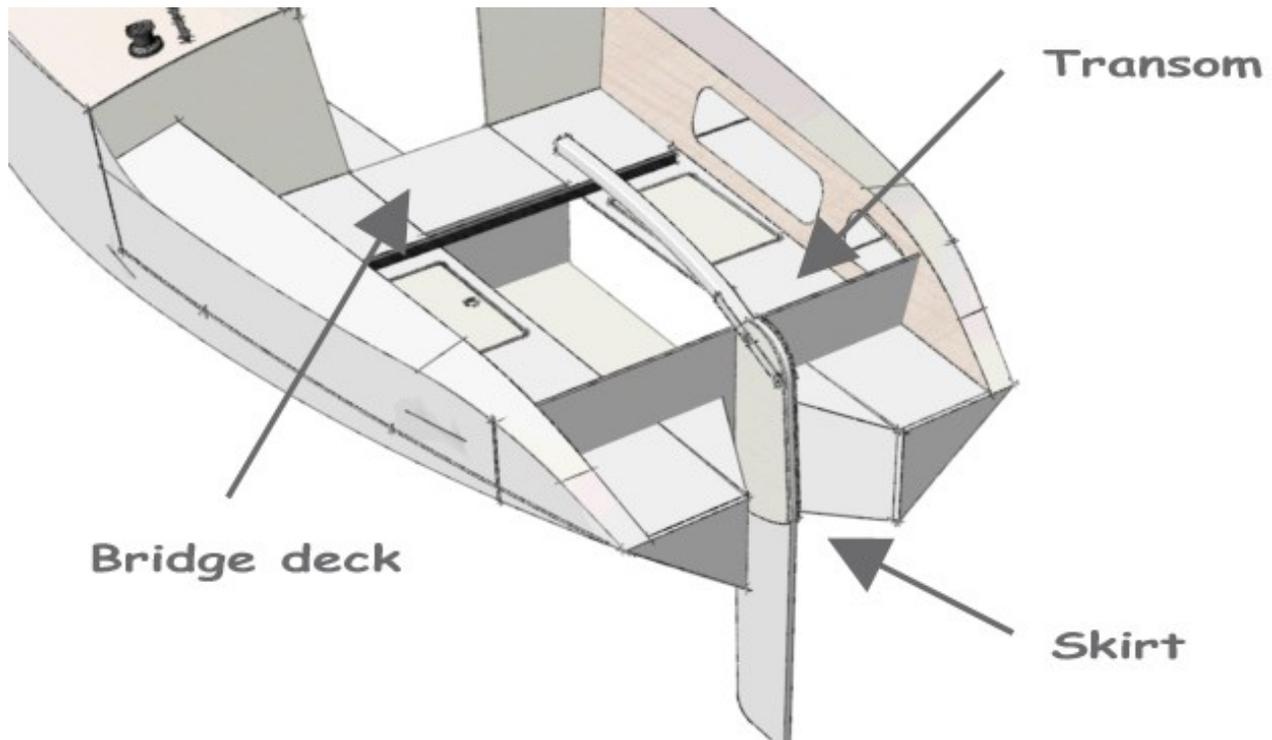
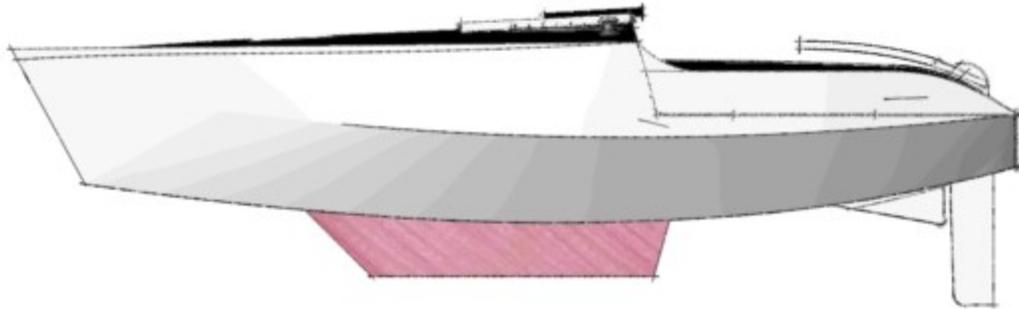


The VG23 is offshore capable but for those who want more, we designed some options that improve ocean going capability.



First, cockpit size is reduced. Forward, a bridge deck puts some distance between the cockpit and the companion way. On the stern side, the transom moves forward and the part behind it becomes a skirt. The smaller cockpit volume is an important safety factor in bad weather. The rudder moves forward on the new transom and rotates in a slot just like in the VG20. The rudder gets better support and it will give better control in its new location. It can move up and down for shallow water sailing. The skeg became slightly larger for better tracking. The split backstay is connected to chainplates mounted on the new transom.



The backstay moves to the new transom. This will limit the amount of roach in the main but that is perfect for long distance sailing.

This option is easy to implement:

1. Install the new transom between the existing bulkhead.
2. Cut a slot in the bottom panel.
3. Extend the length of the rudder blade
4. Install a larger skeg
5. Bring the bulkhead under the traveler to the level of the cockpit seat and close the space in front of that bulkhead.

The additional drawings show:

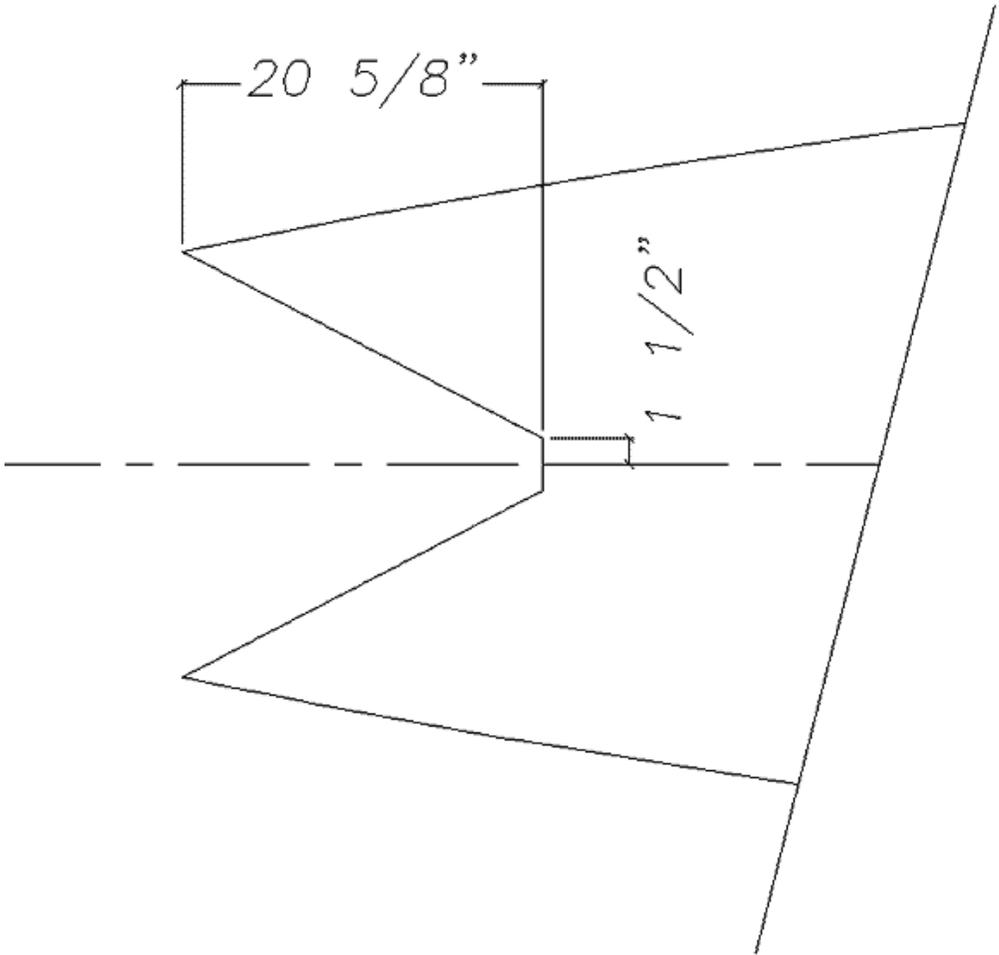
- the dimensions for the new transom and it's location
- the new skeg
- the new length of the rudder blade
- the cut in the bottom panel.

All rudder fittings are the same in the two versions. The lamination schedule for the new transom is identical to the old one.

We do not show details like camber in the top of the new transom or scuppers. The camber and scuppers are left to the builder's preference. We prefer very large scuppers.

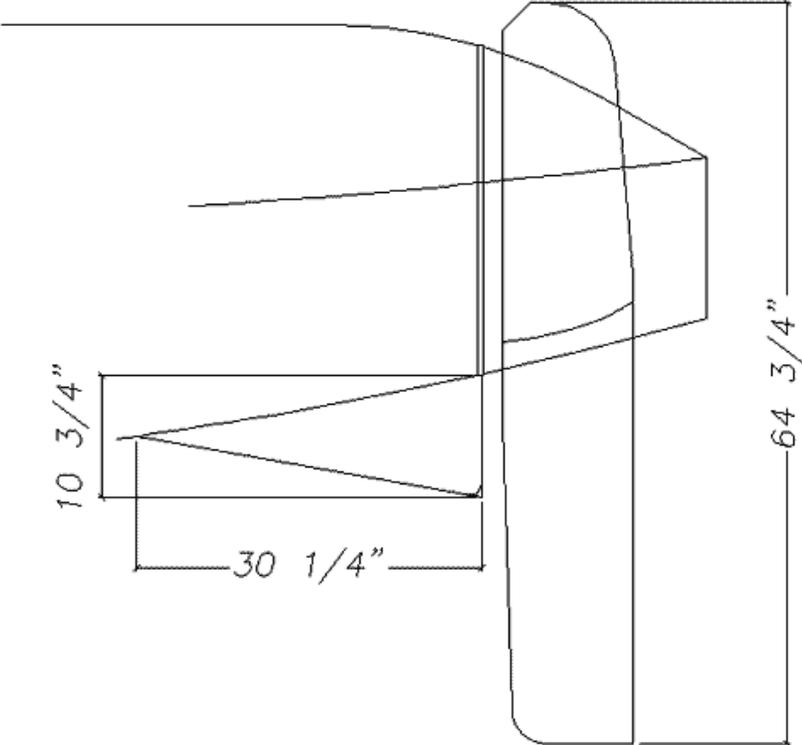
The skirt is strong and wide enough to take an outboard bracket and/or an autopilot windvane in the style of the Navik.

Cut in bottom for skirt:

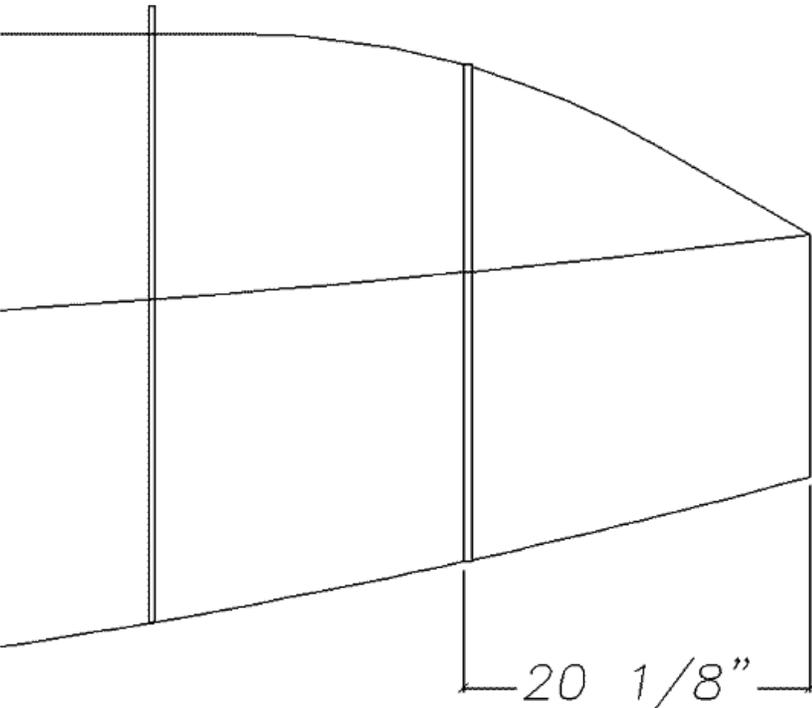


**New rudder length:**

*Longer rudder blade*



**New transom location:**



**New transom dimensions:**

