

Description

This classic S&S design is an experienced cruiser. Built by an avid racer, she spent her early years flying under the flag of the New York Yacht Club and making a name for herself in racing circles. She was the winner of the 1961 Admirals Cup.

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Construction

Built with steam bent white oak frames, her planking is 1 1/4" Honduras mahogany single planked below the waterline and double planked topsides. Bronze and oak floors with diagonal strapping. Her decks are fiberglass over plywood finished with non skid. Her classic good looks are highlighted with varnished rail caps, cabin sides and hand grips as well as varnished cockpit coamings.

Accommodations

She has an aft cockpit which is well laid out with a pedestal mounted binnacle, single lever engine control and a varnished teak cockpit table. The companionway and navigation instruments are protected by a custom dodger. Above the dodger is a custom stainless traveler.

Through the companionway and down steps the U-shaped galley is located to port. Equipment includes a single stainless sink with pressure water, gimballed Luke 3-burner propane stove with oven, microwave, and top loading holding plate refrigerator/freezer. There are lockers and drawers for storage throughout.

The navigation desk with nav equipment is located to starboard with a quarter berth adjacent. The desk faces inboard and aft so you can see all the equipment from the cockpit.

Next forward is the salon with U-shaped settee to port with gimbaled, drop leaf table. Above and behind the settee is storage for books and signal flags. There is a straight settee opposite. Above and behind the straight settee are numerous built ins for storage, books and entertainment equipment.

Next forward is a large enclosed head to port with stainless sink, Groco toilet and storage lockers beneath the sink and outboard. A hanging locker is opposite to starboard. All the way forward is a V-berth cabin with filler and access to the forepeak storage area.

Electronics and Navigation

Uniden VHF Radio
Kenwood Ham/SSB Radio
Furuno 20 mile radar (98)
Signet Sailing instruments
Kenyon knot log
Autohelm 7000 Autopilot
Garmin GPS72
Magellan GPS (08)
Depthsounder w/cockpit repeater
SonyTV,
VHF and DVD
Stereo & CD player
Stereo speakers in salon
2 waterproof speakers in cockpit

Electrical System

12 volt DC power
110 volt AC shore power w/outlets throughout
30 amp shore power cord
2 40 watt solar panels
2 8D 225 amp batteries (08)
1500 watt Trace inverter
220 volt transformer
2 custom electrical panels
located nav stn and companionway
2 75 amp alternators

Deck & Hull

Cockpit mounted shower
Monel stanchions with double life lines
4 Dorade vents
2 bronze opening hatches
Stainless stern rails with seat
Aries windvane
Awning
Sail covers
Fatty Knees 8' dinghy w/sails & rig
2 hp Yamaha outboard
15 hp Mariner outboard
Double custom bow rollers
Stainless bow pulpit
Lofrans windlass w/300' chain
60 lb CQR & 45 lb CQR
75 lb Fisherman
Horeshoe life ring
MOP pole w/strobe
6 lifejackets
Sea anchor
Deck washdown
Toyo 4 man liferaft w/cover
Bronze centerboard

Sails and Rigging

Double spreader main mast keel stepped
Profurl headsail
Mizzen mast deck mounted
1037 sq ft sail area
Spinnaker pole - aluminum
Reaching pole - aluminum
Stainless tracks on toerail
Slab reefing on main and mizzen
Main sail '96
150% Genoa '96
Staysail '96
Reacher
Trisail
Storm jib
Mizzen
Walder boom vang

Engine & Mechanical

Bronze rack and pinion steering
Custom hydraulic driven fridge/freezer

Custom hydraulic driven 20 gph water maker
Racor fuel filters
3 fire extinguishers
Propane on demand hot water heater
Rule 3500 gph bilge pump
Rule 1500 gph bilge pump
Edson Manual bilge pump
Engine driven emergency pump w/3-way valve

Remarks

Well known throughout the 1960's in racing circles, WINDROSE retired to cruising in 1970. Her current owners purchased her in 1980, completed an extensive refit and cruised her to Mexico, Central America and extensively in the Pacific. She underwent another updating in New Zealand in 1996 with some modifications that include moving the traveler to a better location and the pilot berth was converted to additional storage. Now located in Thailand she has undergone an overhaul of her hull and frames with repairs made as necessary. This very experienced cruising sailboat represents the best of S&S designs with strength and durability, seakindly performance and comfort.