4 SAILING SYSTEMS

4.1 INTRODUCTION

The rig configuration comprises a deck stepped masthead sloop with silver anodised aluminium spars (painted spars are supplied as an optional extra). Rig geometry utilises double aft swept spreaders with cap shrouds, intermediates, aft and forward lower shrouds, forestay and a split backstay span. All standing rigging is manufactured from 1 x 19 stainless steel wire.

Main chain plates for caps, intermediates and aft lower shrouds incorporate a tip cup system with underdeck tie rods and stainless steel backing plates through the chain plate girder. The forestay chain plate is integrated into the stemhead fitting. Backstay chainplates are supported on the transom, through bolted with backing plates. The mainsail and Genoa are provided with furling gear; furling lines led aft to the cockpit.

Running rigging comprises mainsail, Genoa halyard, topping lift and control lines for furling systems, outhaul and boom vang. Mainsail control lines led aft to cockpit, halyards led aft through coachroof mounted organisers / jammers.

4.2 SETTING-UP THE RIG AND STANDING RIGGING

The standing rigging is the only support supplied for the mast, therefore it is vital that this is adjusted and maintained correctly. In a seaway, if the rig is too slack, the masthead / spreader can move somewhat alarmingly placing a dangerously high shock loading on the stays. Alternatively, over tensioning the rig puts a much higher total load on the stays and can be just as damaging. Owners are asked to refer to the OEM's literature and / or a suitable reference book on tuning rigs and rigging before commencing to set-up the rig for the first time.

4.3 SAILS AND SAIL HANDLING

4.3.1 Sails

The Moody 42 is supplied with high-quality sails. They are manufactured to give good tensile strength, resistance against abrasion and are not unduly affected by moisture. However, they can be damaged by ultra violet light and should not be exposed unnecessarily to sunlight. If treated with care and maintained correctly, the sails will give many seasons of good service. Wherever possible and as is practicable, sails should be kept folded, bagged and stored when not in use.

Mainsail ~ are manufactured from Dacron sailcloth and is configured for in-mast furling as standard and for single-line reefing as an option. Sails are provided with a leech line, Moody insignia, clew block, UV protected clew and sail bag.

Genoa ~ also manufactured from Dacron and cut for headsail furling gear, with leech and foot lines, tell tales, UV strip in white acrylic and sail bag.

4.3.2 Using running rigging

All running rigging is subject to wear and tear; particularly chafe when on long passages. This inevitable fair wear and tear is not covered by our warranty. To improve the longevity of all running rigging it should be washed in freshwater as part of the routine yacht cleaning procedures. This removes salt and dirt, extends life and makes the ropes nicer to handle. Halyard ends and other terminations should be inspected several times a season for signs of wear. Chafe tape can be used to extend the life of running rigging. Sometimes halyard ends can be cropped and re-made or the halyard or sheet "end-for-ended" to extend working life. During periods of prolonged passage making, frequent inspections are advisable, i.e. every two or three days.

4.3.3 *Using headsail and in-mast furling gear*

Refer to the OEM's literature for the operation of the in-mast and headsail furling gear along with any associated deckgear before setting sail or carrying out any maintenance to the equipment.

4.3.4 *Setting-up the sails*

Sail setting is a very comprehensive subject on which many books have been written. If you are new to sailing and would like us to advise on suitable reading material or arrange instruction onboard your yacht, we will only be too pleased to help ~ please ask your Moody dealer for advice concerning this matter.

When hoisting either a furling headsail or mainsail into a luff foil, great care must be taken to ensure that the luff tape of the sail is feeding smoothly into the groove. This is best done as a two-man operation, one to hoist on the halyard and the other to feed the sail into the groove.

If the sail becomes hard to hoist, stop at once and see if the sail luff is feeding correctly into the feeder / foil. If it is pulling out and the halyard winch is pulled hard, there is a risk of the luff tape being ripped.

With the sail fully hoisted, enough tension should be used on the halyard to induce signs of a crease beginning to form up the luff of the sail close to the foil. If the sail is new, the luff will need re-tensioning after the first sail in a firm breeze.

When the yacht is not in use, it is good practice to avoid unnecessary stretch by easing halyards a little, remembering to re-tension before you next sail.