

### Review of the Starwind 19 by Brent Clifton on September 25, 2006.

<b>Year built:</b>	1987
<b>Location of boat:</b>	Lake Livingston, Texas
<b>The boat is sailed on:</b>	Lakes
<b>How the boat is used:</b>	Day sailing
<b>Normal wind strength:</b>	less than 10 knots
<b>Average size of crew:</b>	2-4
<b>Liveaboard?</b>	No
<b>Brent Clifton bought the boat in:</b>	2005
<b>If the clock could be turned back, would Brent Clifton buy again?</b>	Yes, overall very happy considering the age, size, and used purchase price of the boat.
<b>Gear that's been added:</b>	I replaced the fixed gooseneck with a slider and a downhaul instead of the standard Cunningham, and added a boomvang. We bought a larger headsail and have gotten by with blocks shackled to the lifeline stanchions, but seriously need to install genoa tracks considerably aft of the small, stock jib tracks. We were just given a spinnaker, will be figuring out how to rig it over the winter for next spring.
<b>Structural or complex improvements:</b>	The wood companionway hatch slides were broken and I didn't think to tie the hatch cover down when we trailered the boat home, so the hatch cover blew off on the road and was run over by a truck before we could get back to it. I recovered enough to fashion a plug out of the smashed hatch, pulled a mold off of it, and made a new fiberglass hatch (The mold's not perfect, but still sitting in my garage if anyone else needs a new hatch cover). I rabbeted aluminum channels into the new teak slides so they won't break again when stepped on.
<b>The boat's best features:</b>	Very comfortable cockpit, all the angles and seat sizes, etc. fit 2 or occasionally 3 adults very well. Sitting on either the seats or rail is comfortable sailing to windward, and you can easily fall asleep sitting against the cabin with your legs stretched out aft on the seat.
<b>Problem areas in terms of design, materials, maintenance, etc.:</b>	I had to recaulk the hull/deck joint; rain water was cascading in when we had the boat on the trailer, had apparently been leaking awhile and some of the interior wood had to be replaced as a result. The one dumb design/building decision I've seen on this boat, is that the headliner carpet was put on before joining the deck and hull, so the carpet continued out between the hull and deck flanges. That may have worked great the first five years, but was bound to leak eventually. I removed the rub rail, unbolted the joint, used a Dremel tool to remove the old caulk and carpet for about a 1/2 inch in, caulked between the flanges and rebolted them, then bedded the rub rail generously in caulk when I stretched it back on. The job took up most of one weekend plus part of the next, but no more leaks along the joint. Otherwise typical for a boat this age, leaky hatches and portholes, but I've had some success caulking them; the previous owner had tried but I don't think he was very handy. The boat had been kept in fresh water and never had a bottom job before 2005. The hull had moderate osmosis blistering; again, I'd say typical for the age. Sail controls are very basic, such as no traveler and originally, no boomvang. It seems typical of small cruisers this size to be set up as a "starter" boat you're probably expected to outgrow in a short time.
<b>Sailing characteristics:</b>	We love the boat in anything over a 5 MPH wind; responsive, reasonably fast, easy to sail, not that easy to bury the rail with 2 adults to windward. One reef point and a fairly small (110%) jib let you handle a reasonable blow. It's not a planing hull, but I've had it in winds strong enough to be darn near planing with 4 big guys aboard - fun, and nothing broke! Very forgiving; simply heads up when overpowered, but without a feeling of excessive weather helm. In very light winds (most of the summer on our lake), not so enjoyable, in fact downright frustrating. She flat won't move when boats ranging from Thistles to S2's are managing to ghost along. We bought a 150% genoa which helps some over the stock jib, but still not that great in very light winds. Overall, though, over a range of conditions, very pleased with the way the boat handles. Besides, it's not against the rules to fish during a light-air sailboat race...is it?
<b>Motoring characteristics:</b>	We have a 2-HP Suzuki outboard which has been adequate, but I would probably recommend 4 to 5 HP. I've had to motor across the lake against a 20-25 MPH headwind and 3' waves; the boat handled the waves fine and the Suzuki was sufficient to get me home, though more than double the time it would normally take. If there's any wind at all, we can sail faster and more comfortably than motoring.
<b>Liveability:</b>	Cramped but typical for a 19-foot boat. An adult trying to sleep in the quarter berth is wedged between the berth and the shelf above if you turn on your side. I wouldn't describe the V-berth as comfortable, but adequate for one adult. Lots of storage bins with liners to keep things out of the bilge. A porta-potty fits nicely in the niche aft of the V-berth (check the dimensions, some models are too tall). As mentioned above, cockpit is roomy and very comfortable. An anchor locker on the foredeck makes a lunch or overnight stop easy.

**The owner's experience in dealing with Starwind (if any):** Starwinds were built first by Wellcraft, then by Rebel Industries, long out of business. The Precision 20 is very similar, by the same designer (Jim Taylor), and still in production. Based on this boat, I would be delighted to move up to a larger or newer Jim Taylor design. Lots of nice small touches that add up to a pleasant little boat.

**The owner's experience with the boat dealer or broker, if any:**

**Other comments:** Pictures <http://www.jbcmusic.com/morehtml/starwind.html>



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