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## M A S T S - R I G G I N G

Four joint companies, all specialized in marine equipment, form the Losange Group: Facnor (furling and reefing systems), Sparcraft (mast & spars), Sparcraft-US (located in the USA) and Sparcraft Rigging. The activity of the subsidiaries being complementary, the Losange Group is able to offer a full mast/rigging/furling system package and remains an advantageous partner for boat builders, dealers and charter sailing companies.

[www.groupe-losange.com](http://www.groupe-losange.com)

### INNOVATION & SYNERGY

The Losange Group, focusing on a long-term based development, has become one of the leaders in the worldwide marine industry. This pole position results from great involvement in innovation – supported by an engineering synergy (design and development centre) – and from a constant dialogue with customers. A wide distribution network in France and abroad also explains this successful growth.



### M A S T S & H A R D W A R E

■ **SPARCRAFT** : For over 40 years, Sparcraft has been associated with technical excellence and innovation in design and production of high quality masts, booms and deck equipment. Sparcraft operates a large production capacity thanks to integrated study and manufacturing means, highly skilled teams and four production sites. Sparcraft products regularly excel in competitions and are chosen with confidence by many shipyards and charter sailing companies. A strong distribution network supports these products worldwide (see opposite).

[www.sparcraft.com](http://www.sparcraft.com)

■ **SPARCRAFT - US** : The American company of the group, located in North Carolina, operates its own production unit covering an area of 4000m<sup>2</sup> and has the world's largest anodizing baths of 21,3m in length. Benefiting from an extensive network of dealers across the United States, Sparcraft-US is currently one of the most important aluminum mast manufacturers in the USA and the supplier of the main American shipyards.



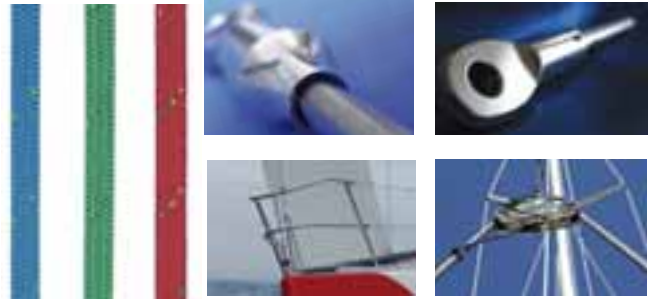
[www.sparcraft-us.com](http://www.sparcraft-us.com)

# FURLING SYSTEMS

## RUNNING & STANDING RIGGING

### ■ SPARCRAFT RIGGING (SP.R) :

SPR assembles and markets high quality standing and running rigging to complement the Sparcraft masts and booms. The rigging components are made from carefully selected European stainless steel. Furthermore, the SP.R products are manufactured using experienced and reliable machining and forging methods. The numerous controls and the exhaustive traceability of these products have placed SP.R in the top rank of rigging suppliers.



[www.sparcraft-rigging.com](http://www.sparcraft-rigging.com)

## FURLING & REEFING SYSTEMS

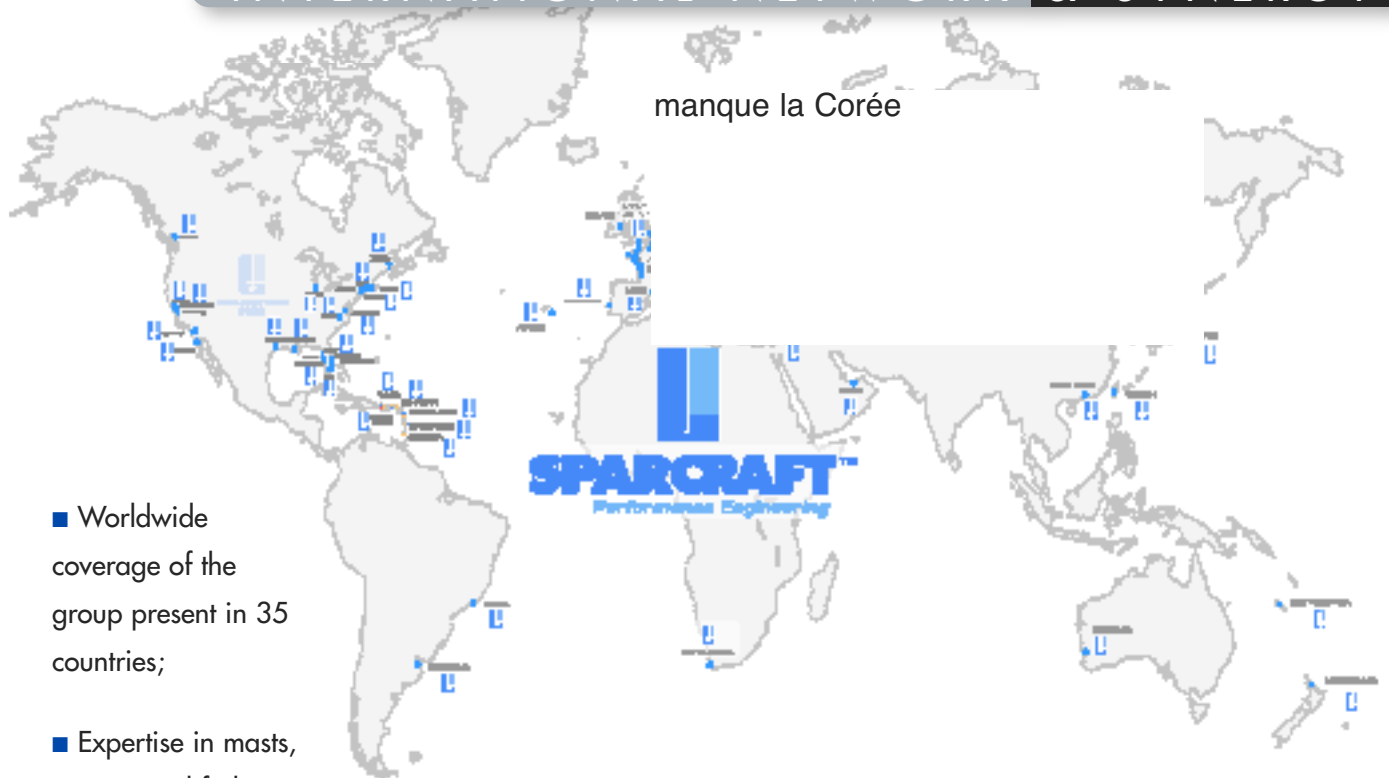


■ **FACNOR** : Facnor is a worldwide leader in designing and manufacturing furling systems. The company supplies many shipyards as well as ocean sailors who participate in prestigious races like the Vendée Globe, the Race and the Volvo Race, all sailing genuine "Formula One" boats; thus supporting R&D and improvement of its product line. Distribution wise, Facnor has developed a global network of dealers covering more than 35 countries.



[www.facnor.com](http://www.facnor.com)

## INTERNATIONAL NETWORK & SYNERGY



■ Worldwide coverage of the group present in 35 countries;

■ Expertise in masts, rigging and furling systems acknowledged internationally;

■ Effective logistics guaranteed by our experience and our valuable means.

## INNOVATION & SYNERGY



■ **Sparcraft Experience** : The brand has been present in the US since 1962 and benefits from a great notoriety all around the world;

■ **Skill** : Sparcraft team consists of engineers qualified in metallurgy as well as composite materials and benefits from a unique know-how brought into play from the manufacturing to the marketing and the distribution of the masts;



■ **Research and development** : A synergy between the conception means and the performing software in R&D allows Sparcraft to achieve effective development studies;

■ **Dynamism** : Sparcraft identity is revealed through its human resources based on competences and dynamism;

■ **Intelligence in conception** : Sparcraft is the warranty of an absolute rigor and unquestioned expertise concerning the choice of geometries offered.

## PRODUCTION & SYNERGY



■ **Important production capacity** : thanks to the synergy of means (six production sites), the Losange Group supplies 5000 masts, 7000 furling systems, 8000 riggings (about 80 000 cables) per year;

■ **Anodizing baths** : the longest in the world (21.5m in the US and 19.50m in France) : all our mast extrusions are welded and manufactured before anodizing;

■ **Electrostatic power painting box;**

■ **Plasma CNC cutting machine;**

■ **CNC and traditional machining.**



## QUALITY CONTROL



■ **Controls** : Our metrology department is equipped with the measuring tools needed to insure the constant conformity of the machined parts;

■ **Resistance** : A series of mechanical and chemical tests ensure a complete reliability of the materials used;

■ **After-sales services** : Sparcraft offers after-sales services to guarantee the durability of your product.

E X P E R T I S E &  
C O M P E T E N C E



>> **The Sparcraft signature:**

A 40-year old experience in the marine industry, know-how acknowledged by the main shipyards, important conception and production means and a network of skilled dealers have led Sparcraft to the highest rank of international masts manufacturers.

The Sparcraft signature on your mast guarantees the quality of the materials, the intelligence in conception and the reliability of the production.

SPARCRAFT

KNOW-HOW &  
RIGGING EXPERTISE



I N T R O D U C T I O N

# SPARCRAFT: GENERAL INTRODUCTION

*Expertise & competence*

**F**or many years, Sparcraft has been associated with technical excellence and innovation in the marine industry. The company has important production capacities thanks to integrated study and manufacturing methods, experimented teams and four production sites : La Rochelle, St-Vaast-la-Hougue, Vannes (France) and Charlotte (NC USA). Sparcraft products regularly reach the first ranks in competition and are confidently chosen by the main shipyards and charter sailing companies in the world. A strong distribution network supports these products internationally.

## SPARCRAFT EXPERTISE & EXPERIENCE



- The mast sections are extruded from aluminum blocks from first foundry. They are carefully selected amongst prime quality European alloys;
- Your mast benefits from a rigorous monitoring from the raw material to the manufacturing;
- Sparcraft benefits from a well-known and acknowledged

expertise in the masts geometry study;

- **Research and development** : A highly qualified engineering team in metallurgy and composite guarantees the feasibility of the project ;
- The Research Department establishes models and simulations of what could occur in critical moments and insures the mast resistance during severe weather conditions.



SAPA GROUP

## PRODUCTION PERFORMANCE

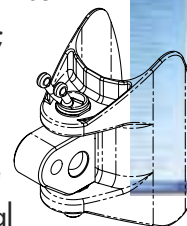
- Important production capacity: more than 5000 masts per year and a synergy of production methods (see page 4);
- Four production sites;
- Longest anodizing baths in the world (USA);
- Plasma cutting and CNC machining;
- A unique know-how from the production team.



SAPA GROUP

## NETWORK PERFORMANCE

- Our distributors all around the world have been chosen for their expertise and their capacity to answer perfectly to your demand (see opposite box);
- The chartered agents are brought together in the Sparcraft network and guarantee the speed and the capacity of intervention. The provisions of the services are executed by real



rigging professionals (see opposite).



A PRODUCT LINE ADAPTED TO YOUR PROGRAM



SPARCRAFT

■ **S range (p13)** : Sparcraft offers a wide product range perfectly adapted to the market needs, from traditional to furling masts. They can be adapted to all cruising boats in large series, for a coastal or oceanic navigation, as well as for the needs of performing rigging in racing or cruising/racing.

■ **F range - furling masts (p.29)** : For manual furling masts Sparcraft only use furling system with worm drive. This system is the only one that allows a perfect control system with no overriding of the furling line and that can be controlled singlehanded (2-hand control). Sparcraft also offers electric and hydraulic motorizations permitting to reduce the mainsail from the cockpit.



■ **Compatibility between the ranges** : for the shipyards, the increased compatibility between the ranges S and F allows them to assemble the masts chosen independently with the same mast-bases and collars as well as the running and standing rigging.



One Design

■ **One design (p.33)** : The unquestioned expertise for racing and the permanent dialogue with the classes allow us to offer products fully adapted to the performances and the gauging rules of monotypes.



Grand Prix

■ **Grand Prix (p.9)** : the Haute Couture of the masts for racing and important cruising prototypes. Our research department can design custom-made solutions that will optimize your rigging according to the highest criteria of upscale navigation.

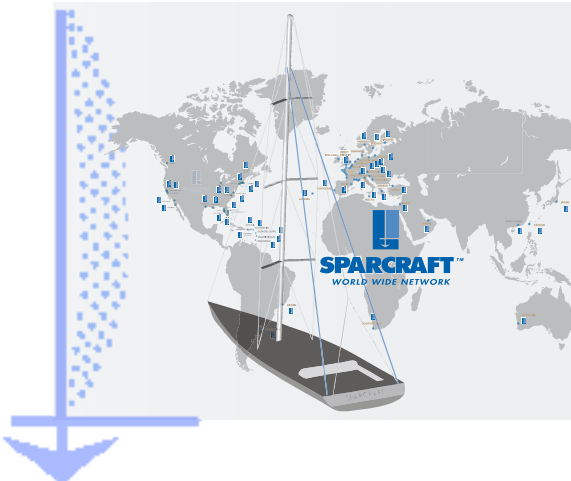
■ **Multi-hulls (p.35)** : the Multi-hulls decks tolerate higher efforts and accelerations than the mono-hulls. The product range for the multi-hulls offered by Sparcraft is especially designed to answer the specification charts of these variable geometries.



© photo : GoldCoast

SPARCRAFT DEALERS NETWORK

- A service provided by a real rigging professionals
- Personalized quotations carried out
- Refurbishment and service of used masts and standing rigging
- The serenity to navigate in safety



FROM HARDWARE TO FURLERS

To supplement its extrusions, Sparcraft offers a comprehensive range of products adapted to your type of navigation.

► Booms (p. 41)

Standard, racing and customized booms, fittings, standard or continuous reefing for cruising and racing;

► Hardware

Sparcraft offers a range of mast hardware: halyard exits, blocks (new range 2009 – 2010), fittings and Spinnaker equipment, rings, deck hardware...;

► Spinnaker poles (p. 49)

The Sparcraft poles have proven to be reliable for millions of miles thanks to simple high quality mechanisms and tubes. New range of tapered carbon poles;

► Bowsprits (p. 53)

Sparcraft has developed a new bowsprit as a result of a long thought and consultation with our agents;

► Mast lights (p. 61)

Thanks to its long experience in the marine industry, Sparcraft offers a large choice of reliable lights for navigation;

► Standing and running rigging (p. 65)

Parts made out of the best European stainless steel and following reliable and well-tried forging methods.

► Vangs (p.55)

Two types of vangs are proposed depending of your type of sailing requirement. They combine simplicity and sturdiness;



► Boomkickers (p. 58)

A simple and economical vang for sailboats from 14 to 38 feet;



► Genoa furling systems (p. 39)

Complementary to the rigging range, the furling gears have become a necessary part on every yacht;



► Gennaker and code zero furlers (p. 54)

Performing range of gennaker and code zero furlers;



► Facslides (p. 48)

Cars and tracks for the full batten mainsail;



Headstay systems - Tuff Luff (p. 59 )





E X P E R T I S E &  
C O M P E T E N C E



**>> High quality aluminium  
and carbon masts :**

Sparcraft has always been well-known for the conception and manufacturing of custom masts for exceptional projects: from America's Cup to Full Racing and Special spars. This tailor-made "know-how" and rare expertise are now combined with the most modern design technologies.

GRAND PRIX

HIGH QUALITY  
SPARS

RACING & CRUISING  
YACHTS

Presentation	P10
Achieved projects	P11
Sections and dimensions	P12



GRAND PRIX MASTS

# HIGH QUALITY SPARS : GRAND PRIX Expertise & Excellence

Most fitting on maxi yachts (Business Project Management) requires a specific care. Our Custom Team provides mast engineering and customer services dedicated to racing or cruising Super yachts projects. We can operate as technical consultant and master builder for a "turn-key" service: engineering

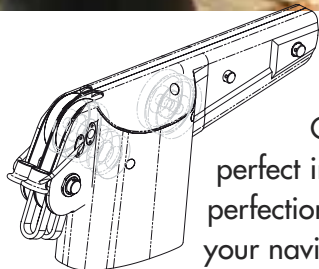
and production coordination, including mast stepping and tuning during the sea trials.

## HIGH QUALITY ENGINEERING



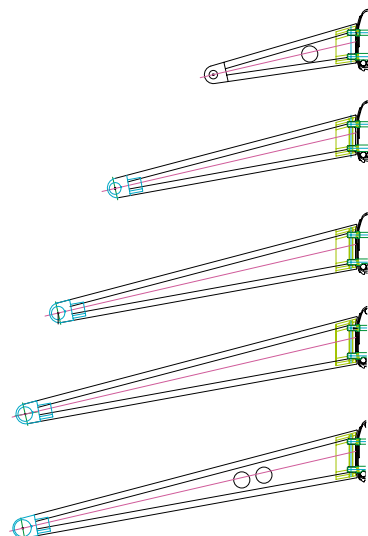
### Technology Watch

Our experience and knowledge of the market evolution as well as a complementary cooperation with our partners, allows us to supply the best material and technical processes available for both metal and composite solutions.



### Rig plan and optimum spars

Our Custom Team studies meticulously maxi yacht projects with a perfect integration of every element of the whole rig plan. This search of perfection ensures you the optimum and adequate rigging according to your navigation program and "sailing approach".



### Engineering

Sparcraft Custom Team makes the connection between the architect, the shipyard and the final customer in accordance with the given specifications.



### Follow-up of manufacturing and assembly

Master builder: coordination between studies, control of manufacturing and assembly. Our know how to deal with "said" custom projects is unique in field of "Haute Couture" spars.



### Detail perfection

Sparcraft has acquired a recognized knowledge in manufacturing special mast fittings. Each detail is approached with utmost care and meets the high requirement of maxi-yacht specifications.





## CUSTOM CONSULTING

### Logistics & installation

Management of awkward transport operations and mast stepping.

### Stepping, controlling & tuning

Checks, maintenance, rig adjustment.

### Navigation test, final tuning

Through extensive sea trials, we guarantee the perfection and safety of all new spars.



### Engineering Performance

Sparcraft supplies on request above deck equipment: a complete service including headsail reefing systems, running or standing rigging, hydraulic or electric assistance, manufacturing "one-off" special parts...

### Sailing assistance

Help to handle maxi yachts which requires a electric or hydraulic motorized assistance for all the "sailing-navigation" operations.

### Tailor-made

Sparcraft manufactures on request unique parts and special fittings in according to customer specifications.

## SPARCRAFT STRENGTHS

- A marine knowledge for more than 40 years at the highest level (America's Cup, round-the-world races, offshore cruising);
- A know-how internationally recognized for maxi cruising yachts;
- An in-depth study of needs and a rigorous management of the specifications.

## Managed projects

### Racing & cruising maxi-yachts :

- Berret 115' & 88'
- Briand 115', 76', 70'
- Scanu 111'
- Maxi series
- Berret 115'
- Farr 106 & 95'
- Vaton 96, 88 & 86
- Stephens 105' & 88'
- Pedrick 82'
- Fouroux 82'
- R. Holland 82'
- Vallicelli 80, 64 & 54'
- Peterson 72 & 52'
- Felci 72'
- Starkel 79, 72, 70, 64 & 60'
- Garcia 70
- open 60' boom



© Studio Starkel

© CIM

# HIGH QUALITY SPARS : GRAND PRIX

*Expertise & Excellence*



CIM 115'  
Sparcraft mast  
(49,5 m height)

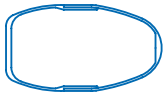
Photo : CIM

## RACING & CRUISING YACHTS

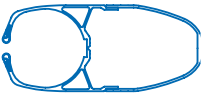
### racng :



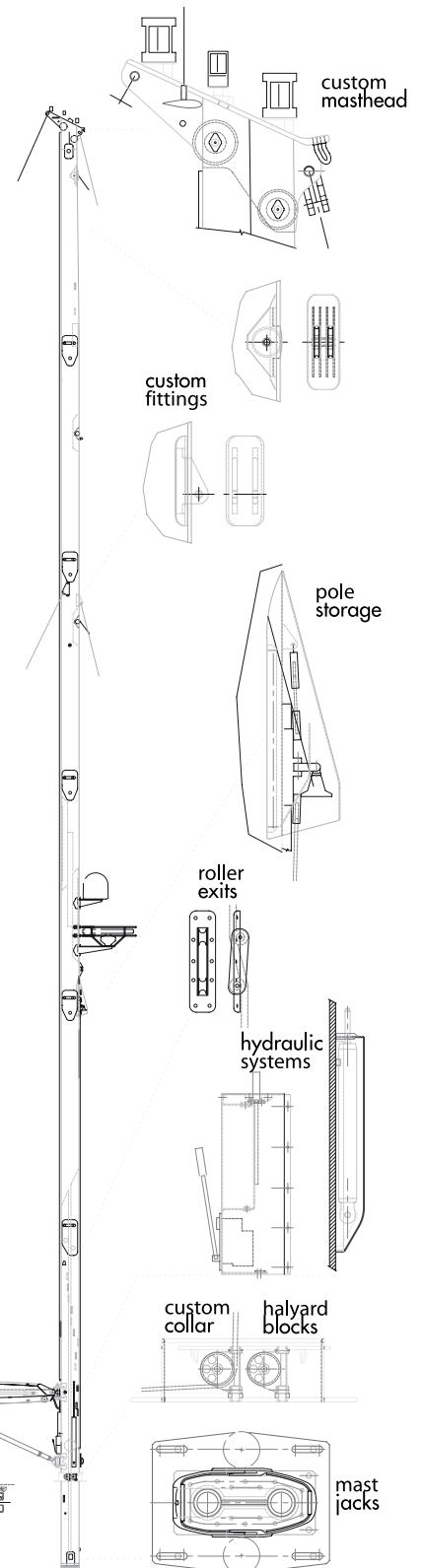
### cruising :



### furlers :



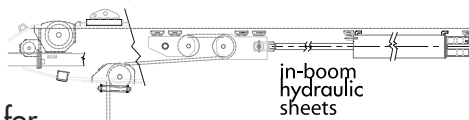
Profil	Dimensions (mm)	Inertias (cm <sup>4</sup> )		Weight (Kg/m)	ø Rope (mm)
		XX	YY		
<b>RACING</b>					
IMS 407	101 x 186	277	884	5.86	ø 8
IMS 40	115 x 191	300-320	785-1105	5.22 - 6.25	ø 8
IMS 45	140 x 211	499-550	1040-1708	5.68-7.45	ø 8
IMS 50	155 x 242	732-814	1567-2780	6.55-9.10	ø 8
IMS 55	150 x 265	800-947	2074-4155	7.41-11.18	ø 8
IMS 60	185 x 306	1865-2167	4400-6895	11.27-14.89	ø 8
IMS 70	192 x 364	2365	11350	16.5	ø 10
<b>CRUISING</b>					
15876	190 x 420	4000	18000	23.0	ø 15 T300
16384	213 x 414	5690	20620	25.6	
17184	213 x 435	7855	25530	32.2	
18784	213 x 475	8250	31630	34.2	
18611	290 x 474	13950	40280	37.3	
20611	290 x 524	18010	51560	43.1	
22611	290 x 575	19560	64900	45.3	
<b>FURLERS</b>					
15083	212 x 383	5165	12730	22.8	ø 180
17883	212 x 453	7500	22400	32.1	ø 180
24311	290 x 611	22000	54000	49.1	ø 250
26711	290 x 680	24150	84770	54.8	ø 250



### Various ways of navigation assistance

Sparcraft offers numerous solutions of assistance to sailing:

- hydraulic or electric serving systems for mainsail sheets, halyards, also reefing line;
- mast jack: hydraulic mast step fitting for tuning and tensioning standing rigging.



### "Grand Prix" booms

"Tailor made" booms adapted to maxi yacht loads : in-boom mainsail storage (canoe and special booms according to the customer demands). Our experience in the maxi-yacht equipment guarantees a perfect and easy handling boom /mast fittings (see page 46)



DESIGN  
INTELLIGENCE



>> Choose your program, we calculate your mast section

Our demand compels us to supply to you a high-performing and secure rig. We take the utmost care to follow-up your mast, from design to delivery. The S range masts (S for Sparcraft), takes into account the specifications for efficient and reliable rigs.

S RANGE MASTS

THE SPAR ADAPTED  
TO YOUR PROGRAM

S range masts	P14
Mast accessories references	P16 & 17
Mastheads	P18
Sheaves & sheaveboxes	P19
Spreaders	P20 & 21
Attachments	P22 & 23
Halyard exits	P23
Various mast parts	P24 & 25
Spinnaker pole equipment	P26
Maststeps & accessories	P27 & 28



S R A N G E M A S T S

# S RANGE MASTS

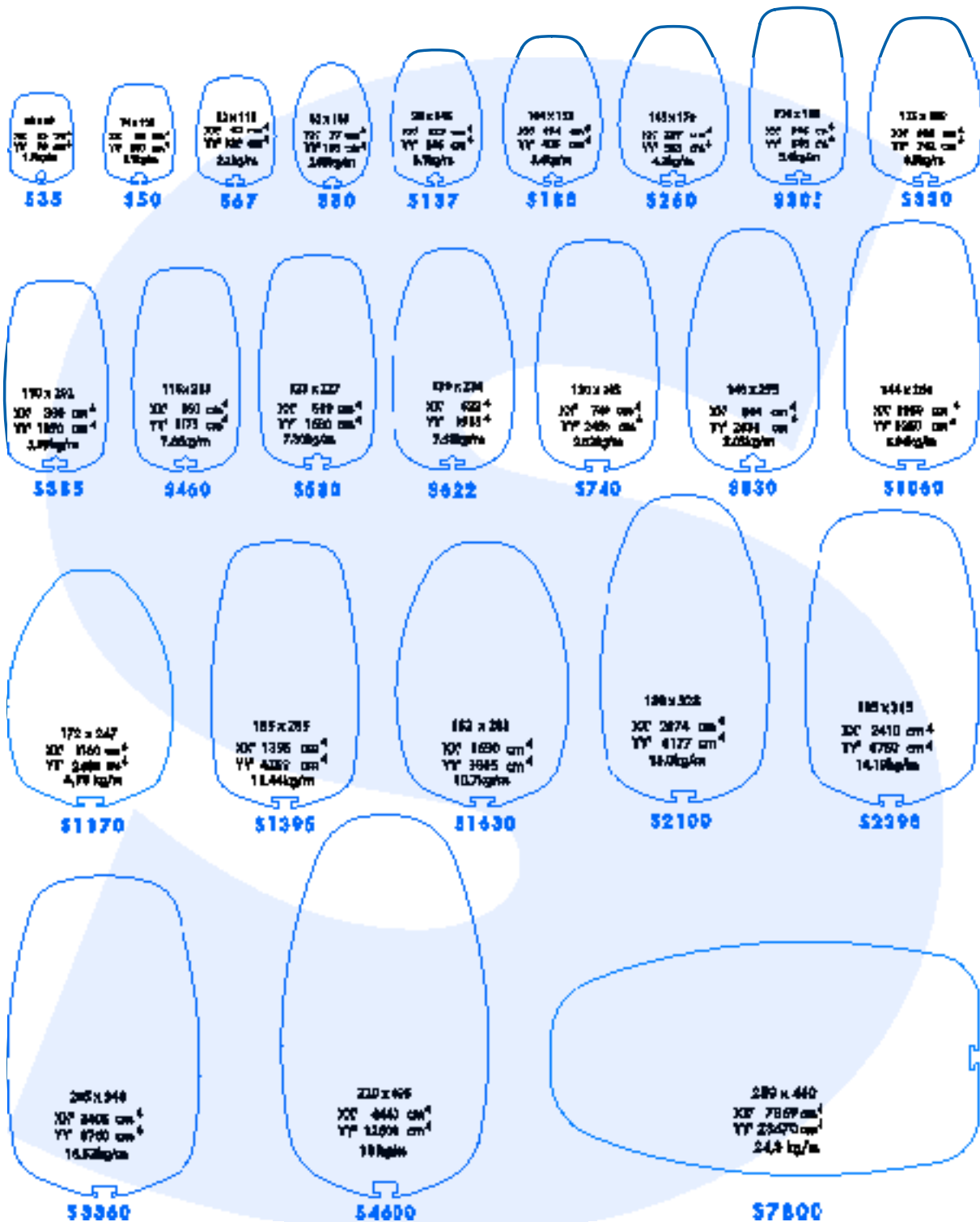
*Sections for high-performing rigs*



The **S range** is designed to meet the needs of rigs used on cruisers as well as in racers. This range is the result of the Sparcraft know how and expertise acknowledged over the world. Weight to inertia ratio, geometry or aerodynamics, nothing is left to chance to guarantees a well-sampled mast that will ensure your sailing comfortably.

## A COMPLETE RANGE UP TO 72'

- The S range sections are designed to be suitable for cruising and race yachts for up to 72'.





## S RANGE MASTS

*Sections for high-performing rigs*

### SPARCRAFT DESIGN

- We take the best mast section and the functionalities of each part to meet your specifications. The S range thus takes into account the particularity of performing rigging: Weight to inertia ratio, geometry or aerodynamics...
- The S range is adapted to a wide variety of sailboats and many different rig set-ups (mast head or fractional rig).
- The S range components have been specifically designed with easy assembly in mind, and for the reliability of every part, and their adaptability to different sections...

### WARRANTY & REFERENCES

- Sparcraft brings the utmost care to the rigs, from section extrusion to the delivery.
- Our after sales service is at your disposal and guarantees to you the durability of your product and the seriousness of the follow-up of our production.



Photo credit : Del Pardo / Grand Soleil



Photo credit: Guillaume Godier / Opium 39 - Wauquiez

- Most shipyards have already trusted us for their various ranges : Allures, C&C, Catalina, Comar, Dufour, Elan, Feeling, First, Gibsea, Grand Soleil, Hanse, Island Packet, Jboat, JPK, Oceanis, Ovni, RM-Yachts, Spirit, Sunbeam, Sunfast, Sun Odyssey, Tartan, X-Yacht, Wauquiez, Winner and Catamarans / Multihulls,...



Photo credit : J Boat

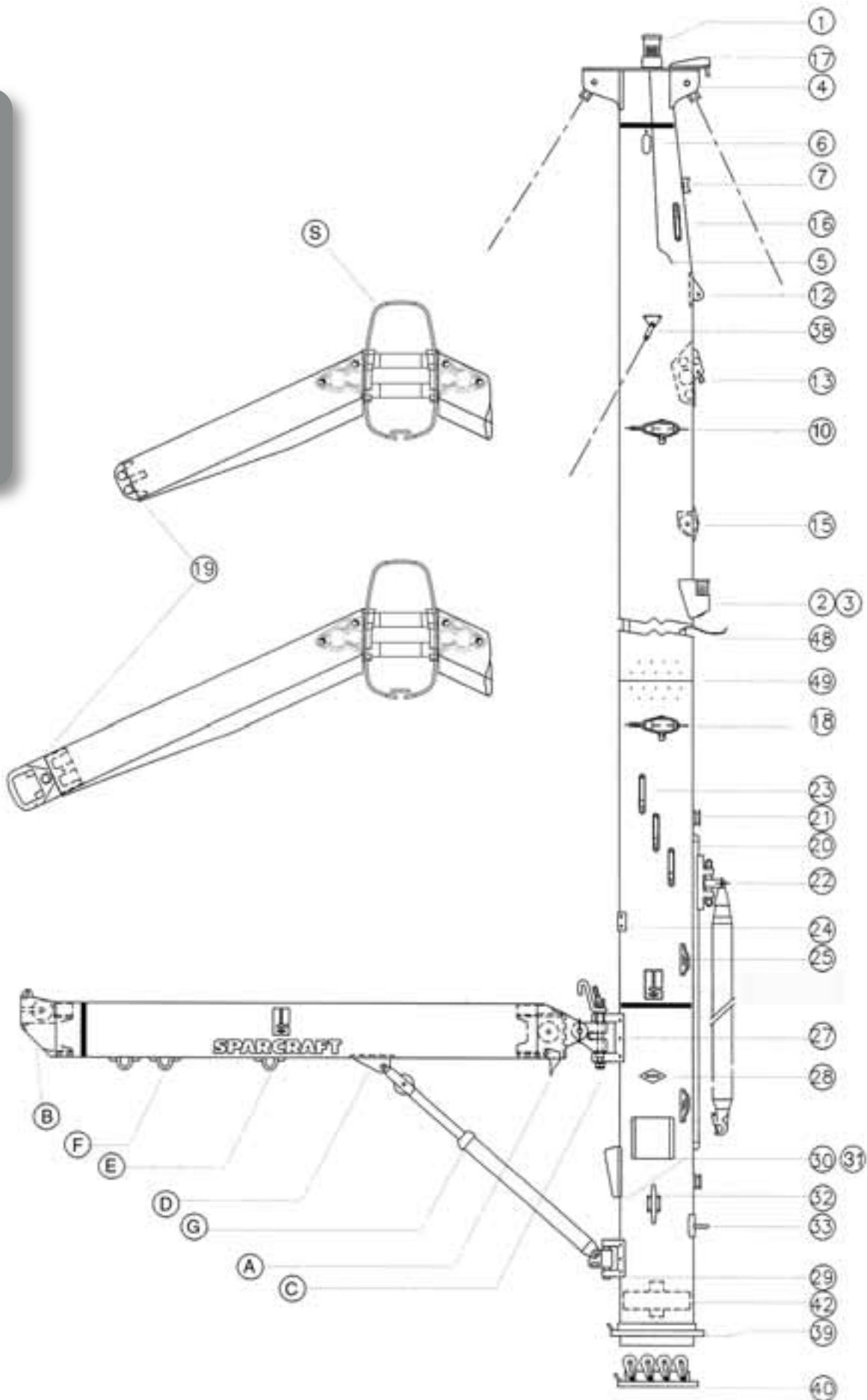


Photo credit : Yves Ronzier / RM1350 RM-yachts

# S RANGE MASTS

*Mast accessories*

Mast & boom reference



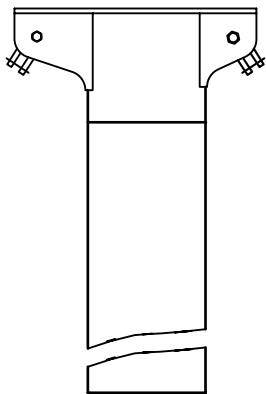


MARKS	DESCRIPTION (SECTIONS & ACCESSORIES)	Pages
-	SECTIONS & REFERENCES	14 & 15
Rep 1	MASTHEAD LIGHT	61 & 64
Rep 2 et 3	STEAMING LIGHT – DECK LIGHT – LIGHTS PROTECTIONS	61 & 64
Rep 4	MASTHEAD	18
Rep 6	UPPER SHROUDS ATTACHMENTS	22 & 23
Rep 7	FAIRLEADS	23
Rep 12	INNER FORESTAY ATTACHMENTS	22
Rep 13	FORESTAY ATTACHMENT	22 & 23
Rep 15	SHEAVES & SHEAVEBOXES	19
Rep 16	INTERNAL SPI (ENTRY)	23
Rep 17	EXTERNAL SPI ATTACHMENTS	22
Rep 18-19	SPREADERS SETS	20
Rep 19	SPREADERS TIPS	21
Rep 20 & 21	SPINNAKER TRACKS & TRACK BLOCKS	26
Rep 22	SPI EQUIPMENT	26
Rep 23	HALYARD EXITS	23
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Rep 39	DECK COLLAR	27
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<b>BOOMS &amp; BOOM EQUIPMENT</b>		
Rep A	INBOARD END	42
Rep B	OUTBOARD END	42
Rep D	KICKER ATTACHMENT	
Rep E	MAIN SHEET ATTACHMENT	42 & 43
Rep F	REEFS ATTACHMENT	42 & 43
Rep G	ROD KICKER	55, 56 & 57

**SPARCRAFT MASTHEADS**

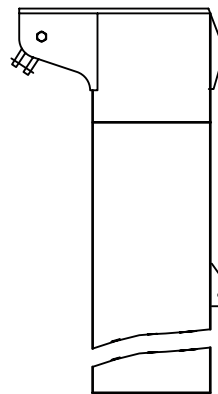
- All our mastheads are made from extruded sections, and designed specially for each section;
  - All our mastheads are welded to the section before anodizing, which makes for better performance of the mast (longer durability and better tuning)w;
  - Different types of mastheads are available depending on the sections: mast head rigs or fractional rig, tapered or not tapered;
- The furling masts are delivered without a taper.

**Mastheads configurations**



**Mast head rig**

Set for 4 halyards (main halyard, main sheet topping lift, and two jib halyards).  
Optional: single or double external spi attachment

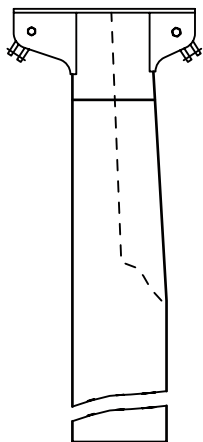


**Fractional rig**

Set for 4 halyards (main halyard, main sheet topping lift, and two spinnaker halyards).

**The taper :**

- Two cuts are made at the top of the mast, with a comma-shape which keeps the aft face of the mast straight. The taper minimizes the weight at the top and lowers the centre of gravity. It is also an esthetical element and makes for better control of the longitudinal curve of the mast.
- The taper is supplied polished or non-polished.



**Mast head rig with taper**

Same configuration as above, but tapered.



**Fractional rig with taper**

Same configuration as above, but tapered

**Mashead toggles**

- The toggles are adapted to the mastheads sections ( N°3 ou N°4 ) and to the diameters of the wires.

Toggles	Mastheads N°4			Mastheads N°3				
	ø 6	ø 8	ø 10	ø 10	ø 12	ø 14*	ø 16	ø 18
ø pin (mm)	ø 6	ø 8	ø 10	ø 10	ø 12	ø 14*	ø 16	ø 18
ø wire (mm)	ø 3	ø 4 and ø 5	ø 5 and 6	ø 5 and 6	ø 6, ø 7 and ø 8	ø 10*	ø 10	ø 12

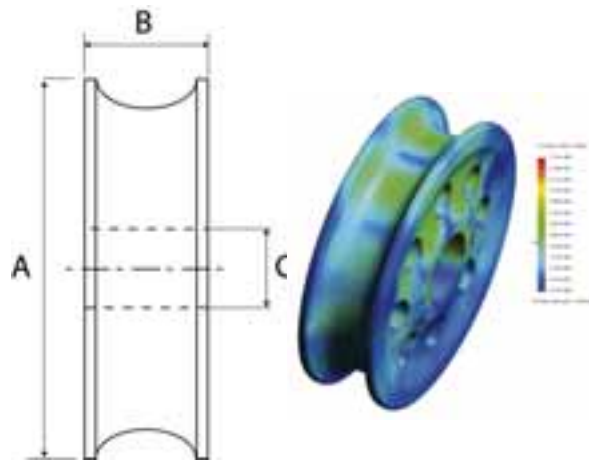


\* Specific use for ø 14 mm pin

INJECTED SHEAVES			
A	B	C	∅ max advice halyard
27	10	8	6
30	10	8	6
40	10	8	6
40	15	10	8
48	12,5	10	8
50	14,5	10	10
60	14,5	10	12
60	18,5	12	12
85	15	22	14
85	19,5	16	14
85	20	22	14

MACHINED SHEAVES			
A	B	C	∅ max advice halyard
35	15	10	8
36	10	8	8
40	10	8,5	8
40	17	10	8
48	17	10,5	10
48	17	14,2	10
50	13,5	10,2	10
50	16	12,1	10
60	12,5	10,5	10
60	12,5	12,5	10
60	14,5	10,2	12
60	15	12,5	12
60	19	12,5	12
60	20	12,5	12
67	16	12,5	14
65	21	18,5	14
70	14	35,7	14
80	15	12	14
80	19,5	16,5	14
80	21	12,2	14
85	19	22,5	14
90	16	14	14
90	21	18,5	14
110	21	18,5	16
140	21	20,5	16

TRIED AND TESTED SHEAVES



■ Sheaves

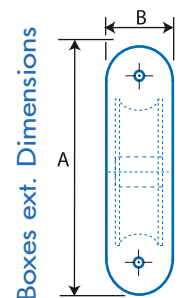
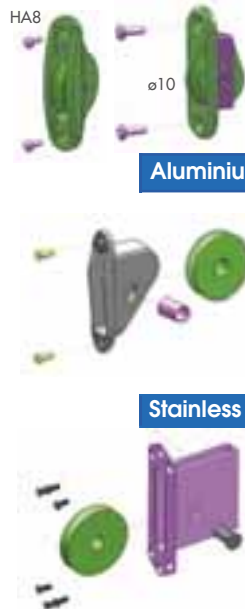
The sheaves have been chosen after a series of software, chemical, and mechanical tests, ensuring their durability.

SHEAVE BOXES

■ Sheaveboxes

Several sizes and various options are offered to you (plastic, aluminum, stainless steel...).

Type of sheaveboxe	Textile diameter (mm)	External dimensions (mm) (A x B)
<b>Plastique</b>		
∅10		75 x 25
HA8 plastic ∅8		104 x 28
HA08 alu ∅ 8		104 x 23
HA4409 ∅ 10		106 x 17
<b>Aluminium</b>		
∅14		115 x 34
∅14 reinforced		115 x 34
∅12 Single Perf.		85 x 22
∅16		158 x 40
∅16 reinforced		158 x 40
<b>Stainless steel</b>		
∅14		166 x 55

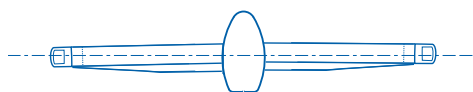




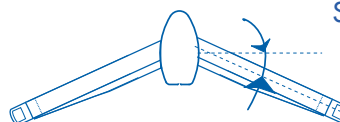
**SPREADER SECTIONS**






**In-line or swept-back**

In-line spreaders



Swept-back spreaders



Sections	Inertias		Dimensions (mm)	Weight (kg/m)	Standard Length (m)
	XX'	YY'			
<b>BF 2</b> 	6	1,1	19 x 55	0,7	6
<b>BF 3</b> 	27,2	5,9	30 x 74	1,2	6
<b>BF 4</b> 	63	7,7	35 x 105	1,8	6
<b>BF 5</b> 	209	18,9	44 x 154,5	2,8	6
<b>BF 6</b> 	362	39,4	53 x 167	3,4	6

Type of spreaders for every level and every section :

	Spreader 1	Spreader 2	Spreader 3
<b>S35</b>	BF2	BF2	
<b>S50</b>	BF2	BF2	
<b>S67</b>	BF2	BF2	
<b>S80</b>	BF2	BF2	
<b>S137</b>	BF2	BF2	
<b>S180</b>	BF3	BF3	
<b>S260</b>	BF3	BF3	BF3
<b>S305</b>	BF3	BF3	BF3
<b>S330</b>	BF3	BF3	BF3
<b>S385</b>	BF4	BF3	BF3
<b>S460</b>	BF4	BF4	BF3
<b>S580</b>	BF4	BF4	BF3
<b>S622</b>	BF4	BF4	BF4
<b>S740</b>	BF4 (BF5 + reinforced)	BF4	BF4
<b>S830</b>	BF5	BF5	BF4
<b>S1060</b>	BF5	BF5	BF4
<b>S1395</b>	BF5	BF5	BF5
<b>S1630</b>	BF5	BF5	BF5
<b>S2100</b>	BF5	BF5	BF5
<b>S2390</b>	BF6	BF5	BF5
<b>S3360</b>	BF6	BF6	BF5
<b>S4600</b>	BF6	BF6	BF6
<b>S7800</b>	Contact us		

**"Aerofoil" sections**

- The spreaders are profiled and assembled to the mast with a system of through bars allowing a better tuning of the mast.
- The spreader sections are clear anodized, tapered and machined to length, for angles from 0° to 25°.
- Lower spreaders sections are fitted with a pad eyes for the flag.
- Each spreaders kit is marked with a bar code that guaranties the strict follow-up of the product cycle.



**ADVANTAGES OF SPARCRAFT SPREADERS**

The sparcraft spreaders sections are profiled at the back and offer all these advantages: less weight, esthetics and good aerodynamics flow

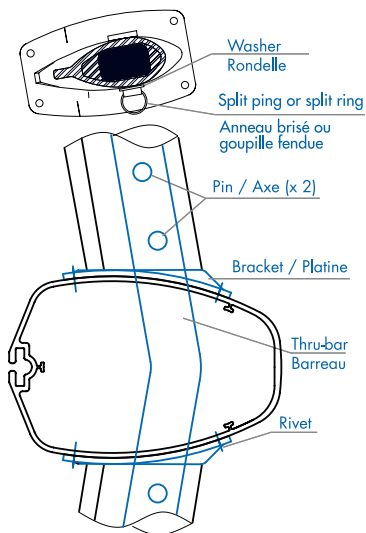


This chart is a first tool to help chose the spreaders, but the final choice must be validated by a calculation.



### Stainless steel bars

■ These stainless steel bars allow angles of spreaders from 0 up to 25° and a 5° dihedral up. They include the fixings for diagonals with stemballs.



### Aluminum bars

■ These bars allow an angulation of the spreaders from 0 up to 30° and a 0° dihedral for catamarans and a 5° dihedral up for monohulls. It is necessary to plan internal tangs (shell) or external tangs to attach the diagonals under.

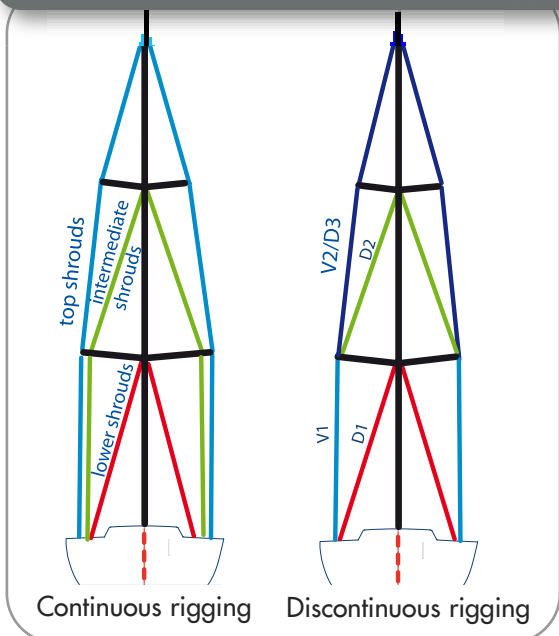
### Continuous or discontinuous tips

■ Continuous spreader tips consist of a base and a terminal making it easier for the wire to go through, without damaging the spreader section. Moreover, we supply a plastic protection cap which minimises damage to the Genoa (headsail) when changing direction.

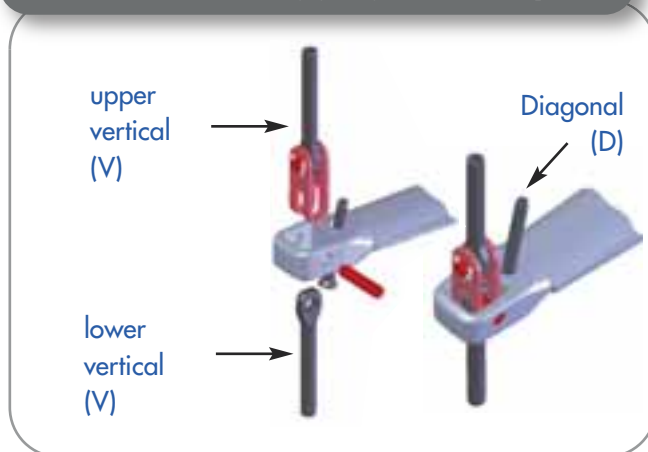


■ Discontinuous spreader tips allow a good articulation of the different parts of the wire. The diagonals attachment is very close to the verticals in order to avoid a negative lever effect. Our discontinuous tips can except wire, compact strand or rod standing riggings for the same rig without any modification.

### Continuous / discontinuous rigging



### Discontinuous rigging assembly



**BACKING TANGS**

**Internal tangs**

- Stainless steel bars : the backing shells are used for the tangs of the upper shrouds and front lower shrouds;
- Aluminium bars : the backing shells are used for the lower, upper and intermediate shrouds.

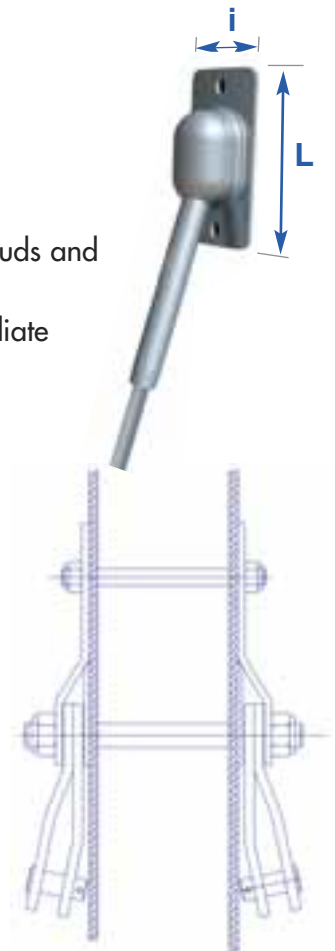
Shells	N°2	N°2,5	N°3	N°3,7	N°4	N°5
L x i	80 x 32	65 x 32	80 x 38	98 x 45	111 x 58	123 x 66
ø wire	ø 4	ø 5	ø 6	ø 7	ø 8	ø 10
Cut length	40 x 27	42 x 26	47 x 29	69 x 37	89 x 51	89 x 56

ø12 : contact us

**External tangs**

- Single or double: the external tangs are advised for ocean-going yachts. They make for easier articulation of the wire to the chainplate. External tangs are designed to take stemball fittings which are easily exchangeable with manual fittings, in case of accident. Single tangs are also used for runners.

- single or doubles : for wire ø3 / ø 4 and ø 5 / ø 6 ø 7 et ø8 / ø10, ø12 / ø14, ø16.



single or double external tangs (with crossing pin)

**LONGITUDINAL TANGS**

**Attachments for fractional rigs**

- The design is the same as for our forestay attachment, we supply them with or without spi spectacles, to be able to free the halyard point of the forestay equipment, for example for a gennaker.
- wire tangs for wire ø 5 to 8;
- machined tangs for ø 10 to 14;
- welded tangs for wire ø 16 and up (see p. 23).

**Baby stay, staysail, or inner forestay attachments**

- These are assembled in one piece on masts build at the factory, and are available in two pieces for the aftersale market. This part is design to take the weight of the wire from inside the section, which gives it a better resistance than with an internal tang, like a backing shell, or T tangs.

\* in two pieces : available for ø 6, ø 8, ø10



wire tangs  
ø wire for ø 5 à 8  
with or without spectacles



machined tangs  
ø wire for ø 10 à 14



Baby stay attachment



welding tangs

Rig model	Rig diameter										
	ø3	ø4	ø5	ø6	ø7	ø8	ø10	ø12	ø14	ø16	ø19
S35	T	T									
S50	T	T	T								
S67	T	T/F	T/F								
S80		T	T/F								
S137			F	F							
S180			F	F	F						
S260			F	F	F						
S265 E			F	F	F						
S305				F	F	F					
S330				F	F	F					
S365 E				F	F	F					
S385					F	F	CI				
S460						F	CI				
S580						F	CI				
S560E						F	CI				
S622						F	CI	CI			
S740							CI	CI			
S760 E							CI	CI			
S830							CI	CI	CI		
S1060								CI	CI		
S980 E								CI	CI		
S1395								CI	CI	CA	
S1410 E								CI	CI	CA	
S1630								CI	CI	CA	
S2100								CI	CI	CA	CA
S1980 E								CI	CI	CA	CA
S2390								CI	CI	CA	CA
S2600 E								CI	CI	CA	CA
S3360										CA	CA
S4600										CA	CA

Legend :

- T = internal tang for T
- F = wire tangs
- CI = s/s tangs
- CA = aluminium tang



internal tang for T

■ Please see also the Sparcraft Rigging catalogue (S.P.R introduction : please see page 65)

## FAIRLEADS & GENNAKER BLOCKS

### Gennaker, asymmetric spinnaker, N°2 jib

- Stainless steel lead small and large size;
- Spi spectacles;
- Halyard exit protection s/s fairlead ø 10;
- Gennaker blocks ø 80 and ø 90.



Stainless steel leads

Gennaker blocks

## PROTECTIONS & HALYARD EXITS

### Protections and halyards exits

- We use only two types of cuts for halyards exits: small and large size. The masts can be supplied equally with plastic or stainless steel exits



Delrin  
ø 12 et ø 18

ø 12  
(stainless  
steel  
moulded)

ø 24  
(stainless  
steel  
moulded)





# S RANGE MASTS

## Mast accessories

### GOOSENECK & VANGS FITTINGS

#### Standard gooseneck with reefing hook

- Bracket, s/s pin and toggle set-up allowing horizontal rotation and rake of the boom.

The reefs are quickly attached thanks to the rings, or reefing hooks (stainless steel).

#### Standard gooseneck for continuous reefs

- The reefing hook is replaced by a reefing line guide.

#### Standard gooseneck for furling masts

- They have no reefing hook or ring. Six sizes are available.



modele for continuous reef

#### Vang fittings (mast side)

- All sparcraft fittings are designed to be compatible with the complete vang range. These fittings spread the load of the vang (see also chapter booms page 42).



#### Shackles of tack point

- Sparcraft exclusive: the new tack shackles have a captive pin so are impossible to lose :

- thread  $\varnothing$  8 mm / Length between shackle ends : 28 mm.
- thread  $\varnothing$  6 mm / Length between shackle ends : 24 mm



NEW!

### WINCH PADS & ANTICORROSION PADS

#### Winch pads

- Side winch pad, rear winch pad, anticorrosion pad

Side winch pad												
Mast sections	S137	S80 S180 S260	S305	S330	S385 S460	S580 S740 S622	S740* S1395*	S830 S1060 S1395	S1630	S2100	S2390 S3360	S4600
Dimensions	80 x 90	100 x 100	120 x 115	120 x 125	140 x 140	160 x 165	170 x 170	190 x 190	200 x 210	230 x 230	225 x 225	230 x 230

\* Specific product

Rear winch pad								
Mast sections	S67	S137 S180 S305	S260 S385 S460	S330 S580	S622 - S830 S1395 - S1060	S622 S740	S1630 S2100 S2390	S3360
Dimensions	80 x 80	100 x 100	100 x 115	120 x 115	130 x 130	140 x 140	150 x 160	200 x 200

#### Anticorrosion pads

Anticorrosion pad					
Dimensions	110 x 110	130 x 130	150 x 140	160 x 160	200 x 200

winch pad with anticorrosion pad







### Cleats

- Strong aluminum anodized cleats :  
- three sizes : lg 120, lg 160, lg 200 mm.



### Electrical insulations

- Our PVC insulation fits onto the mast section groove. It makes it easier for the electrical wire to go through, and guarantees phonic isolation with the halyards. Available in Ø25 and Ø32 (length 3000mm).



### Mast climbing steps



Composite steps

- The climbing steps allow rapid intervention either on all the length of the mast, or part of it (one or two to easily grab the main sail head for example).
    - Two types: fixed stainless steel, or nylon folding steps (white or grey).
- Warning : before using the steps, one must be belayed and secure the handling.



Stainless steel steps

### Sail gates, sail entries

- Automatic or simple sail gates: they keep the main sail slider in the sailtrack.
- Bolt rope feeder ø 8,
- Feeder
- Main sail slider entry key

Ball feeder



Trackless sliders



Delrin bolt rope feeder



Stainless steel pad eye

### Lazy jacks fittings

- Stamped eyes, stainless steel plates or s/s moulded pad eyes (for maxi-yachts), fixed on boom for lazy jacks/bags.

### Adjusters

- Body, toggle and screws are made of stainless steel.
- The frictional ring brings a good comfort in maneuvering.
- Available in standard or removable version, for wires from ø 6 to ø 8mm.



#### Adjusters

Models	Pin-to-pin length		body ø	use for backstay
	Mini	Maxi		
5 tons pelican hook	315	470	25	ø 6 - 7
5 tons toggle - toggle	400	605	28	ø 8
6,5 tons pelican hook	505	715	25	ø 6 - 7
6,5 tons toggle - toggle	515	710	28	ø 8

SPINNAKER EQUIPMENT

To use the spinnaker with good control you need equipment which is adapted to the type of boat and to its use. Thanks to their experience and knowledge, sparcraft can supply you with the spinnaker equipment that matches your requirement (see also spinnaker pole chapter page 49).

Mast stowage systems



Stainless steel strap

Sparcraft can supply various systems to stow away the spi pole horizontally or vertically (with adjustment of the height).

■ Mast stowage systems :

This allows you to put away the spar vertically on the front side of the mast, to free the deck, and to adjust the height of the spi pole in position. The locking is done, according to the section, with the jaw on a large stainless steel strap and wedge.

■ Spi pole track :

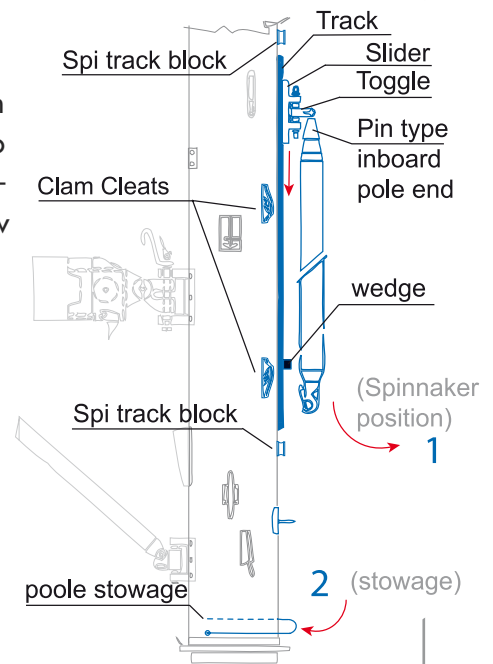
- Track for car bearing 32 x 5.5 to rivet : for boats smaller than 40' ;
- Track for car bearing 32 x 5.5 to screw: for boats from 40' to 50" ;
- F40 ball track : For boats longer than 50' ;
- Track stops available with or without sheave for tracks 32 x 5.5 ;
- Track stops with sheaves available for F40 ball tracks.

■ Sliders / toggles / car bearings / spi track blocks :

Available per sets, or separate parts, please ask us for advice.



■ Horizontal stowage system (on the deck): Stainless steel pole storage allowing you quickly put away the spi pole on the deck (stainless steel ø8).



Spi eyes

■ These are used to put the spi pole in position on the front side of the mast. Various types are available: fixed spi eyes, or on a track for adjustment, standard or reinforced, simple or with a piston.



Spi eye for adjustment with piston



Spi eye

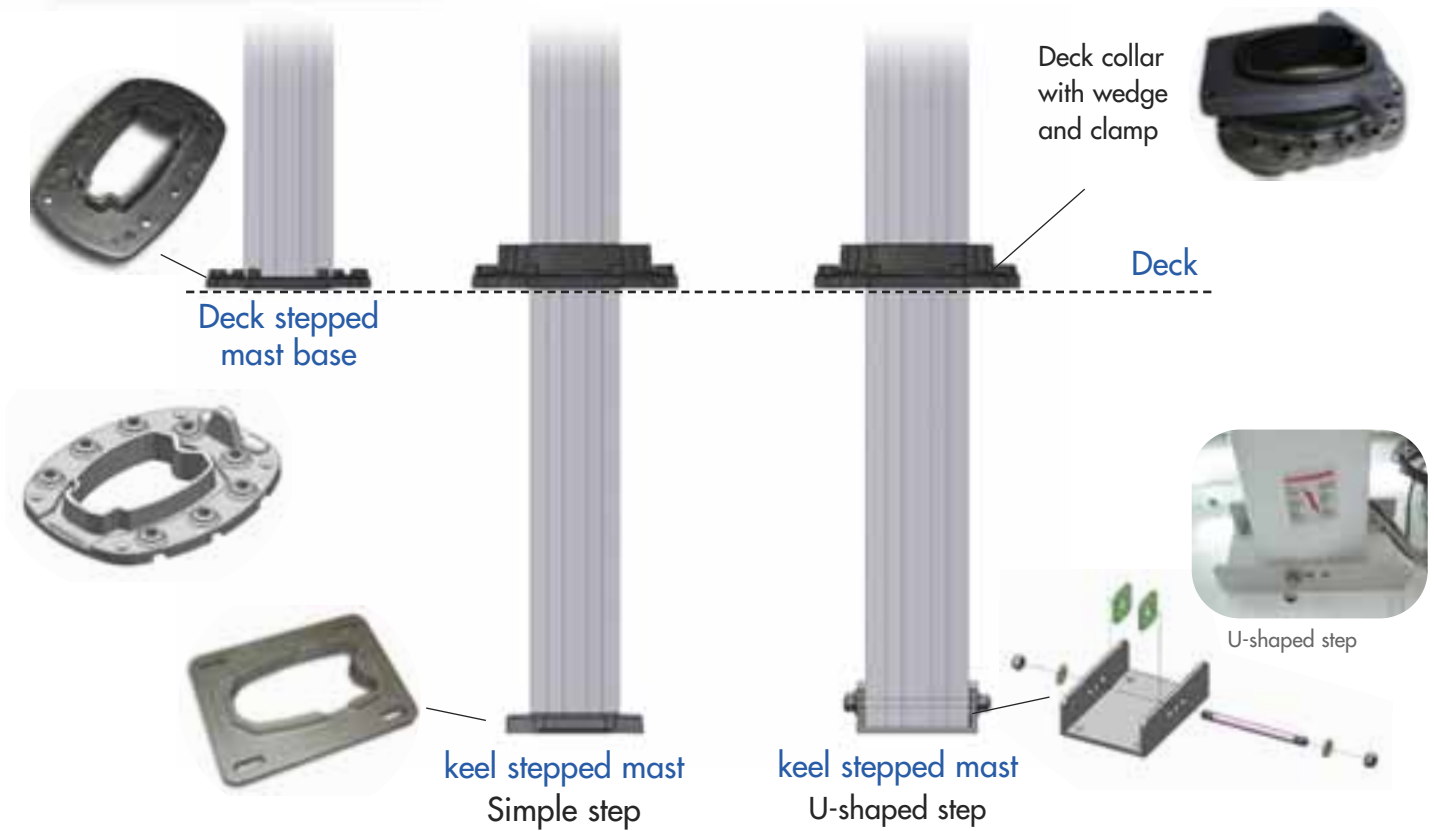
Spi pole ends

■ There are many sparcraft spi pole ends available: piston, automatic jaw, jockey pole, composite or aluminum.



S RANGE MASTS  
Mast step & Deck collars

MAST STEPS & DECK COLLARS



**Deck stepped mast:**

- The mast is set on a mast step which has the external shape of the section and keeps the mast in position with the standing rigging.

**Keel stepped mast :**

- The mast goes through the deck through a deck collar provided with a double water-proofing and wedging system, then is set on a keel step or a "u" shaped mast step.



base

**Mast plug:**

- Up to 45', the mast sections are directly set on the mast steps. For larger masts, to avoid any premature compression, the mast step consists of two parts: the base which is assembled on the mast, and the mast step which is set on the deck (for sections S1395, S1410E, S2100, S1380E, S2390).



Deck collar including wedging and deck waterproofing, as well as the halyard blocks for keel stepped masts.



mast step

# S RANGE MASTS

## Mast step & Deck collars

### ACCESSORIES FOR MAST STEPS & DECK COLLARS

NEW



#### Mast step blocks

- These blocks are made of a brand new material – GVX – designed from high resistance fiberglass. They can be hooked with a toggle, an articulated toggle, or ashackle.

#### Pins, block springs

- Stainless steel clevis pin (12 x 34; 14 x 39), or threaded (12 x 27; 14 x 26; 12 x 42; 14 x 51)
- Springs sizes 35, 50 et 60 mm (Lg 40) et and size 80 mm (Lg 50), for mast steps.

#### Mast step blocks

Sizes (mm)	35	50	60	80
Breaking loads (kg)	820	1200	2000	3000
Working loads (kg)	410	600	1200	1800
Rope diameter (mm)	3-8	4-12	6-14	8-18



Springs for maststeps



#### Pad eyes

- Stainless steel pad eyes for mast step blocks  $\varnothing 10$ , screwed pad eyes  $\varnothing 12$ ;
- Mast steps and deck collars are delivered with a vand pad eye. Vang pad eyes A45 are sold separately ( $\varnothing 10$  holes)..

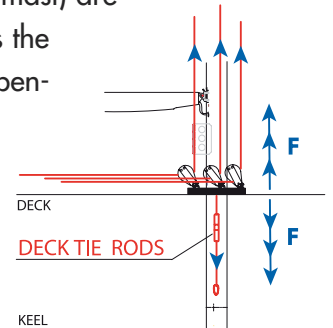


#### Deck tie rods

- The deck tie rods (one or several depending on the size of the mast) are mounted between the collar and the stepped part of the mast. As the halyards are attached to the collar on the deck, the tie rods compensate for the load they exert.

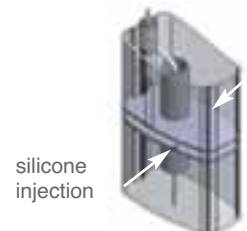
#### Deck tie rod

Model	M6	M6	M10	M12	M14	M14
Length (mm)	140	230	335	330	410	375 RTT70



### INTERNAL WATERPROOF SYSTEMS

- The Sparcraft internal system guarantees keel stepped mast to be watertight. The system is installed just below the lowest halyard exit. This exit doubles as the drain.

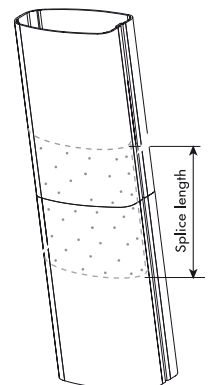


### INTERNAL SPLICES

- All our sections can incorporate a splice, determined by the constraints of transport or production (size of the anodizing tank : 21.5 m in the USA and 19.50 m in France).

#### Internal splice

Mast sections	S35	S67	S80 - S137 - S180 S260 - S305 - S330 S385 - S460 - S580	S622 - S740- S830- S1060 - S1395 - S1395	S2100 - S2390 S3360 - S4600
Splice length (mm)	400	600	800	1200	1500



# EASY & LOW MAINTENANCE



## >> Easy cruising :

Sparcraft offers a complete range of furling masts, manual version or motor assisted electrical and hydraulic systems. The Sparcraft manual furling masts exclusively use wormdrive systems. This system is the only way to guarantee a perfect furling operation without jamming, and can be handle by one person (two-hand control).

FURLING MASTS

# EASY HANDLINGS

Function	P28 & 29
Electrical & hydraulic drive	P30



FURLING MAST - F RANGE

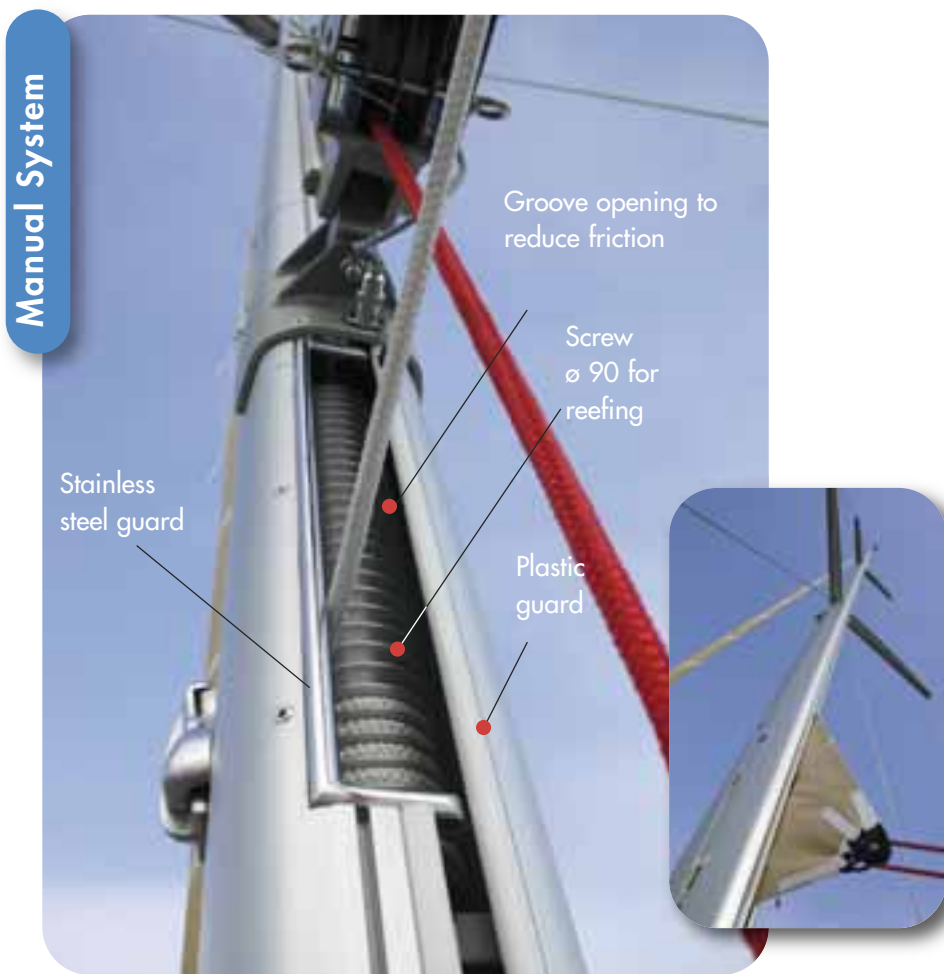
# FURLING MAST - F RANGE

*Effortless reefing*

The SPARCRAFT manual stoway masts work with a tried and tested worm drive reefing system. The perfect lead of the reefing control allows partial or totally furl the main sail from the cockpit in a reliable way. In addition Sparcraft can offer a hydraulic or electric drive system to make reefing even easier.

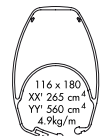
## A COMPLETE RANGE UP TO 72'

■ The SPARCRAFT manual stoway masts exclusively use worm drive systems. This system is the only way to guarantee a perfect furling operation without jamming, and can be operated by one person (two-hand control).

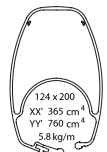


■ The sections range from 4.9kg/ml to 15.9kg/ml, and are a perfect alternative to the standard sparcraft sections (see also the custom chapter for large boats). It is possible to offer all our customers – yards, professionals or private customers, either a furling or a traditional mast with the same mast step reference and the same running and standing rigging.

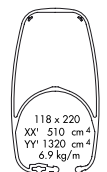
■ The groove opening is off centre in order to improve the reefing operation when using the manual version.



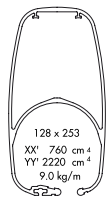
F265 E



F365 E



F560 E



F760 E



F980 E



F1410 E

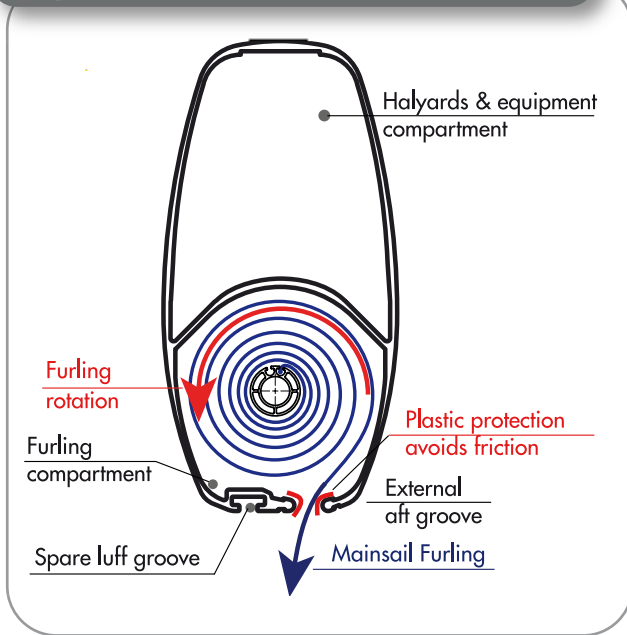


F1980 E

## FURLING MAST - F RANGE

*Effortless reefing*

### Operation of the furler



- Perfect lead of the rope (controlled from cockpit) with a worm drive;
- The worm drive transmits the rotation in which the main sail is reefed;
- Reefing the sail at the luff reduces the sail area rapidly;
- The mast sections are extruded with an additional aft groove so a trisail can be easily fitted;
- Plastic protection is clipped to the edge of the sail groove, this reduces wear to the main sail and minimizes noise (when the sail is out).

## SPARCRAFT REFERENCES

■ **Range compatibility:** the compatibility between the S range and F range allows the shipyards to fit their boats with either a standard or a furling mast, with the same mast step and deck collars and the same running and standing riggings. Thus it is easy to go from a standard mast to a furling mast.

■ Shipyards who have already used our furling masts :

Bénéteau 57, Cabo Rico, Catalina, Dufour (325,365,385,425,455,485,525); Feeling (32, 36, 39, 44), Hood, Island Packet, Oceanis 50; Sunbeam (37,39,42/1, 44, 53); Sun Odyssey 32 & 49; Tartan, Wauquiez (43,47,55).



### THE SPARCRAFT ADVANTAGES

- Fast and safe reefing
- Easy handling from the cockpit
- Reefing the sail at the luff reduces the sail area efficiently and rapidly
- Electric and hydraulic drive systems are available for Sparcraft furling mast sections (see page 32).

■ See also custom chapter page 12.

# FURLING MAST - F RANGE

*Effortless reefing*

## HYDRAULIC OR ELECTRIC DRIVE

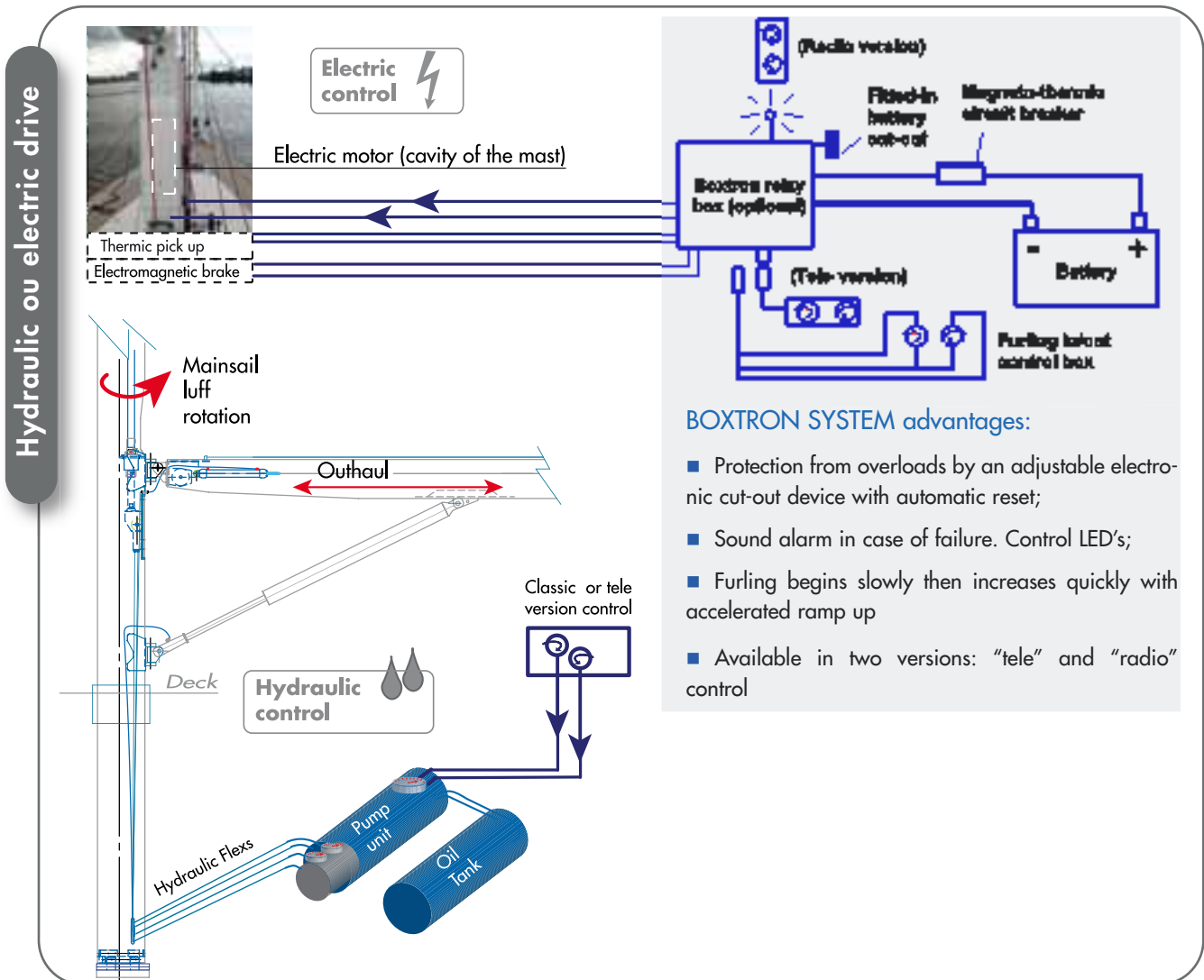
■ For easier operation Sparcraft offers an optional electrical or hydraulic system (see diagram below). Simply by pressing a button, the main sail will furl in and out (remember to ease the main sheet before\*).

\* warning possible high loads

■ The electrical 12V or 24V motors are perfectly integrated into the mast section and are mounted on a reducer; the mechanism is operated either manually (with a winch handle) or electrically.

■ The system is totally integrated into the mast : the mechanism can be installed in the standard manual furling masts.

■ The BOXTRON system makes the assembly and the wiring of the electrical system easier. This "intelligent relay box" protects the electrical installation and guarantees good operation of your furling system. It is available in remote control or radio control.



### BOXTRON SYSTEM advantages:

- Protection from overloads by an adjustable electronic cut-out device with automatic reset;
- Sound alarm in case of failure. Control LED's;
- Furling begins slowly then increases quickly with accelerated ramp up
- Available in two versions: "tele" and "radio" control

## BOOMS FOR FURLING MASTS



- All our boom sections can be fitted to suit the furling masts (wheeled boom cars, or with a track and ball bearing cars);
- Roller cars for sections F60 to F810 and ballbearing cars for sections F550 to F3400



PERFORMANCE &  
OPTIMIZATION



>> **Race series :**

One design range is the category for the large one-design boats series. Widespread in the USA, with boats such as the Etchells 22 or J24, which have also been growing over the last few years in Europe. Sparcraft has a great experience in this area and the brand is renowned for its capacities in this very demanding field.

ONE  
DESIGN

RACERS  
& LARGE ONE DESIGN  
SERIES

© JBoat



ONE DESIGN MASTS



© Jeanmeau

# ONE DESIGN RACE & LARGE ONE-DESIGN SERIES

Our experience in racing allows us to offer products adapted to the one-design boats performances and gauge rules. It is not down to chance that Sparcraft is chosen by the greatest yards to supply masts for their largest series.

## INNOVATION & SYNERGIE

When it comes to rigging, Sparcraft has for a long time been the favourite partner of classes, skippers, yards and designers, thanks to the correspondence between the various protagonists. One-design mast manufacturing demands the utmost reactivity and meticulousness to guarantee the performance, the equity of the products and the control of costs.



## RIGGINGS ADAPTED TO GAUGES



© J Boat

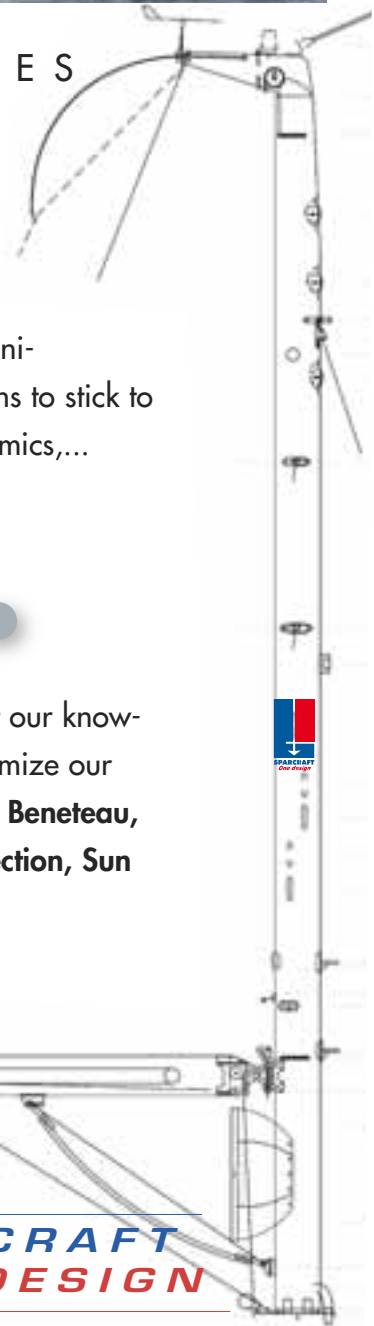


© Rigging Systems



### ■ Knowledge of the class rules

Our experience in competition is supported by a team of top regatta racers, helping in developing our "racing" products. The engineers and technicians of our design department have the CAD means to stick to the customer specification: weight, stress, aerodynamics,...

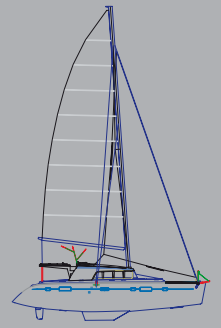


## SPARCRAFT REFERENCES

■ The most competitive shipyards and racers trust our knowledge, and our policy to talk to the customer to optimize our products: **Beneteau25, Dragon, Etchells 22, Figaro Beneteau, J24, J80, J105, J109, Jod 24 & 35, Ideal18, Selection, Sun Fast 3200, Sonar, 747,...**



ELEGANCE &  
SOLIDITY



### >> Multihull specifications

The specific geometry of multihulls requires meticulous design and realisation, as well as good experience. Sparcraft offers all that. We have proved this in the realisation of large series and have developed other products specially for multihulls.

MULTIHULLS MASTS

CATAMARAN  
OPTIMIZATION

Multihull sections	P36
Catamaran accessories	P37
Catamaran beams	P38

Photo : Vallerie Tommerre



MULTIHULL MASTS



## MULTIHULL MASTS

### *Safely Sparcraft*

The specific geometry of multihulls requires meticulous design and realisation, as well as good experience. Sparcraft offers all that. We have proved this in the realisation of large series and have developed other products specially for multihulls.

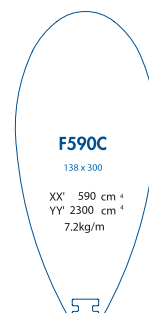
## SPECIFIC MULTIHULL SECTIONS

### Multihull sections

■ Sections: Sparcraft offers appropriate sections and optimizes the whole mast for all multihull specific geometries: wing masts, fixed mast with tripod, ...

Sections	Dimensions	Inertias / Cm <sup>4</sup>		Weight	Slider or bolt rope (mm)	
		XX'	YY'			
F 32 C*	69 x 124	32	98	1,67	-	R 8 mm
F 49 C	74 x 135	49	138	1,9	-	R 8 mm
F 175 C	98 x 204	175	510	3,8	C 16 mm	-
F 590 C	138 x 300	590	2300	7,2	C 23 mm	-

\*on special request only



## SPECIFIC GEOMETRIES



■ Multihulls are mostly fitted with self-standing systems, which holds the mast by one forestay and two cap shrouds linked to the deck by chainplates.

These self-standing masts can be divided into two groups:

- pivoting masts called teardrop masts or wing masts (wing masts as found on Formula 28 and F 40);
- fixed masts.

These fixed masts are rigged in different ways:

- masts on tripods: the spreaders are connected to the front strut or jumper which stiffens the mast longitudinally.
- intermediate shapes: the mast is simply supported sideways by the spreaders and fwd lower shrouds (not self-standing lengthways, so no jumpers)
- "chimney" masts: with no front jumper nor spreaders, but the shrouds include lower shrouds and occasionally a staysail stay.

■ The Sparcraft constructions, approved by the greatest multihull yards, meet the demands of these various geometries. Our design unifies reliability and performance.



Gold Coast 65'

CUSTOM CATAMARANS



Custom: our means of design and production allow us to optimise the mast set-up, with parts adapted to your project (special spars, davit, chainplate,...)

- Custom: our means of design and production allow us to optimise the mast set-up, with parts adapted to your project (special spars, davit, chainplate,...)



SPARCRAFT TESTIMONIALS

SPARCRAFT Testimonials

- Sparcraft References : AB Marine, Catana, Catlant 600, Foutaine Pajot, Gold Coast 62', Outremer, Yapluka 70, Lagoon, Monotype sailing one 25, Ocean Voyager 64 & 82, Switch...



Photo : Vallerie Tonnerre

CATAMARAN ACCESSORIES



- Sparcraft makes many accessories for multihulls : crossbeams, struts, special requests,...

- Sparcraft has designed specific crossbeams, with innovative structure and ergonomics. (See also page 38)

- The whisker pole\* bears and pushes forward (for more fluent manoeuvres) the asymmetrical spinnaker or the gennaker.

\* Warning : The whisker pole is not supposed to bear the weight of person.



# CROSSBEAMS FOR 37' TO 62' MULTIHULLS

*Design and ergonomics*

**T44 & T55**

Sparcraft has developed a range of crossbeam sections especially designed for multihulls, bearing in mind safety, style, structure and easy assembly.

## SPECIFIC CROSSBEAM SECTIONS



aluminium...

- **Maximum integration of structural elements** : chainplates and wire entries are blended in with the section; cavity for the strut,...

- **Carefully produced details** : electrolytic protection of all s/s connecting parts, nonslip

Protective bushing

Non-skid area

integrated chainplate

Build-in cathedral bridle cable

- **Special monohulls** : exclusive sections designed to withstand the stress taken by the crossbeams: links to the hulls and forestay attachment, fixing of the trampoline and compression beams brackets

- **Safety** : : the section is flat on the top, nonslip, and the bridle ends are inside the section.

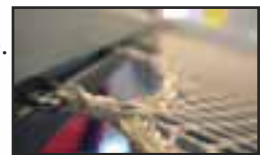
Range from 37' up to 62'

**Easy to assemble** : nothing is welded, all fixations are screws or rivets

**"Flush" Design** : the bridle ends are concealed inside the section, for good ergonomics and for safety

**Net fixation sliders** : 4 mm thick, 23 mm wide.

**Numerous options**: stainless steel main and auxiliary anchor roller, bow sprit, leather insulation for electric wires and arch, unsinkability, bi-color light with cables, s/s light gard, painting, compression beam bracket (for more options please ask us).



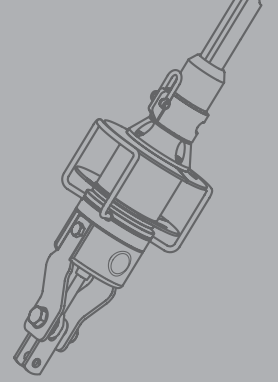
Type	Multihull overall length (feet)		Inertias (cm <sup>4</sup> )	Dimensions (mm)	Weight Kg/M	ø Bridle (mm)	ø Forestay (mm)
	with compression beam	without compression beam					
<b>T44</b>	37 à 48' *	37 à 44' *	712 x 1773	125 x 228	8,2	ø 14	ø 10 ø 12 ø 14
<b>T55</b>	48 à 62' *	45 à 55' *	1970 x 4250	155 x 285	13	ø 16	ø 14
						ø 19	ø 14 ø 16 ø 19
						ø 22	ø 22

\*The exact type of crossbeam can only be chosen after calculation by the Sparcraft team, with all data of the boat.

# INNOVATION & SYNERIGY



Photo : © Marc Ducrey / Charnade - OVNI 365



## >> Reliability & maintenance free

The LS/LX/RX Range has been developed according to a specific technological concept to establish the west-about solo non-stop record. Now the same technology from offshore racing is available for every boat thanks to Facnor's continuous development.

STRENGTH  
& MAINTENANCE FREE



HEADSAIL FURLING SYSTEMS

LS LX RX HEADSAIL FURLER



## HEADSAIL FURLER

*Easy handling*

From the smallest of cruising yachts to the biggest round the world race yachts, they all have something in common, the same LS/LX technology

### STRENGTH & MAINTENANCE FREE

- Smooth rotation even under high loads
- Maintenance free
- Strong connections
- Smooth stainless steel feeder + pre feeder (LX range)
- Rotating tack fitting (LX/RX range)
- Adjustable guides
- Insulation between different materials
- 40 micron hard anodising
- Easy installation thanks to the bottom telescopic section

#### Drum & swivel :

- waterproof : thanks to 2 elastomer moulded twin rim joints;
- the bearing box is composed with a stainless steel thrust bearing between 2 large self-lubricating polymer fibre bearings;
- the bearing box takes the axial loads (halyard tension) and lateral loads (outhaul tension);
- hard anodising (40 microns) protects these parts against impacts and abrasion



#### Strong connexions & sections :

The SX twin groove foil sections, round shaped, offer smooth furling as well as a high rigidity.

- high performance polyamid bearing;
- connexions with high torque resistance.



Photo credit : Grand Soleil



**LS / LX / RX according to your sailing programme :** you will find within the three ranges of headsail furling and reefing systems, the Facnor product adapted to your needs either cruising, ocean navigation or racing.

**LS / LX cruising programme :** the LS range offers a large choice of standard models. Beside, the LX range corresponds to an "upgraded" range featuring a removable drum, a rotating tack fitting, and a stainless steel feeder.

**RX racing/cruising programme :** If you race, the RX furling systems will meet your satisfaction with their aerodynamic sections, the rotating tack fitting and the removable drum allow you to use the system as a head foil.

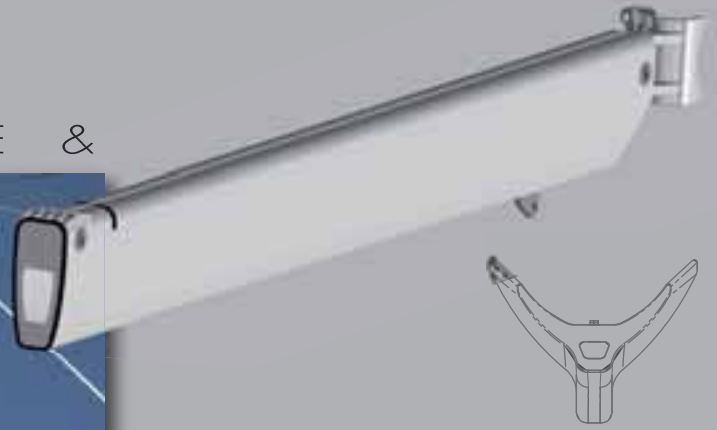
#### Removable drum : system used as a simple head foil

Just a few minutes are needed to change the furling system into a twin groove head foil ready for racing.

For more information, see the Facnor catalogue.



PERFORMANCE &  
RELIABILITY



**>> Standard or custom :**

Standard or custom, aluminium or composite, traditional or motorized, the Sparcraft booms are optimized for your boat. Their design, manufacturer and ease of operation thanks to our experience, will be appreciate under sail.

BOOMS

WELL CALCULATED  
SECTIONS  
& OPTIMIZATION OF THE  
FUNCTIONNALITIES

Standard Booms

P42

Racing Booms

P44

Custom Booms

P46



ALUMINIUM & CARBON BOOMS

# BOOMS - STANDARD RANGE

*Tested strength*

Standard or custom, aluminium or composite, traditional or motorized, the Sparcraft booms are optimized for your boat. Their design, manufacturer and ease of operation thanks to our experience, will be appreciate under sail.

## STANDARD RANGE SECTIONS

### Tested booms :

The Sparcraft booms are tested over thousands of miles, and their mechanism (cams, sheaves, gooseneck) as well as their structure are very reliable.



### Well dimensioned sections

The sea can be an hostile environment and it is important to trust a well calculated section with the right inertia to your sailing programme.

### Boom ends and internal reefing system

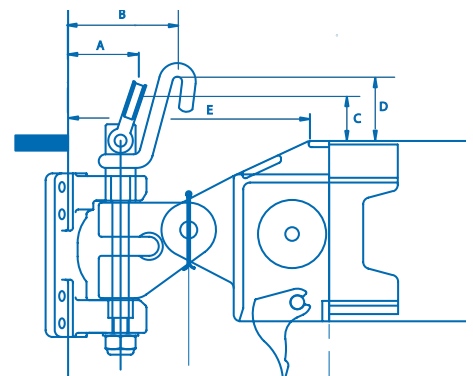
Outboard boom ends are supplied with 3 or 4 sheaves as well as the inboard ends which may also have, if requested, integrated cams to block the reefing system.

### New design

The new outboard boom ends (2 models F550 / F810) are stainless steel (with electrolytic polishing) and are totally integrated into the boom. With better ergonomics, they allow fitment of the main sheet as aft as possible, and are also lighter.



	Dimensions (mm)	XX' (Cm4)	YY' (Cm4)	Weight (Kg/M)
F36	52 x71,6	15	32	1,34
F60	68 x95	42	90	2,1
F125	80 x110	70	165	2,5
F220	98 x130	143	340	3,72
F550	98 x160	200	620	4,70
F810	121 x190	360	1000	5,44
F1700	122 x225	460	1793	6,95
F3400	130 x276	852	3470	9,8



BOOMS		F36	F60	F125	F220	F550	F810	F1700
Tack stand off	A	40	40	40	50	50	55	55
	C	70	70	70	85	85	80	80
Reefing hook	B	45	35	35	40	40	55	55
	D	50	40	40	45	45	60	60
Foot groove entry	E	130	130	130	170	180	245	245



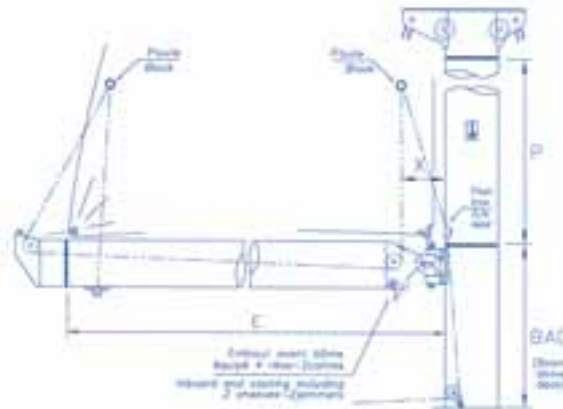
# BOOMS - STANDARD RANGE

*Tested strength*

## OPTIONS & ACCESSORIES

**Booms for furling masts :** all Sparcraft boom sections are available for furling masts : see pages 29 à 32.

### Single line reefing system



- Easy system : with Sparcraft's single line reefing system, one sailor working from the cockpit can reef a sail in under 30 seconds

### Booms accessories

- Different options of goosenecks, swivelling boom bales, vang fittings, sheaves, jammers, inboard and outboard ends,...
- Swivelling boom bales  $\varnothing 6$ ,  $\varnothing 8$ ,  $\varnothing 10$ ;
- Stainless steel vang fittings;



Reinforced gooseneck



- Main outhaul car and Outhaul car for furling boom, Stainless coupling for Sparcraft outhaul cars.....
- Boom brackets;
- Bolt rope lazy jacks. Pad eyes see page 25.



## SPECIAL BOOMS



- Booms with tender crane (available for F3400 section only);
- Tapered booms option (contact us)

Sparcraft has developed a new range of high rigidity booms (vertical inertia) for racing or "fast cruising" sailing boats. These new booms will enable us to increase the projected area of the mainsail. The profiles have been specifically designed so that the power of the sail does not get partially absorbed by the deformation of the boom. The foot of the sail is free and the clew is fixed with a strap toward the back of boom.

PERFORMANCE DESIGN



■ The foot of the sail is free and the clew is fixed with a strap toward the back of boom. The whole internal and external components of this new range have been optimised in order to perfectly fit the boom sections in terms of performance and weight.

ly fit the boom sections in terms of performance and weight.

■ The main sheet system must be located at the outboard end of the boom or at a maximum distance of 90% of the angle (E).

■ **RIGIDITY** : The "max depth" range has been specifically designed so that the power of the sail does not get partially



absorbed by the deformation of the boom.



■ **CLEVER CONCEPTION** : The boom end and the toggle have a common root. Many parts have been integrated as much as possible.

■ **INTEGRATED SYSTEMS (ATTACHMENTS)**

All parts have been designed with ergonomics in mind.

- Built-in vang attachment
- Gooseneck tang to fit an outhaul purchase or cylinder;



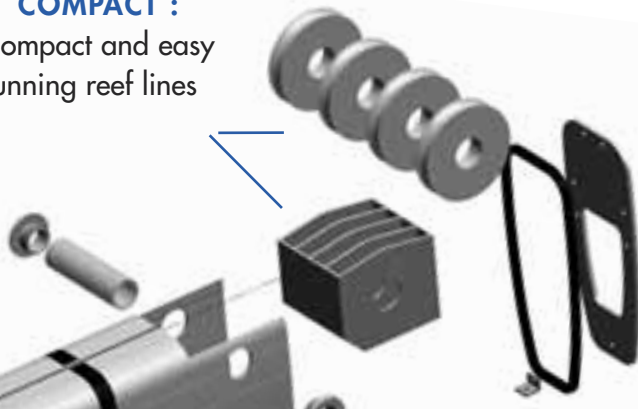
- Integrated automatic reefing system: the automatic reefing line can go through the gooseneck toggle.



+ Max depth

■ **COMPACT :**

Compact and easy running reef lines



■ **LIGHTNESS :**

the sheet is fixed with a loop (or webbing) on a hollow pin. The free loop limits the torsion stress, the constraints are controlled. The loop pin is also used as the sheave pin.

■ **EFFICIENCY :**

the sheet block is fixed towards the back of the boom in order to prevent twisting.

■ **Lazy-jacks :** Lazy jacks or bags integrated in the foot-groove (except R249)

■ **Carbon option (on request)**



**THE ADVANTAGES OF THE SPARCRAFT RACING BOOM**

- High vertical inertia
- Transmission of the mainsail thrust
- Increase mainsail projected area



Photo : Grand Soleil

Performance Design Integration



	Dimensions (mm)	IX' (Cm4)	IY' (Cm4)	Weight (Kg/M)
R249	100 x220	259	1075	4.59
R390	109 x255	410	1837	6.3
R536	118 x280	632	2904	8.15



Photo : Solaris



Sparcraft has acquired a long experience in high tech boom manufacturing, either tailor-made aluminium or composite booms. Among others, the Canoe booms, combined with a well-balanced Lazy-Jacks system, can easily store large areas of sails.

PERFECTION & EASY HANDLING

"Sparcraft touch": the design

- 3D modelling integrates the homogeneity of all the boom components as well as the efforts supported by the structure.

3Sparcraft touch3: the care of details

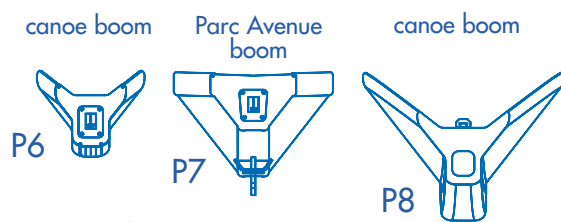
- Our specialized Custom team brings a particular care to details and finishing touches which has built the reputation of Sparcraft in these "top of the range" projects.

"Sparcraft touch": easy handling

- We offer you our experience in maxi yachts, guide your choices and bring solutions perfectly adapted to your sailing requirements.

Different types of special booms

- Different types of special booms can be supplied :



Type	Dimensions (mm)	For boats	weight (kg)
<b>P6 - P7 - 8 Booms</b>			
P6	400 x 570	boats 45' to 70'	18 à 27
P7	400 x 800	boats 45' to 95'	15 à 32
P8	600 x 1000	boats 70' to 95'	30 à 50

Canoe booms

- The Canoe boom is one of the boom types fitted to most maxi sailing yachts. The shape of this boom, combined with a Lazy-Jack system is adapted to receive regular folds of the lowered mainsail. Sparcraft has been for a long time the specialist in canoe boom manufacturing (aluminium and composite) enhanced with a large choice of options.

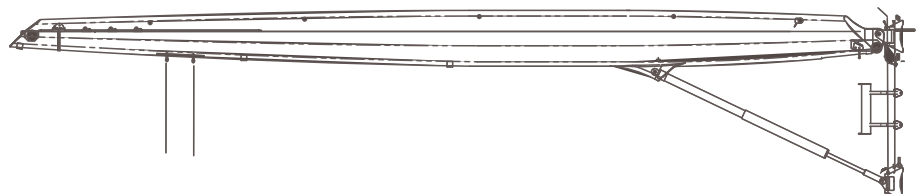
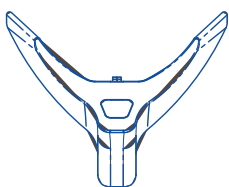
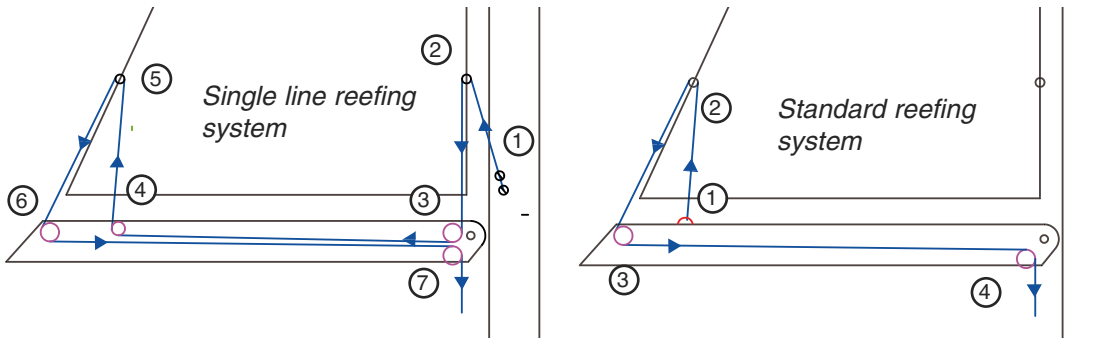


Photo - G. Martin-Raget / CNB

CONTINUOUS REEF

- With this Sparcraft system, reefing can be handled by only one crew-member within 30 seconds. Different reefing systems are available :

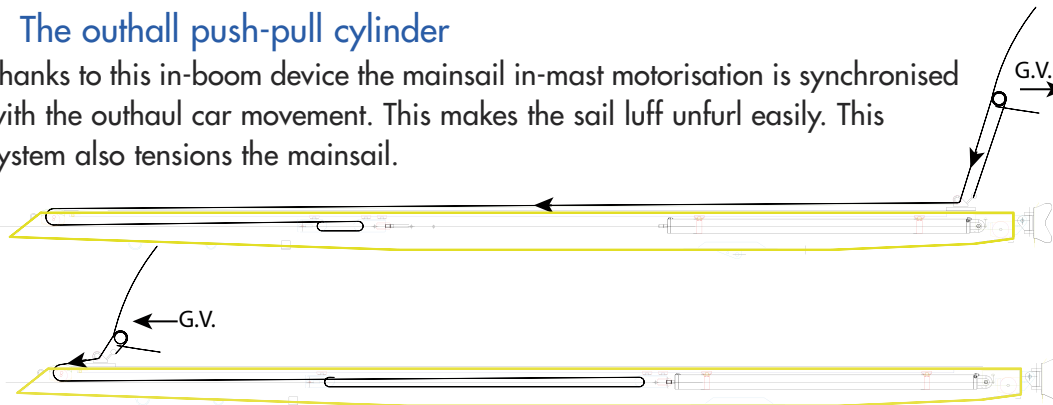


"EASY SAILING" OPTIONS

The maxi yachts require assistance for each rig handling. Sparcraft offers various solutions for easier sailing:

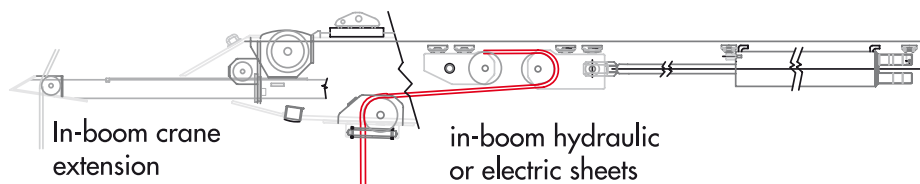
- **The outhall push-pull cylinder**

Thanks to this in-boom device the mainsail in-mast motorisation is synchronised with the outhaul car movement. This makes the sail luff unfurl easily. This system also tensions the mainsail.



- **The mainsheet push-pull cylinder**

No need to use a winch for easing off the sheet thanks to this in-boom fitting.



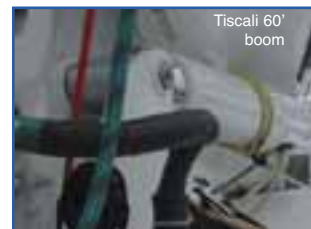
- **Integrated reefing line jamer**

The reefing line jammers can be integrated directly in the boom section. This prevents the lines from running on the deck.

- **Integrated options**

Sparcraft offers various in-boom options that aim to help rig handlings:

- integrated crane: this crane device allows you to load the yacht dinghy on board or any other heavy objects;
- integrated rolling sheet boxes with fixed point on the deck, the box rollers avoids line sheet frictions
- cockpit lights (led or standard)
- integration of other functions: track for sun shield or Lazy-Jack, aerals, ...



# FACSLIDES

## Batten cars for fully batten Mainsail

The recirculating ball bearing car system is designed for full batten mainsail. It helps to raise, lower and reef the sail easily. The FACSLIDE® system combined with a Lazy Bag is the perfect installation to handle your mainsail on your own. The new Facsildes+ are more efficient than ever.

### HOIST AND LOWER THE SAIL EFFORTLESSLY

The FACSLIDE® system aim is for "effortless sailing":

- Easy handling :The FACSLIDE® system combined with a Lazy Bag fitting becomes the perfect fitting for solo mainsail handling;

- Easy installation : This installation does not require any modification to the mast.

The tracks (FACSLIDE® components) are easily fitted to the mast with slugs located inside the mast groove.

- Clever product conception: different car models can be mixed together on the same FR25 tracks. This way, when the cars are down, the stack height of the sail can be kept to a minimum.

- The FACSLIDE® components are: 2 m tracks (new), one head board car, batten and intermediate cars. The cars allows adjustment to the sail even when sailing downwind.

**TOP AND BOTTOM STOPPERS**  
Delivered in the FACSLIDE® kits, these stoppers prevent the cars from sliding off the track.

**HEADBOARD CAR**  
can be fitted on the head board of the existing sail or simply on a ring.

**MONOBLOCK CARS**  
The FACSLIDE® cars are CNC machined in one block of aluminium, this makes them shock-proof when lowering the sail.

**TRACKS FITTING TO THE MAST WITHOUT MODIFICATION**  
The tracks are easily fixed with slugs alongside the existing mast without unstepping

**AUTOMATIC REEFING**  
Reefing the sail is easy due to the low tension on the mainsail halyard. Tensioning the luff also becomes easy even when you are sailing before the wind. For the F40 models, Facnor has developed an efficient outhaul car.

**New!**  
+ than 180°  
Safety-clip device (similar to the FX Gennaker furlers)



# SPINNAKER POLES & BOWSPRITS



## >> From Spinnaker to Gennaker/Code zero :

From small boats to maxi-yachts, cruising or racing, Sparcraft supplies the best equipment perfectly adapted to your sailing program (asymmetric/symmetric Spinnaker, Gennaker & Code zero). This chapter contains the new tapered pre-impregnated carbon spi poles and the new range of bowsprits.

RELIABILITY

LIGHTNESS

RESISTANCE

Aluminium spi poles	P50
Carbon spi poles	P51 & P52
Bowsprits	P53
Code 0 and Gennaker furlers	P54

Photo : © Grand Soleil



SPINNAKER & GENNAKER EQUIPMENT

ALUMINIUM & CARBON SPI POLES

# ALUMINIUM SPINNAKER POLES

*Reliability & resistance*



Sparcraft poles have been proven over millions of miles thanks to simple pole ends and high quality tubes. In this way, Sparcraft makes your Spinnaker handling easier. The spi poles have been designed to protect the crew and the equipment while making the spi handling easier.

## TANGONS ALUMINIUM

- Two types: symetric and asymetrics spinnaker poles (see datas below);
- Standard & automatic pole ends with anodized fitting & stainless steel mechanism;



- Anodized tube 6005A T6. Manufactured with high quality aluminium alloy from european origin;
- Automatic pole ends: remote opening:

### TYPE 1



### TYPE 2



### OPTION



- Composite or aluminium ends:
  - Trigger piston end ø 47 (simple);
  - Automatic trigger piston end ø 47;
  - Automatic trigger piston end ø 71;
  - Automatic trigger piston end ø 89;

Type of assembly	ø Tube (mm)	Max length section (mm)	Inboard end	Outboard end
<b>SYMMETRIC SPI POLE</b>				
Type 1	40	3000	Pist ø 36	Pist ø 36
Type 1	55	3350	Pist ø 55	Pist ø 55
Type 1	63	4000	Pist ø 55	Pist ø 55
Type 1	80	5300	Pist ø 55	Pist ø 55
<b>ASYMMETRIC SPI POLE</b>				
Type 2 (Track 32x5)	80	5300	Male fitting for bel	Pist ø 55
Type 2 (integrated to the mast)	80	5300	Male fitting for bel	Pist ø 55
Type 2 (Track 32x5)	90	4500	ditto	Pist ø 55
Type 2 (Track 32x5)	100	6000	ditto	Pist ø 80
Type 2 (integrated to the mast)	100	6000	ditto	Pist ø 80
Type 2 (Track 32x5)	125	7000	ditto	Pist ø 80
Type 2 (ouhaul cars F40)	125	7000	ditto	Pist ø 80

Automatic or not  
Option : Vectran bridles

## RINGS & ACCESSORIES



Photo credit : Yves Ronzier / RIM 1350 RIM Yachts

### Reduction rings :

- The reduction rings offer the possibility to change ends while keeping the existing tubes.

<b>Delrin Spi pole ring</b>	
sup ø x inf ø	ø 63 x ø 58
	ø 80 x ø 70
	ø 100 x ø 70
	ø 125 x ø 70

### Other accessories:

- Mast stowage systems, tracks, spi, eyes, pole stowage: see mast chapter p. 26

# CARBON SPINNAKER POLES

*Lightness & Performance*

Sparcraft has designed a new range of tapered and pre-impregnated carbon Spinnaker poles that guarantee lightness and resistance to perform racing or cruising trip.



## NEW RANGE OF PRE-IMPREGNATED SPINNAKER POLES

### Pre-impregnated High tech process in female mould



- Carbon fibres get positioned in the expected direction and therefore the draping according to the local constraints is really well adapted;
- The baking process in autoclave oven ensures the optimal polymerization;
- The pre-impregnated draping of the fabrics in a female mould results in a perfectly smooth surface, no need to add any coating.

### Rigid and resistant

- Carbon offers a good resistance against buckling phenomenon as well as a high rigidity;
- The establishment of 3D models highlights structural forces;
- The whole range has been optimized after successive mechanical software tests in order to guarantee the longevity of the carbon spinnaker poles.

### Tapered



### Light and easy to handle



- a winning carbon / tapered\* combination of the section: about 50% lighter than an aluminium pole, i.e. a gain of 4,6 Kg for a middlesized 4-meter pole;
- \* tapered at one end from 100 mm diameter



- No international rating handicap.



### Reliable device

- The standard end fittings are in composite reinforced with fibreglass and the mechanisms in stainless steel (no corrosion). Both are insulated from the tube by a fibreglass ring;



- End fittings have automatic trigger as well as internal and external control;
- Stainless steel screws are insulated.

### Perfect Finishing

- White polyurethane coat (R.A.L. 9016);
- Other colors available on request.



# CARBON SPINNAKER POLES

## Lightness & Performance



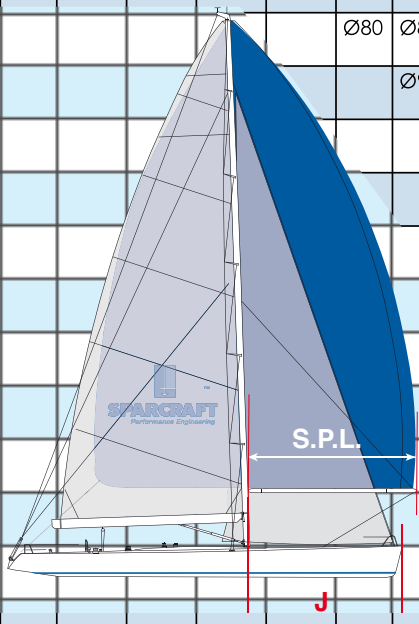
### CHOOSING THE CARBON SPINNAKER POLE

- Determine your carbon spinnaker pole with your Sparcraft agent.

This chart (bellow) is a rough guide to the sections correspondence :

Choosing the carbon spinnaker pole The given data are for information only. Those do not disengage the responsibility of the user in any circumstances.

Spinnaker area m <sup>2</sup> 1/2 CPW m	J / SPL															
	<3 - 3,1	3,2 - 3,3	3,4 - 3,5	3,6 - 3,7	3,8 - 3,9	4 - 4,1	4,2 - 4,3	4,4 - 4,5	4,6 - 4,7	4,8 - 4,9	5,2 - 5,3	5,4 - 5,5	5,6 - 5,7	5,8 - 5,9	6,2 - 6,3	6,4 - 6,5
< 45 (1/2 CPW<1,5m)	Ø50	Ø50														
45 - 60 (1/2 CPW<1,5m)	Ø60	Ø60	Ø60													
60 - 70 (1/2 CPW<1,6m)	Ø60	Ø60	Ø60	Ø60												
70 - 80 (1/2 CPW<1,7m)		Ø60	Ø80	Ø80	Ø80											
80 - 90 (1/2 CPW<1,8m)			Ø80	Ø80	Ø80	Ø80										
90 - 100 (1/2 CPW<1,9m)				Ø80	Ø80	Ø80	Ø80									
100 - 110 (1/2 CPW<1,9m)					Ø80	Ø80	Ø80	Ø80								
110 - 120 (1/2 CPW<2,1m)						Ø80	Ø80	Ø90	Ø90							
120 - 130 (1/2 CPW<2,1m)							Ø90	Ø90	Ø90	Ø90						
130 - 140 (1/2 CPW<2,3m)								Ø100	Ø100	Ø100						
140 - 150 (1/2 CPW<2,3m)									Ø100	Ø100	Ø100	Ø115				
150 - 160 (1/2 CPW<2,3m)										Ø115	Ø115	Ø115	Ø115			
160 - 170 (1/2 CPW<2,3m)											Ø115	Ø115	Ø115			
170 - 180 (1/2 CPW<2,3m)												Ø115	Ø115	Ø115		
180 - 190 (1/2 CPW<2,3m)													Ø115	Ø115	Ø115	
190 - 200 (1/2 CPW<2,3m)														Ø115	Ø135	Ø135
200 - 210 (1/2 CPW<2,3m)															Ø135	Ø135
210 - 220 (1/2 CPW<2,3m)																Ø135
>220																

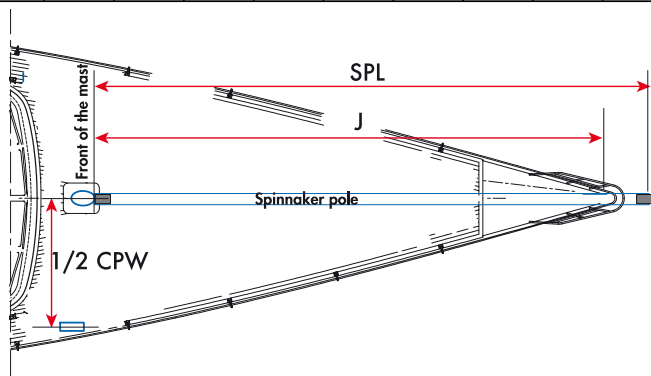


**J** = the horizontal distance from the perpendicular of the most forward point on the deck to the front of the mast\*

**SPL** = Spinnaker Pole Length\*

**1/2 CPW** = the horizontal distance from the centre of the mast to chain plate pin

\* SPL can be superior to J, but usually SPL = J.



- Determine and have determined the J or SPL measurement of your sailing boat. On the chart match this dimension to the Spinnaker area (and to the CPW).
- Other parameters are to be taken into account, it is necessary to have all the information validated by one Sparcraft agent or Design Department.
- Special length on request.



Sparcraft offers a new range of bowsprits. Easily removed from the deck these innovative spars can be fitted on sailing boats from 25 to 57 feet. They have been specially designed for Gennakers/Code zero or asymmetric Spinnakers. The deck fixing device allows a free foredeck when arriving at the harbour or mooring.

## REMOVABLE BOWSPRIT

### Simple and easy functioning



Deck fixing block

- Easy fixation thanks to an automatic locking device on deck fixing blocks;

- Simple installation (only a short backwards movement is needed to fit the bowsprit on the deck);



Integrated line stopper

- Quick removal and storage on a third fixing block;
- Integrated line stopper for holding the tackline;

- The locking system incorporates an anti-theft device.

### Complete kit including :

- Aluminium bowsprit with special end fittings: bridle attachment at the front and fixing block device at the back (delivered pre-installed);

- Adjustable central fixing collar;

- Deck fixing blocks.

### Technical datas

section ø (mm) Alu.	Total length (mm - feet)	Minimum length inside (mm- feet)	Maximum length outside (mm)	Use example Boat length (feet)	Maximum sail area (m <sup>2</sup> )	
					Asymmetric spinnaker	Gennaker & Code O
ø 70	1600 - 5'3"	800 - 2'7"	800 - 2'7"	25-36'	60	37*
ø 80	1800 - 5'10"	900 - 2'11"	900 - 2'11"	36-40'	82	52*
ø 90	1900 - 6'2"	950 - 3'1"	950 - 3'1"	40-47'	102	65*
ø 100	2000 - 6'6"	1000 - 3'3"	1000 - 3'3"	48-57'	130 / 150*	105*

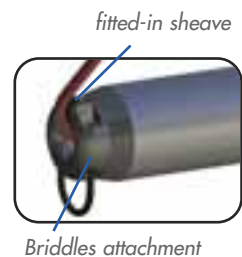
\*with briddles

### Ergonomic design

- End fitting has a integral machined sheave;

- Bridle attachment integrated in the front end fitting design;

- The central fixing collar is captive from the bowsprit but it is removable from the fixing block. The foredeck is therefore totally free (no more fixed collar in the way).



Bridles attachment



### THE SPARCRAFT BOWSPRIT ADVANTAGES

- Easy foredeck installation and removal;
- Automatic locking device for a maximum safety;
- Suitable for a large range of sailboats



© J.M. Fleury/Out / Dufour-Yachts

### Options

- Articulating toggle for Gennaker / Code zero furler attachment,

- Fixing plate fitted on stemhead.





Photo : Shipman / Shipman 50

The Fx furler has been designed to easily furl your Gennaker or Code 0. Moreover, our design team has developed unique innovations in order to safely and quickly install the furler. With this new furling equipment handling and flying sails becomes easy for the racing or cruising yachtman.

**GENNAKER & CODE ZERO**

**Quick and easy to fit & Easy performance**

- Innovative : removable furling line
- Lightness : optimized system and ultracompact
- Easily installed and stored (the continuous drum is fitted with quick-release-pin fastenings ).
- Sturdiness : strong one piece aluminium drum
- Maintenance free : fullysealed bearings
- Stainless steel guide insures a smooth, perfect rotation of the furling line
- Continuous line drum: low profile design (just above deck), i.e. a maximum sail luff
- Design is uniform across the range
- Large range of fitting options : 2-to-1 swivel, special textile shackles, Thimble,...



**SWIVEL**

Available in different versions (ex. Two-to-one version, advantage : optimal halyard tension)

**ALUMINIUM THIMBLE**

The thimble and luff rope quickly transfer the furling action from the drum to the luff for tight and even furling. (supplied on request)

**TORQUE ROPE**

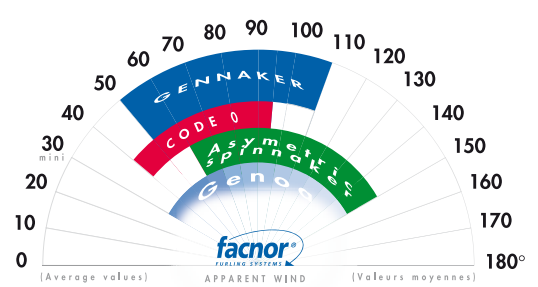
It efficiently transfers the furling rotation from the drum to the swivel. The torque rope is captive within the sail luff tape. (supplied on request)

**A STRONG ONE-PIECE DRUM**

**CONTINUOUS LINE DEVICE**

This system eliminates furling line overrides.

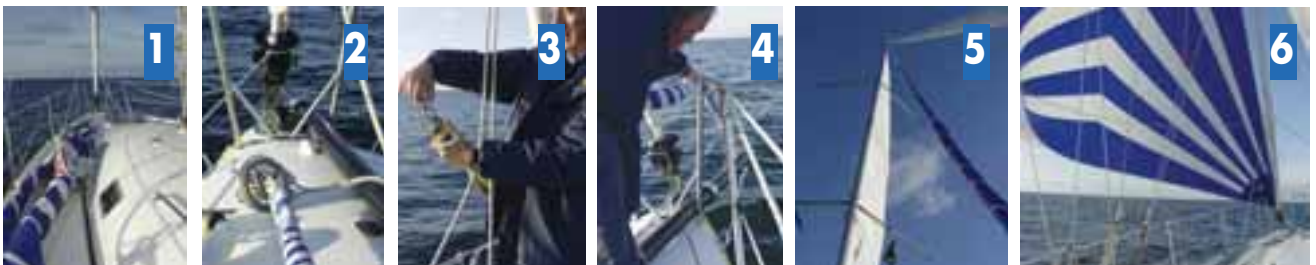
**REMOVABLE FURLING LINE**



Sail indicative range of use

⚠ This sail indicative range of use varies with the wind force

**E A S Y I N S T A L L A T I O N O N B O A R D**



PERFORMANCE &  
OCEAN



**>> Strength  
& efficiency :**

The vang is decisive in the tuning of the main sail fall. The vang fittings makes the reefing safer, as the boom is kept high. There are several types in the Sparcraft range, spring, pneumatics, or the lightest model: boomkicker

VANGS

STRENGTH &  
EFFICIENCY

Performance range  
Ocean range  
Boomkicker

P56  
P57  
P58



VANGS & BOOMKICKERS

# VANGS

## Performance



Performance



Sparcraft offers three ranges of vang – Performance, Ocean and boomkicker, adapted to your sailing programm: cruising or racing.

### SPARCRAFT VANGS

- Safer and easier reefing
- No topping lift needed
- For boats 22' to 68'
- Tried and tested over thousands of miles
- Corrosion resistant spring (ocean) or pneumatic (performance)
- Strictly controlled products
- Fully anodized



### PERFORMANCE RANGE



- A silent, light design;
- Steady, constant thrust;
- Options: purchase 12 to 1; painting;
- Machined fittings;
- Corrosion resistant pneumatics.

#### Vang fitting for the mast:

- Three Performance models :
  - Size 1 - 2
  - Size 3 - 4
  - Size 4 - 5

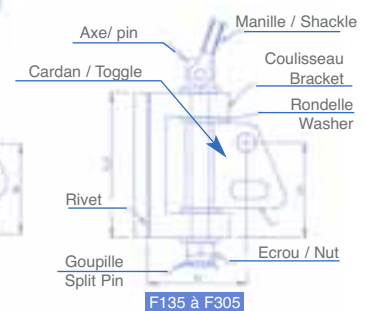
Sizes	Longueur ouverte	Length closed (mm)	Max. spring strength (kg)	Pin on mast & boom
0	1350	1160	0	8/10
1	1160	970	100	14
2	1395	1155	115	14
3	1740	1450	115	14
4	2000	1710	115	14
3	1740	1450	230	14
4	2000	1710	230	14
5	2000	1710	345	14
5	2000	1710	460	14
5	2300	2010	575	14
5	2300	2010	460	14
5	2300	2010	575	14

#### Vang fitting for the boom

Width (mm)	Thickness (mm)	Boom sections
26	1,5	F36 / F60
26,5	2,5	F125 / F220
30	4	F550 / F3400



F135 à F305



F135 à F305





Ocean

## Vang for the high sea

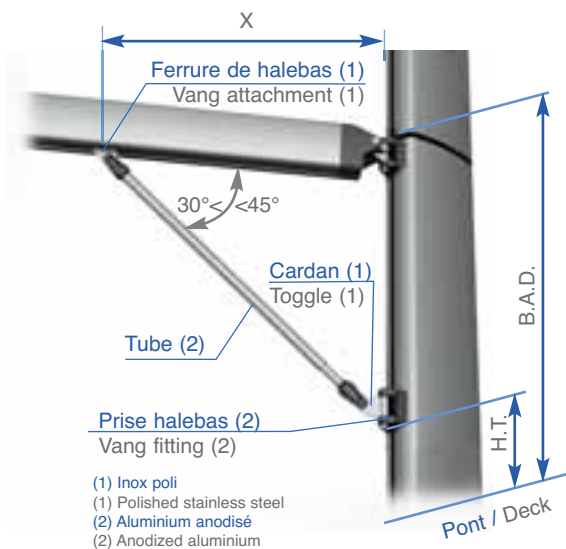


- The Sparcraft Ocean vang has the right qualities for high sea cruising: reliability simplicity and robustness. It is real value for the money...

- Simple spring mechanism

- Wide range

- The sparcraft vang are easy to install



### Mast vang fitting :

- Two sizes: small and large

### Vang fitting for the boom

Model	Thickness (mm)	Largeur (mm)
Small model	2,5	25
Large model	3	26,5

VANGS  
Ocean

## OCEAN MODEL

Size	Length open (mm)	Length closed (mm)	Max. spring strength (kg)	Pin on mast & boom
Small size short	1400	1000	150	ø 10
Small size long	2000	1600	150	ø 21,3
Large size short	1770	1560	700	ø 21,3
Large size medium	2070	1860	700	ø 21,3
Large size long	2760	2550	700	ø 21,3

Delivered with rope for adjustment



### Size

- Many factors are taken into account when choosing a vang: type of rigging, mast and boom sections, displacement, position and dimension (see opposite diagram).

This information is important when specifying right vang for your boat and your sailing programme. Your Sparcraft agent can advise you.



# BOOMKICKER

*Flexing spring vang - Boomkicker*



For racing or cruising, Boomkicker is an economic, easy, light and reliable system for boats up to 12 m (40 ft).

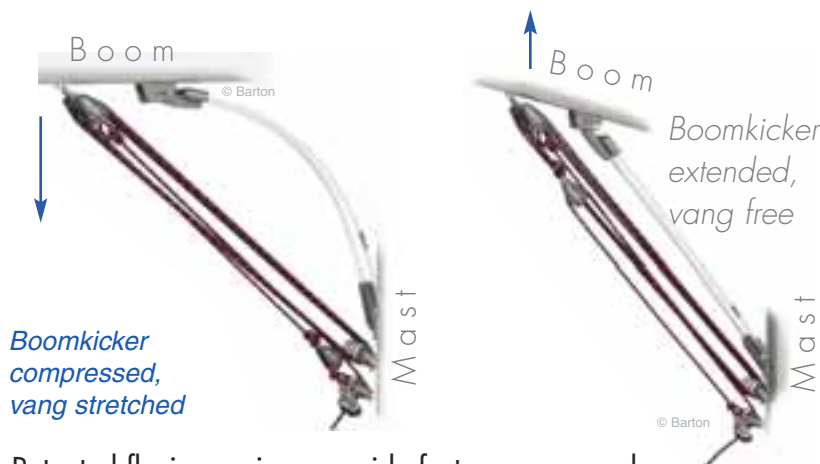
## SIMPLE & EFFICIENT



### BoomKicker : simple and efficient



- Lightweight and low profile;
- No topping lift needed, all fastenings included, the hoisting and lowering of the main sail is easier and safer;
- The tuning of your sail is precise and you will get better performances from your boat. The boomkicker supports the boom and gives the best shape to your sail;
- Safer reefing in strong wind: the boom does drop down when the main sail is lowered.



*Pulling the boom down causes the boomkicker to flex upwards, releasing straightens the rods thereby lifting the boom to the right level with the crane.*

- Patented flexing springs provide fast response and a near constant force for vang efficiency;
- Easy installation independent of existing kicking strap. No need to replace existing hardware;
- Simple to follow fitting instructions and all fastenings included;
- Mast fitting can use the luff groove to eliminate drilling;
- Maintenance free durable design that eliminates friction and sliding parts;
- Light weight, silent and rustproof.



- Keeps the boom high
- Helps controlling the shape of the sail
- Light weight and maintenance free

Boat length (m)	Boat length (feet)	Pin to pin Length* (mm)	Max rods can be reduced (mm)	Max initial Full Adjustment**	Max stroke at full adjustment***	Force (kg)
6 m maxi.	20' maxi	960	150	300	150	90
6 à 7,50 m	20' à 25'	1070	150	300	150	140
7,5 à 9 m	25' à 30'	1180	150	300	150	185
9 à 10,5 m	30' à 35'	1250 CPLT	150	400	200	230
10,5 à 12 m	35' à 40'	1450	150	400	200	270

\* At minimum pin - pin length \*\* Maximum stroke at initial pin - pin \*\*\*Maximum stroke at min. pin - pin. Stroke is travel flexed. 2.5 cm of stroke equates to approx. 18 cm at end of boom

TUFF LUFF AERO  
PERFORMING



**>> Easily installed :**

Sparcraft markets the double groove tuff luff headstay. Light, aerodynamic, easy to install and use, it is essential in racing or fast cruising. The aero model increases the performance of your boat.

EASY , FAST  
& EFFICIENT



TUFF LUFF HEADSTAY SYSTEM

HEADSTAY SYSTEMS TUFF LUFF

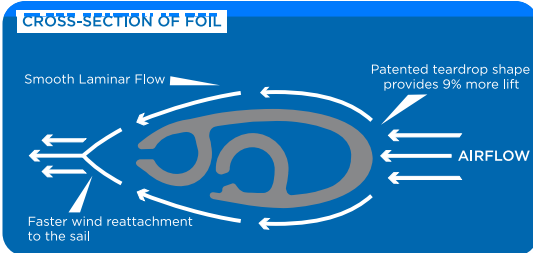
# HEADSTAY SYSTEMS

*Easy & fast*

Sparcraft markets the double groove tuff luff headstay. Light, aerodynamic, easy to install and use, it is essential in racing or fast cruising. The aero model increases the performance of your boat.



## EFFICIENT & LIGHT



### AERODYNAMIC SECTION

Wind tunnel tested shape lower friction, enhancing sail performance.

### MATERIAL

Especially designed to cushion the impacts on the section.

### FEEDER

Stainless steel, snag-free feeder allows spinnaker sheets to pass freely.

### TWIN GROOVE

The twin grooves allow for easy sail changes.



### TUFF LUFF AERO

Tuff Luff Aero represents a major evolution of slotted headstay systems. Its unique aerodynamic shape provides at least 9% more lift. Faster wind reattachment to the sail with less turbulence is also a benefit of this patented teardrop shape. If you have the need for speed, you have a need for Tuff Luff Aero.

### CUSTOM POLYCARBONATE

Lighter, stronger and more durable than comparative systems.

### EASY TO INSTALL

30 minutes are enough. Can be installed on a wire, di-form or rod forestay.

### STAINLESS STEEL FEEDER

The two-piece s/s captive feeder will not peel off.

### OPTION: PRE FEEDER

Oversized silicon bronze rollers smooth out the sail on its way to the feeder, assuring a perfect set and eliminating the need for crew to hand-feed the sail.

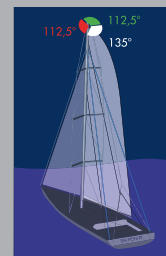


Tuff Luff Aero Model	Extrusion Luff	max. headstay length	max. ø headstay Wire	# Rod	Luff tape ø finish	section weight
ref 1706.46	14,02 m	15,2 m	8 mm	-17	5 mm	0,22 kg/m
ref 1706.59	18 m	19,2 m	8 mm	-17	5 mm	0,22 kg/m
ref 2506.59	18 m	19,2 m	10 mm	-25	5 mm	0,27 kg/m
ref 2506.72	22 m	23,2 m	10 mm	-25	5 mm	0,27 kg/m
<b>C L A S S I C M O D E L</b>						
ref 1205.25	7,6 m	8,8 m	6 mm	-12	4 mm	0,16 kg/m
ref 1205.30	9,0 m	10,2 m	6 mm	-12	4 mm	0,16 kg/m
ref 1205.36	11,0 m	12,2 m	6 mm	-12	4 mm	0,16 kg/m
ref 1205.46	14,0 m	15,2 m	6 mm	-12	4 mm	0,16 kg/m
ref 1706.36	11,0 m	12,2 m	8 mm	-17	5 mm	0,25 kg/m
ref 2206.72	22,0 m	23,2 m	10 mm	-22	5 mm	0,36 kg/m
ref 3007.80	24,3 m	26,2 m	11 mm	-30	6 mm	0,45 kg/m
ref 4807.95	28,9m	30,7 m	14 mm	-48	6 mm	0,55 kg/m
ref Max110	33,5 m	35,3 m	16 mm	-60	7 mm	0,66 kg/m



SAILING

EXPERIENCE



**>> Compliance and reliability :**

Your safety while sailing depends on "important details" like lights. Sparcraft offers efficient\* products assuring reliability and visibility. These lights will fit perfectly on your mast and your way of sailing. Follow the lights of experience...

\* to comply to the current regulations, in particular the ColReg.

LIGHTS

SEE WELL &

BE SEEN

- |                                     |     |
|-------------------------------------|-----|
| Mastheads lights                    | P62 |
| Mast navigation lights              | P63 |
| Cockpit lights                      | P64 |
| Lights accessories and elect. wires | P64 |



LIGHTS

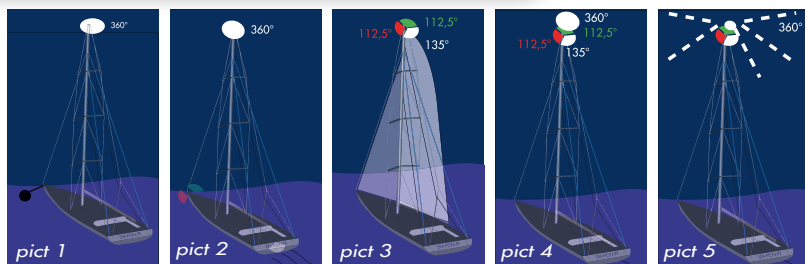
# LIGHT

*See well and be seen*

Your Sparcraft mast lights are the best at preventing possible collisions. Tested for thousands of miles, the whole Sparcraft range is suitable for most sailboats.



## MASTHEAD LIGHTS



These diagrams are a rough guide. Please comply to the current regulations.

m e m o	
SERIE 25	SERIE 40
(boats < 12 m / 40')	(boats > 12 m / 40')

### White 360° light

■ Masthead lights (pict.1) or exceptionally motor (pict. 2) when the sailboat is shorter than 12m (series 25) and not provided with a top motor light. Series 25 or 40. Black or white finish.



white 360° lights

### Tricolour lights

■ Tricolour lights (pict. 3). :  
 - Red and green on the sides (112.5° on each side) for side signalisation.  
 - White at the stern to indicate which way you are sailing (135° - picture 3).  
 For sailboats longer than 12m. Series 40. Black finish.



Serie 40 tricolour lights

### Tri-white Light

■ Tricolour for sides and stern, and masthead all round white (picture 4). Only one fixation system. Can be dismantled without tools. Available in black or white finish, series 40 (12 or 24V).



Triwhite lights

### Combined tricolour strobe lights

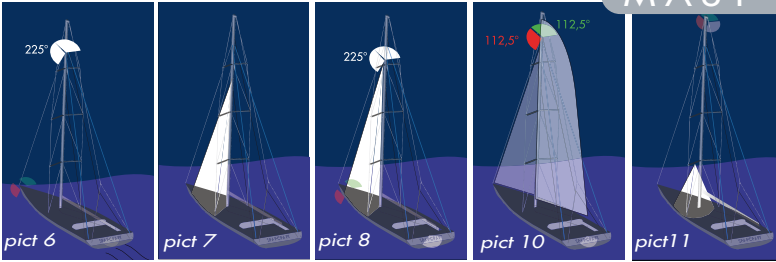
■ Combined tricolour lights and all round white with strobe (120 or more per minute). For boats up to 20m (picture 5).

Description	Colour	SERIE 25 (boats < 12 m / 40')		SERIE 40 (boats > 12 m / 40')	
		12 V	24 V	12 V	24 V
Mast head lights	WHITE	☀	☀	☀	☀
	BLACK	☀	-	☀	☀
Tricolour lights	BLACK	-	-	☀	☀
Tricolour combined lights	WHITE	-	-	☀	☀
	BLACK	-	-	☀	☀
Combined tricolour strobe lights	BLACK	-	-	☀	-

☀ = available

These diagrams are a rough guide. Please comply to the current regulations.

MAST NAVIGATION LIGHTS



steaming lights



Stainless steel steaming light bracket (serie 40)

### Steaming lights

- Lights for sailboat while under motor (picture 6). Colour: white. 225°. Black or white finish. Series 25 or 40.

### Stainless steel bracket for steaming lights

- s/s bracket for steaming lights series 25 (12V) and series 40 (12 and 24V).

### Deck lights

- For safe manoeuvres on the foredeck, at sea or docked (pict. 7). Black or white finish (12 and 24V).



Deck lights (serie 40)

### Combined steaming / deck lights

- Steaming lights and deck spreader (pict.7 and 8). White finish, series 40 (12 and 24V). Black finish, series 25 and 40 (12 and 24V).



combined steaming / deck lights (serie 40)

### Bicolour

- Red and green lights (112.5° on each side for location of the boat from the sides (pict. 10). These lights must be complemented by white masthead lights (360°) as well as a stern light. Series 25 and 40 (12 and 24V). Black finish .



bicolour lights

### Spreader lights

- Fitted to the spreader, they give better visibility when manoeuvring on the deck Black or white finish (12 and 24V).



Spreader lights



Led Spreader lights

Description	Colour	SERIE 25 (boats < 12 m / 40')		SERIE 40 (boats > 12 m / 40')	
		12 V	24 V	12 V	24 V
Steaming lights	WHITE	☀		☀	☀
	BLACK	☀	-	☀	☀
s/s bracket for steaming lights	S/S	☀	-	☀	☀
Combined steaming / deck lights	WHITE			☀	☀
	BLACK	☀	☀	☀	☀
Bicolor lights	BLACK	☀	-	☀	-

Description	Colour	12 V	24 V
Deck lights	WHITE	☀	☀
	BLACK	☀	☀
Spreader lights	WHITE	☀	☀
	BLACK	☀	☀
Halogen boxes screw on	COLOURLESS	☀	☀



photo : Hanse

# LIGHTS

See well and be seen

## COCKPIT LIGHTS



Boom lights offer extra comfort by lighting the cockpit and the deck.

Description	Colour	12 V	24 V
Cockpit lamps with led	WHITE	☀	-
Long cockpits lamp with led	WHITE	☀	☀

## ACCESSORIES FOR LIGHTS & WIRES

### Bulbs and light guards

- 10 to 70W bulbs (12 and 24V) for:
  - Masthead lights series 25 (12V/10W);
  - Steaming lights series 25 (12 or 24V/10W);
  - Series 40 (12V/10W);
  - Series 40 (12V/25W);
  - Series 40 (24V/10W);
  - Series 40 (24V/25W);
  - Spreaders (12 and 24V/20W);
  - Combined steaming and deck light series 40 (12V/55W);
  - Combined steaming and deck light series 40 (24V/70W).

- Light guards an s/s thread, light and robust
  - For combined light series 25 and 40, deck light, crossbeam light, steaming lights series 25 and 40..



Light guards

### Mast plug

- Electrics can be disconnected easily at deck level.

### Electric wires

- 2 core wire 0,75 mm<sup>2</sup>/ 1,50 mm<sup>2</sup>/ 2,50 mm<sup>2</sup>;
- 3 core wire en 0,75 mm<sup>2</sup>/ 1,50 mm<sup>2</sup>/ 2,50 mm<sup>2</sup>;
- Electrical lead;

### Electrical conduit

- Electrical conduit ø 25 mm & ø 32 mm (available in 3 meters length).



### SPARCRAFT LIGHTS ADVANTAGES

- A complete range: most lights are available in 12V or 24V in series 40, and finished in black or white.
- Comply with the current regulations. (ColReg 72\*).

\* International Regulations for Preventing Collisions at Sea Consolidated edition 2002.



TRACEABILITY  
RELIABILITY  
PERFORMANCE



**>> Rigging expertise :**

Sparcraft Rigging assembles and supply quality standing (wire or rod) and running rigging. The selected parts are manufactured with the best stainless steel from European origin according to reliable and tested machining and forging methods. The numerous quality controls and a strict traceability has placed SPR at the top of rigging manufacturing.

HIGH QUALITY  
& EXPERTISE

Standing rigging	P66, P67
Running rigging	P67
Architectural projects	P68

STANDING AND RUNNING RIGGING



STANDING AND RUNNING RIGGING

## HIGH QUALITY RIGGING

*Traceability - Reliability - Performance*

Sparcraft Rigging assembles and supply quality standing (wire or rod) and running rigging. The selected parts are manufactured with the best stainless steel from European origin according to reliable and tested machining and forging methods. The numerous quality controls and a strict traceability has placed SPR at the top of rigging manufacturing.

## ENGINEERING SYNERGY



- SP.R Staff are all experienced rigging technicians.
- SP.R benefits from the synergy of the group LOSANGE (see page 2) means regarding the conception, the calculation and the design.

## EFFICIENT PRODUCTION



- Quality "Wiretechnik" machines are used to terminate the complete wire range (from Ø3 to Ø 25.4).
- A running rigging workshop : splicing, custom, rope optimization.

## EXPERTISE & PERFORMANCE



- Our experience in sailing, both in cruising and racing, our judicious advice and the quality of our service ensure an up market service to our clients.



### Standing Rigging

- Monotoron Wire rope
- Compact strand

### Rod Rigging

- Rod & fittings

### Fittings

- Eye-terminals, ball-term, ball/eye-term, toggle or fork term, T-term, hook-term, thread-term,...
- Eye or ball turnbuckles, toggle or fork turnbuckles, Thread-turnbuckles,...

### Accessories

- Swageless fitting, stemball cup, "T" backing plates, pins, strap toggles, eye jaw toggles, insulators, hydraulic adjusters,...

- Lifelines

- Running rigging

- Halyards
- Sheets
- Spinnaker kits

Architectural projects  
(see page 68)

### TRACEABILITY S.P.R



For Sparcraft Rigging, your rigging is exclusive. As soon as it is manufactured, we can identify its origin\*. This traceability is a guarantee of quality ...

\*le gravage est réalisé sur l'embou serti bas du câble le plus en arrière du bateau.

### RELIABILITY S.P.R

A series of mechanical and chemical tests guarantees the perfect reliability of the raw materials\*. We use saline mist to test corrosion, load tests, resistance tests,...



\*E.C. Standards





ARCHITECTURAL PROJECTS



### Design - timeless - universal

Thanks to an industrial process developed from the yachting industry, Sparcraft Rigging has developed a unique and new concept of wire fitting for the home, harbour, and industrial architecture.

- Time resistant and strong;
- Industrial process developed from the yachting industry;
- manufactured with the best stainless steel from European origin;
- Fixation possible in many different materials (wood, metal, stone, concrete, brick, composite, PVC,...);
- A perfect reliability of the raw materials.



Concept inox deco  
by **SPARCRAFT RIGGING**

HOME, HARBOUR, INDUSTRIAL ARCHITECTURE

DESIGN - TIMELESS - UNIVERSAL

