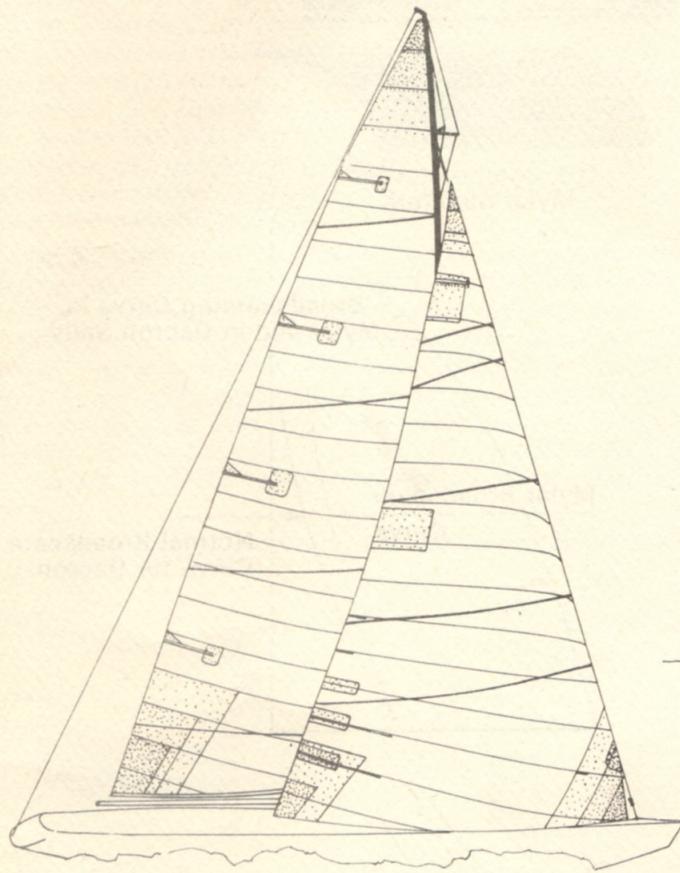


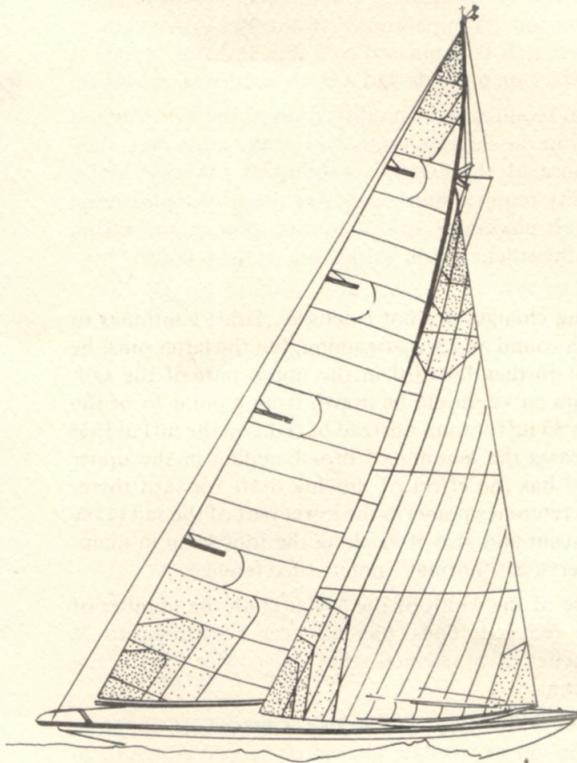
Sailrite Enterprises
Rural Route 1
Columbia City, Indiana 46725

The Sailwright Newsletter

NEWSLETTER / April, 1981



FREEDOM



AUSTRALIA

Freedom and Australia On a Beat with Mylar Sails

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1. Note the extensive use of Dacron patches. All corner patches are much larger than normal. And they extend well into the center of the sail wherever bias stress is likely to be a problem. The unusual shape of Australia's mainsail head patches is for the sake of accomodating the bias stress that results from her "bendy" mast. The frequent patches along the leech of Freedom's genoa are to protect the Mylar from abrasion.

2. Australia's vertical panel genoa is, I suspect, an attempt to avoid the tendency for Mylar seams to split without warning. There is a single leech panel comprised of horizontal panels — this accomodates minor adjustment of the leech broadseaming.

3. Both boats made extensive use of "draft stripes" across their sails. These 1" wide stripes of red, black, or white adhesive-backed Dacron tape make it much easier to judge draft and draft placement. We now stock this tape. It is 9¢ per foot in red, white, or black. Postage is prepaid.

Sailrite now stocks the full range of Bainbridge "Temperkote" Mylar laminates. If you would like a Mylar sail, consider making it yourself. The material is fragile, but, if you make the sail yourself, that is not a serious problem. Repairs are easy and take little time. Order material 20 to 50% lighter than regular Dacron sailcloth. Order just 66% as much yardage as you normally would. Prices per running yard follow:

Test 505 (1/3 oz. spinnaker cloth).....	\$8.50
1.9 oz. Temperkote.....	9.45
2.6 oz. Temperkote.....	10.15
2.9 oz. Temperkote.....	10.75
3.4 oz. Temperkote.....	10.50
4.9 oz. Temperkote.....	13.25

Mylar Coated Sailcloth

The newest sail "fabric" is actually a laminated structure. Bainbridge calls their version "Temperkote." It consists of a nylon or Dacron fabric matrix that is laminated to a thin sheet of Mylar. It thus has a shiny surface on one side and a cloth texture on the other.

This new material requires some modification of the construction techniques outlined in the Sailrite Manuals. For the most part, they are necessary because of the extreme stability of the new Mylar fabrics. That stability requires more extensive use of broadseaming to insure proper draft placement and it requires some minor sewing changes to prevent the stitches from tearing out of the relatively brittle material.

The broadseaming changes are not extensive. Draft continues to be the result of both round and broadseaming, but the latter must be used to move draft farther forward in the upper part of the sail. Thus, the broadseam curve should be drawn from a point $\frac{1}{3}$ of the sail's girth aft at the $\frac{1}{2}$ luff station (instead of right on the luff at that station). This increases the amount of broadseaming in the upper part of the sail and has the effect of moving draft forward there. Normal broadseam reference points in the lower part of the sail (45% aft along the tack seam and also 50% along the foot seam in mainsails) continue to serve as "normal" points of reference.

Note that because of the width of the Mylar cloth the number of broadseams will be reduced. Thus, increase each broadseam to $\frac{1}{2}$ inch for each 12 inches of broadened seam—just twice the normal firm fabric broadseam.

Sewing techniques with Mylar are largely a matter of common sense. First, turn the sail panels over alternately as you attach them to one another—this tends to offset the tendency for the material to "curl." Thus, the Mylar film should be on one side in the first panel and the fabric matrix should be on that same side in the panel just above:

Second, be sure to use a double sided tape to baste all seams. Place the tape on the Mylar side of the material. It sticks to this smooth surface very well and thus becomes structurally helpful. Bainbridge has developed a double sided tape with a fabric backing which can further strengthen the seam, but I have not found this necessary except in very large sails for boats over 40 feet or so.

Sew the seams with a double row of zigzag stitches just as you would normally.

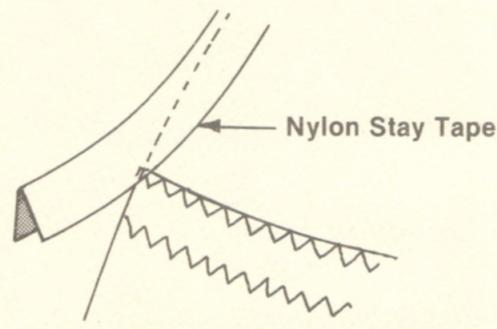
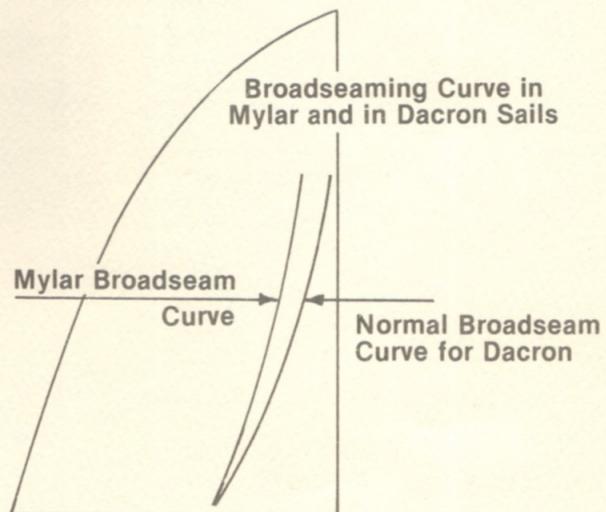
You may use hems along unsupported sail edges, but you should consider narrow nylon tape (spinnaker stay tape) reinforcement in place of hems. If you want the ultimate in performance, you may dispense with both hems and tape and simply cut the edge with a scissors (the hotknife is not necessary since the fabric edge is "sealed" by the Mylar film). But be sure to reinforce all seam ends with a small triangle of Dacron sailcloth—they will tend to pull apart otherwise (see the accompanying drawing).

All patches should be regular Dacron sailcloth. Rings and headboards tend to pull out of the Mylar fabric alone. And, because the Mylar reinforced fabric is susceptible to tearing, patches must be much larger than normal. It is not unusual to see patches as much as 15% of the length of the sail edge upon which they are found. But patches that are 10% of the sail edge are normal.

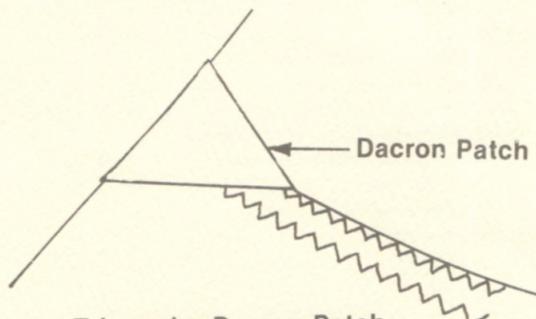
Let me know if you encounter any problems or have any suggestions other than these. Mylar is so new that techniques are changing all the time. You may well discover something that will be of interest to others.



The Composition of Mylar Sailcloth



Detail of a Method for Finishing a Mylar Sail Edge



Triangular Dacron Patch
Over Seam End—
No Hem or Tape Cover
to Protect Raw Edge

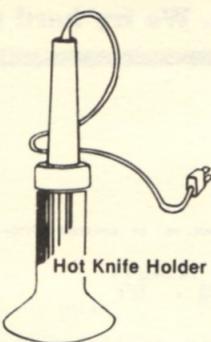
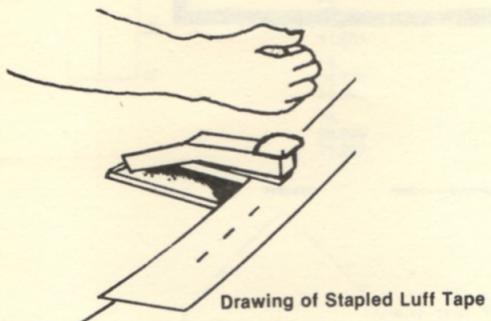
Welcomed Tips

Jim Shafer of Vero Beach, Florida, is nearly through Unit I of the Sailmaker's Series. During the SORC, Jim was given the opportunity to work for a week or so at the Hood repair loft in Fort Lauderdale. He came away with a number of good ideas that I would like to pass on.

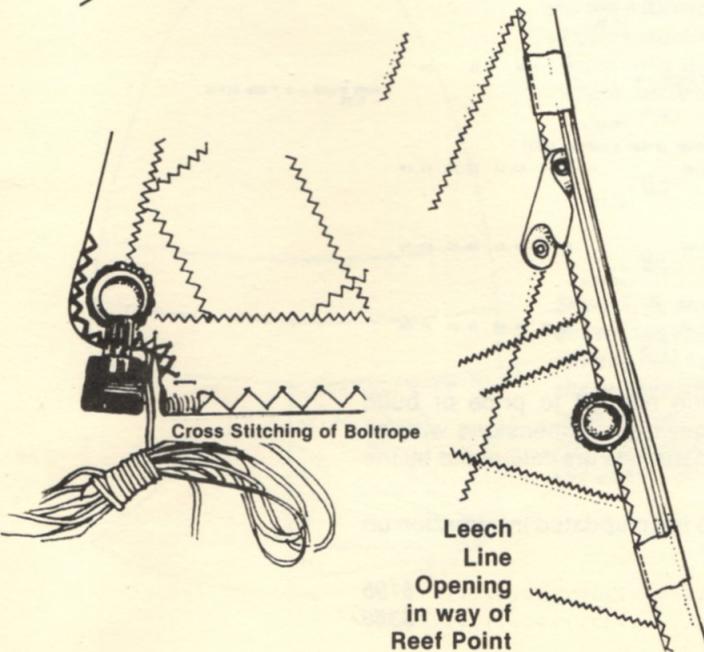
Dacron insignia material is available in white for one reason: it can be used effectively to make quick repairs. It is just a three ounce material, but even heavy fabrics can be adequately repaired with a layer of the "sticky back" material on both sides. One note of caution. The sewing machine needle will tend to foul with adhesive. If your machine is not in very good time, you will begin to skip stitches after a few feet of sewing. Don't worry—just clean the needle carefully and continue for another few feet.

Perhaps the most difficult aspect of sailmaking is the neat attachment of luff and foot sleeves. In the manuals, I recommend a number of stitches closely spaced in order to keep the material from wrinkling as it is attached. Jim noted the Hood fellows' using a Bostitch P6 hand stapler to secure their tapes. This stapler has a half inch relief just behind the anvil so it can be used even when there is a boltrope in place. Staples can also be used for patches and elsewhere so long as you are careful to remove them before getting near the water.

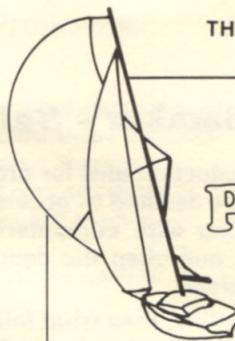
Finally, an empty thread cone makes a dandy holder for the hot knife.



Drawing of Stapled Luff Tape



Cross Stitching of Boltrope
Leech Line Opening in way of Reef Point



Publications

Dr. Tom Thompson, MSA (Master of the Sailmaking Art—a graduate of Unit III of the Sailmaker's Series), has just completed an excellent little 53 page book that is meant as a promotional piece for his customers. It is extremely well written and full of just the kind of information that customers need in order to feel secure about their sail choices.

Tom has sent us a number of his books so that we can make them available to other students and sailmakers. They are priced as follows:

One Book \$6.00
Five or More Books \$3.75 each

This is an inexpensive way to build the kind of goodwill that could only be achieved otherwise by spending hours of your valuable time in conversation. When a customer asks you which sail will best fit his needs, let him have the book so that he can examine the matter carefully and make the decision!

Peter Jacobsen, a Canadian in Unit II of the Series, has sent pictures of the work that he has done for this part of the course. He has a number of ideas that are worth mentioning here. For example, instead of whipping boltrope in its sleeve, Peter used "cross stitching" at the tack and clew of his mainsail. The thread is passed through the heart of the boltrope and then round the outside of the sleeve in a criss-cross pattern. Note, too, the installation of the slug at the tack. It is secured with webbing so that it is just a bit higher than the boltrope. Thus, it takes most of the load on the leech of the sail. If you have had trouble with the clew of your sail pulling out of the boom track, The slug will prevent it.

Peter also sent a picture of his leech line opening in the way of a reef cringle. Note the webbing reinforcements at the exit points in the sail hem. This cleat is the large open clam cleat that we stock.

One final word to pass on from Peter. He did not use a bolt rope along the luff of his sail. This is a trick that Jim also noted being used frequently at the Hood loft in Florida. The Thurston Loft was the first to advertise this technique some years ago. It does reduce the labor in a mainsail and that can be helpful. But there is likely to be more stretch in a rope and, thus, the sail with a roped luff will be more adjustable. But in a large sail, a broad range of adjustment is not that important, so you may want to try it.

Little tips like these are extremely helpful in increasing productivity. If any of you have ideas that should be passed on, please let me know.

The Sailmaker's Sailmaker

Sailrite Enterprises now offers production aids for professional sailmakers. Many hours and dollars all across the country are devoted to accumulating sail plan data, developing accounting procedures, and tinkering with computers and programmable calculators. There is much duplication of effort and often the demands upon a sailmaker's time are such that the work remains incomplete.

If you have found yourself thinking this, then what follows will be of real interest. Sailrite Enterprises has developed a series of professional aids that will make sailmaking more efficient and profitable. These aids are in the form of published sail plan data and system procedures for the TI 59 programmable calculator.

In addition, our unique position as correspondent with many students who have embarked on careers in sailmaking gives us access to many of their ideas and efforts. The "Tips" article elsewhere in this issue is our first attempt to pass on some of that input. But there are also some substantive works that deserve attention. Dr. Tom Thompson's new book, *A Rational Approach to Selecting Your New Sails*, is the first of such works. There is an article on page 3 all about it.

All of the programs described below are on magnetic cards with complete written instructions. They are, thus, ready for immediate use. We guarantee them to be effective and error free. Needless to say, Jim Grant is available for consultation if the extensive instructions do not resolve all questions of procedure.

The usual Sailrite guarantee applies to all professional aids. If you are for any reason disappointed in the materials that we send, they may be returned for a full refund at any time. We try hard to please!

A Sample Page from the Sailwright Sail Plan Printout (Reduced to 30% of original)

SAIL	LUFF	FOOT	LEACH	AREA	PT.	MID.	EB	LP	MID-GIRTH	UPPER	---	BATTENS	---	LOWER	COMMENTS
***** SANTANA 20 *****															
MAIN	24.58*	7	* 24.5	* 0086.0					6	*					
1/4 GIRTH	0		1/2 GIRTH	0.5					3/4 GIRTH	0					
WORKING JIB	24.44*	10	* 22	* 0109.8	07.58				8.9*						
GENOA	24.66*	13.18*	23.5	0151.8	08.70				12*						
SPINNAKER	24.52*	14.67*	23.52	0304.0											14.67*/
***** SANTANA 21 *****															
J= 9.75	I= 24.12	R= 7.83	P= 22												
MAIN	22.06	07.83	22.41	0086.1	03.75	4.00									21.39 23.27 23.27 21.39
WORKING JIB	21.22	12.64	18.85	0113.8	05.75										1.10
GENOA	23.39	16.13	22.10	0171.5	09.63										1.50
SPINNAKER	24.71	17.55	24.71	0368.6											17.55 /
***** SANTANA 22 *****															
J= 8.54	I= 25.67	R= 9.85	P= 21.75												
MAIN	21.75*	9.83	* 23.75*	0107.1	04.72	4.00									24 * 26 * 26 * 24 *
1/4 GIRTH	0		1/2 GIRTH	0.37	3/4 GIRTH	0									
WORKING JIB	24.58*	11.5	* 22.92*	0131.0	08.13										
GENOA	24.89	13.83	23.64	0166.7	08.92										1.50
SPINNAKER	25.71	15.44	25.71	0337.4											15.44 /
***** SANTANA 23 ***** MADE BY THE ECHO COMPANY (FIRST 4 LETTERS ONLY)															
J= 8.75	I= 30	R= 10.5	P= 29												
MAIN	29.00	10.50	29.60	0152.2	05.64	4.00									24.60 27.12 27.12 24.60
WORKING JIB	26.40	10.73	23.89	0127.0	06.00										1.10
GENOA	29.10	13.50	27.80	0151.4	08.94										1.50
SPINNAKER	29.68	15.75	29.68	0397.4											15.75 /
***** SANTANA 24 *****															
J= 11.66	I= 33.56	R= 10	P= 28												
MAIN	28.00	10.00	28.54	0140.0	04.80	4.00									24.00 26.40 26.40 24.00
WORKING JIB	29.53	14.68	25.79	0189.3	05.75										1.10
GENOA	32.55	18.98	30.86	0285.1	10.42										1.50
SPINNAKER	33.75	20.98	33.75	0601.8											20.98 /
***** SANTANA 25 *****															
J= 10	I= 31.16	R= 7.83	P= 27												
MAIN	27.00	07.81	27.98	0185.7	03.75	4.00									21.39 23.27 23.27 21.39
WORKING JIB	27.42	12.43	24.26	0150.8	05.75										1.10
GENOA	30.22	16.04	28.75	0227.1	09.61										1.50
SPINNAKER	31.08	18.00	31.08	0475.6											15.75 /
***** SANTANA 26 *****															
J= 11.66	I= 33.56	R= 10	P= 28												
MAIN	28.00	10.00	28.54	0140.0	04.80	4.00									24.00 26.40 26.40 24.00
WORKING JIB	29.53	14.68	25.79	0189.3	05.75										1.10
GENOA	32.55	18.98	30.86	0285.1	10.42										1.50
SPINNAKER	33.75	20.98	33.75	0601.8											20.98 /

Sail Plan Data

The sail plan data include dimensions for over 1500 sail plans. These are stored on disk and are updated daily on our Wang Computer system. Every six months we publish this data in the format illustrated. Sailmakers can thus quickly find all the information needed to price or build sails—even though they may never have heard of the boat in question. Dimensions with an asterisk are from class rules or from a designer's plan. Other dimensions are calculated by the computer from I, J, E, and P measurements.

The printouts are available as single editions or, for those who need updated information on a regular basis, there is a subscription service. Prices follow:

Single editions.....	\$195
Four consecutive editions.....	\$350

Spinnaker Design Programs

SR-3 Radial Head Panels—This program provides a perfectly shaped elliptical head for spinnakers, bloopers, or flasher type sails. The ellipsoidal shape is infinitely variable—it is defined by inputting two "semi-diameters." There is a price to pay for perfect sail shape, however. Each head gore calculated by this program and carefully printed out by it is distinct and asymmetrical. Thus, a good deal of lofting time is required.

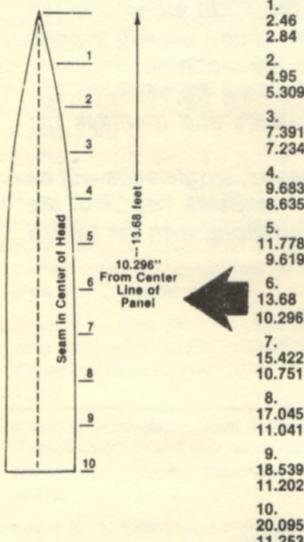
.....\$89.50

Press R/S
 60. (Half head angle)
 3. (Draft ratio)
 40. (I dim.)
 15. (J dim.)
 1.42 (b Semidiameter)
 9.526 (Scale)
 0.47 (Center seam factor)
 1.649 (c Semidiameter)
 23. (Desired panel width)
 12. (No. of panels)
 22.5 (Nominal panel width)

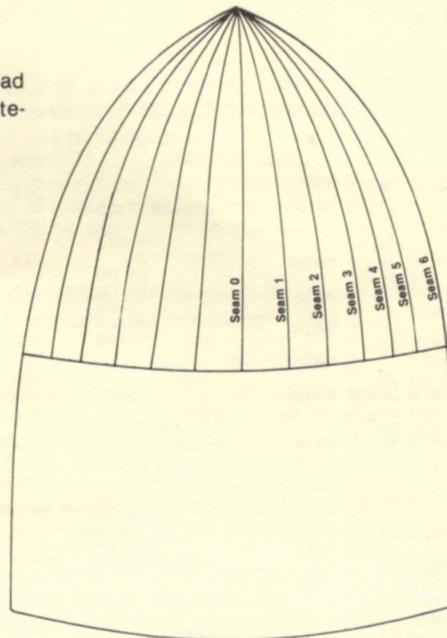
Seam number
 0. (Center seam)

This is a short length from the printout that results from the use of the radial head program. The first eleven lines setting up the sail parameters. Note that the draft ratio can be specified as can the head angle. The program calculates the number of panels required and the actual width after the user inputs a maximum panel width limit.

There follows a list of 10 point numbers, their distance from the head of the sail, and the offset of the seam from the center of the gore. There will be ten sets of these lists. We have produced only one here.

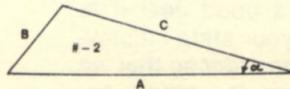
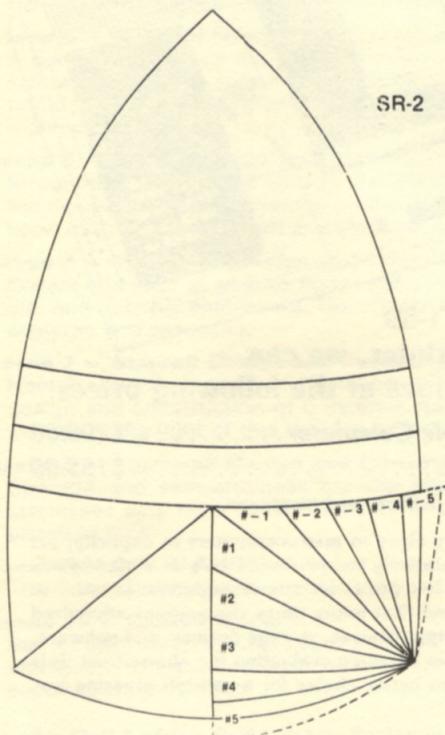


6. (Point number)
 13.68 (Distance of point from apex, feet, measured along the center line of the panel)
 10.296 (Distance from point to seam, inches)
 7.
 15.422
 10.751
 8.
 17.045
 11.041
 9.
 18.539
 11.202
 10.
 20.095
 11.253



RADIAL CLEW DESIGN PROGRAM

SR-2 Tri-Radial Clew Calculate—Given the height of the clew assembly, its width, and the maximum width of the gores, this program will calculate the number of gores required and it will print the length of all three sides of each one. All gores have the same angle at the clew so all lofting can be done over a single pattern.....\$89.50



Sides A, B, and C are printed out in feet and inches for each clew gore required. The angle at the clew is defined by printing the width of the gore pattern ten feet from its apex. All gores will use this pattern so only one wedge shape need be lofted. Depending upon the maximum width of each panel, more or fewer will be needed—the machine automatically calculates and prints the number of "minus" and the number of "plus" panels needed for any given maximum panel width.

Business Systems for Sailmakers

CHOOSE ONE
 E ALL
 A' MAIN
 B' JIBS
 C' LATEEN
 D' STORM
 E' SPIN
 P?
 21.
 E?
 10.
 I?
 22.
 J?
 7.5
 AREA
 105.
 HOURS
 11.70601764
 HDWRE
 45.34830613
 CLOTH YDS.
 19.00
 CLOTH COST? MAIN
 3.64
 138.32
 394.3766236
 AREA
 77.1375
 HOURS
 8.685700089
 HDWRE
 38.95536291
 CLOTH YDS.
 12.00
 CLOTH COST? JIB
 3.64
 87.36
 282.6579645
 JIB
 AREA
 123.75
 HOURS
 13.31527305
 HDWRE
 43.02099812
 CLOTH YDS.
 19.00
 CLOTH COST? JIB
 2.78
 105.64
 388.3359129
 JIB
 AREA
 297.
 HOURS
 21.88999391
 HDWRE
 39.15799
 CLOTH YDS.
 44.00
 CLOTH COST? SPIN
 2.23
 196.24
 629.4178804
 SPIN
 AREA
 33.
 HOURS
 6.
 HDWRE
 32.66080793
 CLOTH YDS.
 5.00
 CLOTH COST? STDM
 3.78
 37.8
 178.4608079
 STDM

The following system procedures are available now for the Texas Instruments 59 and its printer, the PC 100:

SR-1 Pricing for Professionals—Calculate individual prices given sail type, area, and cloth cost or calculate entire "normal" sail inventories given I, J, P, and E. Labor charges can be set at any level. The program prints hours required for construction, price of normal hardware, cloth price, and total cost of the sail.....
\$89.50

This is a sample printout of the pricing information provided by SR-1. Here the "E" key has been pressed following the printout of instructions. The machine has asked for the entry of the key boat parameters. Then it has proceeded to calculate pricing data for the mainsail. First, the area is printed, then the labor required for construction, then the price for hardware for such a sail, then the yardage of cloth required for construction. The machine then asks for the cost of the cloth to be used. Upon the entry of this figure, it calculates the customer's price for the cloth alone and the total price for the entire finished sail. This final price, of course, will depend upon the labor rate that you have programmed into the machine.

The machine then automatically moves to the working jib, 150% genoa, storm foresail, and radial head spinnaker. It calculates and displays the same information for each of them.

When other keys listed in the instructions are pressed, single sails will be priced. The B' key makes possible the pricing of any headsail. The LP of the sail and its height relative to the foretriangle are input along with the I and J dimensions of the boat.

SR-4 Bookkeeping for Sailmakers—Complete with inventory maintenance forms and detailed procedural instructions, a chart of accounts, appropriate forms and journal sheets, as well as instructions for setting up an accounting system that will bring order to the loft's financial affairs. A program is included which will enable a continually updated magnetic card listing of balances in all ledger accounts. Trial balances and profit and loss statements can be prepared at any time.

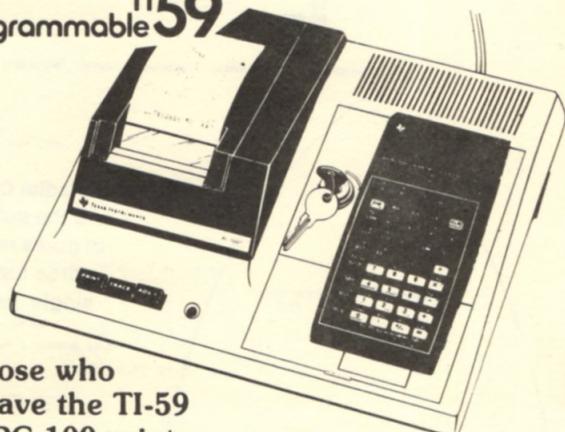
Included also is a payroll program which calculates gross pay, overtime pay, social security deductions, withholding deductions, and state withholding tax deductions. A final net pay figure is printed. The machine will ask for marital status and for the number of deductions so all deductions are perfectly accurate. (Note that since state withholding rates vary a good deal it is recommended that a copy of your state employment handbook be sent with the order so that we can modify the program to use the proper tax tables.) A running total of all payroll amounts is maintained so it is possible to obtain a grand total for each at the end of the payroll run.

All lofts will find the Sailwright Bookkeeping System an enormous benefit. I struggled for many years with inadequate systems designed for other businesses. This one works because it is designed just for sailmakers. Perhaps most important, those using the system can easily compare notes on expenses and income. Indeed, we will encourage this by conducting surveys.

\$225.00

Texas Instruments

TI-59
 Programmable



For those who
 do not have the TI-59
 with its PC-100 printer, we can
 provide the machines at the following prices:

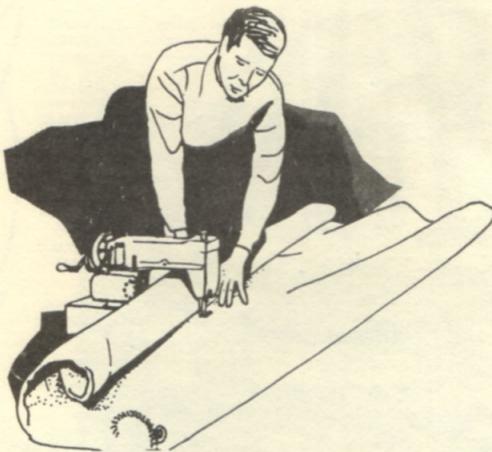
TI 59 Programmable Calculator.....\$295.00

PC 100C Printer.....\$155.00

Please add \$5.00 for UPS delivery and insurance.

These machines are very close to microcomputers in capacity, yet they are dependable and relatively inexpensive. Don't be misled by ads that proclaim surprisingly low prices for microcomputers. In order to be at all useful, you will find that many times the amount advertised must be spent for input/output devices, storage devices, and software. We settled on the TI-59 after carefully evaluating the alternatives. It is our opinion that there is no better choice for a sail loft grossing less than \$250,000 per year.

THE SAILWRIGHT NEWSLETTER — April, 1981



Unit I — LEADING TO THE APPRENTICE SAILMAKER'S CERTIFICATE

Unit I is intended to provide a thorough introduction to sailmaking. Terms are defined, principles are set forth, and techniques are developed. Practical skills are also introduced—several scale model sails are constructed during the work. This series of 10 lessons will convey a complete knowledge of sail design and construction that will make any skipper a better sailor. But it also lays the groundwork for actual sail construction that begins with Unit II.

Each Lesson within this Unit is intended to convey an essential element of the knowledge and skills necessary for sailmaking. Whenever possible, the student will be asked to use his own boat as the framework for his work. Measurements will be taken and sails will be designed within that framework (note, however, that a boat is not required). Scale model sails will be constructed and examined by the Academy Director to insure that principles are grasped.

Lesson 1 — The Words and Measures of Sailmaking:

An introduction to the unique terminology employed by sailmakers. Organized in a manner which makes this section a useful reference tool.

Lesson 2 — Sailmaking Fabrics and Materials:

This section starts with a review of sailmaking in the recent past and moves to a detailed consideration of modern sail fabrics and hardware.

Lesson 3 — Sewing Techniques:

Covers the principles of sewing machine usage in sailmaking. Includes detailed instruction on sewing machine repair and adjustment. Hand sewing techniques are also presented.

Lesson 4 — Mainsail Design and Construction:

A complete study of the mainsail. Moves from design considerations such as aspect ratio and roach width to construction details such as boltrope attachment and broadseaming techniques.

Lesson 5 — Jibsail Design and Construction:

Structured like Lesson 4 above but focused on headsails and the design parameters peculiar to them. Emphasis is placed upon draft needs and draft placement in sails.

Lesson 6 — Spinnaker Design and Construction:

Covers bloopers as well as horizontal, radial, spherical, star cut, and tri-radial spinnakers. The effects of cloth stretch are analyzed and assessed.

Lesson 7 — Staysail Design and Construction:

Here the primary focus is on the theory of sail interaction. The design and construction of 6 distinct staysail types is considered in the light of this theoretical grounding.

Lesson 8 — Stormsail Design and Construction:

Strength and seaworthiness are the primary objectives in stormsails and, thus, these elements of sailmaking are emphasized here.

Lesson 9 — Sail Repair Work:

The maintenance of sails from a sailmaker's point of view.

Lesson 10 — Canvas Work:

Sail covers, boat covers, bags, awnings, dodgers, weather cloths, etc. The principles of construction and techniques of securing are presented.

Tuition for Unit I of the Sailmaker's Series is \$350.00. This includes all texts, supplies, and basic sailmaking tools.

Unit II — LEADING TO THE JOURNEYMAN SAILMAKER'S CERTIFICATE

Unit II focuses on the building of working sails: a mainsail and a working jibsail or genoa. The student must complete Unit I or pass an exemption test demonstrating his knowledge before undertaking Unit II. All students enrolling in this part of the course will be expected to possess some manual dexterity and a mechanical aptitude.

Unit II can be completed by correspondence or under direct supervision at the Sailwright Loft in Columbia City.

The correspondence program entails the following:

1. Present a scale plan and a packing list for approval.
2. Assemble the sail, keeping a record of trouble spots.
3. Assess the completed sail—submit the finished sail if possible; if not, send photos and drawings of the sail. Estimate draft and draft placement in the finished sail.
4. Modify the cut if necessary and report results.
5. Repeat all of the above for the second sail.

The residence program requires 40 hours (five working days) of attendance. Instruction is highly personal. Although all of the procedures listed above will be covered, there will be special attention given areas of importance to the student. Enrollment is on a continuous basis, but be sure to reserve a space well in advance to assure the date you want.

Tuition rates for Unit II follow:

by Correspondence	\$95.00
in Residence *	\$325.00

Unit III — LEADING TO THE MASTER OF THE SAILMAKING ART (MSA) CERTIFICATE

Unit III is intended to confront the student with all of the specialized types of projects that he is likely to encounter during the course of business. These projects are categorized below in terms of the kinds of design parameters and construction techniques employed. Upon completion of this part of the Series, the student can feel confident that he has the ability to confront any challenge.

1	{ Swedish Mainsail Storm Foresail Storm Trysail	4	{ Radial Head Spinnaker Spherical Spinnaker Starcut Spinnaker Horizontal Spinnaker Tri-Radial Spinnaker
2	{ Bloop Drifter Reacher	5	{ Two of the following: Sail Cover Weather Cloths Awning for Sunshade or ONE of the following: Boat Cover Spray Dodger
3	{ Mizzen Staysail 150% Staysail Tallboy Spinnaker Staysail Cheater		

This Unit can be completed by correspondence or in residence at the Sailwright Loft.

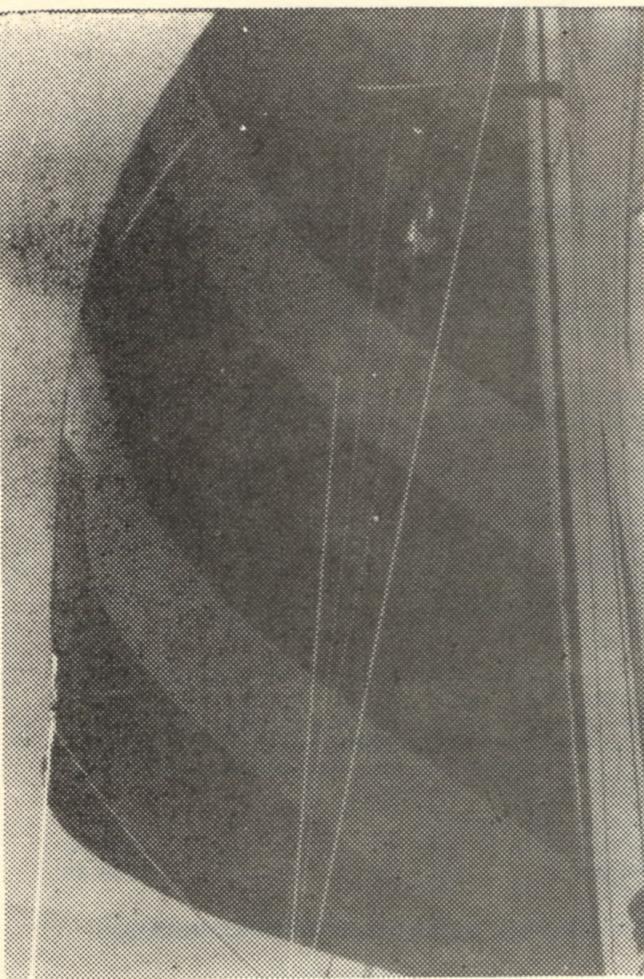
If correspondence work is chosen, students will proceed just as outlined under Unit II with each project undertaken. Except that finished items must be sent to the Academy for approval.

The residence program will require 120 hours or three full weeks. While in residence, students may complete projects for themselves or they may join in the normal work of the loft. In either case, care will be taken to assure that tasks of sufficient diversity are experienced.

Tuition rates for Unit III follow:

by Correspondence	\$95.00
in Residence *	\$575.00

**Note that students must provide their own room and board while in Columbia City. The Academy, however, will assist with reservations at a local motel within walking distance of the loft if that is desired. Transportation to and from the Fort Wayne Airport will be provided by the school.*



A Reacher/Drifter Success

Lura Francis of Stockton, California, writes as follows:

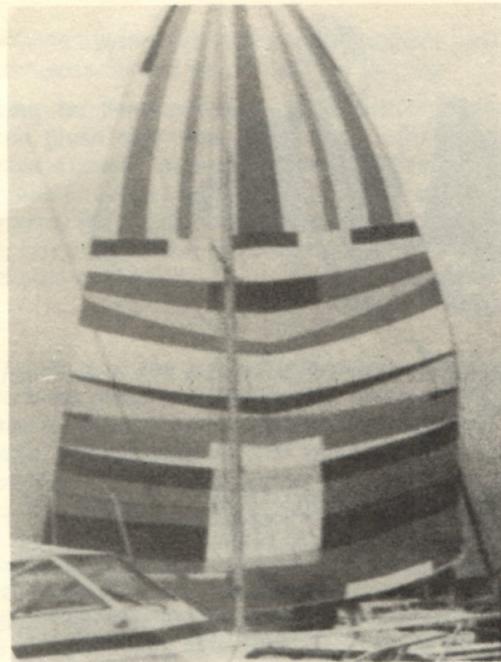
We want to share our completed "success" story with you. You may recall that we worked hard and against the clock to complete our Reacher-Drifter last spring. We hoisted it with fear and trepidation and were delighted with our accomplishment. A few puckers disappeared its second day, and we've sailed proudly up and down our California Coast and all over our San Francisco Bay (in early part of the day) all summer. We have modestly accepted many compliments!

Let me add my compliments to all the others!!!



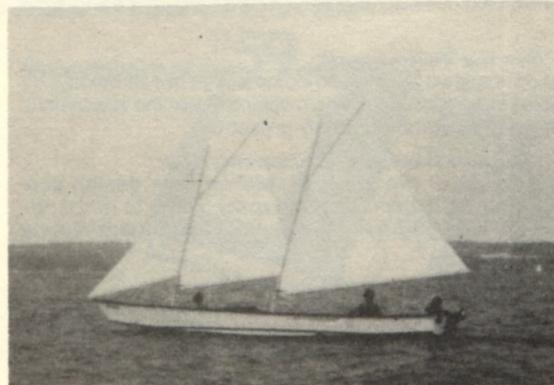
From White Sails

Rich White, one of our students who has "gone professional" in Grove City, Pennsylvania, sends us this example of his handiwork. The picture is not as clear as I would like, but note that there are no creases or wrinkles and note also that draft (as revealed by the curve of the seams) is smooth and properly placed in the forward third of the sail.



The Confetti Spinnaker

The cut shown above may cause many racers to wonder if all their spinnakers are hopelessly out of date. Chuck Shaw of Houston, Texas, says that this Catalina 25 spinnaker made from bits and pieces salvaged from a local loft performs very well—it certainly looks good!



A Modern Classic

John Dresser of Fairport, New York, sends the photo above along with the draft of an article on his boat and sailmaking experience which you may soon be reading in one of the national magazines. I want to quote just one small section from John's work:

Nobody took the time to give me adequate instruction on the sewing machine, and one of the early bobbin changes took twenty minutes. That was almost the end of my sailmaking career. Eventually the sewing machine and I came to terms, and the work progressed smoothly and rapidly—just like Sailrite's book said it would. In one session on the poodle parlor floor, I laid out, cut, and started the seams. In the second session, I finished the seams and sewed on the edge tapes and boltropes. The third session was handwork—sewing the corners and putting in the grommets.

All of us who have become so fond of sailmaking remember similar frustrations during those first few sessions with that marvelous machine that sews. Thank goodness the frustration is generally short-lived. Thanks for the photo, John, and a preview of the article!

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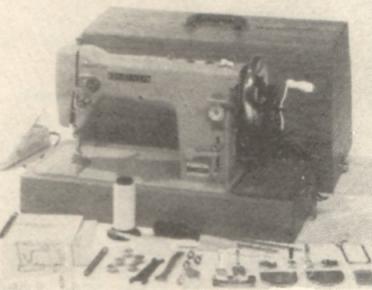
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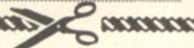
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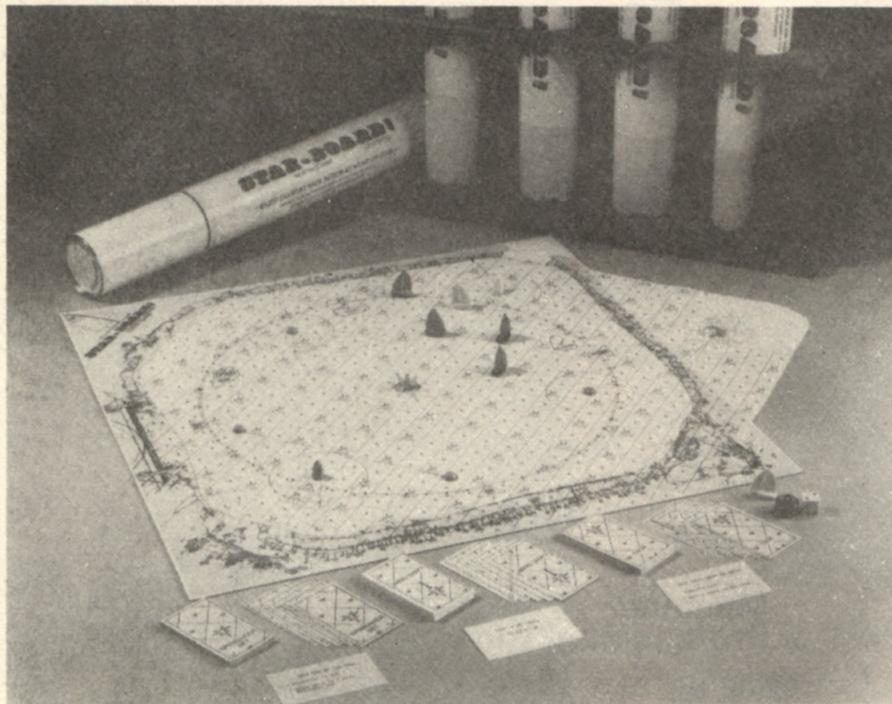
Information on _____ sail kits for my _____

The Brother Sailmaker with solid white oak case and all accessories including hand crank and 110 volt AC motor. (I have enclosed \$895 and understand that freight charges will be collect or I have indicated my bankcharge card number on the right in which case all charges will be made against it.)

A sail cover kit for a _____ ft. long boom in the _____ fabric. (I have enclosed \$_____ or have indicated my bankcharge card number on the right.)

The Sailmaker's Library (I have enclosed \$20.00 or have indicated my bankcharge card number on the right.)

STAR-BOARD!



While at the Long Beach Show this last Fall, Connie and I bought a new sailing game from Jerry Selness. We had already on our shelf at home two such games which were played once and deserved less than that (Windigo and Regatta). But I was impressed with Jerry's attempt to introduce the impact of wind changes in his game by making up a two-piece board. The lower level of the board (the "wind") could be rotated independently of the water surface represented by a clear plastic film. It was worth a try.

Was it ever! The game proves to offer an extremely realistic strategic challenge. Moreover, it can be played on a number of levels so it can serve as an excellent tool for instruction in sailing tactics. Even team racing can be played out in a highly realistic fashion.

Indeed, I am sufficiently enthusiastic about the game to include it in our offering. It is hardly the kind of item that would be *required* by sailmakers. Even so, it can provide just the right encouragement after you have spent two or three hours on the floor building sails! So here is our offer: send \$22.50 (19.95 and 1.55 for delivery). We will rush back the most fascinating sailing game that you are ever likely to encounter.

The Sailwright Newsletter

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