

8-9  
6-7  
1-5  
3-4  
2-3

SAILS	WT.	M.P.H.	FOOT	LUFF	AREA	REMARKS
MAIN SAIL	5.5	-	35E	SAIL PLAN	ROLLER REEFING	
STORM TRYS'L	7	-	10	69	ROPE TACK	
STORM JIB	7	35-50	8	18	67	17.5 FT. HD. AND 1.5 TACK PENNANTS
1 1/2 FT JIB	7	25-35	11.5	27	138	10 FT. HD. PEN. STRETCHY
16 FT GENOA	5.5	18-25	16	32	238	5 FT. HD. PEN. STRETCHY
19 FT. HY GENOA	4.5	10-18	22	37	332	STRETCHY 16 L.P.
19 FT. LT. GENOA	3.5	2-10	24	38	382	WIRE LUFF-SETS FLYING 16 L.P.
19 FT. DRIFTER	1.2	0-2	28	38	382	WIRE LUFF-SETS FLYING 16 L.P.
HEAVY SPINNAKER	1.2	-	RULE MAX	-	-	
LIGHT SPINNAKER	0.5	-	RULE MAX	-	-	

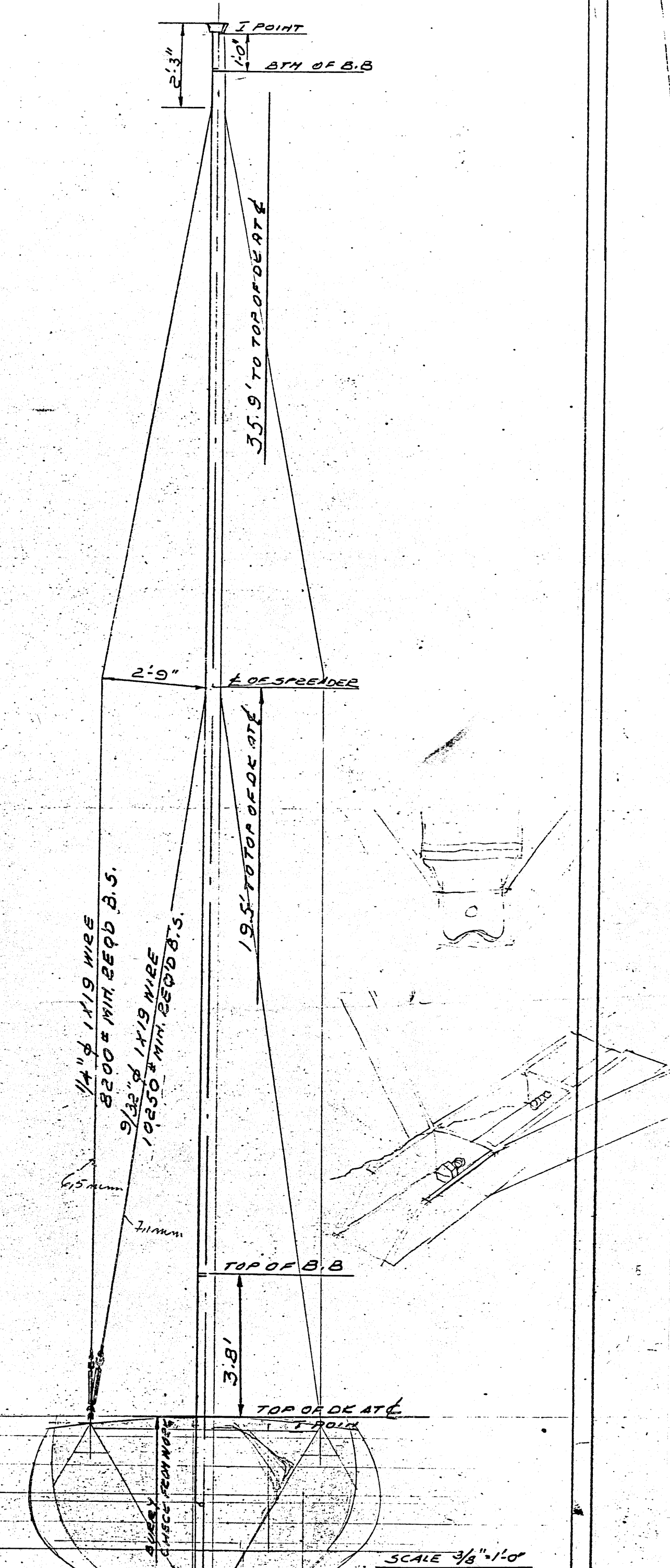
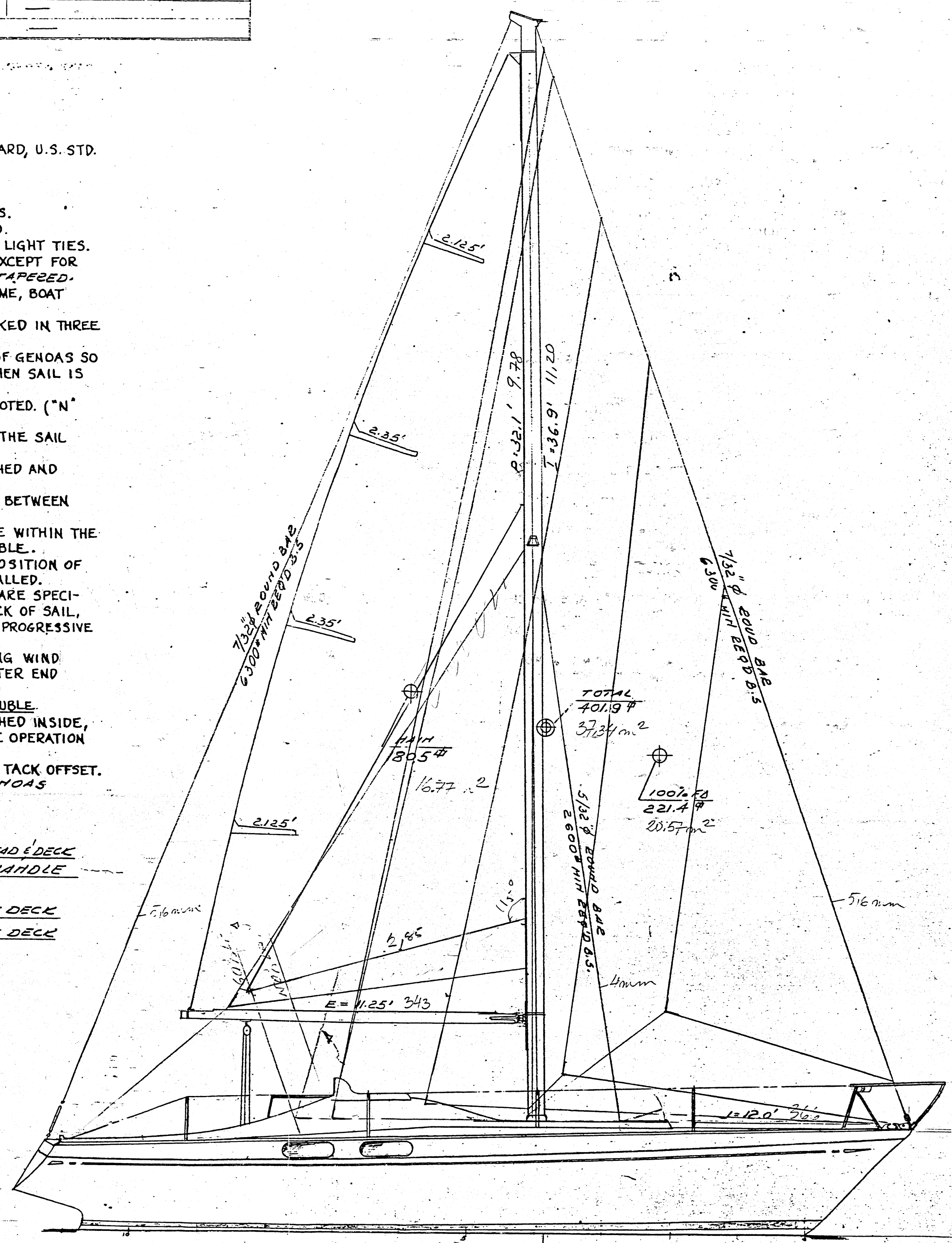
16.8  
6.1 m<sup>2</sup>  
6.2 m<sup>2</sup>  
12.3 m<sup>2</sup>  
21.5 m<sup>2</sup>  
37.2 34.5 m<sup>2</sup>  
38.2 35.5 m<sup>2</sup>  
38.2 35.5 m<sup>2</sup>

**GENERAL NOTES**

- WEIGHT OF MATERIAL IS GIVEN IN OUNCES PER YARD, U.S. STD. WIDTH OF 2 1/2".
- DACRON LEACH LINE ON ALL DACRON SAILS.
- ALL HEADSAIL HANKS TO BE SIDE PULL TYPE.
- EXTRA HEAVY SEIZINGS ON ALL HANKS AND SLIDES.
- SEIZINGS ON ALL LUFF SLIDES TO BE HIDE COVERED.
- ALL BATTEN POCKETS TO BE OFFSET TYPE, WITH LIGHT TIES.
- BATTENS TO BE ASH, TAPERED AND VARNISHED, EXCEPT FOR UPPER BATTEN, FIBERGLASS MAXIFLEX TAPERED.
- ALL SAILS TO BE MARKED AT HEAD WITH SAIL NAME, BOAT NAME AND YEAR.
- ALL SAIL BAGS TO BE SYNTHETIC AND TO BE MARKED IN THREE PLACES, SAME AS SAILS.
- ALLOWANCE TO BE MADE IN LEACH DIMENSIONS OF GENOAS SO THAT CLEW HEIGHT WILL BE AS INDICATED WHEN SAIL IS PROPERLY TRIMMED.
- ALL SAILS TO BE DACRON, UNLESS OTHERWISE NOTED. ("N" STANDS FOR NYLON.)
- SHAPE OF LEACH TO BE THE RESPONSIBILITY OF THE SAIL MAKER.
- ALL LISTED HEAD & TACK PENNANTS TO BE FURNISHED AND SHACKLED ON BY SAIL MAKER.
- HEADSAIL LUFF LENGTH IS LENGTH OF LUFF WIRE BETWEEN CENTERS OF THIMBLES.
- TACK CRINGLES OF LARGE HEADSAILS TO BE MADE WITHIN THE SAIL, TO BRING THE FOOT AS LOW AS POSSIBLE.
- SAIL TRACK TO BE CARRIED DOWN TO LOWEST POSITION OF BOOM; NO SPECIAL TRACK STOP TO BE INSTALLED.
- ON SMALLER HEADSAILS, WHERE TACK PENNANTS ARE SPECIFIED, THERE SHALL BE A STRONG HOOK AT TACK OF SAIL, TO HOLD SAIL CLOSE TO STAY AND PREVENT PROGRESSIVE FAILURE OF UPPER HOOKS.
- A SMALL SOCKET FOR HOLDING A BALANCED RACING WIND PENNANT SHALL BE INSTALLED NEAR THE AFTER END OF THE MASTHEAD "BEAK".
- ROLLER REEFING GOOSENECK SLIDES SHALL BE DOUBLE NORMAL LENGTH AND SHALL BE HIGHLY POLISHED INSIDE, WITH ENDS SLIGHTLY "BELLED" TO FACILITATE OPERATION UNDER REEFING TORQUE.
- CHECK WITH BUILDER FOR EXACT ROLLER REEFING TACK OFFSET.
- TACKING LITE EYE 1/4" FOOT OF ALL GENOAS

**- TURNBUCKLE LIST -**

- HEADSTAY NONE - BUT TOGGLE AT MASTHEAD & DECK
- BACKSTAY (1) LENNAR FIG. 509, W ADJUST. HANDLE & TOGGLE AT DECK
- UPPER SHR'D (2) LENNAR FIG. 509 & TOGGLE AT DECK
- LWB SHR'D (2) LENNAR FIG. 510 & TOGGLE AT DECK
- MIDSTAY LEVER RELEASE



$2.80 \times 4.30 \times \frac{1}{2} = 6.0 \text{ m}^2$

7 m Kiskadee

INCREASED MAIN AND SAIL AREA	DATE
2" CHANGED SHEET LINE, HOLED HEADSAIL	12-70
ADDED MASTING SHEET FOOTING INTO H. 70	12-70
INCREASED SHEET LINE, HOLED HEADSAIL	12-70
LET ALTERATION DATE	

SCALE 3/8" = 1'-0"  
DESIGN NO: 2042-C1  
**SAIL PLAN**  
22'-4 3/4" DWL AUX SLOOP -  
HALF TOP CUP -  
FOR  
MR. ENO ANTIHOJA -  
SPARKMAN & STEPHENS INC.  
79 MADISON AVE N.Y. 16 NY.  
MAR 11, 70 AT DWG NO: 2042-C1-6