

Resolution Proposal Form

29er

Number 17-xx
Received: xx/xx/17

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Re: Scuppers rotting and leaking

Proposed Resolution:

Replace the scuppers with a trench as per drawings below.

In detail, directly under the top rudder gudgeon, we would mould a trench from the top of the transom bulkhead, down to the top of the cockpit floor. It would be approximately 60mm wide at the cockpit floor (+/-30 mm per side), growing to approximately 70-75mm wide under the top gudgeon plate (draw angle). Basically, where the WS hull number plaque is presently placed. There would be suitable radius-ing of the corners, etc. We would also "let in" the new alloy top rudder gudgeon (see below) so the depth of the rudder stock does not alter.

We would replace the 2mm thick SS top gudgeon plate with 6mm Alloy plate and secure it with 2 x M8 MT CSK bolts each side (this is exactly the same sort of plate that we use on the SKUD).

There would be no changes to the angle of the rudder, the rudder stock or the placement of the drain bung, as the bottom of this trench is about 50mm above the transom flange.

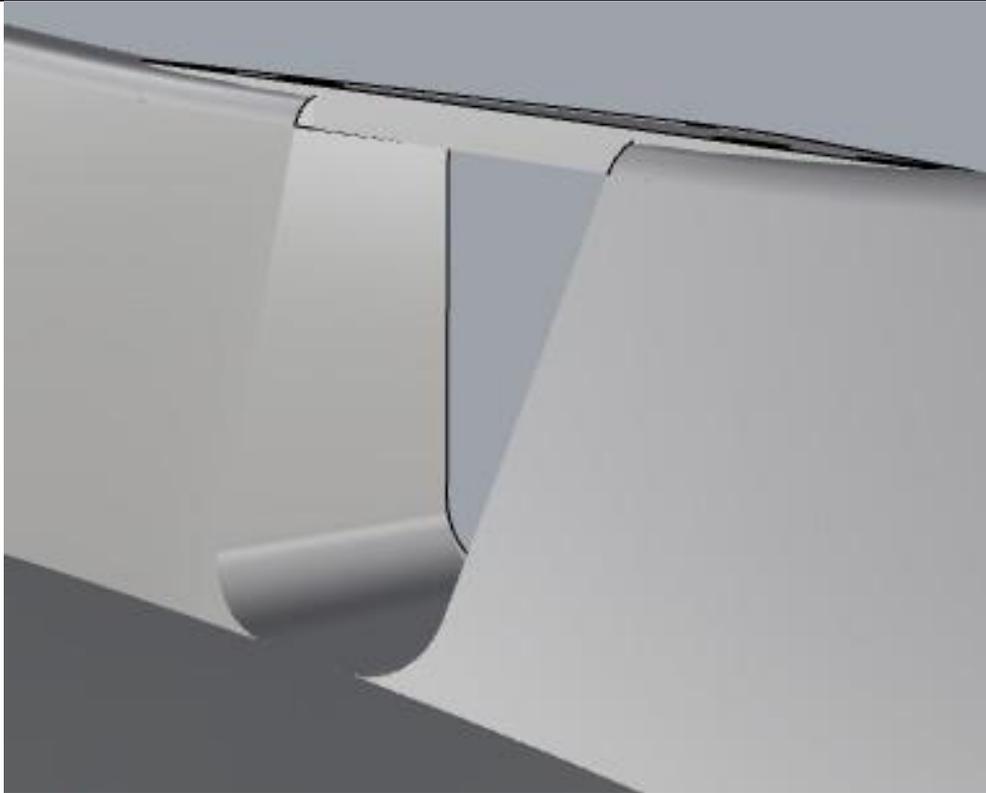
Reasoning:

In humid tropical climates, we are still getting rot quite quickly and even in LA, a 3 year old boat required complete replacement of the scuppers.

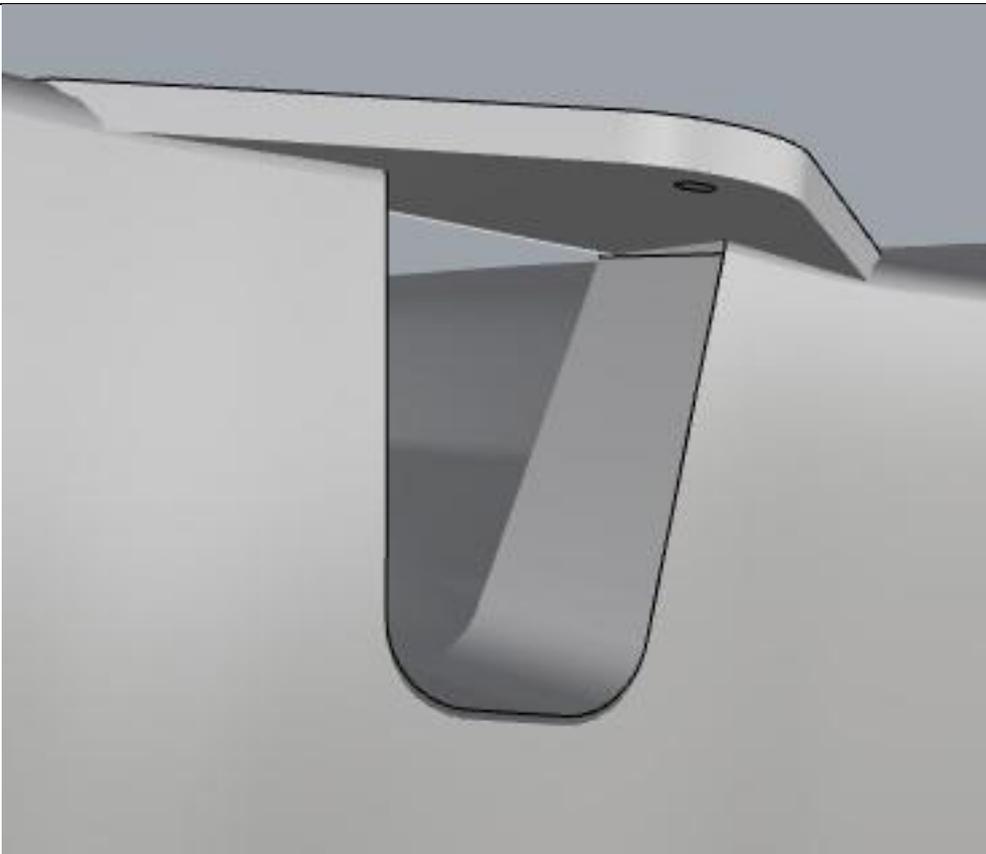
The result will be no rot to speak off, no leaks, nothing to work itself loose.

Currently, this issue is inhibiting the expansion of the 29er into Asia, China, Japan and India.

Longer term, considerable cost savings, as there is no 2nd fitting, there are no 2nd mouldings. The only fitting change is you screw down an alloy plate rather than a stainless plate.



Trench from cockpit looking aft with set-in gudgeon plate



Trench from outside stern with gudgeon plate