

About the SGBA Wayfarer, Cygnet.

“Believe me, my young friend, there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats.”

Kenneth Grahame, *The Wind in the Willows*.



The Club was given Cygnet last year and members have worked hard to get her into a good condition. She was built in 1974 and is 16ft long and stable.

She is available anytime to members who have paid the £30 non powered club boat fee. There is no booking system.

Cygnet will take two adults and two children without problems. There is storage space in the stern locker. She is on a mooring to the right of the Pontoon in the creek, just off the cove. She is afloat roughly 3hrs each side of high tide.



You can see her here to the right of the green boat with the short mast and white fenders.



There are two ways of getting to her. Firstly on the pontoon on the best berth is our Club Tender, the Marc II. She is not locked up. We will leave a couple of paddles in her, but best if you bring your own. She has rowlocks/crutches if you have oars, or you can use an outboard. She is available for any use any time.....

There is a “lazy line” from the Pontoon to the blue buoy, it’s there to help you moor up

When finished with her please remember to tie her stern to the blue buoy behind as it stops her butting the pontoon.

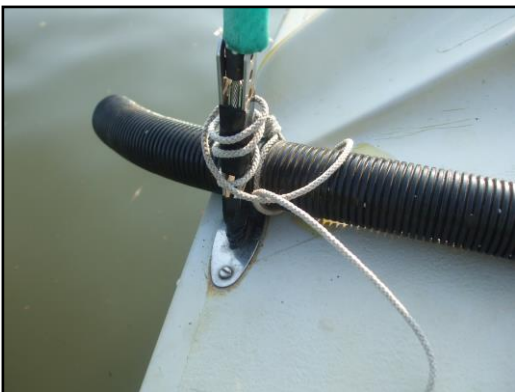
You can also wade out to Cygnet from the foreshore and jump in☺



When you get on board there are a few things to do. Firstly pump out. Pump is under the foredeck. There is a hole just in front of the centre board case as this is the deepest part of the boat where all the water collects.



You will find that the pump chokes on leaves easily so if it gets difficult check the end to see if it is blocked

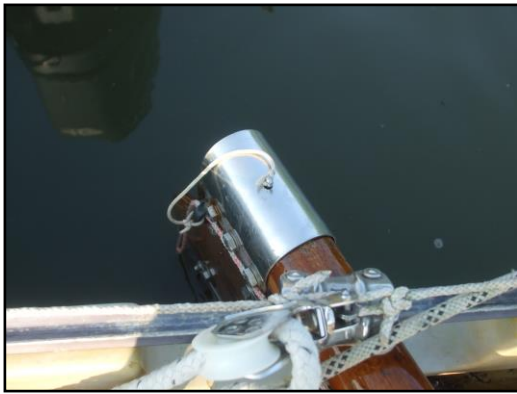


The pump hose has a piece of cord on it. This is vital. Tie it to something or else the hose flicks around and sprays you.



Check all bungs: Two at the back of the cockpit, two on the transom, and one low in front of the centre board case port side, where the pump goes in. All bungs are on cords. The front one is also attached to the front buoyancy hatch cover via a cord, so if it falls out unscrew the hatch cover and pull the cord. Check the rear buoyancy/storage tank is dry and cover is locked down. Check the front hatch in the buoyancy tank is screwed shut. Check the self bailers are shut properly. Check front tank for water, a little is ok.

The next bit is the rudder, a true piece of 70’s technology. It is stopped from lifting off the transom by the tiller going under the mainsheet track.



There is a pin tied to the rudder stock that goes into the steel head and prevents the tiller sliding out.



The Rudder has a down haul to hold the blade down with a piece of shock cord on it. It goes through the cleat on the Port side of the tiller and is tensioned when sailing.



On the port side of the tiller is another cleat that the pinkish rope goes through. This is the rudder up haul and allows you to lift the rudder for beaching or clearing weed.

Rigging Cygnet

Currently she has a standard Wayfarer mainsail. Next season we want to add reefing points, but this year if you want to reduce sail you can borrow the mainsail from the club Wanderer which is two ft shorter in the luff, or bring your own sail from a 14 or 12ft boat.



She will sail well under main alone if you raise the centre board about half way and keep the end of the boom roughly over the leeward corner of the transom.



Cygnet's big jib broke last year. We hope to get it repaired soon. In the meantime we have a jib from a GP14. To make it fit we have attached a rope stop to the tack eye. This means you get a good view forwards. When the jib luff is tensioned using the Highfield lever the forestay will go slack, you can just see this in the picture above.

For those who are not acquainted with the limited delights of the Highfield lever; it tensions the jib luff using an over centre lever on a rack. So raise the jib (hank it onto the forestay) and hook the wire loop over the hook. Lift the lever until it goes over the vertical and locks. If you want more tension release the lever and move it up the rack. Be careful releasing it as it can come off with a bang ☹️

The main halyard is on the starboard side of the mast foot and is wire with a rope tail. There is a rack to hook the loop onto. Remember not to trap the rope as the wire will cut it.



When raising the main, initially *do not* put the boom on the gooseneck, pull the sail up as far as possible, hitch the wire loop onto the rack (second from bottom seems to work) and then pull the boom down and put it on the gooseneck.

There is also a simple Cunningham tackle that runs from the lower gooseneck up to a cringle in the luff of the main and down to the black cleat on the starboard side of the mast.

The Cunningham allow you to add extra tension to the luff in strong winds. Pull the cringle right down to the boom when the white caps start and you'll find it easier to hold the boat upright.



There are two goosenecks. If you use a main sail with a shorter luff you can move the boom up, which means that it is above the crew's head which is safer and more comfortable.

Leaving Cygnet on her mooring.

There is a "lazy line" joining the blue buoy and the yellow buoy. It's there to help you moor up. Lift it out of the water when you leave Cygnet to stop it going slimy.



Remember to put the painter through the fairlead on the port bow. Really, you should tie the painter to the chain under the buoy, but it is easier and more convenient to do as in the picture and the mooring is very sheltered.

When you leave Cygnet, push the boom and mainsail under the foredeck as far as possible, tie it down with the mainsheet to prevent it getting free in strong winds.

Put the rudder and tiller under the foredeck out of the sun and rain. Do the same for the jib.



Cygnet is available for you to use,
rowing, sailing or with your own
motor.

The more she gets used the longer
she will last and the more fun will
be had from her.

Take her out with
the oars and a picnic to sit,
drift and watch the water.

PS. It's easiest to row off the mooring and out
of the creek. Then hoist the sails in the main
river where there is space.

Any problems/faults text/ring the number on
the foredeck coaming.

R.Lovejoy 6/2016