

Wianno Senior Doyle Mainsail Fitment



FOREWARD:

Doyle Sailmakers have provided our fleet with a full set of beautifully engineered, well built, and durable sails.

For the first time in many generations of mainsail, lets esthetics be your guide. What does that mean?

If the sail doesn't look right, it's not.

No wrinkles. No hard-spots. No weird twists.

(pretty = fast with our Doyle sails)

You will be reward with years of service and top performance on the race course.

Most importantly you will not break luff slides and over-stress other track slides.

DOYLE MAINSAIL SET-UP

Many of the rigs and spars now in service in our fleet predate the boat in which they are installed. Hardware, such as boom and gaff goosenecks for example, vary widely across the fleet. Time and care are required to get the “fit” just right.

Fitting a precisely engineered sail into a sail plan with loose tolerances is a challenge. Time and effort are needed to get the sail set right. The good news is once you have your sail “fit” your good to go.

Objective:

Optimize the placement of the mainsail in relationship to the gaff, mast, and boom. Manage transitions to eliminate distortion, distribute load, and minimize component failure.

- 1) When bending the mainsail on start by loading the gaff and boom slides in phase so that the sail is under minimal stress. Confirm that the slide move freely on the spars and that joints in the track, if any, are aligned to allow smooth operation.
- 2) Load the luff-slides on the T-track through the “gate”. Initial filing and clearancing of the bronze slides is not unusual. Annual maintenance (varnishing for example) can reduce T-track clearance and needs to be reconciled before the initial hoist.
- 3) Luff to head and foot to luff attachment: Various attachments methods are acceptable, however adjustability and ability to deflect are necessary. Sometime rope (dyneema) shackles fit perfectly, however if the length (ultimately determined by trial and error) is not perfect, tying with with high-strength 3 mm line is a acceptable to get started.
- 4) Gaff outhaul attachment; various methods are used to secure the grommet found at the head/leach transition. Ideally the grommet will be held as close to the gaff as possible while allowing gaff outhaul adjustability. Initial baseline outhaul setting is 3-1/2” of free spacing between the head and gaff when the gaff is held level and the top of luff/head attachment is set (see #3).

Keep in mind that the three sides of the sail that are attached to spars need to be kept as co-planar as possible.

By fine tuning the four corners of the sails and their respective attachment points, particularly the (1) foot to tack and (2) tack to head transition will yield positive results and eliminate overloading of luff, boom, and gaff slides.