

Saga 43 Mainsail notes, Updated April 2, 2019
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Existing sail, 18 years old. Decent shape but very full. Luff round has been recut once. Note 4 full length battens, one partial batten. Three reef points.



Harken Battcar and Headboard. I have drilled out the rivets and removed pressed eyes; sending you this headboard to use on the new sail.

Note small block on starboard side as turning point for leech line



Reef points along luff (circled). I am sending hardware to reuse.



Old sail had bolt rope for foot attachment to boom but we are going with a loose foot design, so I think that means no cut up, correct? Some foot round is ok. I have never used the cunningham ring so do not think it is needed on the new sail. Tack ring as shown, jaw opening is 1"



Clew, for reference. I have added about 4" to foot length compared to old sail



This is the leech end of the top batten (with the pocket open), where the leech hits the backstay. I want to preserve as much roach as possible, but need good chafe protection at this point. You can see that heavy spectra fabric was used for the backing of the velcro flap, but the end of the batten poked through the fabric after about 2 years of use. Please take care to reinforce this area.



For reference, here is a photo of the existing batten ends



Between battens there should be a slight hollow to the leech, as shown, to reduce fluttering. Also, tell tails should be attached away from batten ends otherwise they hang up on the battens.



This is the Harken Battcar swivel attachment at the luff end of each full batten. I am sending these parts with fasteners.



Note the small cleats, positioned just above tack and clew as well as above each reef point for adjustment of the leech line. Some of them were riveted to the sail, others hand stitched as shown above. I am sending these parts to you.

Current stock reefing system uses a pressed eye at each reef point on the leech. This design has more friction than I would like so I'd appreciate your advice about using either a low friction ring, stitched in place, or a small block stitched to the sail and supported by webbing.

Inside the boom, each reef line has a pair of blocks that travel fore and aft as the single reef line to the cockpit is tightened.

For the #3 reef I run separate tack and clew lines on the exterior.



This photo shows the existing tack reef point attachment rings with webbing connecting a ring on each side of the sail.

Also note the intermediate luff cylinder fittings (circled). I am sending these parts with the cut webbing attached so you can duplicate correct length. There are a total of 4 battcars for full battens and 7 smaller cars for intermediate attachments.



The sequence of cars goes like this:

Headboard: attached to 2 cars with a single pin

Small Intermediate cylinder

Batten swivel to large car

Small cyl

Batten swivel

Small cyl

Batten Swivel

Small cyl

Batten swivel

3 small intermediate cyls

Here are photos of parts I'm able to send you from the old sail. I can imagine that FES has a good discount with Fed Ex or UPS. I don't mind paying for the shipment but if I could use your account and then have that charge added to my bill it would be economical. Please advise.

Battcar swivel fittings, for forward end of each full batten



Fasteners for swivels



Intermediate cylinders for attachment of luff to battcars in between full batten swivels. I have left the webbing attached so you can duplicate the length.



Harken headboard and leech line turning block. The surfaces of the headboard that were exposed have some slight corrosion and scratches, but you can just flip the two parts over to show the nicer looking surface on the new sail. The headboard is secured with press alu rivets and 4 pressed eyes.



Rings for reefing points at luff



Cleats for leech line, needed just above each reef point at luff and leech. Some of these were riveted in place, some were hand stitched. Your choice.



Please review all this info and come back with any questions or suggestions. Thanks!