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## SERVICE BULLETIN

To: Beneteau Dealer Network  
From: Neil Pryde Sails  
Date: October 2009  
Reference: Neil Pryde PBF Mainsail

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On all roller-furling rigs going forward, US-Spars has improved the system for sail attachment at the bottom (tack) of the extrusion. This new system will help to keep the tack of the mainsail captive at the tack, which in turn will help prevent the tack of the sail from sagging aft into the extrusion when there is not ample luff tension on the sail.

This in turn makes the beginning of the furl process easier and less prone to being sticky.

Because of dealer and manufacturing inventory of sails and masts, we have a situation where there will be masts with this improvement and sails that are not yet fitted with the corresponding enhancement. To this end, we have developed a very easy solution that can be done at the time of initial commissioning. Below is an explanation of the both the new system and the improvement.

### Issue:

1. Currently the sail extrusion starts 520mm from the tack fitting. If the halyard or sail stretches and the luff tension not take up, the sail will 'sag' between the extrusion opening and tack fitting.
2. The result is that the whole of the tack/shackle/webbing will pivot aft a bit and causes undo friction when making the initial first rotation of the furl, making it more difficult to furl than necessary.

### Solution:

1. US-Spars is now fitting a 300mm sail extrusion at the base of the furling unit.
2. Neil Pryde Sails have started to fit a 300mm section of luff tape that will be fitted at the tack of the sail.
3. To install the mainsail, the sail is hoisted without and then the lower section of luff tape fed into to extrusion at the tack.
4. At this time, the shackle and webbing can be pinned to the extrusion.
5. This section of luff tape will effectively lock the sail at the tack preventing it from moving aft.

### Iterations:

As we move through old stock, we may have one of several scenarios:

1. Dealers will receive a sail and mast that have both improvements in place
2. Dealers might receive a mast with the improvement and a sail with out the luff tape improvement
3. Dealers might receive a sail with the luff tape improvement but not the mast section in place.

\*\*\*\*It's important to note, that we have tried these different scenarios and the three do not cause any complications but given we want to improve the system; we've come up with the following attachment method.\*\*\*

### Alternative:

1. We have produced a 12mm wide webbing/Velcro strap that can easily be installed on the sail when it is furled that will lock the tack in place against the extrusion. This is essentially a miniature version of clew straps commonly used on mainsails.
2. The strap is installed when the sail is fully furled and done so by opening both port and starboard access plates.
3. The strap is wrapped around the extrusion and the webbing strap of the sail (which will already be tightly wrapped around the extrusion), coming back onto itself twice. The webbing has a 700lb working load strength and it is tripled. Once the strap is twice made, it cannot come undone.
4. The strap is just below the furled sail so it does not interfere with the furling process.
5. And when the sail is deployed, the tack will be held tightly to the extrusion and not sag aft.

As this issue has been sporadic, our goal is to supply Beneteau with a number of these webbing straps that they can issue with each sail/boat. The individual riggers can then install if need until production and sales have come together and all the new rigs and sails are fitted correctly.

Please review the attached pictures and feel free to contact Bob Pattison at Neil Pryde Sails or Julian Crisp at US-Spars

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<p><i>Sail unfurled with tack webbing and shackle held close to the extrusion</i></p>	<p><i>Sail furled with tack webbing tightly wrapped</i></p>