

 **S & S 34 ASSOCIATION**
OF WESTERN AUSTRALIA

26th. June 1979

NEWSLETTER

No 4

What a disappointment - only three S & S 34's launched since the last Newsletter.

'Wild Rover', Vic and Roslyn McFarlane's 34, who many of us thought had become part of the furnishings of Swarbrick's yard, was finally launched, as was 'Manyana' owned by our genial farmer from Tammin, Bill Nelson. Both of these boats are moored at the Fremantle Sailing Club's new Success Harbour.

Garnett Gourlay has launched 'Kameruka' who at the time of going to press is tied up at Ciccerello's jetty at the Fremantle Fishing Boat Harbour, where fitting out is being completed.

To you newly initiated owners, I am sure all members wish you every success and many hours of enjoyment with your new craft.

Events of note since the last Newsletter, were the departure of John Sanders prior to Easter in 'Peri Benau' for the Parmelia race, and I would like to take the opportunity to thank the Kallis's in 'Meltini', Keith Turner and 'Hellfire' and Bob Sampson of 'Terian' for at very short notice, meeting John Sanders in their craft as he came through the traffic bridges, waiting in the harbour while John was cleared from Customs, and then escorting him out of the harbour on his way to Plymouth. What a sight - the old lady was laden with fuel, water and stores, to the extent that the water line was some 3" above the boot top. The weather was inclement, and 'Peri Benau' commenced her journey beating into a sloppy nor-west sea and wind. The gods must have been smiling, as after our escort had broken off, and was on its way back to Fremantle, it could be seen that 'Peri Benau' was sailing into bright sunshine with abating winds and sea. Good luck John Sanders, our Association members will be watching your progress with much interest.

I believe one of the highlights of our season was the running of our Inaugural S & S 34 State Championships, and Ron Clark in 'Nadia' is the official S & S 34 Champion for 1979. This information will be displayed in Yachting Association Year Book with other State Champions.

The Championship we believe was a huge success. Disappointing from the point of view of number of competitors, however the racing was very keen, and some very good fellowship was experienced. What a marvellous venue Success Harbour has proved, all competing boats were in a group on D jetty, which enabled socializing and in fighting after the various events. It is past history that Ron Clark is now the State Champion, whilst Henry Walker's 'Morning Flight' finished second overall, with the consistent 'Morning Menace' Bruce Keyes, third.



The range of trophies was absolutely magnificent, and your Association should be commended on its organization of this event. Unfortunately, President Bob was not with it during the presentation, having tried to move the North Mole in the last event, and with a leaking boat at anchor during the presentation, his thoughts were elsewhere, and forgot to thank various people for their efforts, however appreciation and thanks should be recorded to the following.

Firstly John Sanders, who although he could not be with us during this series was with us in spirit. John, prior to his departure donated a \$100.00 trophy for the Champion 34, which is now a proud possession of Ron Clark, whilst an additional trophy was also donated for one of the handicap heat winners.

Other donors were:- Secretary - Joan Bone, who donated the Hard Luck trophies for each event. Heat 1 having been abandoned, Heat 2 was won by Bill Bone for the worst start of any craft during the season. It would have to be seen to be believed that the complications and problems that Bill had in crossing the starting line in the correct manner during this heat.

Heat 3 was won by Bruce Keyes for perseverance. It may be recalled that both 'C'est Bon' sailed by Rolly Tasker and 'Morning Menace' Bruce Keyes, both rounded the weather mark wrongly, and did not realise their mistake until they were half way back to the finishing line. 'Morning Menace' pulled down their spinnaker and beat back to sea, righted the mark and finished in the correct manner after dark, and well outside the time limit.

The next event was won by Rolly Tasker for the Academy Award Acting Performance of the series. I believe it would be fair comment to say that Tasker and his crack crew in 'C'est Bon' were one of the outstanding boats of the series, however the rules of yacht racing were drafted not to be broken, without penalties being incurred. Rolly is an old hand at this game, and spent a considerable amount of time before the Protest Committee with disastrous results, his notations on Protest Forms were hilarious.

The 5th, and last trophy was won by Bob Sampson in 'Terian' for trying to move the North Mole, and we still haven't discovered what happened to the poor fishermen that disappeared into the water with the landslide of rock that occurred during this encounter.

The various place-getters trophies were the 'Sears & Johnson' Yamaha Trophy won by Henry Walker for 2nd. overall, whilst Rolly Tasker provided the 3rd. overall trophy, which was won by Bruce Keyes.

Handicaps in conjunction with each heat were won by the following

2nd. heat - Ernie Redford Trophy - Morning Flight - Henry Walker

3rd. heat - Norm Shashall Dynaglazze Trophy - Terian - Bob Sampson

4th. heat - John Sanders Trophy - Morning Menace - Bruce Keyes

Trophies were also presented in the form of a half model S&S 34 manufactured from cast aluminium and finished in automotive acrylic of appropriate colours. The bulk of these were mounted on teak backplates, engraved and paint filled gold. The inscription read:- 'S&S 34 ASSOCIATION INAUGURAL STATE CHAMPIONSHIPS WON BY' and then provision for the Boat's name. Five of these finished gold with a blue water line were made available to 'Nadia's crew', one silver with a blue water line was presented to the 2nd. place getter, Henry Walker, whilst a bronze with a blue water line was presented to Bruce Keyes.

Noel Sweetman, a Flag Officer of the Fremantle Sailing Club received a similar plaque, with red hull and blue water line with inscription 'S&S 34 ASSOCIATION OF W.A. TO THE FREMANTLE SAILING CLUB IN APPRECIATION TO THE ASSISTANCE GIVEN TO THIS ASSOCIATION IN ITS INAUGURAL YEAR PRESIDENT R. SAMPSON SECRETARY JOAN BONE' and I believe that this will be suitably mounted in an appropriate position in the new Fremantle Sailing Club Club-house.



RON CLARKE, S S S 34 CHAMPION 1979. WITH PERI BANOD TROPEY
AND 1/2 MOULD PLAQUE.



SKIPPER WITH CHAMPION CREW. WELL DONE CHAPS.

For those of you who were not participants, Dick Newman was Officer of the Day for the complete series. Dick handled the protests most efficiently and with diplomacy, with starting and all administration associated with the running of the series, ably assisted in the Starting Box and on the administration side by Secretary, Joan Bone and Committee Woman Mary Walker, a job well done and appreciated by all competitors.

I believe appreciation should be expressed to all our trophy donors mentioned, whilst special mention should also be made to Terry Swarbrick, who at very short notice produced a half model casting pattern for the '34.

To Terry Gaunt of Gaunt's foundry, who cast the various models at very short notice and at no cost to this Association.

To Simon Walker who donated time in cleaning and fettling the models, and to Bob Sampson for arranging the finishing of the models, engraving and mounting the various back grounds.

In all a very successful series which has now given us experience to run future events.

To all you knockers and non participants in Association events, eat your heart out, this Association is here to stay, and will go from strength to strength.

Winter Sailing. In its wisdom your Association has decided to support the Fremantle Sailing Club with its winter racing programme. The first Sunday of each month is race day. The Club has invited all 34's to participate, there will be 2 races a day, 1 - 10a.m. start, 1 - 2pm. start, and this Association will be holding our own race within a race, not only will we be competing for the Fremantle Sailing Club's trophies and pennants, but will also have our own pennants for 1st., 2nd., 3rd., and fastest, and a consistency trophy for each day's racing.

The first event is scheduled for Sunday 1st. July followed by Sunday 5th. August. Sailing instructions and handicaps can be obtained from the Fremantle Sailing Club office, now situated in front of the wired building enclosure, prior to the commencement of racing.

Of note is that quite a few members of the Fremantle Sailing Club have shown interest in '34's, and would like a sail, so if you are short of a crew, please ring Bob Sampson at business, 335 7077, on the Thursday prior to the race, and I believe that I can organize additional crew members if required.

At this date, your Committee is looking at next season's racing programme, and we would appreciate feedback from various owners. We believe that there is interest at the present stage, of organizing an S & S 34 Association race day once a month, possibly at the Fremantle Sailing Club, where events could be conducted in Gage Roads and Cockburn Sound, such as handicap events or teams races, bearing in mind that there would be in excess of 4 boats at Royal Perth, South of Perth and Fremantle Sailing Club next season, naturally it is not our intention to run these events to coincide with the ocean racing programme. It is also our intention to hold Championships for 1980, possibly once again at Fremantle Sailing Club during the Easter break, and feedback from various owners re the venue and time of year would also be appreciated.

So much for the racing yachtsman. For those of you who did not get a chance to speak to the Green's whilst they were back in Perth, the following is Audrey's letter to our Association, prior to their reaching Fremantle.

Easter. Success Harbour, Fremantle W.A.

We arrived back home 2 weeks ago and this has been the first chance I have found to write. It is going to test my memory too, as I haven't been keeping my diary so here goes. Esperance was the last mail stop, and a great time we had there. 3 days, and the locals said that if we had stayed any longer it would have been 3 weeks and

I well believe it. The hospitality was tremendous, 3 days to really remember. We set sail early on the Monday morning and had a good day sail to Rocky Island. This is a horseshoe of granite open to the west and it was very comforting to drop anchor there about 4 p.m. and have a howling easterly come in. Cold, grey, damp, but very cosy down below, we eat and slept well. Next day with the sun shining we spent some time ashore, sharing the island with many seals and some cape barren geese. Enough to say that we eat red meat that night? We hadn't noticed many seals when we came in, but it was just that they were laying low along the granite rocks. There were many, from pups to grand-daddys, and fun to watch. We left about 11 p.m. to time our arrival for mid-afternoon. A good day's sailing and we made Bremer Bay on schedule. There was a fisherman's hut or two there, and as we were anchoring we could see them watching us through binoculars. Later Fred Swarbrick rowed out and suggested we put our second anchor out as it was a bit choppy. We did. The swell built up a bit and we were sitting playing cards when we heard on the news that the tail end of cyclone Hazel was expected to pass out to sea over Bremer Bay? Not much was said but we found out days later that both our stomachs did a double loop. Fred S, the local fisherman must have been listening to the same broadcast at half an hour later out he came again with a third anchor, and do you know that from the time we saw him coming things seemed to get better. We put out the third anchor, and the cloud cover started to open up. A little while later we had a circle of clear blue sky overhead and heavy cloud right around the horizon. The wind swung to the north-to which we were open but it didn't get any stronger. However the barometer while all this was going on was the lowest we have ever seen it 29.52 (and we didn't shift it for days) Fred said that when he went forward the nose of the boat was almost under. It seemed rather incongruous that we had planned the trip to Adelaide to dodge the cyclone season up north, and here we were - sitting ducks. The whole state was expecting a repeat of Cyclone Alby that went through last year, and did untold damage, but - great for us - it wasn't in the same category. We had a good tea, the last of that red meat from Rocky Island, and enjoyed it, and slept well as conditions were improving. We spent the next morning ashore with the fishermen. Hot scones for morning tea and roast chicken for lunch. The two families were netting for salmon and kept a permanent look-out during daylight hours for schools of salmon coming into the bay. I would love to have seen them net, but the salmon weren't running. Our next stop was to be Two-people Bay, so we left about 4 p.m. and had a good breeze to get out and around the cape but unfortunately the breeze gradually died and it was a very frustrating night as we would motor a while, sail awhile and the breeze would drop again, etc. By daylight we could see the coast but we were back to motoring again, half hour about, and so it went

on. In the end we could have gone in there but it was at least an hour in, and then out again next morning with no guarantee of wind, so we pressed onto Albany. We arrived in on the Saturday afternoon in the middle of the club race, and were quite impressed by the size of the fleet. We were tied up and showered by the time the race finished and were absolutely overwhelmed with the hospitality. It was great to meet again the friends we had made on the way through, and to meet new people, especially "The Sting" a sister ship which was being built when we left. Fred decided we would stay a week, and what a tremendous week it was. A quiet anchorage, time to think and cope with things like dirty washing, and repainting anchor chains, meeting people and eating out almost every night. The highlight must have been the barbecue with Tom Vivian the next Saturday night, with mussels grilled on the hot-plate and so much food that nobody got around to cooking the steak. It was also really great to swap notes with Geoff Steer and his crew off Sovica, the yacht that had cruised to Port Lincoln and who we had met there. Incidentally this is the guy who bought the self steering that Fred had made for Southern Minx, and he was very happy with it. Next day and with any luck another page, but please excuse the mistakes, as I am watching the Aust. Surf champs, on Fred's new toy, a 5" t.v. Unfortunately we didn't get there because the S & S 34 Association are having championship races and Fred is crewing on another yacht.

We've bought Coorong down to Fremantle to be with the crowd,

We had planned to leave Albany on the Monday, weather permitting, and as there didn't seem to be any south-westerly fronts about it was a 6a.m. start. It had been a great stay, even though the weather was cold, real autumn, with some glorious sunny and calm days. We had a car for the whole week which was great and meant we could have a look around as well. 8 miles into the town seemed a bit much for the push bikes. The sailing was cool and light winds but no head winds. Second day out we were a bit further south than intended and actually motored to find Cape Leeuwin before dark. So much for all the stories we had heard while in Albany about rough trips around the corner. If the time of day had been right we would have gone into Hamelin Bay, but it was about 9pm so we pressed on, and had a very pleasant sail along the coast to Cape Naturaliste with me keeping a lookout, as Fred has motored us around Leeuwin and to Hamelin Bay where the wind picked up and it was great to turn that motor off. It was just breaking day as we reached Naturaliste and Fred set the course to go across Geographe Bay to Bunbury. We dropped anchor in the harbour, a dirty industrial anchorage about 3pm, on Wednesday afternoon, and it was rest, clean up and relaxation time. Our timing was good again as we hadn't been in very long when the wind swung to the north which would have been a head wind. Ashore about lunch time Thursday, a little shopping and contact with friends. We had a barbecue meal that night with friends Fred had sailed with on his trip last year from Darwin. Coralie and Jack had 5 5th. Aust. girls staying with them and as it was their last night it was quite an evening.

Last leg saw us leave very early on the Friday morning as it is approx. a 12 hour sail and its nice to get in before dark. Sailing conditions were very light and it was touch and go as to whether we would make it. There was a big swell running and with much reef around Garden Island and Rottnest Fred's ocean racing experience stood us in good stead. We were outside the reef and wanted to take the short cut through Challenger passage before dark to save the extra miles of coming in the south passage. This was where his surf boat experience came in handy. I was sitting down below just finishing my tapestry for Julie when he called to me to put the wash boards in. The surf was breaking behind us but he judged it beautifully, and not a drop in the cockpit. It was still an hour or two to Fremantle so we decided to go into the new marina built for the Parmelia race, rather than go up the river at night, with all its mast lowering hassles, etc. We motored along the groyne looking for the opening, found it, and what a superb marina it is. Four jetties with pens for approx. 480 boats, a launching ramp and a separate jetty for overseas yachts. It was all lit, and looked huge. After we tied up we were going to walk around it, but by the time we walked 2 of the 4 jetties we had had enough. Next day was to be a sleep in, lazy breakfast, ready to lower the mast and then up the river about lunchtime. However the best laid plans??? A cheer about 9am. as two boats we know well were on their way out, which meant an ocean race (the last for the season) saw us scramble out of our bunks and decide to motor out to the North Mole, and cheer many of our mates. It was great, a spinnaker start, 3 divisions, and about 60 boats I guess. Then back to the marina for a leisurely breakfast and more friends. Zeiguner, the yacht we had met in Bali and was impounded for bringing in grass had been sold, and was tied up next to us so had a look at the refitting going on and met the owners and crew. Last weekend she left for Dampier so we should meet up with her again on our way out. Then two more S&S 34's arrived for a race from the Fremantle Sailing Club that afternoon so we decided to stay, and share a barbecue with them after. I had the loan of a car and was able to let Julie, Gary and Jeff know we were back, and we saw them all before the barbecue, and that was great. They are all well. Next day, after Jeff had played golf, we made the leisurely trip up the river. Lowering the mast was a piece of cake with three on board. I was amazed at how low the mast comes down as usually I am on the tiller, with no time to look behind.

As you are aware, our Association is affiliated with Yachting Association of Western Australia, and our delegates report from the last meeting advises:- (a) the Department of Foreign Affairs have issued a sheet of advice for yachtsmen considering a temporary visit to the Solomon Islands. A copy is available from Y.A. for those interested. (b) Off-Shore Committee.

Safety certificates would be discontinued, but a rubber stamp compliance stamp would be used. The A.Y.F. Off-shore Committee would meet in Perth in April 1980, safety gear in good condition would not be scrapped because of rule changes.

The Chief Measurer would visit W.A. (this State to meet the cost of his travel and accommodation)

Double fees would apply for I.O.R. entries for the Hobart within forty (40) days, and a fee of \$500 for seven (7) days.

Advice was received that a Hartley Trailer Sailer Association and also a Trailable Yacht Association was in the process of formation, any enquiries should be directed to G. Jennings, 145 Brentwood Road Wattle Grove or telephone 453 6276.

Wind surfing is becoming a popular sport, and advice has been received that the Nedlands Yacht Club will be racing these craft during the 79/80 season. A move is also afoot to have wind surfing included as a yachting activity in future olympic events.

Air travel, Y.A. also reports that all persons travelling privately or on sailing business may now obtain benefits, by making their reservations through the Y.A.W.A. office, and thereby using the Y.A.W. account with T.A.A. Briefly budget fares will apply, but outside normal budget time tables.

Of interest are the two Perth girls that won the Australian Women's Sailing Championship, and qualified to sail in the World Championships in Rochester New York in September. They are Marney Backshall aged 17, and Helen Rennie 18. Marney is still at High School.

They won against some seasoned opponents including women who had sailed overseas in this competition in previous years. It was an outstanding performance for the two youngsters.

Some assistance is expected from federal funds towards their travel costs, but it will be an expensive trip, and any donation would be most welcome.

It is remarkable that Marney's brother Geoff will be going to Italy at the same time: two separate Championship contenders in one family must be a record.

Y.A. will gladly handle any donations from yachting supporters and acknowledge these.

A new Club has been started. The Whitford Sailing Club with secretary C. Holyda, located at 21 Chrysoctum St. North Beach. Membership consists of small Catamarans, who found the launching arrangements at Whitford's Sea Sports Club uncomfortable. They have been launched off the beach at Piasroo Point, but lack any facilities, as the land facing the water is privately owned, and the local authorities cannot erect any conveniences at all.

During the Easter Championships, a lot of fellowship and discussions took place, and one could not help but observe how little a lot of our members really know about sail characteristic and their composition. We heard many discussions of the merits of various sail cloths, and in particular spinnaker shapes, settings, and weights of cloth that should be used.

I feel it would be fair comment to state that a lot of you experts are talking through your hat, and I have obtained the enclosed reprint from Sail Magazine on the Evolution of Sphinx's Acra. This article was originally written by Tim Parson, one of the sail designers from Neil Pryde in Hong Kong. It may be recalled that Tim was a sailmaker for the Hong Kong's successful last Admiral's Cup challenge.

This article originally appeared in the Hong Kong Boating Monthly, an excellent magazine produced by the Yachting Association of Hong Kong.

It would appear that various authorities were so impressed with this article, that Sail Magazine purchased the rights, and I believe it is excellent reading and would be beneficial to the experts.

We have all heard your various arguments for and against various brands of sail cloth. Once again I have called on Neil Pryde International who are reputed to be the largest consumer of sail cloth in the world for clarification on sail cloth facts, and I believe that their reply is worth recording.

SAILCLOTH FACTS

The development of sailing and sailmaking has resulted in a tremendous technical improvements in sail cloth through racing and commercial competition. Brand names being promoted by advertising to such an extent that the yachtsman is probably completely confused as to the true properties of this very special textile.

Modern sailcloth is woven from polyester and nylon yarns.

The characteristics of nylon limit its usefulness. Nylon has high tensile strength, but is very elastic and has poor resistance to ultra violet degradation. This effectively limits its use to spinnakers and small, low cost dinghy sails. The elasticity and high tensile strength of nylon make it possible to build light weight spinnakers capable of absorbing heavy loads. These sails are seldom exposed to sunshine for long periods so ultra violet deterioration is not a problem. The elasticity of the material can be designed around, using tri-radial and starcut constructions.

The working sails on modern boats are generally made from polyester material.

Polyester was developed almost simultaneously in many countries by different companies. In the USA, Dupont developed polyester under the trade name Dacron, while in UK, ICI came out with Terylene. In Japan Teijin and Toray sell polyester under the trade name Tetonon, in Germany it is called Polyant.

Fabrics sold as Terylene, Dacron, Tetonon and Polyant are all polyester fabrics and all have identical qualities in terms of strength, durability and resistance to ultra violet deterioration.

The real difference in performance comes from weaving and finishing, and it is here that the special skills of the manufacturers show real differences in performance.

Sailcloth is manufactured and distributed by various types of companies. Some act only as converters. These companies purchase the yarn from the yarn producer, give it to a weaver, and then take the woven fabric to a finishing plant to have it finished. The purpose of the converter is to provide the technical know-how and organisation to take material from yarn state to finished cloth ready for distribution, without access to their own manufacturing facility and plant. Howe & Bainbridge in the USA is the most prominent and successful example of an organisation of this type.

At the other end of the scale, there are vertically integrated companies such as Teijin and Toray in Japan. These companies have the capabilities to produce a finished fabric from the petroleum state raw material to finished cloth ready for distribution. The entire manufacturing process is controlled within their own organisation using their own plant and facilities. They have the possibility to achieve far greater consistency in quality and to maintain large scale production. The disadvantage is that such organisations tend to be large and are not geared to devoting specialised attention to sailcloth production. Sailcloth as a textile is a very small specialised item.

In our opinion this has resulted in Tetonon being the most consistent fabric available today, and large scale production enables it to be marketed at very competitive prices.

There are limitations. Because of the way in which Tetoron is manufactured it is not yet possible to work with specialised mainsail and genoa constructions and with the many different finishes that are available from leading U.S. manufacturers. However, these specialised constructions and finishes are really only of the significance to the most serious competitive yachtsman with the skill and experience to obtain maximum advantage from high performance sails.

Neil Pryde Limited has determined by exhaustive testing that Tetoron gives the yachtsman the best possible value in terms of quality delivered for money spent. However on the other hand, the serious racing sailor is entitled to the benefit of the special constructions and finishes available. We believe that Howe & Bainbridge has the most complete range of specialised fabrics and Neil Pryde racing sails are made exclusively from Bainbridge fabrics.

Tetoron, Terylene, Dacron and Polyant are all polyester materials. It is the sailmakers skill and experience in choosing the appropriate fabric for the sail in question that ultimately determines what will be a successful sail.

Date: - 17th. July, Night - Tuesday night, Place - South of Perth Yacht Club.

Time 8 o'clock. Purpose: Fellowship and Education.

Dr. Henry Walker will be giving a short talk on first aid at sea, followed by Dr. Stan Reid, Safety Officer of Royal Perth Yacht Club, on safety equipment and requirements.

Other speakers are being sought, together with a possibility of instructional films.

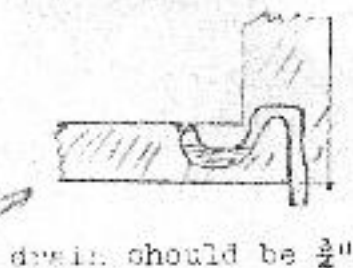
Your Committee has received feedback that an evening of this nature would be appreciated by the members. We are complying with your wishes, and I sincerely trust that all members and friends will support us with this activity.

Sailor sketchbook reefing a genoa was submitted by Dr. Henry Walker, the article is excellent, and I believe would be beneficial to our cruising types.

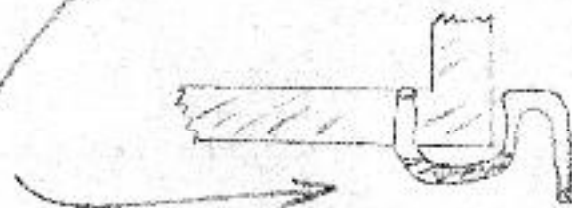
Feedback from our Parmelia participants is somewhat slow. Pete Nevard reports that Max Shearn has now left Plymouth and is cruising off Scotland, and will return to Plymouth in the next few weeks to carry out final fitting out prior to his departure on the first leg. John Saunders we believe at the time of writing, should be at Malta. We do believe from reports that one of his crew became ill in the Indian Ocean crossing, and left the boat at Suez, and is now back in Perth. At this date the writer has been unable to track down the crewman to obtain first hand information on their crossing to that point of time.

A collection of ideas culled from various sources which seem to have some merit.

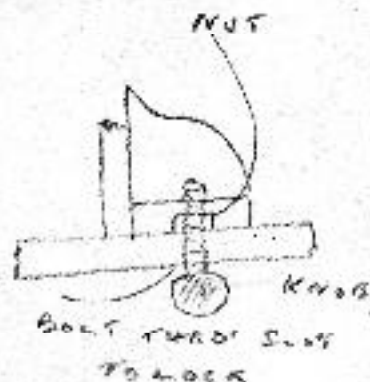
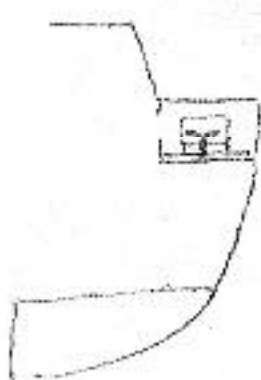
1) Drain from ice box.



water trapped in U section retains cold air in box.



2) Lockshelves.

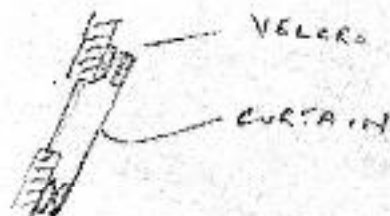


3) Anchor wells drainage.



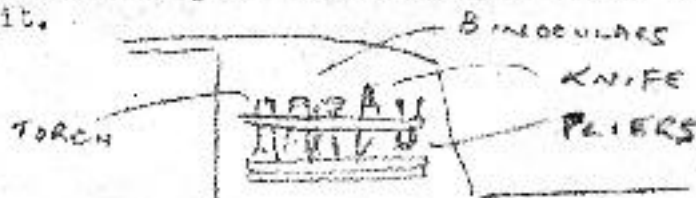
single $\frac{1}{2}$ " copper tube with anchor well draining forward, glassed in along full length, and outlet just above water line in heel topping facing aftships, NOT forward.

4) How about a screwless curtain rail?

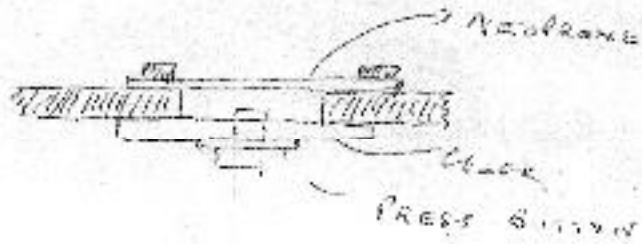


curtain with velcro stitched to the top

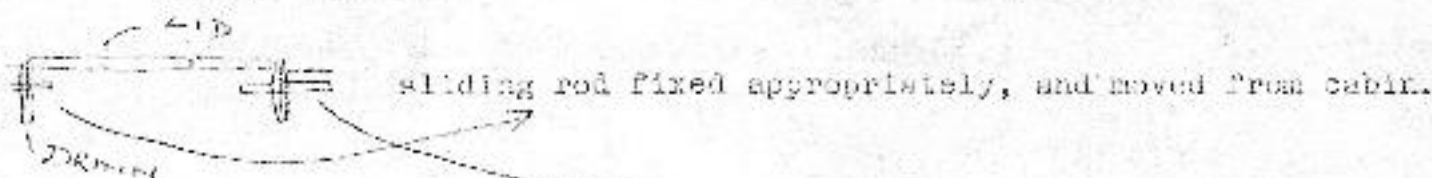
5) or an all purpose shelf just inside companionway within easy reach of cockpit.



- 6) water tight switch. a tumbler switch can be used, but the neoprene must have plenty of slack.

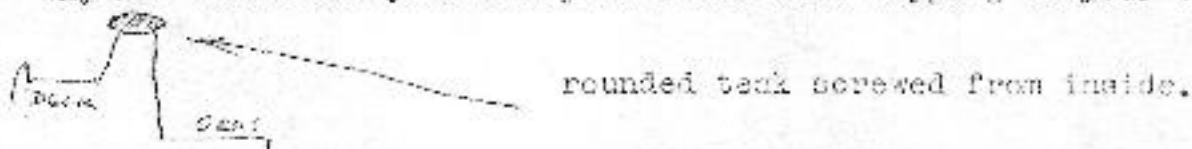


- 7) Want to lock your starboard sail locker without putting a padlock on the outside?

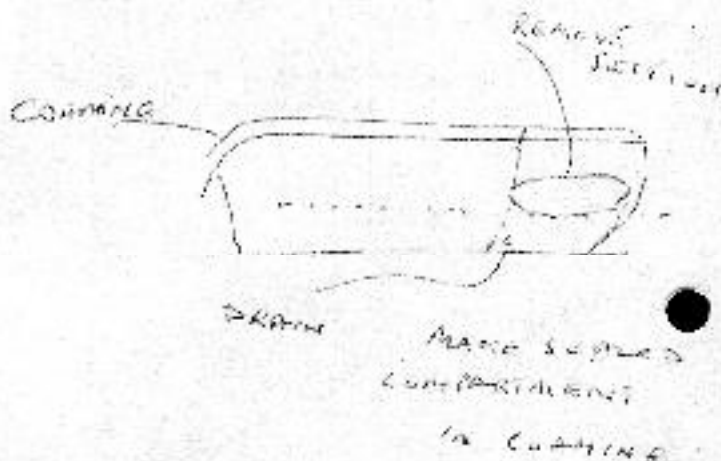
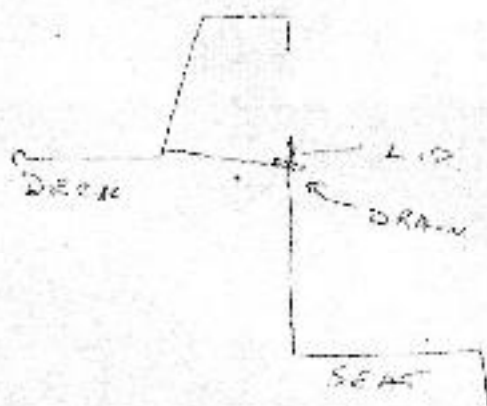


similar if required, moved from stern locker, which can be padlocked

- 8) Why not customize your cockpit? Put a teak capping on your coaming.



- 9) Or use that "useless" space in the coaming.



- 10) One problem on 84's, is the gas bottle box site and drainage, -- both difficult -- If the box is built into the starboard locker, water enters through the drain when heeled. If sited in the stern locker, again water enters when heeling. One possible solution in the stern locker position is to have 2 drains, one opening to port, the other to starboard, so there is always a possible drain when heeled.
- 11) Instead of the standard $\frac{3}{4}$ -1" drains in your sink which takes 1/2 an hour to empty, why not make a 1 1/2-1 1/2" exit right from the stern?

① AS THE WIND INCREASES TO THE POINT OF OVERPOWERING THE BOAT, THE MOST LOGICAL SHORT MAIN RYEF IS TAKEN. THIS WILL NOT ONLY HELP TO PUT THE BOAT BACK ON ITS FEET BUT WILL EASE THE WEATHER helm. BARELY WILL SHORTENING THE HEADSAIL ACCOMPLISH AS MUCH BENEFIT.

② IF THE WIND CONTINUES TO INCREASE... OR IF THE BOAT IS STILL OVERPOWERED FOLLOWING THE MAIN RYEF IT IS TIME TO REVEAL THE REEFING DOWNHAUL AND TO STAY THE HEADSAIL REEFING SHEETS.

③ HEADSAIL REEFING TIME HAS COME. EASE THE GEMMY SHEETS.

④ EASE THE HEADSAIL HALLYARDS. TAKE UP ON THE REEFING DOWNHAUL AND MAKE IT FAST.

⑤ WHEN TIME PERMITS, TIE UP THE LOOSE PORTION OF THE HEADSAIL FLUNG THE FOOT BEHIND THE COWL WITH THE TIES.

IF YOU PLAN ON TRICKING, YOU MAY REMOVE THE WORKING SHEETS.

TUCK UP THE HEADSAIL HALLYARD AND MAKE IT FAST.

TRIM IN THE HEADSAIL BY TRIMMING FOR THE REEF BOAT HYDROING.

