

N10 FAQs

Retrofit and upgrades to Parker River N-10's

By: Jack Gannon

There are several basic reasons why one boat goes faster than another. They are generally related to equipment maintenance (replacement), and or cleanliness and smoothness of the underwater surfaces. Weight can be a factor, however, this can generally be overcome with elimination of extraneous or heavy accessories such as heavy (waterlogged) floorboards, spars, and, what I call, "Overkill" fittings.

Sails: Sails are the power for your boat, and many people are sailing with very old sails that have lost their shape and therefore effectiveness. Enough said on this point. Replacement cost is a consideration, (Approx. \$600)

Centerboards: Steel centerboards on the older boats have two problems: First, they are generally rusted and pitted, and secondly the pivot pin holes have enlarged so as to increase sloppiness in the centerboard box and diminishes upwind pointing ability. The third issue is that the maximum depth of the centerboard (20 1/2") must be attained!!

Wetted Surfaces: This includes Centerboards, Rudders, and of course, the hull. All of these surfaces need to be fair, smooth and kept clean. I see many rudders that have been neglected (chips and gouges) and even some that have become water logged. The difference between a dry and a "water-logged" rudder can be as much as 5-6 Lbs. It is also important that the rudder, tiller and tiller extension be tight and not sloppy as this impairs the response of the boat to steering in the shifts, and especially, upwind in choppy waters.

Fittings and Rigging: In order to sail your best, without distractions, it is absolutely necessary to have fittings that not only work properly, but are located for ease of operation while racing. There is nothing more detrimental to the competitive psyche than something that doesn't work properly. Most adults would get our cars fixed if something were broken, so why not your child's boat?

Tuning: I believe shrouds must be maintained in a taught manner, without sag. Some say that the shrouds should be slacked about a 1/4" however all around performance dictates otherwise.

Mast and Booms. Wood masts can be effective if they are tuned properly. Booms need to be stiff enough so as not to bend in a breeze. A wood strong back mounted to the top edge of the boom will improve it's performance.

All of these factors contribute to lost distance in a race.

If you need help in evaluating your boat feel free to contact me.

Jack Gannon