Shrimper 19 Rig Data & Information

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Dimension and lengths quoted here were taken from a Mk 1 boat. Information for Mk 2 boats is generally similar except where mentioned.

Spars

Mast Length - 19 ft 2 in (5.83 metres)
Mast Diameter, Gooseneck to mast band - 3 ⅝ inches (90 mm).
Mast tapers above mast band to about 3 inches (75 mm) at top
Mast square at heel - 3 ⅞ in (100 mm)

Boom Length – 12 ft 8in (4.51 metres)
Boom section – 3 inches (75) deep x 2 inches (50) wide approx. (tapers at ends)

Gaff length – 11ft 0in (3.35 metres)
Gaff section – 2¼ inches (57 mm) square tapering over the outer 9 inches (230 mm)

Standing Rigging

Shrouds

Wire Size - 4 mm x 1x19 construction. SWL – 225 kg: Max breaking load – 1350 kg

Overall length from inside (bearing) face of masthead shackle to inside (bearing) face of rigging screw pin

Mk 1 rig -:	5.43 metres (approx.)
Mk 2 rig -	No information, but believed to be about 100 mm longer owing to higher coachroof.

Forestay	Wire length, masthead fixing	6.16 metres
	Wire length, mast band fixing	5.56 metres (early Mk 1 boats)

All standing rigging lengths quoted are for guidance only. True lengths should be verified by measuring the rigging being replaced.

Note: The shroud lengths quoted for Mk 1 above are for the early configuration in which the rigging screw pin engaged directly into the eye at the top of the shroud plate. Many boats now fit a rigging link between the rigging screw and the shroud plate to ensure the jaws are not stressed when under load. With rigging link fitted the overall length of the wire may need to be adjusted.

Halyards

Main and jib halyards are 8 mm pre-stretched polyester, ideally braid on braid construction to avoid twisting. Finished lengths shown below are those measured on a Mk1 boat. Main halyard lengths for Mk 2 boats are generally similar but it is advisable to check the length against the halyard being replaced before buying new cordage.

Halyard Configuration

Halyard configuration and cleating location has evolved over the years. All boats have the mainsail peak and throat halyard falls passing down the starboard side of

the mast then aft to jamming cleats or rope clutches on the coachroof via turning blocks at deck level,

The jib halyard fall on Mk 1 boats passes down the port side of the mast and aft to a Clamcleat. ,

The jib halyard on early Mk 2 boats (up to about sail No. 750) is also taken down on the port side then aft to a rope clutch and winch. In this configuration there is a winch on both sides of the coachroof with associated rope clutches. Later Mk 2 boats have the jib halyard fall taken down the starboard side of the mast and back to a rope clutch alongside those for the two main halyards. In this configuration there is only one winch,.on the starboard side.

Halyard Cleating

The standard halyard cleats on Mk 1 boats are Clamcleat lateral jamming cleats, two part No. CL206 (starboard access) on starboard side for the main halyards and a single part No. CL207 (port access), on port side for jib halyard. All halyards have security horn cleats fitted on the aft cabin bulkhead below the Clamcleats. The Clamcleats will accept up to 10 mm rope.

Mk 2 boats have rope clutches for each halyard plus a winch on the coachroof – see above for variants. The clutch type fitted depends on when the boat was built. Early boats (around low 800s) have Lewmar clutches, small and compact, but which have a specified rope capacity of only 6 - 8 mm. On these, 8 mm is the maximum size of rope that will pass easily through the jaws, so check your chosen cordage will run smoothly when replacing halyards. Essential for main halyards to facilitate smooth loweringof the sail, so if in doubt, opt for a size down.

Later boats have Barton clutches with a greater useable range, so most nominal 8 mm line will run freely.

Jib Halyard

Halyard Purchase.

Mk 1 boats were fitted as standard with a 2:1 jib halyard purchase. On its own, this is not powerful enough to adequately tension the jib luff to prevent the sag when going to windward in stronger winds. One common solution is to introduce an extra purchase into the halyard by tying a loop in the halyard tail between the turning block and the cleat (alongside the cabin hatch), taking the halyard tail aft around the bulkhead horn cleat, then back forward, through the loop and then aft to tension on the jamb cleat. This doubles the standard purchase, making it 4:1. .Although not included in the version currently uploaded onto the website, it is understood that later versions of the Owner Instructions contain a diagram showing how to rig this jib tensioning system. .

On my own Mk 1 boat I took this one stage further and fitted a 3:1 jib halyard purchase which was then doubled as above to provide 6:1. Excellent for getting the jib luff tight, but stowing the excess rope in the cockpit was a problem.

Blocks & Configurations

All jib halyard blocks should be fixed eye to prevent the halyard twisting between blocks when under tension. The masthead block should be aligned with the sheave fore & aft so that the fall can be taken to port or starboard as required.

Mk 1 Boats

Standard 2:1 purchase on a Mk 1 has single block with becket attached at the mast band & single block attached to the jib spar.

The 3:1 purchase has single block with becket attached to the jib spar and twin block attached to the mast band.

Mk 2 Boats

As standard the Mk 2 boat is fitted with a 1:1 jib halyard. i.e. the halyard attaches to the top of the spar, passes over a single block at the mast band then down to the winch & rope clutch via a turning block at deck level. This arrangement places excessive load on both the turning block and rope clutch, which can slip. By fitting a 2:1 purchase, as on Mk1 boats, the load in the block and clutch are halved, making for a safer and more robust arrangement. Unlike a Mk 1, the winch on a Mk 2 provides adequate tension to keep the jib luff straight.

Jib Furling Spar

Mk 1 Boats

Mk 1 boats were supplied with a Holt Allen reefing spar of about 25 mm diameter. These have a single line for furling only, unfurling being achieved by releasing the line and either allowing the sail to unfurl itself or gently tugging on the leeward jib sheet. Remember to keep slight tension on the furling line so that it doesn't drop off the drum. Holt Allen spars can bend, especially if not adequately tensioned (see above), the first symptom being difficulty in unfurling. Slight, uniform, single direction, bends can be straightened with care, but anything more severe might need a new spar.

Mk 2 Boats

Earlier Mk 2 boats built up to around 2002 (sail number 880ish) also had the Holt Allen spar, but any built after this were fitted with the more robust Sailspar furling system. This has a continuous furling/unfurling line that provides more control, whilst the heavier spar has greater resistance to bending.

On both Holt Allen and Aeroluff the sail slides into a luff groove in the spar.

Later Mk 2 boats (from around sail No.1050, it is believed) are fitted with the Aeroluff Carbon Fibre furling system This has very flexible spar and a single "furl only" line. The spar fits inside a luff sleeve on the jib.

Main Halyards

Peak Halyard is 1:1 purchase (gaff to masthead block then down to deck). The single block fitted at masthead is orientated so that sheave lies fore and aft.

Throat Halyard is a 3:1 purchase having a single block with becket at mast band and single block attached to the gaff at the jaws. The halyard line runs from the b becket on the masthead block, around the gaff block, back around the sheave in the masthead block then down to the deck. Blocks are orientated with sheaves athwartships (side to side) so that the fall passes down the side of the mast.

See page 22 of Rigging & Handling Note under Owners Handbooks on the website for diagrams on how to rig halyards.

All main halyard blocks should be fixed eye to maintain their correct orientation under load load.

Some Later Mk2 boats have a single purchase throat halyard with halyard attached directly to the gaff. In this configuration the winch is essential to adequately tension the luff.

Halyard Lengths (For guidance only – check actual lengths on the boat).
All halyards are 8 mm braid on braid pre-stretched polyester.

Main throat halyard (3:1 purchase)	16.0 metres
Main halyard peak (1:1 purchase)	14.7 metres
Jib halyard (standard 2:1 purchase)	15.0 metres
Jib halyard (3:1 purchase)	20.0 metres

Mainsail Rigging

Luff lacing -	4 or 5 mm braid polyester	5.6 metres
Gaff lacing -	5 mm braid polyester	5.6 metres
Topping lift -	8 mm polyester, braid on braid	12.1 metres

Clew outhaul (standard 2:1 purchase) - 6 mm polyester three strand (Length to be confrmed)

Kicking strap – 6 mm polyester three strand 2.9 metres

Topping Lift – 8 mm polyester, braid. Length tbc

Reefing Lines (For guidance only as reefing line eyelet positions may vary slightly between sailmakers. Check length to suit the sail).

Rope size - 6 mm polyester braid.

No. 1 reef luff -	2.0 metres
No. 1 reef leech -	3.35 metres
No. 2 reef luff -	2.8 metres
No 2 reef leech -	4.8 metres

Main sheet - 10 mm pre-stretched polyester braid on braid 12.5 metres

Jib sheet – 8 mm pre-stretched polyester braid on braid 11.0 metres

Jib Furling Line, Mk 1 & 2 - Holt spar - 4 mm polyester braid 9.0 metres

Mast Height – Deck to Mastband (Hounds) 5.2 metres

Mainsheet Jamming Block

The standard mainsheet block is the Barton size 3 fiddle block with cam jammer, item No, N03631. The Barton website says this block has a maximum rope capacity of 10 mm, so is being used at the top of its size range. There is some tolerance with regard to the sheaves, but the cam jammer has to open to its maximum to jam a 10 mm mainsheet. In doing so the rope is only held on the last few teeth. Having the cleat so far open can make releasing the mainsheet difficult when under load (i.e.when a gust hits!), particularly if the teeth have become worn.

If the block is being replaced because of wear, consider fitting the next size up.