



## Chesapeake Tartan 30 Association

### LAZY JACKS FOR FULL-BATTENED MAIN

Brad Armendt, *Emprise*, #282, October 1996\*

After many years we decided to replace our aging mainsail with a new full-battened model and to set it up for minimal-effort cruising. We had already converted the jib to roller furling, so it was about as "minimal-effort" as one can get.

The mainsail was delivered in the spring, and attention was focused on a set of lazy jacks to manage it. A lot of boats in marinas were examined, but probably I benefitted most from the experience of CT30A member Mort Goldman, skipper of *Valium*, #136, who has already trod this path.

Our objectives were to be able to sail all day and then, approaching our anchorage for the night, come into the wind and drop the main into the lazy jacks, which would securely hold it up out of the cockpit, regardless of how we changed heading as we motored into the anchorage and dropped the hook. Only after anchoring would we, *at our leisure*, go back and tidy up the main for the night. (We seldom put the sail cover on the main when anchoring for the night; we see no need to protect against moonbeams.) We also wanted to be able to drop the main if the wind piped up too much while sailing, without having to go forward to the mast and wrestle it.

The design we installed is shown in the next attached figure. It uses four lines at the bottom (more than most designs) for more effective containment of the sail when it's down. The upper portions are vinyl coated  $\frac{1}{8}$ " SS wire, and the lower lines are  $\frac{1}{4}$ " dacron yacht braid. The dimensions of each section of the lazy jacks were chosen to minimize fouling of the sail as it is raised, and to maximize containment of the sail when it's dropped. Note the vertical dotted lines representing the paths of the batten ends as the sail goes up. It's important that these ends do not catch in the angles between two sections of the lazy jacks.

At first we were disappointed that the main would not drop down by itself if you just turned into the wind and released the halyard. On the new mainsail, we had bought Battslides with special Delrin low-friction sail slides, hoping they would help overcome the roughness in the 21 year old mast track; they do help a lot, but it wasn't enough. We were *not* willing to spend the BIG money required to install new mast track and roller-bearing sail cars to run on it (such as the Harken hardware). After using the full-battened main for awhile, we finally realized that the problem was of our own doing. Tartan originally specified that the main halyard was to be  $\frac{3}{16}$ " wire spliced to a  $\frac{3}{8}$ " yacht braid tail. When it became necessary to replace the main halyard, we had changed it to all-rope, using  $\frac{7}{16}$ " New England Sta-Set Yacht Braid. But now with our new sail there was too much weight and friction associated with this all-rope halyard running back to the cockpit. So we changed it to  $\frac{3}{8}$ " Sta-Set Yacht Braid. This slight downsizing makes all the difference. Now the halyard runs very free and lets the main drop very nicely by itself when the halyard is released. With this change, the design has worked quite well, and has achieved all of our objectives.

When it's time to put the main away, we hook a  $\frac{3}{8}$ " dacron line to the end of the boom and pull it forward *above the sail* and tie it around the mast about two feet above the gooseneck. One-inch dacron web sail stops are permanently attached at intervals along this line. The sail stops are passed around the sail, under the boom and back up to the  $\frac{3}{8}$ " line, where they are tied. This compresses the sail and lifts it *up* toward the  $\frac{3}{8}$ " line — that is, all above the boom. This keeps the sail out of our hair and line of vision while motoring, or just standing around in the cockpit. Not shown on the drawing are the two SS carabiners attached near the aft end of the boom and used to retain the lazy jacks when they are pulled aft after the main is put away. This allows us to use a standard mainsail cover (i.e., one not requiring complicated slots, zippers, etc. to accommodate the lazy jacks). It also permits us to use an awning above the boom, which we frequently like to do.

\* Based on an item originally published in *The Hook*, newsletter of the Chesapeake Tartan 30 Association

# LAZY JACKS for FULL-BATTENED MAINSAIL

One set to be installed on  
each side of mast/boom

