

SEA WYCH OWNERS' ASSOCIATION



OWNERS' MANUAL

Disclaimer

All the information and advice contained in this Manual is offered in good faith, but it essentially reflects the experience and views of individual members. The Association cannot, and does not, warrant the accuracy, safety or practicability of any of the material.

Safety

Readers are urged to read and to adhere to the advice, particularly in a Health and Safety context, given by manufacturers concerning use of their products.

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Sea Wych Owners' Association

Owners' Manual

Foreword

1. General

This publication is designed to provide owners with a comprehensive reference about the Sea Wych. As such, it contains advice about maintenance and repair, modifications and techniques. Since the dividing line between these definitions is, in some cases grey, the manual is structured in Sections, each Section dealing with a particular aspect of the boat e.g. Rudder. There is also a Section, which gives some data concerning the specification of the various Marks of Wyches

John Sadler started building Wyches, initially in his garage at Bicester, back in the early 1970s. Around 680 were built in total, about 50 of these going to Holland. Nearly all were produced as kits, with owners fitting out internally themselves. The ideas and standards reflected in the interiors thus vary widely between boats, and many of the modifications made to the boats were written up by owners and were published, usually via the magazine, in the 'Modifications Manual'. This was last produced in 1989, and many of the ideas have been either implemented, or overtaken by technology etc. Many are still relevant, and a few have been carried forward into this Manual. However, the need to contain the size, and hence cost, of this publication has meant that the two Manuals are essentially complementary.

2. Sources

Material for this Manual has been culled from a variety of sources, including the old Modifications Manual, articles in the magazine, the original Building Instructions, correspondence via Wychnet and advice given on a one-to-one basis to some members, etc. Very little of it was conveniently available in electronic form, and much use has had to be made of (amateur) scanning facilities. The quality of some of the diagrams scanned from magazines inevitably leaves much to be desired, though some have been re-drawn.

Another difficulty in melding all this source information has been the variety of 'styles' in which it was written. A good example is the material extracted from Wychnet, much of which consisted of exchanges of ideas. Some editing has been necessary in order to make the material more comprehensible, but this has been done only lightly.

Some prices and contact details have been updated, but in many cases this has not been practicable. It should be borne in mind that some of the articles extracted from the Mods Manual could have been written 25 years ago..... These 'ex-Mods Manual' items are so identified in their titles.

3. Other Publications

Copies of the following publications can be ordered from the Sea Wych Shop; prices shown include postage and were correct at March 2005:

- Original Building Instructions for the Wych £??
- Complete 1989 version of the Modifications Manual, including the few articles carried forward into this Owners' Manual £7.502

4. Acknowledgements

'The Association' has not created this Manual; it derives from individual members putting pen to paper to describe what they have done, and a large vote of thanks is due to them. If YOU have a modification or maintenance tip to pass on, then please put it in the magazine, on the web site (www.seawych.org) Message Board, or send it to me:

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Barri Hopkins
Editor

March 2005

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Starting Out

1. Introduction

So, you have bought your Sea Wych and are now looking at the boat with its sails off, its mast down, bits of rope and wire all over the place, desperately trying to remember what the previous owner told you. Hopefully, the information below will be helpful. It must be said however, that many owners have modified their boats, and the following guidance relates to a 'standard' Wych – if one exists.

2. Safety

The first and essential step is to ensure that the boat is safe to work on. If she is standing on the ground, then wedge a long piece of wood between the underside of the rubbing strake at the stern and the ground; this will stop her tipping backwards. Similarly, another piece of wood jammed between the forward end of the hull and the ground will stop her rocking forward.

If the boat is on a trailer, ensure that she is firmly lashed to the trailer both fore and aft. Either couple the trailer to the car, or chock up the rear of the trailer so that it cannot tip backwards.

3. Mast and Rigging

The mast can be raised fairly easily by two people, although a third pair of hands is always useful to clear the inevitable snagging of a wire or rope. (Guidance on raising the mast is contained on page 47 and advice on tensioning the rigging on page 52). First, the mast must be properly orientated and the running rigging (rope) and standing rigging (wire) must be correctly positioned.

Make sure that the heel of the mast is over the bow, that the sail track (groove) is facing downwards and that the furling genoa foil is lying on top of the mast and spreaders. Do NOT connect any bottlescrews to the deck at this stage.

Drape the two backstays over the stern and connect the bottlescrews – inside the pushpit. The two cap (upper) shrouds should each run through the alloy fittings on the end of the spreaders, which themselves should be secured to the mast by split pins or nuts and bolts. If there is one other shroud on each side, then the cap shroud will go to the aft deck eye; now this bottlescrew can be fixed - inside the guard wire. The other (lower) shroud can be connected to the deck eye level with the mast. If there are two lower shrouds each side, then the cap shroud should be connected to the deck eye level with the mast, the longer of the lowers should go to the aft deck eye, and the last one should go forward of the mast.

Next, and a most important step, tie the top of each bottlescrew to the guard wire with a piece of shockcord. Failure to make the bottlescrews 'stand up' like this can result in bent or broken bottlescrews, should they become snagged on the deck eyes as the mast is raised.

Before going on to raise the mast, check that all the running rigging is in its proper place. There should be at least three ropes – the topping lift, main halyard and genoa halyard, plus a thin signal halyard from which you proudly fly your Sea Wych pennant. There may also be a cruising 'chute or spinnaker halyard.

The:

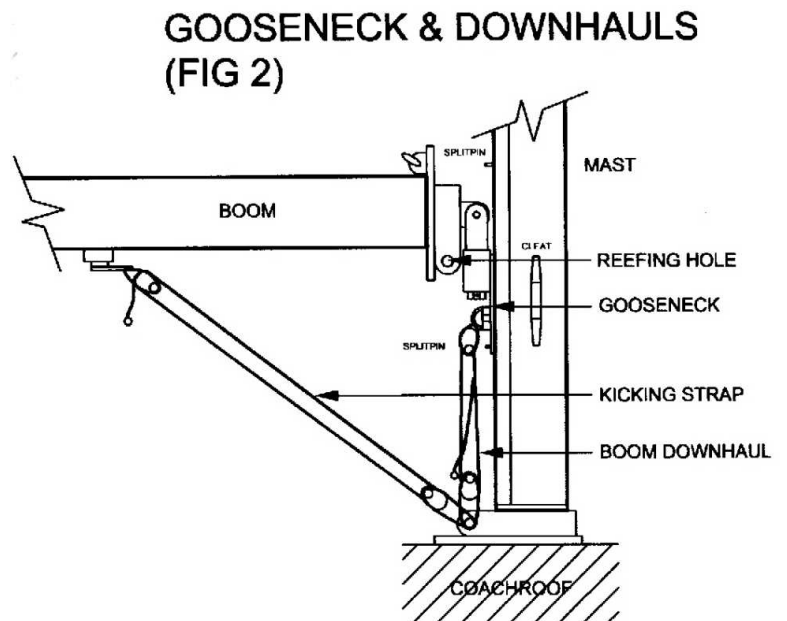
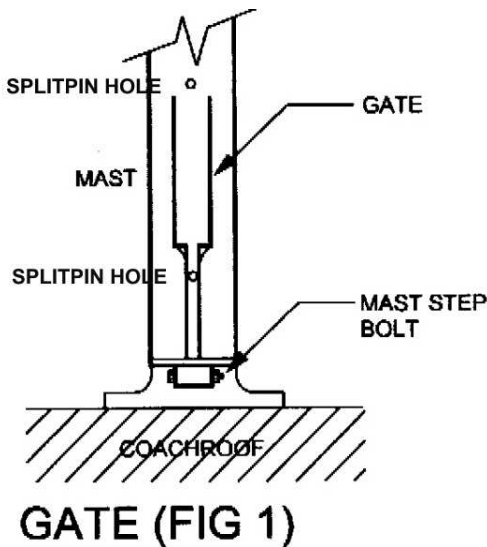
- topping lift runs over the rearmost sheave on the mast head (crane) and runs up and down entirely external to the mast and should be lying underneath the spreaders
- main halyard emerges from the mast crane in front of the topping lift but runs down inside the

mast

- genoa halyard (on the original Cooney kit) runs up and down the furling foil via a sheave fixed to the top of the foil
- thin signal halyard runs through an eye on the underside of the starboard spreader.

At this stage, check that the radio aerial is mounted and that the masthead navigation lights, if any, work.

Having raised the mast, insert the boom gooseneck - long bit downwards - into the slot or gate in the mast (Fig1), with the sail track of the boom uppermost. Insert the split pin (which should be dangling on a piece of cord from the mast) into the hole in the mast sail track below the gate and let the boom rest on it. Connect the topping lift to the end of the boom to support it in a horizontal position, and shackle the main sheet to the tang on the end of the boom to the horse – the slider on the rail across the transom. Insert the aft corner (clew) of the sail into the groove on the boom and ease the sail along the boom. Shackle or lash the forward end (tack) to the lug on the roller reefing plate, and lash the other end to the cast eye on the end of the boom. Shackle the main halyard to the head of the sail. Insert the head of the sail into the gate and haul the sail up, feeding the sliders or boltrope into the gate as you go. Insert the second split pin into the hole in the track just above the upper gate. There should be a boom downhaul which is fitted between the lug on the under side of the gooseneck and the mast step bolt so that the mainsail, once raised and with the lower split pin removed, can be tensioned by pulling the boom down with the downhaul (Fig2).

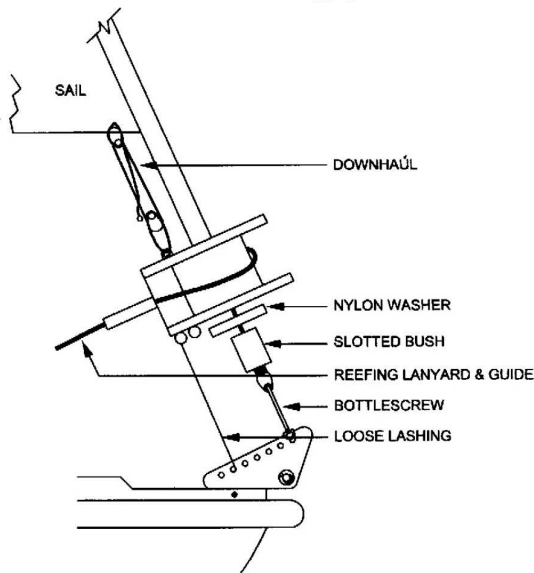


3. Mainsail

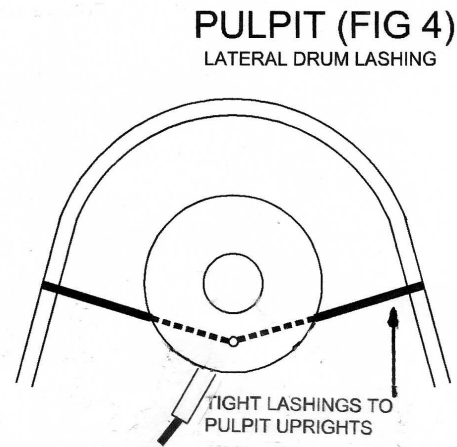
Originally, the main sail was furled by inserting a cranked handle into the gooseneck fitting and turning to wind the sail around the boom. The kicking strap function was provided via a large horseshoe claw, which allowed the boom and sail to rotate within it. If you have a claw, it should be lashed to the aft end of the boom so that it lies about 3ft from the mast. A downhaul should be fitted between the claw and the mast step bolt. However, many owners have changed to slab reefing, where the sail is pulled down onto the boom and not wound round it. In this case, there should be a fitting underneath the boom so that a kicking strap, with its own jamming block, can be connected between it and the mast step.

4. Foresail

Carefully raise the drum and foil to check that the slotted bush/bearing is in place on the eye of the forestay. Put a couple of turns of plastic tape round it to prevent its loss. Use one of the eyes below the drum to loosely lash the drum to the bow fitting. Shackle the genoa halyard to the head of the sail, feed the head of the sail into the groove on the foil, and haul the sail up. Lash the bottom of the sail either directly to the lug on the top of the drum or, ideally, connect it via a short down haul (Fig 3). Make off the end of the halyard on the top of the drum. Roll the sail up with UV strip outwards and put a lashing round it. Insert the reefing lanyard (probably tied to the end of the genoa halyard) through the guide and up through the hole on the top of the drum. Put a stopper knot in it. Twist the sail bundle to put several turns onto the drum. Attach the genoa sheets and let the sail unfurl in a controlled manner. Then furl snugly i.e. keeping a slight brake on one of the genoa sheets to check that there are enough turns on the drum. Finally, use one of the eyes below the drum to lash the drum firmly between the pulpit uprights, so that the lanyard has a smooth entry onto the drum (Fig 4) (*Ed: There is a photo at p 93*). Run the genoa sheets (outside the shrouds) back to the cockpit, also the reefing lanyard, and you are finished.



FURLING DRUM (FIG 3)



PULPIT (FIG 4)
LATERAL DRUM LASHING

TIGHT LASHINGS TO
PULPIT UPRIGHTS

5. Rudder

This simply drops on to the brackets on the transom, and there may be some form of securing pin to stop it riding off. The tiller slots into the hole in the rudderstock, also with some form of securing. If the boat is likely to take the ground at low water, it is wise to remove the rudder, since the brackets were not designed to carry the weight of the boat should she sit on her transom. Streaming a bucket over the stern can reduce any fidgeting around on the mooring. If you do leave the rudder on the boat and there is no device to stop it riding off, then secure it to the boat with a piece of cord.

Barri Hopkins (2004)