

# Barry's Tips – Deck & Above

By Barry Mellor, Shrimper 849 (Clementine) (2003)

## 1 Cockpit

### a) Floorboards

Try cutting the floorboards in half at the centre cross beam. This suggestion comes from our previous *Clementine* (Shrimper 49) and is only applicable to Mk 1 outboard boats. The area under the cockpit floor tends to collect a lot of dirt (crusty French bread is the worst!) and having two smaller board sections makes access much easier for bailing and cleaning out. This space makes excellent storage for a small inflatable (e.g. an Avon Seven) and can also house spare fuel cans or storage for things you may need urgently (lifejackets, safety harnesses, kedge anchor, fog horn, flares, spare warps, bailer etc). All these items can go into a large water-tight plastic box (mine came from Homebase) which will fit under the floorboards and still leave room for the inflatable. It helps to raise the floorboard level by approx 4 cm.

### b) Fit a tiller-brake

This is very useful when single-handed and also for securing the tiller when the boat not in use. Mine has the brand name *Midshipman*.

### c) Mooring warps

Stern warps (port & starboard) can be attached to the ends of the traveller and secured with sail ties or Velcro when not in use. Ideal for quick access when mooring or rafting along side, especially when single handed. Single-handers should also consider leading the free ends of their bow lines back into the cockpit for quick access when mooring up.

### d) Whisker Pole

When not in use, keep it on top of or under the boom. Hold in place with a couple of sail ties. To prevent loss over-board, attach to the goose neck with a short piece of lanyard.

## 2 Rigging

### a) Bowsprit.

If or when you get a new one, it may not be identical in length with the previous version, so you may need to alter the length of the bobstay by changing the size of the shackles.

### b) Bowsprit End Fitting

Reverse the bowsprit end fitting so that the prong is pointing forward. This is said to provide a marginal improvement in weather-helm.

### c) Do you really need a forestay?

On balance, I think it is desirable to keep the forestay for safety reasons, but it can be a nuisance, especially when trailing, raising/lowering the mast etc. Here are a few suggested alternatives:

- i) If you feel you must have a forestay (for reasons of safety), rig a second jib halyard (led back to the cockpit) and attach it to the forestay, so that the mast can be raised and lowered from the cockpit. If you are feeling weak, rig this with a 2:1 or even a 4:1 purchase to ease raising the mast - it works!
- ii) If you have a genoa (or cruising chute) and you want to be able to go about (i.e. to tack), you will have to rig this inside the jib furling spar (unlike a spinnaker/cruising chute rig, which will be outside everything). In either case, you will need an extra halyard and this can, depending on how it is rigged, provide the safety currently provided by the forestay.

### 3 Jib furling drum

To prevent the lanyard coming off the furling drum, use the 'flower pot' furling line guard modification. This really works - I fitted one some years ago and it has never let me down. (*Note: This modification was originally conceived by Jeremy May (427) in 1993. Full details can be found elsewhere in this section.*)