

Reduced Jib Sheeting Angle: Some suggested methods

"Sheeting angle may be reduced by routing each sheet through a single block or fairlead attached to the Seat Coamings (Part number 25 on the plans) at a minimum distance of 350mm from the centerline of the boat and not more than 2325mm from the aft side of the aft transom. These blocks or fairleads may be fixed, or attached to a sliding track mounted on the Seat Coamings.

Alternatively a floating block attached to the forward face of the centerboard case may be used to achieve the same measurements as above.

All measurements are taken to the bearing surface of the block or fairlead."

So how do you modify your boat, that is if you want to? From trialling it for two years there is not a huge amount of difference and you might want to try a simple system first.

To do this you can attach a bulls-eye (eg A452) to the front of the centerboard case and simply run a rope through it of a suitable length with a block tied to each end. This system is simple, cheap and self adjusting although you do need to find a way of cleating it off. Please note the photo and ignore the absence of all other fittings!!! (I have just revarnished my boat!)

Or you can screw a slide rail onto a filet glued to the side tank attach a block. The slider enables you to experiment with the fore and aft positioning. For a cheaper system omit the slider bar and use a fixed block.

The photos are of a relatively new boat with wider decks than some of the original boats. The



Remember modifying your boat is an option - you don't have to change anything if you don't wish to.

hole in the deck is the through deck jib used in the previous sheeting position. Originally the jib sheet would have passed down through this hole to be cleated in the swivel cleat (Allen Brothers 4988). The photo shows how this arrangement adapted for the inboard sheeting with the swivel cleat being turned upside down to enable it to work. This swivel cleat is shown fixed onto the chainplate block.

Another of the trial boats used tracks and fairleads from



an Enterprise and mounted them horizontally on the top surface of the tank, this provided an easy solution as it obviated the need to find a separate cleat.

The critical measurements for **the jib or block bearing surface** the new Rule are 2325 mm (unchanged) **and 350 mm from the Centre line** - a reduction of 210 mm on the previous dimension. The above solutions are suggestions and ideas as to how this may be achieved.

It has also been proposed that two inspection/ventilation hatches be allowed in the seat tops to aid installing the above fittings. Permitted Exception (j) already allows for their installation in tank vertical surfaces. The Committee will be considering this in March.

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