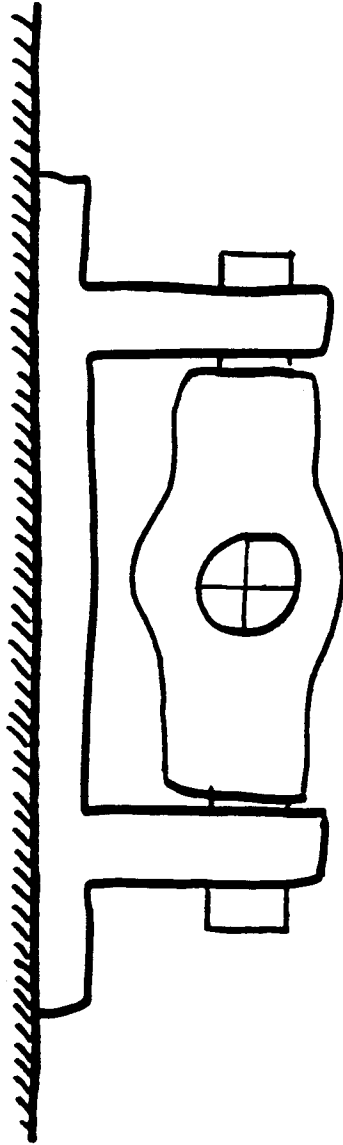


C&C 35 I
MAST
MEASUREMENTS

C&C 35I
MAST
MEASUREMENTS

• IF NO SWIVEL AVAILABLE,
CENTER OF SPAN WAS
THE MEASURED DISTANCE

MAST
AT BOOM
CONNECTION



BOOM CENTERLINE
MEASUREMENT POINT

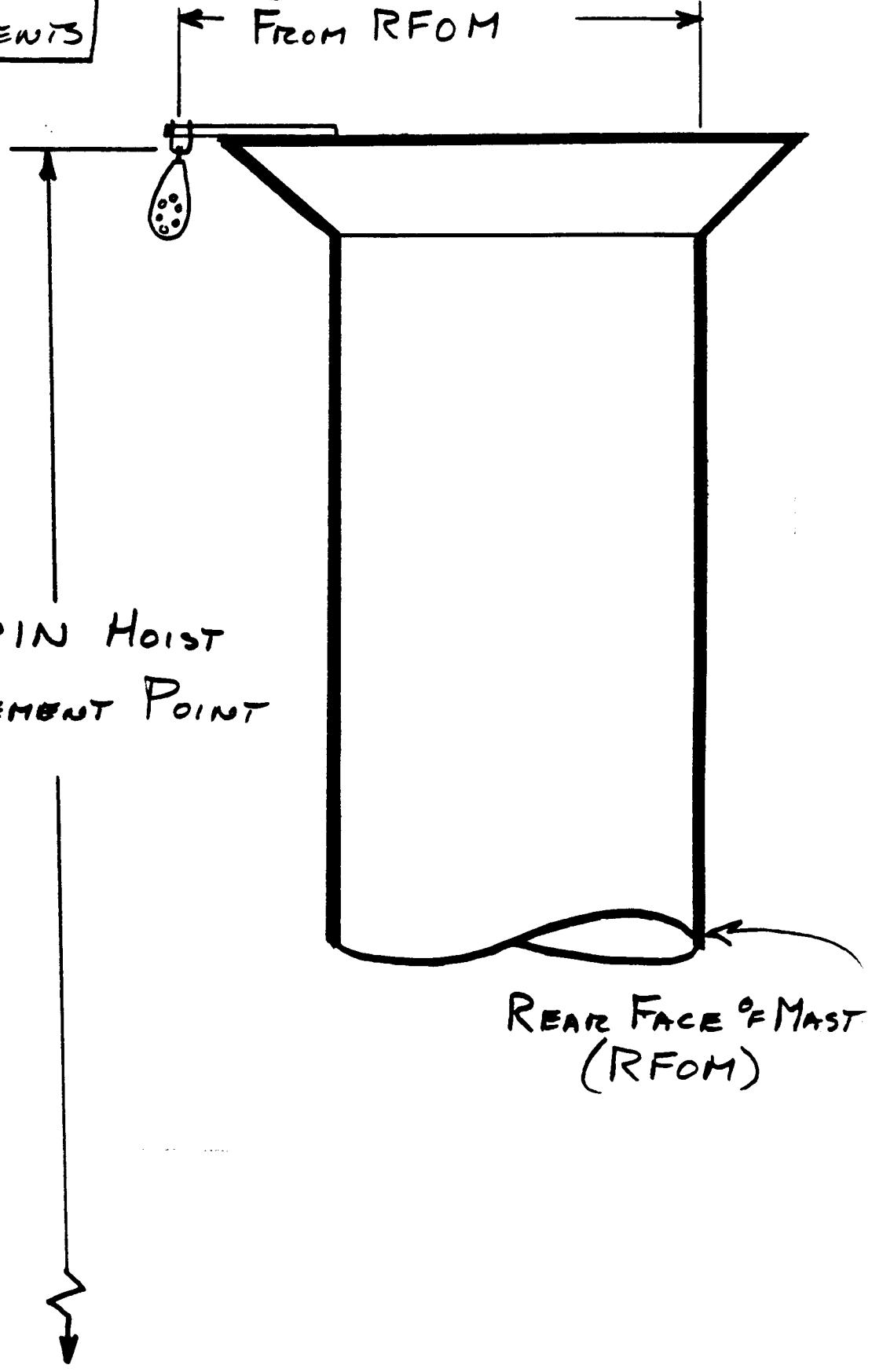


C&C 35I
MAST
MEASUREMENTS

SPIN. REACH
FROM RFOM

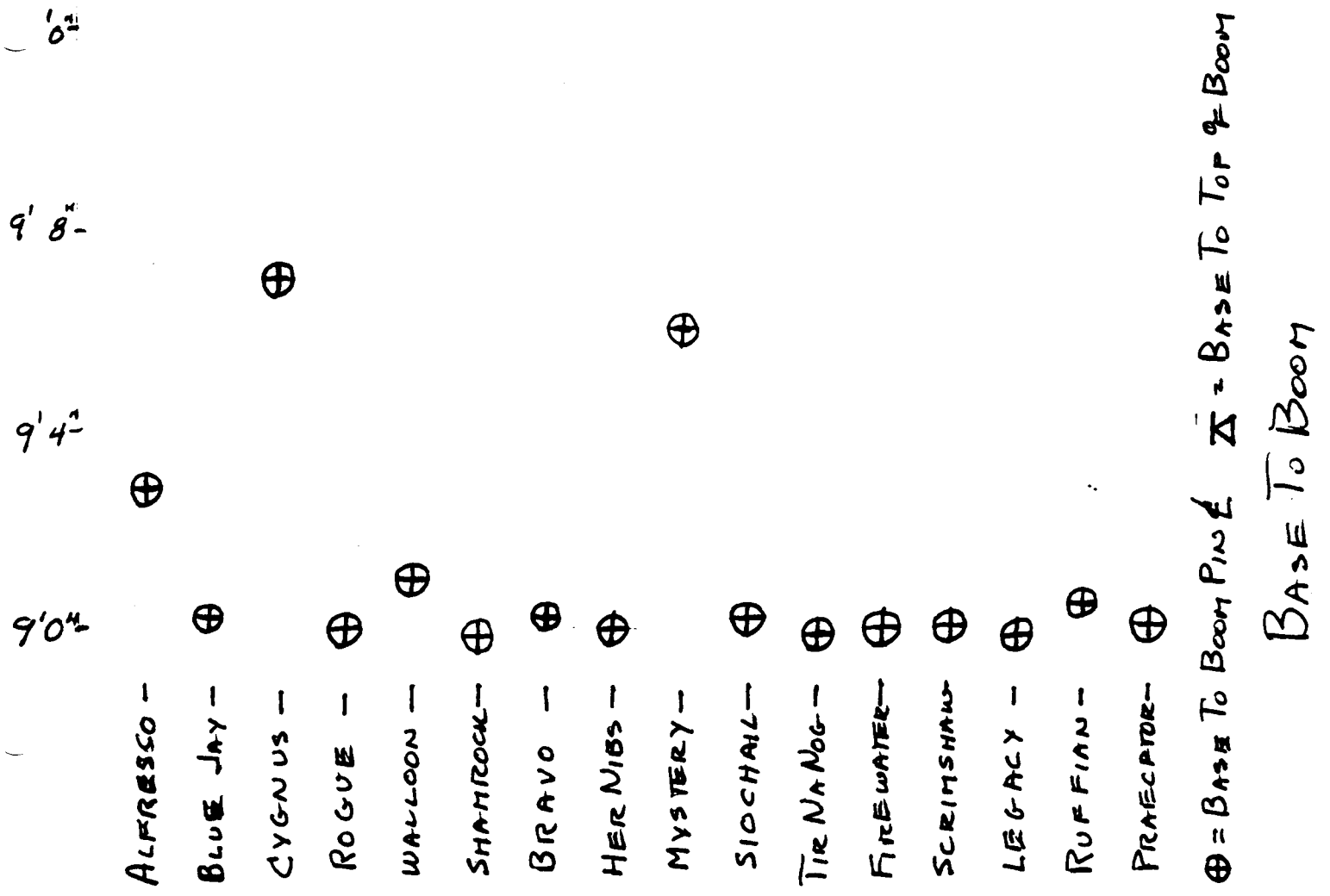
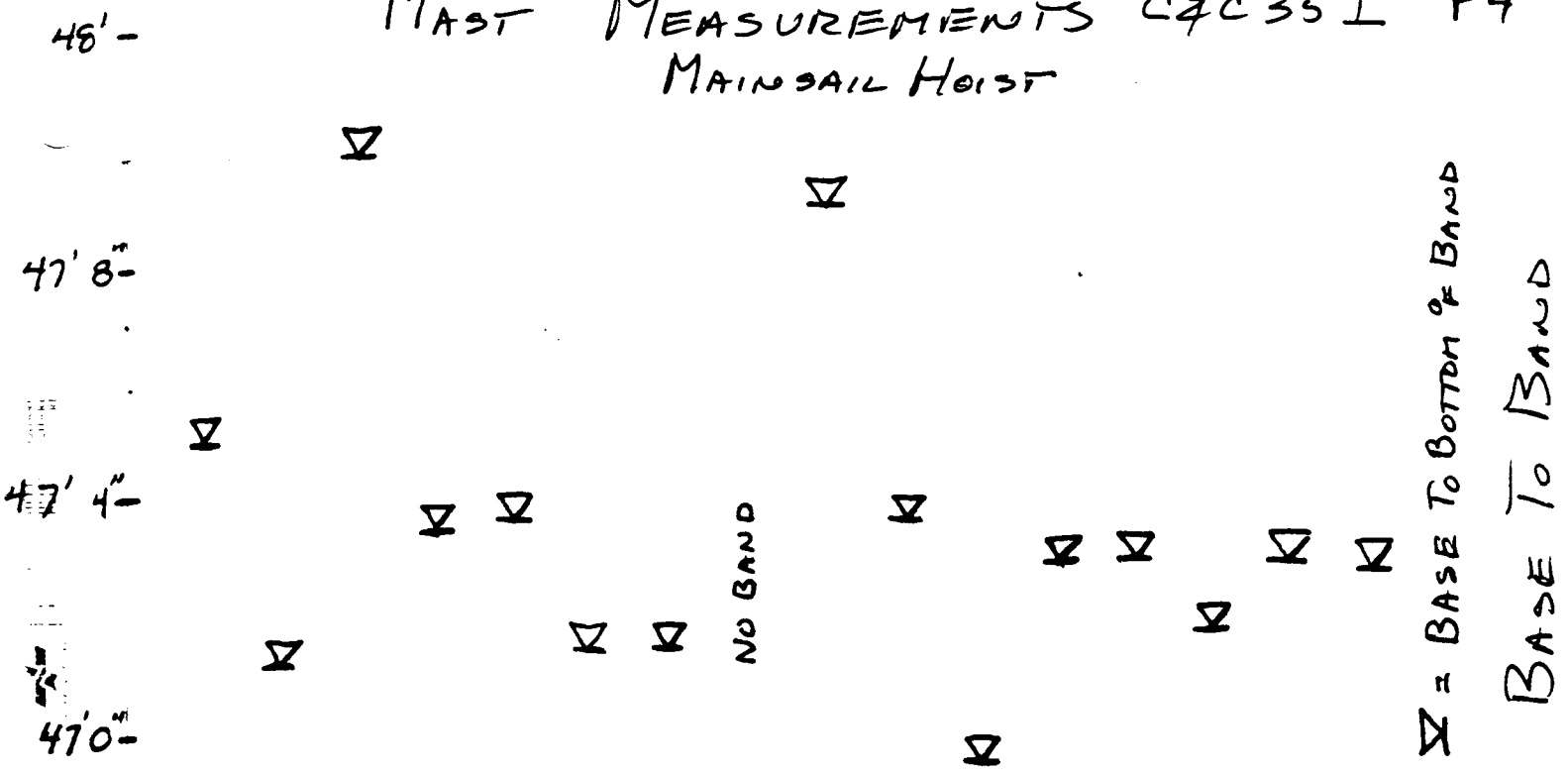
SPIN HOIST
MEASUREMENT POINT

REAR FACE OF MAST
(RFOM)

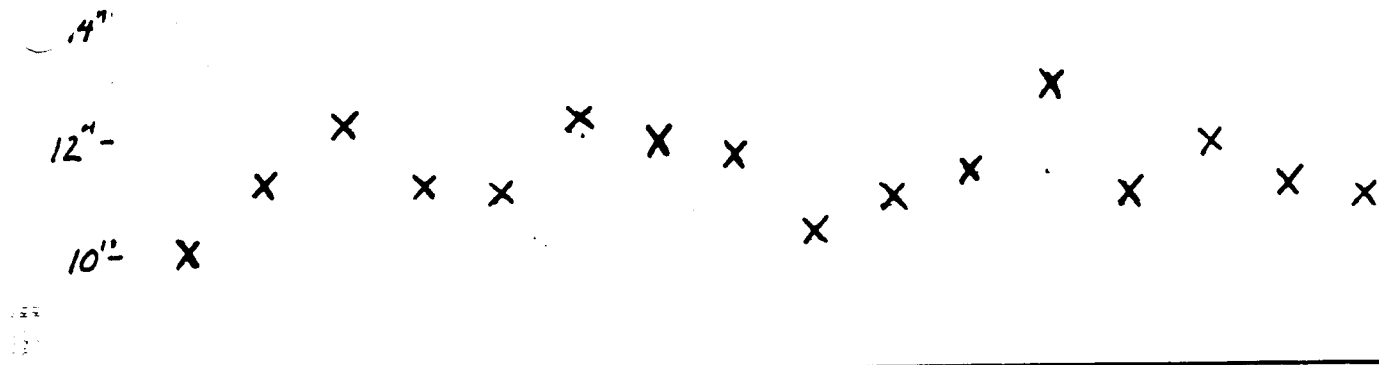


MAST MEASUREMENTS C&C35I Mainsail Hoist

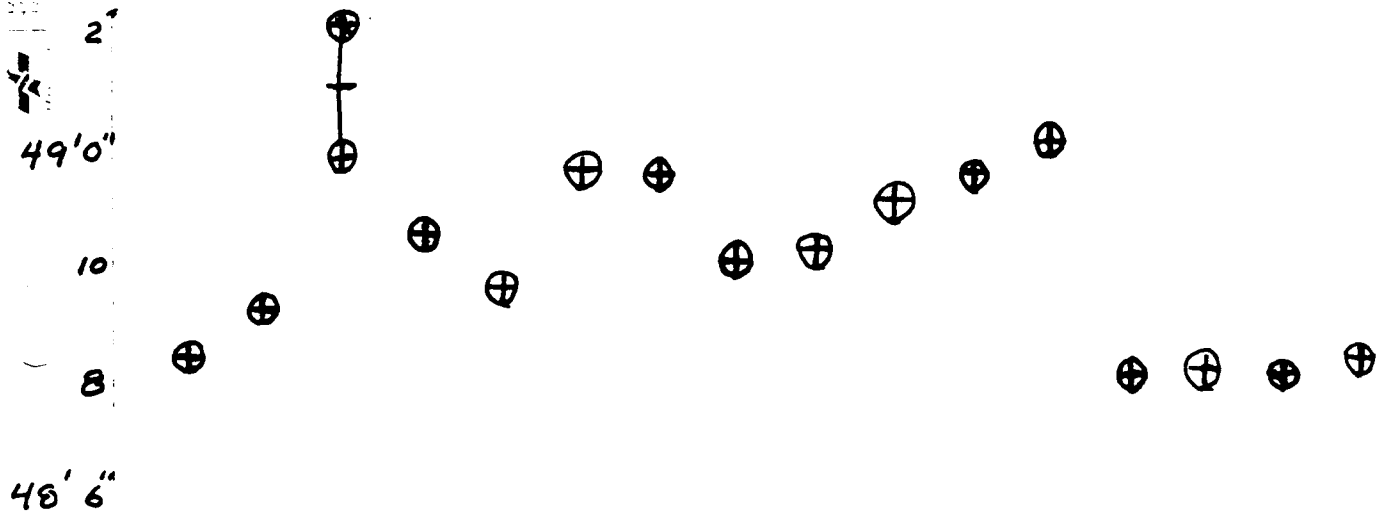
A1
P4



MAST MEASUREMENTS C&C 35I SPIN HOIST & REACH



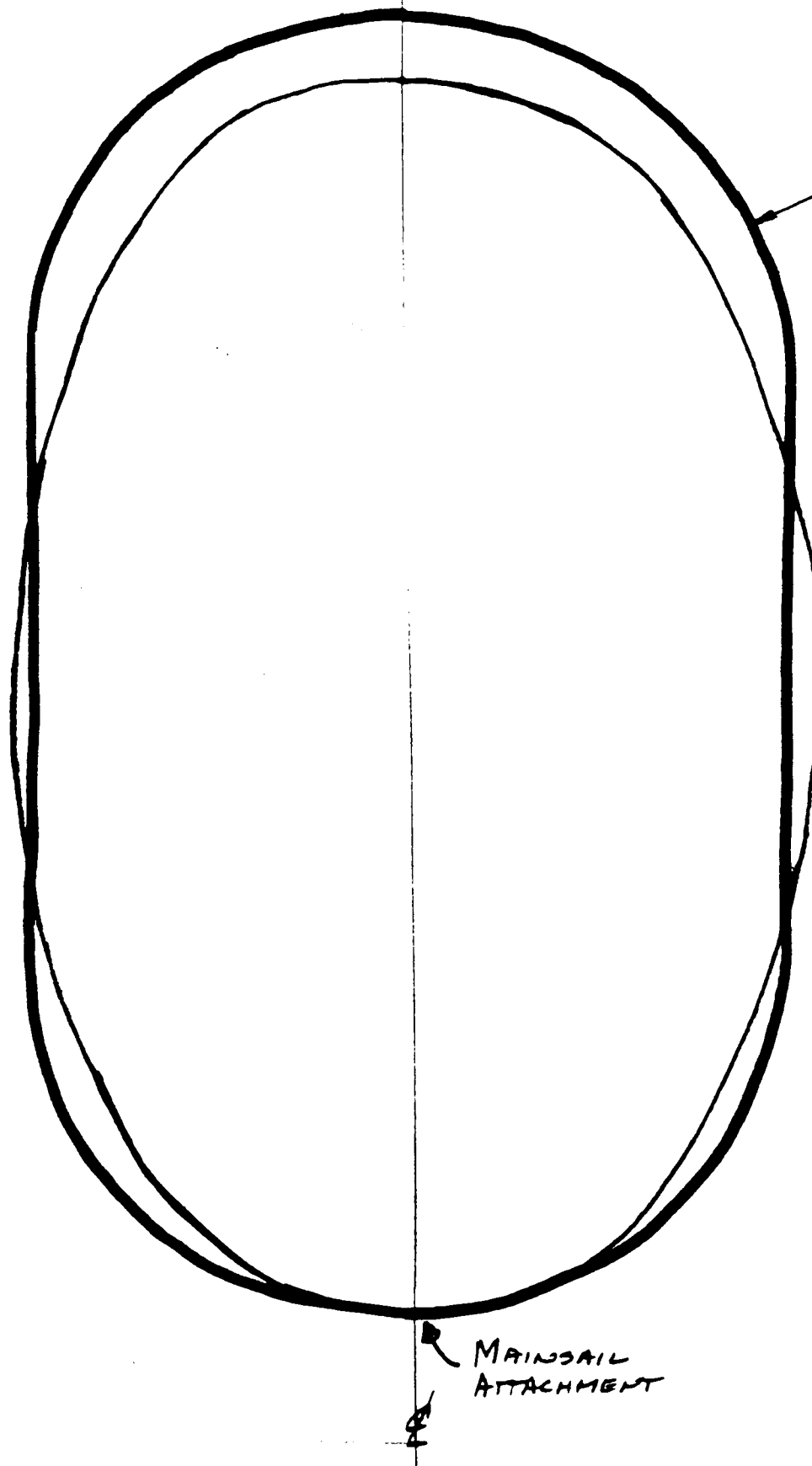
X = FROM TO PULLEY ATTACH
 SPIN REACH
 FROM FROM



⊕ = BASE TO PULLEY ATTACH
 SPIN, HOIST

- ALFRESCO —
- BLUE JAY —
- CYGNUS —
- ROGUE —
- WALLOON —
- SHAMROCK —
- BRAVO —
- HERNIBS —
- MYSTERY —
- SIOCHAIL —
- TIZ NA NOG —
- FIREWATER —
- SCRIPSHAW —
- LEGACY —
- RUFFIAN —
- PRAECORP —

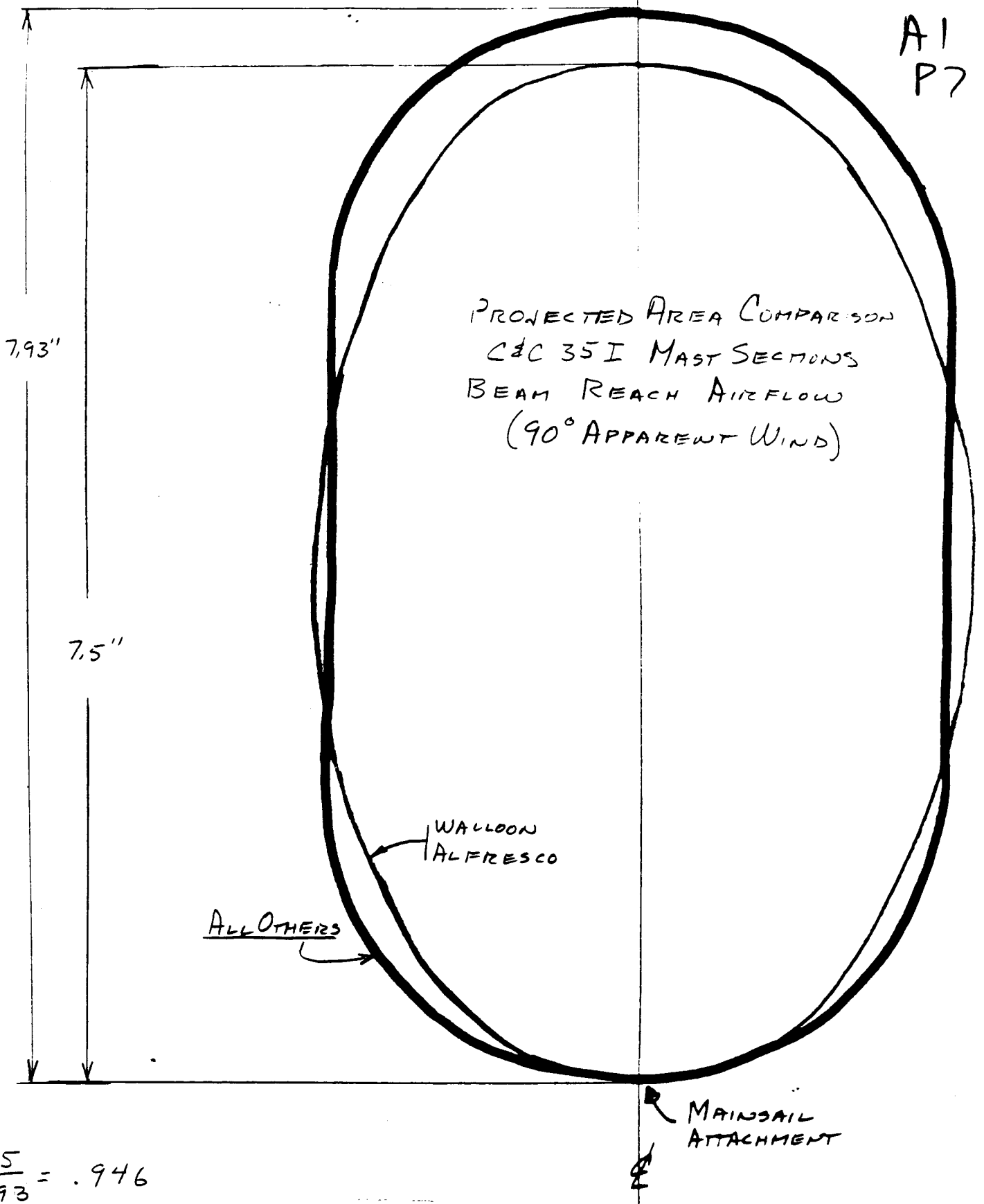
A1
P6



ALL OTHERS
LATERAL - 4.5"
FORE-AFT - 7.93"

(WALLOON ALFRESCO)
LATERAL - 4.93"
FORE-AFT - 7.5"

MAINSAIL
ATTACHMENT



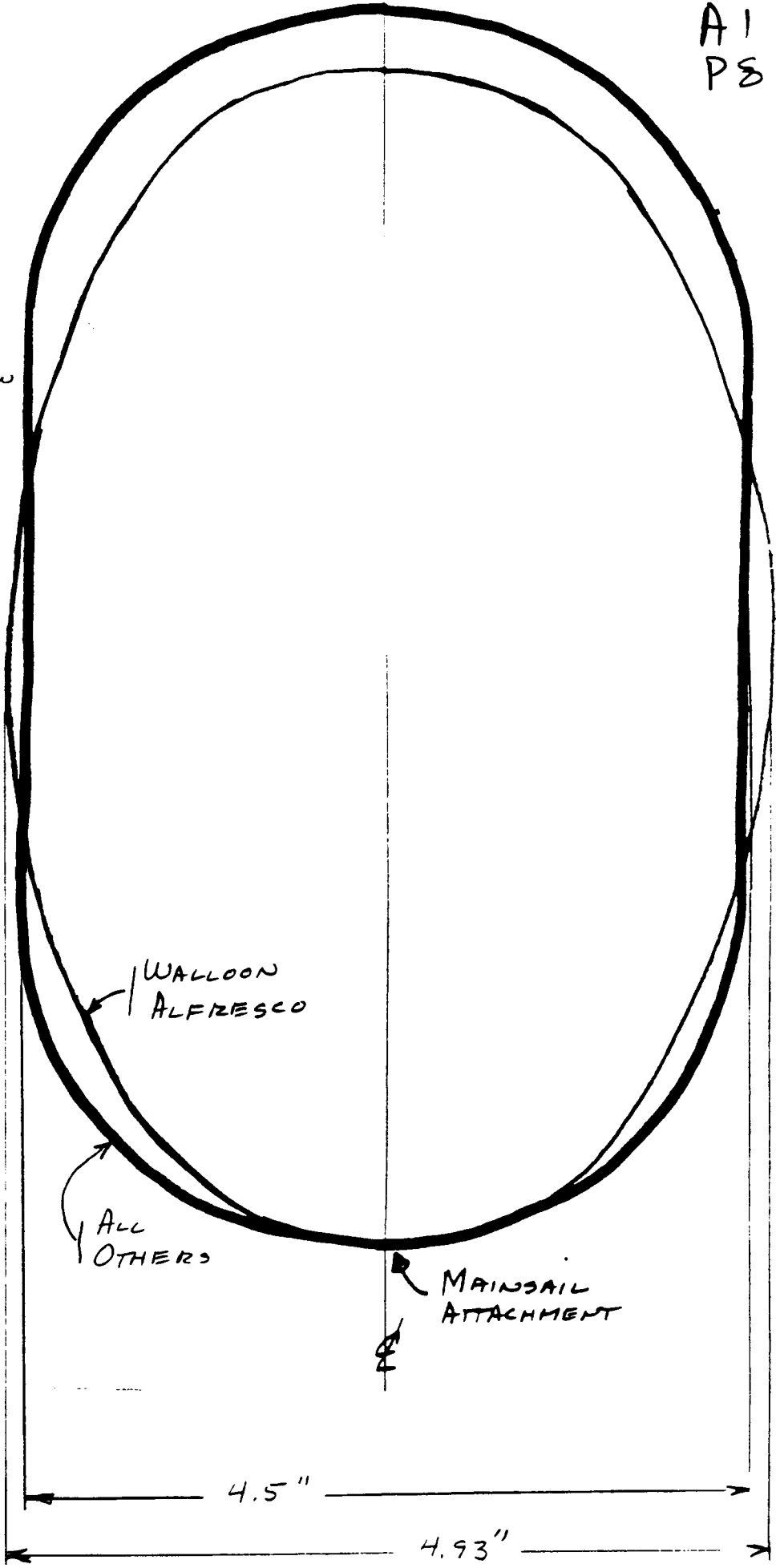
$$\frac{7.5}{7.93} = .946$$

CONCLUSION

WALLOON & ALFRESCO HAVE 5.4% LESS
WINDAGE DUE TO MAST SECTION
THUS A 5.4% ADVANTAGE

PROJECTED AREA
COMPARISON

C&C 35 MK I MAST
DEAD DOWNWIND AIRFLOW
(180° APPARENT WIND)

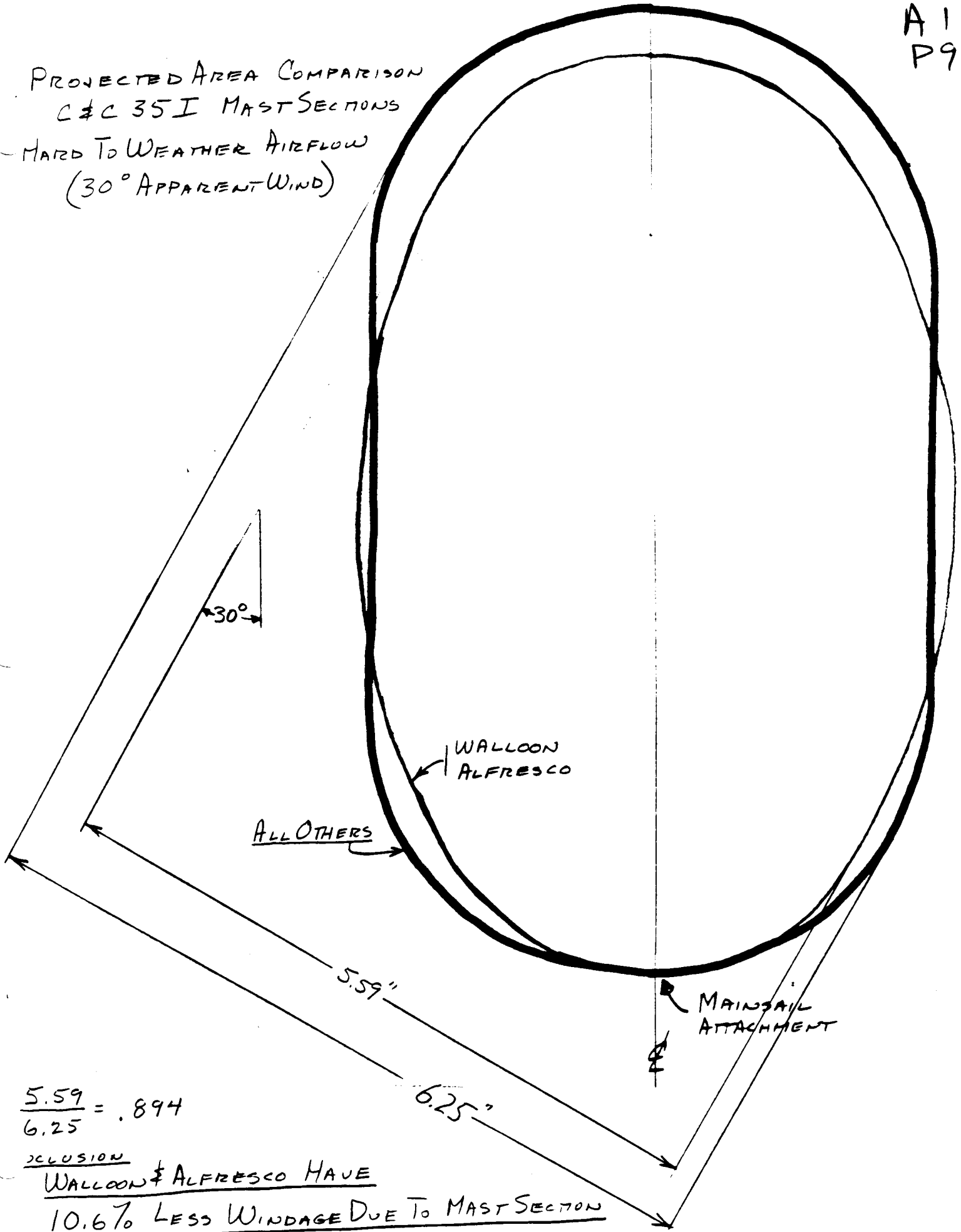


$$\frac{4.93}{4.5} = 1.096$$

INCLUSION
WALLOON & ALFRESCO HAVE
9.6% MORE WINDAGE DUE

TO MAST SECTION THUS A 9.6% ADVANTAGE

PROJECTED AREA COMPARISON
C & C 35 I MAST SECTIONS
- HARD TO WEATHER AIRFLOW
(30° APPARENT WIND)



$$\frac{5.59}{6.25} = .894$$

CONCLUSION
WALLOON & ALFRESCO HAVE
10.6% LESS WINDAGE DUE TO MAST SECTION
THUS A 10.6% ADVANTAGE