



- GENERAL NOTES**
- ALL DIMENSIONS ARE IN FEET.
 - SPAR & RIG DESIGN INPUT DATA:
IM=66.25', ISP=75.25', I STAYS=143.67', J=119.08', P=66.33', E=21.25'
RM=42.00'-10'
RMS=124.400R-10 IV 2 CREW
 - WIRING CONDUIT: SOFT KEVLAR CONDUIT FOR WIRING WITH ACCESS PLATE AT THE TOP AND RUBBER GROMMETTED WIRING EXIT AT THE BOTTOM.
 - MASTHEAD: CARBON-2 INTERNAL HALLYARDS WITH SOLID ALUMINUM SHEAVES-TWO (2) SPINNAKER ONE (1) MAIN AND ONE (1) TOPPING LIFT. DUTCHMAN MANGAL FURLING SYSTEM WILL BE ATTACHED TO THE TOPPING LIFT.
 - NAV/COM CABLES TBD.
 - HOUNDS: CARBON LUG TO ACCEPT 6200 OR H300 HF EYE OR JAW AS PER SPINNAKERS NORMAL PRACTICE ONE (1) INTERNAL JB HALLYARD WITH A SOLID ALUMINUM SHEAVE.
 - D4 TANGS: NAVTEC K550 02 VERSION.
 - SPREADERS: TAPERED AIRFOIL SECTION CARBON SPREADERS WITH ENDS TO ACCEPT NAVTEC LS26 TIP CUPS. INNER ENDS TO BE FITTED TO SPREADER BARS.
 - SPREADER BASES: SPREADER BARS WITH INTEGRAL SEATS TO ACCEPT DIAGONAL SHROUDS.
 - PADEYES ARE TO BE PLACED ON THE UNDERSIDE OF THE LOWER SPREADERS FOR FLAG HALLYARDS.
 - GOOSENECK BRACKET: CARBON OR ANODIZED ALUMINUM AS PER SPARMAN'S PREFERRED PRACTICE.
 - VANG BRACKET: CARBON OR ANODIZED ALUMINUM AS PER SPARMAN'S PREFERRED PRACTICE.
 - MANGAL LUFF ATTACHMENT: HARKEN 26mm 'SWITCH' TRACK AND CARS FOR FULL LENGTH BATTENS.
 - MAST COLLAR: CAST ALUMINUM OR STAINLESS STEEL WITH 3/4" CLEARANCE TO ALLOW CHOCKING OF MAST WITH SPARTITE.
 - MAST STEP: STANDARD KEEL STEPPED HEEL FITTING WITH SLOTS FOR FORE & AFT ADJUSTMENT.
 - HALLYARD EXITS:
PORT - SPINNAKER 1 & 2, JB, STAYSAIL
STBD - MAIN, TOPPING LIFT
 - JB HALLYARD: DEAD END ATTACHED TO THE PORT SIDE OF THE MAST WITH AN ANTAL 648-402 HALLYARD SLIDER.
 - SPINNAKER POLE: CARBON FIBER POLE WITH PLUNGER TYPE QUICK DISCONNECT INBOARD ENDS. THE POLE LENGTH SHALL BE 21.0'. ITS OUTBOARD END SHALL BE SUCH THAT IT CAN EASILY BE USED TO RING OUT JIBS OR THE SPINNAKER.
 - SPINNAKER POLE TRACK: HARKEN BIG BOAT TRACK, CAR AND END STOPS FOR 3:1 UP/DOWN EXTERNAL HEEL LIFT SYSTEM.
 - BOOM: CARBON CONVENTIONAL SLAB REEFING. INBOARD END TO HAVE ALUMINUM SHEAVES FOR THREE (3) CLEN REEF LINES AND FITTINGS FOR THREE (3) TAG LINES. OUTBOARD END TO HAVE A TOPPING LIFT TANG AND ATTACHMENTS FOR TWO (2) STATIC PREVENTER LINES (P/L).
 - OUTBOARD P/L FITTINGS TO BE LOCATED ON THE INBOARD END OF THE BOOM. OUTBOARD ATTACHMENT AS PER SPARMAN'S PREFERRED PRACTICE.
 - BACKSTAY CYLINDERS: 2 X NAVTEC A250-LE-01T
 - V1 & D1 TURNBUCKLES: NAVTEC C600 TOGGLE

MOMENTS FOR CARBON WILL DIFFER IN PROPORTION TO DIFFERENCES IN MATERIAL PROPERTIES

MIN VERTICAL MOMENT FOR ALUMINUM BOOM=31.6in⁴
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NO.	ZONE	REVISION	DATE
DISTINCTIVE YACHT DESIGNS FOR DISTINGUISHED INDIVIDUALS C. W. PAINE YACHT DESIGN, INC. SEA STREET • CAMDEN, ME • 04843 TEL: 207 / 236-2166 • FAX: 207 / 236-4108			
SPAR & RIGGING PLAN 54' LOA OFFSHORE CRUISING YACHT			
DATE:	NOVEMBER 27, 2006	SCALE:	1/2"=1'-0" (1/24)
DWG NO.:	178	DWN BY:	CP
		CHK BY:	CMP

DWG No. 178-18: SPAR & RIGGING PLAN