'CLASSIC' WANDERER HANDBOOK APRIL 2006

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Any comments, corrections and suggestions for future additions to this document should be emailed to info@wanderer.org.uk

Terry Pullen WCOA Webmaster

THE WANDERER SAILING DINGHY

PURPOSE:

This handbook is designed to help you in the rigging and maintenance of your Ian Proctor designed Wanderer sailing dinghy. Although based on the original Anglo Marine Handbook supplied with their Wanderer MD and earlier versions [SN ~400-1526] the contents of this handbook should be found to apply equally well, albeit with possible slight modification and adaptation, to the earlier version produced by Winton [SN 1~400] 1526]. Porter Brothers commenced building Wanderer MDs [from SN1527-latest] and these will differ in some minor details but generally the procedures described here can be broadly applied. If in doubt please consult Porter Brothers directly [Tel: 01243 377522, www.porters.org.uk, email info@porters.org.uk].

With regard to the new Wanderer Esprit version, introduced by Porter Brothers at the Jan 2006 London Boat Show, this is essentially the same Wanderer hull up to deck level but the design and construction of the cockpit, floor and decks is completely different. For example there are no floorboards, the cockpit is self draining [via transom flaps], the foils are of GRP and the boat is rigged for centremain sheeting - to identify just a few obvious differences. Excluding the asymmetrical spinnaker option the standing and running rigging is very similar to that of a recent 'Classic' Wanderer. We recommend that in the first instance the Esprit version should be rigged and sailed in accordance with the the instructions and guide lines supplied by Porter Brothers.

NOTE: Anglo Marine Services Ltd ceased trading as a company on the transfer of the builder's licence to Porter Brothers in 2003.

ACKNOWLEDGEMENTS;

The WCOA would like to acknowledge the following WCOA members - John Miller W1368 for supplying the original Anglo Marine Handbook complete with original photos and Peter Mansfield W1162 for the revised and improved text originally supplied for the Yahoo Wanderer 'Forum' Handbook. This version contains further additions, corrections and improvements. Any comments, corrections or suggestions for additional content should be sent to tpullen152@aol.com

DISCLAIMER:

These instructions are intended as an aid to the basic steps you will need to know to help you get to get your Wanderer safely on the water and enjoy many hours of happy sailing. Every effort has been made to ensure that all the information available in this Handbook is as current and as accurate as possible. However neither the Ian Proctor Designs Ltd, WCOA [UK] or its individual members, Anglo Marine Services Ltd or Porter Brothers Ltd can accept any responsibility for any error, omission or inaccuracy contained. The sole responsibility for the safety of the boat and crew, both afloat and ashore, lies entirely with the owner or persons sailing or otherwise in charge of the boat.

INTRODUCTION:

Initially, it may seem that the Wanderer is rather complex if you are new to sailing. However, we feel the Wanderer is a simple dinghy designed both for experienced sailors and beginners alike. If offers a complete product which does not require extras to allow one to actually be able to sail her.

The design is strictly controlled by the Ian Proctor Designs Ltd in conjunction with the WCOA membership.

You will find that all fittings are sensibly placed in the dinghy allowing ease of handling in the tightest of situations.

The WANDERER has a simple and efficient design and is readily prepared for the water. It is ideal for both those with previous sailing experience and beginners alike. The WANDERER offers total versatility to all styles of sailing and includes all equipment required to sail away easily and safely. She is a safe, stable 14ft family orientated dinghy for cruising

By following these instructions you should have a trouble free sailing career with your Wanderer and she will carry you in safety and comfort through all situations you will encounter.

WANDERER STANDARD FITTINGS:-



WANDERER ACCESSORIES:-



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- 36 Batten
- 42 Shrouds
- 43 Spreaders
- 44 Genoa Leach
- 45 Mainsail Leach
- 46 Genoa Luff

- 47 Mainsail Luff
- 48 Reefing Cringles
- 49 Mainsail Tack with Cringle
- 50 Mainsail Foot
- 51 Mainsail Clew with Cringle
- 52 Mainsail Clew Outhaul
- 53 Forestay
- 55 Genoa Foot
- 56 Genoa Tack with Cringle
- 57 Genoa Clew with Cringle

RAISING THE MAST:

It is useful to become familiar with all fittings and controls on your Wanderer dinghy before you undertake this task. Raising the mast on your Wanderer sailing dinghy is a relatively simple task assisted by the provision of a mast tabernacle and pivot pin. Having a crew member present during this activity will also be of help.

NOTE: See the technical articles on the WCOA website [www.wanderer.org.uk] for how to modify the forestay arrangement to permit even easier mast raising/lowering both for single handed sailing and for use when afloat as when 'shooting' bridges for example.

1. With the boat off the road trailer, but still on the launching trolley, point the bow of the boat into the prevailing wind, this will prevent the sails 'filling' and possibly tipping the boat over or causing the boom to flail about. It may help if the jockey wheel is removed at this time to lower the front of the boat and improve access to the mast tabernacle and mast foot track.

2. Untie all standing rigging [halyards, shrouds etc] from the base of the mast so that it is free and untangled.

3. Ensure you have the large stainless steel pivot pin [\sim 9" long] which goes through the mast tabernacle and the smaller stainless steel pin [\sim 3"] which goes through the mast foot track. Remove both these [if fitted].

4. With the assistance of the crew member, place the mast through the tabernacle with the foot of the spar pointing forward and the mainsail luff track facing downwards. Approximately line up the hole through the mast, located about 16"/405mm from the foot end, with the holes through the two king posts of the tabernacle.

5. With king post and mast holes aligned insert the tabernacle pivot pin through one of the tabernacle king post holes, passing it through the mast hole and finally through the other king post. With the mast now supported by the pivot pin the crew can gently rest the mast spreaders on the aft locker lid using some protection to avoid damage.

6. Check that the shrouds and forestay are not kinked, crossed or twisted. Carefully remove the split ring and clevis pin from the fitting attached to the free end of each shroud, taking care not to drop either. Take each shroud end and locate over the chain-plate fitting at the gunwhale. Secure by passing the clevis pin through each of the shroud end fitting and chain-plates re-fitting the split ring to the clevis pin. Ensure that the split ring is correctly inserted into the pin and on the cockpit side of the chain-plate. Each shroud end should typically be positioned in the 3rd hole from the top on the shroud chain-plates. This may vary on some Wanderers.

7. Take hold of the forestay rope tail and position yourself at the bow of the boat. Have the crew member stand at the transom and assists initially by raising the mast as far as possible [arms length] to decrease the amount of effort needed to raise the mast. The mast will pivot around the tabernacle pin.

8. Now proceed to slowly raise the mast by progressively pulling on the forestay. The crew member should assist by moving to the side of the boat and keeping the mast roughly aligned with the centre of the boat. As the mast approaches the vertical position he/she guides the tenon of the mast foot into the mast foot track slot, located just in front of the centreboard casing, taking care not to trap any of the halyards. The halyards emerging from the blocks at the mast foot should be routed through the front of the tabernacle.

9. Loosely tie the forestay lanyard to the forward bow pin [on the stem head fitting] taking care not to over tighten at this stage. Insert the smaller stainless steel pin through the holes in the mast foot track [typically 2 or 3 holes from the front], close to and forward of the mast foot.

10. Only when the mast is secured as in item 9 should the tabernacle pivot pin be removed and safely stowed. If the pin is bent [on some used boats] then this is an indication that rig tension has been previously applied with this pin still inserted. IMPORTANT: THE MAST PIVOT PIN MUST NOT BE LEFT IN THE TABERNACLE WHEN SAILING. Slight upward movement of the mast while pulling on the pin will assist in its removal in such cases.

11. Make a final check that all standing rigging is secure and fittings are correctly positioned. If all is OK then the boat is now ready to receive the sails.





- 12 Gudgeon
- 13 Rudder Retaining Clip
- 14 Pintle
- 15 Drain Bung
- 16 Rudder Assembly
- 31 Outboard Engine Bracket

- Mast Tabernacle PinForestay with Rope Tail
- 54 Gooseneck
- 69 Highfield Lever



- 6 Floorboard Retaining Clips
- 23 Spinnaker Halyard Cleat
- 70 Steel Centreplate Holding Cleat
- 71 Steel Centreplate Safety Eye and Line
- 72 Steel Centreplate Safety Line Cleat
- 73 Self Bailers
- 74 Furling Line
- 75 Furling Cleat

HOISTING THE SAILS:

The basic Wanderer comes supplied complete with Mainsail, Genoa, Battens, Logo and Sail Numbers. Also available as optional extras are Spinnaker, Racing, Cruising and Storm sails. The following instructions cover the rigging of the standard foresail and mainsail.

1. Unpack all the sails and identify all parts.

2. Position the boom in the cockpit of the boat with the gooseneck fitting forward. Locate and untie, if necessary, both the reefing lines and clew outhaul from the end of the boom and position these out of the way.

3. With he mainsail unfolded and correctly orientated in the boat's cockpit locate the clew end [bottom outer corner] and insert this into the sail track on top of the boom near the gooseneck fitting. Slide the foot of the mainsail fully along the boom. See out-haul diagram

4. When the mainsail is fully inserted locate and place the small split pin, at the gooseneck end of the boom, through the boom end fitting and the sail tack cringle.

5. Feed all slack of the boom outhaul line to the far end of the boom. The the boom outhaul to the clew of the sail and tighten. Typically this is accomplished in one of two ways as:- a) The a figure-of-eight/stopper not at the end of the boom out-haul line. Double the line to form a loop and pass this loop through the clew of the sail, tighten and fasten-off by folding the knot through the loop on the other side of the cringle or b) In cases where a small plastic ball is fitted to the end of the outhaul line [in lieu of stopper knot] then the line is doubled and the loop so formed as passed through the clew. The Plastic ball is then passed through the loop and the outhaul line is tightened.

6. Feed the boom out-haul line along the underside of the boom through the aluminum jam-cleat and tie a figure-of-eight knot in the end of the out-haul line to prevent it from slipping back through the cleat. Initially tighten the mainsail foot by pulling the out-haul line taught then cleat.

7. It is recommended that the mainsail be rigged with the fore and aft reefing lines deployed. The mainsail reefing lines are permanently secured to fairleads at each end on the port side of the boom. From here they should be routed up and through the outer reefing cringles in the mainsail then down on the starboard side of the mainsail, through the cheek blocks, fitted to the boom side, then on to the inner jamming cleats beneath and toward the center of the boom. Tie figure-of-eight knots in the ends of each reefing line. If not sailing reefed then sufficient reefing line must be let out so as not to impede the normal hoisting and use of the sail.

8. When sailing reefed [see separate instructions], the ends of each reefing line are pulled in and passed through the four inner lacing eyes on the mainsail then cleated off. Alternatively you can permanently fit short reefing strops through the inner four lacing eyes. Such strops typically comprise short lengths of line held in place by a single knot close to each side of the mainsail. When the mainsail is reefed these extra lines are pulled tight and secured round the underside of the boom with a reef knot. Normally such lines are left in place fitted to the mainsail.

7. Three mainsail battens are supplied with your Wanderer sailing dinghy. When placing them in the mainsail pockets make sure the inner end is located in the elastic at the far end of the pocket and the outer is returned into the stop properly. This is critical, as the battens may become loose after hoisting the sail if they are not fitted correctly. Always remove sail battens before storing the sail. See mainsail diagram.

8. Lay the boom the correct way round together with the assembled mainsail carefully inside the boat taking care, on windy days, that the sail is not blown onto the ground. Ensure that there are no twists in the mainsail. Locate the mainsail halyard and ensure it is not wrapped round the mast or shroud and is running freely. If your mainsail is fitted with some form of integral pocket for a flotation device then fit either the expanded foam of inflated pad into this mainsail pocket. Secure with the velcro and /or line fastenings provided.

9. The head of the mainsail should be now be attached to the main halyard shackle by passing the shackle pin through the cringle eye and securing. If the main halyard has a plastic ball fitted with a stopper knot, in lieu of a shackle, then just form a loop at the end passing this though the cringle eye before passing the plastic ball though the loop and pulling tight. The mainsail is hoisted, after inserting the mainsail luff into the mast luff track, by hauling on the main halyard from the block at the mast foot, tensioning and securing to the cleat on the side of the mast. On a calm day the sail may be hoisted just sufficiently enough to permit the location of the mainsail luff into the mast track. (On a windy day leave the sail tucked securely in the boat and hoist at the waters edge or once launched). It is normal to fully hoist the mainsail once the boat is afloat.

10. Unpack the genoa/jib (foresail) and fix the sail tack onto either the i) furling drum (where fitted) or to the ii) aft bow pin of the stemhead plate using the clevis pin and split ring. See Furling Drum Photo

11. The head of the genoa/jib is attached to the genoa/jib halyard shackle which is typically temporarily attached, during transit, to the mast at the spinnaker pole ring location. Where roller furling is fitted the swivel fitting is normally left fitted to the sail head and coupled to the genoa/jib halyard shackle.

12. Attach the foresail sheets to the cringle on the clew of the foresail with a figure eight knot on each side. The ends of the foresail sheets should then be led through the fairleads to the foresail cleats located on the thwart. Make sure the sheets pass between the mast and shrouds. Figure of eight knots should be used at the end of the sheets to prevent them slipping through. IMPORTANT do not cleat foresail sheet(s) before getting under way.

13. Hoist the foresail by means of the foresail halyard located at the base of the mast. The foresail halyard comprises a wire with a rope tail, prior to hoisting the rope tail emerges from the mast foot block. During hoisting you will notice that as the junction of rope tail and steel wire reaches the mast foot block it will become tight, this is normal. A firm tug on the rope tail will ensure that the wire loop appears. Place the loop in the wire over the hook of the Highfield Lever tensioning device, taking care not to trap the rope tail, and raise the tensioning lever up through 180 degrees until it snaps into place - mind your fingers. This action applies the necessary rig tension and secures the foresail. A fair degree of force will be necessary to move the Highfield Lever in this way and it is helpful to have a crew member pull on the forestay during this operation. Coil and stow the foresail halyard.

NOTE: If the correct tension cannot be obtained with this method or the wire loop does not reach the Highfield Lever hook then the Highfield Lever position on the mast track will need adjusting accordingly. Similarly over time the wire halyard will stretch necessitating small upward adjustment of the Highfield Lever. Use a flat blade screwdriver to slacken the Highfield device retaining screws [do not fully remove] and adjust the position of the tensioning device on the mast track by sliding up or down as appropriate, gentle tapping may be required to get the device moving. The Highfield Lever device has about five separate positions for the hook to allow for varying the tension. Start off with a low or mid position until you are happy that the tension is correct. Too much rig tension can cause damage to rigging and hull so err on the side of caution.

14. After tension has been applied with the use of the Highfield Lever it is normal for the forestay to go slack. However, it is important that the foresail luff wire and halyard should take the weight of the rig and the forestay then becomes a backup safety wire in the event of a breakage. Where foresail furling gear is fitted take up the slack [do not over tighten] on the forestay by re-tightening the forestay lanyard line where it attaches to the stemhead plate. If not adjusted to remove any slack the forestay is likely to get entwined with the foresail during furling and this could make the foresail unusable until the tangle is attended to.

15. Make sure that the foresail sheets are not fouled or trapped as this will hold the wind in the sail and could, on a windy day, blow the bow of the boat off the front of the trailer. If roller furling is fitted furl the foresail by pulling on the furling line and securing. The foresail can be unfurled once afloat and under way.

16. Before hoisting the mainsail it is recommended that the mainsheet be attached between aft end of boom and the transom. Lay out the mainsheet and blocks and remove any twists or tangles. Attach the mainsheet blocks to i)the boom (plain block) and ii) the horse track (usually a ratchet block) on the transom using the supplied shackles. Ensure that the mainsheet is not crossed or twisted and that its free end is led forward into the cockpit. Operate the mainsheet to ensure free running and smooth operation. Set the ratchet position to on or off as required. Ensure that the mainsheet horse is central on the transom and that the control lines are loosely cleated with figure-of-eight knots at their ends.

NOTE: It is possible to attach the mainsheet to the boom after the mainsail is hoisted but the boom will flail about in anything but very light wind making fitting of blocks and shackles very awkward not to mention the potential for getting a knock in the head from the boom. If hoisting the mainsail afloat then it is even more difficult because of the motion of the boat and the possibility of dropping a shackle/pin overboard or under the floor-boards.

16. If you have chosen to hoist the mainsail on land, recheck that the bow of the boat is to windward. The mainsail may now be hoisted. Normally hoisting the mainsail on land is only recommended in very light wind, it is more typical to hoist sails when afloat and with the crew holding the bow into the wind.

17. With the main halyard attached to the head of the mainsail take hold of the main halyard and start to hoist by pulling on the halyard. It is helpful to ask a crew member to feed the luff of the mainsail into the mast track while you hoist on the halyard. It can make hoisting easier if the angle of the halyard to the mast is kept close to

the centre line of the boat. Standing to one side of the boat level with the mast and pulling at right angles will make hoisting harder than necessary. As the boom starts to rise check that it does not flail about and damage the hull or mast. Also ensure that the boom aft end does not get trapped under the tiller/extension or main-sheet.

18. At this stage do not locate the gooseneck pin [fitted to mast] into the recess in the fitting on the boom forward end, but continue to hoist the sail to the very top of the mast and then, while maintaining halyard tension, cleat the main halyard to the cleat, fitted to the mast side, using figure of eight turns finishing with a reversed securing loop and pull tight. When complete pull down on the boom and locate on the gooseneck pin fitted to the mast track. Coil and stow the main halyard.

19. Attach the kicking strap between the ring on the underside of the boom to the ring on the mast using shackles. The kicking strap jamming cleat should be fitted at the mast attachment end. Tension as required. (This initial tension may require adjustment once under way).

20. Carry out a last check of all rigging and control lines. Ensure that mooring lines, anchor warps, etc are attached to the appropriate cleats and that all safety equipment, spare parts, etc is on board and securely stowed. Place the rudder, tiller and extension in the bottom of the boat. If launching with the rudder fitted ensure it is locked up, to avoid any damage, by cleating the rudder up-haul line. Finally make sure the self bailers operate and close them before launching. The Wanderer is now ready to launch.

21. When moving your boat to the water with the mainsail hoisted be careful to keep the bow facing head to wind. Check that the centreboard is fully raised as it can sometimes catch on the launching trolley and prevent the boat floating clear. Untie, if required, and take firm hold of the painter before launching. Ideally the wind should be off the shore enabling you to launch your boat stern first. Slowly push the launching trolley into deeper water until the boat floats free of the trolley. One crew member holds the boat with the painter while the other recovers the trolley.

22. The crew holds the boat by the forestay and keeps her head to wind. The helm can then get aboard and hoist the mainsail if not already hoisted. He then fits the rudder stock to the transom mounted pintails ensuring that the safety retention spring clip engages. He then assembles the tiller to the rudder ensuring that the rudder control lines are not snagged or unduly twisted and finally unfolds the tiller extension. Cleat the rudder shock cord downhaul and plain uphaul lines to the cleats on the tiller when assembled.

23. The Wanderer is now ready to sail. The helm puts a little centreboard down, takes up position and takes hold of the mainsheet and tiller extension. The crew pushes the boat off the wind onto the appropriate tack and climbs aboard bringing the painter with him/her. He keeps alert for the possibility of other vessels or obstructions and advises the helm accordingly. The helm sheets in the mainsail and as the boat moves off and gains speed the crew attends to the centreboard, lowering as the water depth allows, uncleats the furling line [if fitted] using the appropriate foresail sheet to deploy the foresail, adjusts and cleats it. The crew also checks and adjusts the kicking strap tension as required. The helm attends to the mainsail control, steering and lowers the rudder as water depth permits.



SPINNAKER:

The spinnaker system is an optional extra because it is considered an item of equipment which requires advanced sailing technique to handle and will initially complicate the boat for the novice sailor. However, all necessary strengthening and fixing points are incorporated into the boats construction on every boat so that if one wishes to fit a spinnaker later it does not present undue problems. We fit all mast spinnaker fittings as standard on every spar supplied with a Wanderer so that the complication of metal work with the mast alloy is not encountered when buying the spinnaker kit.



- 23 Reaching Hooks
- 34 Main Halyard Sheave
- 35 Flotation Pocket
- 37 Spinnaker Sheave
- 38 Hounds
- 39 Genoa Sheave
- 40 Genoa Halyard
 41 Furling Top Swivel
 54 Gooseneck
- 55 Genoa Foot
- 58 Main Halyard Cleat
- 59 Genoa Sheet

- 60 Shroud Adjuster61 Kicking Strap62 Main Sheet Top Block
- 63 Main Sheet
- 64 Bottom Main Sheet Block
- 5 Spinnaker Pole Retaining Eye

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HEAVY WEATHER SAILING AND REEFING:

You will find your Wanderer is an extremely good heavy weather dinghy. In rough water she is manageable and will give you a feeling of confidence in all situations. She can be great fun sailing in these conditions, which can be most satisfying at the end of the day. It is very difficult to scale the conditions by which open boat sailing can be regarded as safe. Conditions of sea are not always in keeping with wind strength and in certain tidal conditions a gentle force 3 can be the wind speed but a sharp chop can be running with difficult tidal underflow. It is important that one should be familiar with an area if you are to adventure into rough water and if conditions become unmanageable then a reef is advised. The advantages, of course, of having furling gear on the headsail, which although it is not designed for, is an extremely good reefing system and one can reduce the sail area by a third simply by furling up your foresail, if fitted.

REEFING:

If in doubt - reef. A reef is easily installed ashore, if conditions are uncertain, and shaken out afloat once known. Reefing can be quite successfully carried out on or off the water and is invaluable where there is a threat of worsening weather. The reefing system on your Wanderer dinghy is a slab reefing arrangement. To reduce sail while on the water you follow the procedure listed below:-

a) Try to come head to wind. Back the jib and put the helm down.

b) Release the main halyard from its cleat but do not let go, and recleat it when sufficient sail has been pulled down.

c) Pull down on the fore and aft reefing lines, this will draw the sail down onto the boom, and make sure they are fully cleated. Try to keep your weight control in the dinghy as the reefing lines are cleated and tidied. Fold down the excess sail in neat rolls along the boom and tie in the reefing ties.

d) Uncleat, re-tighten the main halyard and re-cleat.

e) This is all that is necessary if reefing whilst afloat. However, should you decide to reef before setting sail, follow the same procedure as above but tie off one of the reefing lines around the boom and through the small cringles as supplied. A good tip is to set the boat up for reefing i.e. passing the reefing lines from one side of the boom up through the cringles on the sail down the other side of the sail through the cheek block and along to the cleat on the bottom of the boom before setting sail. It is extremely worthwhile practising to reef both ashore and afloat in very calm weather so that this operation is fully understood before it becomes a necessity.

SLAB REEFING [see diagram]:

Pass the 5mm ropes attached to the nylon fairleads on the port side of the boom up one side of the sail, through the reefing cringles, down the other side, then through the cheek blocks to the cleats. Pull down to reef, tying off one end of the line. If permanent reefing ties are not permanently installed in the reefing eyes then pass the end of the other line through the small reefing point eyes and lace onto the boom.

NOTE - REEFING MODIFICATION:

To further assist in reefing afloat the following modification is recommended to position the aft reefing line closer to the mast:-

- a) Replace the existing aft reefing line with one long enough to reach to the mast;
- b) Provide an intermediate support for this longer line midway along the underside of the boom;
- c) Reposition the aft reefing line cleat on the underside of the boom closer to the mast end.

This modification, or variant of, will allow the crew to have control of both reefing lines from the more stable position closer inboard near the mast.

WOOD CENTREPLATE FRICTION DEVICE ADJUSTMENT:

The Friction Tube designed to hold the centreplate at any given position should require very little adjustment in normal use. However, if at any time [such as the CB 'popping' up] there is a need to increase or decrease the tension it would be necessary to lower the centreplate and with a long screwdriver tighten or slacken the adjustment screws as required. This is best carried out in calm conditions while alloat while along side a pontoon or moored up. Lower the centreboard fully to expose the friction device and adjustment screws. Using a long flat bladed screwdriver slacken or tighten the two screws evenly until the desired friction is obtained. See Diagram

STEEL CENTREPLATE:

Wanderer owners involved in extensive off-shore cruising have on many occasions enquired whether it would be possible to fit a steel centreplate to provide additional stability to their boats. It was due to these many requests that Ian Proctor designed the steel centreplate which can now be fitted. Metal centreplates have been used on small open boats on many occasions in the past, notably the Bosun, which is used extensively by Navy's throughout the world. Anglo Marine, when trading, carried out extensive trials with the new plate, the results of which are detailed below. cont/. on p15

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SLAB REEFING

Pass the 5mm ropes attached to the nylon eyelets on each side of the boom up one side of the sail, through the cringles, down the other side, then through the pulley blocks to the cleats. Pull down to reef, tying off one end of the line. Pass the end of the other line through the small reefing point holes and lace onto the boom.





Two crew members weighing over 300 lbs positioned themselves on the side seating and additional weights were added to the point where water was level with the gunwhale. Following which an attempt was made to capsize the boat by one crew member deliberately laying out until water spilled over the gunwhale filling the boat - at this point the boat did not capsize and felt extremely stable. A further attempt to effect a capsize by rolling the boat was also unsuccessful. We then hauled down on the main halyard attached to the top of the mast until it reached the waterline, having obtained a capsize position it only required a minimal amount of down pressure on the centreplate in order to bring the boat back onto its normal float line.

The characteristic of this new centreplate, which weighs 85 lbs, is such that when installed the maximum weight is below the keel line of the boat. It is essential when making these design changes to strengthen around the locating bolt, and this is achieved by fibreglassing a marine aluminium plate securely either side of the centreboard case making a very strong bearing surface for the increased length of bolt. Additional strength is obtained by adding stiffeners to the centrecase, which will allow us to obtain optimum rigidity to compensate for the increased weight/leverage. Of course safety and ease of handling had to be of paramount importance. To control the uphaul a 5 to 1 block and tackle is taken from the arm of the centreplate to the tabernacle. A 5 mm pre-stretched rope which is made fast to a cleat situated on the aft end of the centreboard case makes it impossible, in the worst situation i.e. the boat inverted, for the centreplate to fall back into the boat.

It should be stressed at this time that the metal centreplate is an extra and will only be sold when the appropriate modifications have been carried out on the boat. One other very important point is that a Wanderer that has a metal centreplate must conform to Class Rules and therefore at any time the metal plate can be interchanged with the wooden plate supplied with the boat. This is particularly important in the event of resale and a new owner's requirements. Note: special dispeensation is allowed when racing with a steel cebtreplate.

FURLING GEAR [see photo]:

Another very useful extra fitting is that of roller furling for the foresail. A drum with control line is fitted by shackle to a dedicated hook eye fixed at the back of the stemhead plate. The control line is passed through a bushed opening made through the foredeck, about 4"/100mm behind the furling drum, and routed into the cockpit area where a cleat is fitted. The tack of the foresail is attached to the pin incorporated into the design of the drum. At the top or head of the sail a swivel fitting is attached to the sails luff-wire using a shackle. The output half of the swivel is then attached to the steel foresail halyard again using a shackle.

The furling gear control line is initially wound round the drum. The unfurled foresail is attached to the drum as described and the sheets lead through their fairleads and a stopper knot applied. By pulling on the furling control line the drum revolves and starts to furl the foresail round the luff wire and progressively around itself. Applying slight resistance to the foresail sheets will vary the degree of tightness to the furling action. Once furled the control line is cleated and the surplus line stowed safely.

To unfurl the foresail the control line is uncleated and the appropriate foresail sheet is pulled to 'shake out' the furled sail. This action will recoil the control line back round the drum and the line may require guiding to avoid snags and tangles. A small amount of tension applied to the control line while unfurling will help to prevent the line from getting caught round the base of the drum and becoming snagged. This was a problem with the earlier design of furling drum but more recent types have a modification incorporated to avoid this problem.

Another potential problem with roller furling is the possibility of a slack forestay becoming ensnared with the foresail during the furling operation resulting in a jammed and unusable foresail. To help prevent this happening two tips are offered:-

a) Always remove forestay slack, after applying rig tension via the Highfield lever, by tightening the forestay lanyard, at the stemhead plate attachment point, just sufficiently to remove the slack and;
b) by installing a proprietary fitting, between the forestay and foresail halyard above the swivel connector, that is designed to force and maintain a suitable separation distance between these two items of rigging.
TIP: an old CD fits over the output shaft of the furling swivel and accomplishes this role for minimal cost.

THE SURF COMBINATION TRAILER [see photo]:

The surf combination trailer is heavily galvanised for a long life and a full width rubber suspension unit for a soft ride, which will last for many years. The length of trailer and position of suspension unit is designed for the best possible nose weight and stability, with 8" wheels to give maximum road clearance for safe and easy trailing. Maintenance is kept to a minimum with sealed-for-life road bearings and nylon trolley wheels. All trailers have identification plates-attached which clearly give full information regarding tyre pressures, loading and towing weights. There are two extras available for the trailer which we consider to be extremely useful, i)boat locating arms attached to the launching trolley for easy recovery, particularly in difficult wind and tide conditions, and ii)



a jockey wheel which is interchangeable between road trailer and launching trolley; this is of considerable benefit to the single-handed sailor, helmsman with light crew or anyone suffering with back problems!

NOTE: The Surf Trailer is identified by a full width steel roller over which the launching trolley is slid. Only Anglo Marine, when trading, supplied this ietm and outsourced it through a local supplier. In the absense of Anglo Marine current owners of this combi trailer can seek advice, spares and repairs from:-Alde Engineering Services Contact: Mr John Pegg. 5, Saxmundham Road, Aldeburgh, Suffolk IP15 5JA

Alde Engineering Services Contact: Mr John Pegg. 5, Saxmundham Road, Aldeburgh, Suffolk IP15 5JA Tel 01728 452002

ROAD TRAILER:

When putting your boat onto the trailer it is very important that the weight of the boat is supported on the keel rollers and that no loading is taken on the side supports, which when the holding down strap is applied, should have just the slightest clearance. If the holding down strap is over-tightened, the hull of the boat will be strained where they come in contact with the un-reinforced places on the hull, even the bilge keels (stiffening ribs under the side of the hull) are not strong enough to carry this extra pressure. It is strongly recommended that the boat is only held down onto the trailer with the correct holding down strap. The bow of the boat should be tied down quite firmly. One point to look out for is that the centreboard plate, which is held in place by the friction pad, is not allowed to drop down onto the road trailer. However, for those owners who have a steel centreplate fitted it is essential to allow the plate to rest on the rubber roller or frame of the launching trolley while trailing. This will take the tension off the kingposts and cleats which are part of the steel centreplate assembly.

BOATCOVER & TOWING:

When the boat cover is used whilst trailing, it is recommended that this be of the flat type. The overboom cover, no matter how well it is tied down, will blow up like a balloon and pant, causing strain to the cover and problems for the driver. TIP: The boom-down cover is essentially a flat cover with a mast aperture, this cover can therefore perform the dual roles of boom-up and flat trailing cover. We would recommend that all loose items, with the possible exception of sails and soft equipment, are not carried in the boat whilst trailing, and certainly at no time would we carry an engine or petrol. The weight of any items carried in the boat should be arranged to concentrate the combine weight over the axle area of the trailer thereby not unduly increasing the nose weight at the trailer towing hitch.

When trailing it is better to carry the mast with the luff groove uppermost, this will prevent any possibility of the spreaders coming into contact with the deck when travelling over rough ground, speed humps, etc. The mast should be securely fastened at the transom and mast support; it is a good idea to have a piece of carpet to prevent any rubbing between the mast and track. Bearing in mind that the mast is over the top of your car be particularly careful of overhead obstructions (like entering a car park, etc). Ensure that the mast support pole is positioned to give sufficient clearance between mast and vehicle roof when negotiating sudden changes in incline, eg a down incline suddenly and abruptly changes to an up incline.

An inspection of your tyres, tyre pressures and wheel bearings should be carried out prior to starting a journey. Check whether your bearings are sealed for life or if they are of the tapered type which do require periodical greasing; these are easily identified as the tapered type normally have a grease nipple fitted to the wheel hub.



A small amount of suitable grease should be applied here at the beginning of and midway through the season. On no account should the road trailer wheels be put into salt or fresh water when launching. If this unavoidable then at least allow the wheels to cool before entering the water and hose down with fresh water straight away.

One useful tip is to always carry a spare trailer wheel and check its pressure before staring off. The problem is that these small tyres are very difficult to obtain from local garages, and it can cause major problems if you break down on the road, especially at weekends. Full information on touring and towing with regards to lighting and braking is always readily available from the AA, RAC, NTTA or any motoring organisation in any country. Information on towing in Europe. UK towing regulations.

One final tip, if you are intending to take your boat abroad, remember that most ferry companies work on the cube method for costing. A considerable amount of money can be saved by having a two-piece mast folded and stowed inside the boat, this is a well tried and proven method.

It is worth carrying in your car a list of Wanderer owners so that if you are in trouble a fellow owner may be near by and would no doubt render assistance. A list can be obtained from the W.C.O.A.

SAILING HINTS:

Your Wanderer sailing dinghy is an Ian Proctor design. She is capable of carrying an all-up crew weight of 6611bs or 300 kgs, in a range of conditions. She is designed for open boat inshore cruising and in tests has proved to have extremely good sea keeping qualities. She is equally at home in rivers or estuaries as her easily

driven hull shape is both efficient and effective in the lightest of winds. The robust hull construction and design is built to last for many seasons and with careful maintenance should stand the roughest of treatment whilst retaining good reliability and safety. Each Wanderer is designed as a 2 plus crew boat. She can be sailed singlehanded, one only has to read the exploits of Margaret Dye to learn that this can be done quite successfully. The foresail sheeting arrangement is such that it allows one to tack and gybe with the minimum of movement from the helming position. Your Wanderer will sail quite happily under main alone (even if reefed), without causing any undue imbalance in the feel of the helm. She will even sail upwind under foresail alone, although it is important to keep her fairly 'free' to the wind so as to keep her under way.

On acquiring your Wanderer sailing dinghy it is important to firstly become acquainted with the controls of the boat. Know the location of foresail fairleads and mainsheet blocks, the working of the rudder assembly and the correct rigging system of the various parts of the boat. It may be a good idea to spend some time with the boat to familiarise yourself with the various lines, rope, controls and fittings.

When you are ready to tryout your boat, choose a moderately calm day. This will give the sails a chance to 'settle in' and will also give you the chance to find out in practice the feel of the boat and become accustomed to your new surroundings. Excitement with your new 'toy' can be a catalyst to mistakes, although it is cheering to note that nobody to date has had any misfortune on the launch of the Wanderer. Remember there are many sailing days ahead of you and frightening the crew the first time out, in conditions that you are not used to, may put people off sailing for good!

On first sailing the boat you will notice how light the helm feels and how responsive she is to adjustments in course with the helm. It is important at this stage not to oversheet the controls and the kicking strap should be only moderately tight. It is a good idea to have only one crew member for your first outing as it will give you that extra room in the boat to move about and check the set of the sails. Sail the boat upwind initially and if conditions deteriorate your first course of action is to reef the mainsail coming head to wind to do so. If there is still too much wind for you to handle, lower or furl [if fitted] the foresail. You will find that your Wanderer will sail very well under reefed mainsail only.

NOTE:

On the water for the first time the centreboard friction device may need adjustment. If you find the centreboard rides up of its own accord then by tightening the two screws on the front edge of the plate itself this will be rectified. This must be done in light weather as it will fully occupy the crew's time. Also it may need re-tightening periodically. In most cases no adjustment has ever been necessary although we feel it useful to have this facility (see Wood and Steel Centreplate layout photo).

GAINING EXPERIENCE:

After you have sailed your boat for a short time you will find out about some of her less obvious characteristics. We would hope that you find her exciting to sail and that her performance is such that the balance between safety and excitement is correct. If you have had a spinnaker fitted from new and are not an experienced sail-or yourself then it is best to leave this piece of equipment until you have gained some experience. It will give the boat an added dimension but does require skillful handling to achieve optimum performance and the understanding of the wind and waves and important if one is to remain in control of a tight situation. Spinnakers are great fun and after a period of time present a different challenge to the sailor and a new characteristic to the handling of the boat. Principally the controls are reversed for when flying the spinnaker at a great angle of heel one would 'bear off' to level the craft, rather than 'head up'.

There are two important factors in relation to the 'feel' and performance of your Wanderer sailing dinghy. a) It is vital that she should be sailed with a fairly tight kicking strap. The angle of sheeting of the foresail is such that a fairly flat mainsail is required to cancel backwinding of the mainsail.

b) The boat should be sailed as flat as possible. A design feature of the Wanderer is her flared topsides which means as she heels stability increases. However, because of the beam of the boat, as she heels the rudder blade in the water decreases and the helm becomes heavier to handle. A rather nice point to mention is that as a Wanderer heels in a gust she tends to head up to the wind and relieve the pressure of air on the sail. If you find that your boat is not pointing as high as one would feel she should in comparison to other craft, then check the centreboard is fully down and make sure that the kicker is tight. A tip for getting an extra bit of tension on the kicking strap is to aid tightening with the use of the mainsheet. By pointing the bow of the boat into the wind and hauling in on the mainsheet one can use it as a purchase to tighten the kicker.

ANCHORING:

Sea bottom types are indicated on charts, eg mud, sand etc. The C.O.R. plough and Danforth are good general-purpose anchors for use in mud, shingle and sand. The Fisherman is good on rocky bottoms. The Grapnel is easier to stow but better used in non-tidal waters. A mud weight is useful if picnicing afloat. All dinghies cruising on tidal waters should carry a 3lb-5lb anchor with a metre of galvanised chain attached. At least 70-100 feet or

of pre-stretched terylene warp should be attached to the chain by means of a fisherman's bend. Always attach the other end of the anchor warp to a sturdy fixing point on the dinghy before launching, for example around one of the tabernacle king posts. It is advisable to also carry the anchor in something to prevent damage to hull of floorboard, such as a plastic bucket with the warp carefully coiled. To prevent the anchor falling from the boat during a capsize it is advisable to attach the anchor securely to the boats using a short length of line. Laying out an anchor needs practice:-

a) Stop the dinghy and layout anchor and chain and warp head to wind.b) Row the dinghy astern to help the anchor to bite. A sharp tug on the warp will establish whether it has taken hold.

A tented dinghy, with its greater windage area, may sheer about her anchor if the right wind picks up. Stop this by dropping a second anchor on a light line to the extent of the swing and letting out more warp on the main anchor. A dinghy will tend to sail about her anchor as soon as the sail is hoisted, unless wind and tide are in the same direction. Therefore shorten up the anchor warp before hoisting the sail.

CARE AND MAINTENANCE OF YOUR WANDERER SAILING DINGHY:

Your Wanderer sailing dinghy has been built to the exacting standards of the designer Ian Proctor, it is built with Lloyds approved materials, top class fittings and high quality spars and sails. A product that will give many years of rigorous sailing in both sea and freshwater environments. To maintain the Wanderer in its original condition we would recommend the following:-

1. Wash off with clean water regularly and especially after each excursion in salt water.

2. Mid season give the boat a good polish with T.Cut which can be purchased from any garage or D.I.Y. store. Follow this by a light waxing all over but do keep wax clear of side decks, you do not want to wind up in the bottom of the boat!

3. Periodically wash sails in fresh water and leave open to dry.

4. When necessary [perhaps every 3-4 years] the centreboard, rudder and floorboards should be removed and three coats of varnish applied. Use a proprietary anti-slip treatment to the top of the floorboards or use bird sand either sprinkled generously over the freshly applied varnish or premixed with the varnish to create a non-slip surface. It is better NOT to remove the thwart. This should be varnished in situ.

5. Check both standing and running rigging for wear and replace as necessary.

6. Check fittings for wear and replace as necessary.

7. Operate the self bailers and check for smooth operation, flush out grit and sand with a hose.

We sincerely hope that you get full enjoyment from your Wanderer dinghy. We can assure you that we have built your boat to the very best of ability and stability and will give you confidence in all situations and conditions that you may encounter. Apart from the basic equipment that we have described Anglo Marine has a large number of accessories which will make life easier for launching and recovering, as well as sailing, single handed, racing or cruising. At all times we are available to answer any queries which you may have however small, if you feel there is room for improvement in design, construction or service by our company we will be glad to hear from you.

Good Sailing

FURTHER READING:

Below is a list of recommended literature which covers all aspects of dinghy sailing Dinghy Systems - Mark Chisnell & John Hodgart High Performance Sailing - Frank Bethwaite Dinghy Cruising - Margaret Dye Sail, Race & Win - Eric Twiname The Rules Book - Eric Twiname Knots & Splices - Jeff Toghill Where to Launch Your Boat - Barnacle Marine

ON THE WEB:

Consult he 'Technical' section of the WCOA website for helpful articles on how to further improve or customise your Wanderer Dinghy. Go to www.wanderer.org.uk and click on the 'Technical' link on the left hand side of the 'Home' page. Example articles include various reefing methods, fitting a topping lift and systems to lower/raise masts when afloat etc..