PLAN UPDATES FOR CRUISING BOATS

CONTENTS

AD14 & AD16 SAIL PLAN UPDATE

AD14

D264/11 Sail Plan - Al. Mast
The distance from the top of the mast to the shroud attachment point is 62 3/4" [1595 mm]. The gooseneck height above the deck is 18 1/2" [471 mm].

D264/11 Chinese Lug Sail
The distance from the top of the mast to the shroud attachment point is 24 1/2" [622 mm].

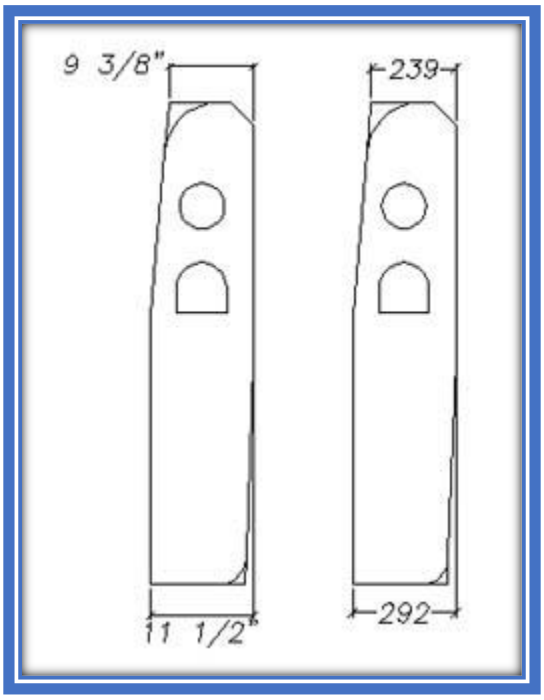
AD16

D268/11 Sail Plan - Al. Mast
The distance from the top of the mast to the shroud attachment point is 63 7/8" [1622 mm]. The gooseneck height above the deck is 18" [457 mm].

D268/11 Chinese Lug Sail
The distance from the top of the mast to the shroud attachment point is 11 5/8" [296 mm].

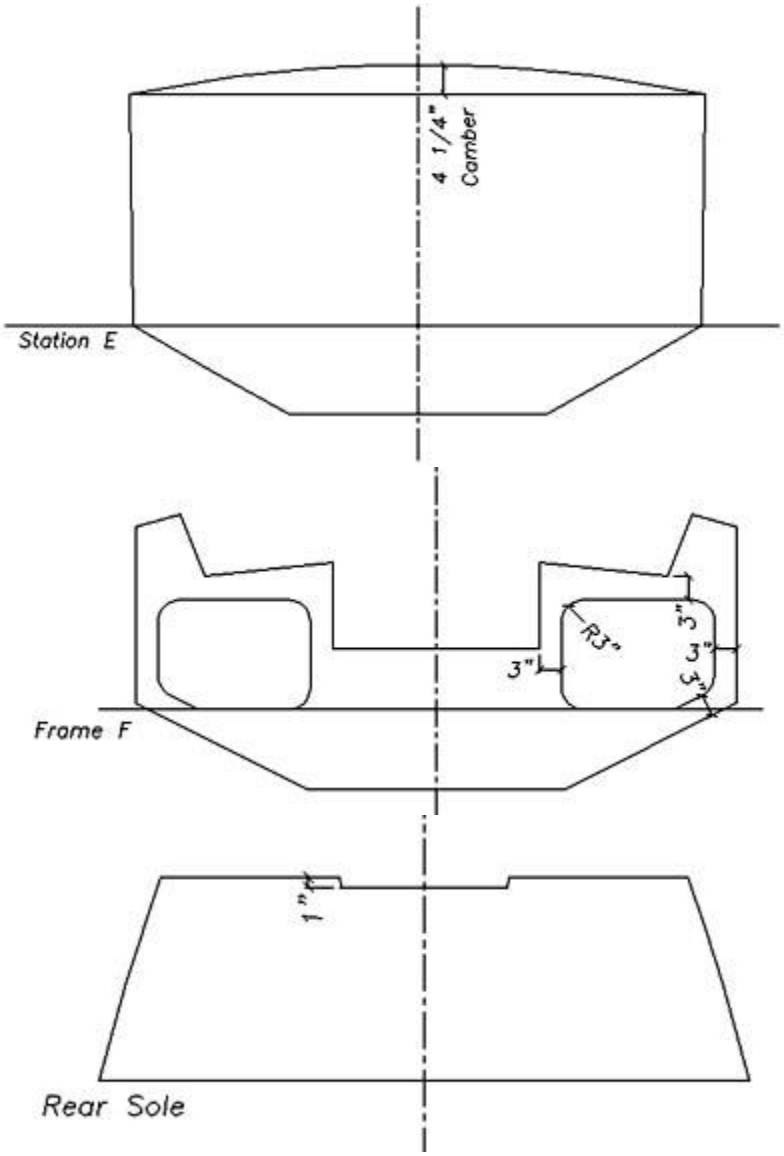
AD14 & AD16 RUDDER DIMENSION UPDATE

Clarification about dimensions. There were a couple of dimensions missing for the rudder:



VG18 UPDATE

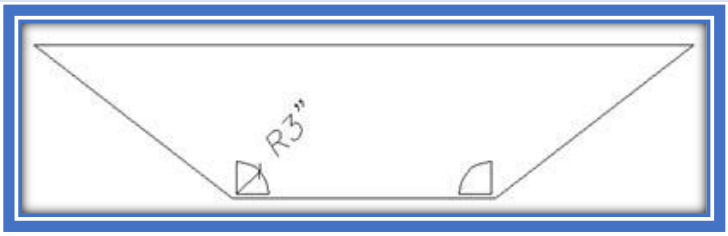
There were a couple of dimensions missing on the plans shipped before 08/22/05.

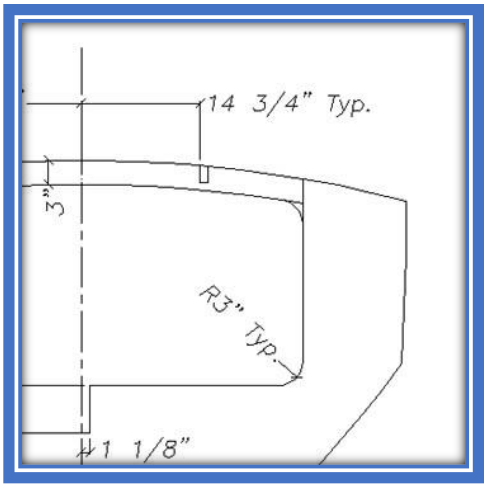


VG23

PLANS UPDATE

Some builders have reported that there are some dimensions missing on their set of plans. If you are missing the dimensions for the chine to centerline on the stations drawing please email OrderDesk@e-boat.net and we will send you those dimensions.
The plans did not show the cockpit drains and their dimensions: We suggest 3" [76] radius.



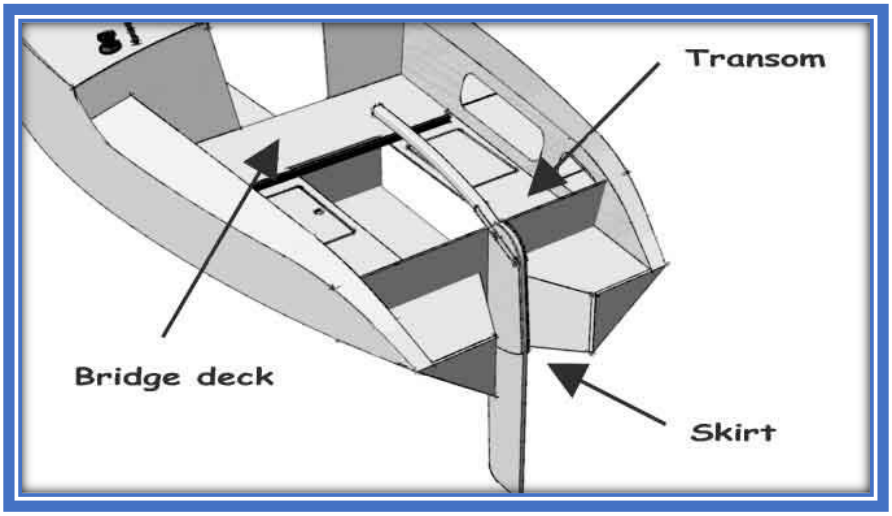


Also, the location and size of the longitudinal roof framing was not clear. They are 1" X 2" [25 X 51] on edge and 14 3/4" [375] from centerline.

OFFSHORE

The VG23 is offshore capable, but for those who want more, we designed some options that improve ocean going capability.

First, cockpit size is reduced. Forward, a bridge deck puts some distance between the cockpit and the companion way. On the stern side, the transom moves forward and the part behind it becomes a skirt. The smaller cockpit volume is an important safety factor in bad weather.



The rudder moves forward on the new transom and rotates in a slot just like in the VG20. The rudder gets better support and is will give better control in it's new location. It can move up and down for shallow water sailing. The skeg became slightly larger for better tracking. The split backstay is connected to chainnplates mounted on the new transom. The backstay moves to the new transom. This will limit the amount of roach in the main but that is perfect for long distance sailing.

VG26

Station H CL shifted

There was a mistake on a station. Drawing D272/5, station H.

The widths are wrong because the centerline shifted on the drawing.

- At the sheer, it was 1269 mm and should be 1292 (50-7/8")
- At chine, it was 1121 but should be 1144 (45")
- At bottom, it was 495 but should be 518 (20-3/8")
- All other dimensions are correct.

If you already cut the frame, it will be too narrow. This can easily be fixed by adding a 20 mm wide batten all around or use a 20 mm thick foam pad around the frame.