OFFICE UPDATE *Special Nonsuch Issue*

Harris & Ellis Yachts

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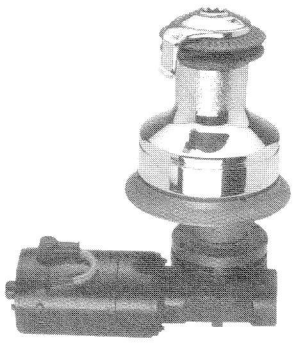
ELECTRIC HALYARD WINCHES

*That Really Work - Lewmar Guarantees It! **

Harris & Ellis Yachts corresponds constantly with Nonsuch owners worldwide and we are finding that these owners share similar views regarding power winches.

Our feedback indicates that there are many Nonsuch owners who would like to have an electric halyard winch and as many owners considering the purchase of an anchor windlass. As well, most Nonsuch owners and their sailing mates are very concerned about being unable to retrieve a "man" overboard, particularly if that person is unable to climb a swim ladder due to injury, exposure or physical condition. However, electric winches are not cheap and it is hard to justify the cost of both an electric windlass and an electric halyard winch for one boat.

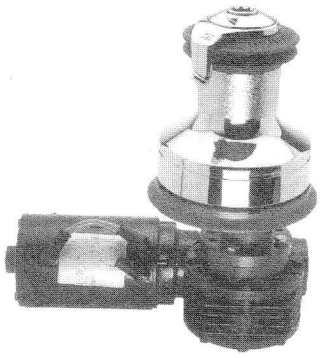
With these concerns in mind, we have sourced an electric halyard winch that 1) represents substantial savings, 2) can raise the Nonsuch sail quickly and fully, 3) can double as an anchor windlass and 4) can lift a person onboard.



Lewmar 40 AEST Electric Power Winch
Recommended for Nonsuch 26's & 30's

These winches are specifically designed as power halyard and sheet winches and are suited for the secondary functions mentioned above.

Harris & Ellis Yachts has arranged for a rock-bottom price for the Lewmar 40AEST and the 44AEST winches.



Lewmar 44 AEST Electric Power Winch
Recommended for Nonsuch 33's & 36's

In the past, some Nonsuches were equipped with electric capstans (anchor windlass) as halyard winches. The capstans were slow to hoist the sail (causing battery drain) and were often at the upper range of available power causing the circuit breaker to trip during the hoist. Mismatched circuit breakers also contributed to the premature tripping of the breaker during the final third of the hoist. In addition, the capstans could barely handle the required load as they were only rated for 700 lbs.

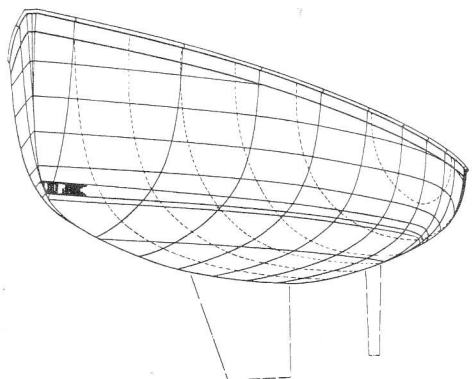
By contrast, the Lewmar 40AEST is rated for 1,500 lbs of working load and the 44AEST is rated at 2,250 lbs. These Lewmar electric winches are powered using the yacht's 12-volt battery power supply via a matched "slow blow" Hyneman circuit

WINCH OPERATING TIPS

Electric halyard winches can be the handiest piece of equipment on your boat if used properly. The keys to proper electric winch use are virtually the same as those for manual winches, so here are a few tips to make your next hoist an easy one.

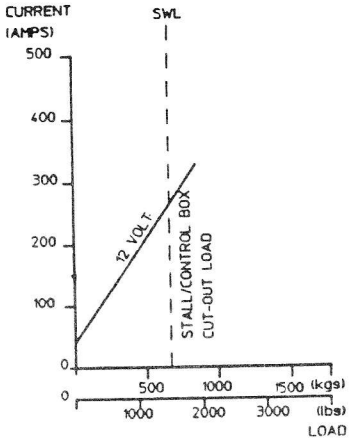
At the start of each season, ensure that your mast track and track cars are well lubricated, properly aligned and free of burrs and sharp edges. This can be accomplished in the following manner prior to stepping the mast. Ensure that the mast track joints are flush and with a small file slightly 'round' the track corners at the butt joints. Check track fastenings (machine screws and rivets) for tightness and refasten or replace where necessary. (A partially backed-out fastening will prevent the sail from falling.) De-grease the track with solvent (Varsol) then reapply a light coating of Teflon grease to the entire length of the track. Take a spare sail slide and run it over the entire length of track to ensure smooth operation. Fine tune where necessary.

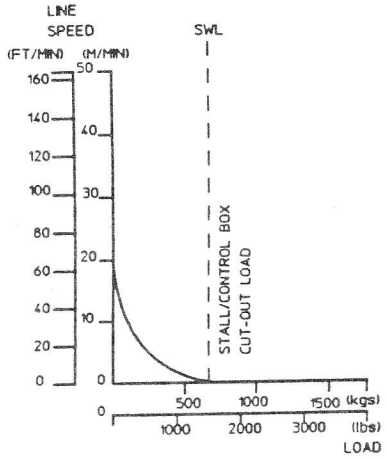
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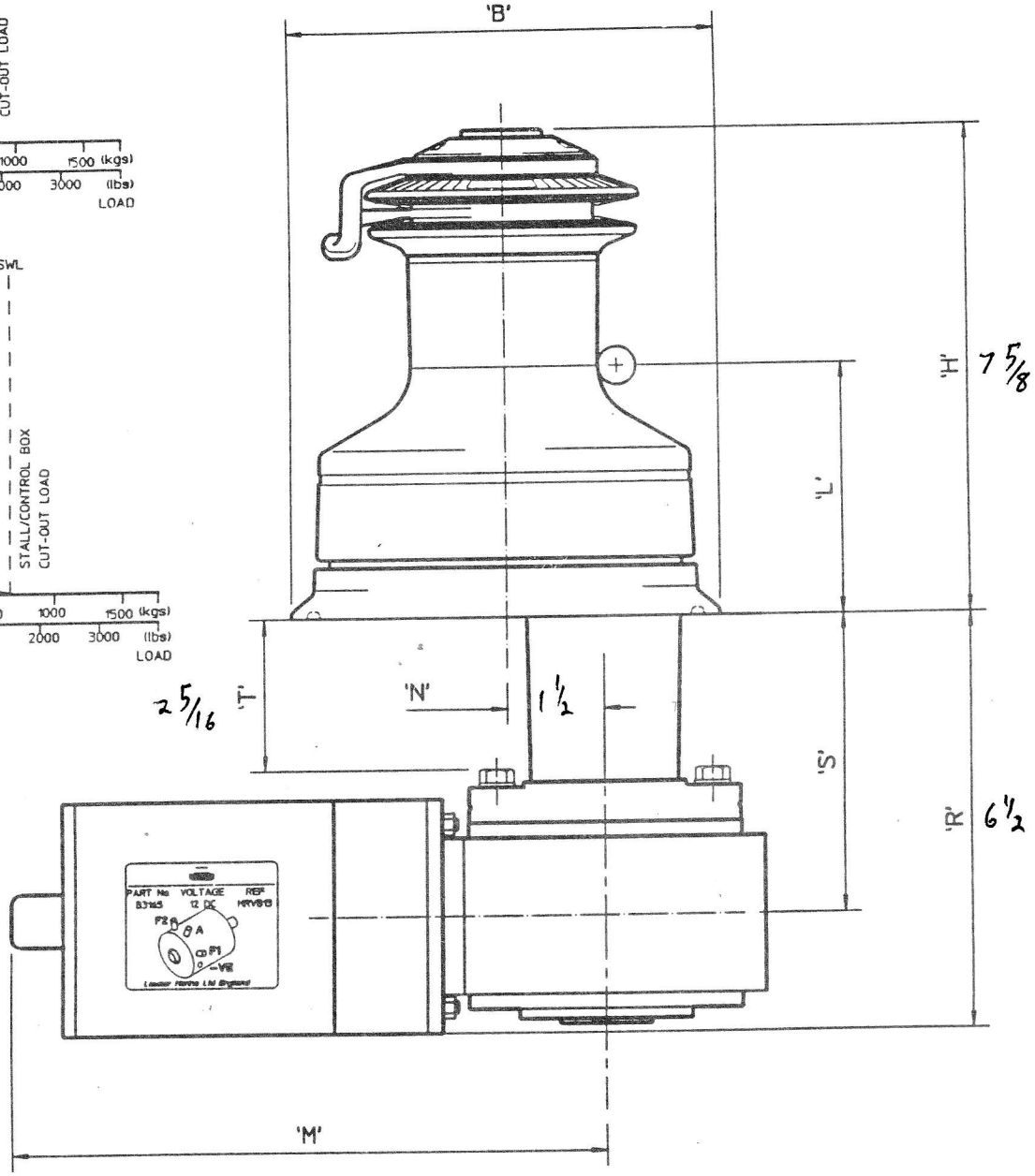


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40AEST Electric Winch





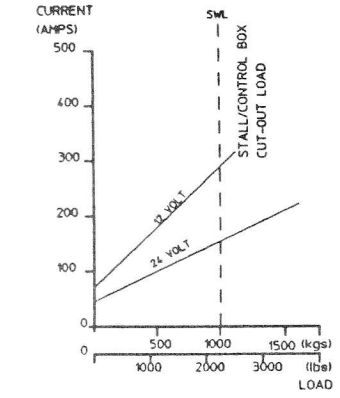


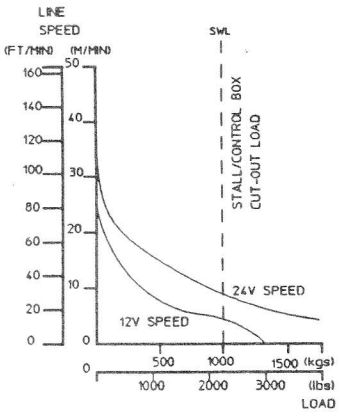
POWER GEAR RATIO	3.06 : 1
MANUAL GEAR RATIOS	1st 1.9 : 1 2nd 5.8 : 1
MANUAL POWER RATIOS	1st 13.2 : 1 2nd 40.2 : 1
ROPE SIZE	ø6mm - ø12mm 5/16" - 1/2"
ELECTRICAL PULL (SAFE WORKING LOAD)	1500 Lbs / 682 Kgs
WEIGHT Kgs / LBS	AST 15.6 / 34.6 CST 17.3 / 38 BST 17.84/ 39.1 CCST 17.8 / 39.1

DIM 'D'	73.5 / 2 7/8"
DIM 'B'	175.0 / 6 7/8"
DIM 'H'	193.5 / 7 5/8"
DIM 'L'	100.0 / 3 15/16"
DIM 'M'	233.0 ' 9 3/16"
DIM 'N'	38.0 / 1 1/2"
DIM 'R'	164.5 ' 6 1/2"
DIM 'S'	118 / 4 5/8"
DIM 'T'	59.5 / 2 5/16"

neering Excellence

44AEST Electric Winch





POWER GEAR RATIO
3.47 : 1

MANUAL GEAR RATIOS
1st 2.4 : 1
2nd 7.6 : 1

MANUAL POWER RATIOS
1st 13.9 :1
2nd 44.8 :1

ROPE SIZE
ø8mm - ø14mm
5/16" - 9/16"

ELECTRICAL PULL
(SAFE WORKING LOAD)
2250 Lbs / 1023 Kgs

WEIGHT Kgs / LBS
AST 22.1 / 48.62
CST 24.6 / 54.1
BST 25.1 / 55.88
CCST 25.1 / 55.88

DIM 'D'	86,5 / 3 3/8"
DIM 'B'	188,0 / 7 3/8"
DIM 'H'	212,5 / 8 3/8"
DIM 'L'	103,5 / 4 1/16"
DIM 'M'	290,0 / 11 7/16"
DIM 'N'	42. / 1 5/8"
DIM 'R'	198,5 / 7 13/16"
DIM 'S'	138,5 / 5 7/16"
DIM 'T'	59,5 / 2 5/16"

Tips . . . continued from page 1

During the season when the mast is stepped and the sail is bent on, take a can of Teflon based spray lubricant and give each slide a small spray. This last step should be repeated every two or three weeks, whether you have been sailing or not, and is probably the single most important factor in helping the system work smoothly.

On the Nonsuch, the choker line allows you to use the wishbone as a boomvang/ outhaul and therefore puts aft pressure on the sail slides when it is hardened. Before hoisting, ensure that the choker is slackened. This will reduce the tension on the sail slides and allow them to move freely.

At one time or another we have all experienced a difficult hoist on a Nonsuch. Many times the cause is tight reefing lines. Often, when the boat is packed up at the end of a sail, diligent crew tighten the reef lines in order to organize the "spaghetti" so that the sail cover will go on nicely.

Tight reef lines create unnecessary load. Loosening the reef lines again so they can pay out easily is often overlooked during the pre-sail set up. The best method is to leave the reef lines slack after dropping the sail and just tuck the excess into a sail tie or sail cover.

To loosen the reef lines properly before hoisting, stand up on the cockpit seat and pull approximately 12' of the first leech reef and 25' of the second leech reef through the reef grommets and let them spill out. Similarly, the tack reef lines should be pulled forward to the mast.

To put the importance of loosening the reef lines in perspective, consider the effort that you exert when loosening the reef lines prior to the hoist. This combined effort is exactly the same effort that would be required of the winch if the reef

The friction is created by the reef grommets, the eye strap guides along the wishbone, the block sheaves and even the nonskid deck surfaces that the lines drag over.

If you can reduce the load before the hoist you will be able to hoist faster and with less effort whether using a manual or electric winch.

When hoisting the sail, run the engine at a brisk idle to ensure the alternator is charging. This will minimize the drain on the battery.

Hand-tail the halyard during the hoist. This will give you a better feel for the load imposed on the winch and will enable you to sense if the halyard hits any impediments such as a jumped sheave, a knot or a wrap. Stop the electric winch when the top of the sail is about 6 inches from the black band on the mast, put the halyard in the self-tailer, insert the winch handle and adjust manually to set the desired luff tension. If you use the electric winch with the self-tailer to take the sail right to the stopping point, you will run the risk of driving the headboard shackle into the sheave and may damage both the sail and the masthead sheave.

If you follow these steps before each hoist your sail setting will be easy and trouble-free. If you have any questions about the use of electric power winches or sail handling in general, call Dave Harris or Cam McTavish at Harris & Ellis Yachts 905-825-0036.

Special . . . continued from page 1

The winch is operated by using the electric deck-mounted safety switch linked to the control unit. It features Lewmar's Wavespring self-tailing jaws that accept 5/16" to 1/2" line diameters. They are single-speed powered winches, but conventional 2-speed when handle-driven. When a handle is inserted the drive is disengaged enabling it to become a conventional two-speed self-tailing winch.

The Harris & Ellis package includes the self-tailing electric/manual winch, motor and control box, mounting guide, deck pattern, wiring instructions, deck switch and a Hyneman "slow blow" circuit breaker. The cost savings are substantial ...

Item	Suggested	Harris & Ellis	Savings
40AEST	$3850.00	$3295.00	$ 555.00
Switch	$ 79.00	N/C	$ 79.00
Breaker	$ 190.00	N/C	$ 190.00
Total	$4119.00	$3295.00	$ 824.00
44AEST	$4095.00	$3491.00	$ 604.00
Switch	$ 79.00	N/C	$ 79.00
Breaker	$ 190.00	N/C	$ 190.00
Total	$4364.00	$3491.00	$ 873.00
Life Sling	$ 140.00	$ 130.00	$ 10.00

Prices quoted in U.S. dollars

To take advantage of this special discount, arranged by Harris & Ellis Yachts specifically for Nonsuch owners contact:

Dave Harris or Cam McTavish - Fax 905-825-0051 Tel 905-825-0036

We would appreciate receiving your order and full payment in our office by May 20th, 1994. Payment by cheque only please as this offer is priced too low to