deterrent was the filth of the Hudson. We lowered our mast just before Troy, New York - five hours of work in the pouring rain. This was in preparation of going up the Erie barge canal and the Oswego Canal with a total of thirty-one locks.

Working the locks was interesting and with the help of our daughter we were able to maneuver our boat in and out of locks without much trouble. Some of these locks were equipped with parks where we were able to spend the night and visit with the local people.

We arrived in Oswego on May 31st and up went the mast in the rain. The next day, with a strong northeast wind blowing and rain, we headed out for Toronto. Our first seven hours out was the roughest going we had the entire trip. And when the wind finally died, it became so very cold and damp that we could only remain on one hour watches.

June 2nd, 12 P.M., we arrived at Toronto Customs and two hours later we were at Port Credit Harbour at last. There was a feeling of utter relaxation, of peace and of accomplishment.

Would we do it again? Definitely YES - but in the distant future. You see, our boat was completely bare inside!

EDITOR'S NOTE: We can't wait until you really do the "real thing"!

Received August 16, 1976  
Ken and Mary Nutt - Hull #3 W28 - JEUDI PROCHAIN  
Santa Cruz, California

Home Port: Santa Cruz, California

Just a quick note to thank all of the Westsail people, especially Ron Urmini and Les Schultz, for helping us make our dream a reality.

We brought JEUDI PROCHAIN down from Sausalito through 40 miles of dense fog, followed by a sleigh ride under head sails along with winds up to 31 knots on the starboard quarter.

The 28 is a great boat and is all Westsail. People gather around wherever we go to look her over. We are living on board so we meet a lot of people.

Last week we sailed around Monterey Bay, spending time at Monterey and Stillwater Cove. We have encountered no major problems, excepting the two bridges that separate Santa Cruz upper harbor from the lower harbor and the bay, and a Commodore of the local yacht club who dislikes Liveaboards. The first problem is alleviated by the hanged mast; the other is hopeless but not serious.

We hope to hear from other Liveaboards and 28 owners and swap information.  
Thanks again.

Received August 16, 1976  
Donald Cash - Hull #428 SIXPENCE  
Montreal, Canada

Home Port: Montreal, Canada

Greetings fellow chosen Westsailers. Just back from Lake Champlain and a month of full time living aboard - no marinas. The boat, except for one missing bunk in the bow cabin was basically finished - Just lacking mouldings and some trim and diesel stove. The latter arrived from Vancouver minus the stove pipe, deck water iron and with the carturator 90 degrees misaligned a couple of days before leaving. So, reluctantly, we left it behind and used an alcohol stove. What a boat!

For three days we didn't shake the reef out of the main and we rolled the rail down to the water for the first time - but what a Joy. One high spot was to meet IMMAMOU and her naked crew and to receive her cannon blast salute (my ears are still ringing). We went back to Savage Island later to visit them, but couldn't find them. Everywhere we went we had admiring (Jealous) visitors aboard all saying that this was their ultimate boat ... "one day...". We found that we sailed a lot at anchor even with two bow anchors set - and we have just found out that the trick with the Bridle (Cruising World's special summer issue, page 19). We also calibrated our fuel tank by using a plexiglas tube of small diameter and dipping with a finger over the tube as in a pipette. I enclosed our calculations and would be happy to hear if anyone wants to check it. Of course, it pre-supposes that the tank is level. However, with the enclosed curve, the tube can easily be divided into equal divisions and the gallonage will then be irregular. (ED.NOTE: SEE SKETCH "A" AND "B")

Regards to all - and we hope the lettrrs keep coming and also the Windbag...they're great!

Received August 18, 1976  
Michael and Carol Oritt - Hull #302 - PHOENIX RIDDLE

Home Port: Miami, Florida

Recently spent a few weeks in the Bahamas - no wind eliminated the Berry Islands, and so we settled for hanging around Bimini-Gun-Cat. Still worthwhile.

We - Carol, especially - had been on a new diet which we brought with us on the trip. Since it is super well-suited for living on board (or anywhere), I pass it on. It's called macrobiotic or zeri macrobiotic cooking, and is the diet followed in Japanese Zen Monasteries. There are spiritual and philosophical aspects which are "optional", although sensible and consistent not only with the diet but also together living. But the diet itself is roughly as follows:

Michael and Carol Oritt letter (Cont'd.)

1. Grains from about 50% of intake - brown rice, millet, rye, corn, barley, buckwheat, etc.
2. The other 1/2 is made up of vegetables (30%), 14% fish, fowl and seeds, and 6% seaweeds and beans.
3. No meats and no animal products (cheese, milk, etc.).
4. No stimulants (alcohol, caffeine, dope).
5. No chemicals, additives or poisons.
6. Cook with love, eat slowly, and enjoy.

It can get much more elaborate, as its advocates recommend a balance of intake of Yin and Yang (acid-base, male-female, etc., etc.,) in food and all things. I am not a purist and freely include some dairy products for variety. Those who want to pursue it should read Zen Macrobiotic Cooking by Michel Abeghsera (Avon) and Chico San Cookbook by Cornelia Aihara (Gomf). Most ingredients should be available at Health Food Stores or Oriental groceries.

Aside from being really good and good for you, the diet works well shipboard, as so many of the ingredients are dry. Fish and shellfish are readily available fresh, and sprouts of various sorts fill in for fresh vegetables. It's not that it is entirely different from our previous cruising diets, just healthier, better tasting, and more fun. Also eliminates canned foods. Enjoy it.

EDITOR'S NOTE: No alcohol???

Received August 19, 1976

Gary and Jackie Hasenstab - Hull #404 - CONQUIRO

Home Port: Marina del Rey, California

The historic battle of man against the odds is still being waged within the bowels of CONQUIRO. As I am sure is frequently the case, man will prevail; but as yet that eventuality is a distant occurrence. Having no real training or experience in cabinet making, or even boat building for that matter, I have tended to view many of the individual tasks involved in the construction of the interior as being beyond my ability, both in terms of how to actually accomplish the task and then to do it in a manner of such quality that it meets my standards of acceptability. Such anxieties and fears dissipate when each "impossible" job is studied, planned, mock-ups tested, and the final effort passes inspection. While the entire job may seem difficult, perhaps the separate elements are not so when approached one at a time. I fully agree that the construction manual leaves much to the imagination when you don't have a completed boat available as a model; however, a complete manual would eliminate much of the challenge and probably be at least twelve volumes rather than one. In spite of all this, I am enjoying the building as much as the sailing.

I am now pleased to report that fiberglass is no longer visible in the main cabin, other than on the overhead. Tongue and groove teak panelling is now in place...what a dramatic improvement! The panelling operation is now proceeding to the area forward of the aft main bulkheads.

Progress has been slowed somewhat over the past five months as my right wrist has been in a cast for that period. Needless to say, I am right handed. Oddly enough, the bone was fractured over four years ago, but went undiscovered until I needed it most.

Speaking of sailing, I get a vicarious pleasure in reading of the experiences of others in the cruising letters, and look forward to the time when I will be able to report on my own experiences at sea. Meanwhile, saw, drill, screw, sand...saw, drill, glue, screw.

Received August 20, 1976

Betty and George Keddy - Hull #547 - PERSEPHONE

Home Port: Stratford, Connecticut

Should we take delivery of our sailaway (with power) at the factory? No, we said, a waste of precious time; too much to do. Besides, she has no insides. But could we go through a season without sailing? No, we said. Besides, we need a vacation - not just more work - albeit of a different kind.

Recommendation to prospective boat owners: If at all possible, take delivery of your boat at the factory.

- 1) Being at the factory makes it easier and faster to take care of all the last minute problems which invariably arise.
- 2) Taking a shakedown cruise near the factory has obvious advantages.
- 3) Seeing how your vessel was built and meeting all those caring folks who built her is very reassuring.

CAUTION: Be sure she will be ready when you are! We arrived on the appointed date but our sails did not - and now, a month later, still haven't. Fortunately, we were lent the mainsail from hull #447 and a genoa and so were not delayed. (We don't blame you, #447, for not accepting that unique mainsail). IMPORTANT: Rian your engine's first oil change, filter change, head bolt torquing, etc. (20 hours for a Volvo Penta). Also, if you have a Volvo Penta, take care to put in the correct amount of oil. Learning this lesson for us was the start of a very dramatic day. We'd had the oil changed in the morning at Elizabeth City, North Carolina, and were planning to go up the Dismal Swamp Canal to Portsmouth, Virginia. As we headed up the harbor with more than enough time to reach the first lock, the oil pressure alarm light came on. Back to the marina we headed to find the mechanic who had changed the oil. Fortunately, a former owner of the very same type of engine was tied up opposite us. He had nothing but praise for the engine but cautioned that it can take as long as an hour for the required amount of oil to go in through the oil filler hole. The owner's manual advice on quicker filling through the valve cover plugs soon solved the problem. However, now we had another problem. No longer was there plenty of time to make the 3 o'clock and the 6 o'clock lock openings - but that's another story.

A brief comment re our voyage and our accommodations. The voyage - superb. She handles far better than we expected, especially in light air. Stopping every day, we made the 800 miles from Writingsville

Betty and George Keddy letter (Cont'd)

Beach to Stratford, Connecticut In 17 days without pushing but also without any dilly-dallying. The accommodations - super. We were so comfortable with our glorified camping arrangements that we Joked about finishing her with wallto wall carpeting and no built-in furniture. A versatile and Important addition to our camping gear: two beanbag chairs - used below and on deck in numerous ways.

A final note: PERSEPHONE has Just ridden through the eye of Hurricane Belle. It was a long watch that night with a few anxious moments. The outcome, not a hair out of place - far luckier than some of her neighbors who were high and dry in the aftermath or had hull and superstructure damage.

Received August 23, 1976

Home Port: Chattanooga, Tennessee

Skip and Jan Shepherd - Hull #365 - GENESIS  
Front Yard, Tennessee

Guess it's about time we reported in; enjoy the cruising letters so much. GENESIS is really showing the progress now. We have her Just about all insulated, glassed over and painted. Engine room is about complete (Hooray!). What a Job; my back will never be the same.

Only real building left is the sit down chart table, and that is now in progress.

Can't say I'm looking forward to all the sanding and varnishing. Is there an easy way to do it?

Thought we were going to launch this fall, but a little change injians. The level of the T.V.A. (Tennessee Valley Authority), Chickamauga Lake, is dropped some 10 feet during the winter months, so boats like ours with a deeper draft don't have much choice but to stay in the channel. Couad present a problem getting back to home port. Besides that, I would really like to have her ALL complete before the launch, as I know after she's in the water play will come before work.

About next April 15th there will be a party. (That's when they raise the water level again). Until then, we'll labor - and dream of Spring.

Talk about dreams, we spent three days in Newport, Rhode Island, amongst the Tall Ships. Just too beautiful to describe. Saw a couple of Westsails there, but we were landlocked so couldn't get to them. Was crowded, but well worth the trip, 'cause the crowd was all there for the same thing. Guess we were born 200 years too late.

Keep sailin'....

EDITOR'S NOTE: One suggestion I made to someone else was hiring some high school boys who are in wood-working classes? You can get them for about \$2.00 an hour here in California - maybe cheaper in Tennessee. With supervision they work well and seem to enjoy the task. You can contest your local high school for a reference from the woodshop teacher. All I can say is, the person I recommended this to called later to thank me, so I guess all went well.

Received August 24, 1976

Home Port: Monterey, California

Peter McKay - Hull #370 - RATTLER  
Mammoth Lakes, California

RATTLER has been in the water a little over a year now and is still far from finished. But she functions and has already been a few places. I singlehanded her twice up the coast this summer, once from Ventura the first week of June, and recently from San Diego (after a sail to Ensenada with crew).

The second trip was uneventful but the first was pretty rough, with strong winds and seas on their nose that didn't let up from Point Conception to Monterey. The MD2B was useless heading into it, so I sailed the whole way with staysail and double-reefed main, making tacks of about 50 miles out and back. I was able to anchor twice but had to spend three other nights at sea. I thought I was far enough out to go below and sleep safely, but I was always wide awake within five minutes of lying down and had to stick my head out for another look around the horizon. And sure enough, on one occasion there was a huge ship about 100 yards away in the darkness. I had to conclude it is a bit reckless to cruise without a lookout even 50 miles out.

That trip convinced me there are two things that are indispensable for cruising these waters when the red flag is up: (1) a spray dodger, and (2) a heater. I couldn't open the hatch without getting a drenching and the hatch often opened by itself when the boat slammed into a wave. By the time I got to Monterey everything was soaked, including the VHF radio (which ceased to function as a result) while I reached a point where I could no longer get warm.

I've been collecting information on heaters, and I would be interested in hearing more from cruising letter contributors regarding the heaters they have installed. For example, how well does a diesel heater work under adverse conditions? On the June trip RATTLER bucked and pitched so violently at times that I have to think a drip-feed heater would have spilled or gone out. Wouldn't a pressure kerosene heater be best for heavy weather use? That is especially the time you would like to have a good, safe heater going and not have to fuss with it.

Finally, a few words about my experience with the Larwyck vane, which you sold me a year ago without reservations, but about which you now sound so equivocal! The vane has given me some trouble and I have spent a few hours in port working on it. On one occasion I removed the vane from the boat and took it back to the manufacturer, who is at least conveniently located in Southern California and was very helpful. That occasion resulted when the lower part of the vane got bent about 45 degrees after plowing through a kelp bed. The manufacturer admitted that that had happened before and that he had subsequently beefed up the device, and he replaced my crippled piece with the newer, stronger version. Then on this latest trip, some set screws came loose, spilling some bearings into the sea.

However, even with the 45 degree bend, and the loss of bearings, the vane continued to steer the boat, which I would say it has now done quite well for about 2500 miles. It also seems to work equally well on all points of sail, including dead running. At any rate, now that I've figured out how it works and think I can troubleshoot it (I acquired a bag of spare parts from the manufacturer). I have a certain confidence that it is going to do what it is supposed to do and I am going to stick with it.

EDITOR'S NOTE: The Taylor kerosene heater works well...any other suggestions??



Received August 25, 1976

Jack and Lura Francis - Hull #568 - TAMARAC II

Home Port: Stockton, San Francisco, California

Yes, we've been cruising the driveway since March 20, 1976, when our beautiful, big baby Liveboard 32 was delivered without any problems from Costa Mesa. It should have all been recorded on movie film, because the excitement far surpassed our imagining of the previous weeks. As soon as the trucking company called to say she was on the way, Jack began to pace the floor and Lura got on the phone to kith and kin. The next call came from a phone booth a few blocks away. "Have boat - where do you want her?" "We'll be right there to guide you", I said, and by this time our own ons; usually away in college, were here, so the four of us hurried to the little phone booth and the big boat.

Crowds were already gathering and we led the parade back to our home in north Stockton. "Put her down there, please", we told the driver. "In the driveway?" "Yes", we assured him, "right there where our automobiles used to park". Of course, they can no longer get into the double garage, for the boat blocks the way now, and besides, it's the workshop well equipped to finish the job.

Lura broke out soft drinks, beer, wine, and champagne and soon the whole neighborhood and friends and relatives from everywhere were all having a very good time. It lasted a long time, too; well into the night. All the while, Jack is pacing around conferring with the truck driver and holding various pieces of wood blocks to help steady TAMARAC II on her cradle in our gently sloping driveway.

The scene hasn't changed much. We've not logged any miles, but we have made progress and are having a wonderful time doing it. Jack's first project was a beautiful plexiglas and teak hatch Just aft of the mast. Then the necessary beams were laminated (in my painting studio) and I made a trip to the Alameda area for polyethylene foam for insulating. We're not completely insulated throughout, overhead is in, teak siding (milled out in our garage) is just about all in (we worked together this weekend in the forepeak on that), portlights are in, and the next step probably is locker fronts and drawers. Our plans call for teak decks and cabin sole before launching.

Jack just has weekends for boat building, and once in awhile we have to miss a weekend of boat work for some other activity.

During these spring and summer months we completed documentation procedures. Jack carved our number in our main beam while Lura painted on our official name and home port - San Francisco in dark blue - also our rail stripe, red.

If we could just turn our little street into a toll road, we would make a fortune. It's a kick to see people drive by, slow down, point, stop, and sometimes get out of their cars. We've had people, visitors to our town, who have been sent over to see "The Big Attraction", while in Stockton.

We seem to get to the San Francisco Bay area once in awhile and can't keep away from the marinas - to look, compare, make notes, and dream of the days not too far off now, when TAMARAC II will get her bottom wet. Until then, we really enjoy reading the cruising letters. Keep 'em coming.

Received August 27, 1976

Ray and Louise Francis - Hull #605 - OCEANA

Home Port: Honolulu, Hawaii

This is our first letter and we are delighted to be a part of the Westsail family. We recently received official word from Jim Kern that the factory had started building our Westsail 32, Hull #605, about the middle of July. We expect to take delivery on the (completed) vessel, at Newport Beach on October 15th, followed by 5 weeks of fitting out, equipment installation, provisioning, etc., and shakedown in local California waters; then on November 22nd (or thereabouts) set sail for Hawaii. Will write more later as important events unfold. We do enjoy reading the Westsail Cruising Letters immensely.

Received August 30, 1976

Stephen G. Hyde, D.D.S. - Hull #462 - GITANA

Home Port: Marquette, Michigan

Just a short note to let you know we've had a super summer for sailing and have been on both ends of the lake as well as through the Canada locks at Sault Ste. Marie and down the St. Mary's river.

Last weekend we sailed to Standard Rock, which is a lighthouse 50 miles out on Lake Trout, before heading back. The trout were all native trout and averaged from 5 to 11 pounds.

I can only say that the Westsail 32 is the boat to match the reputation of Lake Superior.

Received September 3, 1976

Charlotte and Hank Chickering - Hull #335 - LADY RAPSCALLION

Home Port: Palm Beach, Florida

Dear Fellow Westsailers:

My husband and I have just returned from our first one week long trip on our beautiful LADY RAPSCALLION. Actually, we received the completed W32 in July, 1975, and it never left the dock for a year. Until I read in the Westsail newsletter that there are other Westsail owners of completed boats that rig, install, and putter weekend after weekend, I thought I was married to a shallow water sailor and this was the first Westsail houseboat.

Anyway, we spent a week in the Miami-Ft. Lauderdale area and Westsailers who want a luxurious respite from their salty travels can't beat the clean showers, working laundromats, and delicious food at Pier 66...but dockage is \$10 a night. Don't expect to have many people spectating your Westsail, since you'll likely be docked next to \$150,000, 50 foot racing machines. Plenty of dockage in the summer. We sailed to Miami's Miamarina (run by the city), where you can stay for a maximum of 7 days at \$4 per night, which we strongly recommend to Westsailers who want to mingle with cruising families from all over the world. But have a bicycle or bus fare ready to get food and drink supplies. Day sailing out Miami inlet to the ocean is an experience I shall never forget...south of us was a tug pulling a huge cruise ship away from the dock while Chalk's seaplane was revving up his engine getting ready for a takeoff, using the inlet as a runway, when a Coast Guard helicopter hovered overhead and a cargo train crossed a trestle over the water to the loading dock...all within a couple of hundred yards from us. We had a perfect sail 40 miles from Ft. Lauderdale to West Palm in the ocean, using the Gulf Stream for a boost and made it in 10 hours without a tack except for the freighter that altered his course and made for a collision course with us and bearing off just barely in time.

RO?

Charlotte and Hank Chiekerling letter (cont'd.)

After a week at sea there was one problem which became increasingly annoying. Should I ever meet the sadist who designed the berths on the W32, I shall string him from the yardarms by his toenails and blacken his eyes, just as I have blackened my derriere and cranium on the forward compartment's extremely low berth headliner. The other alternatives...the pilot berth is fine, for one person... and the sliding berth is just that - sliding - as any couple will testify if they've attempted to spend the night there. Also it pivots noisily on wooden pins which is disconcerting for any couple trying to listen to soft music on the radio. The dinette berth takes an inordinate length of time to disassemble for anyone anxious to bed down for some "afternoon delight". Probably the ideal berth for some spontaneous spooning (pardon the alliteration) would be the forward compartment if it was designed 6" lower.

We are not newlyweds, nor are we starry-eyed kids. Just your average married couple in love who want to know why the Westsail 32 was built without love in mind?

EDITOR'S NOTE: As I have said before, my personal choice for sleeping (or whatever) is the dinette berth; at any rate I simply haven't heard anyone else with as many sleeping (or whatever) problems as you two! WHAT DO YOU TWO DO ANYWAY? All kidding aside, originally the Westsail 32 berths were designed much lower. During the years of production of the W32, somehow the berth kept creeping up, up, up (similar to "Pun with Dick and Jane). Snider and Lynne Vick had not personally slept on any of the later model 32's until last summer when their house was being remodeled and they used a cursive hull number to live on. The first day following their first night on board, they both went down to the Engineering Department and within two weeks of that day, the Westsail 32 was back to its original "a" lower. Retrofit patterns are available to those who are not satisfied with their existing berths. NEVER let it be said that Westsail stands in the way of true love!!

Received September 15, 1976

Wayne and Tanya Walters - Hull #552 - MON PANACHE

Home Port: King Harbor, California

We did it. She's in the water after too long on land. Having never done a bottom before, it probably took us twice as long but we like to think that we did a better job. It was better than a week before we took our first sail. Having never sailed anything longer than 18 feet, we can't say much about the characteristics. But it was great! We must commend Westsail, especially Donna and Marv, for the tremendous job they have done for us in the Customer Service area. We received MON PANACHE in December, 1975, and, not knowing what we had, we didn't inventory. After we were in the water we found we were missing some things, others were too short or too long, etc. But without any question we got them all almost immediately. Fantastic!! is all we can say. Of course, now that we're in the water, the temptation is to sail rather than work. As a result, not much has been accomplished. But we're getting there. If you're ever in the South Bay area and you see a cutter on the horizon with tanbark sails, that's us. We haven't seen anyone with sails this color, much less a cutter. Hawaii and the South Pacific are still a long way off (2-3 years), but now, at least, they seem finally closer.

P.S. I'd be interested in where other Westsailers stowed various items. Maybe I could get a stowage list from someone.

Received September 17, 1976

Ron Kosage and Joan Martin - Hull #512 - ASYLUM  
Pelican Harbor - Sausalito, California

Home Port: San Francisco

A strange trio it was that tripped out on unbridled fantasies. Together in dreams, individuals 2 apart, they drifted toward a fantasy ship and the islands of their minds.

Quietly a cork popped, cups touched, "To the four of us", was whispered - a vision took form and ASYLUM was christened. The Trip: Joan Martin, Ron Kosage, Al Kemp.

Received September 20, 1976

Jock, Carolyn, & Kathy Pugitt - Hull #31 - AQUILA  
Pago Pago, American Samoa

Home Port: San Francisco

After leaving Nuku Hiva we stopped at Ahe, in the Tuamotues, for a week. We would have stayed 3 or 4 if we hadn't already used our 3 month visa time. Ahe is still the high point of our trip. The people were the most hospitable and gracious of any we have met anywhere, and the lagoon was all the things a South Pacific atoll should be; warm, clear, turquoise water filled with an utterly fantastic array of coral and fish. The coral was all the colors of the rainbow, in more shapes than most people could dream. The fish were equally diverse in colors and shapes. One had green, purple, blue, and yellow in the most vivid shades, all on a shape not 6" long. We also saw some less appealing creatures, such as moray eels and black-tipped reef sharks. We were told that these sharks were not dangerous unless there were a "pack", being about 5-6 feet long and very well fed on smaller fish along the reef. The day we saw 4 together we cut short our swim and didn't wait to test this theory!

After Ahe we went on to Tahiti, picking up my sister for a trip out to Bora Bora. As far as swimming went, Bora Bora was almost equal to Ahe, and the rest of the "Islands Under the Wind" took next place. Tahiti we enjoyed by spending most of our time away from Papeete, as that is just a city on a dirty harbor after the novelty wears off. Punaia and Mataiea (Tahiti) were our favorite places; the first for the other boats and the shallow water, making swimming a treat, and the second for the family which adopted us. Alphonse is a Tahitian who had the good fortune to visit the U.S. in 1942 and 1945, wearing a French naval uniform. As a result, he has only fond memories of the U.S. and likes Americans very much.

After calling again at the leeward islands we sailed on down to Rarotonga in the Cook Islands. Here again, we could have spent longer than our 2 weeks enjoying the people (they spoke English - important after 5 months in French territory) and the other boats. Here we met more New Zealanders,



Jock, Karolyn, 4 Kathy Fugitt letter (Cont'd.)

and enjoyed getting to know them. The only bad part of Rarotonga was the small harbor, exposed whenever the wind swung toward the north.

Our immediate goal was to get to American Samoa for the Bi-Centennial, and we did make it, after an 11 day trip to go 780 rhum line miles. This was our worst trip yet, with a week of light headwinds or no wind, then 4 days of 15-45 knots, mostly from behind the beam. We managed to break a whisker pole when one of the early gusts hit 35 knots, and we used our trysail for the first time when the wind was around 35 with gusts 45 and up. We made over 110 miles that day, and in another boat we might have been worried, but AQUILA always inspires confidence. We know she will get through, but sometimes we wonder about ourselves.

Samoa as an island is much the same as the others we have visited, but the people are quite different. First of all, they have more of a Melanesian appearance than Marquesans or Tahitians, and secondly, their society is more obviously ruled by the "matai" (chiefs) elected by the "alga" (greater family). But the biggest difference is the acceptance of violence. In the other islands we were told that "parents don't hit their children", but here it starts at an early age and doesn't stop at maturity. Whatever the differences, we have not been disappointed in our personal dealings with the Samoans. They have been friendly and helpful for the most part.

We will be here in Pago Pago harbor for a few months, as Jock has taken the Job of delivering another boat back to California, and is now between the equator and Hawaii. Kathy (15) has started school here and is looking forward to staying put for awhile.

Greetings to all our friends - it is fun to share experiences this way - thanks, Jeannette.

Received September 20, 1976

Russ & Wilma Varval and Gene 4 Virginia Ford  
W42 - Hull #80 - WINDRIFTER

Home Port: Los Angeles, California

On September 30, it will be six months since we took delivery of WINDRIFTER, our Westsail 42, Hull #80, complete with deck, cap rails installed and including a cabin sole, fiberglass aft cabin pan and bulkheads. It hardly seems possible that nearly six months have elapsed. So in order to keep our names on the mailing list to receive the Windbag, Westsail newsletters and other pertinent literature, we must bring you up-to-date regarding WINDRIFTER.

She was delivered to the shipyard at Redondo Beach and we spent a hectic, if not frantic 13 days installing our engine, propeller, shaft log, thru-hulls, and steering. We etched and painted the bottom and launched 14 days after delivery. (What a way to spend a vacation!)

On April 14, after launching, we spent the rest of the day testing the engine within the confines of the Redondo Beach Harbor. On Thursday, April 15, we decided to motor up to Marina del Rey, but when we started home, 2 red flags on the Coast Guard Flag Staff gave warning that Mother Nature had decided not to cooperate with us. After venturing about one half mile out of the breakwater at Redondo, we decided that discretion was the better part of valor (we chickened out is what we did), and turned about and headed back into the safe confines of the Redondo Beach Harbor where we remained until Sunday, April 18.

On the 18th, we motored up to Del Rey in about one hour and 45 minutes. We had an uneventful trip up the coast and kept in touch with the shore by means of a citizens band radio. We pulled WINDRIFTER into our slip where she has rested since then.

When we look back to March 30, it seems that alot has happened, but it certainly has been terribly slow. However, at this time we have accomplished the following: we have installed fuel tanks with the capacity of 189 gallons, water tanks with the capacity of 200 gallons, installed all venting and feed lines. We have the engine completely installed, all fuel fill hoses and piping are in, including fuel filters and water filters.

We also have the engine Instrument panel mounted temporarily. We've installed the wheel steering and all cables and pulleys, including the quadrant. We've completely fabricated and installed the stern pulpit and we have planked and installed the bow pulpit. We have the mast support in, and the mast step plate installed, as well as the mainsheet traveller. We have our rigging on hand (not without headaches and heartaches, as the manufacturer provided the cables the wrong length the first time). We have our winches on hand and are awaiting delivery of our masting and our booms.

It looks as though we should be able to sail for the first time perhaps in late November or early December.

As to the interior, I can cover it in one word - "Zilch"! We've been busy getting the top side completed and are about to cut our main cabin windows. Hopefully, we will be installing our mast and booms between the first and 15th of October. All chain plates are installed, and as soon as our mast is stepped we will install the cabin windows and then the stanchions and life lines.

We are endeavoring to do everything top side to make her look like a Westsail 42. We have quite a way to go before we can actually say she does look like a Westsail 42. At the present she's riding about 10" above her designated waterline, but of course, we don't have a full load of fuel and we don't have the masting and rigging installed as yet, nor do we have anything installed in the interior.

When we initially took delivery, we figured it would be 18 months to completion. We're not beyond this conception at this point, but I would feel we probably will be running past the 18 month limit. The detailed and difficult work is yet to come, but one thing we can all say, and that is, "the building of WINDRIFTER has done alot to keep us out of mischief the past six months".

It's been alot of fun and we'll try to keep you posted as time goes on regarding our progress in the coming months.

Meanwhile, keep the Windbag and the newsletters coming.

Received September 24, 1976  
Bob 4 Posey Marts - Hull #27A - ABIGAIL  
Tarpon Springs, Florida

Home Port: Nashville, Indiana

Just taking life easy, living aboard, and having fun. Keep those letters coming. How about

Bob and Posey Martz letter (Cont'd.)

bringing us up to date on Ferenc Mate? He is a patron saint to many of us.

EDITOR'S NOTE: Ferenc and Candice Mate have been vacillating between cruising and doing guest appearances to publicize his book "From a Bare Hull". From Canada to the East Coast, back to California, and from there, who knows where? It is impossible for us to keep up with him and Candice at the pace they're going. But all is well with them and WARM RAIN as of the end of September, the last time I talked to them.

Received September 27, 1976  
Bob and Pat Bailey - Hull #266 POOH BEAR

Home Port: Richardson, Texas

Progress on POOH BEAR continues to be slow, but at least some progress can be seen since my last letter (Spring '76). All of the deck, cabin house, and cockpit has been completed, ports installed, and water tanks fabbed and tested. During the hot Texas summer I decided to abandon all work below and get on with the topside carpentry. The teak caprails, heavy duty rub rails and cabin mouldings are now installed and ready to be oiled. POOH is beginning to have an outward air of elegance appropriate for a Westsail. In preparation for the next step, the sprung teak deck, I have placed orders for \$100 worth of screws, \$200 worth of bedding compound and \$700 worth of teak! By the way, I'm eagerly awaiting that promised article in the Windbag on "Care and Feeding of Teak". At the price of teak, I should treat it better than my family. As the weather deteriorates this winter, I will get started on the interior. I'm more than ready for POOH BEAR to have an inward glow in addition to the new outward glow.

The following may not be appropriate for Cruising Letters, but I'll include it for use as someone sees fit.

This spring I realized that I had invested a year and a half of hard work and a whole lot of money in a boat without any firsthand experience in its sailing or handling qualities. The sum total of my time on a W32 was a motor (no wind) from a Marina del Rey slip to the breakwater and back, without even touching the tiller. I resolved to correct this and indeed I now have. I chartered Jack Paden's W32 DATA BASE in early June and with three sailing friends made a trip from Galveston to Port Isabel (Brownsville, Texas) and back, about 700 miles total across the Gulf of Mexico. The trip was an unqualified success, in spite of continual difficulty with the electrical system. The weather was perfect; in fact, too perfect to really test the boat. Winds stayed between 8 and 18 knots, except for one brief squall as we left Port Isabel and the last day when it got up to 25 knots. The boat handled beautifully under all conditions. We rigged a sheet-to-tiller self-steering arrangement upon leaving Galveston and used it on all points of sail throughout the trip. It even worked fairly well on a broad reach with the true wind only about 10 knots and a rather mean cross sea that rolled the wind out of the sails every few seconds. On the return, we sailed for 34 hours without touching the tiller. Relieved of the tedium of steering, one man watches worked out beautifully and everyone had plenty of sleep.

The dreaded beat from Port Isabel turned out to be a pleasure. The angle of heel was greater than I anticipated in light winds, but the motion was so easy that I never noticed the angle. The boat was extremely dry and free from spray. We did not pound even one time (the closest thing to it was a loud "squish" once). The angle of heel increased only slowly as the wind picked up and it took a 30 plus knot squall while hard on the wind to put the rail under.

I can summarize my one week evaluation of the W32 as follows:

1. Very comfortable and easy on the crew.
2. More tender than I expected in light winds but fairly stiff in stronger winds.
3. Points well, foots faster and generally sails better than I had anticipated (at least under the conditions that we encountered).
4. Frighting to maneuver in close quarters of a marina but backs better than any sailboat I have ever handled.
5. Inspires confidence and envy among sailors and non-sailors alike.

We finished the trip back at Galveston with two dead batteries so had to make a down wind landing under sail. My visions of a \$500,000 yacht skewered on a W32 bowsprit dissolved into a near perfect landing at the desired dock position (something never mastered while landing an airplane with an audience).

The week of vacation was not only enjoyable, but confirmed the wisdom of my selection of a Westsail 32 over two years ago, based on general design and quality build. Now — back to the Granddaddy of all home projects, building POOH BEAR.

EDITOR'S NOTE: I have begged, pleaded, cajoled, and cried to get the article from someone for the "Handbook on the care of Teak" — all to no avail. Therefore, any of you owners with the knowledge and experience necessary to write this type of article, I am offering a gift certificate good for any accessory item in the Windbag Catalog in the amount of \$100 for an article on the care of teak that is accepted for publication by the Windbag editor, Lynne Vick.

Received September 28, 1976  
Donald J. Figura - Hull #379 WHITE FLY  
Lockport, N.Y.

Home Port: Franklinville, N.Y.

We're enclosing two articles from the Buffalo newspapers — these pretty much sum up what we've been up to the last year or so. These articles give credit to Westsail and Boat Transit — and we'd like you to construe these as our first cruising letter.

Will write again when we get more experience under our belt and further away from home port.

Saw "Beatrice" out of Detroit — on Erie Canal on 9-11-76. No hull number visible as mast was on deck as ours is to facilitate passage thru canal.

EDITOR'S NOTE: PLEASE SEE THE ABOVE MENTIONED NEWSPAPER ARTICLES UNDER "SKETCH C".