

FELICITY

Progress Report No. 2

Good news: Our crew is complete as outlined in the last report. Both Nils Bruzelius and Dave Collins are coming. The Bruzelius and Bean clans are planning a serious effort to organize the provisions starting early in the new year.

On a recent visit to the Virgin Islands your skipper and navigator were able to determine that Peter Island was within 0.8 miles of its charted position. We feel that this is encouraging since if a relatively unimportant island is that close, imagine what the precision of an important place like Cornwall must be.

On the same trip we saw Felicity's sister ship Ecstasy in Trunk Bay. Considering that only three SW42s were afloat at the time that was a considerable surprise. She had been sailed down from Southwest Harbor without any major incidents.

Another sister ship - Beachcomber - was caught in a considerable storm on a trip south and weathered it well. A copy of a letter from her delivery skipper to Bob Hinckley is attached. I was pleased to note that all of the points which he made had already been dealt with on Felicity.

A visit to Southwest Harbor last week revealed good progress on Felicity. The engine, throughhulls and electrical bonding are all in place and most of the bulkheads and floor supports are in. The deck molding is virtually complete. There are a lot of miscellaneous pieces of joiner work sitting around waiting to be installed. Very exciting.

We have converted to a cutter rig. We will have a removable forestay and running backstays. The staysail will be small with conventional hanks. The purpose of this is to allow us to set a small jib in rough weather without having to take the genoa off the roller furling gear.

It turns out that there is lots of ham radio activity on ocean going yachts. There is a Transatlantic Net every morning at 1200GMT run by a fellow in Prides Crossing, Mass. Each time I have listened at least 10 or 12 boats making atlantic crossings have checked in with their positions and weather conditions. (They are all making westbound passages to the Carribean).

I have been warned that we will have to expect considerable chafe on the sails and gear and that it is essential to overhaul it regularly. Everyone should practice up their sewing for repairing seams in the sails!

48 Ellery Road
Newport, R.I., 02840
1 Dec, 1982

Dear Bob,

You may recall that we met and chatted briefly at the Newport Boat Show. I have since then had the pleasure of delivering "Beachcomber" (Hull #4, Sou'wester 42) from Southwest Harbor to Key Largo. I can say without hesitation, that the quality construction and thoroughness of commissioning was outstanding-- the best I have seen in many years experience with yachts. The high quality work was dramatically demonstrated on the second leg of the trip when we encountered a severe storm off the New Jersey coast on 24 Oct. Winds were recorded in excess of 65 Knots and seas were reported as being 25+ feet. Although we were hove-to for almost 16 hours, and had the eye of the storm pass directly over us, the only damage suffered by the boat was one cracked coffee cup (which I could have prevented by better dish storage), and a small hole which chafed thru the mainsail where it was tightly lashed to the boom during the storm. The boat hove-to very easily (with furled main and apx 5% jib), had an easy motion, and was very dry. I had the board in the raised position to take pressure off it as the boat worked while hove-to.

As a result of the delivery, and the extensive sailing we accomplished under varied conditions, I do have some recommendations you might want to consider for follow-on customers who intend to take their boats "offshore".

Sails: I thoroughly encourage three sets of reef points for the mainsail. With a double reef, the sail was still much too large in wind conditions over 35 knots. I also recommend some sort of storm trysail or storm jib---especially for a boat with roller furling where loss of the only jib could have serious consequences. Although we were very careful, the sun shield on the leach of the jib chafed through from rubbing against the spreader, and I recommend sails with sun shields be provided with a chafe patch. (Incidently, changing the mainsheet position to the location forward of the hatch was a great improvement. It was somewhat difficult sheeting in in a brisk breeze, but suitable trim could always be accomplished thru adjustment of the traveler.

Accommodations: The bunks should be equipped with lee boards. Under all but light air conditions, there is only one bunk (dinette seat) that can be used while on a starboard tack. The galley needs a strap for support while cooking in a seaway. Also, the thwartship lockers behind the Ice Box and companionway ladder constantly slid open while beating, and should be equipped with some sort of positive latch.

Nav Equipment: Several times, while on a Port tack, the navigator was thrown against the circuit breaker panel, and changed the position of some of the switches. A hinged plexiglass cover would prevent this problem.

From a navigators point of view, I would prefer to eliminate the locker just forward of the nav station, and use the space for navigation publications and/or additional nav instruments.

Spotlight: I have nothing but praise for the "Guest" spotlight. However, it would be much more effective if a 12 volt outlet were provided up forward (perhaps inside the small storage locker forward of the mast). The existing hookup requires use of the light from the cockpit area, and the sails and rigging cause much reflection which disrupts the helmsman. A possible (but not recommended) alternative would be to have a 25 foot extension cord for the existing outlet.

Wind Instruments: For any boat without normal wind instruments, (such as Beachcomber) I strongly recommend at least a simple "Windex" for the mast head. With no instruments, it is very difficult to determine wind direction at night, especially when sailing off the wind.

Anchor System: It appears the boat was designed for an electric windlass, because in Beachcombers configuration, the boat rides bow high. I do recommend a windlass--the boat is really too large to handle anchoring by hand without at least one strong crew member. With the existing rig on Beachcomber, it is necessary to use a snatch block on the stem fitting to get a fair lead to one of the bow cleats from the roller fitting. The alternative of using the normal bow chocks is not the answer as the fittings have rather sharp edges which chafe the anchor line. For owners who elect not to have a windlass, I recommend installation of a large cleat on the centerline of the foredeck, and flareing the outer edges of the roller fitting so the anchor line wont chafe while the boat swings at anchor. (see sketch). Also, the hawse pipe fitting on Beachcomber is too small to allow the short chain to feed into the chain locker, and the fitting should be replaced with a larger size.

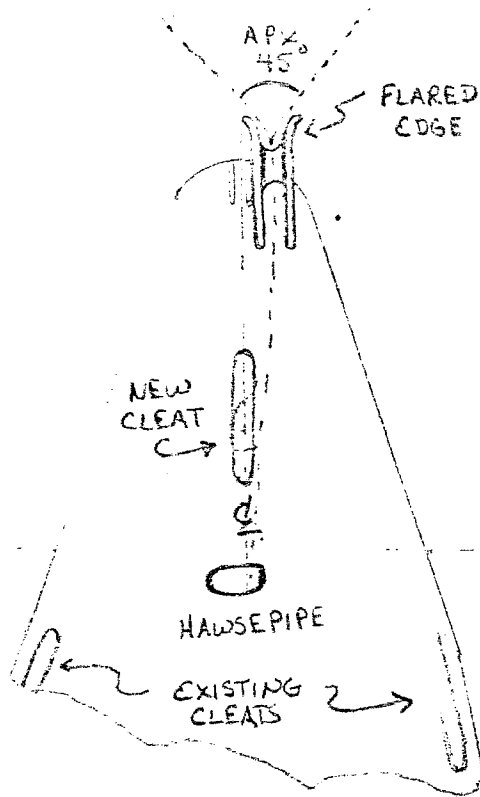
Incidentally, while in Beaufort, N.C., I ran into the Daltons, who were delivering Nite Train to Florida. We had a nice visit, and they mentioned they were considerig purchase of a SW 42.

I really enjoyed the delivery, and look forward to spending more time in Southwest Harbor next spring when I bring Beachcomber back. Congratulations to Rusty Bradford and all your crew for building another fine boat.

Sincerely,


Andy Radel

CP- JEG COUGHLIN



PROPOSED ANCHOR RIG
(NOT TO SCALE)