

"Coronet" Spinnaker Gear

A spinnaker is a worthwhile extra for the cruising man, especially for those long down wind sails, and is an essential part of the racing enthusiast's sail wardrobe.

The "Coronet" spinnaker is made from  $\frac{3}{4}$  ounce nylon in colours of your choice, and measures 24 feet along its luff and 15 feet across the foot. The spinnaker pole is made from 2" aluminium tube, and is 9 feet long. Each end is fitted with a "parrot beak" or spring clip fitting.

Diagram 2 shows the rigging of the spinnaker gear and the method of setting the spinnaker.

The spinnaker halyard is of 8 m.m. polyester rope, with a snap clip on each end. It passes through a stainless steel block which is shackled to the mast band just above the jib halyard. Its length is 50 feet.

The spinnaker sheets and after guys are again 8 m.m. polyester rope, and each end has a snap clip and a stainless steel ring spliced into it. The length of this rope is 75 feet (or two 40 foot pieces may be used.)

A shorter rope of the same thickness is used as a preventer-foreguy. This rope also has a snap clip spliced into it and is 15 - 20 feet long. It serves to keep the boom from skying, and braces it forward against the pull of the after guy.

A topping lift may be fitted from a halyard

shackled to the jackstay fitting but this is not necessary as the boom is short and quite light.

The spinnaker may be hoisted from a "turtle" lashed to the foredeck or straight from below through the fore hatch.

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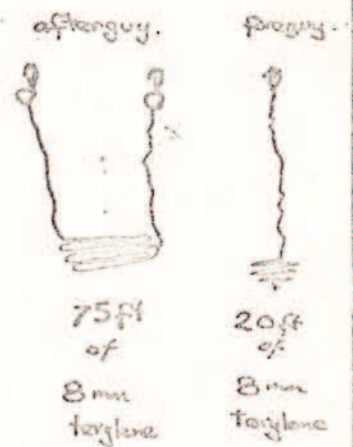
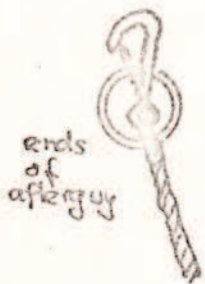
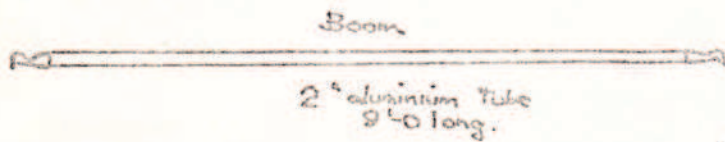
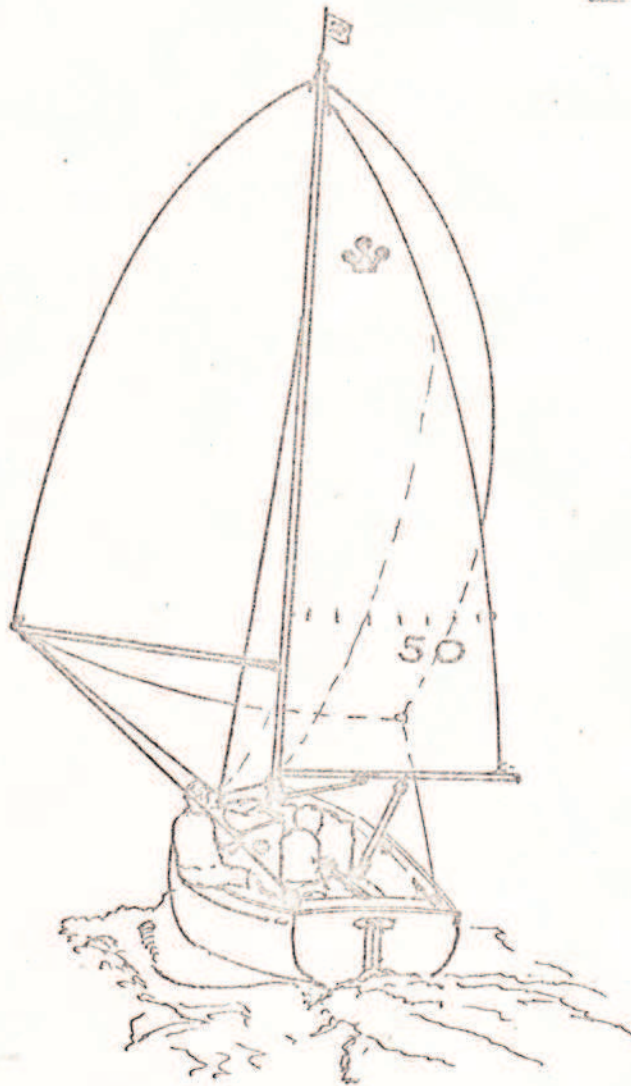


DIAGRAM 2.  
SPINNAKER SETTING.



### Care and Operation of the Centreplate and its Equipment

The centreplate serves two purposes on the "Coronet". It provides lateral resistance, which enables the yacht to beat to windward without making undue leeway, and it provides weight lowdown to increase stability.

The centreplate hinges on a  $\frac{3}{8}$ " stainless steel kingbolt which is outside the main hull, and through the lead ballast keel.

The plate, which weighs about 120 lbs, is lifted by a small direct acting winch on the top of the case, through a single purchase to secure ease of handling. To obtain this purchase, the wire pennant, which is made of  $7/16$ " circ. flexible stainless steel, 5'6" long, passes through a sheave in the top after end of the plate, and back to a standing part at the top of the case.

The winch has a spring loaded pawl, which is lifted to allow the plate to be lowered.

CAUTION: The plate must be wound down slowly. NEVER let it get out of control and run free or you may break the pennant or pull the wire out from the winch. Do not let children operate the centreplate winch, or play with it.

### Maintenance

The plate itself is made from mild steel, zinc sprayed and coated with epoxy-mica resin to give a corrosion and wear resistant surface that should last for many years. If the yacht is left on moorings



for longer than a week or two, both the bottom of the yacht and the centreplate should be coated with a good antifouling paint to prevent marine growth. This is preferably done at the factory, but may be carried out by tilting the yacht over on a soft beach, on a mattress or foam rubber pad.

Regular inspection of the wire pennant and sheaves should be made, and the wire rubbed over with a light grease or oil. Once a year the king bolt should be checked for wear. All running parts should be lightly lubricated.

Emergency measures if centreboard pennant is broken.

If this happens, the plate will drop vertically, and if the yacht is sailed in heavy weather with the plate in this position, it may be bent, or damage may result to the case and keel. Therefore it is advisable to take emergency measures as soon as possible.

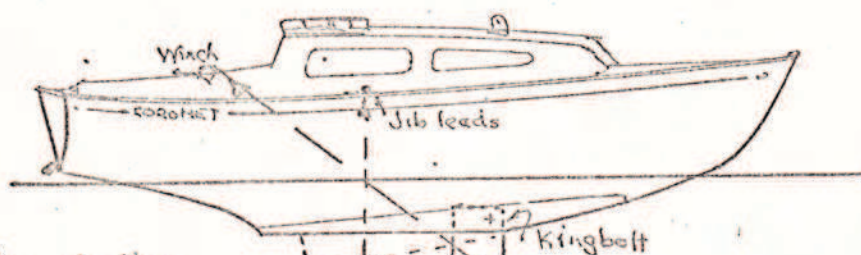
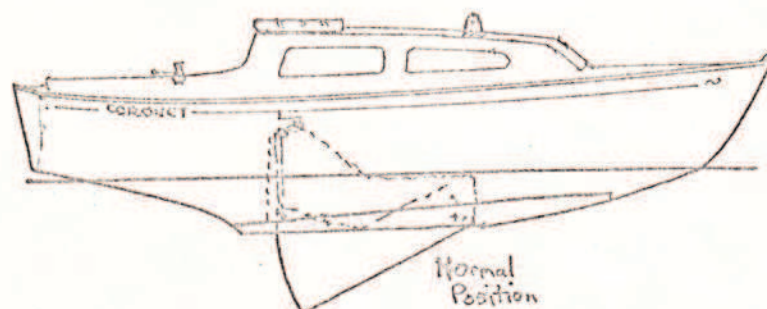
The plate may be lifted by passing a strong rope (the anchor warp will do) under the boat, fastening one end to the port winch and leading the other end round under the bow to the starboard winch. On winching in, the plate can be made to enter the case again, and a second rope from jib lead to jib lead will secure it, say half way up. The yacht can then be sailed home and hauled out on its trailer. By removing the mahogany winch block, the top end of the plate may be reached and a new wire rethreaded.

If a sandy beach is handy, in a sheltered area, the plate may be re-entered by carefully drawing the yacht up the slope until it grounds on the keel.

It may be found necessary to run the yacht into shallow water to start the plate into the case and to get a suitable angle for the emergency rope.

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(Run vessel into shallow water if possible to start the plate up the slot, and get a better angle for the winch rope.)

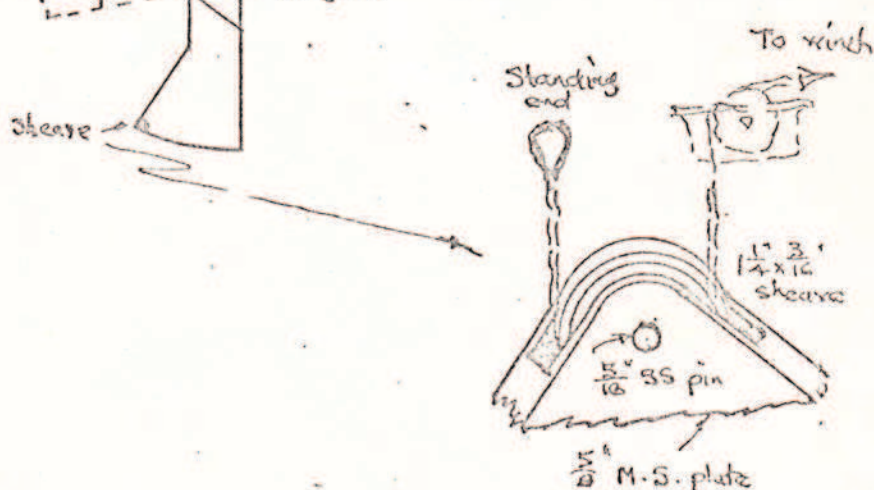
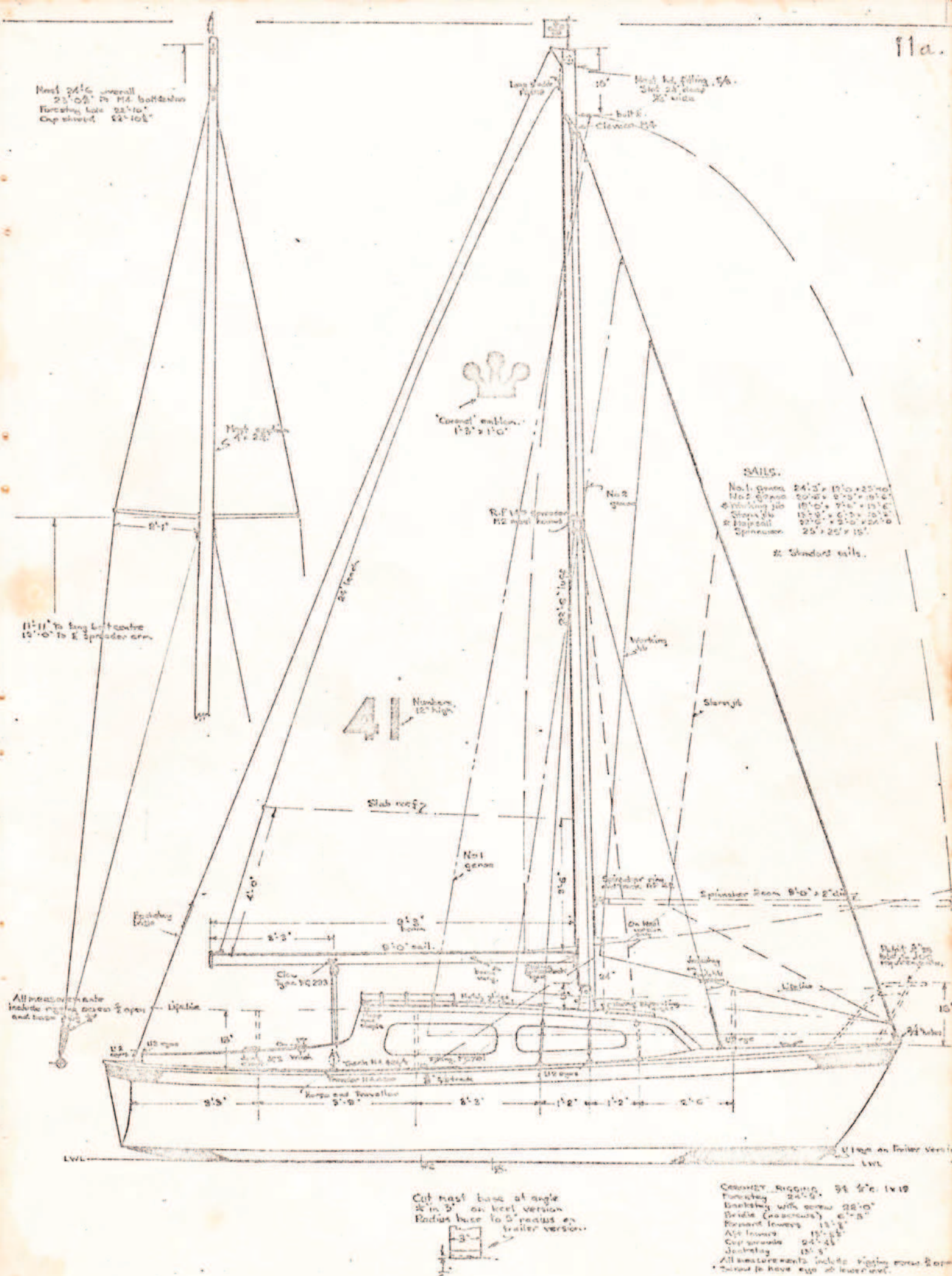


DIAGRAM 3.  
CENTREPLATE DETAILS.



It is important to ensure that the plate is centralised carefully, otherwise the sheave may be damaged when re-entering. Again a temporary wire or lashing will allow you to sail home and a new pennant can be obtained from the builders ex stock.

Do not sail the yacht, particularly in rough weather, without lifting the plate back into the case.





Broadwater. \$575

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### SAILS

The standard working sails for the "Coronet" are a mainsail, luff 22'6" x 9'0" foot x 24' leach, and a No. 1 jib - 18' x 7'6" x 13'6".

The main can be purchased with one or two slab reefs, or roller reefing gear may be used.

Two genoas are available, and a small storm jib. An I.O.R. spinnaker is flown from the mast head. "Coronet" sails may be obtained from any New Zealand sail maker and some of the extras are available ex stock.

Stretched sail sizes are as follows: -

Mainsail	(5 to 6oz)	22'6" x 9'0" x 24'0"	
Working or		6-7 x 2-7 x 7-22.	
No 1 jib	(5 to 6oz)	18'0" x 7'6" x 13'6"	
Storm jib	(5 to 6oz)	13'9" x 6'3" x 10'3"	
No 1 genoa	(5 to 6oz)	28'0" x 12'0" x 23'6"	* Std 5/15 18
No 2 genoa	(5 to 6oz)	20'6" x 9'3" x 19'6"	
Spinnaker	(2oz nylon)	25'0" x 25'0" x 15'0"	

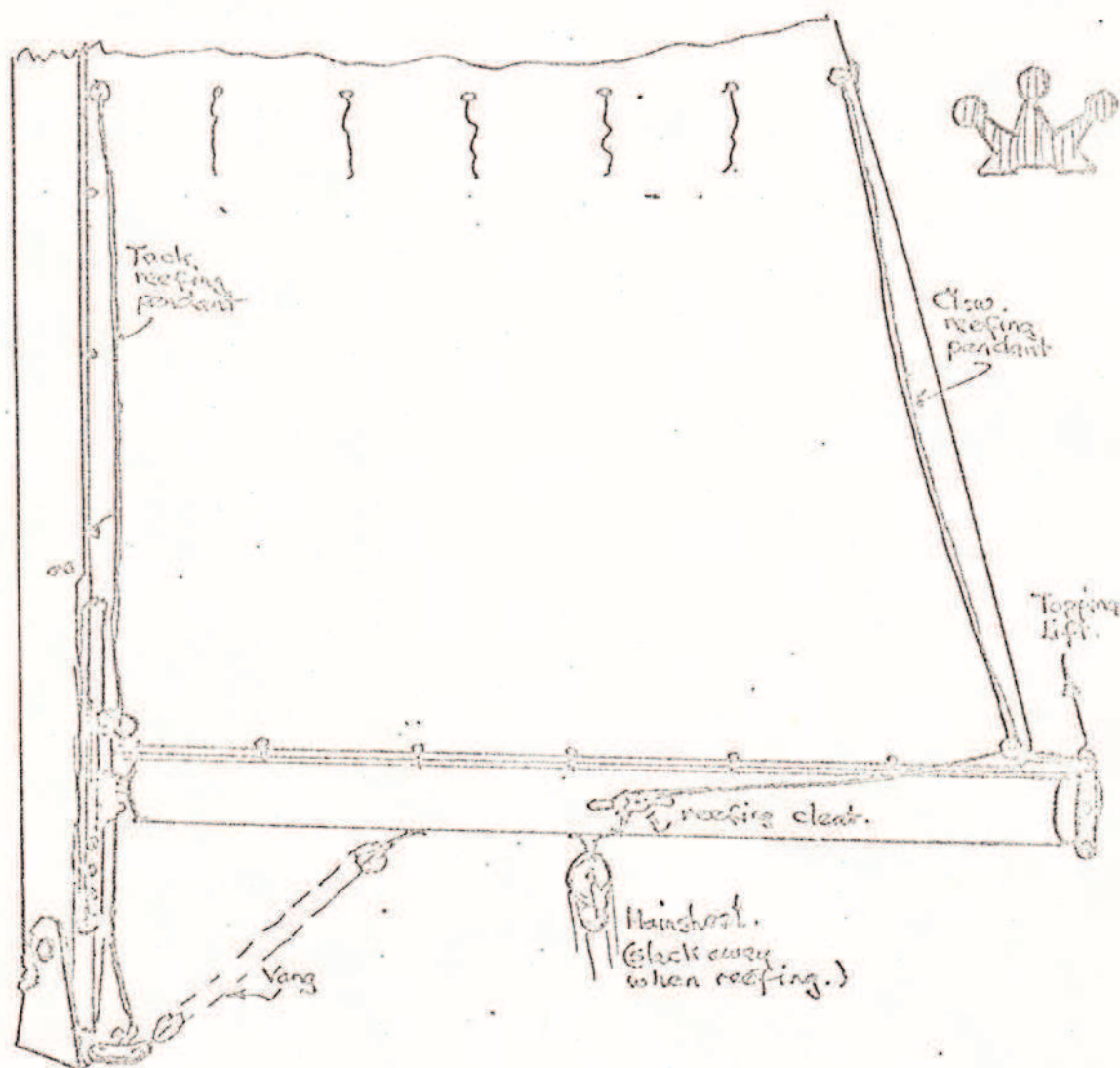
Both the working jib and No 2 genoa may be supplied with a wire luff for roller furling. Coloured sailcloth in red, blue, tan, orange and green can be procured for working sails, and the spinnaker is available in any combination of bright colours.

### Reefing the mainsail,

You will find that it is rarely necessary to reef the mainsail until wind speed reaches 20 to 25 miles per hour, or unless sea conditions dictate less sail for a down-wind passage. Sail may be reduced either by roller reefing or slab reefing.

Manders: — 399 3794

Sail mart: — 252 8511



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- The four sequential diagrams show the steps of slab reefing:
- ① Take up Topping lift.
  - ② Tie back pendant, after easing main halyard 3-4 ft.
  - ③ Haul out clew pendant light
  - ④ Tie reef points above boom (not around it) or use lacing cord. Hoist tight.

DIAGRAM 4. SLAB REEFING.