

November 26, 1987

Mr. Colin Bate, Sales Engineer  
Willard Marine, Inc  
1250 North Grove Street  
ANAHEIM, California, 92806

Dear Mr. Bate,

I would like to give you my warmest thanks for your providing me the construction drawings for the Garden/Seely 36' Vega Trawler.

The Willard Company built hull #38 in 1969. I bought her last September in San Diego, and when we arrived in Honolulu, several people thought she was brand new!

Our passage in October took 18 days and consumed some 330 gallons of diesel, over a distance of about 2,300 nautical miles. We shut down daily for about 10 minutes to check out the engine, plus once to repair a minor oil leak and once to replace a filter. In addition to the 300 gallons of fuel in the main tanks we carried 150 in a Goodyear bladder on the cabin sole, and three 55 gal drums in the cockpit, for a total of 615 gallons. The drums in the cockpit were overkill and if I were to do it again I would not carry them because initially they trimmed us down by the stern a good two inches. All such extra fuel was transferred by electric pump to the main as quickly as possible, but with a consumption rate of 9/10th of one US gallon per hour, it took nearly a week to get the weight out of the stern. We ran the Perkins 4-236 engine (God bless the British for that beautiful piece of work) at 1400 RPM for a speed of six knots.

I bought HORNBLOWER after about a year of studying what was available. In my opinion, Willard makes the only true, sea-going small yacht being built today, and I wanted that because Hawaiian waters are rougher than hell, and no place

for a flat-bottomed, flat-transomed, small rudder, fake "trawler" like the Grand Banks or the numerous Taiwanese trash. That beautiful canoe-sterned Garden hull is a SEABOAT, and I'll put her up in rough going against anything else under 60 feet.

In addition to her ultimate seaworthiness, HORNBLOWER'S seakindliness and comfort was such that after arriving in Honolulu we waited only four days before taking a few friends for a week's inter island cruise.


Obviously, I have a serious love affair going with an old boat, but I will confess to you, confidentially, that if I had unlimited funds I would have bought one of the new forty-footers you showed me last summer.

Please feel free to show this letter to anyone who might be interested in a real yacht, and I would be happy to discuss my experiences with any interested party.

Incidentally, I was 65 years old when I made this passage (with two slightly younger crewmen) and have been yachting for over 35 years, including a total of four Pacific crossings (the rest under sail).

Also, in all fairness, I must give considerable credit for our comfort to the Naiad stabilizers which kept rolling motion to an absolute minimum. But they were just the frosting on a superb hull.

Again, my thanks for your numerous courtesies, and please include me in your mailing list. Anything Willard does interests me.

Most sincerely yours,  
  
D. G. Schallenberg  
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