

## MODERNIZATION OF RIG ON A CLASSIC DRAGON

Simon Holt starts with Mast Rigging

**T**he system described below is installed on *Lis* GBR 403; it is based on a design by a professional rigger, Phil Evans, who is also the world champion Flying Fifteen crew. It is used extensively on the Windermere Class, which, although smaller in length, has a bigger rig. The photographs on this page are of the Windermere class rig and the one on the following page is of the Dragon.

The aim is to take the stress away from the old chain plates and for compression struts to take the strain of much greater loads imposed by tightening up the shrouds.

### Step One

Cut a slot in the deck to enable the shrouds to pass through and which will allow fore and aft movement for the mast to move with the ram. The slot should be positioned so the shrouds pass through centrally and over the back (hull side) of a stainless steel tube. On some Dragons there will have to be two slots, on both sides, because a deck beam passes across the boat at this point. Obviously do precisely the same on both port and starboard sides of the boat. A slotted rubber cap is fitted over the shrouds at deck level to make them watertight.

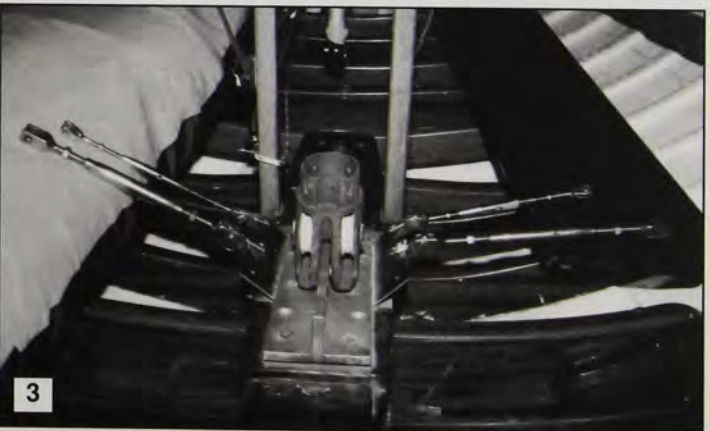
### Step Two

The stainless steel tube is positioned under the deck (as shown in photo 1). It is incorporated in the compression struts which support the deck and hull both fore and aft the mast.

A sophisticated system might have the compression struts fashioned in stainless steel, but they can be as crude as 4x4 timber. On the back of the tube (which is pinned to prevent it rotating see photo 2) are drilled in nuts which retain the extremes of the forward and aft movement of the shrouds along the tubes. These are for positioning and aligning the shrouds, and allow for adjustment of the rig.

On both rigs shown, the tube is prevented from rotating, but I can see that there might be benefits from allowing it to rotate to ease the friction caused when tightening the rigging.

Considerable pressure can be applied, and whereas on the Windermere Class the tubes are about two inches in diameter, on *Lis* they have been



## RIG ON A CLASSIC continued

increased to five inches, and filled with wood (photo right) to prevent the risk of folding or grooving them.

### Step Three

Manufacture a larger mast step with stainless steel wings (as in photo 3 on previous page). These again can have a series of holes for alignment and adjustment of the two bottle screws which are fitted to the wings. The wings 'point to' the underside of the tube and align to accept the shrouds.

There are more modern versions of shroud locks which are easier to adjust than the traditional bottle screws. You will need longer than usual shrouds, but their measurement does not have to be precise because the bottle screws allow for fine adjustment and, of course, the tensioning.

### Step Four

The combination of the compression struts and more secure fastening of the shrouds via the tube to the hog means you can strengthen the rig substantially without the danger of pulling out the chain plates. The rig can also move fore and aft so you can

ram and pre-bend with either a sophisticated ram or a simple block and pulley cascade system, tied round the mast just under the deck and led to the underside of your jam cleat shelf. The mast is also stepped more easily, and the tuning is simpler and more comfortable to carry out.



## BOATS FOR SALE

**LIS** GBR 403 1963 Borresen. £17,000 spent on refit, new from deck up, trailer, new sails '97. POA Simon Holt 01253 738228.

**VRITRA** GBR 53 1938 Johanssen. Good state of repair, surveyed '95. £3,500 David Whitehouse 01730 814404

**KOMIZA** GBR80 1938 Svenson & Dahlstrom. Completely rebuilt, pine hull. £5,000 Jim Scorer 01621 786739

**MELODY** GBR110 Incomplete restoration, new unused mast. £1,250 Steve Corbett 0151 920 3338

**BUCCANEER** GBR256 1952 Camper & Nicholson. Beautifully restored. £7,500 Mike Hiend 01872 865931

**VANA** GBR272 1954 Nunn Bros. Fully updated, trailer. £7,000 Tom Gibbon 01473 737738

**OUROBOROS** GBR211 1948 Camper & Nicholson. Complete refit with Harken. £4,500 Peter O'Donnell 01326 212425

**SCAMPI** GBR287 1956 Burne. Good condition, raced regularly. £4,000 Peter Cooke 01960 340871

**BLUE SKIES** GBR322 1959 Clare Lallow. Mahogany hull, alloy mast, cradle. £2,000 Matthew Ratsey 01503 250698

**CHIME** GBR380 1959, Borresen. Hardly sailed, good condition. £3,200 Tim Street 01548 857612

**MISTRESS** GBR 363 1961 Morgan Giles. Full restoration to racing spec. POA Mark Harrison 01983 299098

**MUSTANG IV** GBR443 1967 Joas Santo Brites. Full restoration to racing spec. POA Mark Harrison 01983 470566

**SALVO** GBR480 1975 Borresen GRP. Nordic mast, 2 suits of sails. £7,500 Christopher Burt 0181 788 7405

**TAMERLANE** GBR482 1976 Borresen GRP. Boyce mast. Harken throughout. £9,100 David Kelso 01232 763805

**THUNDER** GBR573 1979 Miller-Godsill. New Mast, full Harken refit, respray. £9,300 Philip Rutledge 0131 552 4774

**LOKI** GBR503 1984, Borresen GRP. Four Edinburgh Cup wins, Nordic mast. £11,000 Rory Bowman 01462 452509

**SANDPIPER** GBR527 1987, Borresen GRP. All fine tunes, ready to race. £12,000 Mike Williamson 0171 835 1086

**MAMBA** GBR501 1985 Custom Debenham GRP. Black hull, teak deck. £12,500 Peter Colby 01953 605301

**JANE IV** GBR505 1986 Borresen GRP. Successful boat, new mast. Offers Rory Bowman 01462 452509

**QUICKSILVER** GBR534 1987 St. Georges GRP. Boyce mast ('96), trailer. £9,000 Peter Flutter 01326 316189

**HECTIC** GBR550 1988 Petticrow GRP. Harbeck trailer, 3 suits of sails. POA Danny Sinclair 0131 336 5436

**MYSTERY** IRL102 1989 Petticrow GRP. Trailer and boat cover. £13,500 Michael O'Rahilly 00 353 01 2695285

**GUNDOG** GBR562 1990 St. Georges GRP. Trailer, Harken/Borresen fittings. £13,500 Alex Flett 0131 312 6821

**EXCALIBUR** GBR580 1990 St Georges GRP. White hull, Proctor spars, trailer. POA Paul Patenall 0181 995 1153

**GAIA** GBR577 1991 Clare Lallow cold-moulded. Petticrow mast. £17,000 Keith Skelsey 01983 296438

**SCARAMANGER** GBR587 1992 St. Georges GRP. Trailer, full racing specification. £14,000 Peter Colby 01953 605301

**CHINATOWN** GBR589 1992 St. Georges GRP. Trailer, Harken throughout. £10,000 Nick China 0171 274 8165

**HAWKEYE** GBR596 1993 St. Georges GRP. Trailer, 2 suits of sails. POA Albert Albrecht 0171 274 8165

**Boats for Sale details for Christmas Dragon News should be sent to Owen Pay as soon as possible**