

From:

DS KING

To:

J. G. Moody
(NEW BOAT SALON)

Approved by
P. Moore 15/5/80

Memo.

M29 Spray Doctor

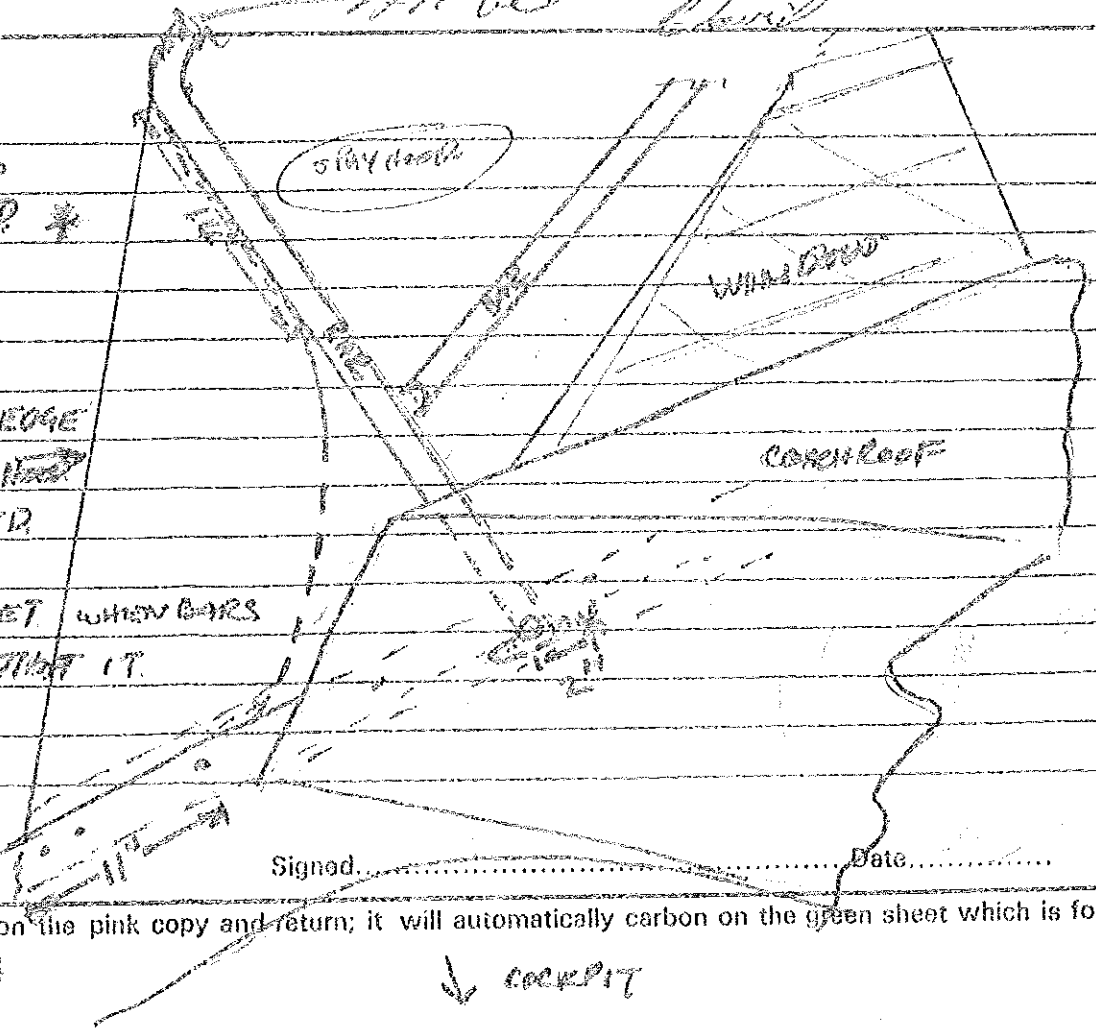
Could you please let us have a
sketch showing how this needs to be done
as we cannot set up the boat in a
normal situation you will appreciate any
ideas by us at the moment would be
guess work (URGENT PLEASE)

Signed: *[Signature]* Date: 7/5

Answer

RED POINT MARKS
BE MOVED 2' FWD

BACK EDGE
SPRAY MARK
NOT OUT INDICATED
--- WITH
ON MAIN SHEET WHEN BARS
ARE MOVED
BE VERY CAREFUL WITH IT
HOLD UP
BARS !!



Signed: Date:

Please write your reply on the pink copy and return; it will automatically carbon on the green sheet which is for your retention.

FOOT COILING

↓ COCKPIT

From: D.S. King	To: P. Moore M. Viney
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Memo. MOODY 29

Please raise the waterline / anti-fouling area, 1" above the levels plotted on the first boat.

Signed..... Date 14.7.80...

Answer

Signed..... Date.....

Please write your reply on the pink copy and return; it will automatically carbon on the green sheet which is for your retention.

MEMORANDUM

From: D.S.King To: T. Horan

Date: 10th July 1980

c.c. M.Viney
P.Moore
R.Reynolds
E.Taylor

SUBJECT: MODDY 29 WINDOWS.. ..

Please make for'd windows run 1½" further aft and aft windows run 1½" further forward, thus increasing overall length of windows by 3". Thus both windows are increased by 1½" in length at the upright end. We will then allow a 1½" greater gap between the two windows than at present. The for'd end of the for'd window will remain where it is and this means that the aft end of the aft window will end up 4½" further aft.

Eric will obviously need new cut outs and the new positioning.

I appreciate you have already made windows for boats two and three, so please apply this from boat four.

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D.S.K.