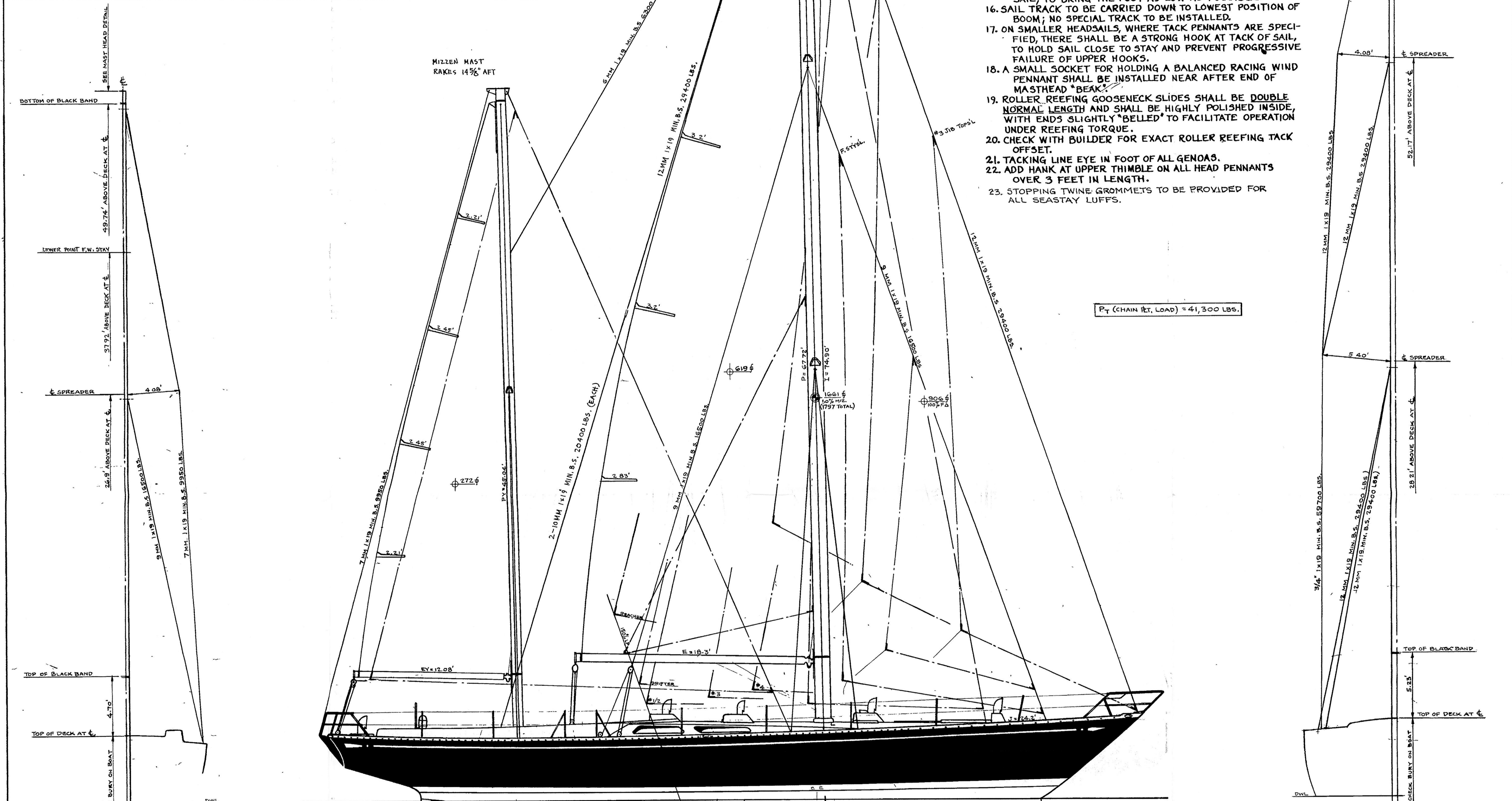


SAIL	APPARENT WIND-MPH	WEIGHT	LP FEET	LUFF FEET	AREA SQ. FT.	REMARKS
MAIN SAIL	-	9.8	SEE	SAIL PLAN		ROLLER REEFING
MIZZEN	-	8.5	"	"		ROLLER REEFING
STORM TRYSAIL	50+	8.5	15.0	25.0	188	ROPE TACK PENNANT
STORM STAYSAIL	55-65	8.5	10.0	28.0	140	2 ^{ET} TACK PENNANT, 17 ^{ET} HEAD PENNANT
FORE STAYSAIL	20-55	8.5	14.0	47.0	329	PATCHES TO SHIELD HANKS
NO 3 JIB TOPSAIL	36-44	8.5	11.0	48.0	264	27 ^{ET} HEAD PENNANT
NO 2 JIB TOPSAIL	28-36	8.5	17.1	60.8	520	14 ^{ET} HEAD PENNANT
NO 4 GENOA	28-36	8.5	28.0	60.8	851	STRETCHY, 14 ^{ET} HEAD PENNANT
NO 1 JIB TOPSAIL	20-28	8.5	22.2	70.0	777	STRETCHY
NO 3 GENOA	20-28	8.5	31.6	70.0	1106	STRETCHY, 5 ^{ET} HEAD PENNANT
NO 2 GENOA	12-20	6.7	36.3	75.0	1361	STRETCHY
NO 1 GENOA	4-12	4.1	36.3	76.0	1379	STRETCHY
DRIFTER	0-4	2.2	36.3	76.0	1379	WIRE LUFF - SETS FLYING
REACHER	-	4.7	36.3	76.0	1379	STRETCHY
TALL BOY	-	7.2	13.5	68.0	459	WIRE LUFF
STORM SPINNAKER	-	2.6	MAX. FOOT	92% OF RULE		"STAR CUT"
REACHING SPINNAKER	-	2.6	RULE	MAX.		"STAR CUT"
REGULAR SPINNAKER	-	1.5	"	"		
LIGHT SPINNAKER	-	0.5	"	"		
MIZZEN STAYSAIL	-	1.5	28.6	50.0	715	WIRE LUFF

GENERAL NOTES

1. WEIGHT OF MATERIAL IS GIVEN IN OUNCES PER YARD, U.S. STANDARD WIDTH OF 28 1/2".
2. DACRON LEACH LINE ON ALL DACRON SAILS.
3. ALL HEADSAIL HANKS TO BE SIDE PULL TYPE.
4. EXTRA HEAVY SEIZINGS ON ALL HANKS & SLIDES.
5. SEIZINGS ON ALL LUFF SLIDES TO BE HIDE COVERED.
6. ALL BATTEN POCKETS TO BE OFFSET TYPE WITH LIGHT TIES.
7. BATTENS TO BE ASH, TAPERED & VARNISHED, EXCEPT UPPER BATTEN TO BE FIBERGLASS, MAX. FLEX & TAPERED.
8. ALL SAILS TO BE MARKED AT HEAD WITH SAIL NAME, BOAT NAME & YEAR.
9. ALL SAIL BAGS TO BE SYNTHETIC AND TO BE MARKED IN THREE PLACES, SAME AS SAILS.
10. ALLOWANCE TO BE MADE IN LEACH DIMENSIONS OF GENOAS SO THAT CLEW HEIGHT WILL BE AS INDICATED WHEN SAIL IS PROPERLY TRIMMED.
11. ALL SAILS TO BE DACRON UNLESS OTHERWISE NOTED; ("N" STANDS FOR NYLON).
12. SHAPE OF LEECH TO BE RESPONSIBILITY OF SAIL MAKER.
13. ALL LISTED HEAD & TACK PENNANTS TO BE FURNISHED AND SHACKLED ON BY SAILMAKER.
14. HEADSAIL LUFF LENGTH IS LENGTH OF LUFF WIRE BETWEEN CENTERS OF THIMBLES.
15. TACK CRINGLES OF LARGE HEADSAILS TO BE MADE WITHIN THE SAIL, TO BRING THE FOOT AS LOW AS POSSIBLE.
16. SAIL TRACK TO BE CARRIED DOWN TO LOWEST POSITION OF BOOM; NO SPECIAL TRACK TO BE INSTALLED.
17. 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.
18. A SMALL SOCKET FOR HOLDING A BALANCED RACING WIND PENNANT SHALL BE INSTALLED NEAR AFTER END OF MASTHEAD "BEAK".
19. 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.
20. CHECK WITH BUILDER FOR EXACT ROLLER REEFING TACK OFFSET.
21. TACKING LINE EYE IN FOOT OF ALL GENOAS.
22. ADD HANK AT UPPER THIMBLE ON ALL HEAD PENNANTS OVER 3 FEET IN LENGTH.
23. STOPPING TWINE GROMMETS TO BE PROVIDED FOR ALL SEASTAY LUFFS.



LENGTH OVER ALL 64'-10 1/2"
 DESIGNED WATERLINE 47'-0"
 BEAM (MAX) 16'-4"
 DRAFT 9'-8"

DESIGN NO 2110
SAIL PLAN
 47'-0" DWL AUX. KETCH
 for
NAUTOR, K.Y.
 SCALE: 1/4" = 1'-0"
SPARKMAN & STEPHENS, INC.
 79 MADISON AVE. NEW YORK, N.Y.
 DATE: 3 JAN. '73 HWU/hjp DWG. NO. 2110-71 ALT.

A	ADDED WIND MPH TO SAIL TABLE	1500
NO.	ALTERATION	DATE