

Specification

for A Class

RIG & SAILS

prices valid for orders paid during 2008

RIG KIT

£439

a pack contains spars, rigging, one mainsail, one headsail, and fittings sufficient to make one rig with the following features

general features

- panelled sails, 75 micron film
- rigging plan
- high modulus carbon ROUND tube for mast spar step tapered from 16 mm to 12 mm
- high modulus carbon round tube for boom spars
- carbon moulded backstay crane
- stainless, anodised and/or nickel plated fittings as appropriate
- headsail boom counterbalance weight
- robust ball raced gooseneck/kicking strap unit that is simple to fit to mast
- flexible 7 strand rigging wire for standing rigging
- Dyneema rigging cord for running rigging
- fastenings and terminations

you will need the following materials to supplement the pack

Epoxy resin, cyano glue, tape for limit marks (measurement bands)

options for rig kit with only No 1 suit sails

price

ball raced swivel for headsail boom – not required for SWORD	£15.75
bent joiner for No 1 headsail boom – recommended for SWORD	£3.00
pocket luff headsail	£poa
spar for pocket luff headsail	£poa
apply insignia + sail numbers	£11.25
apply national letters	£5.75
complete a rig kit	£306

options for rig kit with No 2 suit and lower sails

price

headsail boom kit – with larger (14 mm) diameter spar tube	£48.25
ball raced swivel – heavy duty version for larger headsail boom	£17.50

completion of headsail boom kit	£44.25
rigging headsail & mainsail onto boom and mast	£25.25

delivery

masts over 1.5 metres long have to go by carrier
masts & booms will be packed in grey tube
fittings and rigging will be packed in another pack

for five sets of equipment bought at same time
there is a 5% discount on the total price

other options

price

sail bag (for No 1 rig)	£poa
rig box material (add your own ply to make a box suitable for 4 headsails on booms)	£poa
rig box completed	£poa

delivery

packed in a sturdy box for delivery by carrier	£poa
alternatively collect the completed rigs	-

additional sails

SAILS	No 1 panelled	£130.00
	No 1 lightweight	£117.25
	No 2 panelled	£130.00
	No 3 panelled	£130.00
	No 4 standard	£95.25
	No 5 standard	£95.25

mainsail and headsail have the following features

general

- battens, self adhesive
- No 1, 2 and 3 suits of sails have five panels in the main and four panels in the headsail
- built in shaping at seams
- No 1 lightweight sails in 50 micron film NOT SEWN as standard
- No 1 panelled sails in 75 micron film with sewn seams for stable shaping
- other sails in Mylar scrim with sewn seams for stable shaping
- No 4 and 5 suits are not panelled
- luff shaping suitable for application
- cloth suitable for application

No 1 Lightweight headsail	50 micron film
No 1 lightweight mainsail	50 micron film

No 1 headsail	75 micron film
No 1 mainsail with eyelets or slides	75 micron film
No 2 headsail	125 micron film
No 2 mainsail with bolt rope	160/180 gram/m2 scrim
lower sails	as appropriate

- headsail luff has a narrow pocket suitable for a 0.75 mm diameter forestay

colour of tape	white
choose	grey
from	blue
this list	black

- corner reinforcements patches are self adhesive

colour of patch	black
choose	grey
from	white
the	red
list	blue
	green
	dayglo orange
	dayglo yellow
	dayglo pink

options for additional sails	price
extended luff to full height on mainsails – see Note 1	£22.25
non standard shaping - see note 2	£5.00
'finger' patches	£7.00
small pocket at luff for jackstay	£6.25
insignia + numbers added to each side of mainsail and headsail	£11.25
national letters applied to each side of one mainsail	£5.75

delivery

sails are laid on thick paper then rolled and placed in a 90 or 100 mm diameter cardboard tube
 tube has end caps taped in place
 delivery by first class post in the UK
 delivery by letter post outside the United Kingdom
 delivery by other means on application

Note 1

The extended luff on reduced height mainsails extends the luff of the sail up to the normal maximum luff height. This leaves a strip of cloth about 75 mm wide behind the mast down to the position of the top of the main triangular area of sail. The purpose of this is to create a 'splitter plate' behind the section of mast exposed above the head of

the sail and reduce the drag of that part. Reducing the drag will always improve performance and drag reduction high up in the rig is especially useful.

Note 2

the shaping built into our sails has evolved over a long time and many generations of design

F2 sails have our standard shaping

F3 sails have 17% more camber

F1 sails have 17% less camber

sails with non-standard shaping are marked in the tack to show the difference so you will always know if the sails you see are of standard or non-standard shaping

end

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