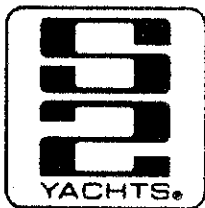
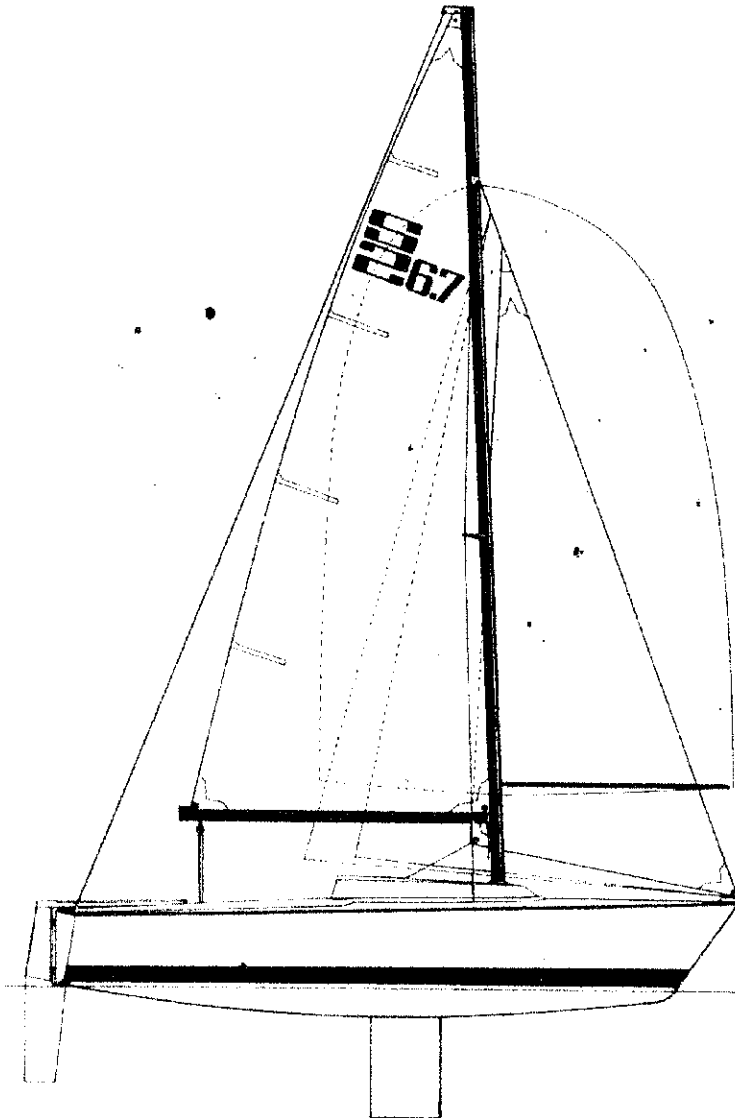


# GRANDSLAM 6.7



## CLASS RULES

JULY 1,  
1981

S2 YACHTS INCORPORATED 725 EAST 40TH STREET HOLLAND MICHIGAN 49423

# GRANDSLAM 67

## CLASS RULES AND SPECIFICATIONS

### THE OBJECTIVES

The S2 GRANDSLAM 67 meter was engineered to be a one design sailboat which would fulfill the many recreational needs of a sailing family. These needs include club racing, day sailing, weekend cruising with an emphasis on trailerability without the sacrifice of boat for boat performance.

These specifications and class rules are designed to keep each boat as equal, simple and cost free as possible and therefore encourage the use of racing tactics and sailing skills to increase boat speed. Any S2 GRANDSLAM 67 meter that does not conform to the spirit, object and intent of these class rules and specifications for racing purposes can be prohibited by the race committee or a racing skipper and therefore be declared ineligible.

### MEASUREMENT AND REGISTRATION

Each S2 GRANDSLAM 67 meter shall be considered registered with the class association at the time that the warranty card is returned to the plant. In the case of a change of ownership it is up to the new owner to supply the class association with his full name, mailing address, hull number of the boat and identifying sail numbers so that the boat registration can be changed over.

As each boat does leave the factory in a class legal configuration it is therefore up to the owner to certify that the boat continues to comply with these class rules. These class rules however complete, cannot anticipate every possible situation which may arise. It should be assumed that anything which is not specifically permitted is specifically prohibited until a ruling by the class association can be obtained.

Rule Amendment suggestions must be submitted to the class association in writing. At the beginning of each calendar year rule amendment will be taken into consideration and any changes will be announced in the following manner, through a national mailing to all GRANDSLAM 67 meter owners and a mailing to all S2 GRANDSLAM 67 dealers.

### ALTERATIONS

Nothing on the standard boat as delivered from the builder can be changed, modified, removed, replaced, relocated, or be added to except items listed below.

Required, recommended, or preferred safety equipment or bilge pumps.

Installation of a transom outboard bracket and use of an outboard motor.

Use of the following instruments: compass, mechanical mast head wind indicator, speedometer with log, depth sounder, RDF, and hand held bearing compasses.

All must operate from a maximum of two 12V wet cell batteries.

One set of jib barber haulers or twing devices for spinnaker guys.

Length or type of hiking stick.

Installation of ventilator ports which must be capable of being water tight when sealed shut.

# GRANDSLAM 6.7

## ALTERATIONS CONT.

The type of block for any given system may be changed provided the purchase power is not decreased.

The type of line may be changed provided the physical diameter is not reduced.

## PROHIBITION

Specific items or practices disallowed are:

Masts, boom, spinnaker poles, or rudders other than factory supplied.

Reshaping of keel, rudder or hull profile and contours.

Vertical keel must be in full down position and keel pin inserted at all times. (For your sailing pleasure and safety we recommend that you keep the pin inserted whenever possible.)

Changes to the design or size of standing rigging, halyards or pole lift.

Coring, drilling out, rebuilding, replacing materials, grinding or relocating standard equipment in any way to reduce weight to improve movement of inertia or to change standard shapes.

Spinnaker pole tracks or additional eyes on mast.

Spreaders or spreader brackets other than supplied as standard by the manufacturer.

Use of other than standard located jib tacks or jib sheet tracks.

Use of hydraulic adjusters for any mechanical purchase.

Use of wire for any halyard or sheet.

Nothing may be changed or removed from any S2 **GRANDSLAM 6.7** that will in any way alter the structural integrity or built in safety features of the boat. Any change or addition that in any way could be construed as a speed device is not class legal.

## SAILS

Main Sail - minimum cloth weight of 5 ozs. Head board maximum size 4.5'

Leech length - maximum to back of head board 27.5'

Battens - top and bottom 2.0', middle 2.25'. Must be approximately evenly spaced.

Midgirth - maximum from middle of luff to middle of leech 6.8' at least one reef 91 centimeters up from tack.

Jib - minimum cloth weight 5 ozs., LP = 8.25', plus or minus .2'

150% Genoa - minimum cloth weight 4 ozs. LP = 11.25' plus or minus .2'

Spinnaker - minimum .75 ozs., maximum girth 13.5' maximum luff 24.35'

Cloth weights are sailmaker yard 36" x 28.5". All dimensions measured to projected corner if corner is rounded. Cunninghams are permitted in main sail only. Leech and foot cords are allowed in genoas and mains. A headfoil system is not allowed.

Only these 4 sails are allowed for use during a S2 one design racing series: Mainsail, 150% Genoa, 110% Jib, Spinnaker.

The black banded dimensions for the spars are as follows:

P = 26.0'	I = 24.5'
E = 10.33'	J = 7.5'

All mainsails must carry the standard S2 6.7 meter logo.

All mainsails shall have one pair of distinguishing numbers.

# 6.7 RIGGING

The S2 6.7 meter sloop carries a non-masthead rig which was designed to be structurally very sound, yet maintain performance without sacrificing ease of handling. From its 5/32" stainless steel standing rigging to the internal halyards, which are led aft, the standing rigging to the internal halyards, which are led aft, the 6.7's rig will be able to meet the needs of racers and cruisers alike. Through proper tuning and maintenance the mast, together with the sails, will be the main source of power for your 6.7m sailing season after sailing season.

## RIGGING THE 6.7M MAST

When rigging the mast, a good first step is to make sure that the halyards are all in their proper locations. Be sure to check the halyards thoroughly for any chafing or damage to the line, splice and wire that might have occurred during the previous sailing season. Replace any worn or damaged halyards at first indication of fatigue. Before stepping the mast, secure all halyard shackles to base of mast, double checking for tangles. This sure beats a ride up in the Bos'n's chair.

## LOWER SHROUDS

The gibb fitting on the lower shroud can be inserted into the socket which is located on each side of the mast, just below the spreader bracket. The rubber plug can then be pressed into the socket to prevent the shroud from falling out while trawling or stepping the mast. Once stepped, the lower shroud turnbuckle will be pinned in the forward hole of the side chainplate.

## SPREADER

To install the spreaders, insert the spreader over the brackets which are fastened to the middle of the mast section on both sides of the mast. The bolt which is supplied can then be inserted and securely tightened. It should be noted that there is a starboard and port spreader, as they are drilled individually. If the holes for the spreader brackets do not align with the holes in the spreaders, they may be reversed.

## UPPER SHROUDS

The gibb fitting on the upper shroud can be inserted into the socket which is located on each side of the mast, just below the mast head. Then, lead the shroud down to the spreaders and insert them into the spreader tip. A spreader boot or tape should then be applied to prevent any sail chafe or damage. Once stepped, the upper shrouds turnbuckles are attached to the aft hole of the side chainplate.

## HEADSTAY

The jaw of the head stay can be pinned in place using the hole in the headstay tang which is located on the center of the halyard exit box assembly just below the head of the mast. The cotter pin should be neatly bent to prevent any chafing of the halyards at this point. The headstays turnbuckle will be attached to the chainplate on the front of the tack plate on the bow.

\*NOTE: If a head foil is to be used for the head sails, it is easier to do the installation of this foil before the mast is rigged and stepped.

## BACKSTAY

The marine eye of the backstay should be attached to the clevis pin on the aft end of the mast head crane. While this is being done, the fixed topping lift should also be attached to the same clevis pin, so that the backstay and topping lift are supported by the same pin. The turnbuckle can be attached to the backstay bridle plate. Finally, the back stay bridle can both be attached to the two aft chainplates on the aft outboard corners of the transom.

## FINAL INSPECTION

Before stepping the mast, a final inspection is a good practice, which may catch a small problem before it becomes a major one. You should take a careful look at all clevis and cotter pins; making sure they are properly bent and taped. This is for safety and to prevent any chafing or sail damage. It is also a good idea to check all lights on the spar to insure their proper working order. This can be done with any 12 volt battery charger, and this is the time to catch any bad bulbs or connections rather than waiting till the mast is stepped.

If it is the first time the spar is to be stepped, extend all the turnbuckles to their longest adjustment; pinning them to the chainplates is much easier when they are fully extended.

Finally, mount any weather vanes, antennas or spar flies to the mast just before stepping. These are very delicate so use caution when handling.

## HANGING THE BOOM

Once the mast is stepped and pinned, the boom can be brought on board and hung. It will be pinned at the gooseneck with the clevis and cotter pins provided, and then hung from the cap on the back of the boom by the fixed topping lift attached to the top of the backstay. The main sheet system can then be attached to the boom ball and to the traveler.

## 6.7 TUNING GUIDE

The first step in setting up the 6.7m spar is adjusting the headstay length to control mast rake and therefore weather helm. The 6.7m will sail the fastest to windward in light air with the mast raked aft, forestay turnbuckle left all the way out.

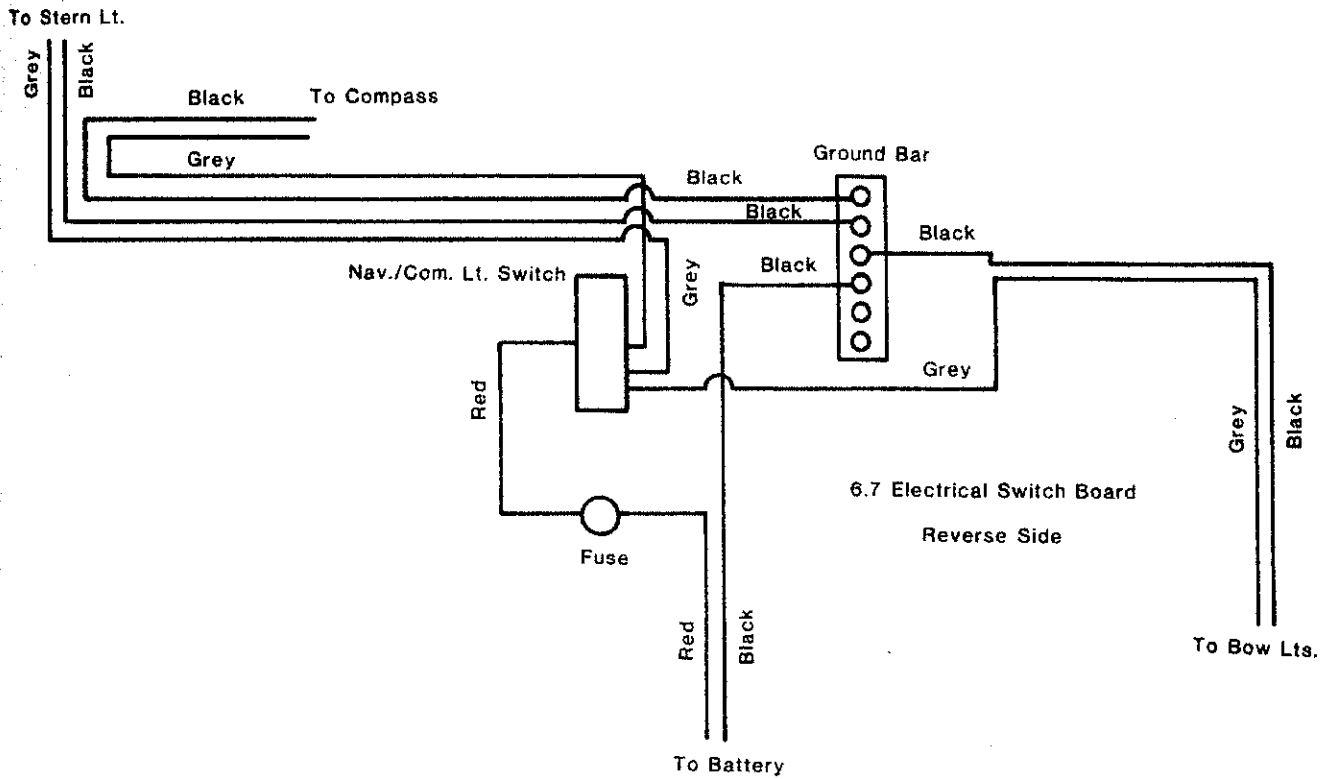
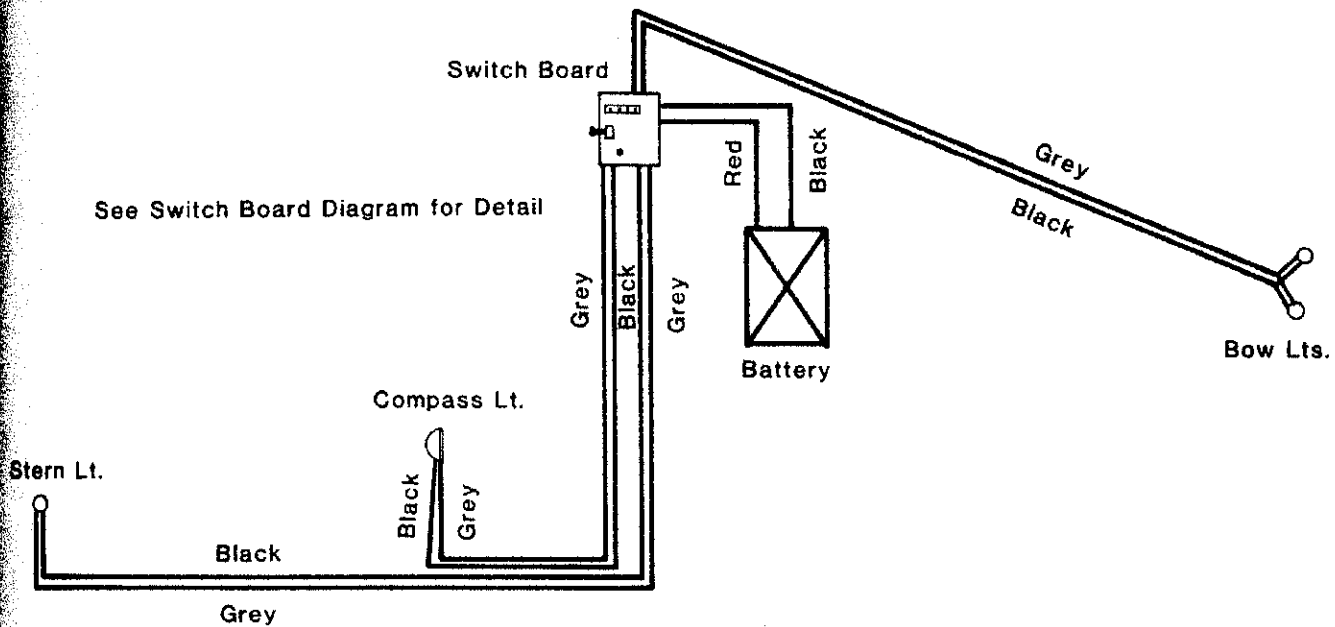
However, your particular sailing style or local conditions may demand more or less rake. Once the amount of rake has been adjusted by the forestay length, the rig can be tensioned. Tighten the upper and lower shrouds by hand with the backstay slack. Make sure the mast is remaining over the center of the boat athwartships by using the main halyard. Measure each side of the boat next to the chainplate with the main halyard and adjust as necessary to keep the mast centered.

Now pull the backstay adjuster on hard. This will make the upper shrouds go slack, as the mast bends, making it easier to tension the uppers. Tighten the turnbuckles evenly on both sides by hand, and then about a half a dozen turns with a wrench and screwdriver. Check again that the mast remains on center. When the backstay adjuster is released the uppers will feel very tight. Next, take the slack out of the lowers by hand followed by a few turns with a wrench. By tightening the lower shrouds the mast will get straighter fore and aft, less pre-bend, and also remove any bend athwartships. The lowers should be tight enough to remove all but 1" to 2" of pre-bend. When you are out sailing, remember to adjust the lower shrouds as necessary to keep the mast in column. Do not adjust the uppers to keep the spar straight under sail, only the lowers.

The last thing that has to be done to finish the rig is removing the slack out of the backstay turnbuckle. The turnbuckle should be just tight enough that the bridle blocks tend to return to the top of the bridle when the tension is released.

When sailing up wind with considerable backstay tension, you should find that the leeward upper shroud is reasonably snug. If the leeward upper is very slack, you most likely need more rig tension all the way around.

# 6.7 ELECTRICAL DIAGRAMS



## 6.7 GRAND SLAM

### STANDARD EQUIPMENT

Hull 100% hand laid fiberglass with end grain Balsa core sandwich construction.  
 Deck 100% hand laid fiberglass with end grain Balsa core sandwich construction  
 S2 custom non-skid deck and cockpit surfaces  
 Large self-bailing cockpit with contoured seats and backs (8" plus)  
 Vertical keel fully retractable  
 Kick-up rudder is removable w/H & L varnished laminated tiller arm  
 Hull color — Gull white with tri-color boot line stripe  
 Removable main companionway hatch with lock  
 Deck bentboards are weather grooved  
 Two rugged cockpit lockers:  
 (1) One exposed fuel tank locker w/hasp  
 (2) One large lazarette locker w/hasp  
 "Kenyon" white E.S.P. coated non-masthead spar  
 Internal reef system  
 Internal 2:1 outhaul system  
 Internal halyards lead aft to cockpit  
 Airfoil spreaders  
 S.S. hinged mast base for stepping ease  
 Boom vang system 4:1 lead aft to cockpit  
 Cunningham system 2:1 lead aft to cockpit  
 Backstay adjuster system 3:1  
 Complete S.S. standing rigging — 5/32" 1 x 19 cable  
 With #5 S.S. turnbuckle w/safety locking-rings  
 Mainsheet system 4:1  
 Mainsheet traveler with 2:1 control system  
 "North" mainsail with single reef and half-shelf foot  
 "North" class working jib 110%  
 Inboard Genoa track w/low lead blocks  
 #7 Lewmar jib halyard winch  
 Two #16 Lewmar two-speed primary Genoa sheer winches  
 One winch handle  
 Genoa/Spinnaker turning blocks and halyard stops  
 Spinnaker gear system complete with pole  
 Complete Samson Genoa/Spinnaker running rigging  
 Chrome plated bronze keel winch w/2:1 system  
 Heavy duty S.S. keel winch handle  
 Heavy duty S.S. chain plates with custom forward stem head plate  
 Four 6" marinium mooring cleats  
 S.S. bow eye  
 Anodized black anodized toe rail track  
 International navigation lights  
 Forward deck hatch  
 Fabric-covered berths for four  
 S2 Exclusive: Moisture and mildew resistant hull and headliner  
 Nine large under-berth storage lockers  
 Porta-porti area  
 Rugged fiberglass floor inner liner with custom non-skid surface

Note: Sails may be deleted and credit issued for local clubs who desire to work with local sailmakers.

### SPECIFICATIONS:

LOA	6.7m	22'0"
LWL		18'9"
Mast Head above DWL		32'6"
Displacement		2200 lbs.
Ballast		775 lbs.
Boardweight	525 lbs.	
Hull Ballast	250 lbs.	
Beam		8'0"
Max. Draft		4'3"
Min. Draft		0'10"
Sail Area		
Main	135 sq. ft.	
110% Jib	100 sq. ft.	115
150% Genoa	136 sq. ft.	
170% Genoa	155 sq. ft.	147
Spinnaker	265 sq. ft.	
I -	24'6"	
J -	7'6"	
P -	26'0"	
E -	10'4"	
Berths		4
Headroom		4'0"
Cockpit Length		8'0"
M.O.R.C. Rating		19.2
P.H.R.F. Rating		207

M+J — 235

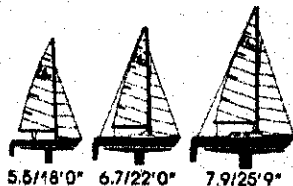
M+2 — 250

M+1 — 282

### OPTIONAL EQUIPMENT

Trailer	1400.00
x Brakes	315.00
Trailer Package	200.00
Spinnaker 3/4 oz Tri-radial <input type="checkbox"/> Grand Slam	
<input type="checkbox"/> Moonlight <input type="checkbox"/> Sunburst	475.00
x* 170% Genoa 3 oz.	450.00
150% Genoa 4.5 oz.	450.00
Mainsail Cover	100.00
Bow Pulpit w/lifeline Stanchions	450.00
Bow Pulpit (only)	200.00
Compass - Suunto	190.00
Cockpit Operated Bilge Pump	125.00
Opening Port Windows	pair 120.00
Porta-Porti	110.00
x Cradle	200.00
Outboard Bracker	80.00
Installation charge \$30.00 additional	

\*Not Allowed In Class Rules



**THE BEST BOATS  
EXPERIENCE  
CAN BUY**

S2 Yachts Inc.  
725 East 40th Street  
Holland, MI 49423

September 15th, 1980

Prices and specifications are subject to change at any time, including after receipt of the customer's order, until final delivery to the customer. All prices F.O.B. plant of origin.

# GRANDSLAM 6.7

## SAILING WEIGHT

Since there will be some variance in base boat weights coming from the factory and owner preference for gear will vary, an all up/on minimum sailing weight is established at 2400 lbs.

This will be established by adding the total boat weight to the weight of all loose gear stored on board which was not included in the factory weight calculation.

The gear which may be added to the base weight includes required items and optional items.

The crew of a 6.7 to consist of three to five persons.

## REQUIRED ITEMS

- Fire extinguisher
- Manual Bilge Pump
- Anchor
- Anchor Line
- Life Jackets
- Throwable device
- First aid kit
- Charts
- Tool kit
- Flash Light
- Sails
- Two Compasses
- Two Fenders
- Fog Horn
- Running Lights
- Bow pulpit and lifelines
- Battery (40 lbs. max.)



## OPTIONAL ITEMS

- Outboard motor (60 HP)
- Gas (1 gal.)
- Stove
- Head
- Two Batteries
- Binoculars
- RDF - EPIRB
- Sleeping Bag
- Galley Equipment
- 2nd Anchor
- Foul Weather Gear
- Dock lines
- Life raft
- Foam blocks
- Ice box
- Spare blocks and lines

## GRANDSLAM 6.7 CLASS ASSOCIATION

725 EAST 40TH STREET  
HOLLAND, MI 49423



# SAIL SPECIFICATIONS

## GRANDSLAM 55

Class Mainsail:	4.5 oz., with one reef
Class Jib:	4.5 oz., 110%
Spinnaker:	¾ oz. - see diagram

## GRANDSLAM 67

"CLASS PACKAGE"		"CRUISING PACKAGE"	
Mainsail:	5.4 oz., with one reef and ½ shelf foot	Mainsail:	5.4 oz. with one reef and ½ shelf foot
Jib:	5.4 oz., 110%	Jib:	5.4 oz., 110%
Genoa:	4.2 oz., 150%	Genoa:	4.2 oz., 150%
Spinnaker:	¾ oz. - see diagram		

## GRANDSLAM 79

"CLASS PACKAGE"		"CRUISING PACKAGE"	
Mainsail:	5.4 oz., one reef, shelf foot, flattening reef, speed stripes	Mainsail:	5.4 oz., one reef, shelf foot, flattening reef, draft stripes
Jib:	105%, 6.5 oz., telltale window, speed stripes, down reef	Jib:	105%, 6.5 oz., telltale window, draft stripes, down reef
Genoa:	155%, 2.6/3.1 oz. Mylar Leech Cut, telltale window, speed stripes	Genoa:	155%, 4.5 oz. Dacron, telltale window
Tri-Radial Spinnaker:	¾ oz. - see diagram		
NOTE: In the "Class Package" the mainsail comes with bolt rope and all headsails are cut for Headfoil II headstay system.		NOTE: In the "Cruising Package" mainsail comes with slides and both headsails come with standard brass hanks.	

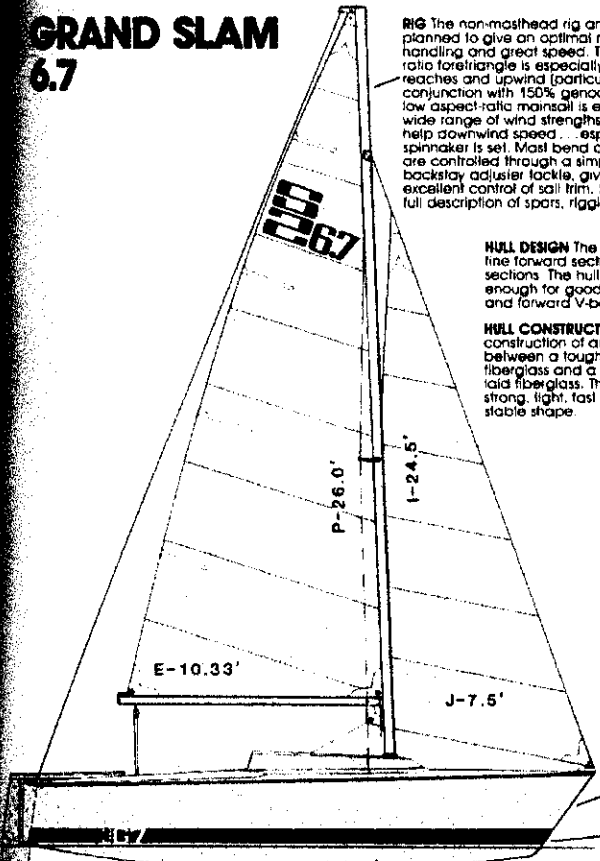
## "MORC PACKAGE"

Mainsail:	5.4 oz., one reef, shelf foot, flattening reef	*170% Genoa:	2.6 oz. Mylar Leech Cut, telltale window
105% Jib:	6.5 oz. telltale window, down reef	Spinnaker:	¾ oz. - see diagram
155% Genoa:	2.6/3.4 oz. Mylar Leech Cut, telltale window		
		NOTE: In the "MORC Package" the mainsail comes with bolt rope and all headsails are cut for Headfoil II headstay system.	

IF YOU FEEL THAT NONE OF THE SAIL PACKAGES WE OFFER SUITS YOUR NEEDS,  
WE WILL DESIGN A CUSTOM PACKAGE FOR YOU.

All prices and special cut outs are subject to change at any time, including after receipt of the customer's order, until final delivery to the customer. All prices F.O.B. plant of origin.

# GRAND SLAM 6.7



**RIG** The non-masthead rig and sailplan is planned to give an optimal mix of easy handling and great speed. The high aspect-ratio foretriangle is especially good for jib reaches and upwind (particularly so in conjunction with 150% genoa) while the large low aspect-ratio mainsail is easy to adjust for a wide range of wind strengths, and serves to help downwind speed... especially when a spinnaker is set. Mast bend and forestay tension are controlled through a simple yet effective backstay adjuster tackle, giving the crew excellent control of sail trim. See standards for full description of spars, rigging and fittings.

**HULL DESIGN** The 6.7 features a planing hull with fine forward sections and flatter, powerful aft sections. The hull is light and fast yet is full enough for good support of a large crew, gear and forward V-berth.

**HULL CONSTRUCTION** The hull is a sandwich type construction of an inner core of end-grain Balsa between a tough outer layer of hand-laid fiberglass and a rugged inner layer of hand-laid fiberglass. This technique makes the 6.7 strong, light, fast and able to maintain a stiff, stable shape.

**DECK** consists of a Balsa core with a tough outer layer and a rugged inner layer, both of hand-laid fiberglass. Also the carefully planned non-skid areas are all moulded-in, not only that but different textures for different purposes.

**FOUR MOORING CLEATS** 6" marmium, thru-bolted.

**FORWARD DECK HATCH** is smoke colored acrylic.

**HINGED MAST BASE** for easy stepping.

**KEEL TRUNK CAP** and chrome plated bronze keel winch w/2:1 system and winch handle.

**COMPANIONWAY HATCH** with built in lock can be removed along with the weather grooved leak berthboards.

**HALLYARD WINCH** One #7 jib halyard winch.

**INBOARD GENOA TRACK** with low lead blocks and placed well inboard for maximum pointing ability.

**GENOA SHEET WINCHES** Two #10 two-speed primary genoa sheet winches.

**HULL/DECK JOINT** is sealed and screwed with non-corrosive fasteners, as are all fasteners on any Grand Slam (inside and out). A rigid crash rail/stabilized low rail is placed over the hull/deck joint and screwed again with non-corrosive bolts. The final result is an aluminum low rail, rigid crash rail, and double fastened hull/deck joint around the entire boat.

**COCKPIT** Large self-graining cockpit with non-skid floor and textured, contoured seats. Port lazarette is enclosed cockpit storage, starboard lid opens up into large storage area—both have hasps.

**MAINSHEET TRAVELER** with 2 control system.

**LIFT UP RUDDER** with streamline shape for minimum resistance kicks up for beaching and is easily removed for trailering.

**KEEL AND BALLAST** The vertical retracting keel has a unique cross-section design for minimum resistance. When the keel is fully retracted it is vertically flush with the hull bottom, making beaching and trailering a breeze. The keel weight—525 lbs., hull ballast—250 lbs., keel depth—4'3" and the full 8' beam all add up to good stability.

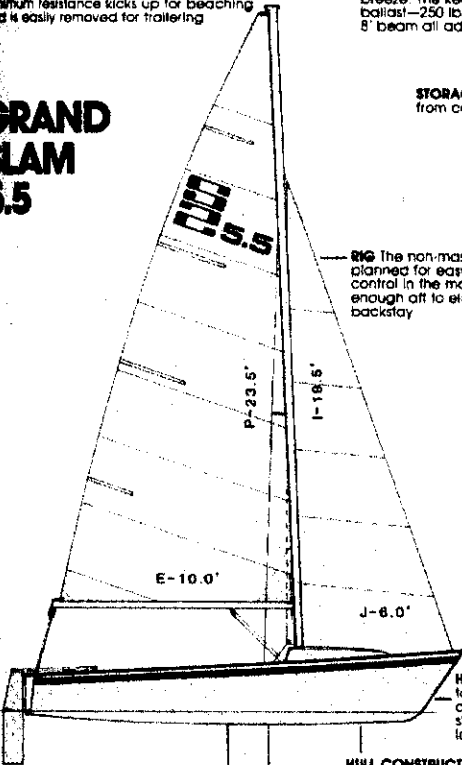
**STORAGE AREA** is accessible from cockpit lazarette lid.

**PORT AND STARBOARD BERTHS** are comfortably cushioned in a choice of four fabric colors. Storage under.

**CABIN STORAGE** under cockpit with removable teak keeper.

**GALLEY AREA** consists of dry storage well with teak cover and fiberglass moulded in sin well.

# GRAND SLAM 5.5

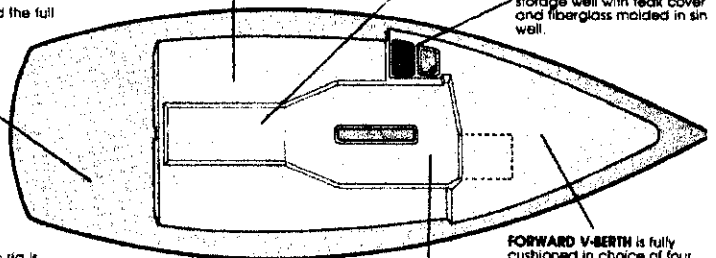


**RIG** The non-masthead, low aspect-ratio rig is planned for easy handling with most of the control in the mainsail. The shrouds are located far enough aft to eliminate the need for a backstay.

**HULL DESIGN** The 7'8" beam of the 5.5 hull help to create very good stability and forgiving characteristics for an 18 foot craft. The hull shape and the wide beam also allow a very large and accommodating cockpit.

**HULL CONSTRUCTION** The hull is a sandwich type construction consisting of an inner core between a tough outer layer of hand-laid fiberglass and a rugged inner layer of hand-laid fiberglass. This technique makes the 5.5 strong, light, fast and able to maintain a stiff, stable shape. The 5.5 hull meets B.I.A. flotation requirements.

**RETRACTABLE CENTERBOARD** The streamlined 5.5 centerboard has a pivoting system that eliminates troublesome pins and other working parts. It can be fully retracted (with cockpit gear) for easy beaching or trailering.



**CABIN FLOOR** is non-skid fiberglass.

**FORWARD V-BERTH** is fully cushioned in choice of four fabric colors. Port berth area is built in and has a filler cushion above it.

**LARGE COCKPIT** is deep and has textured contoured seats.

**MAST STEP** is moulded in and has a slot that matches a pin in the mast for easy stepping.

**CUDDY DOOR** is moulded fiberglass with lock and opens up into a large weather tight storage area.

**LARGE COCKPIT DRAINS**

**DECK** consists of a Balsa core with a tough outer layer and a rugged inner layer, both of hand-laid fiberglass. Also the carefully planned non-skid areas are all moulded-in, not only that but different textures for different areas and purposes.

**CENTER BOARD TRUNK CAP** is teak and the centerboard control gear is attached. The cap is also removable as is the centerboard itself.

**HULL/DECK JOINT** The joint consists of a matching hull and deck lip that is chemically bonded 100% around the hull. The joint is then covered all-around with a rigid vinyl rub rail.

# 6.7 RIGGING SPECIFICATIONS

## RUNNING RIGGING

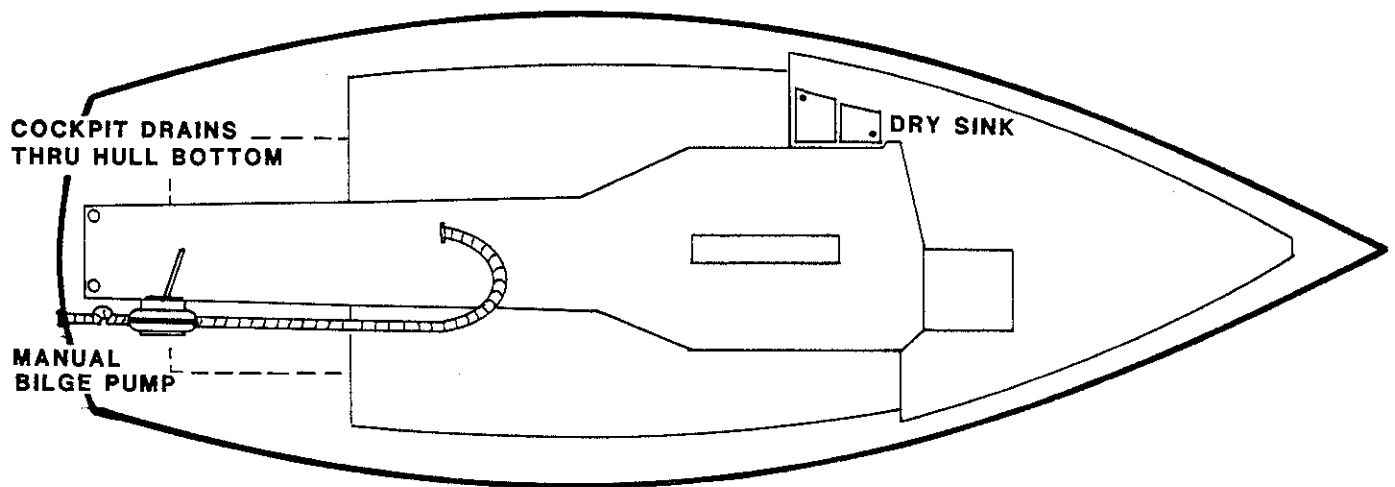
Main Halyard - all rope 5/16"x61'  
 Jib Halyard - all rope 5/16"x58'  
 Main Sheet - 5/16"x34'  
 Genoa Sheet - 3/8"x28" *each*  
 Cunningham - 1/4"x12'  
 1st Reef Line - 1/4"x20'  
 Spinnaker Sheet - 5/16"x40' *each*  
*Traveler 16' each*

## STANDING RIGGING

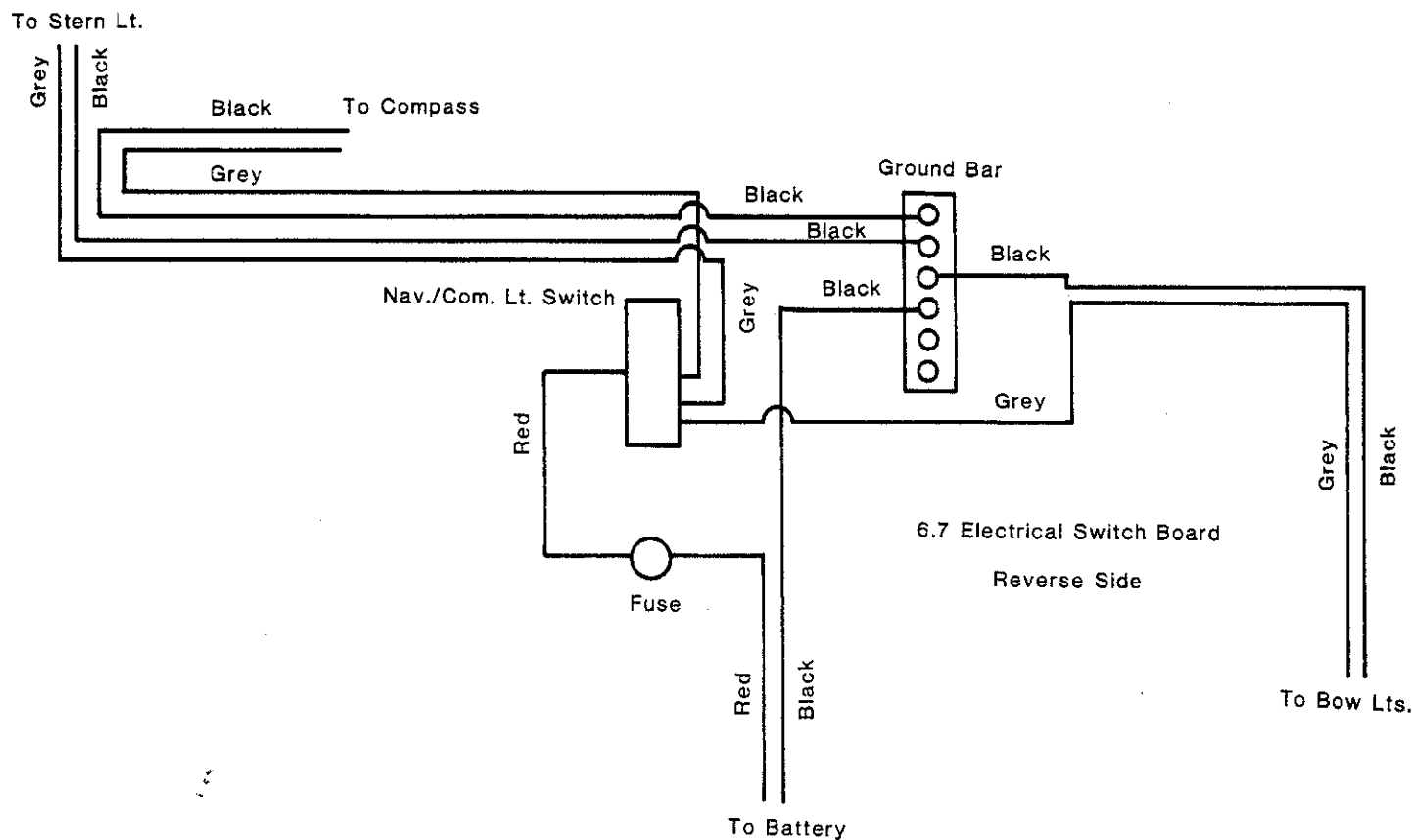
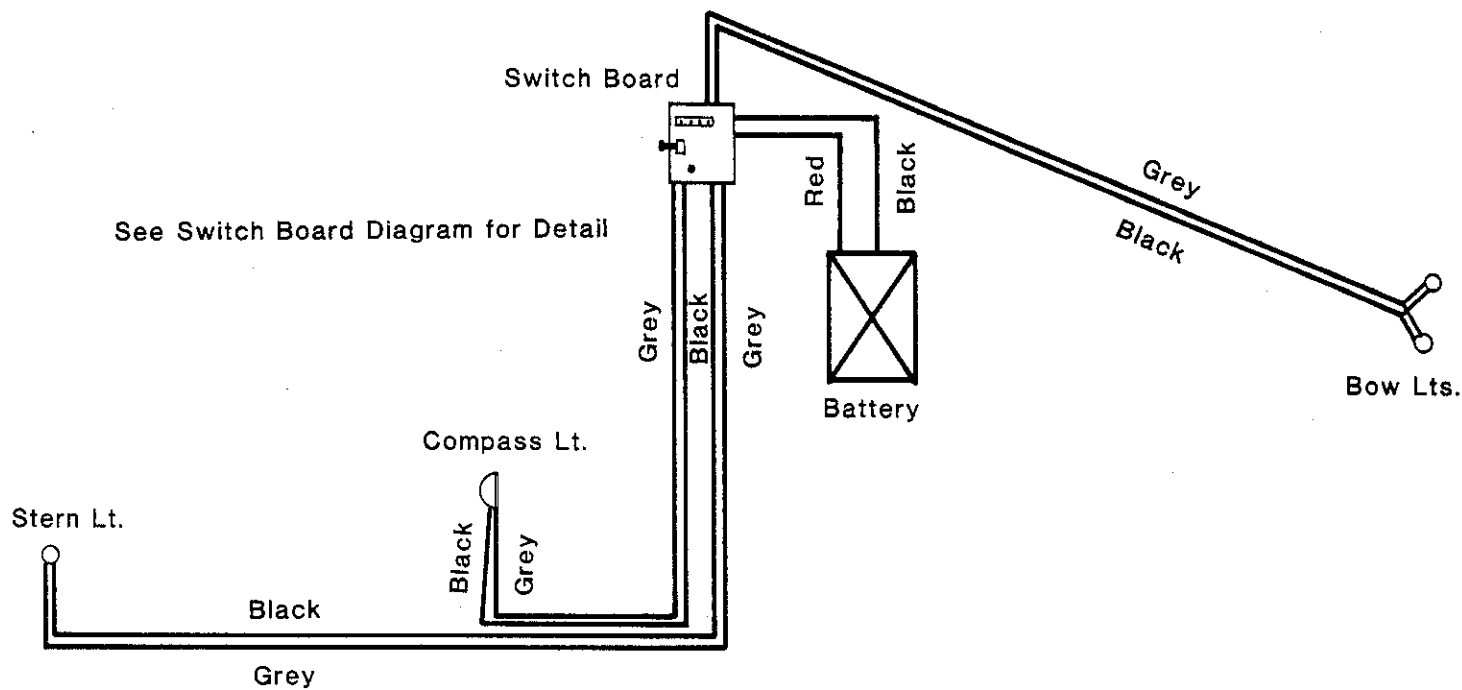
	FORESTAY	BACKSTAY	BACKSTAY BRIDLE	UPPER	LOWER
Cut-off Length	24'-10 1/4"	24'-11"	70'-5/8"	23'-9"	11'-1"
With Turnbuckle*	25' 7-7/8"	25' 8-5/8"	—	24' 6-5/8"	11' 10-5/8"
Cable Size	1x19-5/32	1x19-5/32	1x19-5/32	1x19-5/32	1x19-5/32
Upper Fitting	#5 Jaw	#5 Eye	#5 Jaw	#5 Gibbs	#5 T-Ball
Lower Fitting	#5 Turnbuckle	# Turnbuckle	#5 Toggle	#5 Turnbuckle	#5 Turnbuckle

\*Measurement is taken from pin to pin with turnbuckle two-thirds extended

## 6.7 PLUMBING DIAGRAM



# 6.7 ELECTRICAL DIAGRAMS



## 6.7 TUNING GUIDE

The first step in setting up the 6.7m spar is adjusting the headstay length to control mast rake and therefore weather helm. The 6.7m will sail the fastest to windward in light air with the mast raked aft, forestay turnbuckle left all the way out.

However, your particular sailing style or local conditions may demand more or less rake. Once the amount of rake has been adjusted by the forestay length, the rig can be tensioned. Tighten the upper and lower shrouds by hand with the backstay slack. Make sure the mast is remaining over the center of the boat athwartships by using the main halyard. Measure each side of the boat next to the chainplate with the main halyard and adjust as necessary to keep the mast centered.

Now pull the backstay adjuster on hard. This will make the upper shrouds go slack, as the mast bends, making it easier to tension the uppers. Tighten the turnbuckles evenly on both sides by hand, and then about a half a dozen turns with a wrench and screwdriver. Check again that the mast remains on center. When the backstay adjuster is released the uppers will feel very tight. Next, take the slack out of the lowers by hand followed by a few turns with a wrench. By tightening the lower shrouds the mast will get straighter fore and aft, less pre-bend, and also remove any bend athwartships. The lowers should be tight enough to remove all but 1" to 2" of pre-bend.

When you are out sailing, remember to adjust the lower shrouds as necessary to keep the mast in column. Do not adjust the uppers to keep the spar straight under sail, only the lowers.

The last thing that has to be done to finish the rig is removing the slack out of the backstay turnbuckle. The turnbuckle should be just tight enough that the bridle blocks tend to return to the top of the bridle when the tension is released.

When sailing up wind with considerable backstay tension, you should find that the leeward upper shroud is reasonably snug. If the leeward upper is very slack, you most likely need more rig tension all the way around.

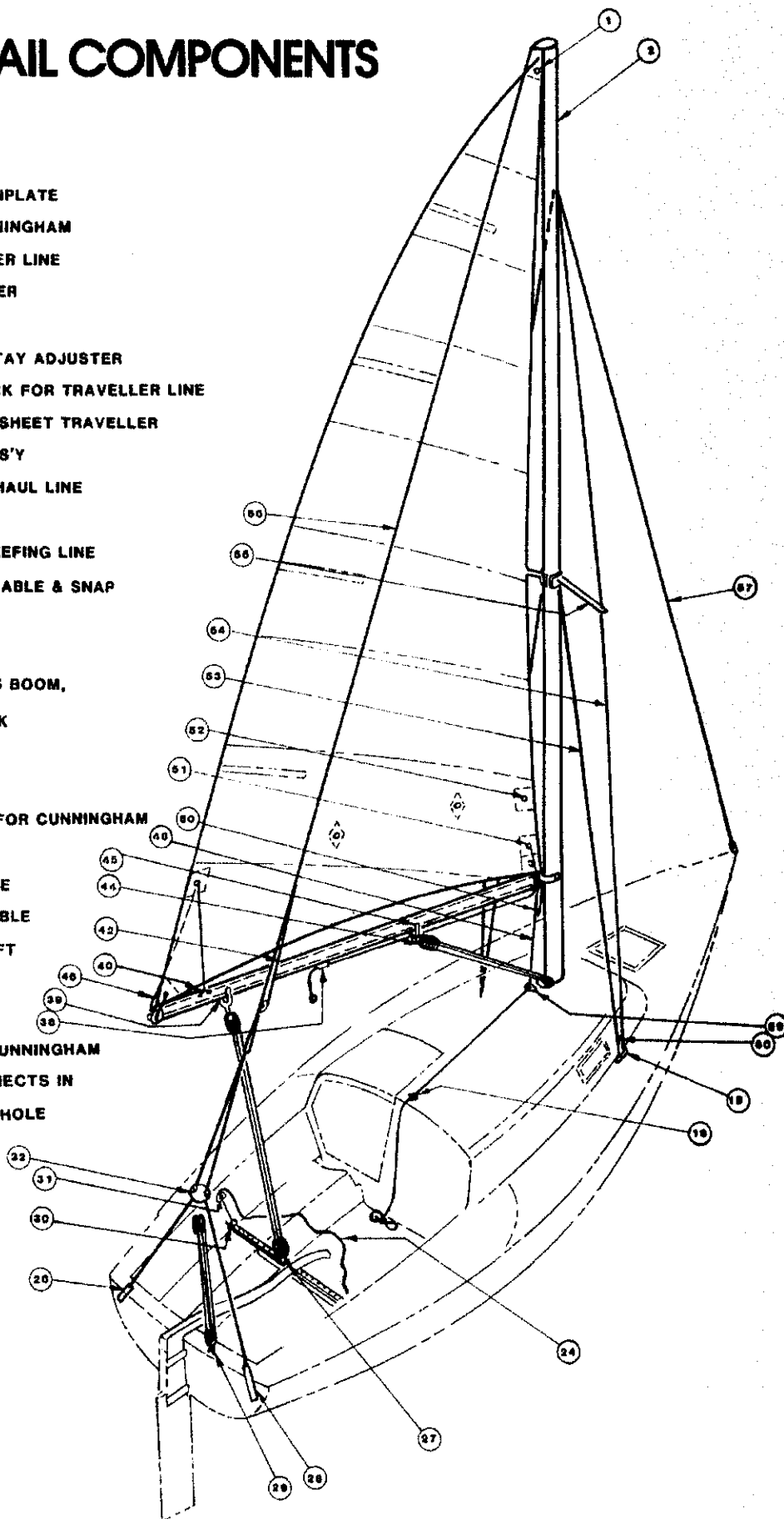


## STANDARD EQUIPMENT LIST

Hull 100% hand laid fiberglass with end grain Balsa core sandwich construction  
Deck 100% hand laid fiberglass with end grain Balsa core sandwich construction  
S2 custom non-skid deck and cockpit surfaces  
Large self-bailing cockpit with contoured seats and backs (8' foot long)  
Vertical keel fully retractable  
Kick-up rudder is removable w/H&L varnished laminated tiller arm  
Hull color — Gull white with gelled-in boot line  
Removable main companionway hatch with lock  
Teak bentboards are weather grooved  
Two rugged cockpit lockers:  
    (1) One exposed fuel tank locker w/hasp  
    (2) One large lazarette locker w/hasp  
"Kenyon" white E.S.P. coated non-masthead spar  
Internal reef system  
Internal 2:1 outhaul system  
Internal halyards lead aft to cockpit  
Airfoil single spreader rig  
S.S. hinged mast base for stepping ease  
Boom vang system 4:1 lead aft to cockpit  
Cunningham system 2:1 lead aft to cockpit  
Backstay adjuster system 3:1  
Complete S.S. standing rigging — 5/32" 1 x 19 cable with #5 S.S. turnbuckle w/safety locking-rings  
Mainsheet system 4:1  
Mainsheet traveler with 2:1 control system  
Inboard Genoa track w/low lead blocks  
#7 Lewmar jib halyard winch  
Two #16 Lewmar two-speed primary Genoa sheet winches  
One winch handle  
Genoa/Spinnaker turning blocks and halyard stops  
Spinnaker gear system complete with pole  
Complete Samson Genoa/Spinnaker running rigging  
Chrome plated bronze keel winch w/2:1 system  
Heavy duty S.S. keel winch handle  
Heavy duty S.S. chain plates with custom forward stem head plate  
Four 6" Marinium mooring cleats  
S.S. bow eye  
Slotted black anodized toe rail track  
International navigation lights  
Forward deck hatch  
Fabric-covered berths for four  
S2 Exclusive: Moisture and mildew resistant hull and headliner  
Nine large under-berth storage lockers  
Porta-potti area  
Rugged fiberglass floor inner liner with custom non-skid surface

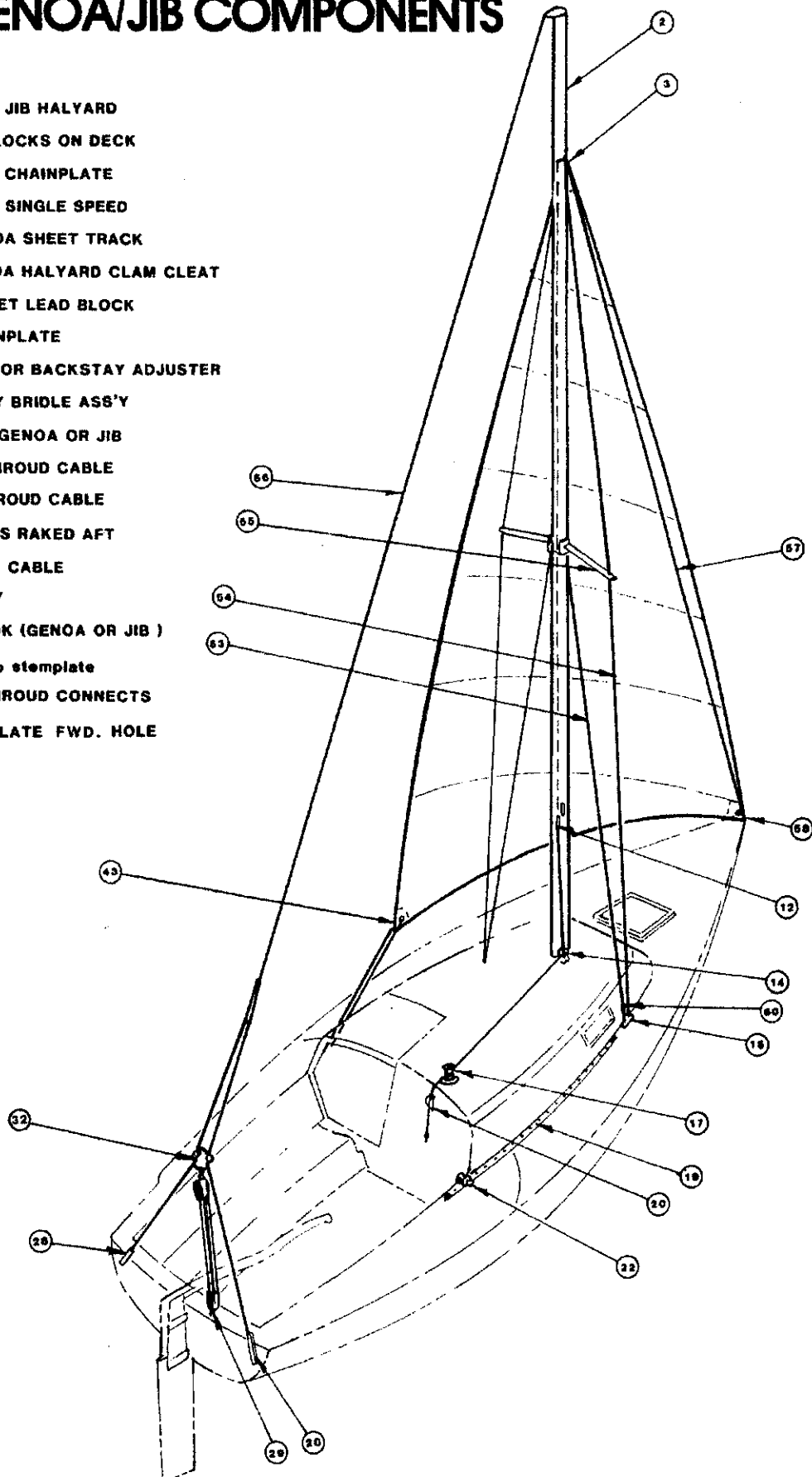
# 6.7 MAINSAIL COMPONENTS

- 1. MAINSAIL HALYARD
- 2. MAST
- 15. UPPER SHROUD CHAINPLATE
- 16. CAM CLEAT FOR CUNNINGHAM
- 24. MAINSHEET TRAVELLER LINE
- 27. MAINSHEET TRAVELLER
- 28. AFT CHAINPLATE
- 29. PAD EYE FOR BACKSTAY ADJUSTER
- 30. EYE STRAP AND BLOCK FOR TRAVELLER LINE
- 31. CAM CLEAT FOR MAINSHEET TRAVELLER
- 32. BACKSTAY BRIDLE ASS'Y
- 36. JAM CLEAT FOR OUTHAUL LINE
- 39. MAINSHEET BAIL
- 40. BOOM STRAP FOR REEFING LINE
- 42. BOOM TOPPING LIFT CABLE & SNAP
- 44. BOOM VANG BLOCK
- 45. BOOM VANG BAIL
- 46. REEFING LINE ENTERS BOOM, EXITS AT GOOSENECK
- 49. CUNNINGHAM
- 50. REEFING LINE
- 51. MAINSAIL GROMMET FOR CUNNINGHAM
- 52. REEFING POINT
- 53. LOWER SHROUD CABLE
- 54. UPPER SPREADER CABLE
- 55. SPREADERS RAKED AFT
- 56. BACKSTAY CABLE
- 57. FORESTAY
- 59. SWIVEL BLOCK FOR CUNNINGHAM
- 60. LOWER SHROUD CONNECTS IN CHAINPLATE FWD. HOLE



# 6.7 GENOA/JIB COMPONENTS

- 2. MAST
- 3. GENOA OR JIB HALYARD
- 14. SWIVEL BLOCKS ON DECK
- 15. SPREADER CHAINPLATE
- 17. WINCH #7 SINGLE SPEED
- 19. JIB / GENOA SHEET TRACK
- 20. JIB / GENOA HALYARD CLAM CLEAT
- 22. TWIN SHEET LEAD BLOCK
- 28. AFT CHAINPLATE
- 29. PAD EYE FOR BACKSTAY ADJUSTER
- 32. BACKSTAY BRIDLE ASS'Y
- 43. CLEW OF GENOA OR JIB
- 53. LOWER SHROUD CABLE
- 54. UPPER SHROUD CABLE
- 55. SPREADERS RAKED AFT
- 56. BACKSTAY CABLE
- 57. FORESTAY
- 58. TACK HOOK (GENOA OR JIB )  
connects to stemplate
- 60. LOWER SHROUD CONNECTS  
IN CHAINPLATE FWD. HOLE





# 6.7 SPINNAKER COMPONENTS

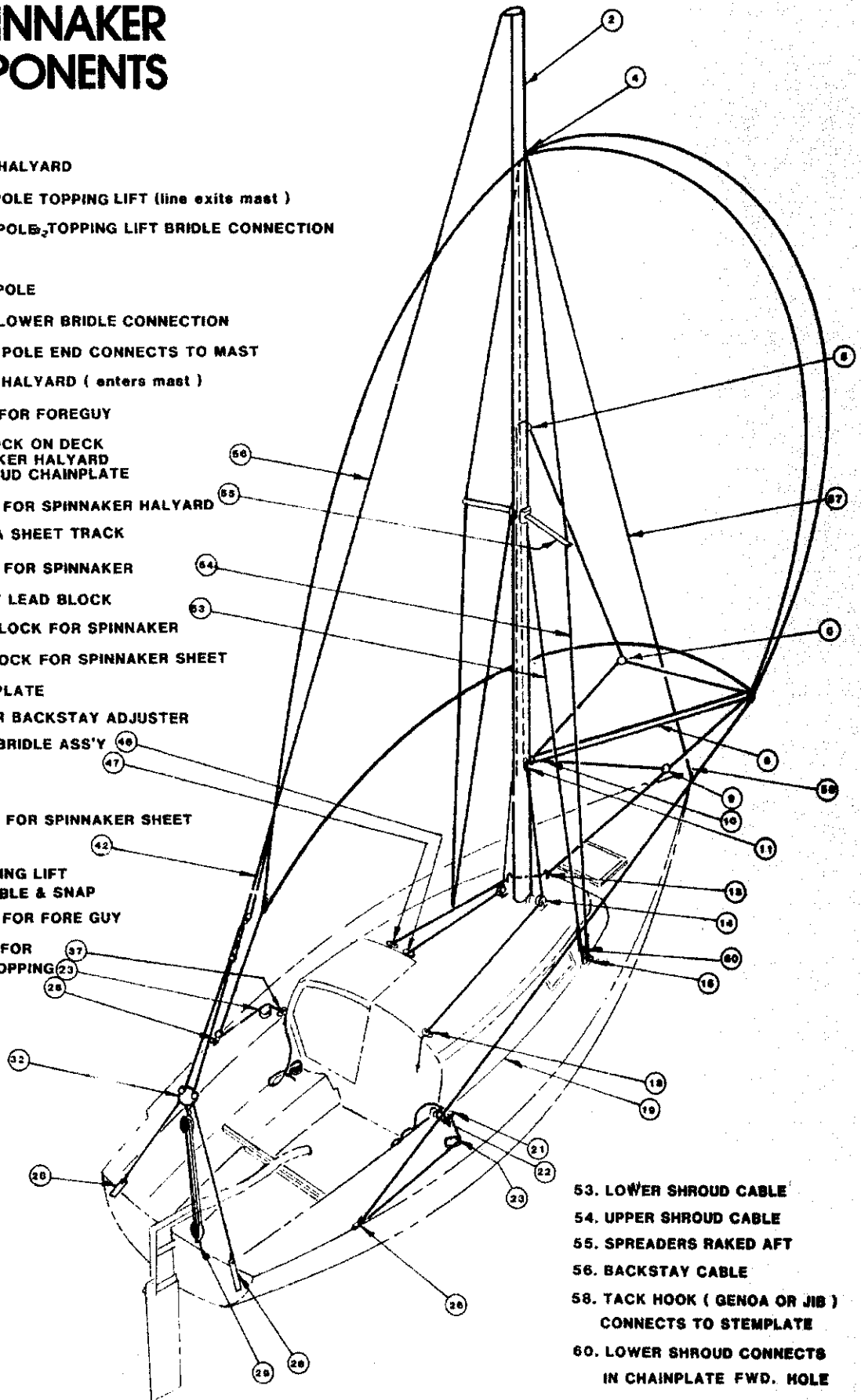
- 2. MAST
- 4. SPINNAKER HALYARD
- 5. SPINNAKER POLE TOPPING LIFT (line exits mast )
- 6. SPINNAKER POLE TOPPING LIFT BRIDLE CONNECTION

- 8. SPINNAKER POLE
- 9. SPINNAKER LOWER BRIDLE CONNECTION
- 10. SPINNAKER POLE END CONNECTS TO MAST
- 11. SPINNAKER HALYARD ( enters mast )

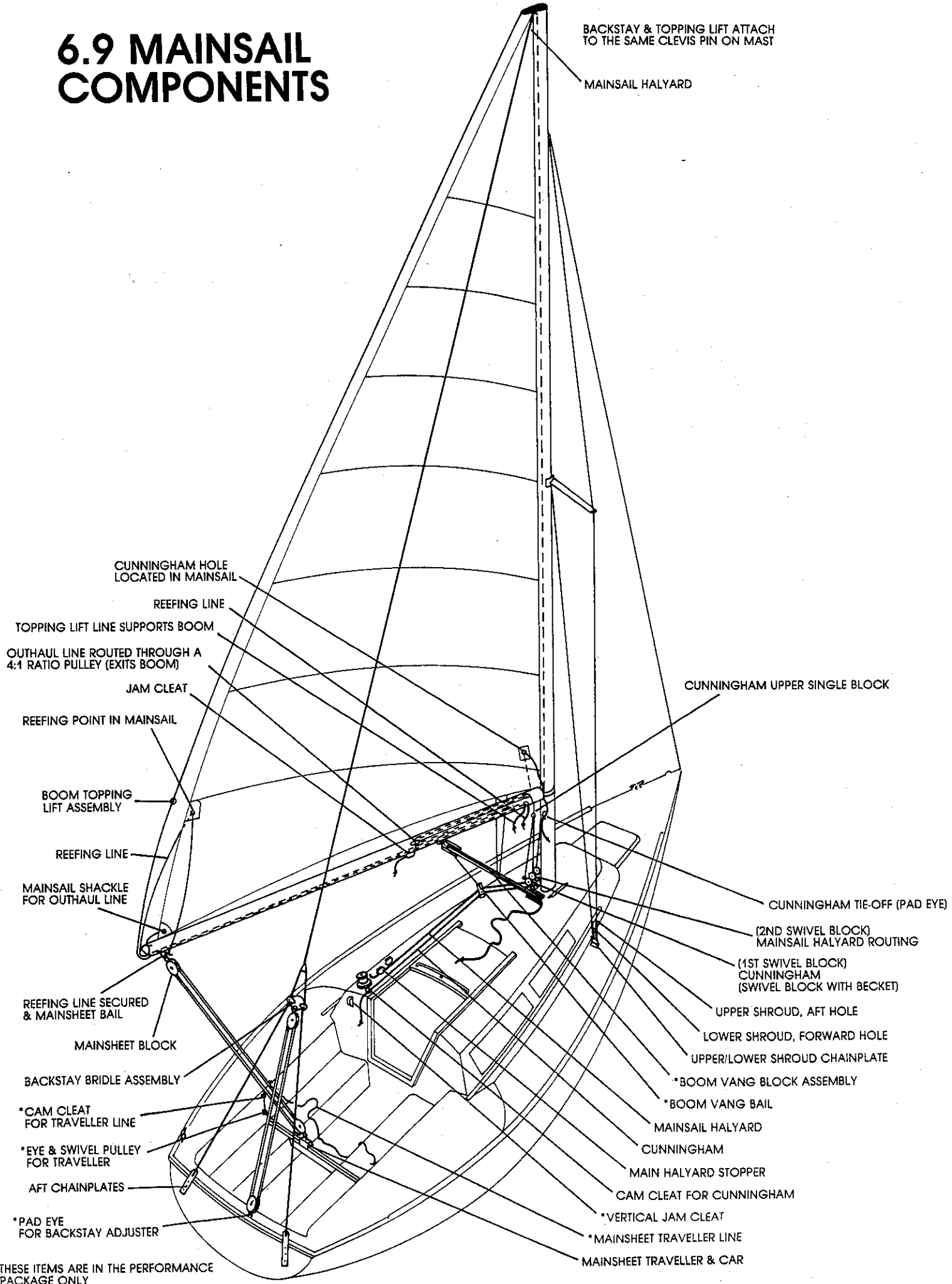
- 13. BULLS EYE FOR FOREGUY
- 14. SWIVEL BLOCK ON DECK FOR SPINNAKER HALYARD
- 15. UPPER SHROUD CHAINPLATE
- 18. CAM CLEAT FOR SPINNAKER HALYARD
- 19. JIB / GENOA SHEET TRACK
- 21. CAM CLEAT FOR SPINNAKER
- 22. TWIN SHEET LEAD BLOCK
- 23. RATCHET BLOCK FOR SPINNAKER
- 26. TURNING BLOCK FOR SPINNAKER SHEET
- 28. AFT CHAINPLATE
- 29. PADEYE FOR BACKSTAY ADJUSTER
- 32. BACKSTAY BRIDLE ASS'Y

- 37. CAM CLEAT FOR SPINNAKER SHEET
- 42. BOOM TOPPING LIFT CABLE & SNAP
- 47. CAM CLEAT FOR FORE GUY
- 48. CAM CLEAT FOR SPINNAKER TOPPING LIFT LINE

- 53. LOWER SHROUD CABLE
- 54. UPPER SHROUD CABLE
- 55. SPREADERS RAKED AFT
- 56. BACKSTAY CABLE
- 58. TACK HOOK ( GENOA OR JIB ) CONNECTS TO STEMPLATE
- 60. LOWER SHROUD CONNECTS IN CHAINPLATE FWD. HOLE

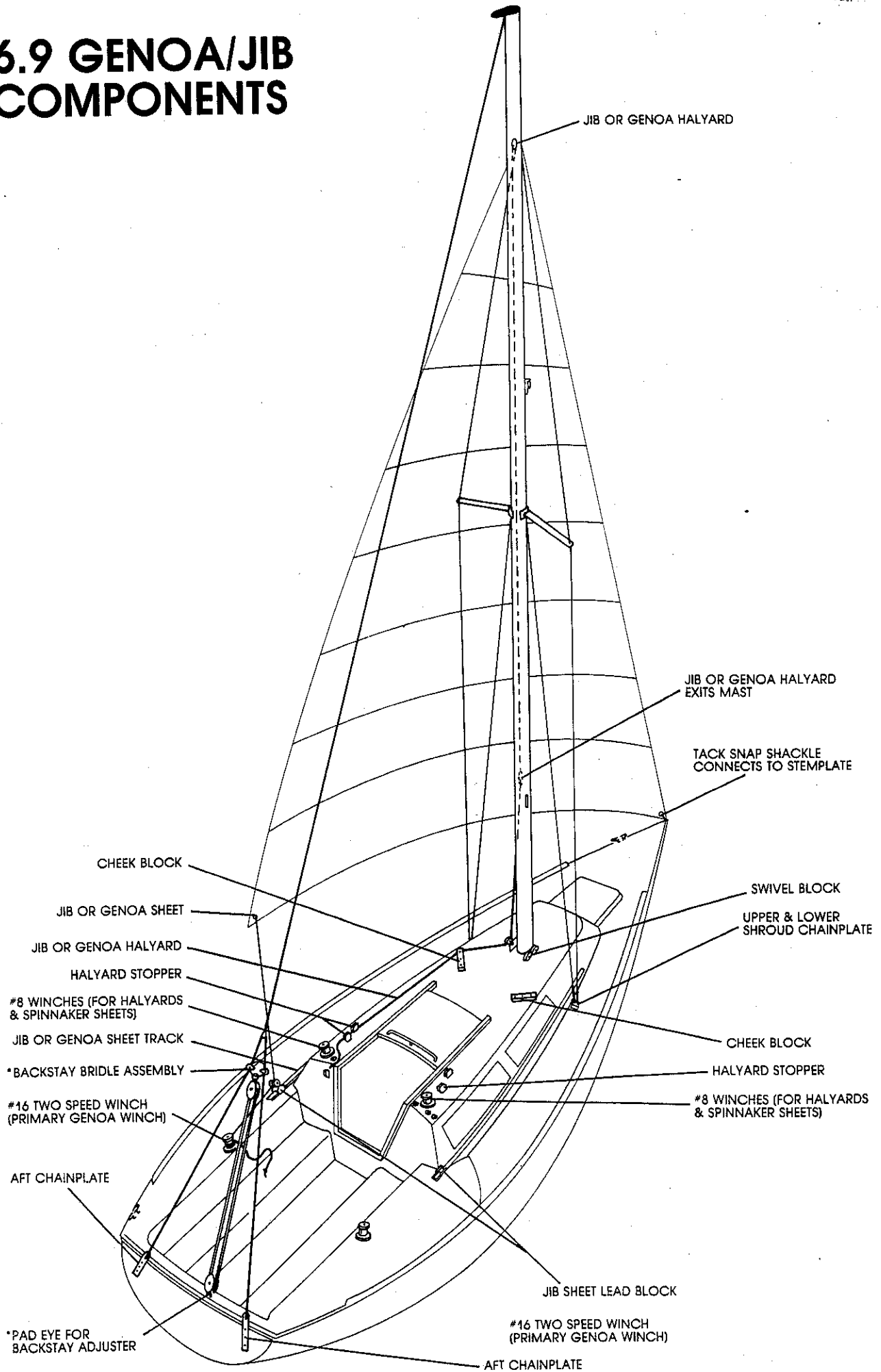


# 6.9 MAINSAIL COMPONENTS



\*THESE ITEMS ARE IN THE PERFORMANCE PACKAGE ONLY

# 6.9 GENOA/JIB COMPONENTS



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# 6.9 SPINNAKER COMPONENTS

