

WINDPILOT™



... because the wind steers better
... and silently



WINDPILOT

1968 THE FIRST WINDPILOT

John Adam founded WINDPILOT on his return from an eventful voyage from England to Cuba aboard a Leisure 17. The story of how, exhausted after days of storms, he ran aground and was arrested by the Cuban military appeared in the press all over the world. He was held for weeks, and it was during this captivity that he finally took the decision to set up WINDPILOT.

1977 THE DEAL

One day friends John Adam and Peter Förthmann went for a sail on Peter's steel yawl. When they returned, a deal had been made - the company for the steel yawl!

1968 - 1985 THE RANGE

ATLANTIK V vane auxiliary rudder system 1968 - 1985

PACIFIC V vane servo-pendulum system 1970 - 1975

PACIFIC H vane servo-pendulum system 1973 - 1983

ATLANTIK V vane auxiliary rudder trim tab 1969 - 1971

PACIFIC H vane trim-tab-on-main-rudder 1971 - 1974

The early systems were of very robust construction and thousands of them are still in use even after the best part of 30 years.

1985 THE FIRST INNOVATION

The all-new PACIFIC and PACIFIC PLUS twin systems, a state of the art servo-pendulum gear and a double rudder system based on it, were introduced in 1985.

With boats getting larger and larger and centre cockpits (which provide unfavourable conditions for conventional servo-pendulum systems) becoming increasingly prevalent, the synthesis of the advantages of an auxiliary gear with those of a servo-pendulum system provided by the PACIFIC PLUS proved to be the logical answer.

1988 DESIGN AWARD

PACIFIC and PACIFIC PLUS won prizes for their avant-garde design and have been exhibited at the German Museum for Art and Design.

design88



1997 PACIFIC LIGHT

The design team of Jörg Peter Kusserow, Peter Förthmann and their CAD workstation produced the PACIFIC LIGHT. This system, conceived especially for boats under 8.5m / 27ft, is the lightest servo-pendulum gear in the world with a proper bevel gear linkage and has most of the features of its bigger sister. A PACIFIC LIGHT fitted on German adventurer Burghard Pieske's 7m / 20ft open dinghy "Bounty Bay" successfully crossed the Pacific in 1998 following the route of Captain Bligh; it managed up to 180nm in 24 hours.



THEN AND NOW ...

1998 THE SECOND INNOVATION

After 12 years in production, the PACIFIC and PACIFIC PLUS twin systems came up for fundamental overhaul in 1997-8. The new PACIFIC, although identical in its technical features to the older model, now has a multivariable flange system which makes it even more straight forward to install on all kinds of transom. The new mounting bracket has adjustable cheeks that adapt to follow the contour of the transom, so there is no need for wooden spacers between hull and bracket and no strain on either side of the interface. The PACIFIC PLUS now has a "Power Clutch", which allows the pendulum rudder to be engaged and disengaged from the auxiliary rudder with one hand even under load. The system also has a simple yet highly practical device for locking the vane on centre and also provides an attachment point for an Autohelm or Navico-type cockpit autopilot.

The new multivariable flange/tube system ensures a perfect fit for any transom configuration. The second generation PACIFIC and PACIFIC PLUS also use a different manufacturing process: pressure die-casting rather than the old sand-casting. This technique, now the first choice in industry, ensures perfect high precision cast components with an outstanding surface finish. WINDPILOT uses some of the best in the business; when our suppliers aren't making new WINDPILOT castings they're making parts for DaimlerChrysler!

1999 THE GOLD AWARD

YACHTING WORLD march/1999:

Our Atlantic Gear Test is the most comprehensive ever undertaken. With 85 ARC skippers returning our detailed, three-page questionnaire, our road test, equivalent to over 400.000 nm miles of sailing, is based on yachtsmen's own assessments.

If you are thinking of fitting out your yacht for extended cruising and want to know what works, what doesn't, what's indispensable and how like-minded yachtsmen rate a particular piece of equipment, you cannot afford to ignore the results of our survey.

How the data was compiled: The questionnaire asked specifically about new equipment bought. It is not an exhaustive list of equipment available, but it does show the most popular current choices and rates their performance.

After any failure or breakages were recorded, marks were awarded by each skipper for six key areas: reliability, ease of use, ease of repair, clarity of the instruction manual, after sales service and value for money. Skipper's may only have experience of a particular make or model, so the questionnaires

were carefully analysed for any consistent grumbings or praises, and only then did these contribute to the end results. Reliability and service support played key roles, as the true test is the ease with which a skipper can effect repairs away from home base.

Windvanes gave unlimited help with no power drain. Most can steer comfortably in conditions where other aids will give up. The Windpilot PACIFIC PLUS was rated so highly by those who fitted it (almost 60%), that we awarded it our GOLD MEDAL for overall performance. In particular, Windpilot owner Peter Förthmann's after sales service was highly praised.

YES, WE KNOW ...

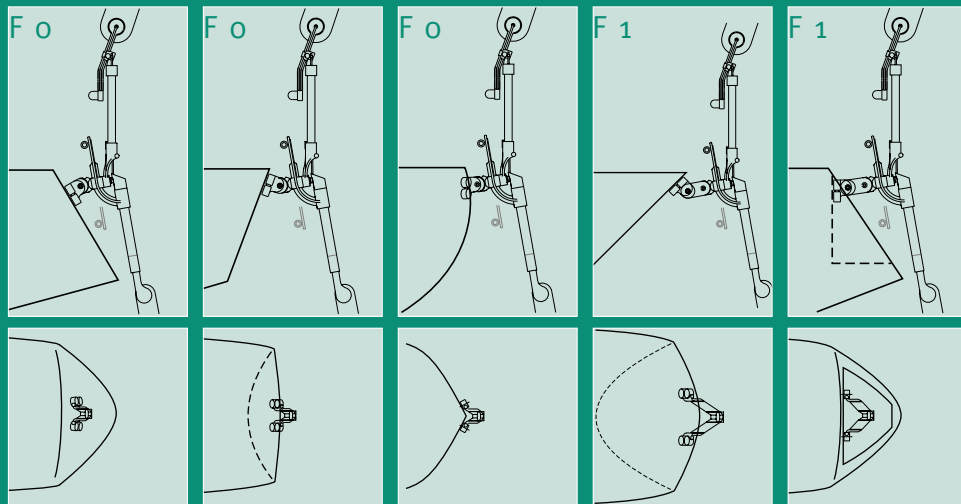
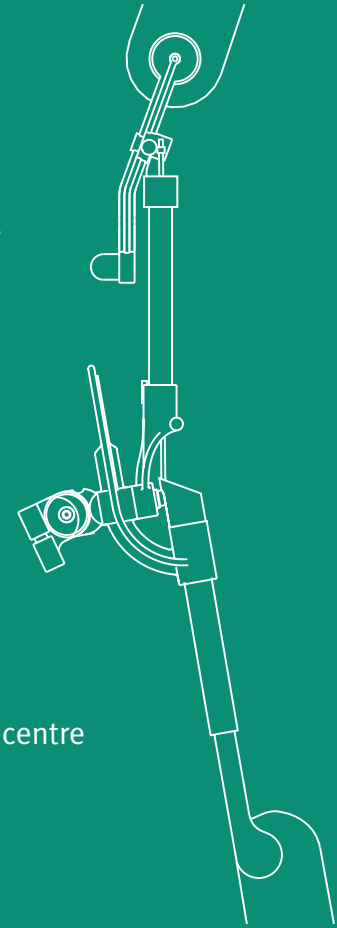
that most yachtsmen prefer an electric autopilot first time around ... and we also know why you picked up this brochure ... Or, looking at it the other way, almost everybody who thinks about purchasing a windvane gear already has an autopilot. Once installed, however, the windvane gear typically shoulders up to 80 per cent of the burden and the autopilot sees very little of the helm when the sails are up. Jimmy Cornell has confirmed these findings after debriefing sailors at the end of a number of events. The tendency of yachts to carry both types of system has become more and more pronounced over the course of the ARC and Round The World races that have been held since 1986.

... VANE GEARS OF TODAY



PACIFIC LIGHT

system type	servo-pendulum
vane type	horizontal pivoted
operation	steers through main rudder
steering impulse	wind
steering force	flow of water past hull
steering element	main rudder
power leverage	< 160cm / 64in
suitable for:	
ship's size	< 8.5m / 27ft
ship's weight	< 2,500kg / 5,500lbs
main steering	tiller
cockpit	aft
suitable as	
emergency rudder?	no
load at transom	low
position at transom	centre, max. 10cm / 4in off-centre
weight	13 kg/28 lbs
flange options	F 0 for moderate transom F 1 for extreme transom

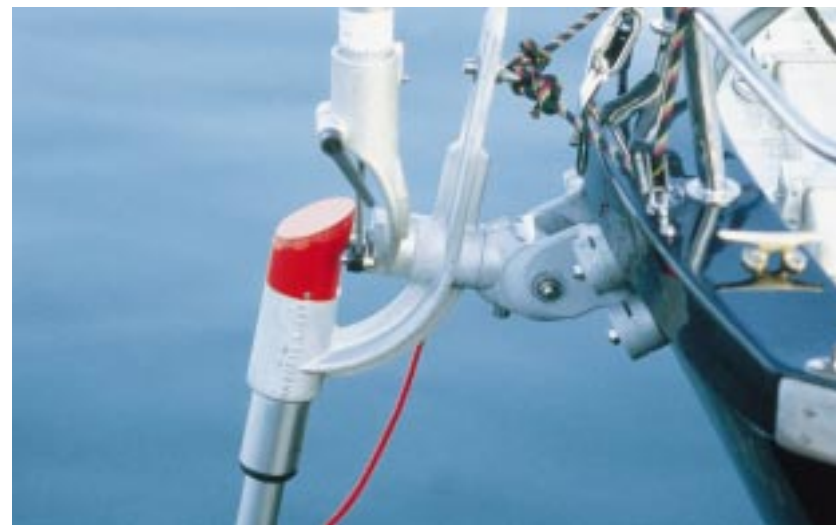






P A C I F I C L





I G H T



PACIFIC

system type
vane type
operation

servo-pendulum
horizontal pivoted
steers through main rudder

steering impulse
steering force
steering element
power leverage

wind
flow of water past hull
main rudder
< 220cm / 90in

suitable for:
ship's size
ship's weight
main steering
cockpit

< 18m / 60ft
< 25,000kg / 55,000lbs
tiller / wheel (mechanical)
aft

suitable as
emergency rudder?
load at transom
position at transom

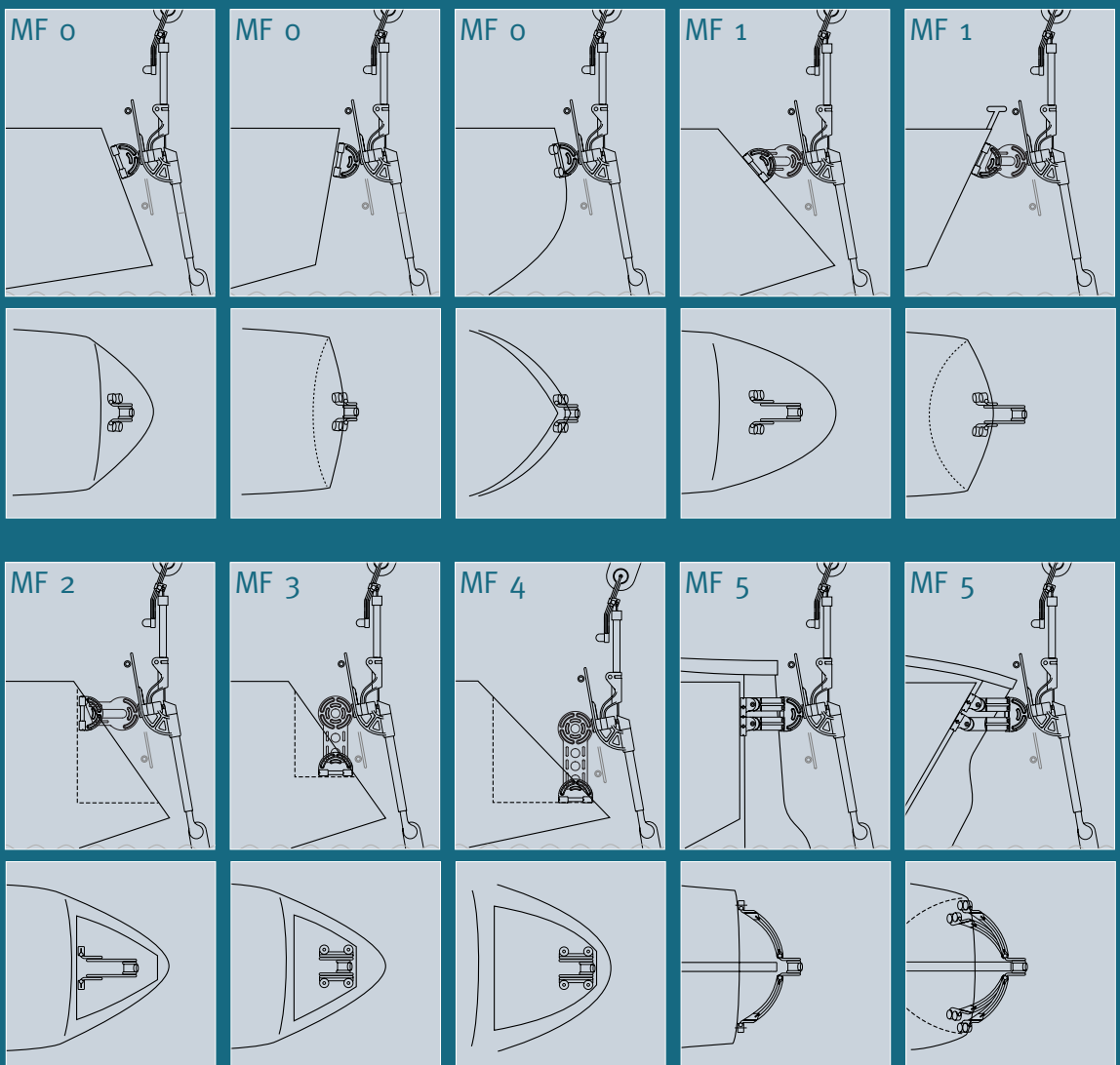
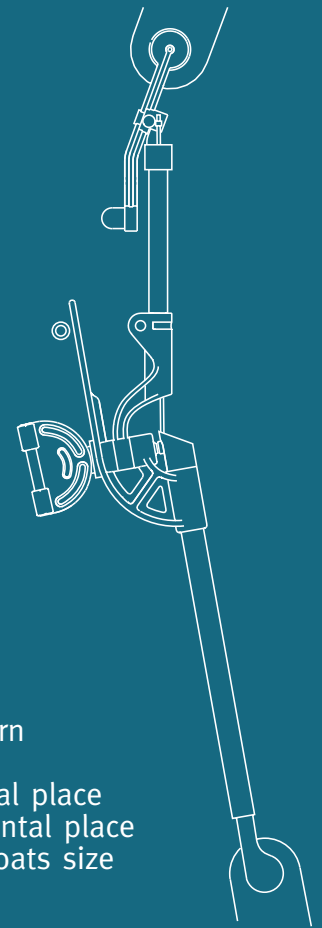
no
low
centre, max. 10cm / 4in off-centre

weight

< 20 kg / 44 lbs

flange options

MF 0 moderate transom / canoe stern
MF 1 extreme transom rake
MF 2 small sugar scoop to fit vertical place
MF 3 large sugar scoop to fit horizontal place
MF 4 large sugar scoop < 45 ft of boats size
MF 5 transom hunged rudder



PACIFIC



VMST Kiel



P A C I F I C





M U L T I V A R I A B L E F L A N G E O



P A C I F I C

M U L T I V A R I A B L E F L A N G E 1 + 2



M U L T I V A R I A B L E F L A N G E 5





P A C I F I C

M U L T I V A R I A B L E F L A N G E 3 + 4

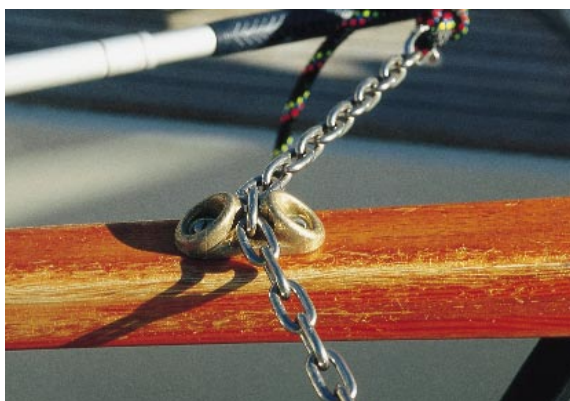


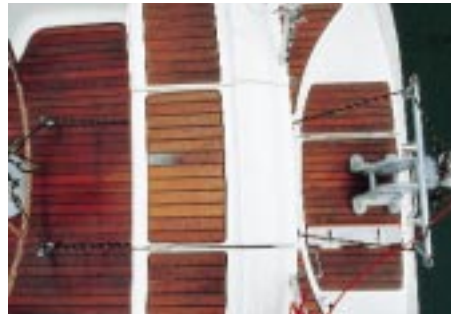


TRANSMISSION



Tiller





Wheel



PACIFIC PLUS

system type
vane type
operation

servo-powered auxiliary rudder
horizontal pivoted
independent of main rudder

steering impulse
steering force
steering element
power leverage

wind
flow of water past hull
auxiliary rudder
< 220cm / 90in

suitable for:
ship's size

PP I < 12m / 40ft
PP II < 18m / 60ft

ship's weight

PP I < 13,000kg / 28,500lbs
PP II < 30,000kg / 66,000lbs

main steering
cockpit

wheel (mechanical or hydraulic)
aft or centre

suitable as
emergency rudder?
load at transom
position at transom

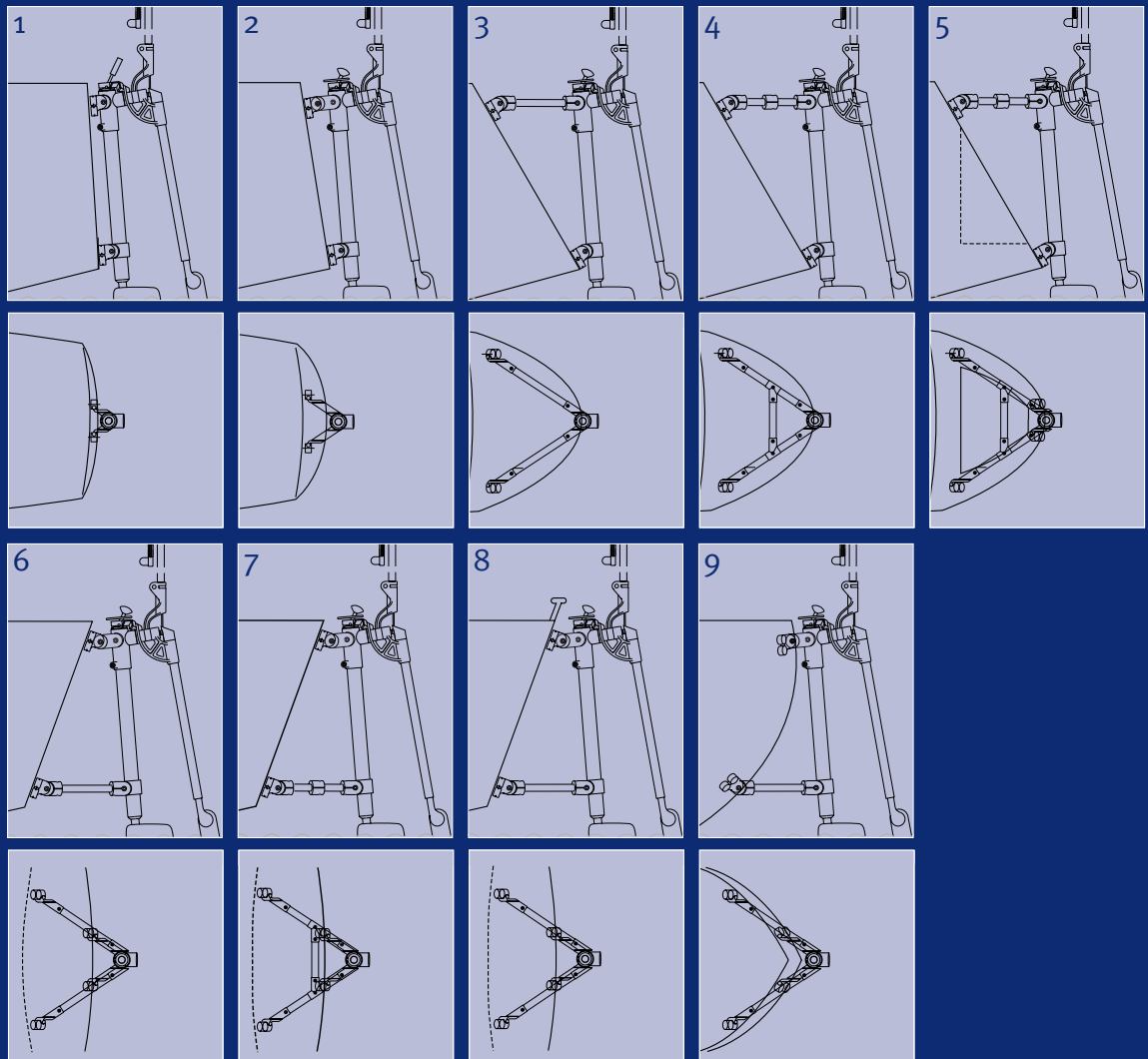
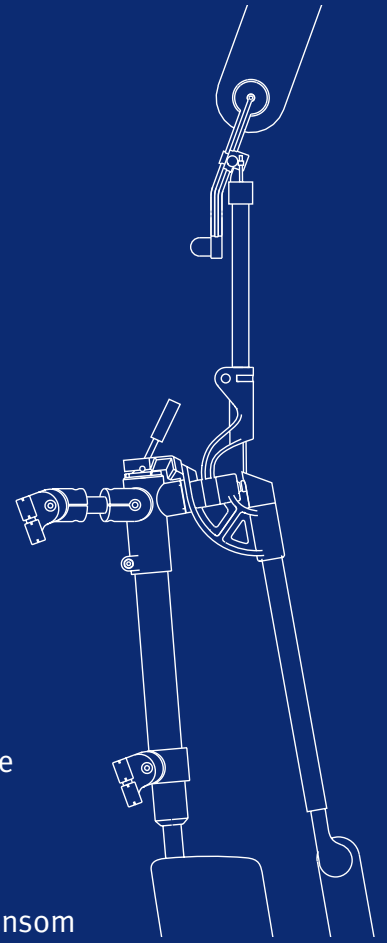
yes
high
centre, max. 10cm / 4in off-centre

weight

PP I < 40 kg / 88 lbs
PP II < 44 kg / 99 lbs

fitting options

multivariable tubes to fit any transom



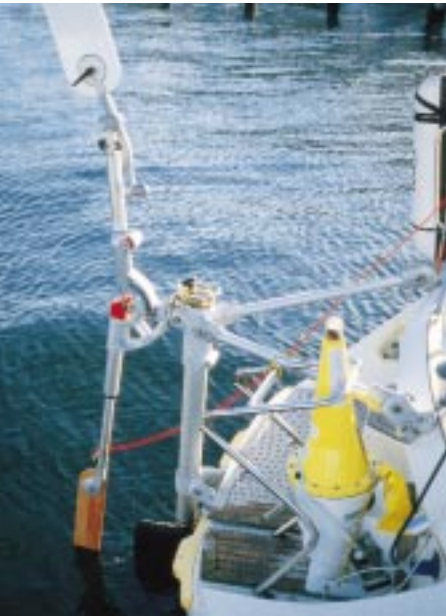


R.F.Y.C.

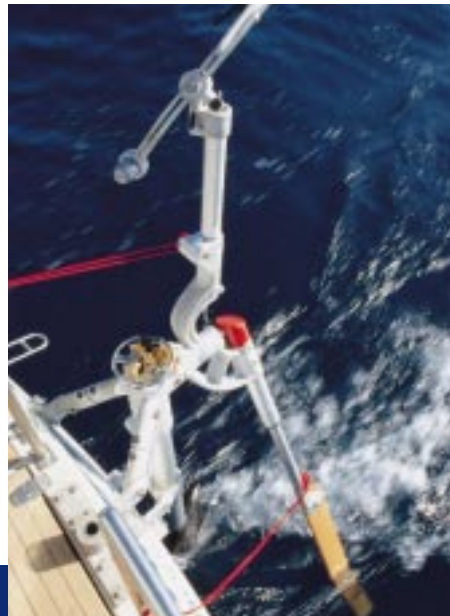


R.F.Y.C.

FORTUNA of LEITH



P A C I F I C





P L U S





M U L T I V A R I A B L E T U B E S Y S T E M





WINDPILOT STANDARDS

	Pacific Light	Pacific	Pacific Plus
Operation			
bevel gear for automatic yaw damping - no oversteering	•	•	•
adjustable vane position for different wind strengths	•	•	•
locking device for centring vane			•
variable power transmission depending on sea state	•	•	
power clutch - quick-in/quick-out even under load			•
infinitely adjustable course setting - manual	•	•	•
infinitely adjustable course setting - remote		•	•
servo-pendulum rudder lift up (170 degrees)	•	•	•
stainless eye-bolt at rudder shaft for easy lift-up	•	•	•
friction-based overload protection for pendulum rudder	•	•	•
pushrod autopilot adaptor provided	•	•	•
Installation			
variable flange and extension FO - F1	•		
multivariable flange system MFO - MF5		•	
multivariable tube system			•
strain-free mounting - cheeks follow transom contour	•	•	•
4 bolts to install, 1 bolt to remove	•		
4 bolts to install, 2 bolts to remove		•	
8 bolts to install, 2 bolts to remove			•
Transmission			
short transmission path with just a few blocks	•	•	
user-friendly tiller clamp with stainless chain	•	•	
infinitely adjustable disc brake-style wheel coupling		•	
crossbar option for difficult transom configurations	•	•	
Materials			
anodised seawater resistant cast AlMg5 aluminium	•	•	•
industry standard die-castings	•	•	•
CNC-machined for minimal tolerances	•	•	•
AMB silicone bronze gearing	•	•	•
strong, lightweight stainless steel pushrod	•	•	•
low maintenance PTFE bearings	•	•	•
epoxied wooden pendulum rudder - easy to replace	•	•	•
buoyant glassfibre auxiliary rudder			•
plywood windvane - easy to replace	•	•	•
Patents and patents pending worldwide.			

Autopilot versus Windpilot

Autopilot: pros

- Invisible
- Compact
- Simple to operate
- Autopilot module can be integrated with navigation instruments
- Better price (cockpit autopilots)
- No interference with motoring

Autopilot: cons

- Compass-derived steering impulse
- Consumes electricity
- Wind sensor less than ideal
- Delayed steering response
- Operating noise
- Technical reliability
- Limited life of transmission components
- Steering deteriorates as wind and sea conditions build
- Increased load on the rudder bearings (the helmsperson's arm gives a little to absorb shocks from the tiller; the push rod, in contrast, remains rigid, so the shocks are absorbed by the bearings)

Windpilot: pros

- Wind-derived steering impulse
- Uses no electricity
- Steering improves as wind and sea conditions build
- Immediate steering response
- Silent operation
- Mechanical reliability
- Solid construction
- Auxiliary rudder = emergency rudder
- Long service life
- Lower load on the rudder bearings (servo-pendulum gear) because the connection is not rigid

Windpilot: cons

- No use in a calm
- Operator error possible
- Pacific Plus interferes with manoeuvring under engine
- Swim ladder may have to be moved (servo-pendulum system)
- Indiscreet
- Sometimes complicated to install

Differences	Autopilot	Windpilot	Synthesis
Data network	possible	not possible	possible
Steering impulse	compass	wind	compass/wind
Steering force	constant steering force/steering speed	progressive increase in steering force	both
Steering quality	deteriorates as wind/sea build	progressive as wind/sea build	both
Steering hours	breaks to reduce power consumption	steers continuously	both
Yawing angle	manually adjustable	automatic yaw damping	both
Ease of operation	push button	requires careful setting	

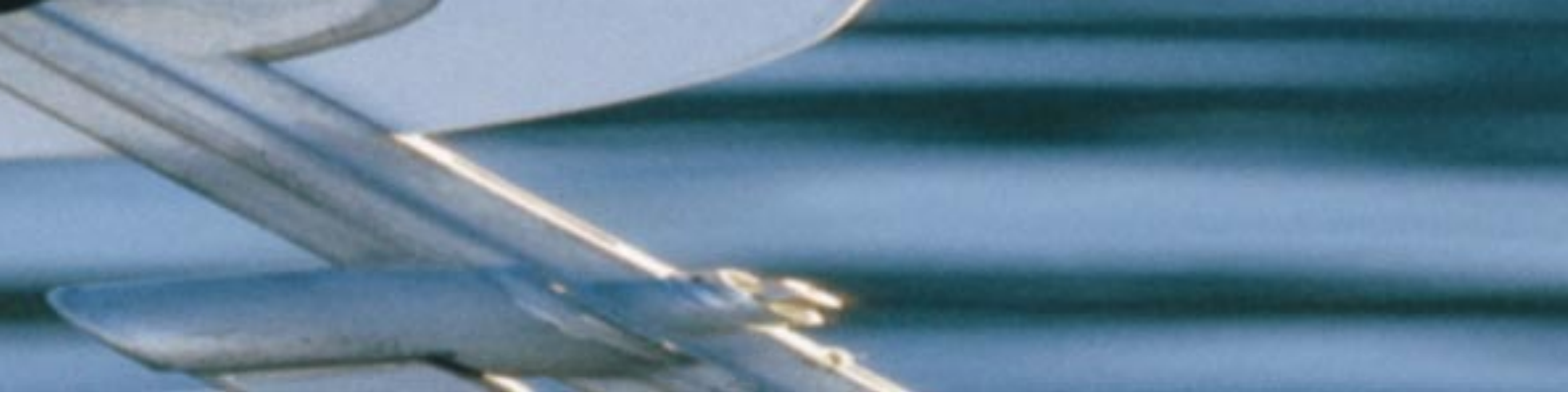
Ocean racing

Experience with ultralight displacement boats (ULDBs) of all sizes has shown that the speed potential of these flyers is just too great to be effectively entrusted to windvane steering. Every change in wind speed aboard such responsive boats produces a change in boat speed which, in turn, changes the apparent wind angle. The acceleration and deceleration of the boat through puffs and lulls causes the apparent wind angle to move forward or aft. A windvane gear steering to a particular set wind angle would, as a result, have to head up or bear away every time the wind speed changed in order to maintain the set angle. Most monohulls, and virtually all cruising boats, are limited in terms of speed as a function of their length along the waterline and do not accelerate fast enough to provoke significant changes in the apparent wind angle. Monohull ULDBs have no such restrictions on speed. Bow, hull shape, keel, displacement and sail area are all conceived to promote surfing even in fairly moderate winds; the design encourages tremendous acceleration, inevitably accompanied by tremendous fluctuations in the apparent wind angle. This type of sailing is quite simply beyond the capabilities of any windvane gear. The kind of wild course produced by any system relying purely on the apparent wind angle would bring the rig down sooner or later - for example, in a sudden crash gybe. Things do not necessarily look any brighter on upwind courses. Even with the sails close-hauled, the smallest deviation to leeward (in a swell or a yawing movement) causes the boat to accelerate rapidly, in turn pushing the apparent wind forward. A windvane has no way of telling whether the boat is travelling slower on a very high course or faster on a deeper course, because the apparent wind angle is identical in both cases. This really does represent the end of the line for windvane steering, since there is no way of educating a windvane to distinguish between different situations that generate the same physical effects. Autopilots offer the only effective solution here. Off the wind, and to some extent even upwind, planing yachts are beyond the scope of windvane steering. Cruising World agreed in its 9/95 edition regarding the use of windvane steering systems in the BOC that, "... the current boats accelerate and decelerate at such extreme rates that windvane steering gears appear on few and conservative boats only".

WINDPILOT ... STRICTLY FOR CRUISING

F I T S A N Y





TRANSOM





WINDPILOT SUGGESTS

A small push rod autopilot like an AUTOHELM 800 or NAVICO 100 can be connected to the counterweight of a servo-pendulum gear to supply the steering impulse in place of the windvane. The servo-pendulum arrangement continues to amplify and transmit the steering force as usual, allowing the autopilot to steer the boat on a compass course with extremely low power consumption (the autopilot has only to supply the force normally supplied by the windvane, in other words the force needed to rotate the pendulum rudder). Multiplying the steering force of the small push rod autopilot by the servo force of the pendulum rudder produces enough steering force at the main rudder to steer a boat of 25 metric tons. The combination is particularly useful in long following seas and very light following breezes when there is insufficient wind to produce a proper signal at the vane but sufficient boatspeed to drive the servo-pendulum arrangement. The autopilot/windvane gear synthesis manages in a practical sense to overcome the theoretical limits of both systems, allowing you to enjoy powerful, accurate steering to a compass course in light winds without placing an undue burden on the batteries!

THE COMPANY

The WINDPILOT advantage

- CAD/CAM precision German engineering
- 80% of manufacturing process, including CNC machining, kept in-house
- worldwide factory-direct service
- low maintenance - just wash with fresh water
- KISS - keep it simple, stupid!

Production

Windpilot is the only industrial manufacturer in Germany to use AlMg5 aluminium-magnesium alloy in pressure diecasting. Our processes have been developed in close cooperation with the Kurtz Group, one of the world's leading specialists in industrial casting technology and a supplier to DaimlerChrysler, BMW and Audi. More than 40 CAD/CAM-designed dies are used to produce three different modular systems with an almost infinite variety of moun-



ting configurations. Our move towards fully computerised industrial manufacturing processes allows us to meet the most exacting standards at a competitive price.

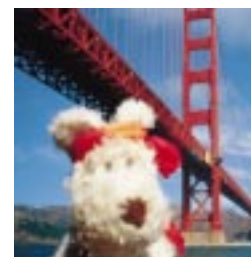
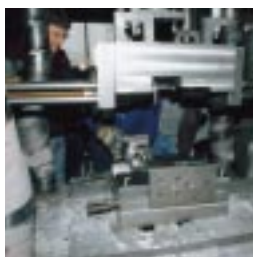
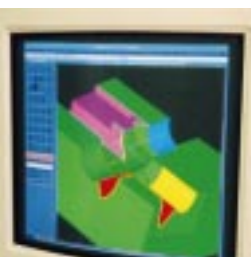
Materials

Aluminium masts are made of low-grade extrudable material usually protected against the elements by no more than a thin anodised layer and yet most sailors are happy to trust them. Modern aluminium boats in turn use AlMg 4.5, an alloy that can safely be used in seawater even without painting. Windpilot, like Goiot and Lewmar, uses AlMg 5, the most seawater-resistant alloy of all. And then we hard anodise our systems for extra protection! Windpilot provides a lifetime warranty against defective materials.

Windpilot built in stainless steel for 16 years before switching to aluminium. Now we have 15 years of experience in modern industrial materials and the decision stands!



WINDPILOT ...





THE MAN BEHIND WINDPILOT

Many sailors agree that Peter's Windpilot is currently the best gear available. Being both the inventor and manufacturer of this ingenious device, Peter has indeed shown that his name should stand alongside those of his great precursors: Blondie Hasler, Marcel Gianoli, Nick Franklin. This book confirms Peter Förthmann's standing as the world authority on wind-operated self-steering gears.

JIMMY CORNELL'S FORWORD TAKEN FROM SELFSTEERING UNDER SAIL ADLARD COLES NAUTICAL 1998

Peter Förthmann has a unique knowledge of self-steering. Born in 1947, he learned to sail as soon as he learned to walk, growing up by the water in Hamburg. A sailor on commercial ships, a yachtsman (26 different yachts - so far), an engineer and a highly practical man, Peter Förthmann's creative contribution to the evolution of windvane steering systems is virtually unparalleled. It is thanks in no small part to him that these systems are still thriving in the age of bits and bytes.

AUTHOR'S BIOGRAPHY TAKEN FROM SELF-STEERING UNDER SAIL ADLARD COLES NAUTICAL 1998



PETER FÖRTHMANN AND JÖRG PETER KUSSEROW,
TWO FATHERS OF THREE PACIFICS



PETER FÖRTHMANN ON SY WINDPILOT



PETER FÖRTHMANN AT WORK

DORO & GREG KRUEGERMANN
LOS ANGELES



Peter Förthmann writes technical books, organises Bluewater Seminars in Germany, lectures on self-steering under sail at Boat Shows in Annapolis, Atlantic City, Chicago, Cowes, Düsseldorf, Hamburg, Las Palmas, London, Miami and Vienna and is a freelance journalist and member of the Yachting Journalist Association.

TO MAKE YOUR DREAMS COME TRUE





W O R L D O F



1
I am owner of Pacific since 8 years and since then I have covered many thousand of miles incl. four Atlantic crossings and, honestly, I am 100% satisfied with your product.
Fernando Goizueta Falada, Espagne · BALIC 42

2
Regards from Conception Island ... PACIFIC is working fine!
Jimmy Cornell UK · OVNI 43

3
Lieber Peter, die PACIFIC steuert nun bereits 45000 Meilen und ist immer noch top in Form – wenn das keine Qualitätsarbeit ist!
Gudrun Calligaro GER · ARPEGÉ 31

4
Dear Sirs, excellent performance of the PACIFIC PLUS from France to Tahiti, congratulations!
Patrick Seassau FRA · HR 49

5
Um die halbe Welt erreichen dich beste Grüsse aus NZ. Die PACIFIC PLUS steuert uns wie' ne Wolke
Dieter Koschelnj GER · HR 42

6
Seit sieben Jahren unterwegs, ... die PACIFIC PLUS ist so ziemlich das einzige an Bord, was noch nicht kaputt gegangen ist!
Jürgen Mons GER · MOTIVA 41



13
Nach 12 Jahren PACIFIC sind die Leinen durchgeschauert ... Huch – und keine Service-Station auf den Azoren!
Conny & Hasko Scheidt GER · PILOT CUTTER 48

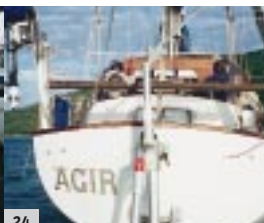
14
After several Ostars we are now going round ... we are very satisfied with PACIFIC!
Kitty & Simon van Hagen NL · JUDEL FROLIC 47

15
Thank you für PACIFIC!
Pierre Follienfant FRA · ULDB 60

16
Hallo Peter, trotz extremer seasickness beim AZAB Start bei SW Bft 8-9 geht es uns gut, die PACIFIC steuert super!
Wolfgang Quix GER · 42 ft ULDB

17
PACIFIC PLUS on our boat ... a very good decision!
Hans NL · CARENA 42

18
After now 5 years with PACIFIC we will take it to the next boat ... a silent steering solution.
Teddy Hunter UK · FREEDOM 30



22
Lieber Peter, ... 30000 nm with the PACIFIC PLUS, and still satisfied!
Anni & Toni Kleinjans CH · SHARKI

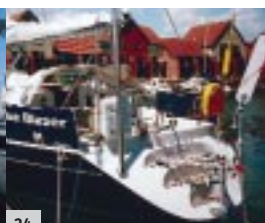
23
Lieber Peter, also der Kauf der PACIFIC in Las Palmas war wohl der beste Kauf meines Lebens! Einmal rund um die Welt, und immer noch perfekt!
Otto Schmidt CH · 41 ft SCANDI

24
PACIFIC PLUS hat uns heil vom Mittelmeer nach Tahiti gebracht. Nach sechs Tagen auf See bei 35 kn Wind von Curacao nach Panama mußten wir nur einmal eingreifen, sonst hätten wir einen Leuchtturm gerammt!
Gaby & Jochen Leonhardt GER · HR 41

25
Die PACIFIC steuert – wir sind Beifahrer!
Ingrid & Timm Pfeiffer GER · CUMULANT 41

26
Crossed from Uruguay to Cape Town in 40 or higher. 55 days, 45 which were storm or more, including 2 cyclones and 1 anti cyclone: the PACIFIC PLUS steered the entire distance and functioned FANTASTICALLY!
Charles Livingston BRAZIL · 15M STEEL YUNK

27
Wij hebben die PACIFIC PLUS sinds 1989 en hebben er ongeveer 30.000 mijl mee gezeild. Op alle koersen houdt die stuurmachine de boot op koers, ook pal voor de wind.
Tineke & Jimmy Lengkeek NL · 42 ft COLIN ARCHER STEEL



31
In den Roaring Forties war die PACIFIC PLUS ein wahrer Segen ...
Reimar Böttger GER · 18m STAHLKUTTER, 25 t

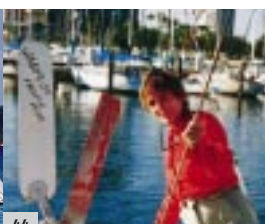
32
PACIFIC war super!
Jan Velthuis NL · RUSTLER 36

33
I can't imagine how I ever could have sailed without it. The PACIFIC steered us 90% of the way across the Atlantic ... and the wind was astern! It was modestly priced and I would judge it the best value of anything I fitted.
Roddy Innes UK · RUSTLER 36

34
PACIFIC PLUS on my DEHLER 41 ... I am absolutely delighted!
Guy Warner UK · DEHLER 41

35
4 Jahre – einmal um die Welt, die PACIFIC PLUS hat gute Arbeit geleistet!
Gaby & Wolfgang Sander GER · FANTASI 37

36
Die PACIFIC LIGHT steuert besser als ich – und wird nie müde!
Kai Greiser GER · CRABBER 24



43
Auch ein Strassenbahnschaffner kann um die Welt segeln ... und wie !!!
Norbert Sedlacek Austria · 30 ft SLOOP

44
After one BOC and 30.000 miles my PACIFIC PLUS still is the best helmsman.
Jane Weber USA · BENETAU 42

45
4 Jahre PACIFIC PLUS und immer noch zufrieden....
D. Glässing GER · COMMODORE 41

46
Drei Mann an Bord, nur einer steuert: die PACIFIC! Rund um die Kugel!
R. Hanke GER · 41 ft VAN DE STADT

47
Nach 5 Jahren PACIFIC haben wir nun eine PACIFIC PLUS, wir sind zufrieden!
Familie Bon NL · CONTEST 42

48
Hallo Peter, 7000 Meilen mit PACIFIC PLUS ... eine Wonne!
Jeanine & Andreas de Buhr GER · PEARSON 43

M O U T H



7 The PACIFIC PLUS is working, ... I am going to sleep!
Per Kampmann
DK · MALO 1260

8 Two times the Atlantic, we are very satisfied!
Jan Kuiper
NL · GIB SEA 37

9 Perfekte PACIFIC ... da bleibt nicht mehr viel zu Steuern!
Anita & Thomas Mai
GER · RIVAL 34

10 Amazingly how the PACIFIC PLUS performs ...
Chris Fox
UK · BOWMAN 58

11 Sehr geehrter Herr Förthmann, anbei ein paar Fotos von der PACIFIC PLUS an meiner Tide. Mein Kompliment gilt der Funktionstüchtigkeit.
Klaus Vossmeier
65 ft Koopmans

12 7 Jahre rund um die Kugel ... Dein WINDPILOT sieht aus wie neu!
Susanne
GER · SEADOG 30



Yachting World July 98 **Blind faith**
Geoff Hilton-Barber sets off on a great adventure, to sail single-handed from his home port of Durban across the Southern Indian Ocean to Fremantle. Quite a feat in itself, but Geoff has additional worries - he is blind



19 Donnerwetter, wir sind wunderbar zufrieden mit der PACIFIC!
Klaus Rath
GER · HR 42

Incoming Message

Subject: 13.01.1998 21:30 Uhr
Sent: 26.01.1998 0:36 Uhr
From: 488101030@o-link.net
To: windpilot@o-online.de

Hi, you old friend and father of my great wp.

Had to tell you that I went through a 65 knot gale yesterday and used the wp to run with it trailing all my vangs and stokes chain until have to when the wind was constant 50 knots. the waves were so steep and high that I preferred to run as long as possible. I could not believe my eyes how well the unit handled that blow. I did not change the angle of the vangs because of the proximity of the wind charger - which blew up at the height of the proceedings

I am having problems with my alternator, I think, and am getting assistance with first light from a japanese trawler. I have had some really strong winds in the roaring forties, but did some good mileage... Still trying to get more north for a new weather system which should take me home, which is now some 740 miles 56 degrees. lat 38 south long 104 east.

Cheers for now and be really proud of your product - I think that I have given it some real abuse...

Geoffrey...

20 Going to wind the PACIFIC has been a good helm, downwinds our boat simply is too fast ...
Jose Ugarte
E · ULDB 60

21 Peter, all the best for 1997 from "Oester" after 3 years circumnavigation!
Hessel Kow
NL · SAMOA 48



Lieber Peter, „Pauli“ hat uns 2 Jahre von Europa über Südamerika nun nach Bermuda problemlos gesteuert ...
Barbara & Robert Kruse
GER · CHANCE 37



29 Peter, ci-joint les photos du PACIFIC PLUS. Le fonctionnement est bon! Cordiales salutations du Caraibes.
Annie & Roland Bozec
FRA · SUN ODYSSEE 47

30 Peter, ... thanks a lot for selling us the good "bits" at the London Boat Show, the PACIFIC PLUS served very well now for 6 years!
Liz & Tony Sharp + Chico
UK · SWAN 57



37 PACIFIC PLUS, after four Atlantic crossings, we still love it! Now we are going to do the Pacific.
Kikko Rutter
UK · HR 42

38 The best helmsman we ever had!
William Raney
USA · TARTAN 43

39 Ein herzliches Dankeschön dir und Deiner PACIFIC PLUS; nach dem HOORN wollen wir nun nach Westen ...
Leo Nigg
CH · WIBO 1100

40 PACIFIC ... the best performer we ever had!
Will Shephard
UK · H 35

41 It handled brilliantly in normal and in light conditions but it also coped well when we were overtaken by a gale. There were times when we made no adjustments for more than 24 hours at a time.
James Windle
UK · OYSTER 435

42 Peter, many thanks for your very kind support, we do like our PACIFIC PLUS.
Beverly & Temple Page
TEXAS · AMEL MANGO



49 Merci pour la qualité de votre matériel!
Jean Bartels
FRA · 44 ft ONE OFF

50 Dear Peter, after two years we arrived in Tahiti, ... our PACIFIC is an indispensable member of Christobels crew.
Rosie & Maurice Summer
UK · HALMATIC 31

51 Dear Peter, we now have many miles on our PACIFIC PLUS and we are very happy with the performance.
David Ragle
USA · TARTAN 37

52 Lieber Herr Förthmann, ... ohne die PACIFIC wäre die TOUR nicht zu machen gewesen, vielen Dank!
Hermann Boysen
GER · SWAN 41

53 Dear Peter, we now have used the PACIFIC PLUS for a year and we consider it the best investment on our heavy steel ketch.
Bo Athleden
SWE · 41 ft STEEL KETCH

54 Dear Peter, from Europe, Madeira to Caribic the PACIFIC has worked very well!
Bendt Simonsen
DK · KASKELOT 35

W O R L D O F



55

Peter, on our first 20.000 miles the PACIFIC PLUS did work excellent, even on spinnaker! By simplicity and sturdiness it is nearly maintenance free!
Thea & Willem de Jong
NL · MALO



56

Cher Monsieur, Le PACIFIC PLUS m'a donné entière satisfaction!
Jacques LE Martin
FRA · AMEL SANTORIN



57

Hallo Peter, Deine PACIFIC ist hervorragend, von Flaute bis 9 Beaufort, sie meistert alles!
Ariane & Wolf Ernst
GER · ERICSSON 38



58

Dear Mr. Förthmann, many thanks for your service and collaboration, the PACIFIC PLUS steers well.
Mr. Chevenini
ESPAGNE · AMEL SHARKI



59

Hallo Herr Förthmann, unsere PACIFIC heißt „Elias“, sie funktioniert prima auf allen Kursen!
Marijke & Reiner Hesselink
NL · KASKELOT



60

Sehr geehrter Herr Förthmann, die PACIFIC PLUS hat ihre Feuerprobe mit Erfolg bestanden, sie steuert perfekt.
Roland Turbinsky
AUSTRIA · S & S 42



67

Ich fühle mich wie neugeboren und reihe mich in Ihre Fangemeinde ein!
Thomas Fischer
CH · ISLAND PACKET 45



68

Monsieur, nous sommes parti pour le tour du monde, ici ci-joint les photos du PACIFIC promis.
Frederic Meunier
FRA · FEELING 1350



69

Peter, Weltumsegelung beendet, PACIFIC PLUS super gelaufen!
Rene Schmid
CH · 43 ft ONE OFF



70

Lieber Peter, ... für die schier endlose Garantie herzlichen Dank! Die PACIFIC PLUS hat uns bis nach Trinidad wunderbar gesteuert.
Uschi & Arno Autzen
GER · ELVSTRÖM CORONET 38



71

Three and half years we have been away and sailed around the globe. PACIFIC has always been very reliable. Simple and solid it works perfectly and needs, unlike others, no maintenance!
Erik van den Berg
NL · SIGMA 38



72

Nach 30 Minuten Montage erwartete ich das übliche Spielchen: ausprobieren, einstellen, fluchen! Doch vom ersten Moment steuert das Ding fehlerlos auf allen Kursen. „Fritzi“ ist unser liebstes Crewmitglied!
Klaus Frisee
AUSTRIA · ETAP 35



79

Dear Peter, we really do not regret our decision for PACIFIC, it performed all the way to Tahiti just perfectly!
Monique & Claude Salemi
FRA · JEANNEAU 47



80

Großes Kompliment für die PACIFIC, auf unsere Reise halb um die Welt bis Neuseeland hat sie perfekt gesteuert.
Karin & Hans Gätje
GER · REINKE 11 M



81

Dear Mr. Förthmann, I am very happy with PACIFIC even downwind in extreme conditions!
Hans Welbergen
NL · FREEDOM 38



82

Lieber Herr Förthmann, die PACIFIC arbeitet zu meiner Zufriedenheit, meine Erwartungen sind erfüllt worden.
Rolf Mensching
CH · REINKE 12 M



83

Lieber Herr Förthmann, nach vielen tausend Meilen: der beste Mann bei uns an Bord ist ohne Zweifel die PACIFIC. Wir sind immer überrascht, wie zuverlässig sie steuert.
Margot & Gunter Beuershausen
GER · BAVARIA 350



84

Die Pacific Light ist unser unermüdlicher Steuermann. Vom Mittelmeer über Gran Canaria werden wir in Kürze zur Karibik aufbrechen.
Enepar Schäuble
GER 6,5m Dschunke



91

Dear Peter, we have done 4800 nm this summer and the PACIFIC worked well, even downwind.
Dan Evans
UK · RIVAL 32



92

Peter, many thanks for the PACIFIC!
Francois Petit
FRA · OVNI 41



93

Dear Peter, your PACIFIC worked very well. It is the best vane of three I have owned.
Peter Ryan
UK · NICHOLSON 31



94

Sehr geehrter Herr Förthmann, 52000 nm circumnavigation, 45000 of it on PACIFIC and nothing went wrong!
Paul Maier
GER · 48 ft CATAMARAN



95

Dear Sir, since seven years we have a PACIFIC – this worked very well.
Arthur Brautigam
NL · HUTTING 40



96

My single hand trip around the world has now been completed. I have had some quite severe weather crossing the Indian Ocean. Thank you for the wonderful PACIFIC PLUS.
Richard Peterson
USA · ONE OFF 48



103

Greetings from the South Pacific! 30.000 miles on my PACIFIC PLUS! I still love it!
Skip Sims
USA · SCOOTS 52



104

PACIFIC LIGHT an meiner Victoire ... steuert besser als ich!
Buyserd
NL · VICTOIRE 28



105

Peter, congratulations for PACIFIC LIGHT, my boat performs wonderfully!
Keith Gems
UK · TWISTER 28



106

... the way down to Bermuda has been wonderful, since steering has not been our job!
Paul Shard
CANADA · 35 ft WOODEN ONE OFF



107

Einmal um die Kugel in 6 Jahren und die WINDPILOT Atlantik sieht aus wie neu!
Wommelsdorf
GER · VINDO 30



108

Unser PACIFIC ist nun 14 Jahre im Einsatz und immer noch perfekt!
Ali Peters
GER · SPARKMAN & STEPHENS 48

M O U T H



61

Lieber Herr Förthmann, meine „Baba“ läuft mit der PACIFIC „wie auf Schienen“!
Heiner Wisgrill
AUSTRIA · BABA 30



62

Thank you for all your service & follow up. It is a pleasure to deal with a company that actually delivers their product as promised and on time. PACIFIC PLUS is one of the best decisions we've made.
Melanie & Eddie Taylor
USA · PETERSON 44



63

Lieber Peter Förthmann, Alles Gute für Sie mindestens bis zu Jahr 2000! Die PACIFIC PLUS hat uns bisher wirklich gut bedient!
Asmus Knigge
GER · 13m ONE OFF



64

Winnie the Pooh sends regards to Schnuff-Schnuff! We love our PACIFIC PLUS which even steered us through Mitch.
Jane & John Gibb
UK · 43ft ONE OFF



65

I bought the PACIFIC some two years ago – it is a very great success.
Richard Morris
UK · 52 ft COLIN ARCHER



66

The PACIFIC has been in use since the AZAB race of 1991, in which incidentally, Castaway won her class and was second overall. In all it has now taken us 30.000 thousand miles. Congratulations on an excellent piece of kit.
George Timleys
UK · FREEDOM 35



73

Peter, die PACIFIC PLUS gefällt uns immer noch ausgezeichnet.
Gary & Roos Mulder
NL · KOOPMANS 45



74

Dear Peter, I must say, that we are very pleased with the PACIFIC PLUS on our trip around the ball. It never faltered even in 40 knots of wind it steeres perfectly!
Berit & Iain Galston
NORWAY · BOSTROM 37



75

Lieber Peter, PACIFIC PLUS und Nicholson 48 – ein schönes Paar ... ich bin nur noch Beifahrer um die Welt!
Markus Auer
ESPAQNE · NICHOLSON 48



76

Sehr geehrter Herr Förthmann, die PACIFIC PLUS arbeitet sehr gut. Wir sind zufrieden!
Günther Garbe
GER · NAJAD 343



77

Herzliche Grüße aus Tonga von „Katinka“, „Josi“, „Relativity“ und „Jebishah“, alle Anlagen laufen bestens!
Dorothee Etz and Lover
GER · BAVARIA 42



78

Dear Peter, after many thousand miles with PACIFIC, we can say, that is the best "man" on board!
Ragna & Charly
UK · FAURBY 36



85

Mensch, Peter Förthmann, wat heb se blos für' n fein Maschin mokt!
Timm Schröder
GER · CUMULANT 41



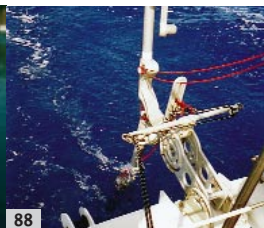
86

Aloha Peter! The PACIFIC steered from Antigua to Bora Bora. Excellent! This unit is by far the best wind vane made.
Jon Wichman
USA 50ft WAUQUIEZ



87

Pierre, ... Avec nos amitiès, Bravo, ça marche impec ...
Amaury Couderc
FRA · 44 ft DERIVEUR



88

Peter, I am very satisfied with the performance of the PACIFIC, much better than my old Aries on my previous boat!
Jean Michal
FRA · OVNI 385



89

After a few thousand miles sailing we only can conclude that the PACIFIC is a perfect Steering mate on board of the RED ARROW.
Jeroen & Marijke Mast
NL · WAARSHIP 11 M



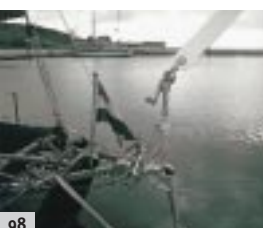
90

Peter, nous avons fait entière confiance à PACIFIC PLUS, que nous avons appelé "Peter". Bien cordialement Jacques.
Jacques Cariou
FRA · 17 M KETSCH



97

Peter, after sailing a couple of thousand miles, I can report, that the PACIFIC works very good on Jager.
Dick Koopmans
NL · SENTIYN 36



98

Dear Peter, I am sitting in the middle of the Atlantic! It is time to drop you a line in priase of your PACIFIC. It has steered the boat faultlessly in all wind and sea states. It's the best bit of kit on board by far!
Alasdair Flint
UK · VERTUE 25



99

Dear Peter, ... thanks again for your excellent service, PACIFIC is performing very well!
Adrian Groot
NL · RIVAL 36



100

Lieber Herr Förthmann, nach einigen Jahren segeln mit PACIFIC Plus kann ich sagen: Ich bin zufrieden! Die Anlage steuert bis 45 kn Wind zuverlässig, auch in extremer See.
Josef Boeck
CH · SWAN 39



101

Lieber Herr Förthmann, auch mit Windstärke 10 und grosse Wellen auf der Ocean haben wir Tage gesegelt, ohne das Ruder anfassen zu müssen, die PACIFIC PLUS funktioniert sehr gut!
J.J.Nijman
NL · KOOPMANS 44



102

Lieber Herr Förthmann, nach 7 Jahren wieder mal glücklich überstandenerm Sturm im Südpazifik möchte ich für Ihre gelungene Konstruktion ganz herzlich gratulieren! Für uns ist dies die beste Anlage der Welt!
Renate & Wolfgang Clemens
GER · 16 M HYDRA



109

Seit 9 Jahren steuert Deine PACIFIC, herzlichen Dank für Deinen Service!
Evi & Hans Lehmann
GER · TAIWAN 39



110

PACIFIC PLUS und Magonia, wir haben Zeit zum Fische fangen!
Ilka & Dieter Jungjohann
GER · SCANDI 41



111

55 Tage über den Atlantik, Wasser und Lebensmittel wurden knapp, aber der WINDPILOT hat uns heil rübergebracht.
Katharina & Jörg Kusserow
GER · 13 M MINEN RÄUMER



112

Dear Peter, after 3,5 years and some 20.000 miles I have finally taken some photographs!. The PACIFIC has performed very well on all points of sail. Best wishes and thank you for a great product!
Graham & Avril Jones
UK · PETREL 32



113

Die PACIFIC steuert unser Schiff wunderbar.
Familie Kabelt
GER · ISLAND PACKET 35



114

Auch unser neues Schiff steuert mit PACIFIC sehr schön!
Familie Teutenberg
GER · BOWMAN 45



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