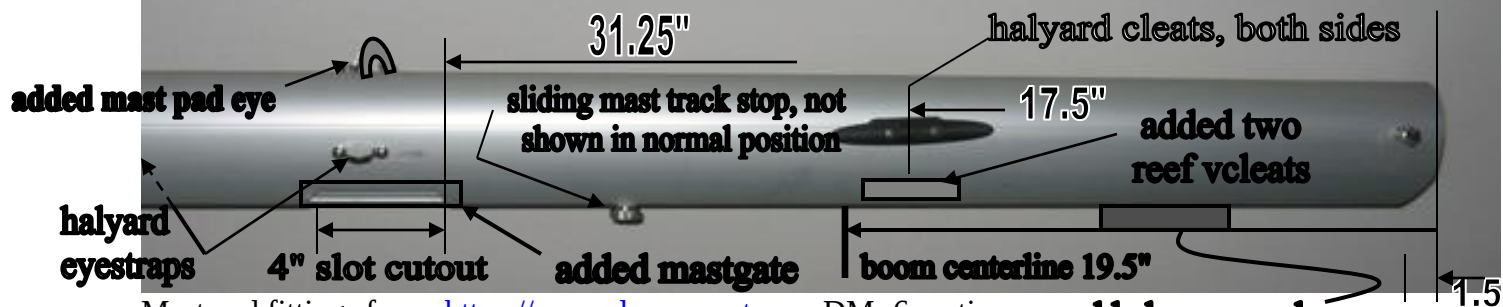
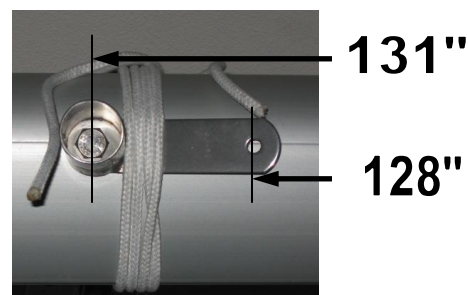
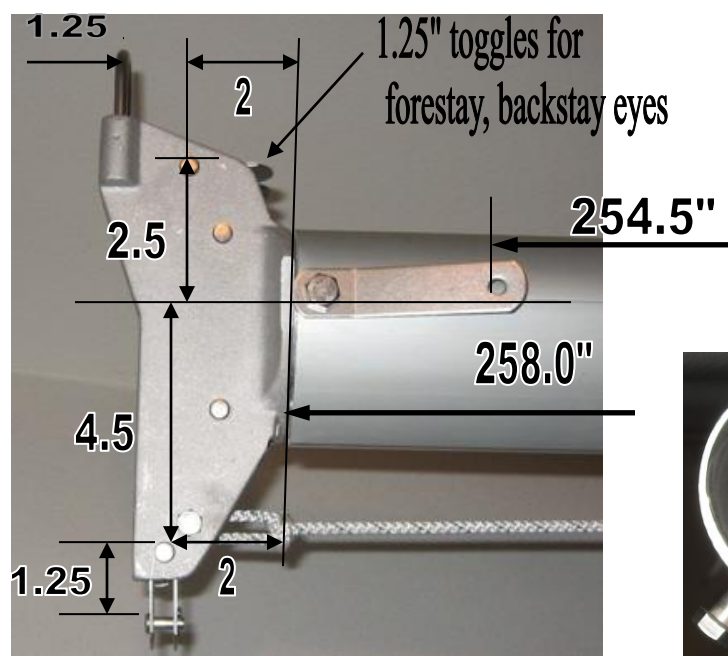


2014 Montgomery 17 - Hull 680 - Mast, rigging, dimensions, weights, equipment

Version 11/11/2016

Measurements are from bottom of the mast tube and / or pin centers, etc.

(Note, some arrowheads and lines are drawn slightly off center due to computer grids.)



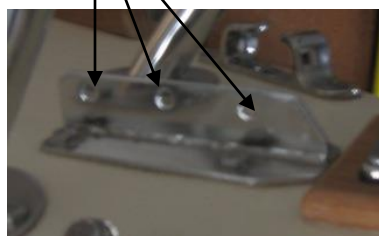
Mast and fittings from: <https://www.dwymast.com> DM- 6 section



Sidestay chain plates, two

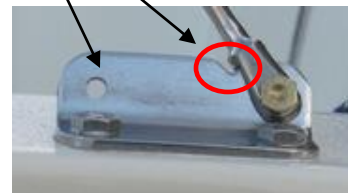
9/32" and 1/4" holes, spaced 1" oc

three 17/64" holes, 1.5" oc, forestay



Forestay chain plate, one
(see new bow plate, pg 10)

two 3/16" holes, 1-7/8" oc, each backstay



Backstay chain plates, two
(cut/filed notch for backstay fork clearance)

Sidestay chain plates: plate centerlines are 26 7/8" right and left of mast centerline

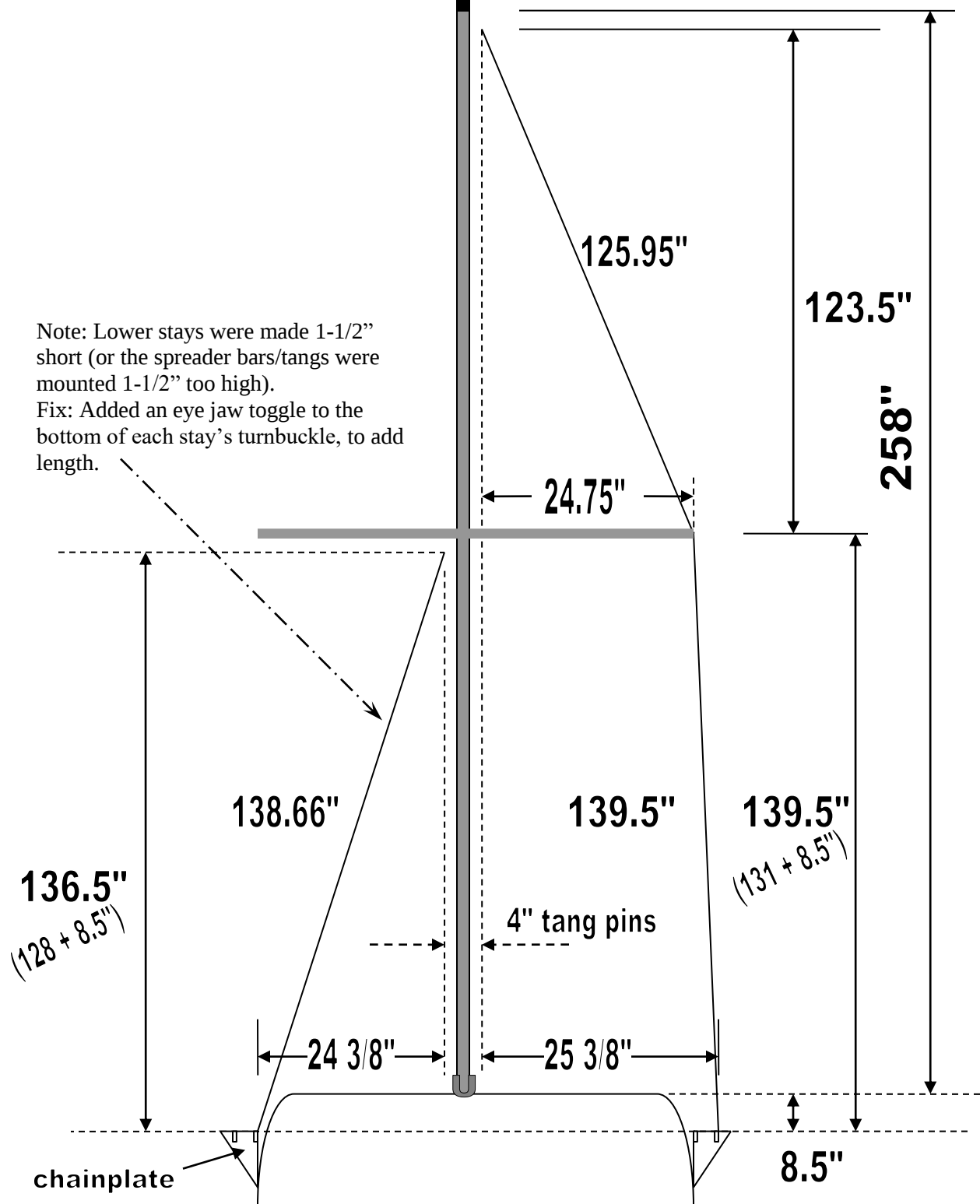
Forestay chain plate: center hole is 75 1/2" forward of mast centerline

Backstay chain plates: plate centerlines are 120.5" rear of mast centerline, and 22" off boat centerline.

Boat and mast dimensions, for sidestays - Dimensions are tape measured from mast, tangs, spreaders, chain plates and boat deck. Stay lengths are calculated. Measurement accuracy: 1/16"

Lowes: 11' 6 5/8"
138.66"

Uppers: 22' 1 1/2"
265.45"



Standing rigging photos; rigging as furnished with new Montgomery 17:

Forestay:

aircraft eye $\frac{1}{4}$ - 5/32 cable - stud, $\frac{1}{4}$ x 28 RH
(masthead toggle not shown)



turnbuckle, $\frac{1}{4}$ x 28T - LH, $\frac{1}{4}$ toggle



Backstay:

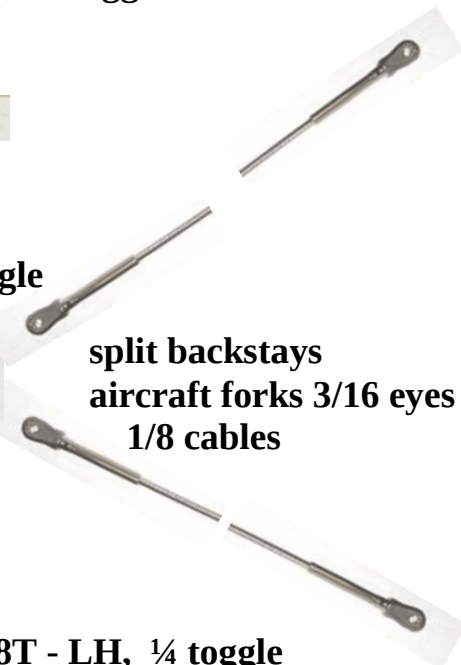
marine eye $\frac{1}{4}$ - 1/8 cable - stud, $\frac{1}{4}$ x 28 RH
(masthead turnbuckle not shown)



turnbuckle, $\frac{1}{4}$ x 28T - LH, $\frac{1}{4}$ toggle



split backstays
aircraft forks 3/16 eyes
1/8 cables



Sidestays - Uppers and Lower - same hardware:

aircraft fork, 3/16 eye - 1/8 cable - stud - $\frac{1}{4}$ x 28 RH



turnbuckle, $\frac{1}{4}$ x 28T - LH, $\frac{1}{4}$ toggle

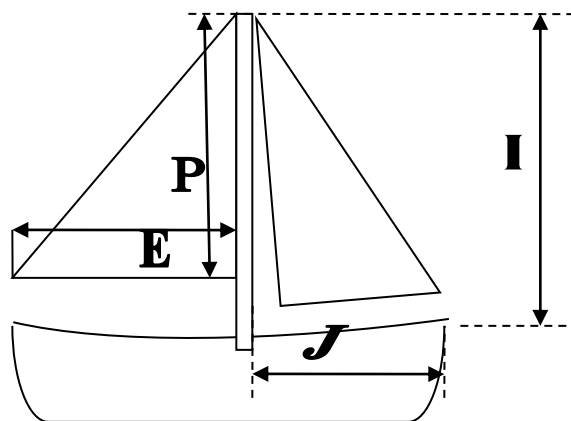


Boom - Boom and fittings from: <https://www.dwyermast.com> DM- 2 section Parts labeled with * were added



0" ■ 2"	8" ■ 1'-0"	2'-0"	2'-8" ■ 3'-0"	5'-8" (5-10 to clear reefing tie)	8'-3/4" ■
top lift	reefing block*		reefing vcleat* vang bail*		
outhaul block – vcleat*		mainsheet bail	mainsheet bail* (added so mainsheet clears Ida tiller)		sliding gooseneck
Port Side of boom: ■ 11"		2'-2" reefing block*	3'-8" reefing vcleat*		
topping lift cleat					

Dimensions from sailritesails.com



I 22.00'
J 6.58' models prior to 2002
 6.13' (2002 and newer models; chainplate moved aft 5" in model year 2002)
P 19.00'
E 7.92'
 UV cover is sewed on starboard side of the genoa.

Sail	Luff	Foot	Leach	Area - sf
Main	19 - 0 (18 - 10 ½*)	7 - 11 (7 - 7*)	20 - 2 (20 - 0 straight*)	75
Reef 1	(15 - 9 ½*)	(6 - 8 ½*)	(15 - 7 ½*)	(54)
Reef 2	(12 - 1 ½*)	(5 - 8 ½*)	(11 - 9 ½*)	(35)
109 Std Jib **	20 - 6	7 - 9	18 - 10	73
135 Genoa	(20 - 8 ½*)	(9 - 4*)	(19 - 2 ½*)	94
150 Genoa	21 - 6	10 - 2	21 - 6	108
85 Pattison	20 - 0	6 - 5	17 - 7	54.5
SJ12.0 storm jib	12	6	9	28.0

*measured dimensions, grommet centers; ** Elliot Pattison 4.93oz high modulus, medium aspect ratio

Running Rigging:

Main & jib halyards 50' x 5/16" Ø included with boat (two halyards)
 Main sheet 28' "
 Genoa Sheet 27' each side, based on boat dimensions; not included with boat
 Topping lift 24' x 3/16" Ø included with boat

Boat and Pacific Trailer Dimensions, tape measured:

Fiberglass: 7' 4" wide x 17' 2" long
 Ada Rudder: add 1' - 2 ½" (18' - 4 ½" total length)
 Bow pulpit: add 7" (18' - 11 ½" total length)
 Trailer fixed tongue: add 1' - 2 ½" past bow pulpit (20' - 2" total length)
 Coupler (tongue not extended): add another 4' - 3" (24' - 5" total length)

Weights: Boat and trailer weighed at WA DOT certified scale. Parts weighed on bathroom scale:

Item	Weight lbs
Boat hull, including companionway boards, cabin cushions, Interlux I2000E barrier 3 coats	1710
Ida kick-up rudder	32
Ida mast crutch / extension	12
Mast, wire, turnbuckles	37
Boom	8
CDI FF2, drum, foil, rope	9
Sails main, genoa	18
Main and genoa sheets, and halyards, topping lift, vang, backstay tensioner	14
Outboard, Yamaha F6 long, dry	62
Fuel tank with 2 gallons fuel	20
Misc equipment	100
Pacific trailer, tongue ext, disc surge brakes, spare tire ST215/75/R14	1050
Total boat, trailer, equipment	3072

Winch: Lemar # 6 non-tailing winch, bronze drum (2ea)
Genoa track: 1" T-track, 8' long (2ea)
Genoa cleats: Clamcleat major (3/8 – 5/8" rope dia) (2ea)
Genoa blocks: Garhauer T-track block on slide, sheave has 1½" groove diameter, (2ea)
Mast: Dwyer DM 6, dimensions: 3" x 4"; dwyermast.com
Masthead: Dwyer DH 106
Spreaders: Dwyer DH 254 spreader bracket; DH 2540 spreader bars, cut to 25" long
Boom: Dwyer DM 2, dimensions: 2.25" x 2.5"; dwyermast.com
Mainsheet track: 1" T-track traveler and slide, 2' long
Mainsheet blocks: Garhauer fiddle blocks: block sheaves have 1½ and 7/8" groove diameters,
lower and upper blocks both have swivel and strap shackle
lower block also has becket and cam cleat
Deck cleats: 8" stainless steel (ss) on foredeck; two 6" nylon at corners of transom
Bow line chocks: 4" chrome plated bronze line chocks and rub strakes (2ea)
Bow eye: 7/16" x 2 5/8" ss U-bolt
Rudder gudgeons: top and middle gudgeons ½" Ø; bottom gudgeon 3/8" Ø
Outboard motor bracket: Garhauer tubular ss; catalinadirect.com
Transom boarding ladder: Windline 3 step, telescoping, ss
Grab rails: four: 2½" x 23 x 1" unfinished teak
Toe rails: two: 1½" tall x 13/16" wide, full length each side, unfinished teak
Bow pulpit: 1" diameter stainless steel tubing, four base plates
Lights: bow clear lens - Atwood A-16, 1NM; transom red / green lens - 2NM
Centerboard: board: 32 ½"x 17 ½"x 1" thick in 1 3/16" slot
weight: 45 pounds
hinge pin: 3/8" diameter x 4 -7/8" ss
replaced with 3/8 x 5 ½"ss hex bolt/nylock
pendant rope: 5/16" x 7'; decored end
Mainsail: Elliot Pattison, 2 reefs;
Pacific Plastic, Seldon type13 mm sail slugs
Genoa: 135, black Sunbrella uv, #6 luff, foam luff pad (extras)
Mainsail and genoa halyards and mainsail sheet 5/16"
Topping lift 3/16"
CDI FF2 roller furling (extra)
Ida kick up rudder and mast crutch/extension (extra)
Cockpit drainage: two rear corner drains, plumbed thru rear locker with hose and two 1.5" ball valves.

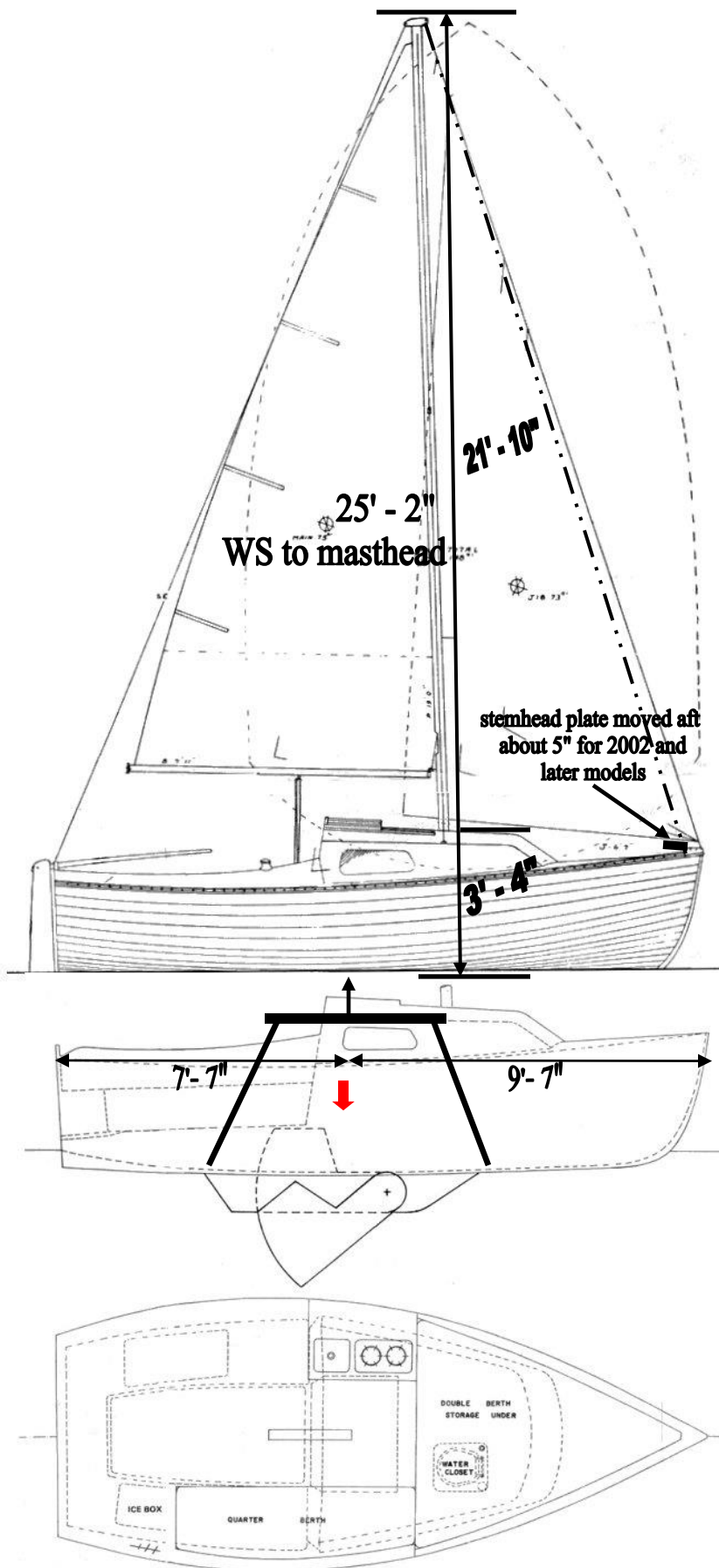


Genoa sheets
Furling line, fairleads
Boom vang and hardware
Tiller clutch and vcleats
Mast padeye for whisker pole
Reefing lines and hardware
Backstay adjuster
All teak unfinished
Boat owners manual and warranty (trailer had both)

LOA: 17 – 2 (w/o bow pulpit)
LWL: 15 – 10
Width: 7 – 4
Sail area: 154 sf
Draft board up: 1 – 9
board own: 3 - 0
Weight: 1600 lbs
Ballast lead keel: 600 lbs
Ballast/Displacement ratio: 0.37

Montgomery Ivory, Erika, Sher-Fab Unlimited, Ontario, CA Phone (909) 923-2200

Sketches below are from: sailboatdata.com
 Montgomery 17, pre1978 (**bold dimensions/notes added**)



Dimensions below are tape measured for 2014 Model M17:

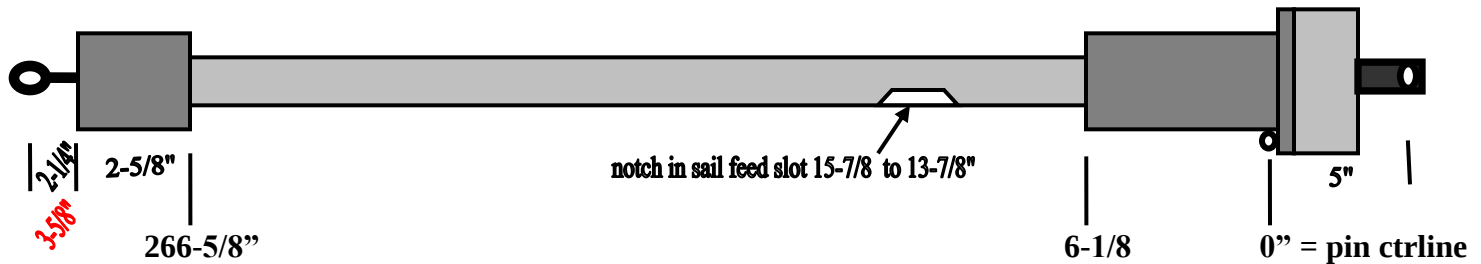
Cockpit seat length: 6' - 5"
 Cockpit width at seat level:
 5' - 3" front; 4' - 0" rear
 Cockpit seat height: 11 ½"
 Cockpit seat width: varies 14" - 17"
 Cockpit seat back height:
 14" - 16" sides; 12" - 13" transom
 Three hinged seat tops: 12" x 25", no locks
 Seat openings: 9 x 21½ x 4", starboard
 9 x 21½ x 18" - 21", port
 9 x 21 ½ x 12", rear
 Cockpit floor: 5' long
 28 ½" wide front; 22" wide rear
 Companionway opening: 3 boards & hatch
 25 ½" - bottom width
 32 ½" - top width
 32" - height
 32 ½" x 13 ½" locking hatch
 Cabin floor: 2' - 10" wide
 9' - 2" V-berth to transom
 Headroom: 4' - 2' max.
 Cabin V-berth dimensions:
 6' - 10" on centerline
 7' - 0" sides
 5' - 10" width, rear
 0' - 6" width, bow
 2' - 3" headroom, above foam
 Starboard berth: 6' - 7" long x 23" wide
 Port berth: 5' - 0" long x 23" wide
 Berth headroom above foam:
 37" sitting area, 12" legs
 V-berth hatch: 19 ½" x 23 ½" top
 16" x 20" opening

Center of gravity ↓
 Determined by hoisting boat on double lifting beams with two basket slings; rudder off. Boat weight 1710#. Adding 60# outboard and 30# rudder moves Center of gravity 5" rearward (10'-0" from bow).

Hull speed: 5.33 knots, or 6.13 mph
 knots = 1.34 x (LWL)^{0.5}
 mph = 1.54 x (LWL)^{0.5}

Bridge clearance, masthead: 25'-2"
Bridge clear with windex / safety: 27'

**CDI - FF2 dimensions, installed on forestay; pin in center hole of original stemhead
(pin in center hole of new bowplate, see page 10):**



Pacific Trailer equipment:

Galvanized, welded steel with telescoping tongue. Manufacturer's Pattern # G0585, GH17SN3

Nameplate weight: 775 #

Scaled weight w/spare tire: 1050 #

Nameplate cargo capacity: 2725 #

Overall width: 7' - 2"

Axle: 3500# torsion bar

Axle hubs: UFP, Trailer Buddy, Vault

Tires: Goodyear Marathon ST215 / 75R14 (1870# @ 50 psi)

Brake Actuator / Coupler: UPF Trailer Buddy, Model **A-60** hydraulic surge actuator, 2" coupler reverse solenoid

Quick disconnect brake line coupler, for telescoping tongue

Brakes: UFP stainless steel disc, Trailer Buddy, Model DB35

Mast support, adjustable: 75" normal setting, for mast cradle 1" above bow rail

Telescoping tongue: 90"

Jack: Fulton, big wheel, 1500#

Boat winch: Fulton 1500#

Bunks: 5' (2x6) keel bunk; two 9' 2x4 hull bunks

Rollers: two 12", rear and center cross member

Lights: LED, 5 flat connector

Not provided with trailer:

Transom trailer straps

Keel centering blocks – screwed 2x6x18" boards to inside of keel bunk sideboards

Mast hardware additions; (boom additions page 4):

Mastgate (homemade ss, removable, inset photo)

Mast padeye for whisker pole

2 reefing vcleats (thru bolted w/ interior nut plates)

two halyard horn cleats, (larger cleats, on curved

aluminum shims, and thru bolted into nut plates)

spacer in mast slot to support boom (can't see)

gooseneck downhaul cleat

boom vang (note boom bail & tabernackle strap)

Note OEM cleats had flat bases which rocked on curved mast and boom sections; also some screw taps into aluminum were stripped and loose. Remounted everything, with ss backing plates, or stainless steel rivets.



Mast raising gear additions - Temporary baby stays to mast and gin pole; cleat to wood frame, port and starboard



Mast raising system: gin pole, winch, wood frame, baby stays. Raise and lower the mast with control and safety, no muscle strain. Takes about 10 minutes to install or remove the extra rigging.



Front keel bunk addition— adjustable, removable; made from scaffold jack screw post. Adjust to carry 200 – 300# load near front of hull, thus reduces the front overhung load on the main trailer bunks. Removes and reinstalls in less than 1 minute for launching.



baby stay, with hardware hook; hook inserts into 1/4" hole in mast

Trailer Mast Crutch Modification -

Problem, photos 1 – 3 below: As manufactured and set up, the trailer's mast crutch was 3" ahead of the bow rail. The boat's bow rail would hit / scrape against the mast crutch when launching or loading the boat. This was caused by the trailer following the boat ramp slope, so mast crutch tilted back accordingly; while the boat floats level in the water. Problem occurred on ramp slopes over 6%; greater slope caused more hitting / scraping. Problem could be reduced by unbolting and removing the mast crutch extension for launch and loading. Note, in photos 1-3 the manufacturer's mast crutch extension has been removed.

Modification, photo 4 : Cut 6" off the top of the mast crutch channel, and fabricated a longer mast crutch extension. The crutch extension is removed for launch and loading.

Also note in photo 4: the top winch, and block on the mast crutch extension is used for raising the mast.

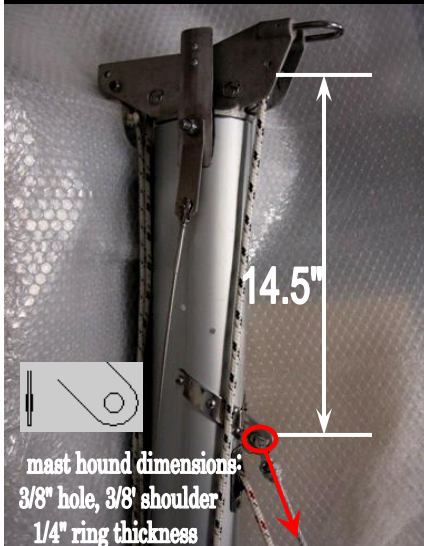


Photo 1 the boat is floating level; the trailer is on the boat ramp slope with the mast crutch tipping back; the bowrail will hit and scrape up the mast crutch as the boat is winched to the trailer.

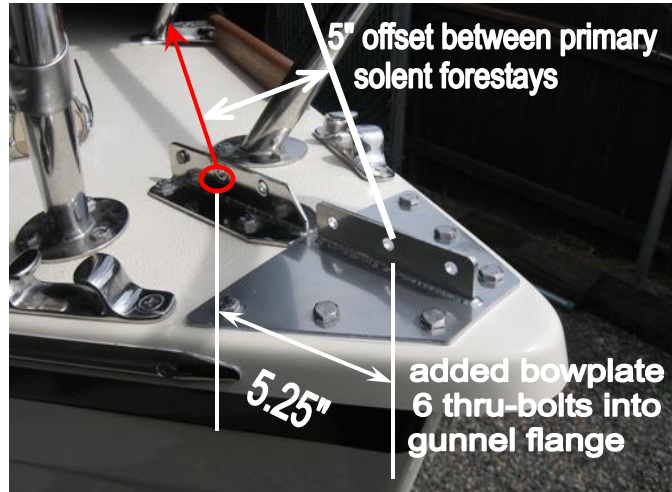
2 as the boat is winched to trailer, the bowrail scrapes against mast crutch channel until rising above it.

3 with the boat fully winched in the bowrail is above and forward of the mast crutch channel. Note in the photo the crutch extension has been removed; if not removed bowrail would hit and prevent boat from being winched fully onto the trailer.

Bowplate addition, and Secondary (Solent) Stay for Storm Jib



Added mast hound, Ronstan-146
& mast exit block, Harken-287



Added bowplate, 3ea - 17/64" holes @ 1.5" oc
Manufactured from 316 stainless, 1/8" plate

Solent stay length,
pin to pin
(tang to original
stemhead)
21'-10 5/8"

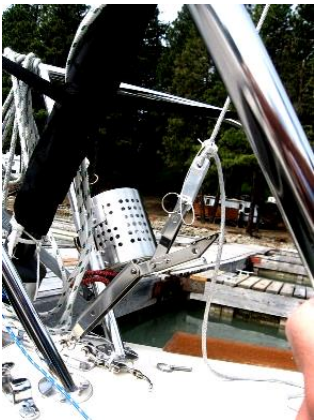
Johnson quick-
release, closed
length, adjustable
9 1/8" to 10 1/8"

Notes: The added bowplate is for the primary forestay with roller furler. It has much stronger attachment to deck, and is in the location used by Jerry Montgomery for M17s, thru year model year 2001. 2002 and later M17's have their OEM stemhead fitting moved to the rear about 5".

Boat's OEM stemhead is now used for the solent stay with upper end attaching to the new masthead.

Solent stay is 3/16" Dynema with a Johnson Marine quick release (#14-205) at the stemhead.

Solent stay is used for a storm jib, raised with internal halyard thru new mast exit block. Storm jibs sails great.



Montgomery 17



Montgomery 17's have cruised the Caribbean, sailed from California to Hawaii and from Cape Hatteras to San Diego via the Panama Canal, and sailed the length of the Mississippi. I, and many others have crossed the Sea of Cortez and have made countless trips to Catalina and the Channel Islands.

The 17 is not a boat for everyone. It is, out of necessity, considerably more expensive than other boats in the size range, and there is a reason for this. The 17 is overbuilt, overengineered, and one of Lyle Hess's very best designs.

It is surprisingly fast, surprisingly stiff, handles like a BMW, and is strong enough to be an icebreaker. The 17 is one of the driest sailboats made regardless of size. It is not a "floating housetrailer"; the money is in fiberglass and hardware. When there is any question about the strength, quality, or suitability of any part, we go to something larger or better. The interior is clean, efficient, needs zero maintenance, and has an abundance of organized and accessible storage, but is not fancy. In short, the Montgomery 17 is made for the critical and demanding sailor.

The 17 is a true keel/centerboarder; the ballast is in the keel and the centerboard is primarily for upwind performance, but is weighted so that it will stay down reliably.

Standard Features

LOA:	17' 2"	Complete Reefing Gear	
LWL:	15' 10"	Forward Hatch	
Beam:	7' 4"	Bow Pulpit	
Weight:	1600 lbs.	Sheet Winches	
Draft, board up	1' 9"	Genoa Halyard Winch	● Interior plan
board down	3'	Genoa Track	● Photos
Sail area:	154 sq. ft.	Wire Halyards	
Displ/Length Ratio:	235	Mainsheet Traveler	
ballast/Displ Ratio:	375	3 Cockpit Lockers	
Ballast...all lead:	600 lbs.	Teak Toerails	
		Teak Handrails	
		Lead Ballast	
		Sitting Headroom	

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