



**Dear E Scow Sailors:**

**Recently there have been some rig failures and some cracking of the chainplate area on some of the boats that we wanted to address.**

**After some investigation into the cause for these failures the following factors were common in most cases of rig failure:**

**-crew weight in excess of 700lbs. NOTE: We recommend keeping the maximum crew weight below 675lbs. Historically, the target weight for four people is 630lbs. for the best all around performance. Nothing has changed to warrant carrying more weight.**

**-Tuning the rig outside of the recommended tuning range- Note that excessive shroud tension will dramatically increase the compression load on the lower section of the mast and increase the chance for a compression failure. Do not exceed 400 lbs. Of diamond tension with the intermediates at 600lbs., always measure the diamonds with the intermediates at 600lbs. Do not exceed 800lbs. Tension on the intermediates.**

**-Sailing downwind with the mast head spinnaker up and the mainsail eased out. Removing the backstays greatly simplified sailing the E scow and makes it more fun for everyone on board. With the asymmetrical spinnaker it is always faster to sail with the mainsail trimmed in to a tight reaching position unless it is lighter wind. The mainsail greatly improves the support of the mast when trimmed properly so you need to think about the mainsail as the backstay when you are flying the mast head spinnaker. The boat actually sails more under control at high speeds with the main trimmed in properly and the main dramatically improves rig stability when trimmed in. The same thing is true for jibing, it is always better to go into the jibe with as much speed as possible and the mainsail trimmed in. Always perform a mexican style jibe in planning conditions, the mainsail stays trimmed in the entire jibe with only a slight ease to accelerate.**

**-Stay failure- As always it is important to check over your rigging to insure there are no shroud or hardware failures as this is a leading cause for complete rig failure.**

**-Spreaders- Make sure they are in the maximum aft position on all rig styles.**

**-Sailing in wind limits above 25. The new rig set up can handle breeze above 25 without a problem when tuned and sailed properly as with any rig. If you are uncomfortable with your boat handling then it is prudent to work up to the extreme end of the wind range after**

**you have had time to hone your new asymmetrical technique and are comfortable in those conditions. Extreme puffiness can be harder on a rig than a steady 25.**

**-Chainplate area cracking on the hull to deck seam- All of the above factors contribute to chainplate area cracking but in addition we have seen an increase in the load that is transferred to the chainplate area with the addition of the second set of spreaders. The rig has become more static or stiffer in the upper section and the mast does not absorb the puffs in the same way that it used to. Now, when a puff hits, the energy is transferred directly to the chainplates and not absorbed by the mast tip like it used to be. If the mainsail is eased out too far or the crew weight is above the recommended range the load on the chainplates is increased even more.**

**We have developed a set of underdeck chainplate gussets that can be installed relatively easily in the field and will help to insure the chainplate area is strong enough to handle additional loading. Please email or call us to organize a kit.**

**As with any new rig it takes some time learning new techniques and getting comfortable in the boat. We believe the asymmetrical has added an exciting new dynamic to E scow sailing that is truly energizing for the class.**

**Please read through our latest North Sails tuning guide for the latest tuning guidelines. This was updated on June 10th, so make sure you read the latest. You can view at [www.onedesign.com](http://www.onedesign.com) as well.**

**Please let us know if you have any questions or concerns and we will be glad to help you out!**

**Kind Regards,**

**Team Melges!**

**Harry, Andy, Charlie, Jamie, Gordy**