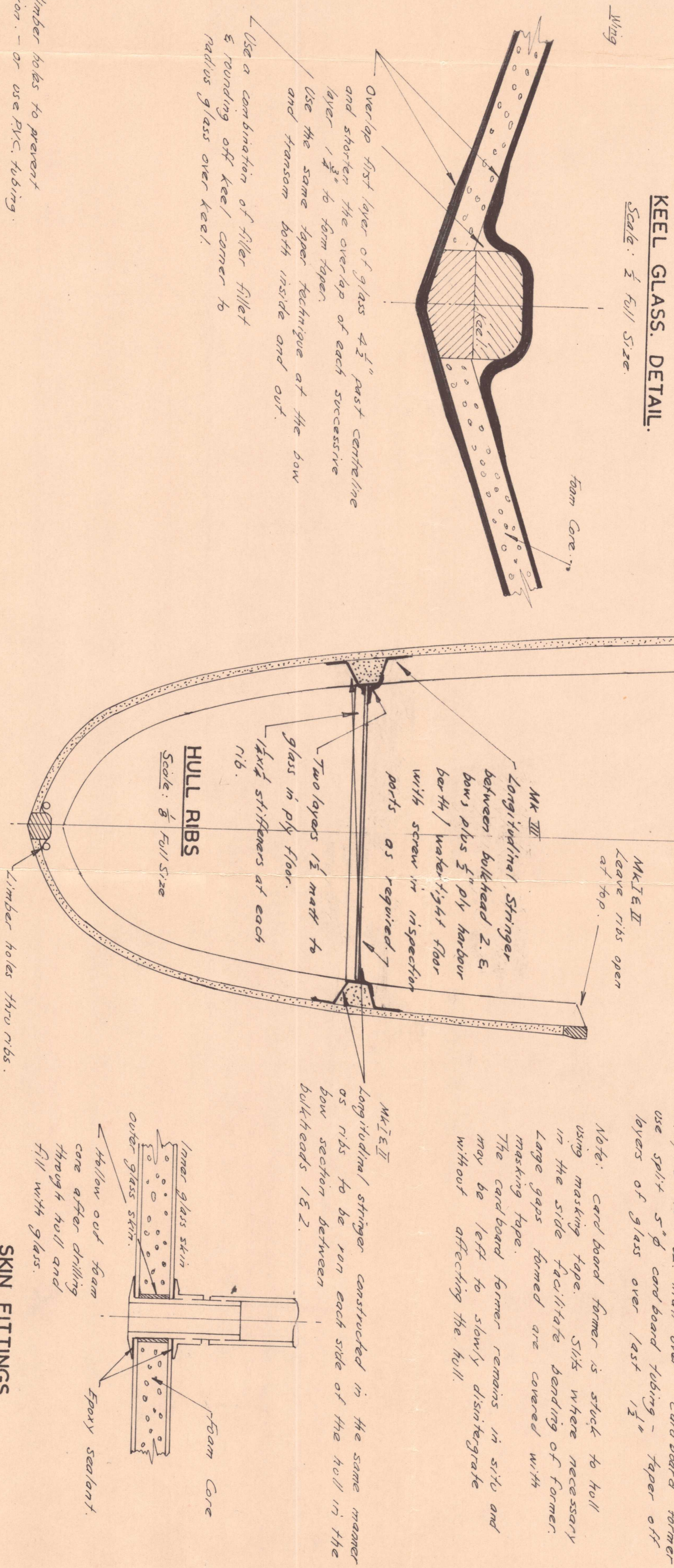
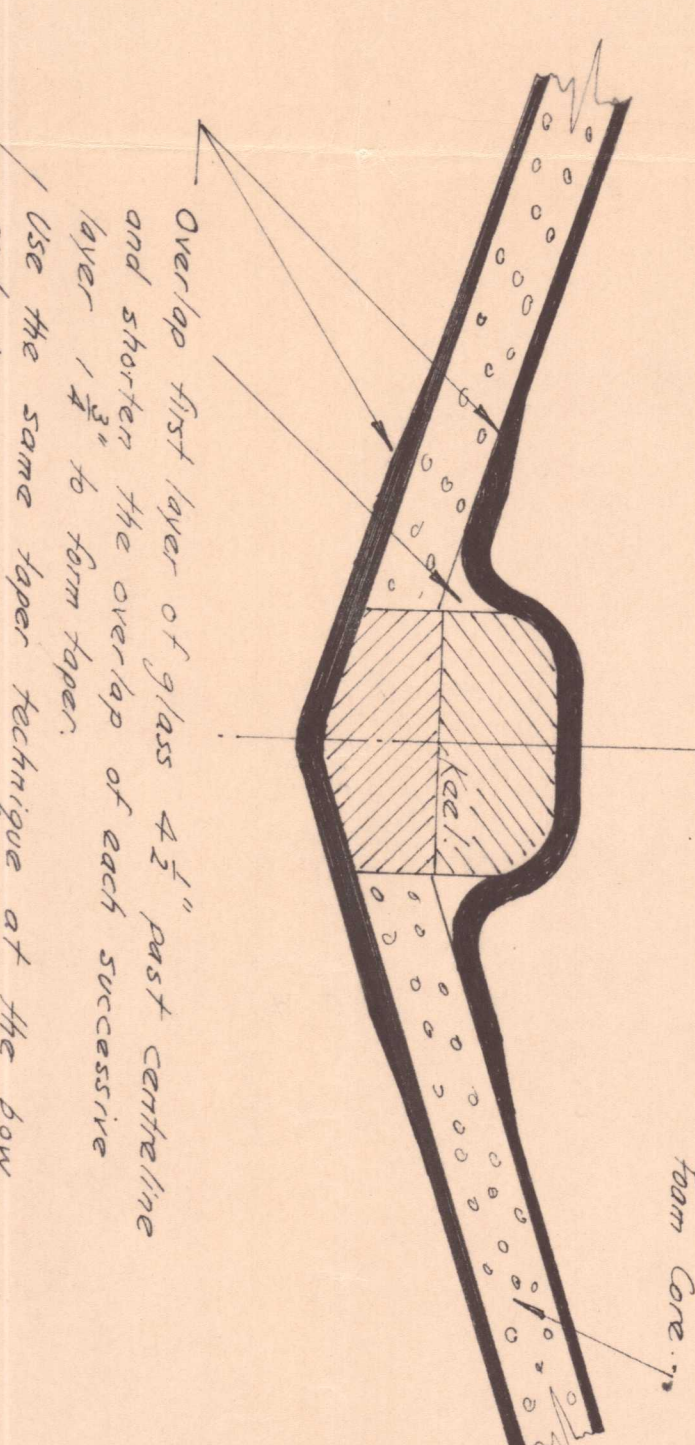


Scale:  $\frac{3''}{4} = 1'-0''$

Forward bear  
Refer 3

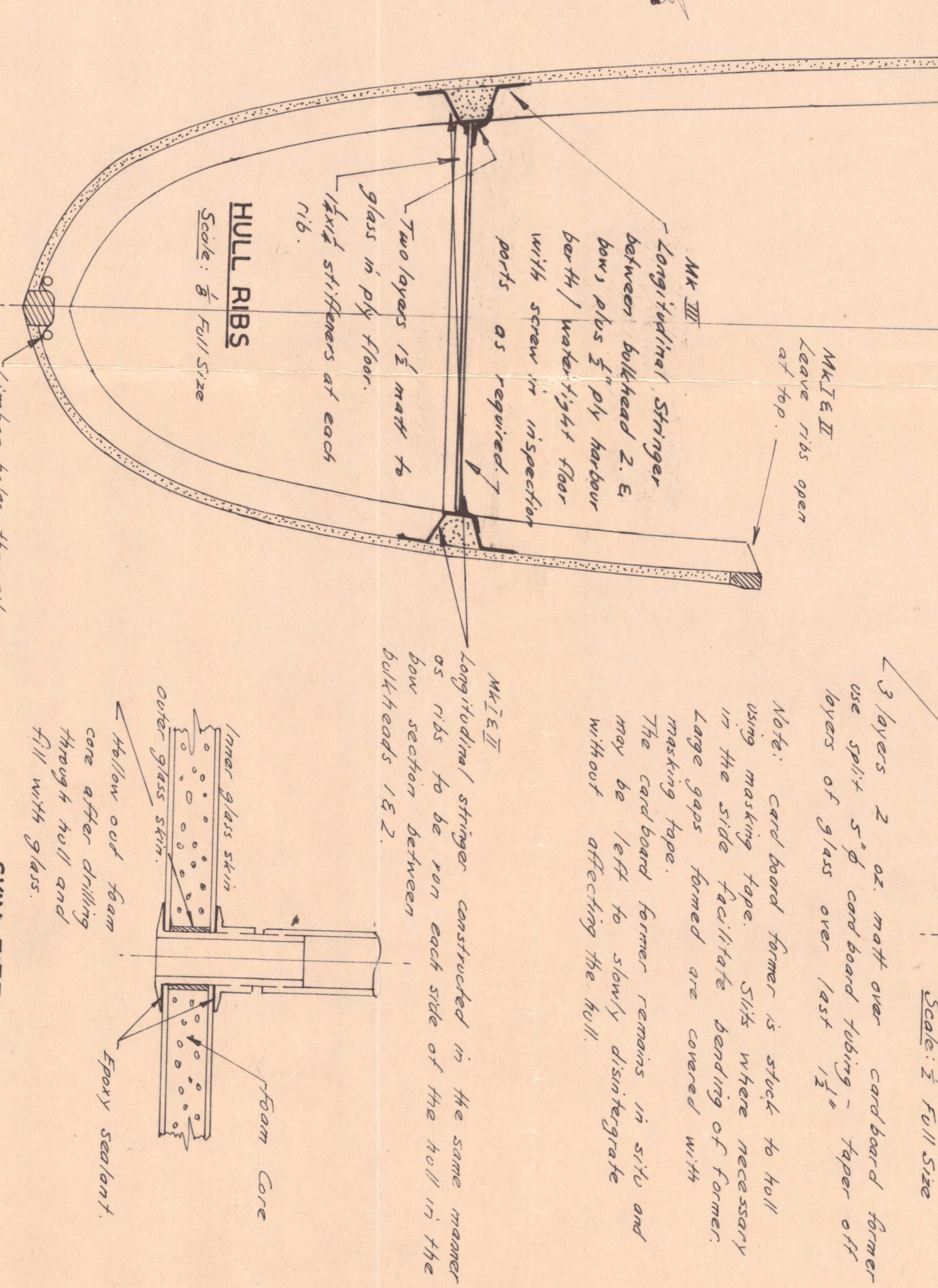


Scale:  $\frac{1}{2}$  full size



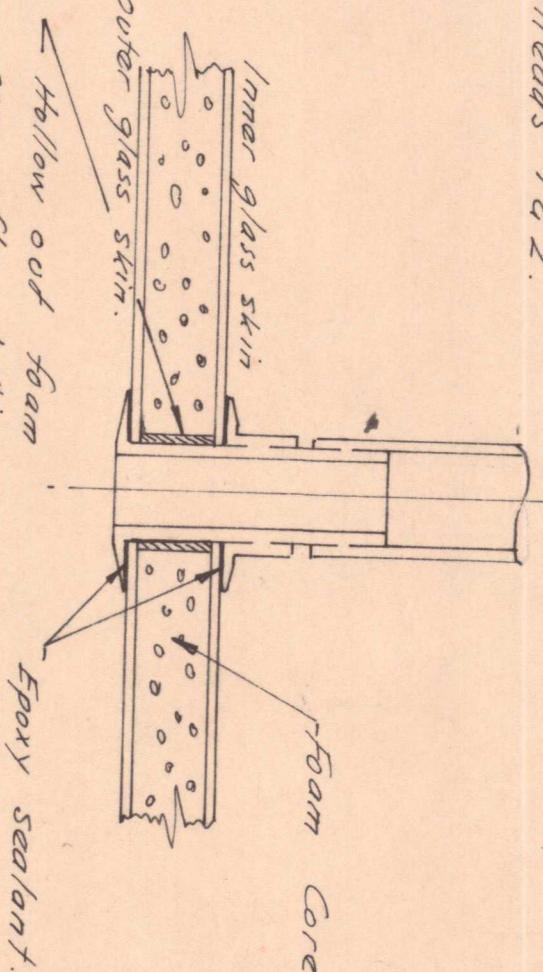
- Use a combination of filler fillet and shoring. The overlap of each successive layer, 1/2" to 1" from top.
- Use the same taper technique of the bow and transom both inside and out.
- Use a combination of filler fillet & running of keel corner to radius glass over keel.

Scale:  $\frac{1}{8}$  Full Size

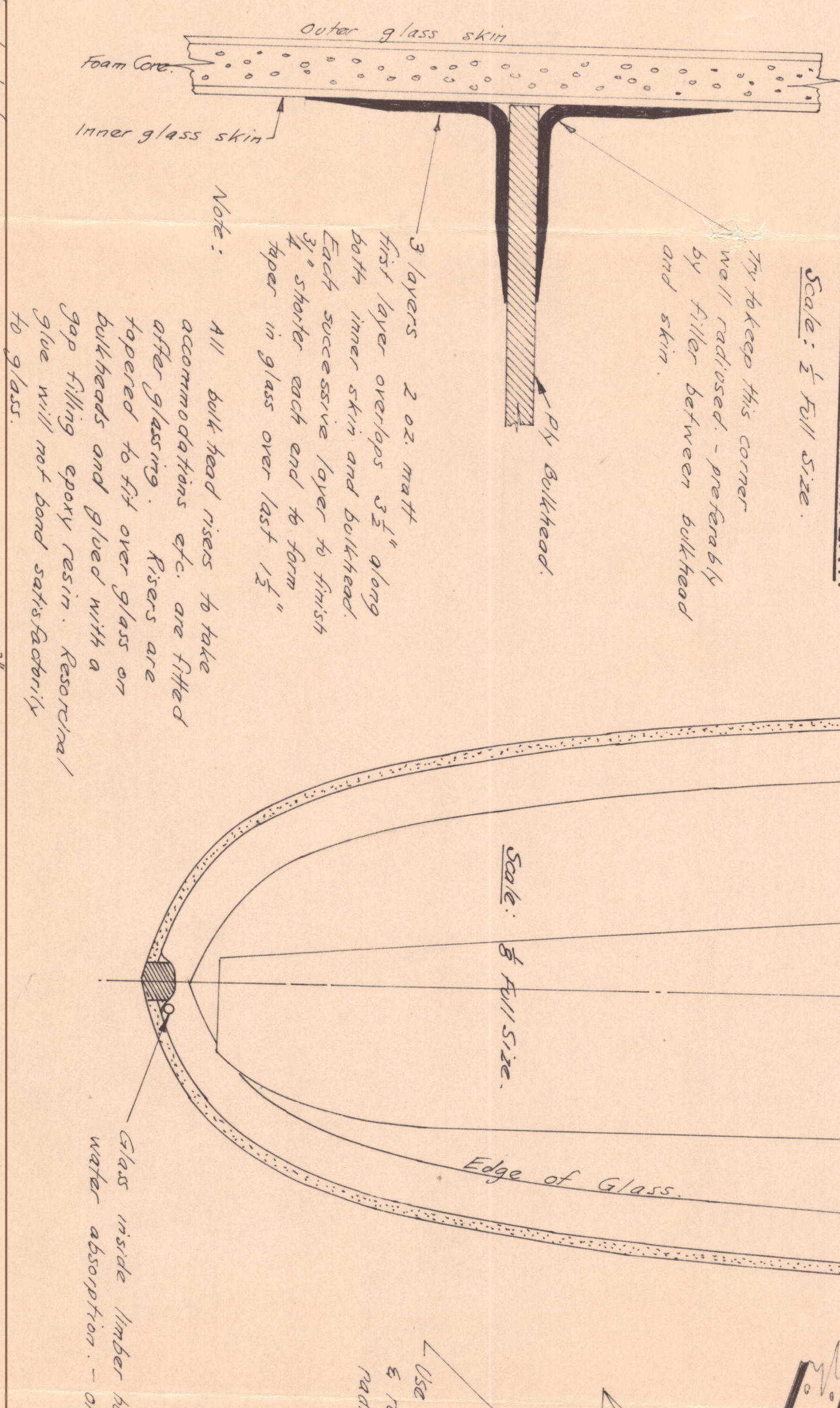


Scale: 1/2 Full size

Scale:  $\frac{1}{2}$  Full size



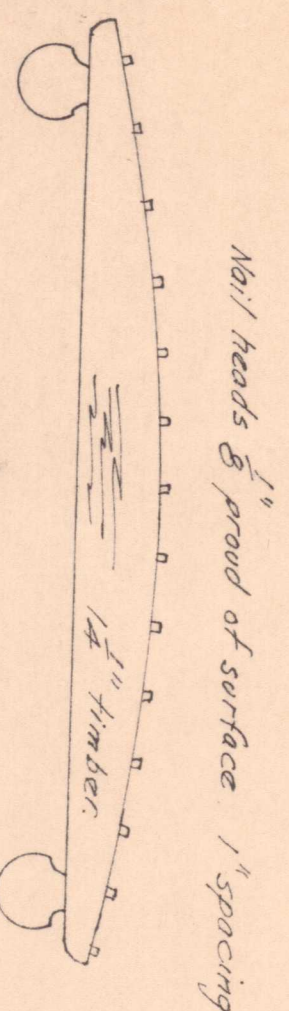
Longitudinal stringer constructed in the same manner as ribs to be run each side of the hull in the bow section between bulkheads 15 & 2.



Scale:  $\frac{1}{2}$  full size

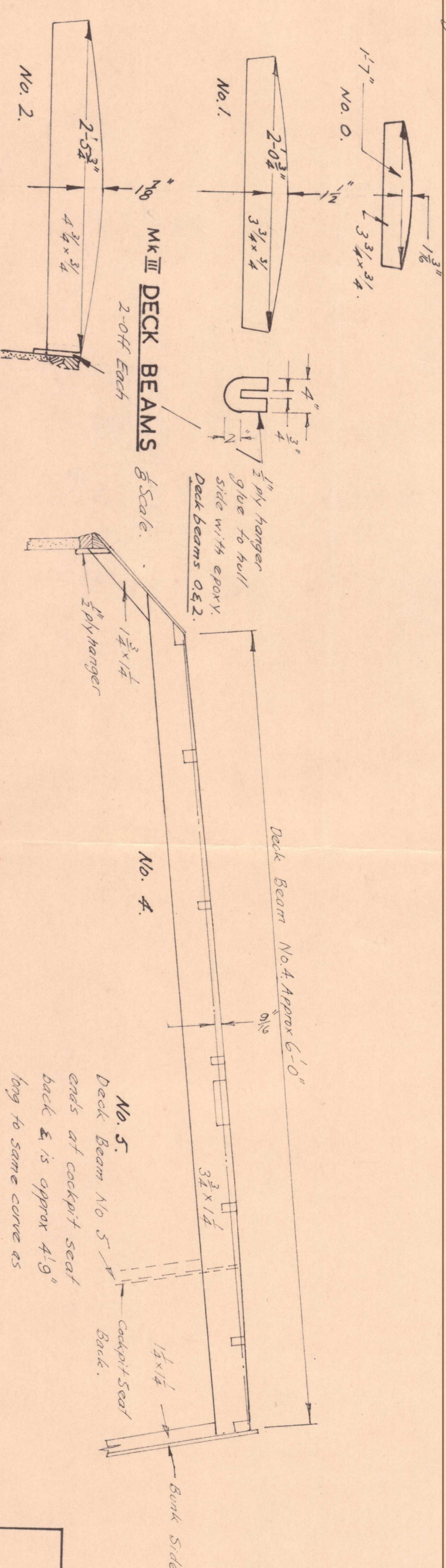
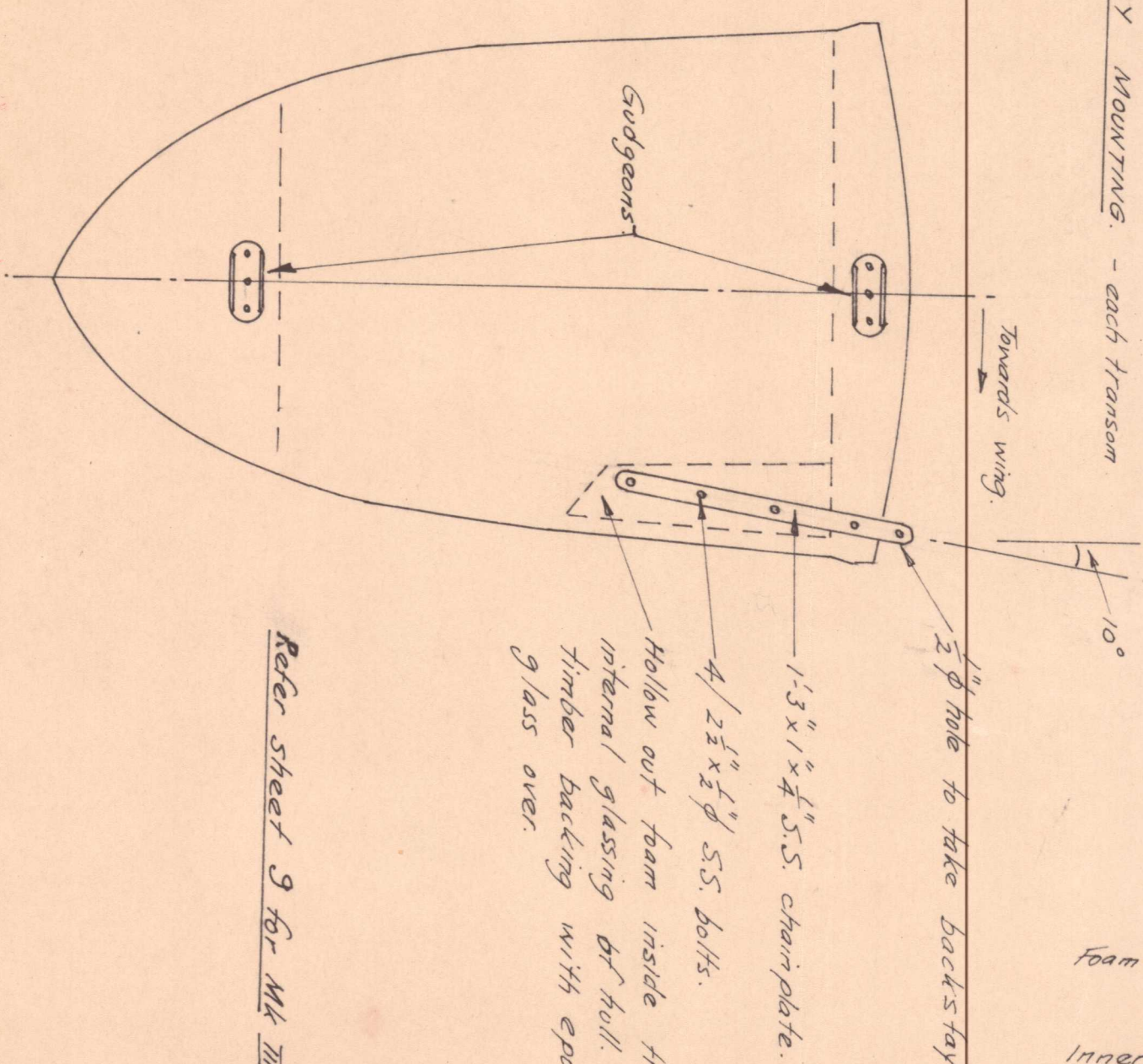
Scale:  $\frac{1}{2}$  Full size

well radiused. - preferably  
by filler between bulkhead  
and skin.



Wooden tool used to form pattern of holes at one end of both surfaces of PVC foam before glazing. Polyester Resin in filling the holes forms a much stronger shear bond with the foam and can increase the overall strength of the sandwich up to 2 times. Holes should be in a rough grid of 1" spacing in all directions and no more than 3" deep.

BACKSTAY MOUNTING. - each transom



(See Sheets 6 & 5.)

Refer sheet 10 for MkIII version of  
deck beams 435.

— Deckbeams 1. E 3 are let in  
to a slot in the hull ribs  
and fiberglassed in place — 2

Refer sheet 9. for location of Mk III

deck beams.

# SPINDRIFT 37

CRUISING CATAMARAN.

DESIGN BY LOCK CROWTHER.

**CROOTHER MULTIMEDIA**  
P.O. BOX 35, TURRAMURRA  
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SAIL No. 