Installation of Rope Clutch for the Main Sheet – submitted by Neville Edenborough C350 #413 *Irish Lady*

I don't know about anyone else, but the jam cleat for the Main Sheet has always bugged me. When the sheet is under load it is hard to get the line cleated and it often jumps out at the most inopportune time. I'm sure there was a good reason for the jam cleat; I just don't know what it is.

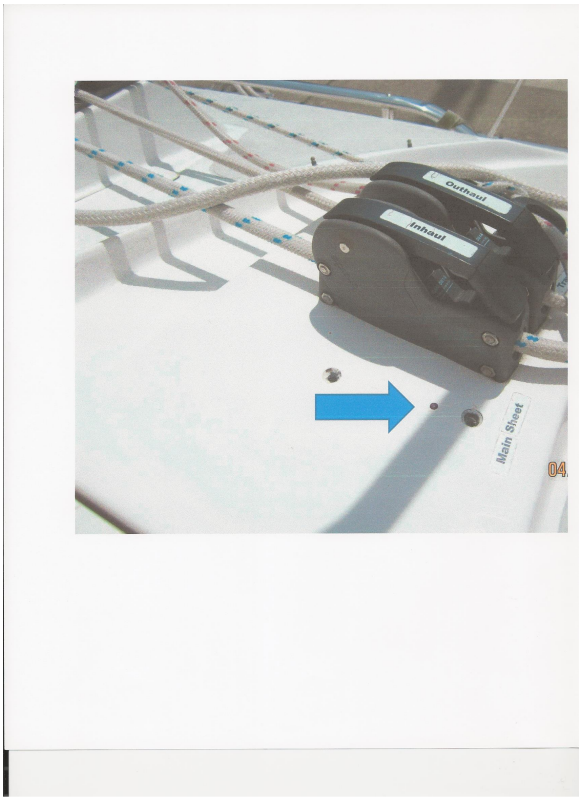
Accordingly, I decided to replace the jam cleat with a rope clutch, to match the two already on the starboard side of the cabin top. I purchased a Spinlock Power Clutch XTS0814/1 Single 5/16" to 9/16" from Defender. This clutch is not exactly the same, but very close to those on the Irish Lady, Hull #413 manufactured in 2006.

When I started the job I was not sure how to make the switch, especially how to fasten the new clutch in place. It turned out to be easier that I expected.

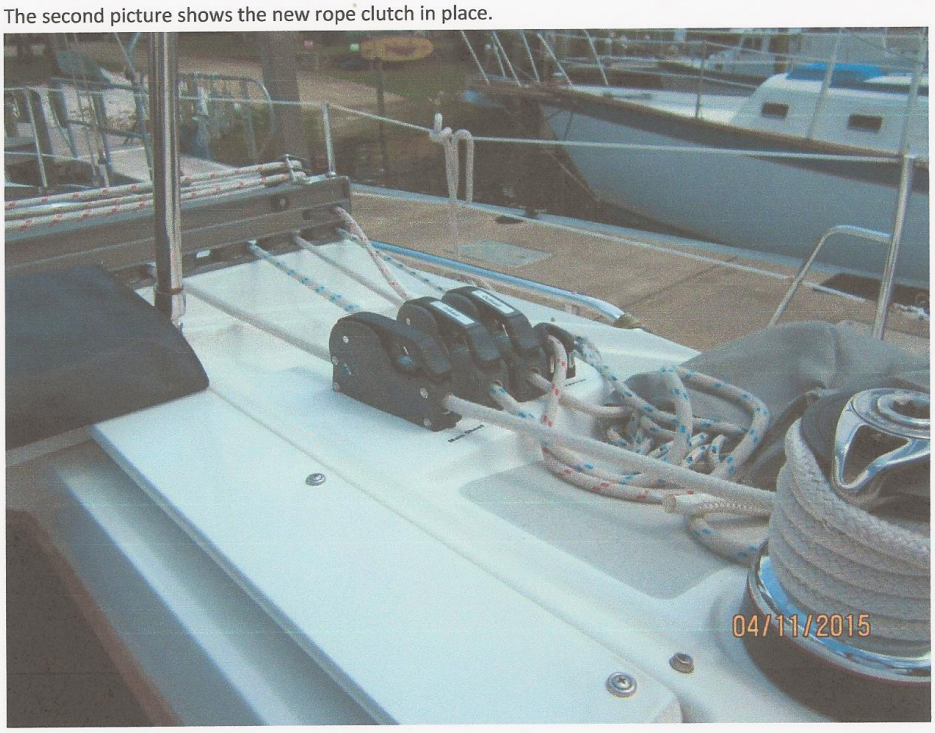
The jam cleat is held by two 1/4-20 screws. These screws are held in a threaded aluminum plate that was formed during manufacture in the fiberglass. As luck would have it, the forward screw was conveniently placed so that it could be used the Spinlock rope clutch. The only task was to drill and tap one hole for the other mounting screw.

The picture shows the position of the new hole drilled and tapped. I filled the unused aft hole with a purchased 1/4-20 1" flat head screw. I could also have used gel coat to fill this hole as it shows slightly.

The second picture shows the new rope clutch in place.



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Editor's Note: After sending me his article on replacing the Jam cleat with a rope clutch on *Irish Lady*, Neville e-mailed me that the clutch would prevent the rapid release of the main sheet in a puff – the jam cleat would allow such. He was confident that the C350 is a stable enough boat that it was not a problem but his concern was one of misleading others. We (Neville and I) decided to go ahead with the article with this caveat included.

Bill Templeton