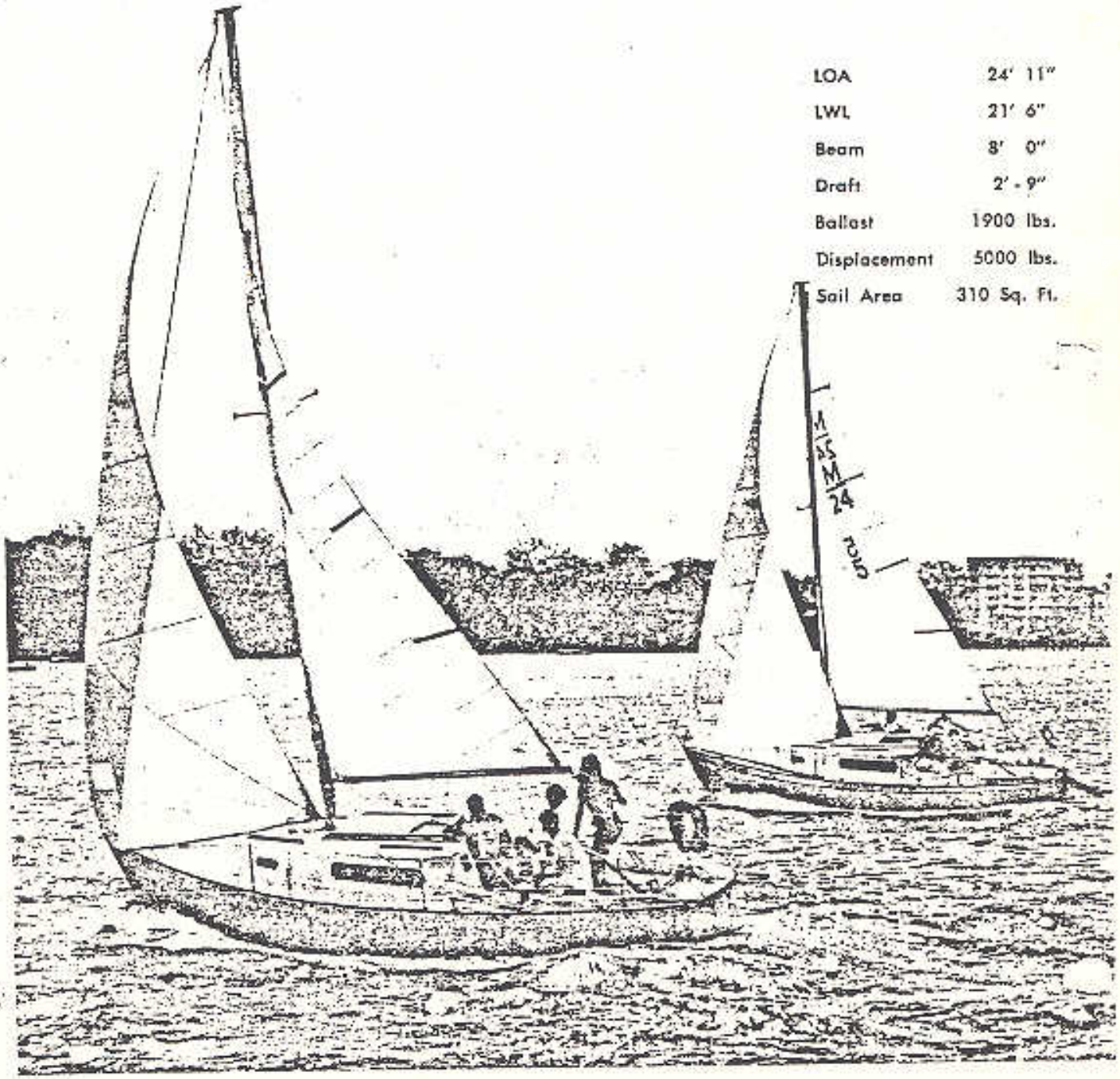
C&C MORGAN 24

The all-time winner in economy, style and versatility. The racer-cruiser that has turned Stay-at-Homes into Adventurers, families into fun and skippers into winners. Shoal draft and trailerable for go-anywhere cruisability.

LOA	24' 11"
LWL	21' 6"
Beam	8' 0"
Draft	2' - 9"
Ballast	1900 lbs.
Displacement	5000 lbs.
Sail Area	310 Sq. Ft.



SPECIFICATIONS FOR THE MORGAN 24
MORC RACER

COCKPIT

Spacious self-bailing cockpit . . . . Molded seats, coamings and winch bases . . . . Lockers for sails port and starboard . . . Molded non-skid cockpit sole.

CABIN ACCOMMODATIONS

Sleeping accommodations for four on 6'-6" berths with 3" foam mattresses (upholstered in your selection of decorator fabrics) . . . Adequate storage for racing and cruising gear (see drawings) . . . . Main cabin headroom 5'-8" (Ideal for the ladies) . . . . Mahogany interior trim.

GALLEY

Formica Counter Top . . . Insulated top loading Ice Chest . . . (5 cu. ft. capacity) . . . Galley sink with pump . . . Compartment for 2-burner alcohol stove with food lockers above and below.

MISCELLANEOUS EQUIPMENT

Bow and Stern Cleats . . . . Outboard well designed to accept several standard size and horse - power motors . . . . Wilcox-Crittenden Third Mare Head . . . . Bronze sea cocks on all through hull fittings below the waterline.

HULL CONSTRUCTION

Hull and deck of high impact fiberglass, molded to our own specially developed engineering specifications and standards . . . "Hy-Strength" molded Hatches . . . . Your choice of colors for hull and boot top molded in.

SPARS AND RIGGING

Aluminum Mast and Boom with Roller Reefing . . . . Sliding Gooseneck . . . . Stainless steel standing rigging, swaged terminals, Bronze turnbuckles . . . . Necessary hardware for working sails . . . . Dacron main and jib Sheets . . . . Jib Sheet Winches . . . . Wire Halyards, Rope Tails.

KEEL-CENTERBOARD

Ballast, 1900 pounds of lead . . . . Centerboard, cast gray iron, epoxy coated . . . Stainless steel centerboard Pennant with winch. (Cast Bronze centerboard available at extra cost).

RUDDER

Modern, streamlined "spade" rudder, Bronze shaft.

TANK

20 gallon MONEL Water Tank.

about the designer .

Charles Morgan is widely noted for his successful ocean racers . . . each introducing advanced design concepts and refinements . . . each outstanding in the rugged ocean racing circuits.

The Morgan 24 incorporates many of the winning features of her predecessors and is designed with particular emphasis on high performance and maximum potential under the strict requirements of the MORC rating rule.

C.E. MORGAN, JR.

MORGAN YACHT CORPORATION

Plant and Offices • 2501 - 72nd Street North
St. Petersburg, Florida
Phone 813 345-0115

YOUR MORGAN DEALER IS

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IV. OPERATING PROCEDURES

B. Spars and Rigging

1. Stepping the Mast and Dockside Tuning

Assembling the rigging and stepping the mast are normally part of the commissioning procedures. The following steps should be followed:

a. Check all rigging diagrams in this manual for proper attachment of the rigging to the mast. Rigging changes are much easier to effect on the ground than on a bosun's chair at the masthead.

b. Record lengths of each piece of standing rigging in the appropriate section of the commissioning check list (in the preceding section). In the first column, record the length shown on the Morgan tag attached to the piece of rigging. This is the correct design length. In the second column, record the actual measured length. Both numbers should agree to within 1/2". If a greater discrepancy is found, notify the factory.

Actual measurements should include the end fittings and the turnbuckle. The turnbuckles should be 2/3 extended during the measurement. (They are pinned in this position at the factory.) The measurement is taken from the centerlines of the pin holes (used to attach the piece of rigging to the mast) and the chainplates (extreme end pin holes).

c. Install spreaders, standing rigging, and halyards to the spar. Install any required electronics wiring in the PVC mast conduit provided. Check all attachments and test lights and electronics wiring for proper functioning. Check that the mast step is ready to accept the mast.

d. Schedule the crane and suitable manpower to manually guide the mast during stepping.

e. Remove cotterpins from turnbuckles and extend to their full open position. Raise the mast to the vertical position and lower slowly into the deck partner. Guide electrical mast wiring through the hole carefully to prevent damage. Place the neoprene mast partner around the spar and work into place inside the aluminum collar as the mast is lowered in place. Spray lubricant and a rubber mallet will help. Be sure wiring is held away from the step when lowering the mast onto the step.

IV. OPERATING PROCEDURES

B. Spars and Rigging

1. Stepping the Mast and Dockside Tuning (continued)

   f. Attach the headstay first and then the backstay. Next connect the main shrouds and tighten turnbuckles by hand. Fully release crane support to the spar.

   g. Tighten backstay until about a 2" deflection is visible when side pressure is applied approximately four feet above deck. Tighten main shrouds so that they are equally engaged and tension will allow approximately one inch deflection with a side load applied about four feet above deck level.

   h. Connect lower shrouds and tension equally for approximately two inch deflection. Sight up the mast to determine the straightness of the mast. If any bends are visible, adjust lower shrouds accordingly until mast is reasonably straight. Intermediate uppers, if any, should be tightened to 1-1/2 inch deflection.

   i. Install cotterpins, bend over, and tape with rigging tape. Be sure spreader angle bisects shroud angle, then seize the spreaders and install spreader boots or tape ends. Install mast boot. Install boom and connect topping lift. Bend on sails and furl.

2. Tuning Under Sail

   With a 10 to 12 knot breeze, sail your yacht to weather. Sight the mainsail tracks for visual straightness. If the mast appears to take on an "S" curve laterally, luff up and adjust the weather shrouds accordingly. It will usually take only three or four turns on any single turnbuckle. Go back to the same tack and sight the track. If straight, change tacks and repeat the same procedure.

   Adjust the fore and aft lowers to remove any bends in the longitudinal direction. The mast should be straight fore and aft, or have a very slight hook forward near the masthead. You may also notice the masthead falling off to leeward slightly which is acceptable.

   Check the final tuning by tacking several times until satisfied.

   In moderate to heavy weather, a noticeably visible slack should appear in the leeward main shrouds. The lower shrouds to leeward should not be loose enough to flop around, but should have a feel of reduced applied load.

B. Spars and Rigging

2. Tuning Under-Sail (continued)

You may find it necessary to re-tune during the first fifty hours of sail. During this period, the shrouds may stretch slightly and the chainplates will take their final position.

Your Out Island has a fixed headstay length which has been determined by experience to provide the correct balance. If you experience lee helm or excessive weather helm, this can usually be corrected by changing the rake of the mast. Before changing the rake, be sure the actual setting matches the rake shown on the sail plan. Rake is changed by moving the mast step fore and aft. For excessive weather helm, the mast step is moved aft to decrease the aft rake of the mast. To correct lee helm, the step is moved forward to increase the aft rake of the mast. It is necessary to re-tune the rigging after changing the mast rake.

3. Halyards and Outhauls

The halyards are located on the mast and are used to raise and tension the sail in the vertical direction. When the sail is fully up, there should be three to five wraps of wire around the halyard winch, and the rope tail should be used on the cleat.

The outhaul is located on the boom and is used for sail foot tensioning. It can be thought of as the horizontal halyard of the sail.

The clew of the sail is attached to the outhaul car which travels on a track. The car is controlled via a multi-purchase rope assembly (internal) that leads out to a cam cleat on the port side of the boom.

If a greater air pocket is desired for prevailing air conditions, the tension on the clew of the sail can be reduced by releasing the outhaul rope. This will allow the sail and outhaul car to travel forward on the track.

If prevailing air conditions require a flatter sail, tension is added to the clew outhaul rope, pulling car and sail toward the aft end of the boom.

Amount of adjustment required for each condition of sail is at the skipper's discretion.

It is recommended that when the yacht is at anchor, the clew outhaul tension be released to avoid stretching the sail.

IV. OPERATING PROCEDURES

B. Spars and Rigging (continued)

4. Quick Reefing

The following operating procedure is simply a suggested method of quick reefing with actual practice left to each individual skipper's discretion.

Reefing points are provided on the mainsail with reefing lines, blocks, etc. If your mainsail does not have lace lines, they should be added.

It is suggested that the aft end of boom (sail clew) be reefed first, then the tack. The reef line on the boom should be uncleated, and tension added to line via the winch to raise boom to reef point. The reefing line should then be re-cleated.

The halyard should now be eased, and the reef line on the mast uncleated, and pulled down, bringing the sail down to the boom gooseneck, leveling the boom. The halyard should be re-secured, the reef line re-cleated. The sail should now be laid on the boom, and the lace lines tied around the boom. The sail should now be neatly reefed to the boom.

If your sail has double reefing, the procedure should be the same as that above.

IV. OPERATING SYSTEMS

F. Plumbing System

5. Marine Head

The marine head is a manually operated model using sea water for flushing. The inlet and discharge gate valves should be checked to be open before using.

A decal is supplied with operating instructions which should be mounted on the bulkhead adjacent to the toilet. Further detailed instructions for winterizing, etc. will be found in the manual supplied by the head manufacturer.

The basic instructions for operating the head as suggested by the manufacturer are:

> "To Operate Toilet: Inlet valve should be in open position. Before using, pump to wet inside of bowl. After using, pump until thoroughly cleaned. Pump a few more times to clean lines. If excess waste should cause water to rise in bowl, stop pumping til water recedes."
>
> "To Winterize Toilet: Shut off intake valve. Pump until dry. Remove drain plug in base. Pump again to remove all water. Do not use anti-freeze."
>
> "Do not put rags, matches, paper towels or anything in bowl that will plug up valve."

6. Holding Tank

A holding tank, for use in restricted waters, allows the head to be used as needed. But, one must remember to minimize the amount of water pumped for flushing to extend the capacity of the tank. The holding tank is a flexible rubber/nylon tank, installed in a compartment as near to the head as possible. This location may vary depending on the model of the boat and related options.

It is connected to a "tee" fitting in the normal overboard head discharge system. To use the holding tank, rather than the overboard discharge, the gate valve at the thru-hull must be closed first and then open the holding tank shut-off valve.

MORGAN YACHT

7200 BRYAN DAIRY RD. • LARGO, FLORIDA 33540 • AREA 813 / 544-6981
TELEX 52-3467

TUNING STANDING RIGGING

The objective in tuning is to get the proper tension on each stay while keeping the mast straight.

The easy way is to have expert help but you can do it yourself using this guideline, "what happens when I take up or back off on this wire"? If you adjust each turnbuckle the same amount, and in turn, you should have very little difficulty.

Following the above, take up all slack in the stays. Slack is when the wire flops around and if touched lightly, gives with no resistance.

If there is a lot of slack, start with two turns on each turnbuckle, if not, use just one. When you reach a point where all the slack is gone and each wire is stiff, check the mast. This done by sighting up the sail track. Chances are it will be straight, however, if you find a bend tune it out with the proper wire. You may easily determine which wire to adjust by pushing on them to find which one corrects it and then adjusting it accordingly.

Now that the mast is straight, take one or two more turns on each turnbuckle. You are now ready for the final stage of tuning your yacht, and is done under way.

In winds of 12 to 15 knots, on a close reach, and under normal sail, you shouldnt have more than 1" give in the lee shrouds. If there is more than this, adjust them and change tacks and do the same to the others.

Once the rigging is tuned to your satisfaction you might want to use a tensiometer to check and record each wire for future referance. After your first bit of hard sailing you will more than likely have to adjust for stretch and this will make it much easier to do.

If you should happen to run into a problem you cannot solve, please feel free to contact us for personal consultation.

Good Sailing.....

12/76

MORGAN YACHT

7200 BRYAN DAIRY RD. • LARGO, FLORIDA 33540 • AREA 813 / 544-6681
TELEX 52-3467

PROPER HELM

When a sailing craft is properly balanced, it will usually react with a small amount of lee helm in light air. As air speed increases, from light to moderate, the helm should change to neutral. As the wind gets heavier, you will start to experience weather helm. When weather helm gets to a point where it is a bother, you will have to reduce sail to correct it.

If, when you reef the main, you find a tendency to lee helm, then you will also have to reduce the area of the headsail. If you are carrying a Genoa, then reduce to a lapper; to a working jib; to a storm jib. You must try to keep the center of effort at the same point to keep the helm in balance.

It is very important to keep a small amount of weather helm in heavy air and NEVER A LEE HELM. The following definitions should tell you why:

Lee Helm

If you let go the tiller, the bow of the boat heads away from the wind. When steering, you must push the tiller away from you to keep on course, while sitting to windward.

Neutral Helm

If you let go the tiller, the boat neither falls off or heads up into the wind.

Weather Helm

If you let go the tiller, the bow of the boat heads up into the wind. While steering, you must pull the tiller toward you to keep on course, while sitting to windward.

To correct a helm problem, you must relocate the center of effort (C.E.) Weather helm occurs when the C.E. is too far aft and lee helm, when it is too far forward. On boats with fixed keels, you can only use two ways to relocate the C.E., changing the mast rake and reducing the sail area.

With extreme weather helm you must rake the mast farther fwd. and/or reduce the main.

With extreme lee helm, you must rake the mast aft and/or reduce the size of the headsail. (Jib, Genoa, etc.)

2/21/77

IV. OPERATING SYSTEMS

H. Alcohol Stove

Although a copy of the manufacturer's operating instructions is included in the owner's packet, we would like to bring some of the basic and important instructions to your attention:

1. Fueling

Always purchase a good grade of denatured ethyl alcohol for your stove. Ethyl glycol or methyl alcohol are not recommended, as they cause operational failure and possible damage to the unit.

Unless a remote fill station is installed in your vessel, filling should be at the tank fill. Loosen fill cap slowly to relieve any pressure. Remove fill cap and fill tank with alcohol, using a funnel. Replace cap and screw in place.

2. Operating

a. Pump tank to 20 pounds air pressure.

b. Preheat burners one at a time. Carefully open the burner control to allow alcohol to flow into the primary cup beneath the burner until the center section of the cup is about half full. Do not overfill. Shut off burner control and light burner. A momentary flare-up during initial ignition is normal. The purpose of pre-heating is to assure that the alcohol entering the flame is vaporized. Vaporized alcohol will ignite and control like a gas burner.

c. Turn on the burner control. A flare-up at this time indicates insufficient pre-heating. If this occurs, shut the burner control off, allow the burner to cool, and repeat Steps (b) and (c).

d. Operate the burner as you would a gas stove. Flame intensity is controlled with the burner knob. Periodically, check the tank pressure. Proper burner performance requires a pressure of between 10 and 20 psi.

3. Shut Off

To shut off stove, turn control knob to the right, cutting off the flow of alcohol to the burner.

H. Alcohol Stove

3. Shut Off (continued)

Release air pressure at the storage tank by loosening filler cap to avoid "flooding" of burner, should controls be accidentally opened when stove is not in use. If a ball type shut-off valve is installed in the alcohol line near the stove and is used for fuel shut-off, the tank pressure need not be released except for filling operation.

4. Miscellaneous

General information and maintenance tips are outlined in your manufacturer's instructions. Please read them carefully before using your stove. Though alcohol is a relatively safe cooking fuel and easily extinguished with water, a thorough understanding and familiarity of the equipment is the best safety device and precaution.

Good cooking to you in your practice of the seafaring culinary arts!

Centerboard Systems & Maintenance

The weakest part of the centerboard system is the lower portion of wire rope, from the tube to the centerboard proper. It is exposed to corrosives as well as electrolytic action, if any. It may last up to five years, but the average is approximately two. Life expectancy may be increased by application of "pine tar" to the wire from the end of the tube down to the centerboard connection. This should be renewed at each haul out.

The centerboard pivot pin is not highly susceptible to failure, but it should be inspected at each haul out.

The next area to protect is the galvanized return sheave located forward of the centerboard trunk and below the cabin sole. This should be inspected and greased at each haul out. If one does not exist, you may want to cut a "drop in" inspection hole above the sheave.

The centerboard winch and aft sheave must receive regular inspection and grease. The spring and release lever on the winch should be checked closely for corrosion. If these fail, the entire winch must be replaced.

The last and least troublesome part is the packing nut assembly. This should be hand tightened just enough to keep water from coming in but still let the tube slide freely. Packing should be inspected at each haul out and replaced if necessary. ALSO INSPECT, AND IF NECESSARY, REPLACE THE HOSE.

Customer Service
7/18/77

/bb

TOPSIDE LEAKS

CUSTOMER SERVICE BULLETIN 778-C

Correcting a deck leak is most times not near as difficult as locating it. Sometimes a leak will travel a long distance from the point of entry to where it drips in your face or seeps onto your bunk. Patience and determination are required to locate them, then it's fairly simple to solve.

Probably the most frequent leak is from ports, whether fixed or opening, and the fasteners are usually the culprits. If you can locate the exact area of the leak you can sometimes solve it by rebedding one or two fasteners. Chances are, you will have to remove the entire port, clean and then rebed it completely.

The important part to remember in rebedding, whether it be a port or any other item, is to clean away all the old material completely from all the surfaces that will receive the new bedding material.

The new bedding is now applied to both contact surfaces and the part set in place. Apply a small amount of bedding to the tip of each fastener and screw it in place. There should be enough bedding on it so that it will ooze out around the head.

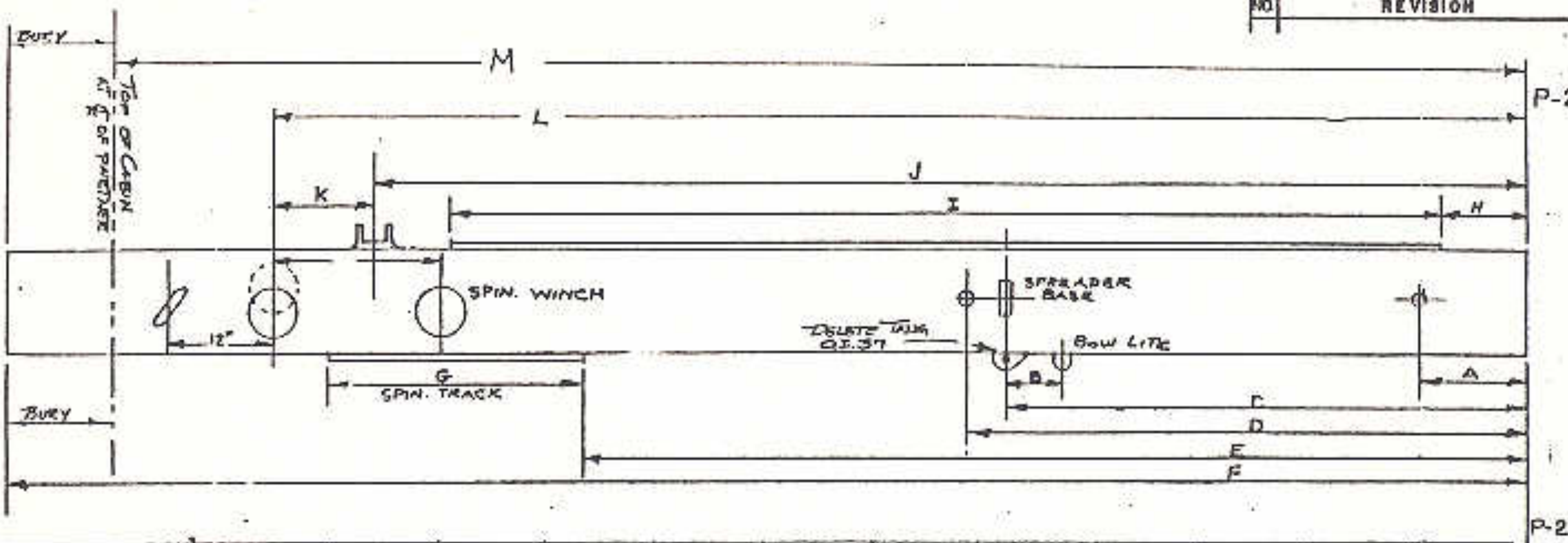
If a port is lucite and inletted into or fastened directly onto the cabin trunk, it will probably break upon removal. You should have a replacement on hand before starting the job.

Toe rail leaks are probably the second most problem area and are also difficult to locate. The tendency is to feel that the entire rail must be lifted and rebedded; this is ususlly not so. Again, two or three fasteners are usually to blame so the fix is relatively easy. A temporary fix is to run a bead of silicon along the base of the rail in the suspect area. This should be four to five feet long and will usually stop the leak for a while. The permanent fix is to remove the bungs (if a teak rail), lift, clean, and rebed the suspect fasteners.

Probably the worst leak to locate is one over the headliner for it may run a long distance before it appears. The only easy way to find this one is to pick out one fitting at a time, apply silicon to the exterior and see if it stops. If it does, the silicon can be removed and the part properly bedded.

Recommended bedding material is 3-M 5200 Sealant.

NO.	REVISION	DATE



MODEL	A	B	C	D	E	F	G	H	I	J	K	L	M
M-22													
* CLASSIC 250	0' 3½"	6"	13'-11½"	14'-2"	23'-½"	29'-3¼"	3'-0"	—	—	—	SEE NOTE *		
OI 28	2'-1"	6"	16'-9¼"	17'-3½"	26'-7"	34'-10¾"	6'-0"	1'-6"	29'-9¼"	31'-10¼"	6"		
CLASSIC 300	1'-0"	6"	19'-4⅛"	19'-8"	30'-½"	44'-1⅛"	6'-0"	1'-4"	33'-6"	35'-5½"	6"		
OI 33	2'-5¼"	6"	19'-5¼"	19'-11½"	32'-4½"	47'-6⅝"	6'-0"	1'-7"	35'-8"	37'-5⅞"	1'-2⅝"		
OI 36	2'-6"	6"	20'-7½"	21'-1¼"	32'-6½"	50'-1¼"	8'-0"	2'-7"	35'-4"	38'-6"	1'-8½"		42'-6½"
M-382	2'-10"	6"	22'-10"	23'-4"	31'-8"	52'-4"	12'-0"	1'-0"	40'-0"	41'-8"	8"	42'-4"	41'-10"
OI 41	2'-0"	6"	22'-5½"	22'-11½"		55'-4⅛"		1'-3"	42'-3"	44'-0"	1' STD, 2' STBD. 1'6" PORT		
OI 41 MIZ.	0'-4½"	—	14'½"	14'-6⅜"	—	37'-11½"	—	0'-5¼"	26'-10"	27'-9½"	1'-3½"		
OI. 37	2'-6"	6"	20'-2"	20'-8"	—	①51'-0"	—	1'-6"	36'-6"	38'-9"	② 1'-0"	35'-5"	42'-0"
OI. 51-42	2'-0												
OI. 30	2'-1"	6	16'-9¼	17'-3½	26'-7	41'-9"	6'-0"	1'-6"	29'-9¼	31'-10¼"	6"		34'-11"

* DIMENSIONS ARE FROM END OF EXTRUSION
NOT P-2., 2-6" ALUM. CLEATS 12" UP FROM BOTTOM OF MAST.

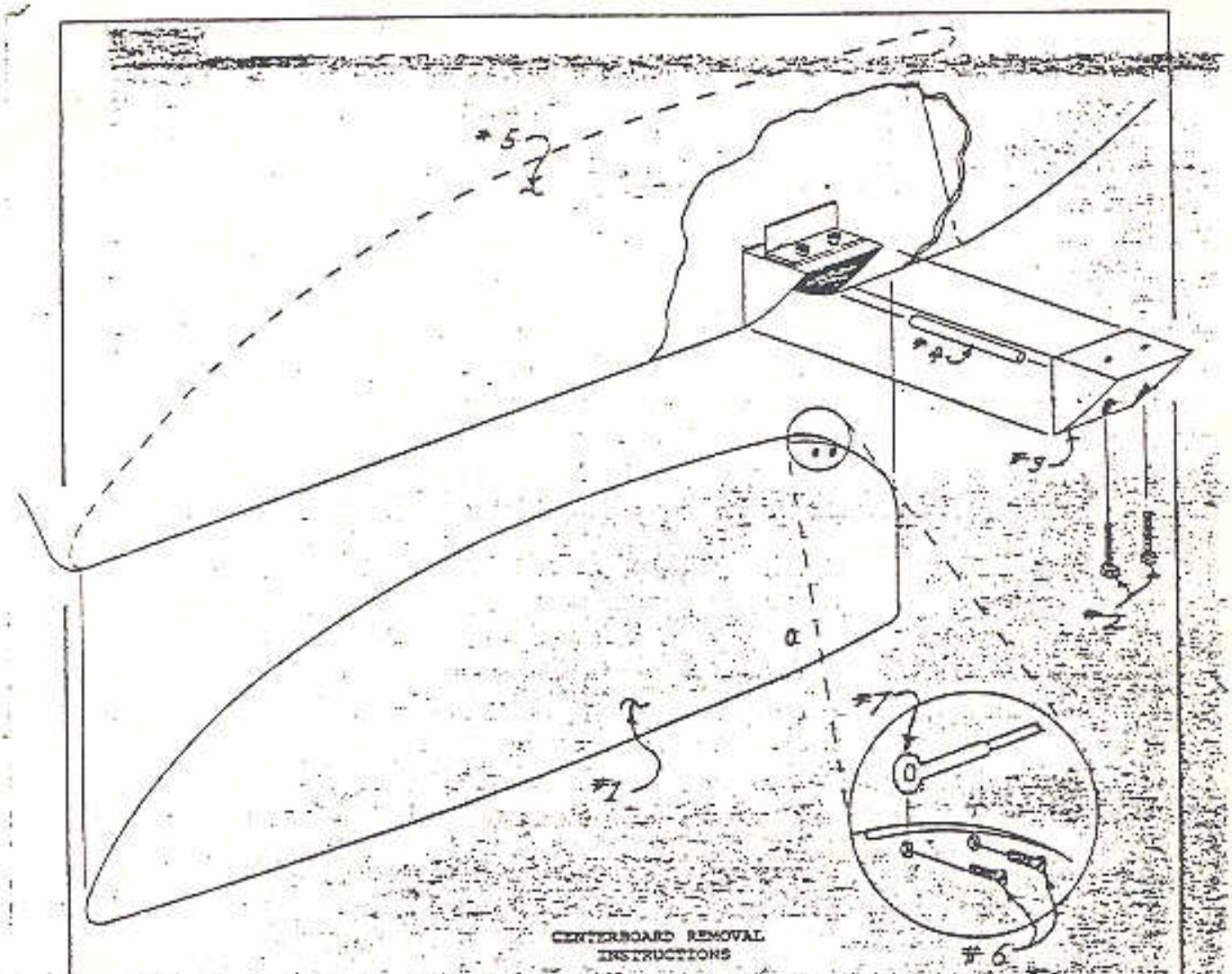
NOTE: ① LENGTH WITH 6" EXCESS FOR ERROR, BURY TO BE MEASURED BEFORE CUTTING MAST

② STD 4 CAST BASES. STBD. FWD PORT AFT

MORGAN YACHT CORP.
7200 BRYAN DAIRY RD.
ST. PETERSBURG, FLORIDA

TYP. MAST DRAWING

DESIGNED BY SLR	DATE 5-14-75	DRAWING NO.
DRAWN BY SLR		
CHECKED BY	SCALE NONE	TYP. 105
APPROVED BY		



CENTERBOARD REMOVAL
INSTRUCTIONS

M-24/30

1. With the boat in a cradle, block the cradle up so that the Keel is no less than 28" off the ground.
2. Lower the Centerboard (#1) so that the Aft end of the Centerboard (#1) rests on the ground.
3. Remove bolts (#2) from one casting (#3).
4. Remove pin (#4).
5. With the help of one other person, lift up on the Centerboard (#1) and slide it Aft, so that the Centerboard (#1) clears the forward lip of the Centerboard trunk (#5). Then lower the Centerboard (#1) just enough to expose the two machine screws (#6) that secure the pennant (#7) to the Centerboard (#1). Be sure the weight of the Centerboard (#1) is not imposed on the pennant (#7).

WARNING !

When removing Centerboard (#1) from boat (Step 5 above) exercise extreme care to prevent bending or damaging the pennant tube in the stuffing box. While the Centerboard (#1) is being lowered from its normal operating position, manually push the pennant tube Aft (from inside the boat) until it is completely clear of stuffing box. This may require disconnecting pennant at the Centerboard winch.

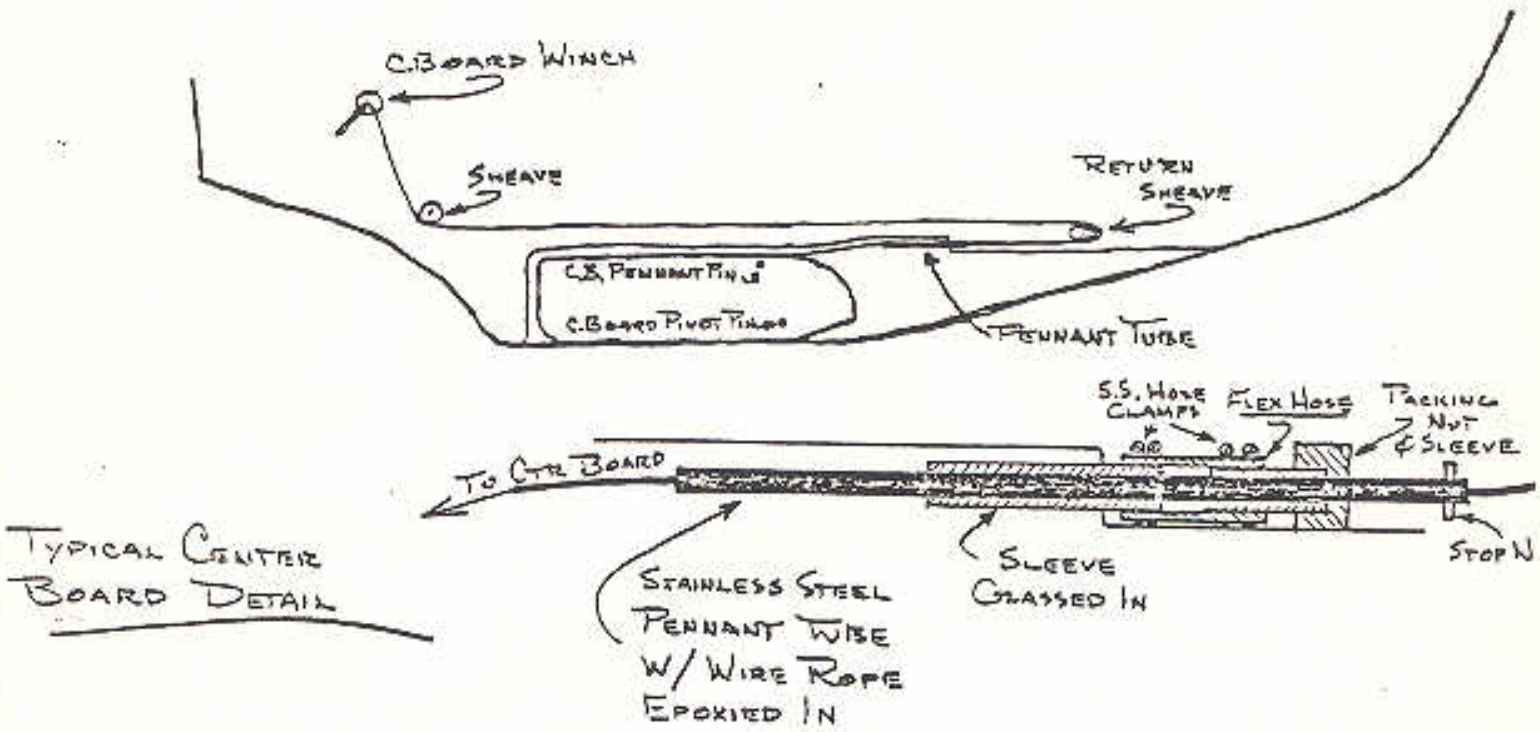
6. To disconnect pennant from Centerboard, remove the two machine screws (#6).

7. To re-install the Centerboard in the trunk, reverse the above procedure.

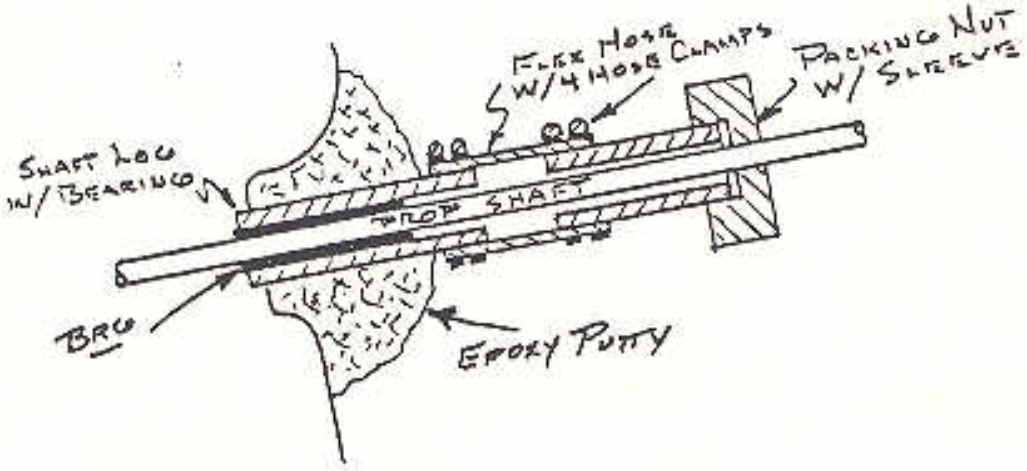
	THE MORGAN YACHT CORP. 2501 72nd STREET NORTH ST. PETERSBURG FLORIDA		
	M-24 M-30 CENTERBOARD REMOVAL DIAGRAM		
	DESIGNED BY	DATE	DRAWING NUMBER TVP-205
	DRAWN BY C.M.E.		
	CHECKED BY	SCALE NONE	SHEET OF
APPROVED DATE	APPROVED BY		

STANDARD MORGAN CENTERBOARD PINS

22	STAINLESS STEEL	13/16x6"
M25	" "	13/16x6"
M26		
M28	" "	13/16x7 1/2 "
M30	BRASS	1"x 3"
M33		
M34	BRASS	1 1/8"x 4 1/2"
M38	STAINLESS STEEL	1 1/8"x 9 1/2"
M40		
M41	BRASS	1 1/8"x4 1/2"
M55	STAINLESS STEEL	1 1/2x 9"



TYPICAL CENTER BOARD DETAIL



TYPICAL PROP SHAFT ASSY

MORGAN 25 24 STANDING RIGGING

QUANTITY	DESCRIPTION	PIN CENTER LENGTH*	WIRE SIZE	TERMINALS	TURNBUCKLE SIZE	TOGGLE SIZE
1	Headstay	30' 4"	3/16" 1 x 19	Eye & Eye	3/8"	3/8"
1	Backstay	33' 0"	3/16" 1 x 19	Eye & Eye	3/8"	None
2	Main Shrouds	29' 4"	3/16" 1 x 19	Eye & Eye	3/8"	3/8"
2	Lower Shrouds	15' 5-3/8"	3/16" 1 x 19	Eye & Eye	3/8"	3/8"

*Length Tolerances ± 1/4"

Note: All jaw terminals to be supplied with clevis pins and cotters.

JGC/ml

2/27/69
7/18/69

OBSOLETE

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-24-

MORGAN 25 SAIL PRICES FEBRUARY 1, 1974

All Morgan Racing Sails are designed to compliment the sailing characteristics of the particular design. Further, they are built of the finest materials and where we have determined it advisable for a particular sail, leech lines, foot lines, Cunninghams, stretchy luffs, and floating tacks are fitted as standard.

Dimentions shown are approximate and do not qualify as rating certificate measurements.
I (P_2) - 31.0 J - 9.75 P - 27.0 E (B) - 11.5

100	Mainsail	155 sq. ft.	5.5 oz. Dacron	348.00	
150	170% Heavy Genoa	256 sq. ft.	5.5 oz. Dacron	399.00	
155	170% Medium Genoa	256 sq. ft.	4.5 oz. Dacron	389.00	
151	170% Light Genoa	256 sq. ft.	3.5 oz. Dacron	381.00	
152	170% Drifter-Reacher	256 sq. ft.	2.2 oz. Dacron	371.00	
154	170% Topsail-Reacher	256 sq. ft.	3.5 oz. Dacron	381.00	
140	150% Heavy Genoa	226 sq. ft.	5.5 oz. Dacron	352.00	
145	150% Medium Genoa	226 sq. ft.	4.5 oz. Dacron	344.00	
141	150% Light Genoa	226 sq. ft.	3.5 oz. Dacron	337.00	
142	150% Drifter-Reacher	226 sq. ft.	2.2 oz. Dacron	328.00	
144	150% Topsail-Reacher	226 sq. ft.	3.5 oz. Dacron	337.00	
121	Lapper	167 sq. ft.	5.5 oz. Dacron	279.00	
123	150% Mule with Pennant	170 sq. ft.	5.5 oz. Dacron	284.00	
111	Working Jib with Pennant	119 sq. ft.	5.5 oz. Dacron	212.00	
113	Storm Jib with Pennant	50 sq.ft.	5.5 oz. Dacron	117.00	
167	"Slot" Staysail	102 sq. ft.	3.8 oz. Dacron	152.00	
160	Bikini Staysail	151 sq. ft.	2.2 oz. Dacron	219.00	
130	.5 Spinnaker		.5 oz. Nylon	347.00	
131	.75 Spinnaker		.75 oz. Nylon	327.00	
133	1.5 Spinnaker		1.5 oz. Nylon	309.00	
137	Close Reaching Chute - (Full Radial)		1.5 oz. Nylon	281.00	
138	Star Cut		1.5 oz. Nylon	358.00	
181	Windows 13"x 22"			10.00	
004	Numbers			2.50	
	Quick Reef on Main - Per Set			23.00	
				TOTAL	

* Nylon sails are available in your choice of colors. However, .5 oz. spinnakers are available only in combination of red, white and blue.

FOR YOUR GUIDANCE:
Please contact your Morgan dealer for current prices and specifications as these are subject to change without notice. All orders are subject to prices in effect at time of acceptance. Your Morgan dealer or Morgan Racing Sails will be happy to provide sail inventory recommendations, custom sail advise, and other services.

Terms: 50% with order, remainder plus shipping C.O.D.
or full amount with order and shipment sent prepaid.