

## Information regarding new main and genua for catamaran Fountaine Pajot Lavezzi 40 Think Twice

The attached standard saildrawing for Lavezzi is NOT totaly valid on this boat. All dimensions and details must be verified according to information given here! But please compare with sail drawing to understand if we have made any mistakes. Note that gooseneck is moved 300 mm up the mast compared with the drawings.

### MAIN SAIL

3-radial design

Material preferably Hydra Net.

### Major dimensions

P: Max length measured 14120 mm. Sail length about 13.900 m. Old sail 13940 mm.

E: Max boom length 5900. Sail length not more than 5800 mm. Old sail 5680 mm.

Fat head about 1,6 meters (No backstay) not more than what is working. (Old sail 1600 mm)

Distan from top to clew AL: 14.27 meter from block schackel when block schackel 13.9 meter above upperside of boom. (Old sail 14 270 mm)

Angle between mast and bom about 84 degrees.

D: Tack schackel 35 mm above top of boom

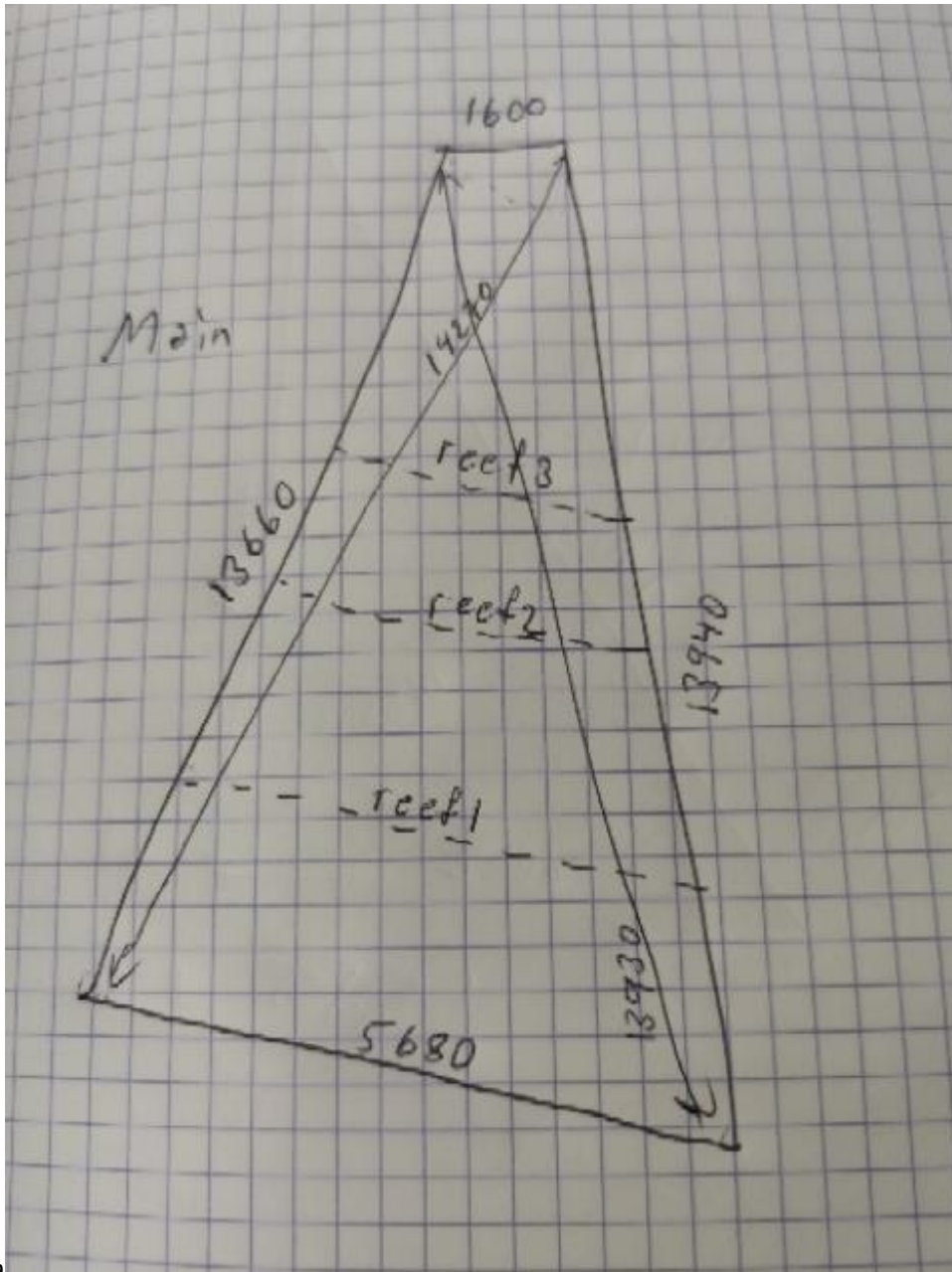
B: Tack schackel 45 mm aft of mast track



Important:

1. Mast is leaning backwards quite a lot. 53 mm per meter at deck level. (More higher up because of permanent mast bend.)

2. (Goose neck is moved 300 mm higher up on the mast than standard which has influenced our measures.) SO YOU CANNOT USE THE LUFF LENGTH ON ATTACHED DRAWING
3. Mast has a permanent bend of about 60 mm (at upper spreader)
4. We would like to have the aft end of the reefs about 150 mm higher in aft end because it's difficult to tighten the reef line so there is no gap between sail and boom when reefing.



a

Dimensions old mainsail, measured on sail

### Mast and track cars

Mast:

Z-spars about 250x150. Track for existing ballbearing cars 25x15 mm. Sail measures are from aft side of track.



Mast cars from bottom to top  $\hat{}$ :

1. Batten car 1
2. Intermediate car with webbing to sail
3. Batten car 2
4. Intermediate car with webbing to sail
5. Batten car 3
6. Intermediate car with webbing to sail
7. Batten car 4
8. Intermediate car with webbing to sail
9. Batten car 5 and fathead batten. Special bolt M10, existing.
10. Top traveller. Bolt through head board.

Detailed information for each type of mast car:

#### **Batten cars**

Existing.

Batten fitting on sail must have an inside M10 tread on the front end. Existing M10 screws can be used to connect to mast cars. Stacking height 85 mm for each car.



Batten car nr 5. Also a M10 tread. Existing special M10 bolt for the batten release system will be used.

Intermediate cars



Existing. Stacking height 85 mm  
Width of webbing band 25 mm  
Outer diameter of existing plastic bushing (in two halves) that is put in the webbing band 12 mm.

Head board car



Outer diameter of bushing around the bolt 12 mm.

Opening of head board car = max thickness of headboard including everything 14 mm.



The quick release system for fat head batten car is very simple. A round 10 mm pin (with M10 tread) is put in a hole in the car and kept in place by a line that is automatically stretched when sail is hoisted. Does not demand anything else than the other batten cars.

**Battens and batten pockets**



Length of existing battens

Measured from end to end of the battens

Existing battens for information:

Measured from end to end of the battens

1: 4995mm Fitting Bainbridge Sailman 55 about 70x120mm

2: 4385 Fitting Bainbridge Sailman 55 about 70x120mm

3: 3650 Fitting Bainbridge Sailman 55 about 70x120mm

4: 2842 Fitting Bainbridge Sailman 55 about 70x120mm

(Short batten 2078 mm.)

5: 1918 mm. Fitting Bainbridge Sailman 35 about 50x120 mm

Fat head batten: 1772 mm. Fitting Bainbridge Sailman 35 about 50x120 mm.



Batten pockets need extra high quality reinforcements on both sides. Should be all the way because location changes when reefing.

## **Boom**

Existing velcro band around the boom in clew. Large eyelet makes it easier to apply.

## **Reefs**

3 reefs. Existing blocks for single line reef should be used.

Note:

Reef 1 and 2 on starboard side at the mast

Reef 3 on port side at the mast.

Locations for the reefs on the existing sail measured along front- and rear edges of the sail:

Measuring point on the reef is inner side at the bottom of the stainless ring.

Reef 1 front 2150 rear 2120 from sail corner

Reef 2 front 1950 rear 1970 from reef 1

Reef 3 front 1945 rear 1950 from reef 2



Existing blocks for single line reef

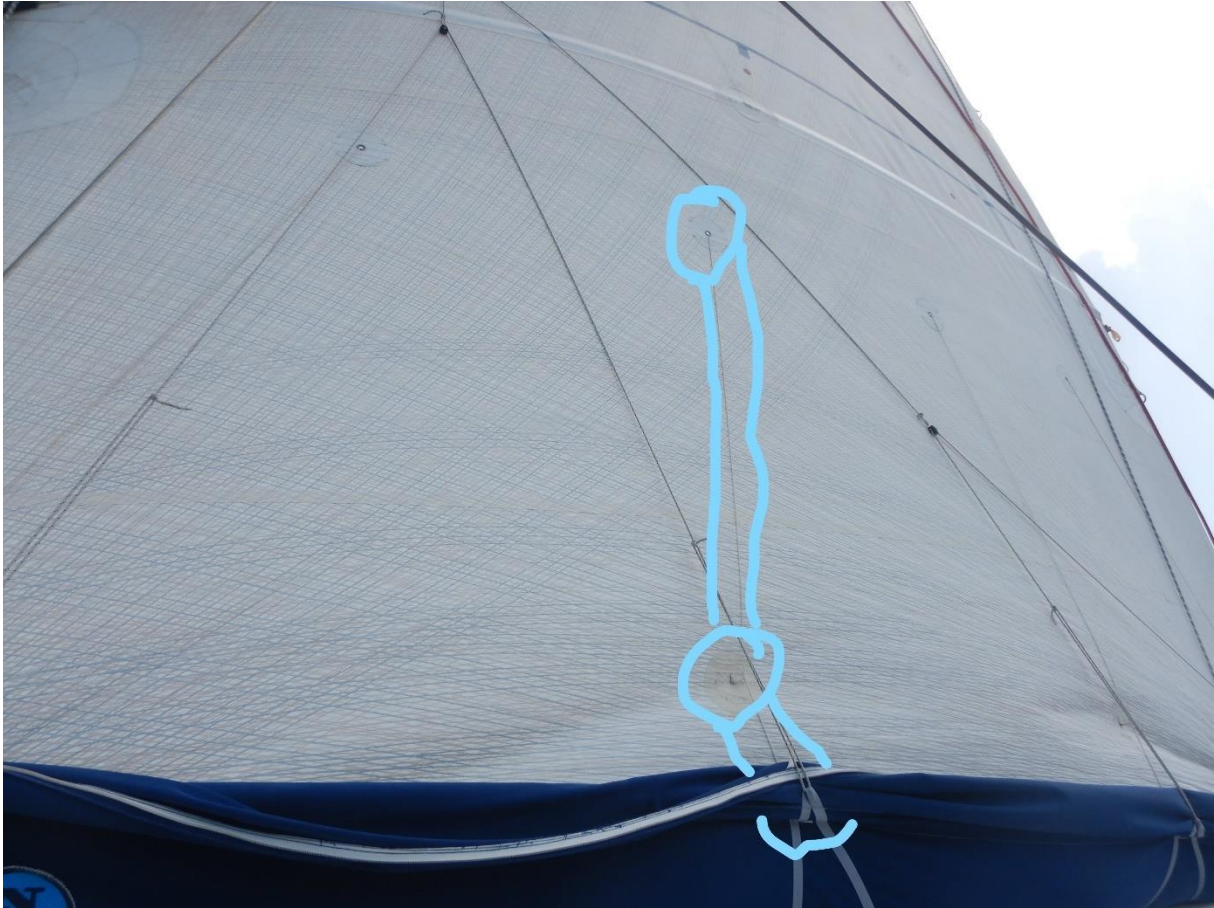


Existing blocks for single line reef

### **Extra lines for automatic tightening of the stackpack**

We have a few extra lines that automatically tighten the stackpack to the sail when the sail is hoisted. The lines go through the reefing holes (for reef nr 1) in the sail. When sail is lowered the lines come loose and the stackpack opens automatically.

Four extra loops (both sides) are needed just above the stackpack on both sides. There must also be eye lets in the reef. See pictures below.

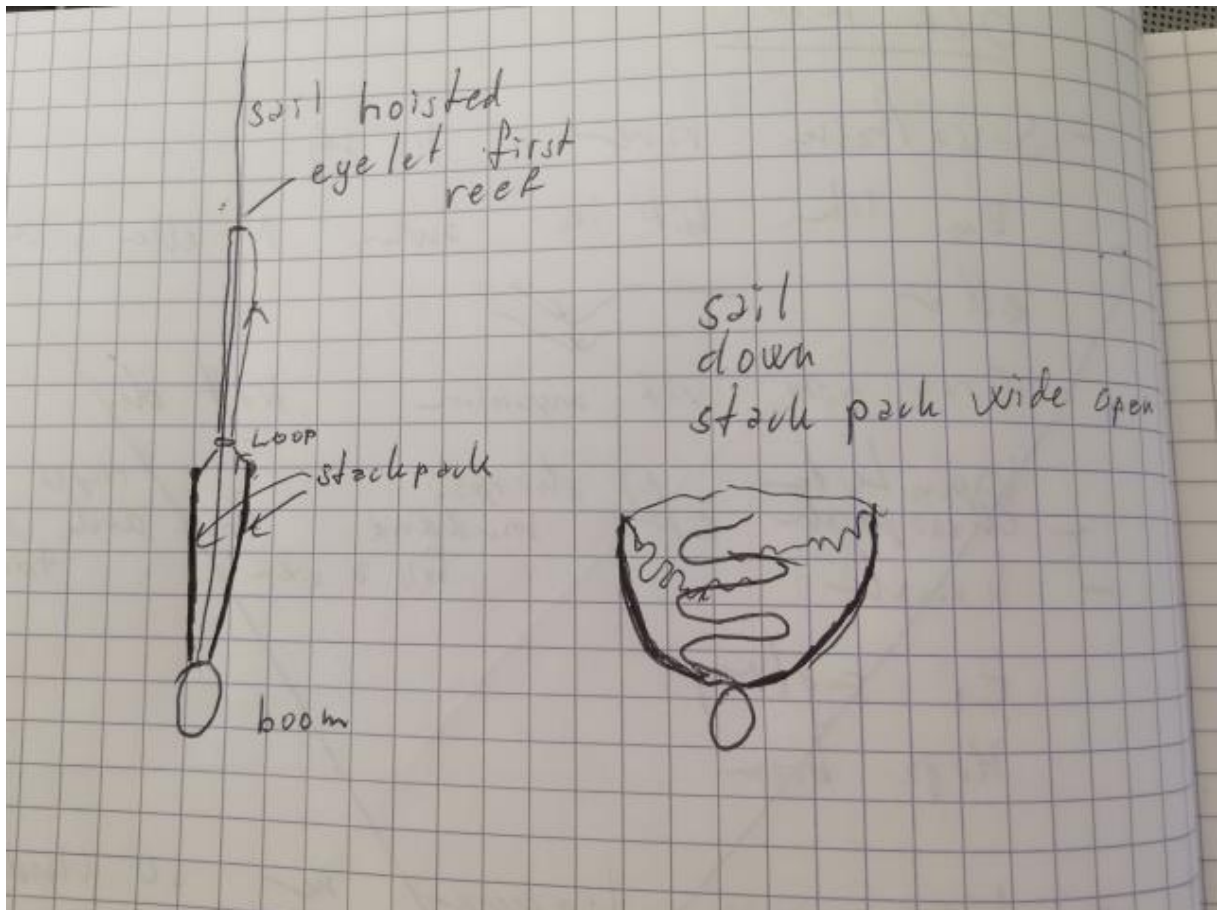


Positions on sail for the loops to fit existing stack pack

- Nr 1 350 mm from the front edge of the sail 750 mm from the bottom of the sail
- Nr 2 1940 mm from the front edge of the sail 710 mm from the bottom of the sail
- Nr 3 2020 mm from the rear edge of the sail 610 mm from the bottom of the sail
- Nr 4 480 mm from the rear edge of the sail 360 mm from the bottom of the sail

There must be eyelets in a row at the first reef. Lines does not have to be included. We can use the existing lines.





Here you can see how the stackpack is pulled closer to the sail

## Others



Sail number SWE 10978, should be stitched to the sail

Profile tapes

Cunningham

Tell tales of good quality



Tack

Space is very limited in the front end of the boom where reefing lines come out of the boom at the gooseneck. The lines are chafing on the sail when reefed so the sail tack needs strong anti chafe protection with low friction.

## Genua

Furling genua

3-radial design

Material preferably Hydra Net

Furling system: Profurl C430 according to manufacturer Luff line diameter : 5mm (13/64")

Dimensions same as old sail, see picture below.

J: 3.770m

Distance from head to clew car on track impossible to measure because of spreader but measured including the extra distance around spreader about 11950 mm

Genua track forstay bolt in deck level:

Forstay bolt to front end of track 6140 mm

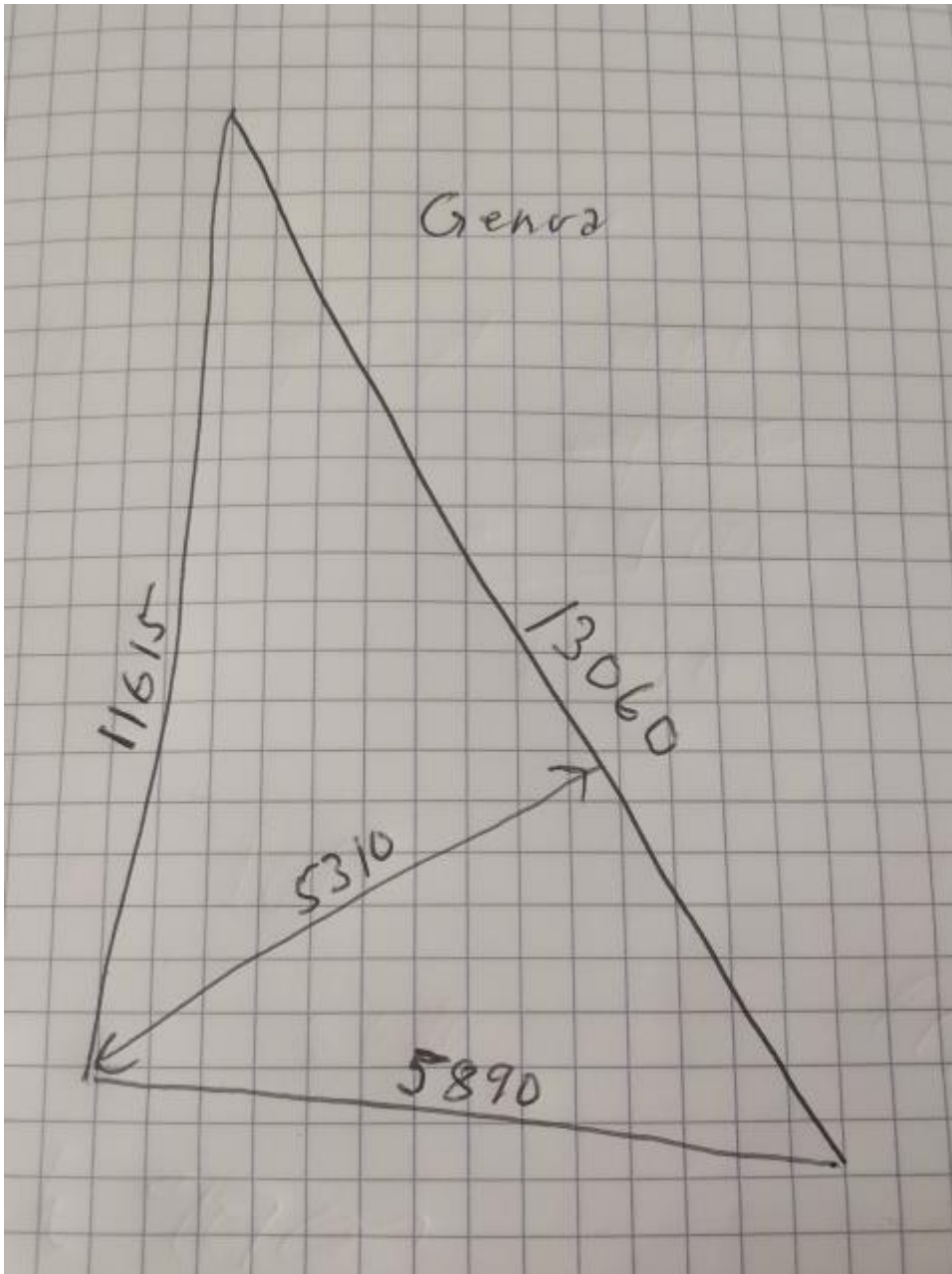
Forstay bolt to rear end of track 6590 mm

Distans from tack schackel to sail inlet in profile 830 mm

Tack above deck about 470 mm

Area: 34.20m<sup>2</sup>

LP: 140%



Dimensions old sail, measured on sail

**Others**

- Chafing protection for seagull striker and spreader
- Sunbrella sun protection stitched on the sail, **port side** Colour: Ocean Blue
- Soft rings (straps) in head and tack
- Compensator for flattening the sail when reefing.
- Profile tapes
- Tell tales, also for reefed sail

**Anti chafe for the spreader**

Mid point from clew 3680 mm and 7900mm from top. Height 500 mm in aft end and 150 mm in front end. Length 580 mm. See photo below.



**Anti chafe for seagull striker**

See the black reinforcement on picture below. Starts at 220 mm from tack, length 950 mm.

