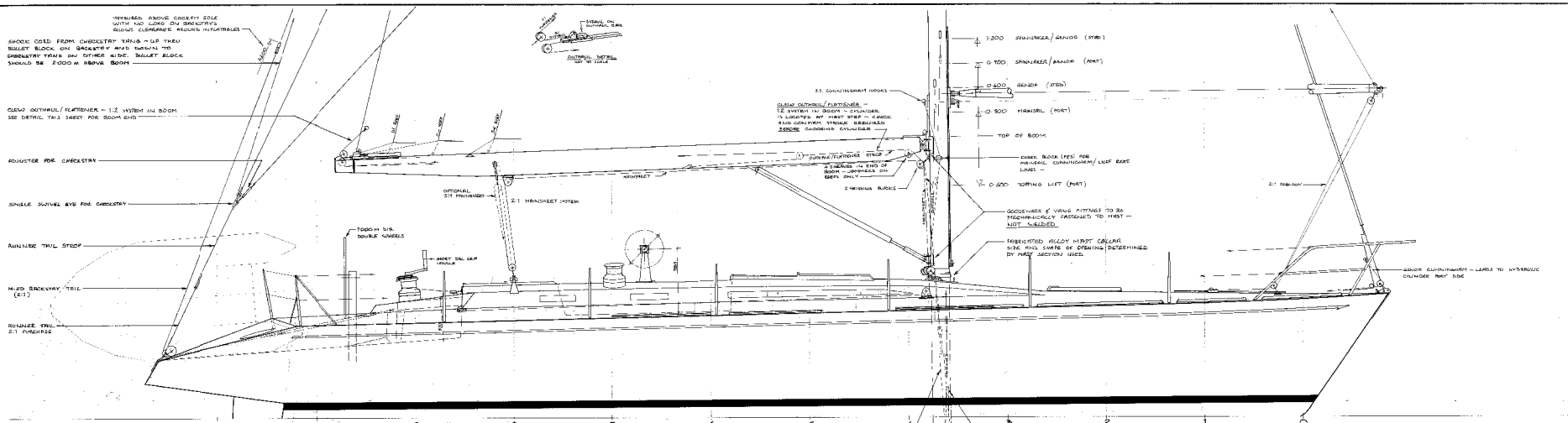


SPECIFICATIONS:

NOTES: ALL FIGURES ARE MINIMUM BREAKING LOADS. ALL EQUIPMENT AND MATERIALS MUST BE CONFIRMED BY THE SUPPLIER OR MANUFACTURER AS SUITABLE AND OF REQUISITE STRENGTH FOR THE INTENDED USE.
SAME WORKING LOADS (SWL) OF HARDWARE SHOULD BE AT LEAST 50% OF MINIMUM BREAKING LOADS (BL) FOR ROLLER BEARING BLOCKS). ACTUAL WORKING LOAD WILL GENERALLY BE LESS (APPROX. 25% – 40%)

DECK GEAR:

GENOA SHEET HORN – SWEPT – 2802 kg. (6178 lbs)
– ROLLING (SWL) – 2102 kg. (4635 lbs)
– 18 SHEER – 2331 kg. (4919 lbs)
GENOA SHEET TRACK – 2.4M – (SWL) kg. (SWL) lbs)
TRACK & SHEER – 1398 kg. (APROX lbs)
GENOA CAR STOPS – 1680 kg. (3318 lbs)
GENOA SHEET TURNING BLOCKS – 1071 kg. (13385 lbs)
GENOA CAR PULLER TURNING BLOCK – 2802 kg. (6178 lbs)

BEARD CUNNINGHAM BLOCK – 1505 kg. (3318 lbs)
SPINNAKER AFTERGUY BLOCK – 1040 kg. (1373 lbs)
AFTERGUY CLIPS – 1740 kg. (3835 lbs)
SPINNAKER SHEET BLOCK – 4922 kg. (1040 lbs)
SHEET CLIPS – 720 kg. (1855 lbs)
SPINNAKER LIGHT SHEET BLOCK – 1147 kg. (2529 lbs)
SPINNAKER FORESAIL BLOCK ON POLE – 1436 kg. (3166 lbs)
BLOCKS ON DECK – 1016 kg. (2239 lbs)
MAINSHEET TRAVELLER BLOCKS ON CPE – 1012 kg. (2231 lbs)
BLOCKS @ END OF TRACK – 908 kg. (2002 lbs)
MAINSHEET BLOCK ON CAR – 2724 kg. (6006 lbs)
BLOCK AT GOOSENECK – 2361 kg. (5205 lbs)
ALL OTHER MAINSHEET BLOCKS & SHEAVES – 1930 kg. (4233 lbs)

MAINSHEET TRAVELLER CAR – 2309 kg. (5091 lbs) SWL = 1972 kg. (4347 lbs)
RUNNER BLOCKS – TOP – 5708 kg. (12581 lbs)
LOWER – 5137 kg. (11326 lbs)
kg. (lbs)
FORETRACK TRACK AND CAR – 1835 kg. (4045 lbs)
MID BACKSTAY TOP BLOCK – 1090 kg. (2402 lbs)
POWER BLOCK – 1028 kg. (2268 lbs)

MAST COLLAR BLOCKS:

HALYARDS – GUNO – 3788 kg. (8351 lbs)
GENOA/GENOA – 3788 kg. (8351 lbs)
MAIN – 3451 kg. (7608 lbs)
SPINNAKER POLE TOPPING LIFT – 1509 kg. (3326 lbs)
REEF – 2231 kg. (4919 lbs)
MAIN CUNNINGHAM/LUFF REEF – 1142 kg. (2517 lbs)

WIRES AND CABLES:

REEF – 10mm (13/16") LOW STRETCH POLYESTER BRAID – MIN.B.S. 3179 kg. (7005 lbs)
OUTHAUL/FLATTENER – 6mm (1/4") DIA. 7X19 WIRE – MIN. B.S. 1395 kg. (3720 lbs.)
STROP – 9mm (5/8") DIA 7X19 WIRE – MIN. B.S. 3789 kg. (11400 lbs.)
MAIN CUNNINGHAM/LUFF REEF – 9mm (5/8") POLYESTER BRAID – MIN. B.S. 778 kg. (1716 lbs)
BEARD SHEET – 14mm (9/16") LOW STRETCH POLYESTER BRAID – MIN. B.S. 4986 kg. (10067 lbs)
GENOA CUNNINGHAM – 9½" (14mm) DIA. 7X19 WIRE TO ..... LOW STRETCH POLYESTER
– BRAID TAIL – MIN.B.S. 9339 kg. (3059 lbs)
GENOA CAR PULLER – 9½" (14mm) DIA. 7X19 WIRE TO 10 mm (13/16") LOW STRETCH POLYESTER
– BRAID TAIL – MIN. B.S. 1401 kg. (3089 lbs.) (INCLUDING LINK WIRES)
SPINNAKER AFTERGUY – 9mm (5/8") DIA. 7X19 WIRE – MIN. B.S. 4614 kg. (9949 lbs.)
– 18mm (3/4") LOW STRETCH POLYESTER BRAID – MIN.B.S. 6731 kg. (14824 lbs.)
– 14mm (11/16") KEVLAR – MIN.B.S. 6721 kg. (14824 lbs.)

OUTHAUL FLATTENER HYDRAULICS (PORT) MAST JACK

CHECKSTAY HYDRAULICS (STBD)
HYDRAULICS MOUNTED OUTSIDE MAST

SPINNAKER SHEET – 9mm (5/8") LOW STRETCH POLYESTER BRAID – MIN.B.S. 1439 kg. (3167 lbs).
– 9mm (5/8") KEVLAR – MIN. B.S. 2151 kg. (12743 lbs)
SPINNAKER LIGHT SHEET – 6mm (1/4") KEVLAR – MIN. B.S. 588 kg. (1296 lbs)
SPINNAKER FORESAIL – 7mm (9/32) POLYESTER BRAID – MIN. B.S. 719 kg. (1586 lbs)
MAINSHEET – 12 mm (1/2") SOFT POLYESTER BRAID – MIN. B.S. 1349 kg. (2974 lbs)
MAINSHEET TRAVELLER CONTROL – 9mm (5/8") POLYESTER BRAID – MIN. B.S. 471 kg. (1087 lbs)
RUNNER TRIL STROP – 9mm (5/8") DIA. 1X19 WIRE – MIN.B.S. 6091 kg. (13385 lbs)
RUNNER TRIL – 7mm (9/32") DIA. 7X19 WIRE – MIN. B.S. 3010 kg. (6635 lbs) TO
12 mm (1/2") LOW STRETCH POLYESTER BRAID TAIL – MIN.B.S. 3010 kg. (6635 lbs)
M-UP BACKSTAY TRIL – 9mm (3/8") DIA. 7X19 WIRE – TO 9mm (5/8") POLYESTER BRAID TAIL – MIN.B.S. 2615 kg. (5765 lbs)

HALYARDS:

GENOA – 9½" (7mm) DIA. 7X19 GALV WIRE – MIN.B.S. 2826 kg. (6232 lbs) TO
12 mm (1/2") DIA. LOW STRETCH POLYESTER BRAID TAIL – MIN. B.S. 3217 kg. (7093 lbs)
SPANN/GENOA – 1:65 FOR GENOA)
MAINSAIL – 7mm (9/32") DIA. 7X19 GALV WIRE – MIN.B.S. 2569 kg. (5665 lbs) TO
12 mm (1/2") DIA. LOW STRETCH POLYESTER BRAID TAIL – MIN. B.S. 3036 kg. (6692 lbs.)
SPINNAKER POLE TOPPING LIFT – 9½" (14mm) DIA. 7X19 GALV WIRE TO
7mm (9/32") DIA. LOW STRETCH POLYESTER BRAID TAIL – MIN.B.S. 1081 kg. (2384 lbs.)

STOPPERS:

CAR PULLER – 5/16" = 571 kg. (1258 lbs)
SPINNAKER FORESAIL – 5/16" = 287 kg. (632 lbs)
SPINNAKER TOPPING LIFT – 5/16" = 376 kg. (829 lbs)
MAIN CUNNINGHAM/LUFF REEF – 5/16" = 285 kg. (629 lbs)
kg. (lbs)
kg. (lbs)
SPINN/GENOA HALYARDS – 5/16" (297 kg. (2860 lbs)

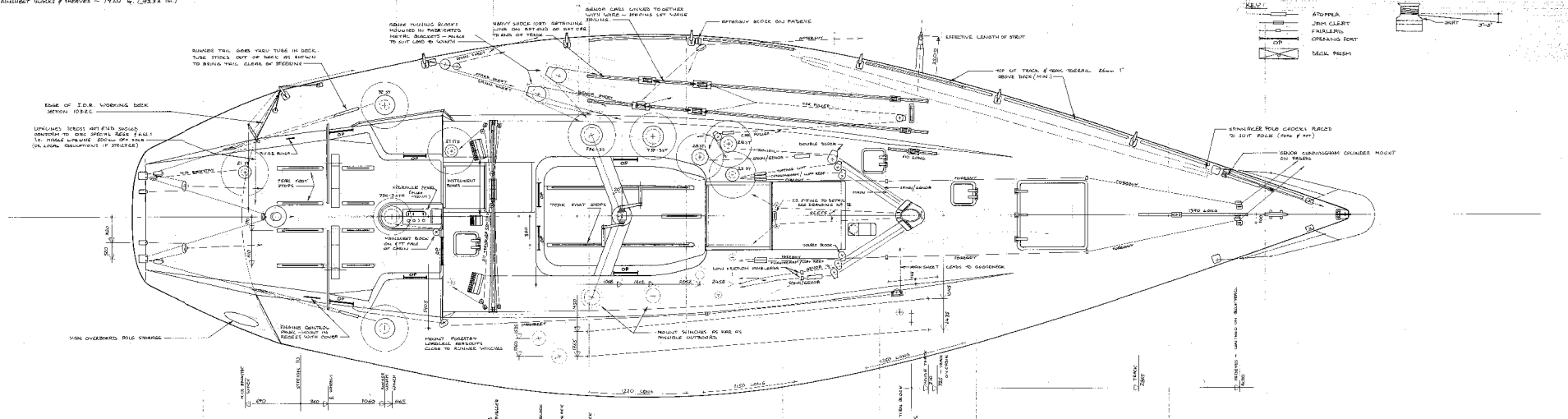
HYDRAULICS & TACKLES:

VANG – 1:4 = 3313 kg. (7304 lbs)
OUTHAUL/FLATTEN (1:2 in boom) – 2:1 = 1338 kg. (5748 lbs)
BEARD CUNNINGHAM – 1:4 = 469 kg. (1030 lbs)
MAINSHEET – 2:1 = 978 kg. (1149 lbs).

WINCHES:

NUMBERS GIVEN ARE FOR CURRENT RANGE OF WINCHES.
(1987) 737 ST 1:1 & 936 ST WITH SYSTEM 10 LOW GEARE PACKAGE)
ENSURE TEXT LINES LEAN INTO WINCHES TO AVOID OVERLINE AND TO AVOID CHAFE ON SHEET OF WINCH. SEE DIAGRAM BELOW:

KEY:
STOPPER
JAM CLEAT
FAIRLEAD
OPENING PORT
DP
DECK PRISM



NOTICE(S)
Q - 22 AUG 84 COMPLETE REDRAWING – WINCHES, CAR, RUNNERS, MAST, BACKSTAY, HALYARDS, LEADS, OUTHAUL, CHECKSTAY, LADDER, MISC.

THE RECIPIENT MUST CHECK DIMENSIONS AND CONTENT BEFORE ON THE DRAWING AND NOTIFY THE DESIGNER OF ANY DISCREPANCIES BEFORE COMMENCING CONSTRUCTION.
THIS DRAWING MUST NOT BE REPRODUCED OR USED FOR ANY PURPOSE, EXCEPT WITH THE PERMISSION OF THE DESIGNER, AND MUST NOT BE LOANED FOR MORE IT WAS OBTAINED WITHOUT THE DESIGNERS' WRITTEN CONSENT.
THE COST OF THESE PLANS INCLUDES FEES FOR ONE BOAT ONLY FOR CONSTRUCTION. THE BUILDER MUST NOT LOAN OR GIVE COPIES OF THESE PLANS WITHOUT THE DESIGNERS WRITTEN CONSENT AND PAYMENT OF FEES.

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P.O. BOX 3457, ANNAPOLIS, MD. 21403, U.S.A.

15.5 METRE I.O.R. RACING YACHT

- FOR -

SCALE	1:20
DESIGN NO.	155
TITLE	DECK LAYOUT
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CHECKED	
DRAWING NO.	7A