

## Rigging Tips: The Howe Traveler

An emergence among Fleet 1 sailors is a simplified adjustable traveler that replaces the non-adjustable traveler supplied with the standard Tanzer 16 by the factory. It has the advantages of being self-tacking, reasonably inexpensive, relatively easy to install and easy to use. Weldon Howe, formerly a Y-Flyer skipper from the midwest, skipper of T-901, Fleet 1 member and a Carolina Sailing Club Commodore, and currently a resident of Oriental, North Carolina (often the location of many district and national events), deserves full credit for the development of this type traveler for use on the Tanzer 16. Now that you know about the namesake of the "Howe Traveler", here's how it works:

The very simple concept of the Howe Traveler (or any traveler, for that matter) is that it allows the mainsheet to tighten the lee-ch of the main with the boom positioned off-center of the boat varying amounts for varying wind conditions. This is very advantageous in dealing with heavy air, and permits adjustment of the angle of attack of the sail without allowing the main to become full and overpowered. In heavy air the main should be flattened to take out the draft reducing the overturning moment, with the boom positioned to leeward. This is easy for the skipper to accomplish while at the helm in heavy air with the one-line, in/out control of the Howe Traveler. Loosening the setting allows for a wide sheeting angle (heavy air) and tightening the setting allows for a closer sheeting angle (moderate to lighter air). Tacking is no problem. Once the desired boom position is set, the traveler will automatically come to that same position on the other tack with no further adjustment required after a tack.

Installation is easy with only minimum modifications required to the boat. Recommended materials for the job are:

- 2 Harken through-deck blocks
- 1 deck-mounted fairlead eye
- 1 cam cleat
- 12 feet 3/8" low-stretch line

As shown in the diagrams, the through-deck blocks should be located on the deck at the transom in line with the traveler bar, and 4"-6" away from the rails. If you do not have through-deck spinnaker sheet blocks, be sure to leave enough room for their future addition. Drill a 1/2" pilot hole after the blocks are laid out on the deck and cut the rectangular opening with a saber saw. The edges may need to be smoothed with a wood rasp to ensure a snug fit of the block in the hole. The blocks should be secured with wood screws or through-bolted. To install the fairlead eye and cam cleat it is necessary to glue and/or screw 5/8" plywood mounting blocks about 3" x 3" to the underside of the rear deck with epoxy and wood screws. These mounting blocks are needed to establish proper clearance beneath the deck and provide proper alignment for the traveler sheet to pass through the hole in the bulkhead into the cockpit. Position the mounting blocks as shown and install the fairlead eye and cam cleat with wood screws. The hole in the bulkhead should be cut the same way as in the deck. Before installation, be sure to fit up all the pieces in a dry run to ensure proper clearances and alignment. Getting into the lazarette compartment is a trick, but using boat cushions over the opening helps ease the uncomfortable aspects of the job.