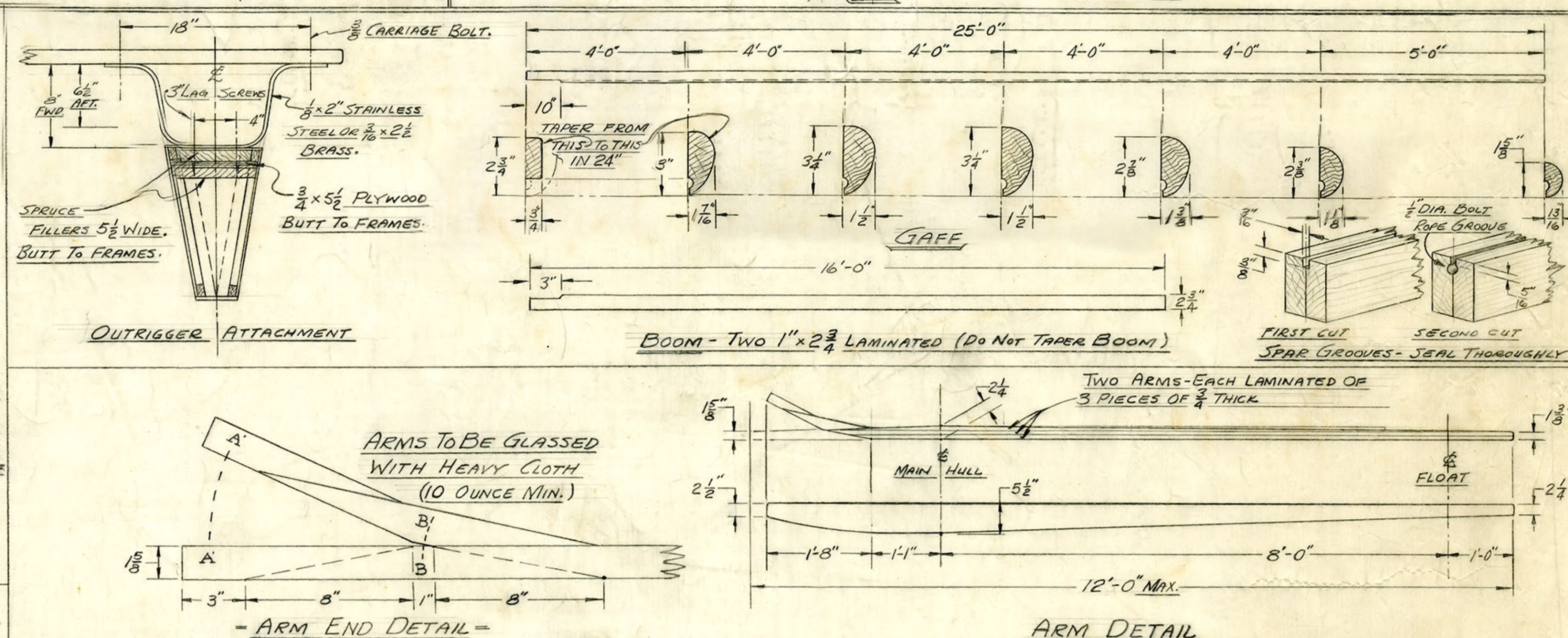
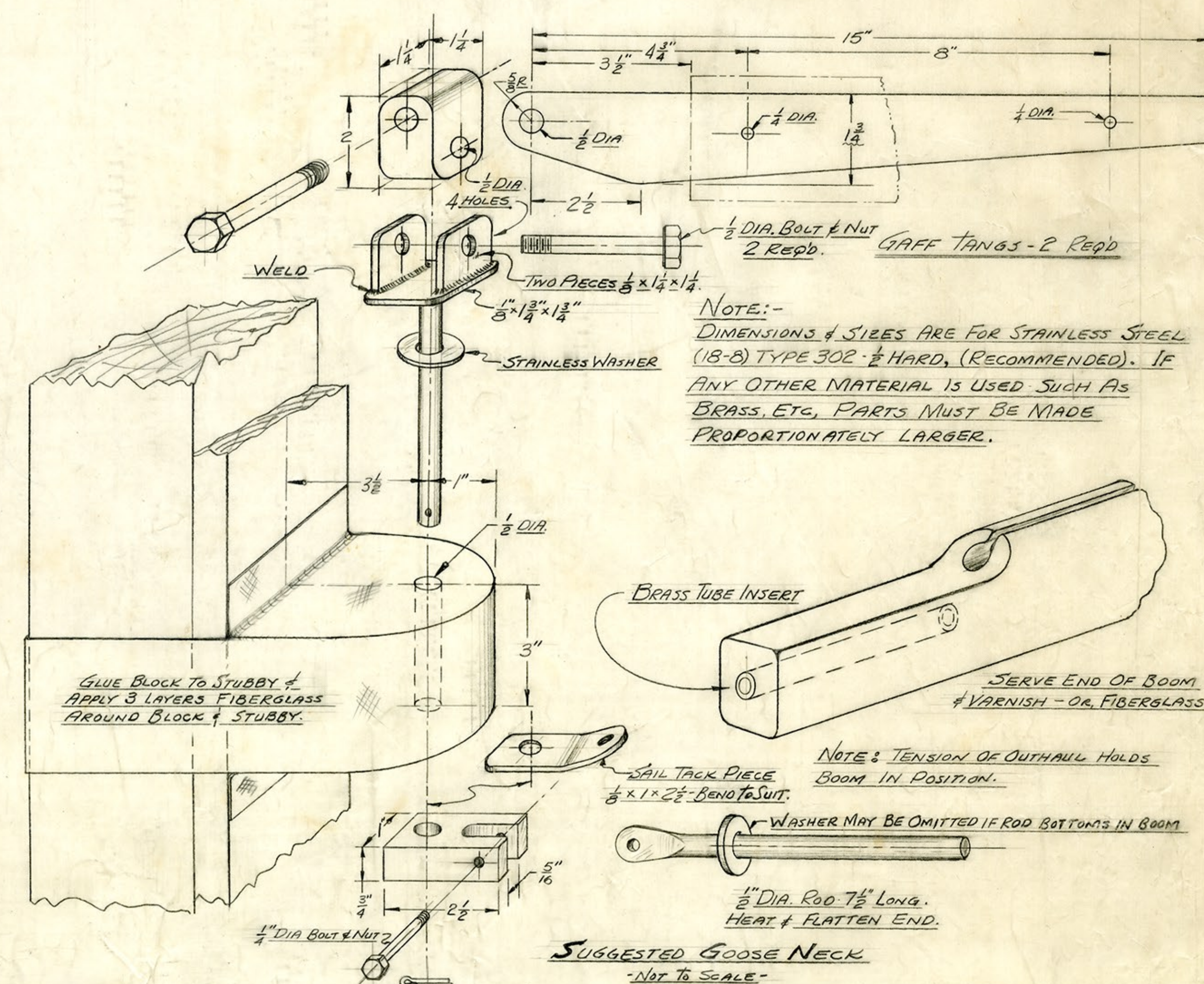




MAST STEP: MAKE STEP & WELL AS PER DETAIL. DROP WELLS INTO HULL BARGE DECK IS ATTACHED. HOLE A 8" IN DECK. THIS IS FOR MAST & WEDGES. MAST & WEDGES IN WELL & IS RETAINED BY WEDGES IN A FORE & AFT POSITION AS THE RAKE OF THE MAST IS CHANGED.

DAGGER BOARD WELL: MAKE AS PER DETAIL & INSTALL JUST AFT OF BOTTOM PLATE. 2. TAKE CARE TO PREVENT LEAKAGE BETWEEN BOTTOM & WELL.

DAGGER BOARD: CUT FROM 1" DOUGLAS FIR AS PER DETAIL ON SHEET #1, WITH MAXIMUM LENGTH OF 6'-0" (1" x 1 1/8" x 6") D. FIR.

RUDDER ASSY: CUT FROM GRID PATTERN ON SHEET #1.

TILLER: LAMINATE FROM 1"x2" OAK - 4'-4" LONG. USE 3/8" OR 1/2" PIVOT BOLT. USE 3" GUDGEONS & PINTLES.

SCHNOEKER FLOAT VENT: 3/4" DIA. PLASTIC TUBE. INSTALL THRU FLOAT MOUNTING PAD. END OF AFT ARM BEYOND TUBE TO BRACKET AFTER FORMING. SEE SHEET #1.

GOOSE NECK: METAL SHOULD BE CORROSION RESISTANT - STAINLESS STEEL IS PREFERRED. THE SUGGESTED DESIGN ALLOWS INDEPENDENT MOVEMENT OF GAFF & BOOM.
SPARS: SPRUCE IS IDEAL SPAR STOCK & SHORT LENGTHS MAY BE USED IF SCARPED PROPERLY. MATERIAL = GAFF; 2 PIECES $1\frac{1}{2}$ " x 2" x 5'0". BOAT; 2 PIECES $1\frac{1}{2}$ " x $1\frac{1}{2}$ " x 5'0".
SAIL: CUT FROM SAIL PLAN USING COTTON OR DACRON. IN THE CASE OF STIFF SPARS OR DACRON SAIL, USE $\frac{1}{8}$ " LESS ROACH IN THE LUFF & 2" LESS IN THE FOOT OF THE SAIL. USE $\frac{1}{16}$ " BOLT ROPE.
FINISH NOTES:- IT IS SUGGESTED THAT A GOOD MARINE PLYWOOD BE USED THROUGHOUT; THAT THE HULLS BE COVERED WITH FIBERGLASS, FOLLOWED BY A GOOD RACING PAINT; THAT ALL BULKHEADS & HATCHES BE MADE WATERTIGHT; THAT GROOVES IN SPARS ARE SEALED TO PREVENT SWELLING FROM DAMP BOLT ROPE. TOTAL WEIGHT OF BOAT & SAIL TO BE KEPT OVER 350# MINIMUM. (ASSOCIATION RULES).

