# MASTER FIT-OUT PLAN

# SABRE 27

1970
MkII

MARCON

**MARINE CONSTRUCTION (U.K.) LTD.**
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## INTRODUCTION

Sabre should be set up level, the waterline being the level datum. It is advisable to set up a hard level base, before she is delivered.

## ASSEMBLY SEQUENCE

You will have received your Sabre with hull and deck ~~bolted~~ and bonded together, the interior unit moulded, and bonded in, rudder and keel(s), stemhead fitting and rubstrakes fitted.

The following notes are for your guidance, and are as those followed in the factory when fitting out a Sabre.

The first operation is to get down all the deck fittings, not forgetting that it is necessary to use a sealing compound (i.e. Arbosil, or Dow Corning), under each one, to eliminate the possibility of leaks.

1. PULPIT: The Pulpit has to be drilled and wired. First drill two holes $\frac{3}{8}$" in the plates that hold the nav. lights, to allow the wire to be fed down the port pulpit leg, where the main lead is then picked up. All four feet contact the deck, the foremost two being kept as far forward as possible. Then the nav. lights are bolted to the pulpit ~~legs~~ and connected.

2. FAIRLEADS: Four Fairleads are supplied, the angled pair being fitted on the widened section of the toe rail, making sure that the fairlead is kept as far aft as possible. The other pair are fitted on the after end and will be dealt with later.

3. MOORING CLEATS: These are fitted port and starboard on the raised prints two inches in from the toe rail, and aft from the pulpit feet.

4. HAWSE PIPE: The Hawse Pipe is fitted with the hinged flap facing Aft on the central raise section on the fore deck, 20" forward of the centre of the bollard.

5. BOLLARD: This is bolted on the square print on the centre line of the fore deck.

6. STANCHIONS AND BASES: These are located on the triangular raised prints inside the toe rail. The Stanchions are held in place with split pins through the bases. The after stanchions, port and starboard, are two inches shorter than the other four.

7. LOWER LIFELINE EYE-PLATES: These are situated $10\frac{1}{2}$" behind the after stanchion bases in line with the wire.

8. WATER FILLER: An $\frac{1}{8}$" pilot hole is drilled through the deck from inside the hanging locker. The hole is kept $1\frac{1}{2}$" aft of the forward bulkhead, and 3" in from the ships side. This hole is then used as the centre when drilling the clearance hole for fitting.

9. TEAK GRAB RAILS: These rails are the four lengths of teak, approx. $1\frac{1}{2}$" x $\frac{3}{4}$", found in the wood kit. The two shorter lengths are situated forward. Upstands are found on the coach roof, upon which the rails are bolted. At each end of the rail, a stepped block allows the rail to be fitted, flushing the ends with GRP. The boltheads are kept 5/16" below the surface, and teak dowels fit the holes.

10. TABERNACLE: The curved shoe of the tabernacle is positioned on the raised section of the coachroof, and should be slid as far aft as possible, making sure the fitting is on the centreline of the ship. Bolt down.

11. WINDOWS: Six windows are supplied, the sliding type being the aftermost. Owing to the fact that the coach roof linings have to pass through the window apertures, 1/16" clearance has to be allowed around all windows when fitting. Rough size are cut at the factory and final fit must be allowed this clearance. The screw holes are drilled at 3/32" and very slightly countersunk. The windows are not fixed until the liners inside are complete.

12. FORWARD HATCH: A final fit of the hatch to the deck is required, the hatch being roughly trimmed at the factory. After the hatch fits the deck, the hatch is fitted centrally over the GRP upstands, and the hinges fastened to the triangualr prints on the deck. Next, the square tail of the hinge is to be fixed to the hatch. The small teak handle is fastened on the forward face of this hatch. The catch is now fixed on the inside of the hatch forward. The final job is the friction stay. This bolts through the aft end of the port side of the upstand on deck.

13. TANNOY VENTS: Prints for these, 9" in diameter, are situated on the forward hatch, and alongside the starboard forward grab rail. The instructions for the fitting and assembly of the vents are in the boxes, but we suggest that you use the S/S Pks supplied by us, as the screws with the vents have proved unsatisfactory.

14. CHAIN PLATES: a) The Cap Shroud Plates, (Dagger type), are fitted on the side decks. The starboard side fitting is completed at the factory. The port fitting (cranked fitting) is fitted in a similar position with the lower part picking up the after face of the GRP bulkhead on the fore end of the galley. The rectangular plate is bolted through the deck, and the tang is bolted through the bulkhead, using the large washers.

b) Forward lower Shrouds. The cranked triangular plates are located, with the shackle hole $19\frac{1}{4}$" forward of the cap shroud hole, on the top edge of the coachroof, above the window. They should be kept high enough to allow clearance to attach the rigging screw.

c) After lower shrouds. The flat triangular plates used here are positioned in a similar fashion to the forward lowers, but these are kept 25" aft of the cap shrouds. Do not fix these plates yet, as the transfer handles are bolted to them after completion of the lining.

15. MAIN HATCH: This comes roughly trimmed. To fit, check that the two slides of the hatch are completely parallel. It may be necessary to ease the part of the hatch which slides over the top of the upstands of the deck, in order that the hatch can slide completely forward. When fitting, the hatch is placed centrally over the two upstands and kept flush at the after end. The hatch slides are then placed in position and fastened at the after end first. The hatch is then pushed forward to allow the runners at fix their own position, and the teak cover strip is then fixed with Pk. screws, and bedded, and the hatch is finally fixed. A small brass chromed rubbing strip is fastened down first. (This is central and forward of the hatch, and stops the hatch chafing the deck when in operation.) It may be necessary, to pack the hatch slide slightly, to ensure a free sliding hatch.

16. COMPANIONWAY BOARDS: Two off retained in position by 1" x $\frac{1}{8}$" chromed brass strips fastened with No. 6 x $\frac{3}{8}$" Rsd.hd. s/s self tapping screws. The companionway boards are dropped into slides, and the hatch shut. The inside is marked at the underside of the hatch. The top board is then trimmed to this line to give an exact fitting. The hasp and staple is then fitted to the centre line. The fixed part of the staple goes on the sliding hatch, and the hinged part on the top companionway board.

17. GENOA TRACKS: These are sited between the two after stanchions on the widened section of the toe rail. The fastenings are 2BA bolts which are tapped into an aluminium strip which is bonded inside the toe rail at this point. The end bolts are $\frac{1}{4}$" rnd.hd. Whitworth. These prevent the traveller coming out of the track. (If track end stops are fitted, this is not necessary.) Starting at one end, the track should be bolted and progressively strung round by using 'G' cramps.

18. MAINSHEET TRAVELLER: This is situated $\frac{1}{2}$" forward of the after end of the bridge deck and fastened with 2BA bolts.

19. JIB SHEET CLEATS: These four 8" cleats are bolted to the cockpit coaming tops on the prints provided.

20. SHEET WINCHES: These are bolted to circular prints on the coaming top.

21. AFT MOORING CLEATS: Two 11" cleats are positioned port and starboard with the centre of the cleat 18" forward of the after face of the cockpit, and $4\frac{1}{2}$" down from the coaming tops.

22. BACKSTAY CHAIN PLATES: These are bolted port and starboard, to the flat face on the after end of the coaming.

23. PUSHPIT: This must be wired as for the pulpit, if stern light is fitted. The after feet are positioned centrally on the after end of the cockpit, and Pk'd down. The forward feet are bolted through the coaming top.

24. AFT FAIRLEADS: The straight fairleads are Pk'd down, midway between the pushpit leg and the inside face of the coaming, on the after end of the yacht.

25. ENGINE INSPECTION HATCH: The glass fibre hatch is Pk'd over a hole 16" square, cut 8" aft of the fore end of the cockpit floor. This hole allows access to the stemgear and is not normally covered until the engine installation is completed.

26. COCKPIT SEAT TOPS: The teak tops are dropped into position over the locker apertures, and prevented from sliding by a 1" square batten screwed on the underside.

27. COCKPIT GRATINGS: The large grating is placed in position on the cockpit floor, and the blocks are slid into gaps between the slats. The blocks are screwed down and then turn buttons are screwed to the blocks. A cut out has to be made to take the filler cap. The smaller grating is fixed in the same way.

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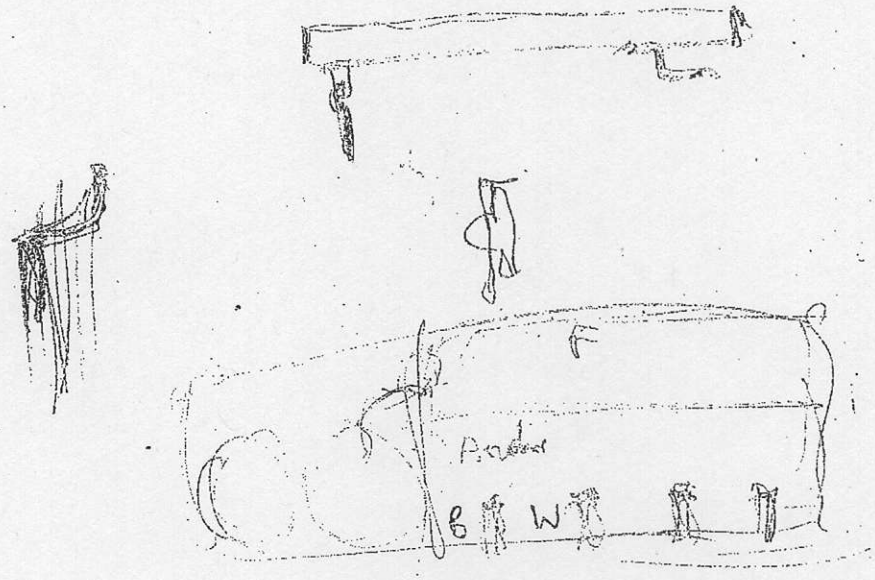

## SECTION 2 - INTERIOR

ELECTRICAL WIRING FOR LIGHTS: All wiring must be completed before starting overhead linings. The position for lights is optional, and wiring must be lead back to the toilet compartment and connected to the main feed. Deck sockets should be fitted and connected at this time.

MAIN SALOON AND FORE CABIN LINERS: The material used is a foam backed P.V.C. material. The adhesive used is 'Dunlop 758'. Do not apply adhesive to foam-backed material as it will cause creases. Cut a length of material which will cover the coach house side in one length from bulkhead to bulkhead, allowing 12" extra. The material should be cut the full width of the roll, approximately 48".
Paint the raised strip of glass fibre along the edge of the coach roof with adhesive. Next, smooth one edge of the material along this glue line, making sure that wrinkles do not form. Then paint a 1" strip in the corner of the bulkhead and coach roof side. Smooth the material onto this glue, checking that wrinkles have not appeared.
The material should now be forming a smooth curtain from the corner of the cabin top. Now paint a 1" strip of adhesive around the outboard edge of the side deck, then smooth the fabric across the underside of the side deck onto the adhesive. The material shouldthen be stuck along the edges of the glass fibre interior moulding, and trimmed into a tidy line in the corners.

The next operation is to cut the material around the windows leaving approx. 1" inside cut out in GRP. The outside of the window aperture is coated with a strip of adhesive ½" wide, the material is stretched over the edge of the window onto the adhesive. Finally, check that there are no wrinkles on the inside lining.

When you have completed the linings on both sides of the saloon, and also the forecabin, (the same method applies in each case), you are ready to fit the curtain track bases forward.

Curtain track bases port and starboard: are screwed from the outside of the deck beneath the window frame. They are fitted in the forecabin hanging locker and toilet compartments. After these are complete, the windows are next.

Remembering that the holes have already been drilled for the window screws, (the reason being obvious now the linings are in!), 1" bear tape is run around the window aperture, sticky side down. The window is positioned, and the four corner screws lightly screwed in. The remaining screws can now be completed. When all the screws have been put in all the windows, it will be necessary to go around them again, to finally ensure a watertight joint. The bear tape left around the window can now be trimmed off with a Stanley knife.

2. TRANSFER HANDLES: The telephone shaped handles fit over the three bolts which fasten the aft lower shroud plates, on the top palm and the lower palm has to have three holes drilled through the GRP to take the fastening bolts. It may be necessary, dependant on the thickness of the laminate, to shorten these bolts in order to fully tighten the dome nuts.

3. SKIN FITTINGS: There are a total of six fittings in the yacht. They are the toilet inlet and outlet, skin fitting for the sink outlet, bilge pump outlet, and engine water pickup, and exhaust. The method described is used for all skin fittings with bolts. Position the skin fitting on the inside face of the GRP and mark the centre. Drill a pilot hole to confirm the siting of the fitting (only necessary for toilet skin fittings where the handles could foul either a bulkhead or the toilet base.) Drill a clearance hole through the hull to take the fitting. Place the plywood pad supplied in the kit onto the skin fittings, and enter into the hole, mark outsdie of the hull on spigot of skin fitting, and trim to length. This ensures that when the fitting is bolted down tightly, it does not protrude above the hull surface. Drill holes for the bolts, bed down and tighten. The other skin fittings have a back nut which is screwed onto a plywood pad, and a gate valve screwed onto this. The sink outlet is positioned in the locker behind the cooker. The bilge pump outlet is in the cockpit as far aft as possible. The engine skin fittings are dependent on the make of engine supplied, and positioned as necessary. While you are installing skin fittings, the bilge pump should be positioned on its pad in the after locker and connected to the outlet. The pickup pipe should be taken to the lowest point of the boat, which is just in front of the engine.

4. INTERIOR WOODWORK: It is advisable at the outset to place all the bunk tops and floors in position. This keeps the lockers and bilges free from rubbish. Due to the necessity for access it is desirable to fit the engine box and steps next.

5. ENGINE BOX AND STEPS: Part 74 is screwed into position on the starboard quarter berth GRP moulding, then fit parts 54 & 56 with a batten screwed at the inside top face. Part 57 is fastened to these battens. Part 61 has parts 60 & 62 fastened to it and then the whole is fastened to part 57 by means of a batten behind part 61. The top step is screwed into the corner formed by 57 & 61. Parts 59 & 63 form a cover strip for the corner 60-61 and 61-62. These are glued and pinned into position. Part 55 is the lift off engine box top, and has a batten screwed along its side. A batten is fastened under 57 to form a seating for the aft end of 55. The enginebox front is fitted between the sides of the GRP and extends from the floor to the underside of part 55. It is held in position by two barrel bolts towards the top on the inside face, and either a batten screwed across the GRP floor on the outside, or sawn off screws in the bottom edge to form pins through the GRP. The end grain of the plywood is capped on the 3 showing sides by shaped battens 106-108 glued and pinned on. It is advisable to progress through the yacht from forward, and so we start in the fore cabin.

6. FORE CABIN SIDE LININGS: These are cut from $\frac{1}{8}$" plywood or hardboard and extend from the bunk tops to the underside of the side decks, and from the chain locker bulkhead, to the port and starboard bulkheads at the aft end of the cabin. They are joined vertically in line with the ends of the side lockers. The liner is covered with P.V.C., and then screwed through the flanges of the GRP moulding with screws and caps. Care should be taken not to pierce the hull moulding with the drill.

7. CHAIN LOCKER DOOR: Door part 1 covers the aperture in the chain locker bulkhead. The anodised aluminium knob is fixed towards the top edge, approx. 4" down, and a piece of batten with cut outs (already fixed to the door) holds the door when dropped in.

8. SHELF FIDDLES: Four fiddles, parts 2,3,5,& 6 are screwed into the recesses in the top of the moulded side lockers.

9. CUSHION FIDDLES: Three fiddles, 9,10,& 11 are screwed into the face of the bunk fronts.

10. HANGING LOCKER: i) Floor part No. 15 is located on a 1"x1" batten screwed to the fore and aft bulkhead, 6" below the locker opening.

ii) The curtain rail part No. 16 is screwed in position with the curtain rail inside the locker on interior GRP above the locker opening.

iii) The hanging rail is supported by two chrome ferrules screwed into the bulkheads as high as is practicable.

11. TOILET COMPARTMENT: The toilet floor part No.22 is supported, and the forward after and inboard edges by a 2"x1" batten. This is fastened to the bulkhead with 1¼"xNo8 Csk/hd wood screws, and bolted to the GRP by 1½" x 2BA bolts. The level of these battens is appr.x. 2½" below the door cut out. The floor drops on top of these battens.

12. The toilet base is glassed into position in the corner formed bythe edge of the floor and the face of the after bulkhead making sure that the top of the base is level.

13. The toilet is bolted to the base and the pipe work connected. NB. The 1½" soil pipe should be allowed to run as high as possible above the waterline to avoid syphon action, making sure that all the clips are tight.

14. Locker front part No.19 is fitted between the for and aft bulkhead and between the underside of the deck, and to the bottom shelf. (Shelf and division parts 20 & 21 are glassed in at the factory). A 1" square batten is screwed to each of the bulkheads in line with and at 90° to the inboard edge of the shelf. This gives the fixing for the locker front.

15. SLIDING SINK: Part 24 is fitted directly underneath the shelf, and extends from the ships side, across the face of the after bulkhead. This is fixed by a 1" x 1" batten, screwed on the underside of the runner, and into the bulkhead. Part 27is screwed to the forward bukhead, the top face level with the bottom of the slot in part 24, and extends from the ships side, and is carried the width of the bulkhead. The sliding sink is now fitted into the slot of part 24 and rests on top of part 27. Sliding back and forth. Check that the sink has free travel in the runners. When a satisfactory action has been obtained, the top forward runner part 26 fits above part 27, with sliding clearance for the sink. The sink is drained by means of a 3' length of ½" I/D plastic pipe, jubilee clipped to the sink waste, discharging water into the toilet bowl.

16. TOILET DOOR: Part No. 25. This is of ½" plywood, and is held by three 2" nylon hinges. The hinges are let into the door the depth of one flat of the hinge, approx. 9" from each end, and one in the centre. They are bolted to the door with 2BA bolts, and dome nuts. The door is tried in position, by temporarily bolting the top and bottom hinges with just one bolt each. This is then opened, and the fit checked, the top of the door should be approx. 2¾" below the GRP covered deck beams in the coach roof, just clear of the GRP moulding, and the bulkhead on the port side. When this fit has been obtained, the rest of the bolts may be put in place. The door stop which is approx. 1"x¾" mahogany strip 5' long, is then screwed down the edge of the port bulkhead, and carried down the face of the GRP moulding. A barrel bolt is used on the inside of the door, and so positioned that it picks up the top edge of the GRP moulding, holding the door closed against the stop, in order to keep the door closed against the toilet compartment a barrel bolt, or button catch should be fitted.

17. SABRE FRESH WATER SYSTEM: The plastic bag is placed in the forward triangular shaped hole between the forward berths. The feed to this bag is of 1" plastic hose carried from the deck filler (which protrudes through the side deck close to the forward hanging locker bulkhead), down to the bottom of the hanging locker. There it is divided by a 'T' piece. You will find that the fresh water pump feed is already piped past the ice box. This is connected to one side of the 'T' piece, and the other side of the 'T' piece has pipe taken forwards towards the water bag, where it divides again, here it feeds the water bag, and then it is taken aft to the pump inthe toilet. It is important to ensure that all jubilee clips are tight, otherwise air leaking into the system, renders it inoperative.

18. WATER PUMPS: Three pumps are employed on the Sabre, two angled fresh water pumps, and one plunger type. We will deal with the angled pumps first. One is fitted into the hole in the after runner of the sink in the toilet, and is bolted down with 2"x2BA bolts. The other is situated on top of the formica galley top, and is connected to the feed supplied out of the galley top, and is screwed down. NB The galley formica should be fixed first. The pump type is used for emptying the ice box, and is fitted under the stove shelf, connected to the icebox drain, and the loose end of the pipe disharges into the sink. NB The stove area must be completed first.

19. GALLEY: The after bulkhead part no. 49 is fitted to the GRP upstands at the forward end of the quarter berth, and Pk'd down into position. Next, fit the formica part 33 to the galley top, remembering to sand all shine off the galley top to obtain a good key for 'Evostic'. Stick the formica down, and then screw on the fresh water pump. The ice box base part 34, the ice box cover part 36, and the sink cover part 35, are then dropped into position. The galley fiddles 32 & 37 are screwed into position, allowing the top edge to stand above the galley top, these are recessed to give the correct height. Next we move to the plate rack. Front part 29. Here we fix the partitions, first parts 30 & 31 and then fit and fix the front into position between the bulkheads, and from the galley top to the underside of the deck.

20. STOVE AREA: Dependant on your choice or cooker, you have to build a shelf at an appropriate height. For the hotplate type, the shelf part 43, is fixed into the step in GRP in the cooker area. The ice box pump is bolted under this and the gimbals on top. The cooker cover, 40; is hinged to 39 & 39 is hinged to 44. This forms a complete cover for both shelves. The cover 40 rests on top, on the loose door 42 behind the stove, and all the former are held by brass bayonet catches. In the event of using a cooker with an oven, part 43 is not used. The cooker is then bolted to the GRP base, and the ice box pump bolts under the same. The aperture under the stoveis covered by door 41, fixed with stepped hinges, and a nylon button catch.

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Not Supplied

PORT QUARTER BERTH SHELF:

not supplied

21. PARTITION PARTS: Parts 46 & 47 and the front part 48 form this stowage. Firstly fit part 48 in the recess in the GRP above cut outs between bulkheads 49,,and the after end of the quarter berth. The divisions are screwed through the underside of the GRP and through the plywood front, positioned by the two raised sections in the front.

22. CHART TABLE: Top part 38 is hinged to leaf part 45. The top drops onto the angled section of the shelf front part 48, and the leaf supported by dropping into aluminium slides screwed on the blocks on the engine box sides part 54 ensuring that the table top is level.

no blocks

23. STARBOARD QUARTER BERTH SHELF: Firstly, fit part no. 64 which is the sliding locker front. This extends from the main bulkhead to the aft cabin bulkhead, and from the underside if the deck to the recess in the GRP moulding. A 1" x 2" batten is screwed up to the main bulkhead in line with the recess to the underside of the deck. The front is fastened to this and also along the bottom edge. A partition is fixed to form an end to these lockers. Finally the sliding doors have the knobs fitted, and dropped into the slots.

not Supplied

24. QUARTER BERTH SHELF FRONTS: Part 71 is fitted between the after end of part 64, and the bulkhead at the after end of the quarter berth in the recess in the GRP mould.

25. SLIDING SETTEE: Part 72 drops into the recess in the dinette top, and slides out to form the double berth. Part no. 90 is the settee cleat, and bolts onto the engine front, No.53. A cushion fiddle part No. 73 is screwed into the recess in the edge of the berth top.

26. STEPS: The steps part 87 are already constructed and have to be fitted centrally in the corner formed by the engine box front, and the main saloon floor. They are held in position by means of two casement catches bolted to the engine box front, and screwed to the topsides of thesteps, and two blocks 88 & 89 are screwed to the cabin floor, and the bottom of the step slides are cut out to sit over the blocks.

27. CHART TABLE STOWAGE: The chart table stows on the face of the galley, and is held there by three S/S bent tangs, screwed on the underside of the table. (Two on the fiddled edge, and one on the centre of the opposite edge.)

27. CHART TABLE STOWAGE (Continued...)

These tangs locate in S/S brackets screwed to the galley face.

28. LOCKER EDGING: All lockers cut through the GRP are trimmed with grey plastic edging.

29. SALOON TABLE: The circular table base is fixed by cutting a $4\frac{1}{4}$" diameter hole in the cabin floor. The centre of which is $23\frac{1}{2}$" from the face of the side seat. The base is then screwed down with $1\frac{1}{4}$" x 14 S/S Pk's.

30. TEAK TRIM AROUND THE MAIN HATCH: Firstly we have to cover the GRP around the hatch with PVC lining material. This is taken from a point 4" across the inside of the bulkhead, and taken around the GRP flange to the shiny side of the hatch edge. This also is repeated around the hatch and the deck. The teak battens 124 - 129, are fitted and screwed to cover the edge of the lining material. Finally the chromed tread is screwed to the bottom of the doorway.

31. ELLCTRICAL WIRING FOR LIGHTS: All wiring must be completed before starting overhead linings. The position for lights is optional, and the wiring must be lead back to the toilet compartment and connected to the main feed. Deck sockets should be fitted and connected at this time.

32. OVERHEAD LINERS: These are cut from $\frac{1}{8}$" plywood or hardboard and covered with PVC lining material. The liners are screwed with $\frac{3}{4}$" x 6 R/H Pks and screw cups into $\frac{1}{2}$" ply moulded to the underside of the GRP with one exception. This is the section from forward of the toilet compartment, aft to the raised end of the coach roof, which is approx. 6" aft of the forward end of the saloon window, this is a soft lining.

i) Quarter berth overheads: These run from the after quarter berth bulkhead to flush with the sloping main bulkhead, and from the plywood bulkhead alongside the cockpit, out to the ships side, above the quarter berth shelves.

ii) Main bulkhead liners: These run from the bottom edge of the bridge deck, to the deck head, fitted around the hatch, and from a central join under the doorway , out to the soft coachroof side linings. Strips of red Pad-stick are glued to the back of the bulkhead and corresponding lines of adhesive are applied to the back of the lining. Then the lining is stuck in position.

iii) Soft lining: $\frac{3}{4}$" foam is glued to the underside of the hanging locker bulkheads, through, between the toilet and the hanging locker, and round the curved part of the deck, so that the after end finishes in a straight line across the ship approx 6" aft of the forward saloon windows. To this, the PVC. liner is stuck. The PVC. is allowed to cover the faces of the bulkheads and the compartment fronts by 1" Where the PVC meets the soft head liners it is turned back on itself to give a neat line in the corner.

iv) Main saloon overheads: These run from a central join out to the edge of the coachroof, and from the after sloping bulkhead to a straight line across the ship 2" aft of the fore end of the forward saloon window, thus bedding into the soft liner. The central join is covered by batten part 91, and lights are fixed to the lining, the wiring being led through holes.

32. OVERHEAD LINERS (Continued...)

v) Fore cabin overhead: This runs the length of the cabin, from forward, and beds into the soft lining in line with the toilet, and hanging locker bulkheads, and right across the width of the cabin, allowing a hole in the area of the fore hatch. This lining is fixed with red taps similar to the main bulkhead liners.

vi) Under fore deck,liner: Triangular in shape, running from the chain locker bulkhead, to flush with the after deck beams, and out to the ships side above the shelves.

33. BULKHEAD TRIMS: Parts 93-97 are trims for the forward bulkhead. These are Pk'ed to the bulkhead to form a neat finish to the liners. Part 93 can be cut either side of the bulkheads, or carried across, the ship to form a base to carry the curtain rail. Parts 98 and 102 form the trim on the face of the hanging locker and toilet, and are Pk'ed to the locker faces. Parts 99 - 101 are the port side main bulkhead liners, and parts 103 - 105 are the starboard side, again Pk'ed into the bulkhead.

34. GRAB HANDLES: Parts 131 and 132 are positioned either side of the door way, inside the saloon, and screwed top and bottom, through the main bulkhead, underneath the washboard slides, and bolted top and bottom, through the doorway flanges, using domed nuts.

35. GAS LOCKER: The locker bottom 118 and 117 are glassed into the after end of the port cockpit locker and then the ring 119 is bolted through the bottom and end 117 6" up from the base 118. This locker must be vented outboard via a gas vent into the cockpit side, or through the transom.

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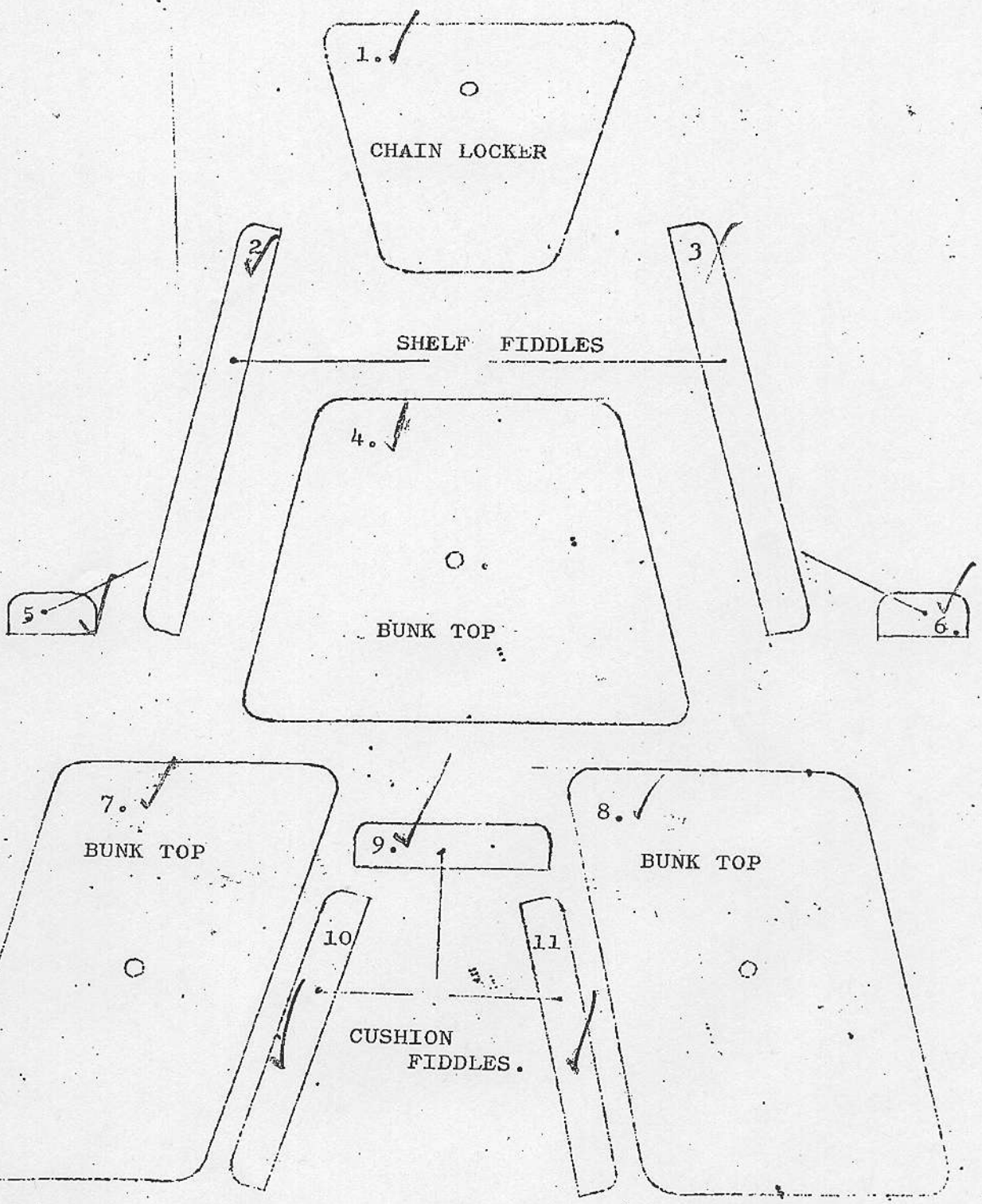
SABRE 27' FORWARD CABIN




12. FORE HATCH HANDLE

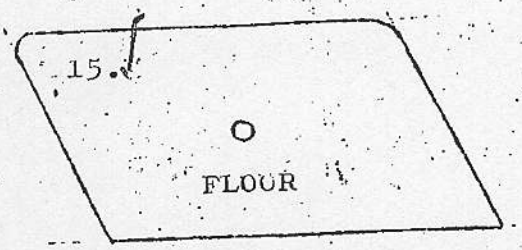
13.

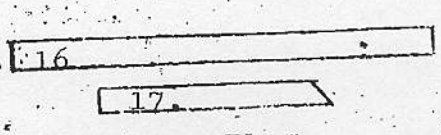
14. PORT & STARBOARD CURTAIN TRACK.

12, 13, 14 not supplied 27/3/75.

14.

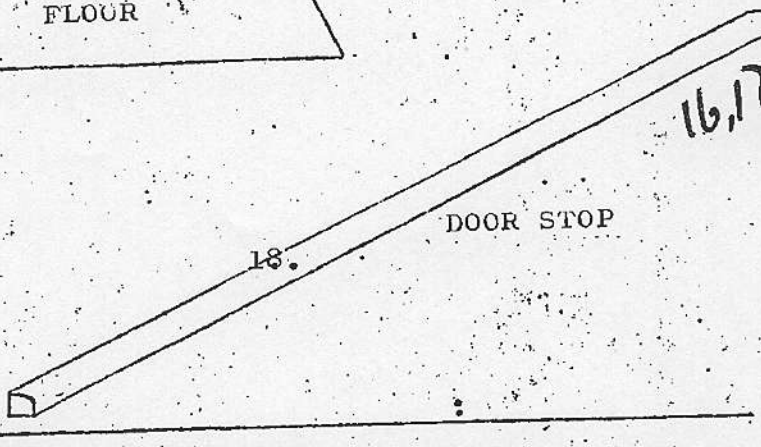
## SABRE HANGING LOCKER - PORT SIDE.



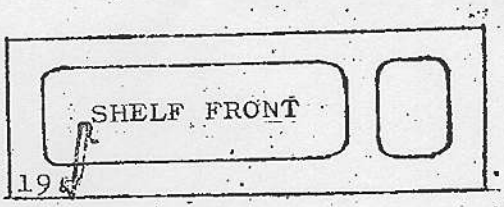



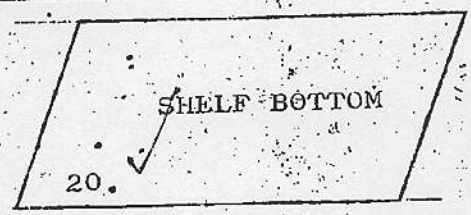

CURTAIN RAIL

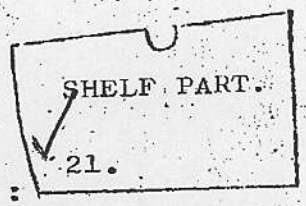
16,17,18 not supplied 27/3/75.

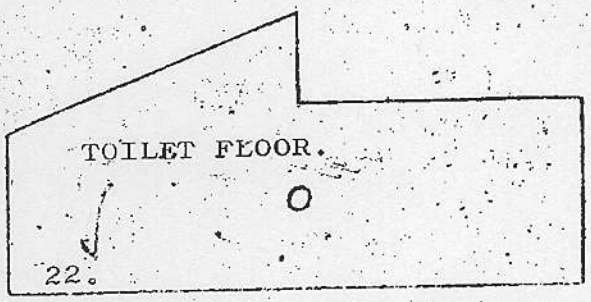


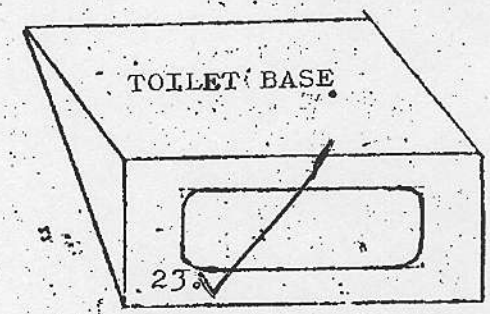

## SABRE TOILET COMPARTMENT.



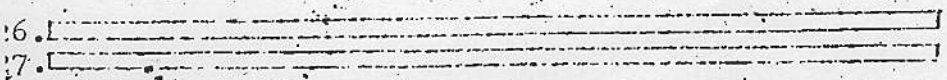





SINK RUNNER


not supplied 27/3/75 +6"

not supplied 27/3/75



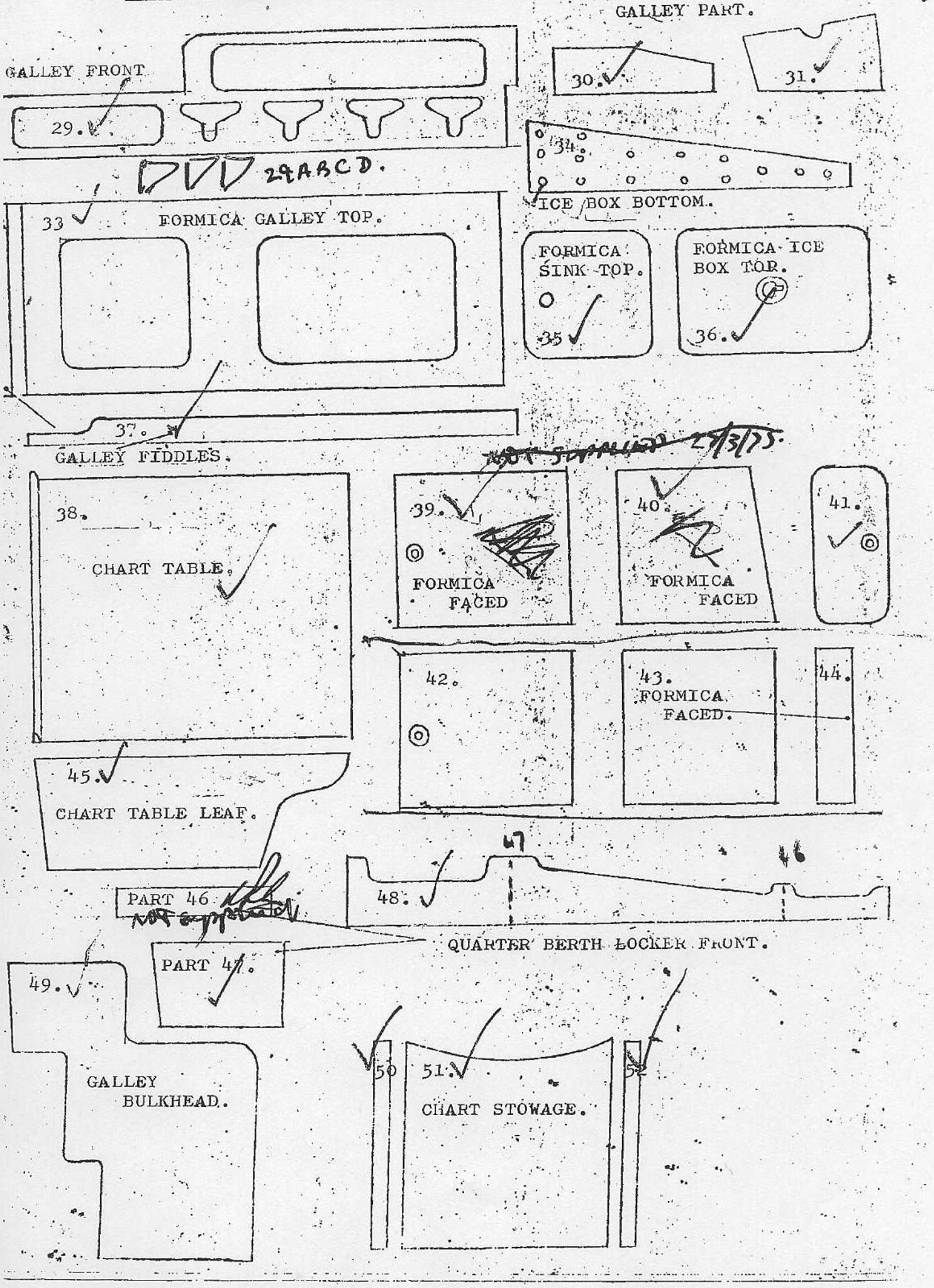

28.

CURTAIN RAIL.

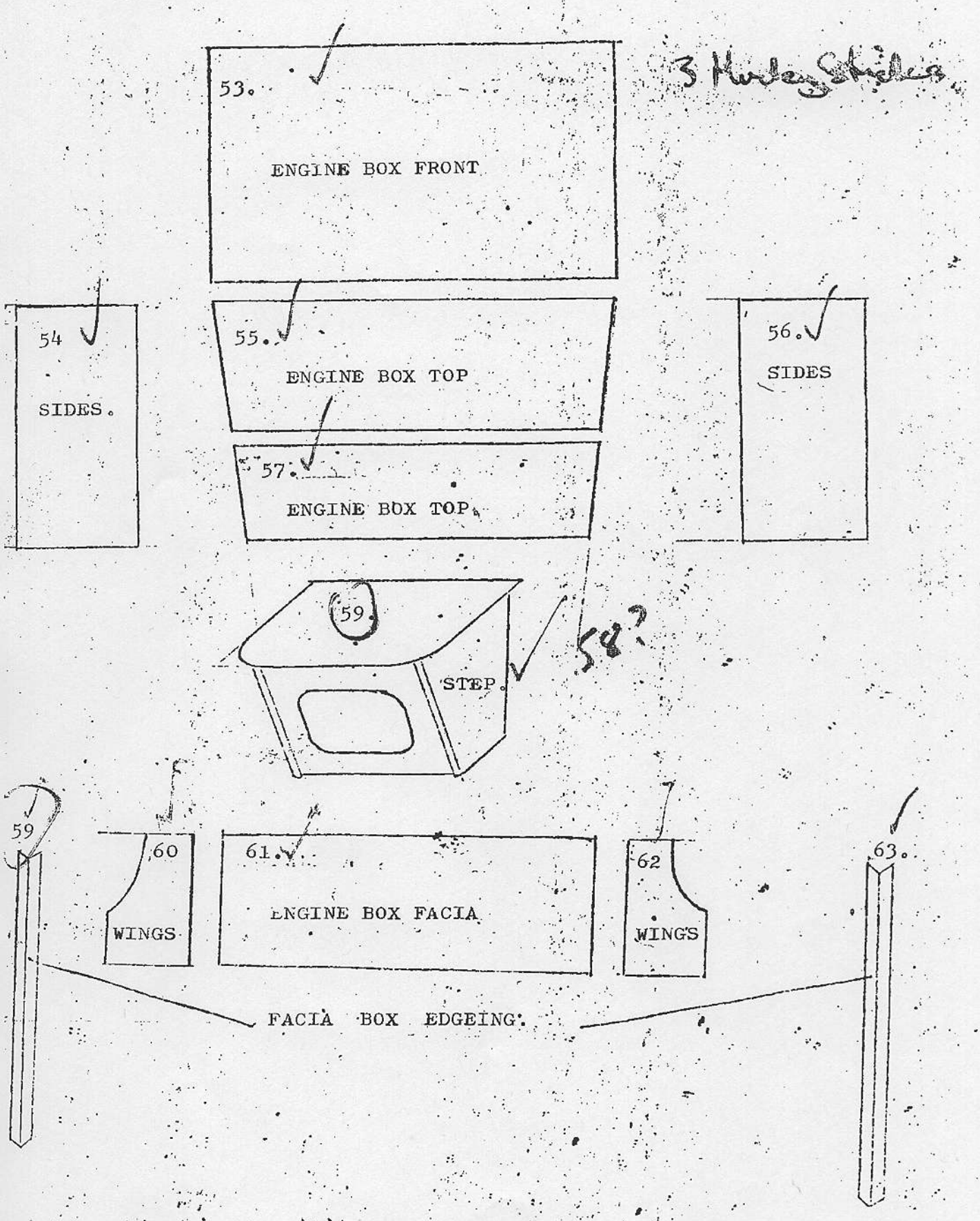
SINK RUNNERS.

15.

# SABRE MAIN CABIN - PORT SIDE.

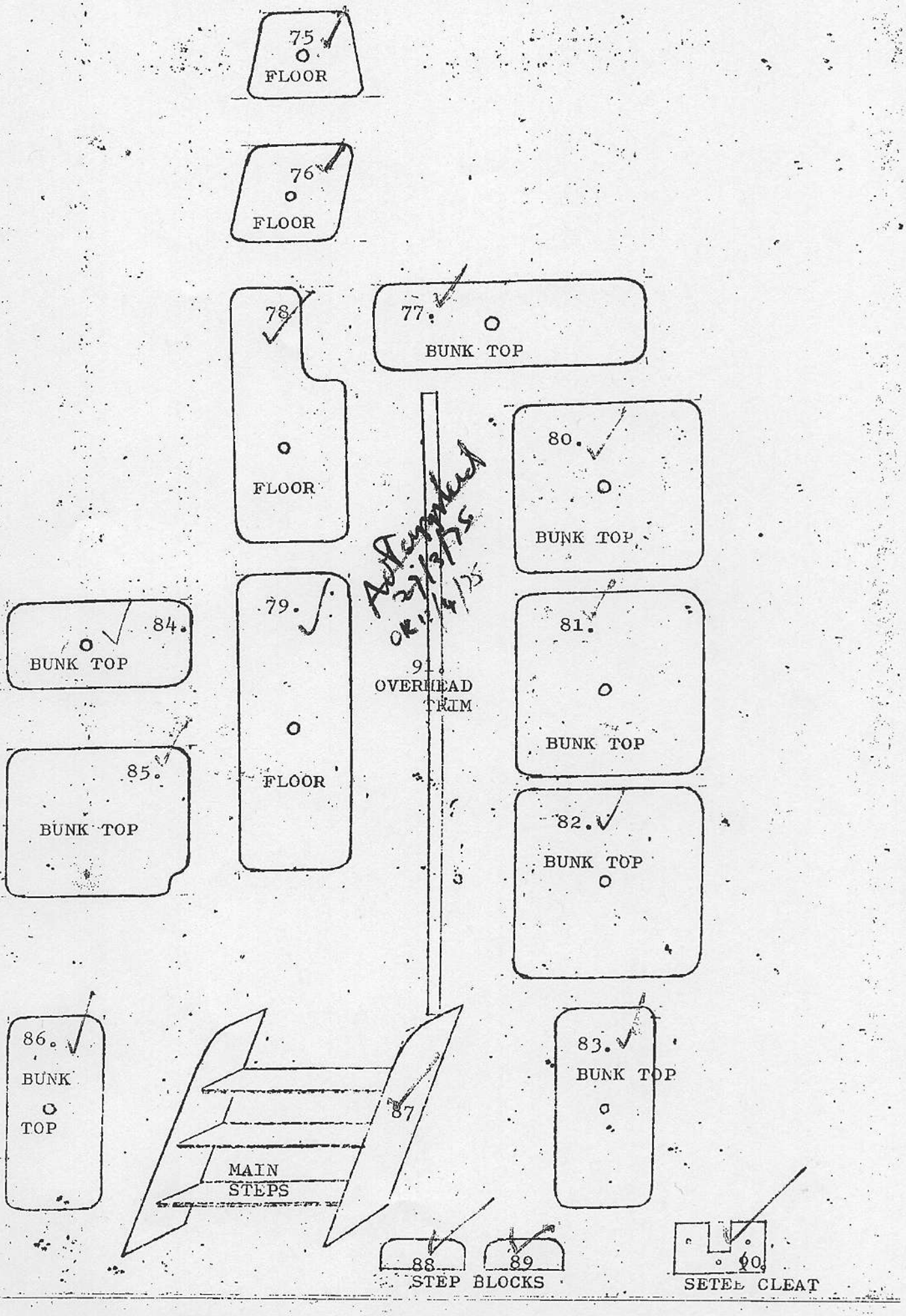


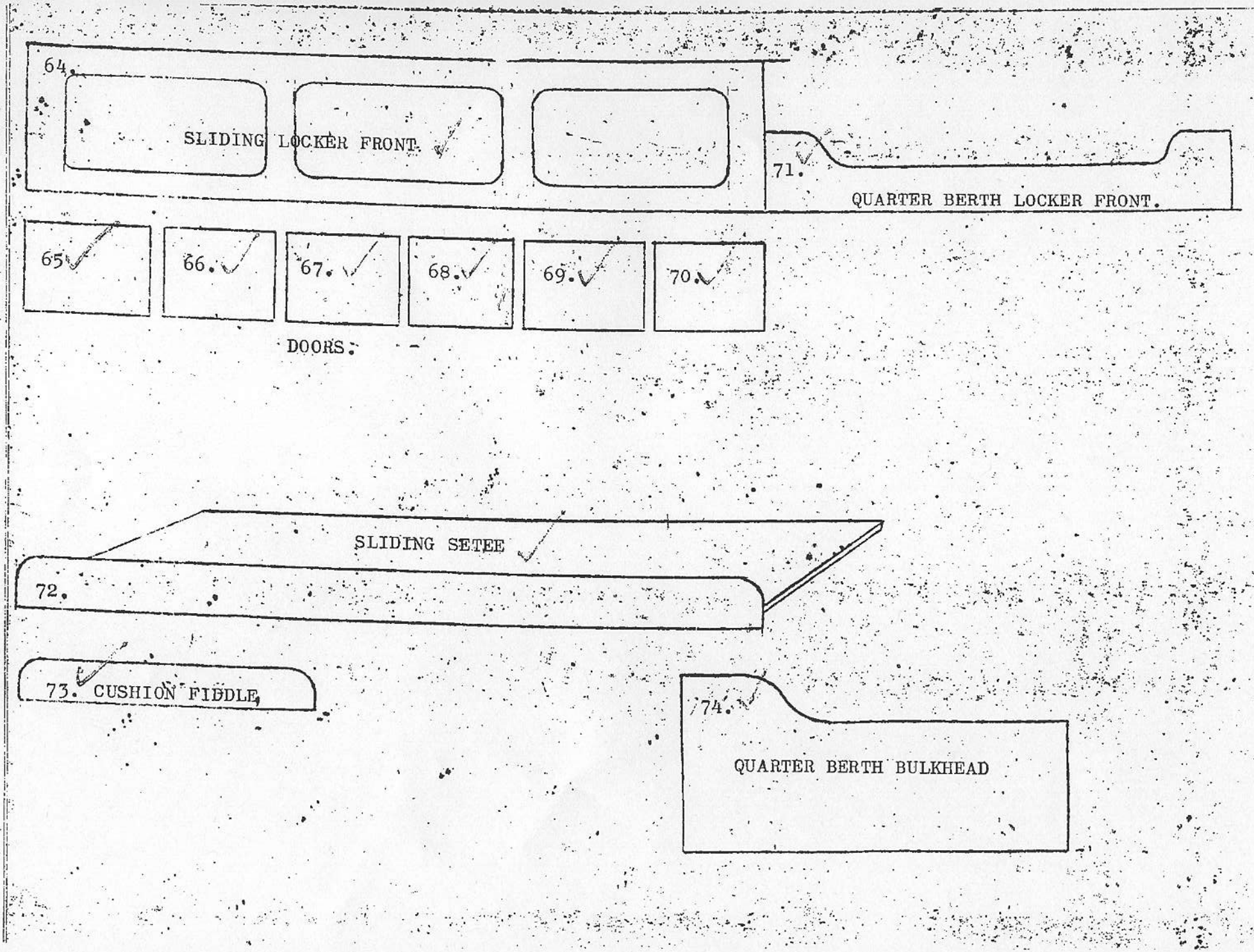
# SABRE MAIN CABIN - ENGINE BOX.



17

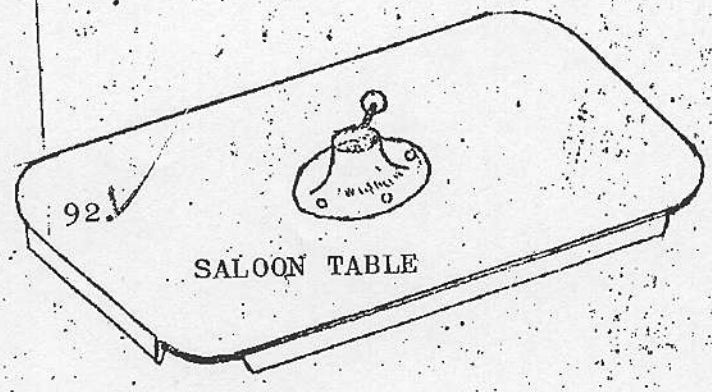
# SABRE BUNK TOPS + FLOORS



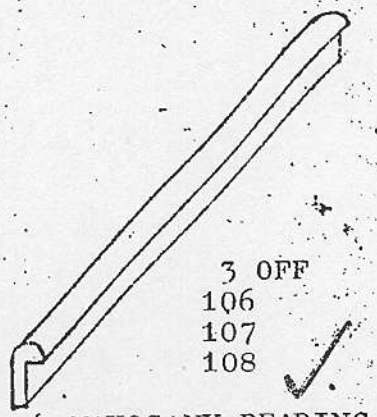

64.
SLIDING LOCKER FRONT.
71.
QUARTER BERTH LOCKER FRONT.
65.
66.
67.
68.
69.
70.
DOORS.
SLIDING SETEE
72.
73. CUSHION FIDDLE
74.
QUARTER BERTH BULKHEAD

18.

SABRE OVERHEAD TRIM

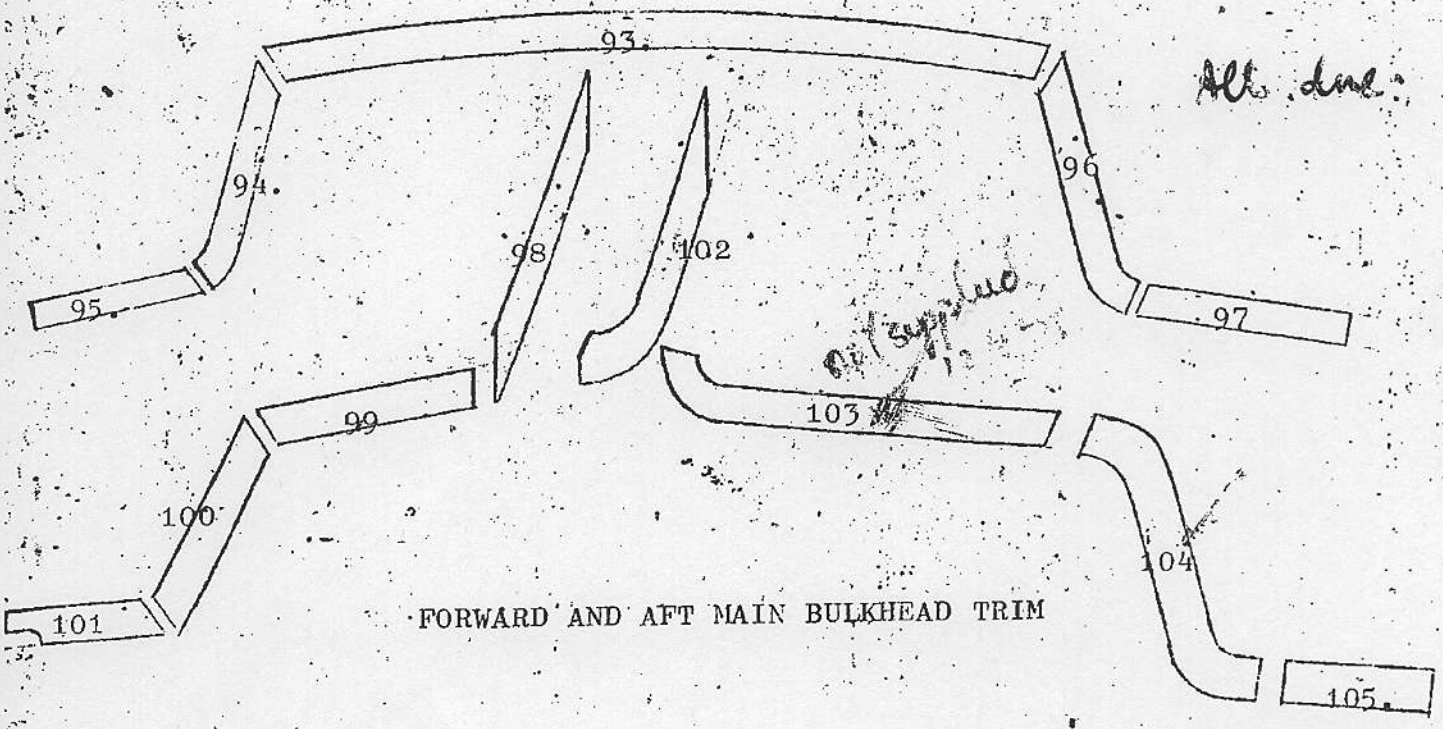



SALOON TABLE



3 OFF
106
107
108

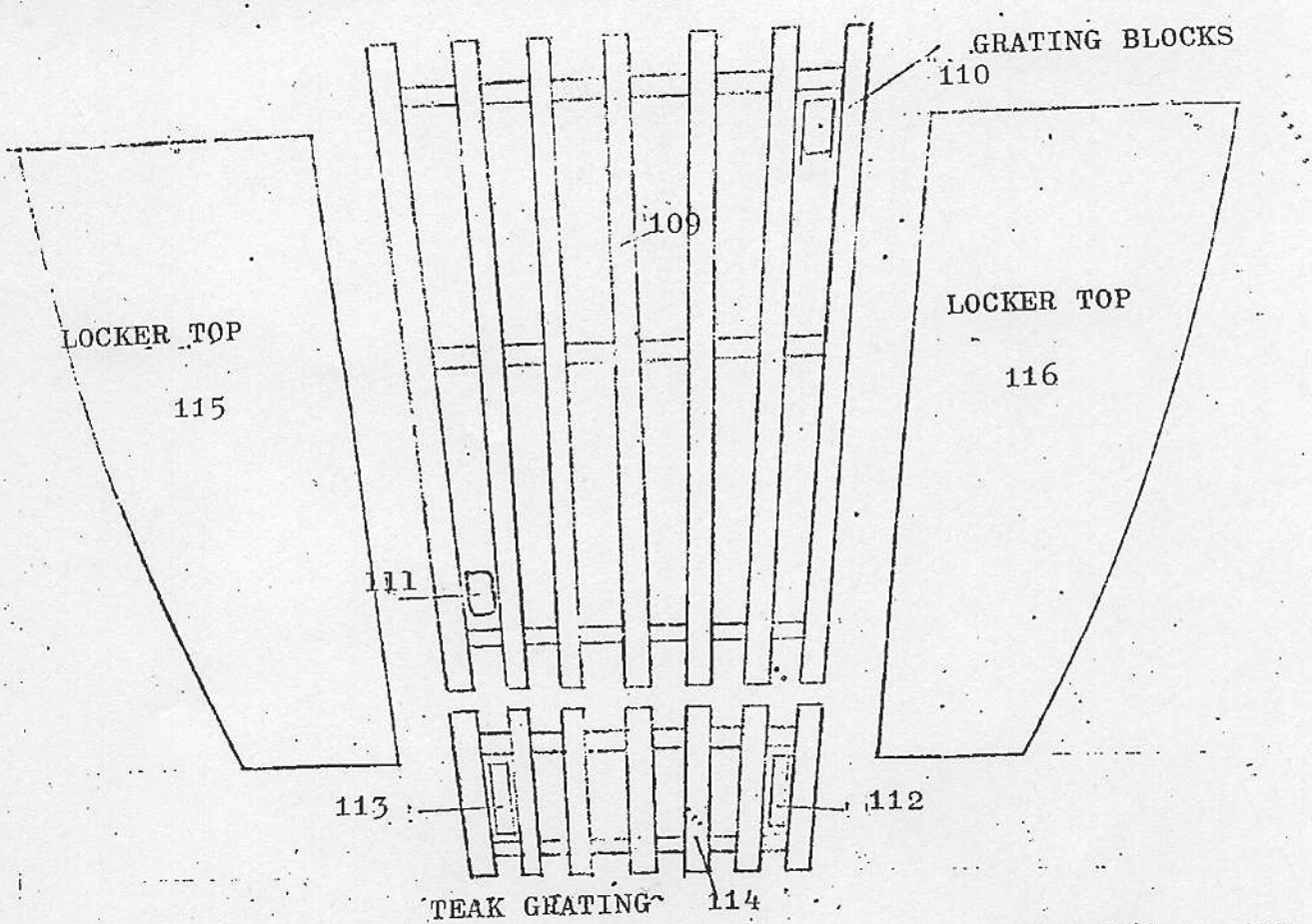
MAHOGANY BEADING
3 OFF @ 6' LENGTHS

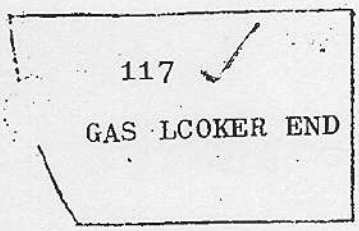


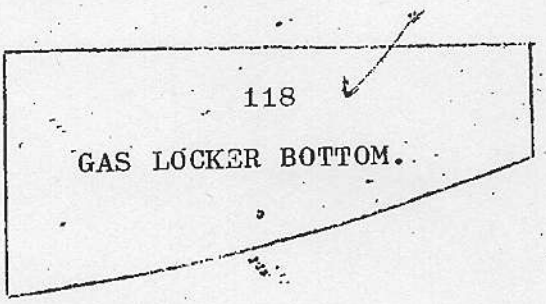

All dne.

FORWARD AND AFT MAIN BULKHEAD TRIM

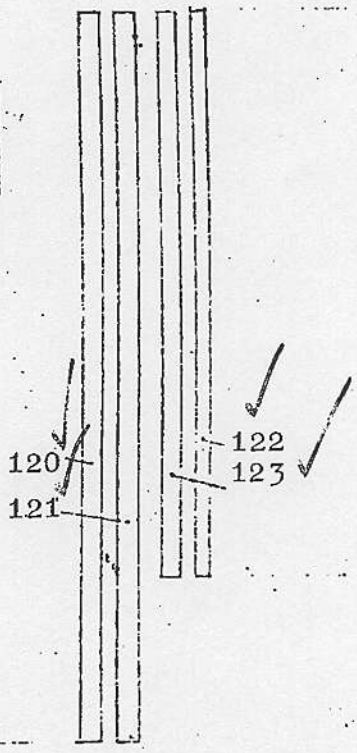
# SABRE COCKPIT & CABIN TOP TEAK HANDRAILS.



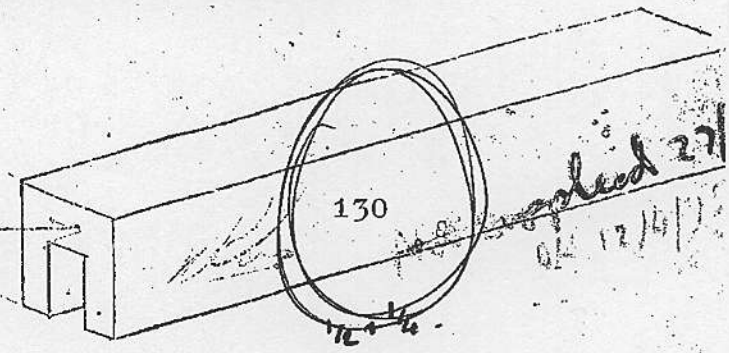



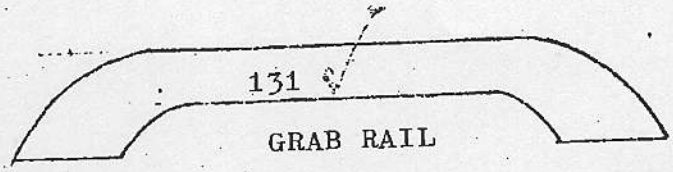


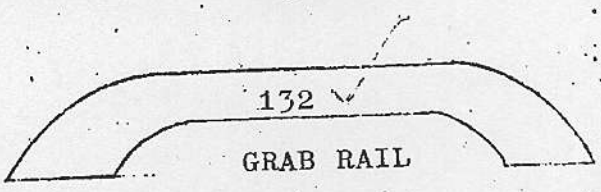


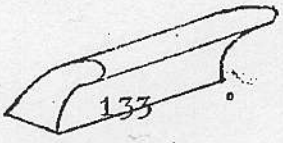
## SABRE HATCH TEAK TRIM, HANDLES & WASHBOARDS.

1 off 17" x 1" x $\frac{3}{8}$"
2 off 23" x 1" x $\frac{3}{8}$"
2 off 2'-4" " "
1 off 2'-2" " "
1 off 2'-6" FOR SLIDING HATCH

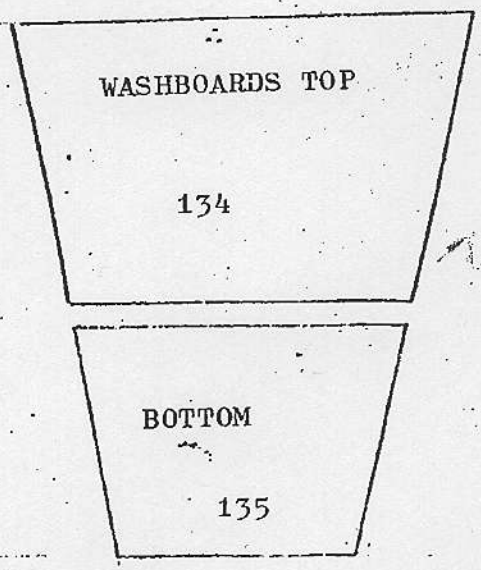


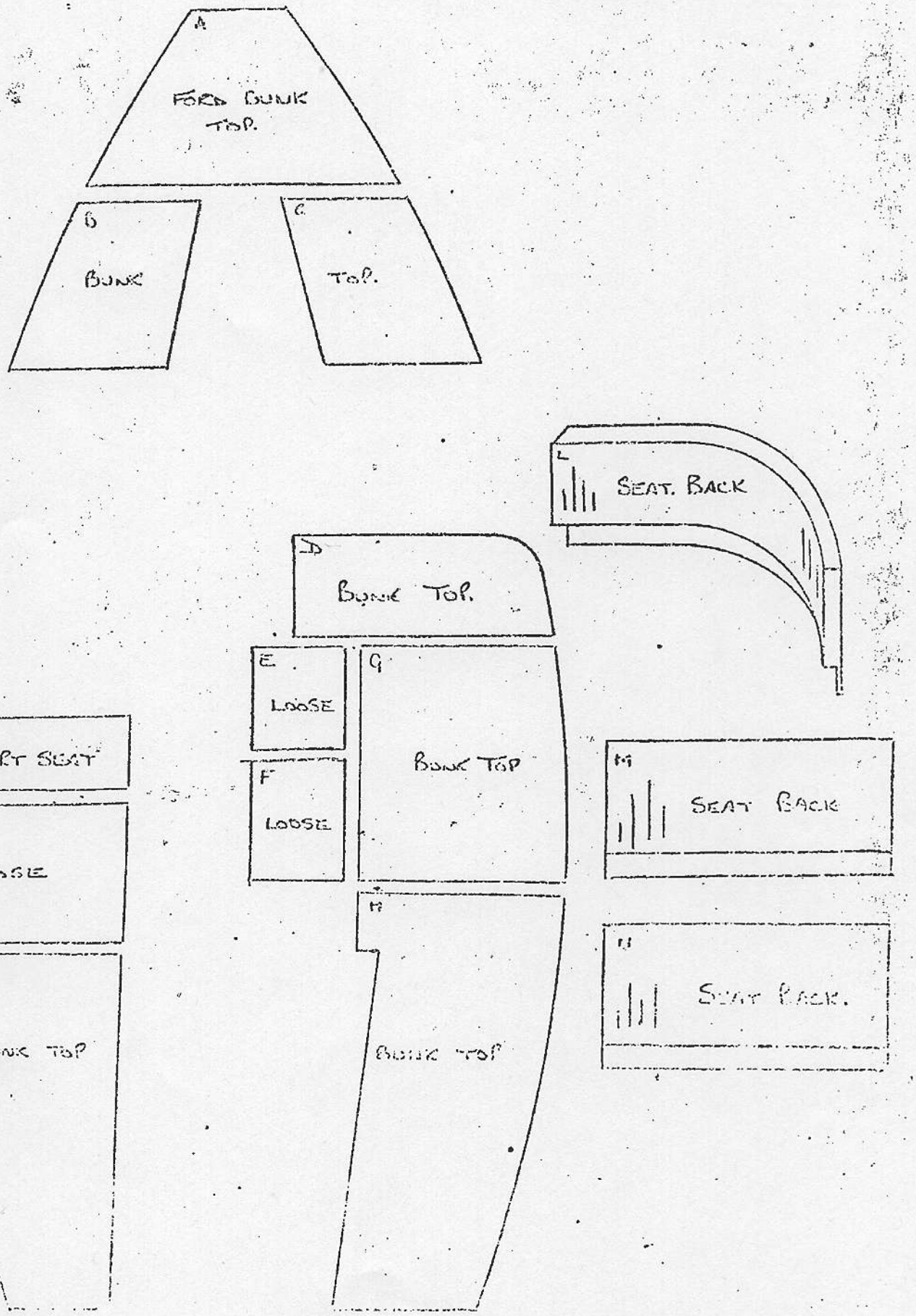




MAIN HATCH HANDLE



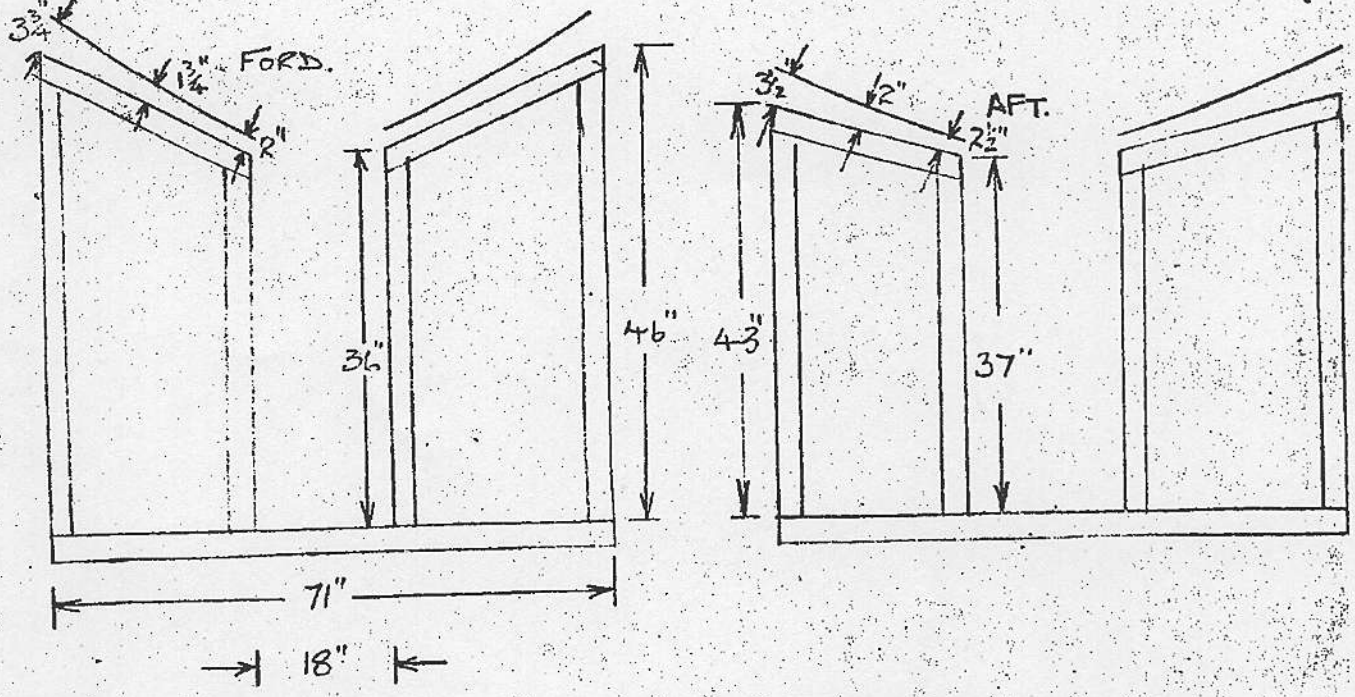
# SABRE 27. CUSHION LAYOUT.

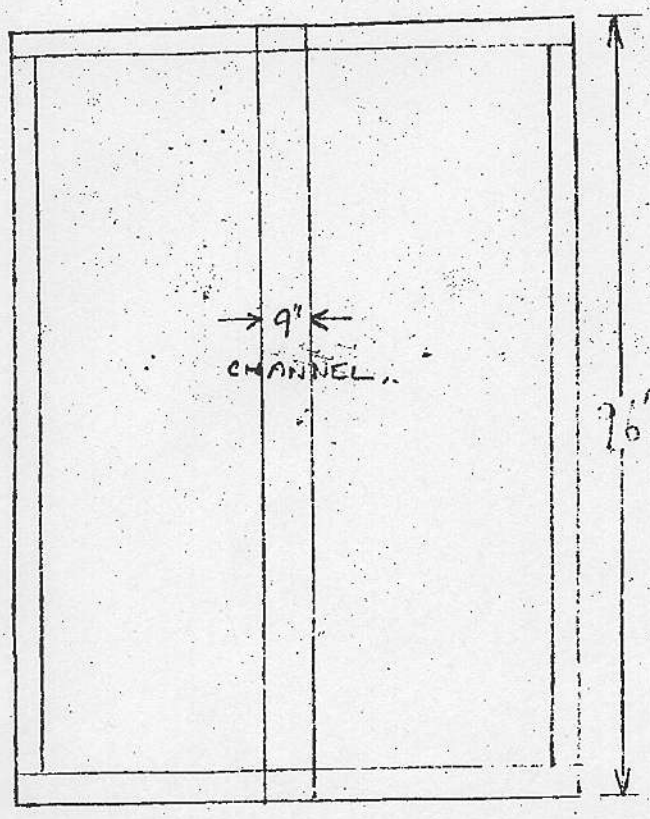
## CUSHION LAYOUT



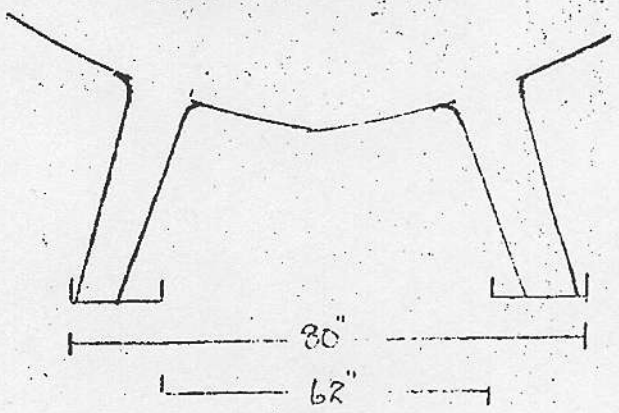
22

# SABRE CRADLE DETAILS.



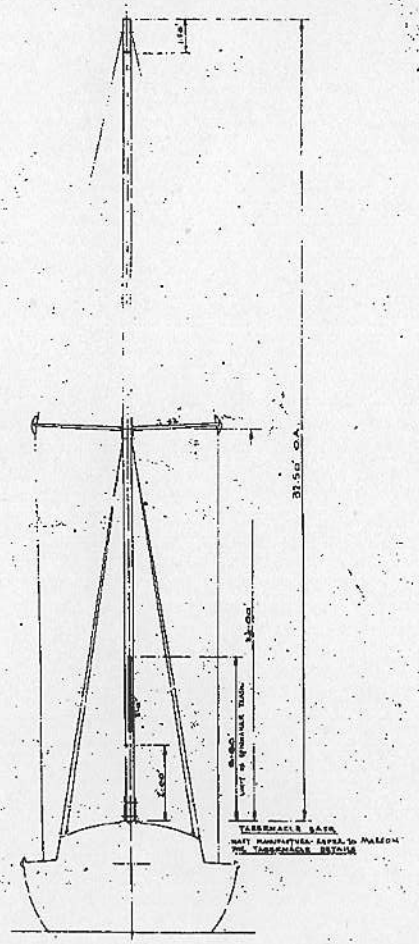

DETAIL FOR TWIN BILL CRADLE.

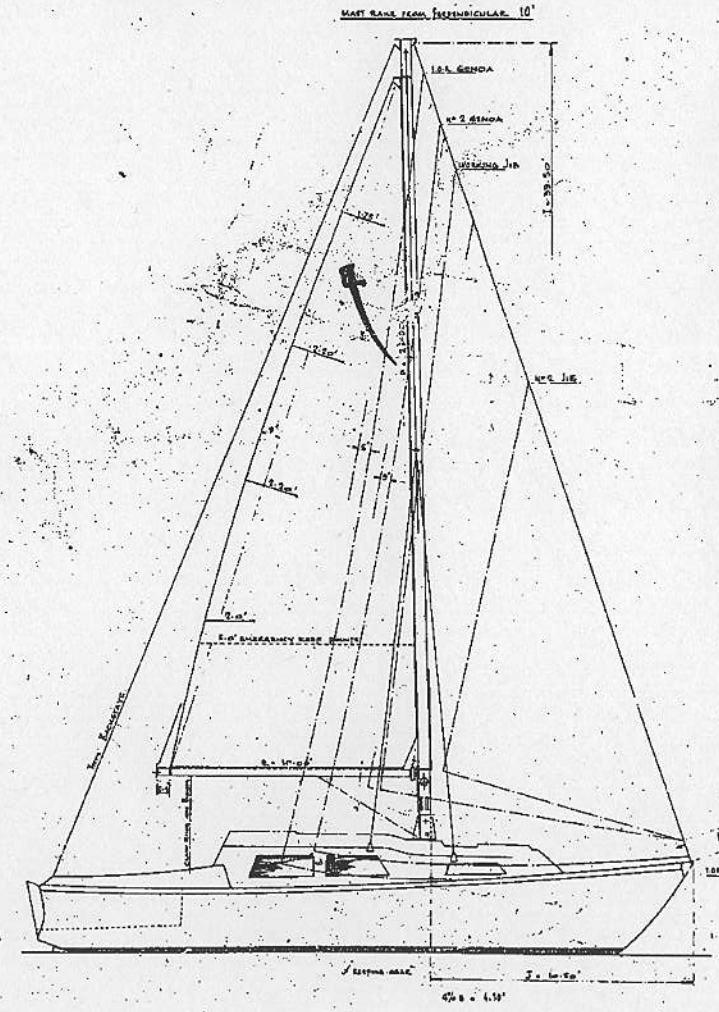



9"
CHANNEL.

# ALAN F. HILL - YACHT DESIGNER + SURVEYOR - 15 HIGH ST - BURNHAM-ON-CROUCH - ESSEX.

| SAILS | LUFF | FOOT | LEACH | AREA | MAT'L + WEIGHT | |
|---|---|---|---|---|---|---|
| MAINSAIL | 28·00' | 10'00" | 29·45' | 185 Sq Ft. | TERYLENE 7·5 oz | SAIL NUMBER + CLASS MOTIF - REEF POINTS + CUNNINGHAM EYELETS - LOS BATTEN LINES |
| I.O.R. GENOA | 33·50' | 16·00' | 32·75' | 284 Sq Ft | 5·8 oz | I.O.R. + 15·75" DECK SCRAPPER. (TENSION LUFF OPTIONAL) EXTRA. |
| Nº 2 GENOA | 31·40' | 15·25' | 30·60' | 226 Sq Ft | 5·0 oz | BONNET 6' CLEAR OF DECK - BILGE KEEL GENOA. |
| Nº 1 JIB (working) | 25·75' | 12·50' | 25·40' | 133 Sq Ft | 7·5 oz | |
| Nº 2 JIB | 19·33' | 10·25' | 16·00' | 80 Sq Ft | 7·5 oz | |
| SPINNAKER | I.O.R. SIZES. | | | | NYLON | ETC/ CLEW EYNES + HEAD SWIVEL - SAIL NUMBER CUT FOR RUNNING - OTHER CUTS SEAMING ETC - OWNERS CHOICE. COLOURS - OPTIONAL EXTRA. |




## DIMENSIONS.

| | | | |
|---|---|---|---|
| LENGTH O.A. | 27'-10" | . | 8·490 m |
| " L.W.L. | 22'-1⅛" | . | 6·751 m |
| BEAM | 9'-00" | . | 2·743 m |
| DRAFT | 4'-6" | . | 1·372 m |
| DISPLACEMENT | 3·20 tons | . | 6·25 Tons |

## REQUIREMENTS.

SPARS TO BE GOLD ANODISED SOUND DEADENING OPTIONAL EXTRA

MAST HEAD LIGHT - WIRING FOR SPREADER LIGHTS OPTIONAL EXTRA

HALYARDS 2 NO. FOR MAINSAIL, HEADSAIL, SPINNAKER (EXTERNAL) WIRE (WIRE) (NON-FERROUS ROPE)

WINCHES - GIBB SUMMIT NO. MAINSAIL + HEADSAIL

CLEATS - 2 NO. FOR MAINSAIL, HEADSAIL, TOPPING LIFT SPINNAKER + BOOM, BOWSPRIT

SPINNAKER - 3'-0" ALLOY TRACK WITH RECIPROCAL ADJUSTABLE EYE UPHAUL + DOWNHAUL BLOCKS - RECIPROCAL LEADS

SPINNAKER BOOM - 10·75" DIA. SPRING PLUNGER END FITTINGS UPHAUL + DOWNHAUL EYES SET AT MID LENGTH

MAIN BOOM - KEY FITTING FOR KICKING STRAP

MAINSAIL - BOLT ROPE ON FOOT - SLIDES TO LUFF* * (MANUFACTURERS TO LIAISE ON SIZE REQ'D)

I.O.R. + Nº 2 GENOA TACKED 1' FORWARD

SCALE - "1in = 1ft" 1:24

# SABRE - SLOOP SAIL PLAN (REVISED) MARK II

DRG Nº 11/11
ISSUE A
DATE 1/9/70

M:G 415
M+C 300
M2+J 285
M4+J 270
M4+S 190
M6+S 190
S 80

65
87
132