Please allow me to introduce m*yself*, I'm a sailboat of *wealth* and *taste*…

…. paraphrased from Rolling Stones

CAPRICA is a Westsail32. She is an East coast boat built at the Wrightsville Beach, NC yard in 1977. She is hull number #687. In Westsail years, she is a young adult. Her future involves many years of sailing adventures.

As far as her physical dimensions and such I say, **"She's a Westsail32!"** If you dream about becoming a WestSailor, you already know all the hard data. As a young adult, she has all of the evolutions of the Collins-Archer design, including the new deck mold, deck flange, fiberglass grunions, and 8,000 lbs of cast lead ballast.

Karen and I are the second owners. The original owners purchased her as kit boat. Embossed in her starboard cheek, just like a tattoo is: **WSSK 0687 0177**. The "K" indicates the kit boat, and the finishing was the responsibility of her owner.

"DANGER- DANGER Will Robinson" someone who calls it a 'Screw – Drrrivver' is going to finish the boat? OH-MY! "

There are many unfinished kit boats because the owner underestimated the effort to complete the build. And, there are some boats for which the owner used a 'screw – drrrivvver' instead of a sharp chisel. But, there are many kit boats that are finely finished yachts.

The original owners told me they cut a deal with Westsail, to keep their kit-boat at the Wrightsville Beach yard where they hired Westsail shipwrights to do all the finish work after their shifts. It's no surprise, that most woodwork came from the "under my jacket" supplies at the end of shipwright's workday. As such, *CAPRICA* is 95% factory finished by the experts, and has all the millings and wood-works of a factory finished boat.

Last year. I visited what I believe was the Wrightsville Beach Westsail yard. It was located off the ICW in a basin waterway. I found no trace of the boatyard, only $2M+ homes and estates.

Checking through my ship's logs, I see that years ago I passed this location going down the ICW. Did I imagine that there was a sudden pull on the tiller to go starboard as I passed? Was *CAPRICA* trying to return to her birthplace? Sailing is mystical.



The Westsail32 is probably the most venerable offshore sailboat ever built. They are slow and are often called, *Won't-Sail, West-Snail, and Wet-Snail,* but they seem to win every offshore race to Hawaii and beyond. Above all, they are safe boats! OK, enough waxing and waning… Here's *CAPRICA* today:

CAPRICA has been around for a few years and she stole her Captain's soul!

…. paraphrased from Rolling Stones

The hull:



No dings, no scratches, no cracks, all below water line things have been removed and have been inspected to ABYC standards. Sea cocks are serviced every haul out. Cutlass bearing is tight, and the shaft is true. The cutwater is above the water line! Gudgeons are tight and the tiller and rudder are pristine. Interlux bottom job was done in 2017.

CAPRICA has teak decks! The decks were renewed this year: re-grooved, bungs replaced , sanded, re-caulked and, two coats of teak deck sealer. No "Leaky-Teaky" decks here.



There is a custom fabricated fiberglass hard dodger with lexon windows. There are two fiberglass deck boxes for your snorkeling gear and water toys, and two biminis, one for in-port shade, the other for sailing.





The Interior:

Going below in many Westsails is like spelunking. You need a headlamp. There is too much stuff going on with dark woodwork, hanging cabinets, and little interior sunshine.

Not so with *CAPRICA.* She has an open interior, with lots of clean varnished woodwork, and above all, hatches allow lots of sunlight.





The Rigging:

All standing rigging was replaced in 2007 by Apolo Rigging, Herrington Harbor, MD with 9/32 1 x 19 wire, turnbuckles, and fittings. Top and bottom lifelines were also replaced.

The bow sprit and boomkin are custom fabricated stainless steel. I know a really good welder!





There is a bonus's chair for the sailor who trusts the crew; it’s 55 feet from the mast head to the water, that is, if you somehow avoid the hard deck on the way down!

The Sails:

I believe the sails might be original.

The original owner was employed by Potomac Sailmakers of Alexander, VA. As such, the sails had yearly professional care and maintenance. When we became owners, I continued to use Potomac Sailmakers for their annual check-up and maintenance. To the best of my knowledge, the sails and sheets have never been aboard during winter layups.

Each year the sails are washed, folded, and store indoors. Blue acrilan sails covers protect them when on board.

There is no roller furling on *Caprica*. I'm a fan of hanked-on sails as they rarely fail and are full-proof.

Mainsail : Westsail 7.75 oz, 303 sq ft. 2 sets of reef points, ½ inch Sta-Set sheets, Barlow #16

Yankee: Westsail 5 oz, 301 sq ft, ½ inch Sta-Set sheets, Barlow #16

Staysail: Westsail 7.25 oz, 149 sq ft, ½ inch Sta-Set sheets, Barlow #16

Drifter : Unknown 3.5 oz, 372 sq ft, ½ inch Sta-Set sheets

Main and staysail sheets are ½ inch Sta-Set braid. Primary winches are Barlow #20





Just between you and me….. he most used sail on *CAPRICA* is the staysail. When the wind is up, it is the component of the cutter rig. When the wind goes way up, it is the next-to-last in the reefing order. When all hell breaks loose, it keeps *CAPRICA* from broaching. And, most importantly, when you are under power, it adds a knot or more to the iron genny; 10 hours of powering down the ICW with the staysail gets you 10 more miles closer to the next anchorage.

CAPRICA uses a *Says Rig* self steering for her offshore voyages. I can't say enough about this device. No electricity, no lines, no nothing; just three moving parts and when the wind is constant in direction, go to sleep, eat, fish, enjoy the ocean, knowing Sally will steer you.



Tankage, Plumbing. Galley, Head:

I use a 39 gal. water (stainless steel) tank with an electric pump for dish washing and hygiene. I use bottled water for cooking. The holding tank is only 10 gallons, big enough for several days at a marina, or a weekend sail. A Groco Model EB manual toilet does all the work. No electricity is needed with my plumbing configuration.

Two diesel aluminum tanks, totaling 60 gal. provide 600 miles range from the iron genny.

GROCO sea cocks , two manual Gusher whale pumps and a RULE electric bilge pump keeps the water on the outside of the hull. I never had an issue or required pump service with regard to what side of the hull needs to be wet, and what side needs to be dry.

I'm hungrery:

I can't cook! I can't even fry water, but there is a shipmate propane stove and a Force 10 barbecue. Cookware, dinnerware, and all the stuff is there to make you a quality chef in 6–ft seas!



The Norcold 12VDC/120AC refrigerator keeps a 12 pack of beer cold, and can even make block ice.

Mechanical:

The engine room has a full liner bonded to the hull. Engine room access is from the cabin or from the removable cockpit floor. You can get a sunburn while you change the oil!

The iron genny is the venerable Volvo MD11C, 2 cylinder 25 hp, raw water cooled, with CAV filters.

During the 2005-2007 refit, I removed the engine from *CAPRICA* and I purchased another MD11C. Both engines were moved to my workshop where I rebuilt one using the best parts from each. The necessary machining and procedures that were beyond my capabilities were done by Vosbury Marine of Annapolis, MD. The rebuilt engine currently has 512 hrs. The other engine is disassembled for spare parts if the need ever arises. Volvo parts are extremely expensive.

CAPRICA conveys with every conceivable tool you might need to become an expert diesel mechanic. Remember, hold up a pair of panties in front of you better half, and say, "die-sel will fit you!"





Electrical, Electronics and Navigation:

Nothing fancy here. Nothing worth taking a picture of….

I have a slip-neighbor whose son purchased a sizable sailboat. I asked him, “What were the selling points and why did he buy that particular boat? He responded, “It had all the electronics and instruments you’ll ever need.” Three years later, he is still in the slip, awaiting delivery of obsolete parts, and replacing obsolete electronics. As I told my crew, “Let’s pretend we have all the fancy stuff, and let’s pretend it’s already broken!”

I’m very old school. There is nothing like sitting after dinner with a hot cup of “just brewed this morning” coffee, that is if the coffee pot survived being tossed off the stove.

Paper charts are magical. Not only do they tell you where you are, and tell you how to get to where you want to go, they show you everything nearby, which is often more interesting than where you are and where you are trying to go.

Here’s my list of breakable and soon to become obsolete electronic stuff:

Ritchie SBN40 compass with spare parts

Garmin GPS 17-N NMEA Antenna/receiver NIB, Magellan Mushroom antenna

Garmin 60CSX hand held GPS NIB

Davis Mk 23 and Mk 25 sextants

Compaq NX7400 laptop with Open CPN used as a poor man’s chart plotter

Humming Bird HDR610 Depth Sounder NIB

2 Group -31 lead acid batteries, with the standard the Westsail electrical panel

600 watt inverter, 25 watt inverter, 12–18 VDC converter for older laptops

30 amp shore power with 3 GFI circuits, for 9 outlets

Icom VHF

Kenwood All-Band receiver

Aton HD radio

Boston clock and barometer

I leave the issues of electronics up to the new captain with selling price adjustments.

Ground Tackle:

Just like *CAPRICA*, this stuff is bullet proof and will last forever.

Simpson Lawrence Model 555 two speed windlass



Custom fabricated Stainless steel Sampson Posts

35 lb CQR with 65 ft. 3/8 inch BB chain followed by 75 ft. ¾ inch three strand nylon

35 lb CQR 200 ft. ¾ inch three strand nylon

2-1/2 ft Danforth, 20 lb Navy anchor

Numerous bumpers, and ¾ inch three strand nylon dock lines. My home slip is 20 x 50 ft and I use six lines to keep her centered. I have 4 forty ft. 1-1/2 inch braided dock lines that I keep on board for visits to marinas along my travels. These dock lines always impress the dock hands when we show up at a marina.

Safety Equipment:

Type B Fire extinguishers

Radar reflectors

Sirus C-1003 electronic distress NIB

Numerous PFDs and horseshoe ring

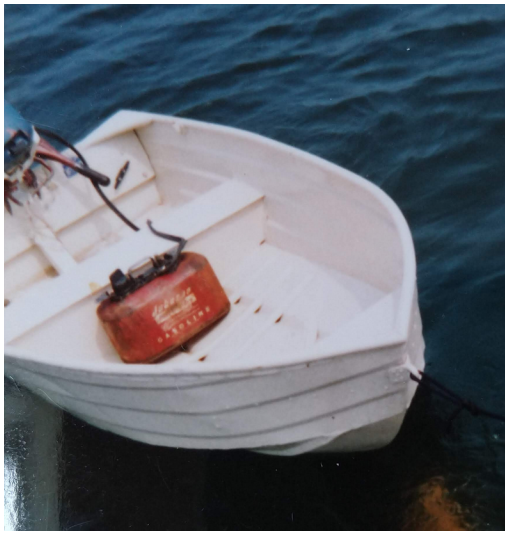
3 Safety harnesses

Q and distress flags

6-inch brass bell

Air horn, two spotlights

Various other stuff:



There is a vintage 10 ft QUACHITA aluminum dinghy with an equally vintage 3 hp Johnson outboard. The dinghy is too big to store on deck, but for weekend sails we often tow it so we can anchor out and use it to come ashore to find a restaurant, or to explore skinny waters. Yes, I have the title.

You will also get a PFAFF industrial walking foot sewing machine for all your canvas and sail maintenance needs. It will sew though everything, no matter how thick, and if you are not careful, sew through your forearm!



Footnote:

When *CAPRICA* is laid up for the winter, I remove just about every from the boat and store it in my basement here in Fredericksburg, VA. It makes spring commissioning easier; everything is easy to clean, and I get to sort out what stuff goes back aboard.

So, the lucky new Captain will need to accommodate at least a pickup-load (or two if you take the dinghy) of stuff to move from my basement.