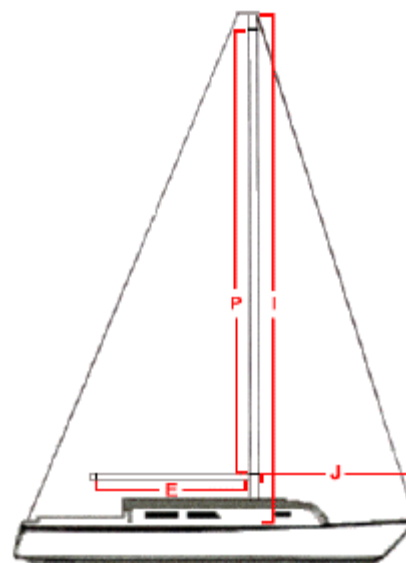


MAKE	LOA	MODEL	I	J	P	E	PY	EY
WINDROSE	18		21.00	8.75	23.00	7.00		
WINDROSE	20		21.00	8.00	21.00	8.00		
WINDROSE	22		24.50	8.75	25.00	8.75		
WINDROSE	24		22.00	8.75	25.00	10.50		
WINDROSE	25		22.00	8.75	52.50	10.50		



WINDROSE 18, WINDROSE 20, WINDROSE 22, WINDROSE 24, WINDROSE 25,

Description	Dimensions				Displacement [LBS]	Ballast [LBS]	Sail Area [SQ FT]
	LOA	LWL	Beam	Draft			
Windrose 22	21'.7"	19'.0"	8'.0"	5'.6"	1980	600	206
Windrose 24	24'.0"	21'.5"	7'.10"	6'.4"	2400	600	228
Windrose 25	24'.8"	22'.1"	7'.10"	6'.4"	2500	600	228

## TRAILER BOATS, JANUARY 1979

Questioning the reasons why a person buys a boat can be a touchy matter. It can be more personal than asking someone what qualities he saw in his spouse before marrying her. So, it was with some trepidation that we asked Bob Nicholson of Long Beach, California, why he chose to buy a Windrose 20, a trailer sailer manufactured by Laguna Yachts, Inc.

"There were some basic criteria on which I chose the 20," said Nicholson, who has owned two other trailerable sailboats. "The first thing I wanted was for the boat to have an easy-to-reach anchor locker. Also, I wanted a lazarette in the stern where I could store a gas can for my outboard and an ice chest. Naturally, I wanted a boat that sailed well, and last, I wanted my boat to fit in the garage."

"Fit in the garage?" we asked incredulously.

"Yes," said Nicholson. "I've always had boats that fit in my garage, and it's important to me to provide adequate shelter when I'm not using the boat."

According to Nicholson, the Windrose 20 would fit in any standard garage. He said that he has to turn the trailer tongue slightly and then secure the mast diagonally for everything to fit with the garage door closed. As for sailing qualities, Nicholson said he previously owned a Windrose 18 and found it to be a little tender for his needs...

"I liked the Windrose 18," he said, "but when I saw the features that the 20 offered, I decided on the bigger boat and found the sailing qualities to be stiffer. So far, I've had the 20 out in 20 and 30

knot winds and it's handled well in the rougher weather ..."

"My next step is to rig the boat for racing," he continued ... I'll need more controls and will have the halyards run into the cockpit, which also will help when I single-hand the boat."

Asked what he liked about the boat now that he's owned it for a while, Nicholson replied "The non-skid deck really is non-skid. I haven't slipped on it yet. I also like the access of the anchor locker and the plexiglass hatch, which serves as a sail stuffer when I change head-sails. The cockpit is big enough so that four people can fit without feeling pinched. I also like the outboard bracket, which works on a block arrangement for easy raising and lowering."

As for the interior, he said the winch handle for raising the centerboard/keel is convenient, and the actual cabin space-while not large-is adequate for his family. The standard boat is fairly well equipped with room to add things, according to Nicholson.

One basic complaint that he did have is the cockpit hatch, which doesn't slide but maps over and locks. While he feels that he would have liked the boat to come in a racing rig, the base price of \$7500 (including trailer) would have been much greater.

As for personal preferences, he said he would like more wood trim and a roller type trailer.

The quality control on the Windrose has been fairly good, Nicholson said. The fiberglass hasn't "oil-drummed," and the deck's core construction seems to be strong. There have been a couple of minor leaks in the water tank and from the chain plates. He said the gel-coat has held up well and that he's noticed only a couple of bubbles.

Some of the *Trailer Boats* magazine crew had the opportunity to sail the Windrose 20 with Nicholson on Long Beach's Alamitos Bay and later help him load the boat on the trailer.

In general, we found his observations to be valid. The overall quality of the Windrose is quite good, considering its relatively low base price.

The items listed as standard include main and jib, bow pulpit, foredeck hatch, outboard bracket, hinged mast step, trailer bow eye, waterline and sheer stripe, anchor locker, fabric cushions and carpet, and a self-bailing cockpit.

For a family on a limited budget, it's close to an ideal boat for the price. While the boat handled well in medium winds, we wouldn't recommend it for offshore sailing. As a family day sailer, it has the qualities suited for leisurely outings. A skilled skipper conceivably could take it offshore for short cruises, but the novice or average family skipper might have his hands full in high winds.

No doubt about it, it's a fun boat to sail, and in many respects handles like a small dinghy. The controls are handy and well thought out. But not every boat is all things to all people. Our conclusion is that it qualifies as a solid little family sailer, but not as an offshore cruiser.

#### SPECIFICATIONS

Length overall	20' 2"	Displacement	1,650 lbs.
Waterline length	16'	Keel weight	440 lbs.
Beam	7' 6"	Outboard power (max)	6 hp
Draft		Base price	\$5,345
(keel down)	4'6"	Price as tested	\$7,000
(keel up)	12"	(with trailer)	\$7,500
Sail area			
(Main)	84 sq. ft.	Laguna Yachts, Inc.,	
(Jib)	89 sq. ft.	Dept. TBM,	
(Lapper)	107 sq. ft.	1630 S. Sinclair	
(Genoa)	134 sq. ft.	Anaheim, CA 92806.	