

Deck Organisers (Feb 02) - 25/06/2004

DECK ORGANISERS

Additional leads for reefing pendants to come aft.

Most Sadlers built between 1981 and 1988 had winches fitted to the coachroof, but Barton stoppers to take only the halyards and topping lift. Sadly, during this period the clew reefing pendant was brought forward to integral stoppers at the gooseneck and the tack cringle was pulled down onto 'rams horn' hooks. This meant that when reefing the boat, the main halyard control was aft and the reefing pendants forward, which was a really unsatisfactory arrangement and unseamanlike.

A fair number of Sadlers have now been converted to bring the reefing pendants aft onto stoppers or clutches to the coach roof and this is the way it should be done. To bring back the reefing lines, several changes are required:

- Replace the existing gooseneck pin/rams-horn hooks with a new gooseneck pin, with spectacle type fairleads.
- Extend the two clew pendants so that they will go aft to clutches and fit two new tack pendants, also to go aft.
- Arrange for additional deck organisers for these four pendants and also for boom vang control line and ideally the mainsail foot outhaul line. (Total 6 additional lines).
- Provide additional deck organiser sheaves. Now available is an exact duplicate of that currently fitted and you will be able to double-bank an additional 3 sheave deck organiser both for port and starboard. This was the method used on Sadlers built from 1988 onwards and many have now been modified, using this method. Up until now we have not been able to source this particular deck organiser, but we have now arranged to import this item from Denmark and it is available from MLY.
- Additional stoppers will be required which can either be Barton stoppers (if these are currently fitted), or better still go for either Spinlock or Easy. Simple jaw-type jammers can be used for the tack pendants, but stoppers or clutches should be used for everything else.

By modifying your reefing arrangements, all sail controls can be handled from the cockpit. Reefing is then more seamanlike and certainly more comfortable within the shelter of the cockpit and sprayhood.