

Keel And Rudder Design Eric W Sponberg

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"Practical Methods for Keel and Rudder Design, presented by David Vacanti, naval architect Eric Sponberg (St Augustine, Florida), and Kevin Milne, president Of Mars Metal Company (Burlington, Ontario, Canada) Here, Voconti discusses the science of foil sections, planform shapes, lift and drag characteristics, and bulb and winglet keels

Eric W. Sponberg - Naval Architect

by Eric W Sponberg Editor's note: This article is the Sec- Ond Of a two-part series, based on an IBEX 2004 session titled "Practical Methods for Keel and Rudder Design," presented by David Vacanti, (Renton, Washington), naval architect Eric Sponberg (St Augustine, Florida), and Kevin Milne, president of Mars Metal Company (Burlington, Ontario,

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Keel And Rudder Design Eric Keel and Rudder Design There is an art and science to good appendage design, with the emphasis on science Here, the author reviews the basics of what's appropriate for modern cruisers, cruiser/racers, and pure raceboats Eric W Sponberg

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Apr 19, 2004 · The rudder tube must be perfectly vertical and aligned with the keel fin Mine were dead on, so I epoxied the 5/32-inch-od brass rudder tube into the hull I cut a full-depth slot into the rudder to accommodate the shaped, 1/8-inch-brass rudder shaft To prevent epoxy from seeping out of the rudder-shaft slot, I sealed both sides of the

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32' DOUBLE-ENDER SARAH - Chuck Paine Yacht Design LLC

design SARAH It lacked the overly deep keel and stupidly short rudder and foolish skeg of my preliminary design—it was going to be actually built, so a bit more thought had to go into it The first builder never got so far as to finish one complete boat The molds for SARAH migrated from Michigan to ...

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By George H. Colligan, Tartan 34C #162, Temujin, 1971

Built in England for Mr Eric Barker, Deb, now called Sunstone and sailed by Tom and Vicky Jackson of Southampton, England, quickly established herself as an outstanding racer and cruiser She was the first of the S&S centreboarders to separate the rudder from the keel and to show a deeper hull section to ensure offshore reliability and stability

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Jens Rathsack - North American Dragons

Race proven v6 hull, keel and rudder design • New internal floor including “side tanks” for added safety and to assist water drainage • New improved construction methods for accurate alignment of hull, deck, keel and mast step/gate • Increased cockpit size - by shortening the cabin roof • New Evolution mast with modernised, light

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