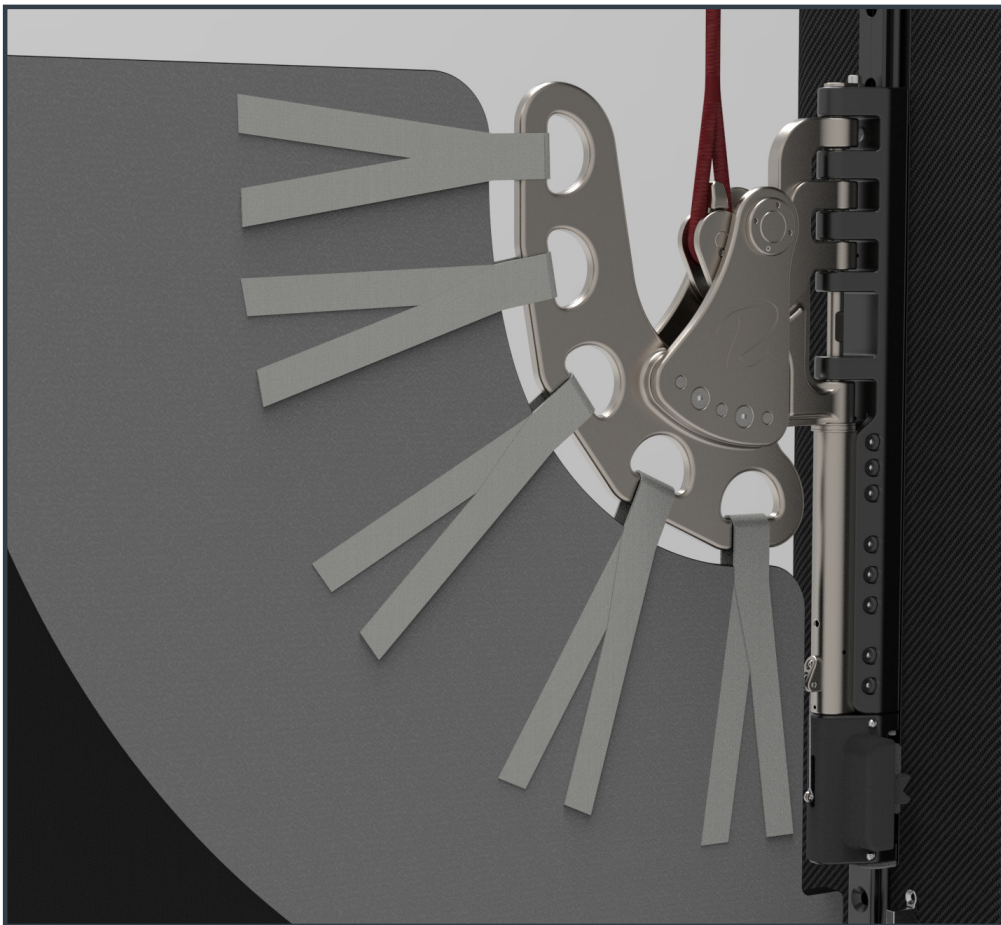


Rigging Projects

Gaff Lock Sail Plate Sail Makers Information Pack



RP4289- RPG - SMI - 01

Table of Contents

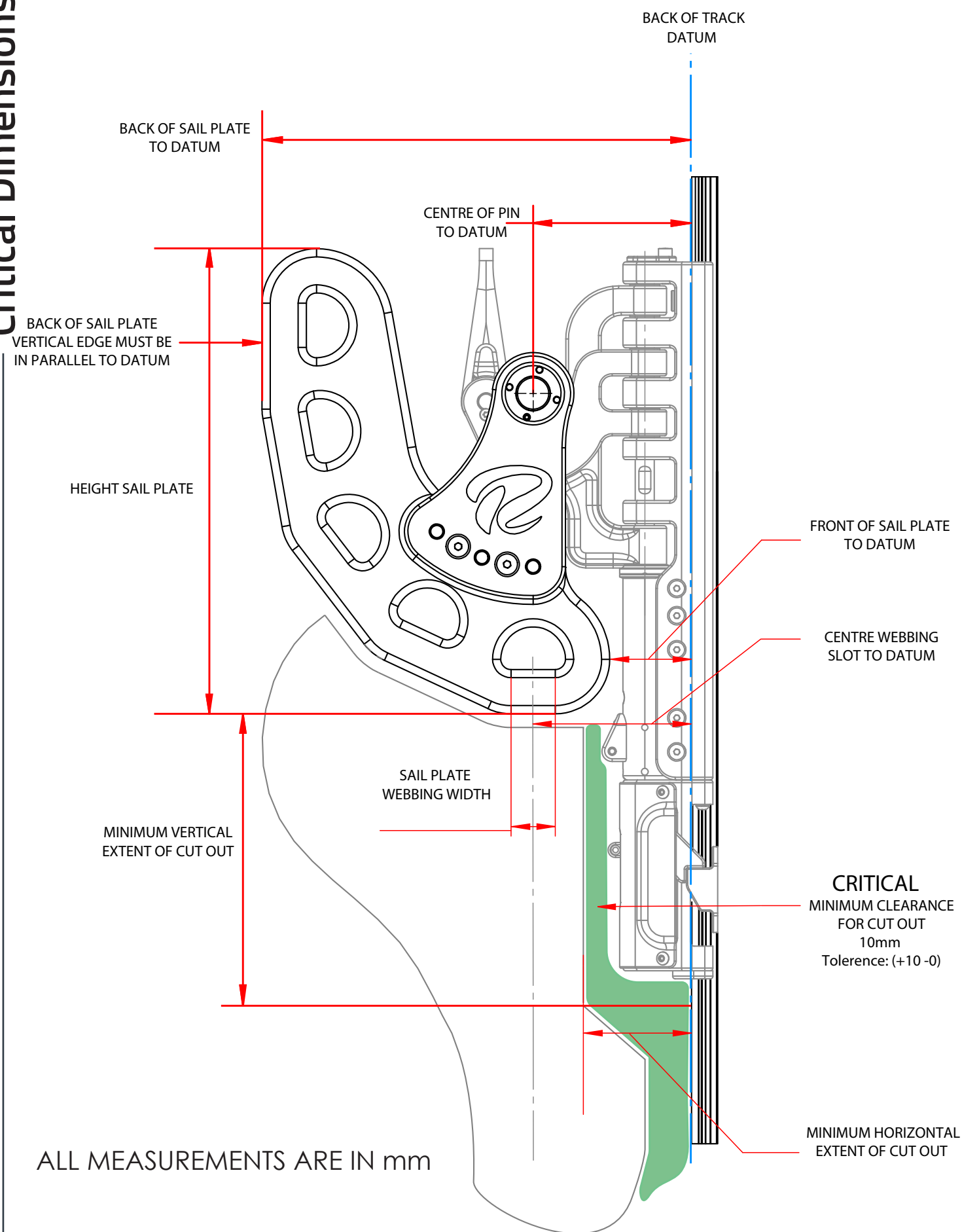
Critical Dimensions	3
Gaff Batten Angle	4
Webbing Positions	5
Manual Lock Trip Line	5
Running Rigging	6
On Lock and Over Hoist Range Information	7
Bolt Rope System	7
Template	7

Important

The sailmaker must be aware the geometry of the head to the sail plate is critical to the function of the gaff lock and headboard car system. Failure to comply with the following instructions could result in failure of the over all system, in which Rigging Projects will not be responsible.

Please ensure an adequate amount of documentation i.e photos with dimensions is recorded throughout the process.

Critical Dimensions

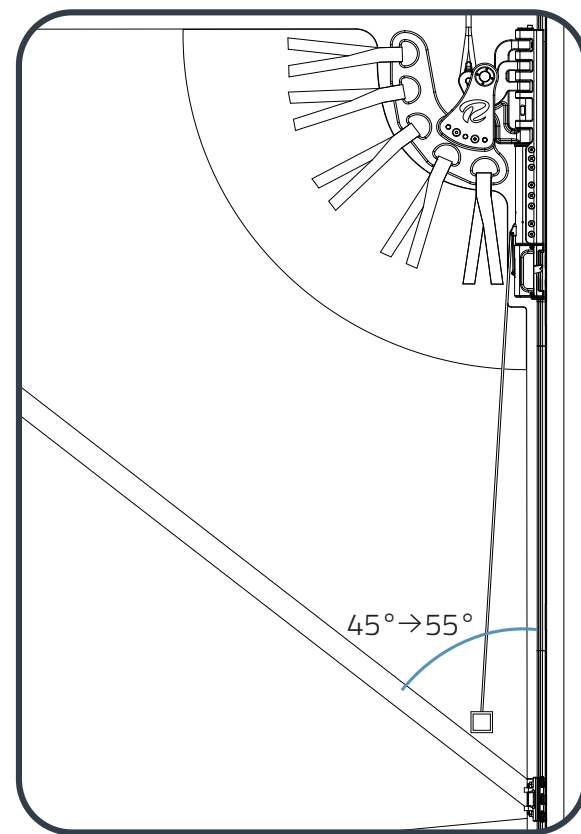


Important

- The head of the sail **must not** come in to contact with the headboard car or self lock cassette at any time. Please allow for a minimum cut out clearance of 10mm **at all points sail**
- The sail plate may be mounted forward of 'Centre of Pin to Datum' measurement up to 15mm. Mounting the sail plate aft of 'centre of Pin to Datum' may result in difficulty engaging/disengaging the plate
- Ensure the vertical edge of the back of the sail plate is installed as such that it is parallel to the track

Gaff Batten Angle

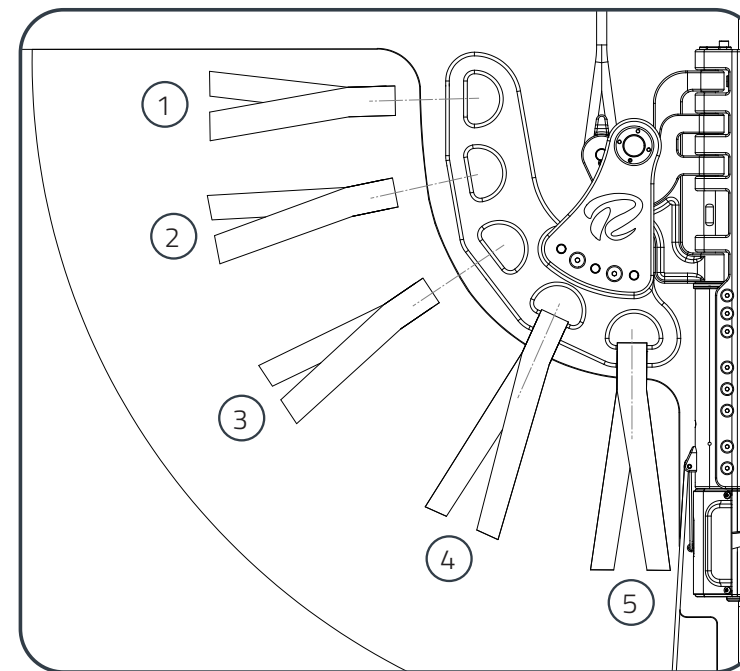
Rigging Projects recommended angle as 45° - 55° to the luff of the sail. Outside of this range may require a stiffer gaff batten to assist with the sail plate disengaging with the lock.



Webbing Positions

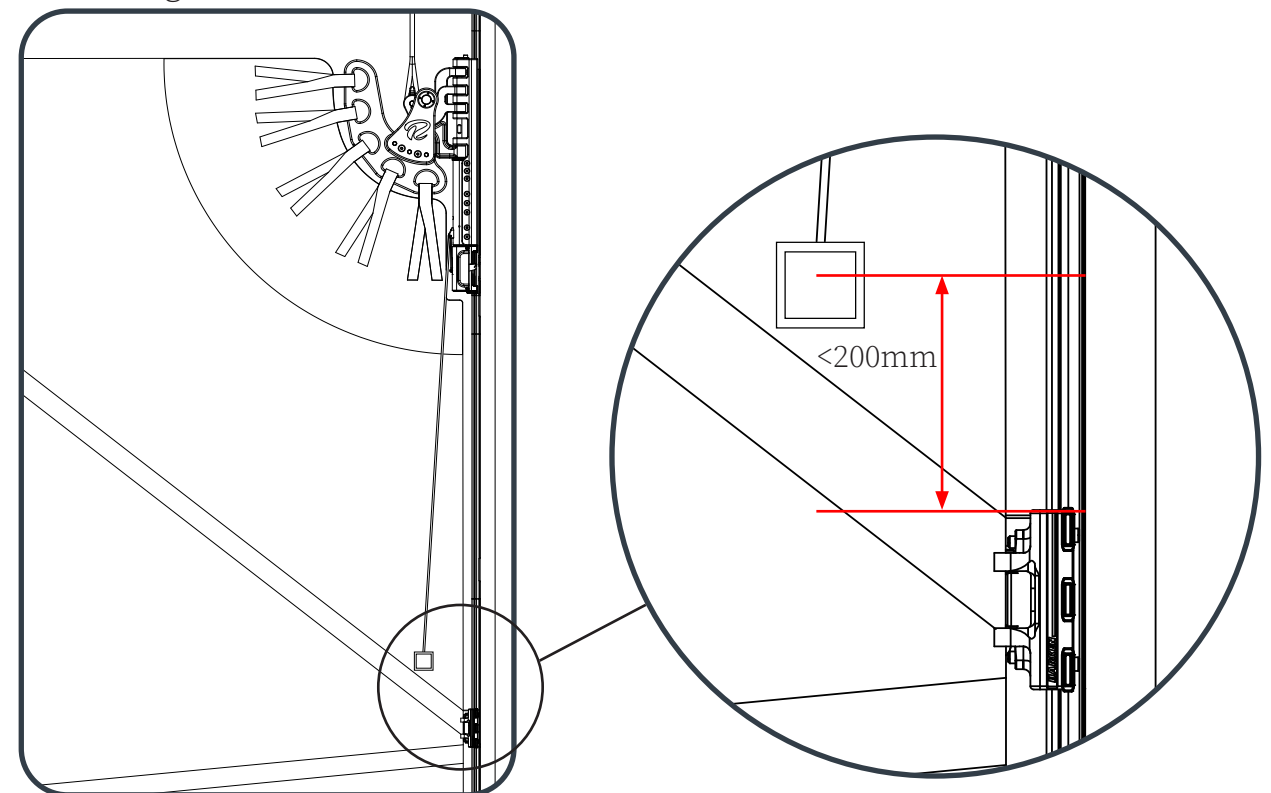
Rigging Projects recommended configuration:

- 1,2 & 3 webbing with adjustable lashing of at least 25mm
- 4 & 5 webbing as fixed into position



Manual Lock Trip Line

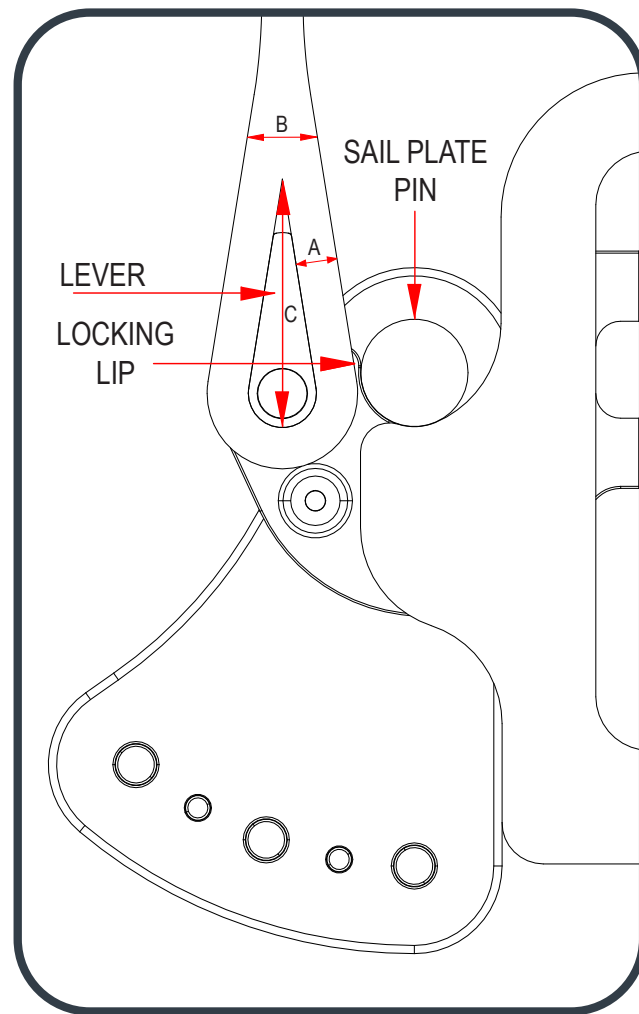
The position of the manual lock line luff exit should be less than 200mm above the gaff batten car. This will ensure the sail to fall back without deflecting the line.



Running Rigging

In order for the Sail Plate Pin to effectively engage into the Gaff Lock the Sail Plate Pin is levered into position with the halyard. The diameter (A) of the halyard is crucial to ensure the Sail Plate Pin can move past the locking lip.

If it is required to deviate from the stated diameter, please contact Rigging Projects to discuss a redesign of the lever.



RPG	A- Halyard Ø (mm)	B- Dyneema Tip Max. Splice Ø (mm)	C- Eye Splice for Lever (mm)
4	8	11.5	55
6	10	13.5	60
8	10	13.5	70
12	12	14.2	70
15	13	17.5	80
18	14	19.5	80
24	16	21	90
32	18	23.5	110
45	24	30.8	120

On Lock and Over Hoist Range Info

Please allow for additional distance in the luff length for the unlock procedure. Minimum distance required go off lock with sensor.

RPG	Distance Required (mm)
4	55
6	50
8	50
12	65
15	45
18	50
24	65
32	75
45	75

Bolt Rope System

Please ensure the luff pennant is short enough to allow the car to be lowered enough to disengage the sail plate from the gaff lock.

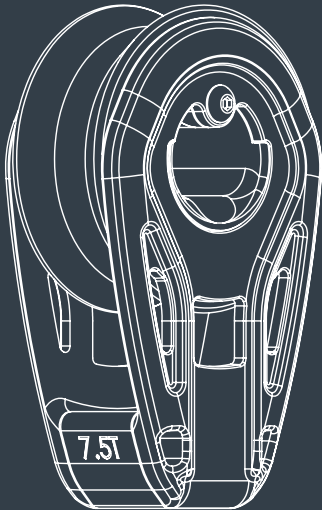
Template

Please contact Rigging Projects should you require a template cut out of the head of the sail to assist with production.

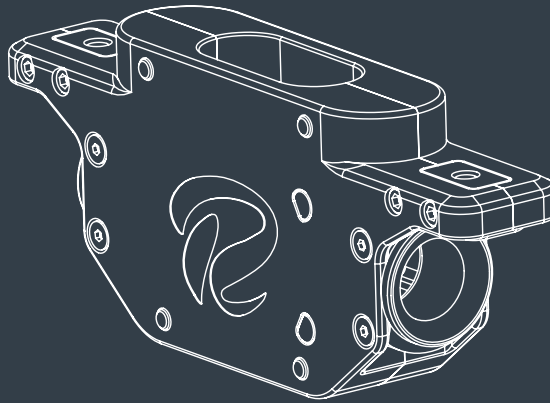
Customer Support

Info@riggingprojects.com

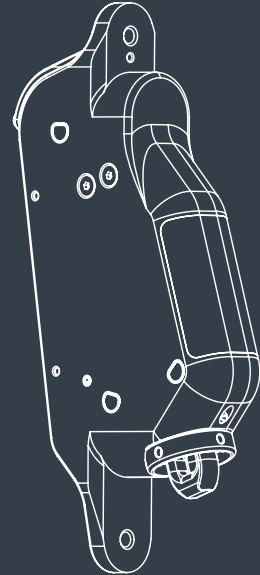
+44 23 8045 6358



X- Glide Range



Internal Lock Range



Fwd Lock Range

AHEAD OF THE CURVE

-  Project Management
-  Sail Handling
-  Hardware
-  Textile Solutions
-  Service
-  Custom

Locations marked on the map:

- Newport RI, USA
- Southampton, UK
- Zaandam, Netherlands
- Palma de Majorca, Spain