

## *Endless Control Lines – the Brian Method*

Recently there has been some discussion on the Finn Forum on continuous control lines. Since I recently made my control lines continuous I thought I would share my method.

It took me a while to decide to make my control lines continuous, I had seen pictures of the Devoti continuous system and had discussed it briefly with Nocka at Sail Melbourne a couple of years ago. After being caught on the wrong side of the boat with no vang to let off and an impending jibe I decided that it would be worth the effort.

After a bit of thought and some research I decided that the Devoti system would be the way to go, so after a quick trip to the chandlery and about \$100 I was ready to begin.

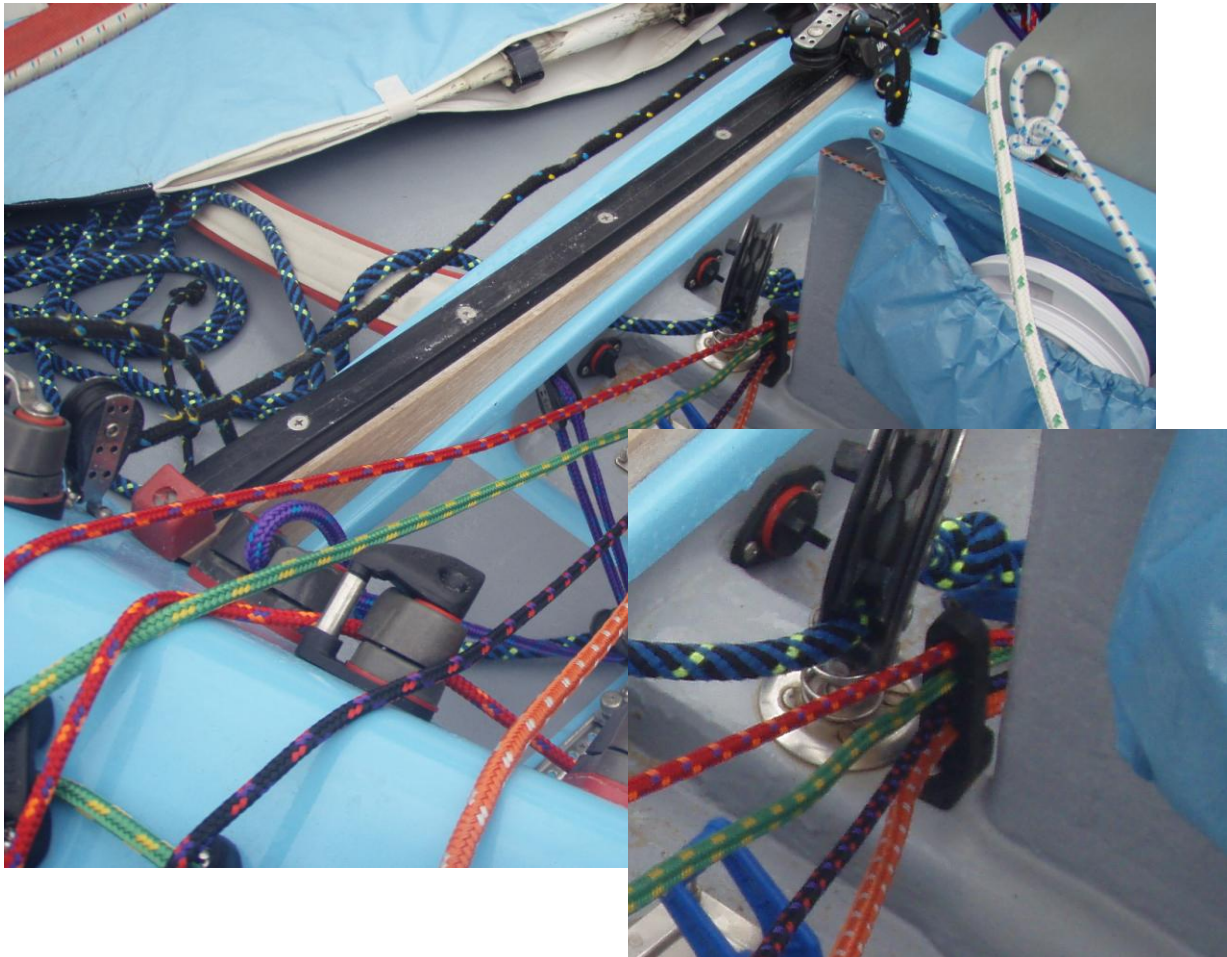
My goal in locating the saddle behind the cleat was to allow enough room to fit my hand between the saddle and the cleat to allow me to adjust the control lines as I always have, this may be easier on some boats than others depending on the location of the cleats.



I used a bullet block laced into the gunnel for the vang; although the extra space is good I don't believe this is particularly necessary.

When bolting the saddles in place on the deck you will have to grind the locating nipple off the saddle if you use the Harken saddles usually used on the Harken cleat so it fits flush on the deck.

The management of the control lines is of importance, there can be no opportunity for a snag as this will reduce the performance of the entire control line system. The Devoti boats are set up with a guide plate at the rear of the centerboard case to thread the individual control lines through, since I was a little unsure that I would keep the system I made guide out of nylon and screwed it into the keel block directly in front of the mainsheet ratchet at the base of the centre board. This allowed me to remove the system and only have two small holes to fix.



After fitting the hardware it was time to fit the new control lines, I used 5mm 16 plait dinghy line, it has more than enough strength but you may want to use 6mm for comfort. I considered using a more exotic control line but decided it was not require, and I wasn't to keen on the cost at 4 times the cost of the dinghy braid.

The next decision to be made was the length of the lines, I decide that the control lines should be just slack with all the excess taken up when the control lines where completely released, this seems to be a good rule of thumb.

Finally the joining of the control lines was the only thing left, there are a couple of important things to note here: it is important that there are no twists in the control line, this will lead to a jam in the system (which will of course happen for the first time at the worst possible moment), and lastly the join must be slender enough that it will pass through any of the hardware in the system without jamming and must withstand the rigors of the cleat closing on the top of the join without impact on the holding power of the cleat or the join.

I joined the control lines by joining the inner and the outer cores of the dinghy braid separately and offset from each other (another advantage of using dinghy braid over pre-stretch). Each join (inner and outer) was sewn together with whipping twine (a needle and palm can be bought at most chandlers for about \$20) with the outer being sewn through the inner approximately 75mm from the join in the inner. I have found this method the provide the results I needed with reasonable simplicity. If you have a more advanced method, by all means as long as you achieve the result you need.



In total it took me about 3-4 hours to complete the entire job and about \$100 depending on the control lines you choose, but after sailing with this control line configuration I would have to say it is worth every bit of the time, effort and money it took.