Supernova MK1 - Hints and Tips

Authors:

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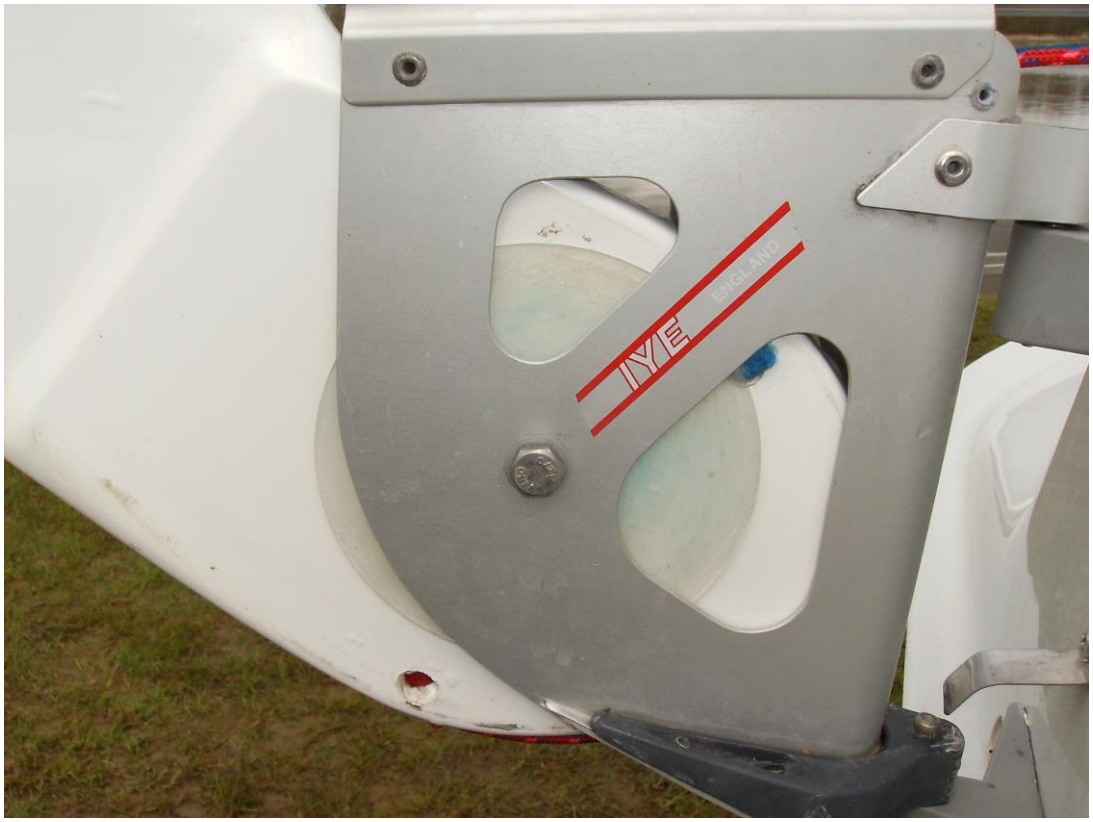
- Minor updates by Gavin Young Feb 2021

Most of the rudders have a bit of sideways play so it is a good idea to pad them out to prevent this play and a CD is perfect for this. Here Richard has finally found a use for the Bay City Rollers Greatest hits!

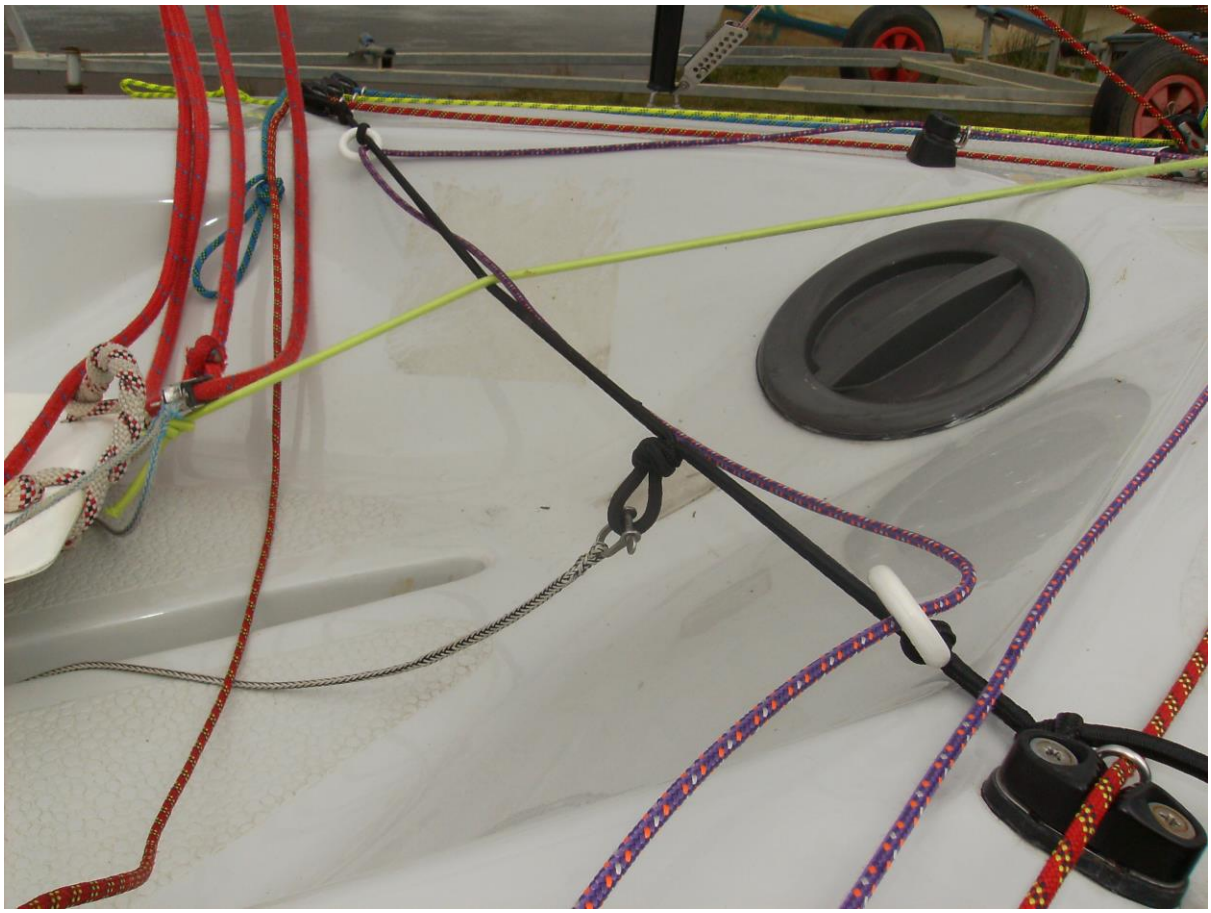
Also note the way that the rudder retaining clip is bent the other way to stop the rudder falling out.



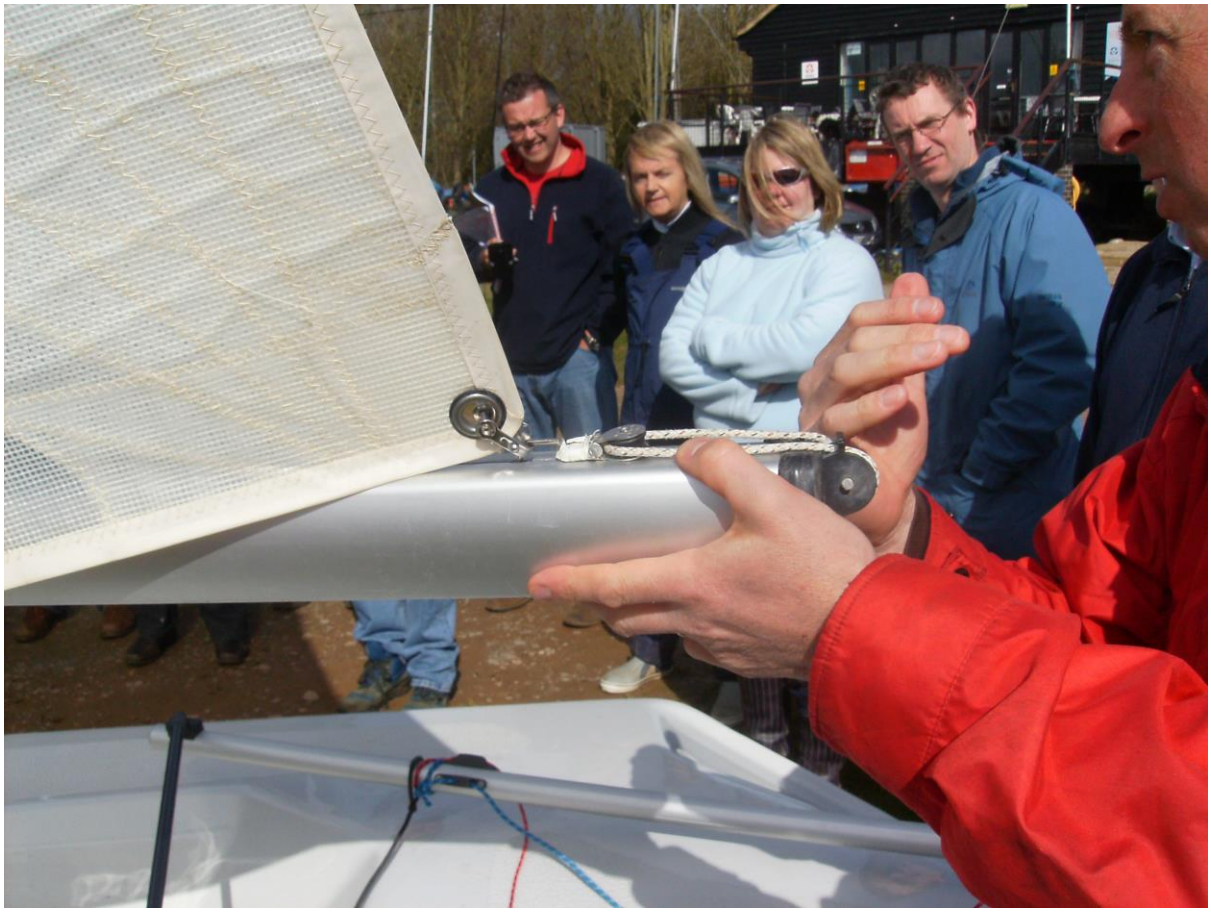
You may have noticed that the Supernova is a bit prone to stalling in tack. Here some elastic has been attached to the tiller and secured on the plastic cleat at the back of the cockpit (found on newer boats - but there are plenty of ways to achieve this on older boats).

This elastic not only helps prevent over steering the boat - but if you drop the tiller ensures that the rudder comes back to the middle!!!.....A "must have" fitting!!!

Both the adjustable mast rake and the kicker system are continuous which means that there is no end to the control line. It is a joined-up loop. A 4-5mm Excel Racing line which has a dyneema core. Dyneema d12 if you haven’t come across it is very easy to splice. Both of these control lines are long enough so that they can be adjusted whilst fully hiked - and the kicker long enough so it doesn't foul the centreboard.



The Mk1s clew was attached to the boom with a slider in a track. This can create quite a bit of friction and makes it difficult to adjust the outhaul whilst sailing. Here some plastic/mica has been attached under clew outhaul pulley to allow it to slide more easily. You can also revise the set as per current Mk2s which have removed the slider altogether and instead simply tie the clew to the boom with a strap/rope (a la Laser style clew strap).



Here the standard multi-block kicker has been replaced with a modern cascade system - again using dyneema. This became the standard kicker system for Hartley built Mk1 boats and is still used today for the MK2e. The advantage of this system is that it allows finer and smoother adjustment. (You may also spot that the lowers have been replaced with dyneema! - to save weight, this is not a standard item but is permitted under the class rules).

When it gets really light the centre bridle gets in the way of getting right forward. On Richard's Mk1 boat he had a length of thin rope permanently tied to the loop in front of the centre mainsheet block and kept tidy when not in use by a length of elastic.

This can be switched over on the water and when in use allows the helm to get right forward.

Later Mk1 boats built by Hartleys incorporated a ramp under the mast step from new, earlier boats can retrofit the ramp which was allowed under the class rules in recognition of the amount of mast rake now being used by a lot of the top sailors. Richard has a retro fitted a ramp under his mast step making it from an old chopping block (not wooden!). With ref to V7 of the Class Rules the maximum height of any point of the mast ramp must not be higher than 12mm.

Most Mk1s are now being sailed with adjustable forestays allowing the rig to be raked back upwind and pulled more upright off wind. There are lots of ways of doing this. Richard had the standard Hartley supplied set of cleats behind the mast. Also shown here is another way of doing this, generally as seen on older boats, where the mast rake is led out to a cleat on the end of the other cleats. Another method (not shown here) is for a swivel cleat just behind the mast. Also shown here is the business end of the adjustable forestay - showing the all-important safety line around the mast. Also note the forestay safety line at the front of the boat in case any of the blocks should ever fail.