

Information specific to the S2 7.9  
Pricing and availability subject to change without notice.  
Prices do not include shipping.

## 7.9 Production Trivia

The 7.9 was produced from 1982 thru 1987, and in 1990 and in 1994. 546 total were built. 17 were fixed keel models, most with masthead rigs, but not all fixed keel boats had masthead rigs. At least one dagger board boat was built with a masthead rig.

Most 7.9's were outboards, 121 were inboards, 14 inboard boats had Yanmar diesel engines, 107 were BMW diesel powered. After hull number 400 only eleven hulls had BMW diesels, IE outboard models's popularity eventually drove us to produce only outboard boats.

Ballast in the hull was 1150 pounds, ballast in the centerboard was 600 pounds, for a total of 1750 pounds total ballast.

Inboard 7.9's had 200 pounds less ballast in the bilge, and 100 pounds was moved further forward in outboard boats. Some people in the field have re-powered outboard boats to inboard engines, and vice-versa. What they did in the way of ballast re-distribution, we have no idea.

The ballast in fixed keel boats was solely in the keel, a total of 1550 pounds.

In 1984, hull number 358 (fixed keel model) was the first boat to be constructed with Ashland AME 4000 (modified epoxy) resin. The boats in 1990 and 1994 were constructed with a modified epoxy resin, but not necessarily AME 4000 brand resin.

7.9 Companionway parts:	Price
Companionway hatch slides, horizontal on cabin top, (black plastic, not drilled)	\$ 38.00 / pair
Weatherboard keepers, vertical, (black plastic, not drilled) (pair)	18.00 / pair
Above items are manufactured by S2, and we usually have a few sets on the shelf for immediate shipment.	
The following items take approximately three weeks to manufacture:	
Companionway Sliding hatch, specify bronze, clear, or frosted Lexan. (Does not include any hardware)	300.00
Weather boards, specify solid teak, or white textured poly. (Top board will have to be trimmed to fit your boat.)	300.00

## RUDDER PARTS, S2 7.9

Availability varies on each component.  
Prices subject to change without notice.

PART #	DESCRIPTION	QTY	PRICE
504077	Tiller, finished 7.9	1.00	Contact H&L
534053	6"x 1/2" hole 1/32 nylon bushing (Goes between rudder blade & Rudder cheeks)	2.00	11.80 ea
534054	Tiller bushings, 2"x 9 1/16" hole (Goes between tiller plates & Rudder cheeks)	2.00	10.24 ea
534098	Cable assembly, double loop, 8"(small) 4.00 ea (Retains rudder pin) Pintle /gudgeon bushing only (For pintle / gudgeon interface) (See below for complete pintle, gudgeon information.)	1.00	17.00ea
534303	C5-40R-303 SS faspin (Keeps rudder from kicking up)	1.00	6.56ea
898540	7.9 Rudder cheekplates (pair)	1.00	260.00
898568	Tiller plates, 7.9 (pair)	1.00	95. 0 0

7.9 Fiberglass rudder blade	1.00	1200.00
(crate for shipping)	1.00	75.00

The fiberglass rudder blade for the 7.9 is \$1200. This price includes a new pivot "axle" bushing, but the bushing is not installed (nor is the blade drilled). You will need to use your old blade, and rudder head as guides to properly locate the pivot hole in the new rudder blade.

We no longer have in stock the tillers for the 7.9 One Design. These were originally manufactured by H&L Marine Woodwork. The part number for the 7.9 tiller is 504077, they may also reference the print number (B-251). Feel free to contact H&L at (213) 636-1718, or fax (213) 636-1720.

## Pintles and Gudgeons for the 7.9

A pintle is the part with the pin. A gudgeon is the part that the pin goes into.

*Depending on vintage:*

Early boats had the pintle on the rudder and the gudgeon on the boat.

We have one of these style pintles left and several gudgeons.

\$ 95.00 each piece, order by description.

Later boats have the pintle on the boat and the gudgeon on the rudder. We have several of the following on the shelf. The pricing for these components are as follows:

On-the-transom style 7.9 pintle	\$ 100.00 each
On-the-rudder style 7.9 gudgeon	180.00 each

If you have the early version, you can order two of each of the new style and be all set. Or piece by piece (limited by quantities we have left) of the older style. Gudgeon bushings are included with purchase of the gudgeon, or are listed separately above.

### FASTENERS FOR ATTACHING TILLER TO RUDDER (PRICE ON REQUEST)

557691	Bolt for fastening tiller to rudderplates
557412	Nut for tiller/rudder plate bolt.
557316	Bolts to attach tiller to tiller plates. (3)
557333	Nuts for attaching tiller plates to tiller. (4)
557334	Washers for 557316 bolts. (6)
557168	Self tapping screws for attaching tiller plates to tiller. (4)

### 7.9 Toe rail, Bow Cap, Stern Cap Information.

These items cover the hull / deck joint on the S2 7.9

Part #	Description	Price
541020	Bow Cap, black anodized(port & starboard are the same)	\$15.61
541021	Stern Cap, Black anodized (1 per boat)	47.70
541022	Toe rail, black anodized (2 per boat)	400.00

The above items are sold in whole lengths only.

## 7.9 Stanchions & Rails.

The part number for an entire set of 7.9 stanchions is 534190. The bases on each stanchion are all angled differently to compensate for the slope of the deck at each location. See below for the base angle correlation by location.

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### Description

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- 7.9 Stanchion, #1 (forward most) 0 degree base
- 7.9 Stanchion, #2 (middle ) 7 degree base
- 7.9 Stanchion, #3 (aft most) 15 degree base

The 7.9's built in 1990 had stanchion bases with bails on them. The bail was a 90 degree bent piece of stainless rod welded to the stanchion base and the stanchion approximately 2" above the base. The intent was to provide a location to snap turning blocks, etc. We aborted this practice since the 7.9's had a full toe rail anyway. We have a few of these stanchions left. To order stanchions for 1990 (hull #'s 521-526) vintage boats, specify "bailed base".

All other 7.9's had the dimple base (no bails). We no longer have any dimple base 7.9 stanchions on the shelf. The two different stanchion bases did NOT share the same bolt pattern. These are available through Tops-N-Quality. You can reach Tops in Quality at (810) 364-7150, or fax (810) 364-7925.

The stern rail for the 7.9 was manufactured by High Seas. High Seas went out of business, but the ability to manufacture many rail components was retained by Tops-N-Quality.

The part number for the 7.9 full stern rail was 534200.

The part number for the 7.9 bow pulpit was 534191.

The "grab loops" near the stern on the 6.7, 6.9, 7.9, 9.1's that did not have full stern rails were manufactured by S2. Unfortunately the patterns were inadvertently discarded and we are no longer able to produce them.

Part #	Description	Net Price
829648	Keel Cover, white (both "halves" come as one piece which will need to be trimmed to fit on your boat.) (Black material no longer available)	\$140.00

### 7.9 PORTA-POTI

As far as our records indicate, the 7.9 always featured a porta potti from Thetford. The most recent of which was model # 135, which came with a hold down kit. Your boat may of had an earlier generation of the same porta potti, our records are not that specific.

### Opening portlite

The opening port in the 7.9 was manufactured by Beckson Marine. Their model number was:  
POBSD-0, 1"

The 1" indicates the maximum cabin wall thickness that this unit can be mounted to. Parts for them as well as entire units are available direct from Beckson. They can be contacted at:

Beckson Marine  
165 Holland Avenue  
Bridgeport CT 06605

Ph (203) 333-1412  
Fax (203) 384 6954

### BMW Diesel Auxiliary Information

Concerning BMW service information, please refer to the following list of contact numbers for BMW service entities. BMW has all but washed their hands and feet of the marine industry. You may contact them directly to receive service literature on your BMW diesel auxiliary. We are told that they no longer carry parts, but perhaps one of these other phone numbers will be able to assist you in obtaining components and service information.

Cogswell Marine	(619) 691-0282
Hatz Diesel Service	(908) 486-5758
BMW Marine Service	(201) 573-7853, (201) 573-7852, (201) 573-7833
BMW Marine Services	(415) 522-8869

If you should have any further questions, you might try to contact the 7.9 Class association.

**Class note:**  
 Experience has shown that adding  
 Approximately 6 feet to all halyard  
 Lengths will allow for splicing and  
 Sufficiently long tails

7.9 RUNNING RIGGING:

Main Halyard	1 - 3/8" x 75'
Jib Halyard	1 - 3/8" x 70'
Spin. Halyard	1 - 3/8" x 70'
Pole Topping Lift	1 - 5/16" x 55'
Keel Lift	1 - 3/8" x 32'
Main Sheet	1 - 3/8" x 60' w/splice
Jib Sheets	2 - 3/8" x 45'
Spinnaker Sheets	2 - 5/16" x 50' w/ shackles
Barber Haulers	2 - 5/16" x 15' w/shackles
Boom Vang	1 - 3/8" x 25'
Backstay Adjuster	1 - 3/8" x 35'
Backstay Adjuster (6:1)	1 - 5/16" x 60'
Traveler Line	1 - 5/16" x 20'
Cunningham	1 - 3/8" x 5' w/splice 1-3/8"x15'
Spin, Pole Foreguy	1 - 5/16" x 20'
Reef Line	1 - 3/8" x 35'
Boom Topping Lift	1 - 1/4" x 20'

Optional Gear

Additional Halyard:

1 - 3/8" x 70' XLS w/shackle

Wire Halyard Packages:

- 1 - Main Halyard 1 3/8"x 50' spliced to 5/32"x40' w/shackle
- 2 - Jib Halyard 1-3,8"x 47' spliced to 5/32" x 36'6" w/shackle

The 6:1 backstay used the following hardware:

- 2 - Schaefer 78-05 pad eyes.
- 7 - Harken 082 single bullet blocks
- 2 - Harken 092 bullet cheek blocks
- 2 - harken 150/137 cam cleats w/ eyestraps.
- 8 - Harken 0723/16" shackles

## 7.9 One Design 4:1 Keel lift Conversion

The 4:1 keel lift kit for the 7.9 sells for \$110.00 + shipping. The kit consists of:

- A custom Schaefer double sheave fiddle block.
- A stainless steel bail that needs to be welded to the underside of the keel lift plate. This bail is for termination of the keel lift line, at the top.
- A copy blue print #C-176, which shows where the above bail will need to be welded.

You will also need 32 feet of 3/8 inch line to replace your keel lift line. This line is not included in the kit.

### S2 7.9m Lamination Hull Schedule

#### Hull Sheer to Waterline

Gelcoat: 20 mils

1 1/2 oz. Chopped strand

8.2 oz Woven Roving

1 1/2oz. Mat

1/2" Balsa

1815 (Biax)

#### Waterline to Keel

Gelcoat: 30 mils

1 1/2 oz. Chopped Strand

8.2 oz Woven Roving

1 1/2 oz. Mat

1/2" Balsa

1815 (Biax)

#### Keel Section (Hull Centerline)

1708 (6")

1815(6")

#### Hull Transom

Gelcoat: 20 mils (30 mils under waterline)

1 1/2 oz. Chopped Strand

8.2 oz Woven Roving

1 1/2oz. Mat

3/4" Balsa

Wood, Aluminum Reinforcement

1815 (Biax)  
Additional 1815 (Biax) covering reinforcement  
areas only  
1708 (Biax) on transom corners

Keel (Trunk)

Gelcoat: 20 mils  
1-1/2 oz. Chopped Strand  
8.2 oz Woven Roving  
3415 (Triax)  
1708 (Biax)  
3415 (Triax)

Common topics of inquiry concerning  
S2's with vertically retracting Centerboards:  
(6.7, 6.9, 7.9)

The 6.7 / 6.9 is self-righting with the centerboard up, but with 2 to 3 people hanging from the lifelines, its self righting ability is compromised. The 6.7's and 6.9 have bolts that pass through the centerboard trunk in order to prevent the keel from fully retracting while sailing. The owner needs to put these bolts in place after the boat is launched and the keel has been dropped at least half way.

The 7.9 is self-righting even with the keel fully retracted. There is ballast in the bilge, just aft of the trunk, which many people are unaware of. With a 7.9 laying over 90 degrees, the keel cannot slide as it is bound by the torsional loads. The lifting plate (over the top of the 7.9's centerboard trunk) is bolted thru the deck and the flange at the top of the trunk that meets the underside of the deck. One of the reasons that the lifting plate is such a massive structure is to keep the centerboard captive, should the boat roll completely over. This happened once on the West Coast shortly after the 7.9 was introduced. Several boats were lost in this storm. A 7.9 pitch-poled, and those on board heard the centerboard slam from full down to full up, and back down again. This same boat was on display at a boat show shortly after, and the sailors' testimonies were directly credited for the sale of a few 7.9's.



## Centerboard trunk design \construction:

The hull mold has a bolt-in boss that makes up the trunk portion of the hull. The boss is bolted thru the bottom of the mold, and has supports that run to one "gunwale" that stabilize it in the mold. The trunk is tapered at the bottom, as is the centerboard (at the top) to enable these two components to "key" together when the centerboard is in the full down position. The trunk is laid up at the same time as the hull. The intersection of the keel and trunk are solid fiberglass approximately 4-6" away from the trunk. When the hull is pulled from the mold the trunk boss is unbolted and pulled out of the trunk separately.

## S2 Forward Hatch Information for 6.7, 6.9, and 7.9 Sailboats

S2 used a few different deck hatches in the 6.7, 6.9, and 7.9 sailboats. While we no longer stock these hatches, The following information should be useful.

The most prevalent 17" x 17" deck hatch we used on the above-mentioned boats was manufactured by Gray Enterprises. Parts for these hatches, and complete hatches, are still available. Gray Enterprises is now owned by Bomar and can be reached at (603) 826-5794, fax (603) 826-4125.

Part # 0004121C00 166 - Black deck hatch.  
Part # 0004031C00 166R - Interior trim ring.

Some boats had hatches manufactured by N.A. Taylor. Their availability would have to be confirmed through whomever your local distributor is for their products. Their part numbers are as follows:

Part # 878845519 - Taylor 17" x 17" deck hatch.  
Part # 878845517 - Taylor interior trim ring for above hatch.

Since 1990, the limited production 7.9's featured a Lewmar hatch:

Lewmar # 39740071 - Deck hatch.  
# 3694031512 - Interior trim ring.  
# 87742 - Interior screen.

The Lewmar is by far the superior hatch; however the opening is 1/2" larger than what the hatch was meant for. 1/4" wood trim on all four sides would have to be installed but would not affect the integrity of the installation. The hatch flange and the trim ring would hide any evidence of the shims. The extra effort involved with the installation of the Lewmar hatch would be well worth it.

N.A. Taylor and Lewmar do not sell direct. You will need to order their components through a Ship's Store, Chandlery, or Marine catalog house, such as West Marine.