Chesapeake Tartan 30 Association

UPGRADING THE TRAVELER

Lee Greenbaum, T-30 #90, *Cloudsong*, October 1996*

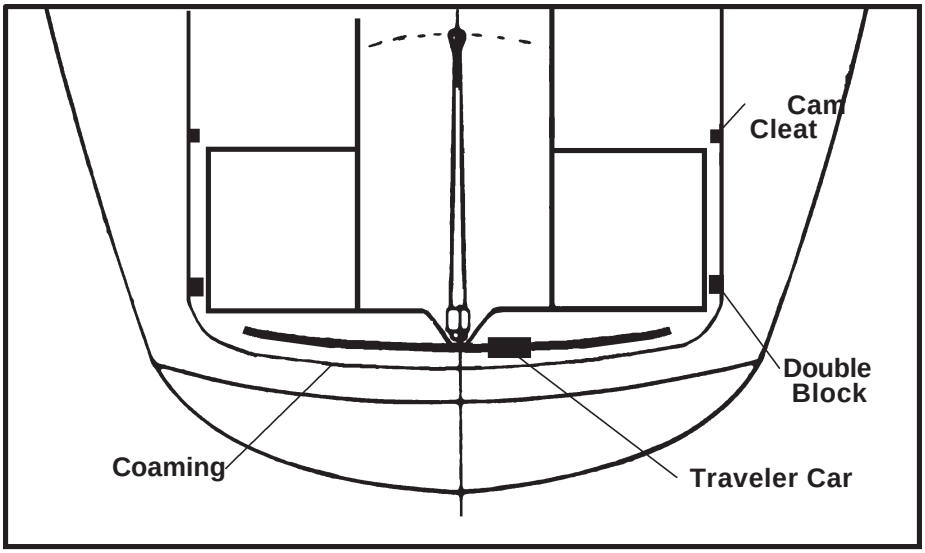
I don't know why I waited so long to move on to more high tech equipment, especially since we continue to race *Cloudsong*. The original traveler on our boat was mounted on a horizontal fiberglass surface, but I changed that during our first year of sailing. The angle of the mainsheet to the boom's end was so severe that moving the car on the traveler required considerable muscle, especially on windy days. I improved the movement considerably by removing the track and putting under it a piece of teak that had been cut to a 45 degree angle. Sometime after my boat was built, Tartan Marine modified the deck mold to provide an angled surface for mounting the traveler.

One of the major problems with the original track was that, to move the traveler, one had to move the traveler stops by pulling up on the locking pins. When the traveler was under a load in moderate to heavy airs, it was necessary first to move the car to windward or ease the sheet to take tension off of the stop, so that the pin could be pulled up to unlock the stop. This was quite slow and inconvenient.

I finally bit the bullet and replaced the old system with a new track, ball bearing car and a line system with a mechanical advantage of three. The new track was mounted on the original canted teak base, but after it was mounted I realized that I should have moved the teak base forward to the edge of the molding. This would have allowed the car to move the entire length of the track without being stopped by the vertical fiberglass molding. As it now stands I lose about one inch at each end, but I feel that is not serious enough to justify drilling twelve more holes in the boat and moving it forward.

The components of the new system were recommended by Fawcett Boat Supplies, Inc., an Annapolis yacht chandler. Unfortunately, the double blocks at the ends of the track that were recommended by Fawcett's had cam cleats that extended forward, which prevented opening or closing the lazarette hatches. Therefore I had to mount double blocks and cam cleats on the vertical surfaces of the coaming to provide clearance for access to the lazarettes. The individual parts used are listed below.

Quantity	Harken Part No.	Description
1	1510	Mid-range traveler track, bent to shape by Harken
1 2	1508 1514	Mid-range traveler car with single control blocks w/becket
2	220	Double upright lead blocks
2	356	Cam-Matic cleats w/fairlead



* Originally published in *The Hook*, newsletter of the Chesapeake Tartan 30 Association.

MAINSHEET TRAVELER PROBLEM

Via Email, May 1996*

Q: On my Tartan 30 the mainsheet traveler is in a position that prevents the tiller from being raised up out of the cockpit. Has anyone had this problem, and have they come up with a solution? Carl Dow, *Nauta*, #82

A: We had a similar problem — the tiller couldn't be raised up enough, because of interference with the mainsheet traveler track. Whether you have such a problem depends, I think, on your hull number. On early T-30s the cockpit fiberglass molding had a shelf for the mainsheet traveler track that was approximately horizontal. The track was mounted directly on it, and was straight. Since the top of the track was horizontal, and the mainsheet lead was at about a 60° angle, the traveler tended to bind up under heavy load.

On later boats (including mine) Tartan put angled pieces of teak on the shelf (on both sides of the tiller). The track was mounted on top of the teak, but was still straight. Because it was angled, the lead to the boom was improved, and binding was reduced. But the track was still in the way of the tiller when you tried to raise it up high.

What I did was remove all of the bolts holding the track down, *except* the ones on each end. The end bolts were loosened slightly. Then I used the tiller itself as a prybar to bend the center of the track aft. A scrap of 1/4 inch plywood between the tiller and the track protected the tiller during this effort. While holding the tiller up to keep the track bent, I drilled through the existing holes in the track & teak block, through the fiberglass shelf, and immediately replaced the hold-down bolts & nuts. The result is a somewhat curved traveler track. The center is now an inch or so further aft, and allows the tiller to be raised up a little higher than the angle of the mainsheet. Original bolt holes that were exposed when the track was bent were caulked.

Still later in the T-30's production, Tartan changed the cockpit molding so the traveler track shelf was at an angle, instead of horizontal. Now the track could be mounted directly on it (without the teak blocks) and the lead to the boom was closer to ideal. I think Tartan also bent the track some, so it was out of the way of the tiller, but I'm not positive about that. Brad Armendt, *Emprise*, #282

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