

Racing  
Cruising  
Traditional  
Canvas  
Rigging

# HCS NEWS

Hallett Canvas & Sails

LOFTS IN FALMOUTH & ROCKLAND, MAINE

Spring 2004

## Cruising Sails Go the Distance with Performance

Cruising doesn't have to mean compromised performance. Technology is a great tool, and not only for America's cup racers and designers. New technology in cloth manufacturing, sail design and sail hardware have all contributed to increased performance of all types of sails. In the past racing sails usually saw the most direct impact from new technology, but over the last 10 years cruising sails have caught up tremendously.

The biggest improvement in cruising sails due to technology is the availability and type of cruising sailcloth. What defines a cloth for cruising sails is first and foremost longevity. In the past, longevity equaled compromised performance. Now we have even the most durable sail cloths, like Dacron constructed in such a way that they have much less stretch. Better looms increasing the tightness and denier count per weight of material along with increased knowledge of the finishing process, which includes heating, shrinking and coating the material, lead to much better performing woven materials.

The improvement of the lamination process and the usage and creation of high tech fibers such as Spectra, Carbon, Kevlar, Technora and Pentex result in some extremely well performing materials which are also durable. Early in the days of laminated sailcloth, the lamination was very unstable and not durable. New machinery, techniques and refined glue formulas have produced a laminate that is very stable. This improvement, along with the addition of a taffeta cover on both sides of the clear lamination, produces a material with great strength, little stretch, and resistance to U.V. rays that also holds up to chafe. The taffeta cover is a very finely woven polyester scrim that is bonded to the laminate material. The many different fibers used in conjunction with this lamination process have created many different style cruising sail cloths. The trick is to match up your needs, desires and check book with the right sail cloth. We can help you make this choice.

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## New Spinnaker Design Conquers GMORA and More

In 2000 we initiated a major re-design of our racing spinnakers. The research and design paid off extremely well when we won Key West Race Week on Family Wagon. With that win and proof of the speed increase with the new design, we were confident to offer the design to our customers. The changes in design included straighter leeches, a flatter and smoother mid-section, and better control of the camber of the top section. These changes result in more projected sail area. More sail area catching the wind produces more boat speed. This design is not only very fast it is easy to fly.

This past year we designed and built new spinnakers for Kaos, a Frers 36' and Bandito, a N/M 45'. Both boats won their respective Overall GMORA class Championships. Also, Kaos's performance at the PHRF-NE Championships showed exceptional speed against the best boats in New England.



Scott Smithwick's Kaos (yellow spinnaker) flying downwind with new Hallett spinnaker to a 2nd place overall finish in the 2003 PHRF New England Championships



## Traditional Sail News: Columbus's Nina

The start of 2004 has sent us back to the year 1492 and the age of discovery. We have just finished a suit of sails for The new Nina a replica of a Caravel used by Columbus to explore and discover the Americas. The new Nina, a.k.a. Santa Clara, is an historically accurate replica being completed. The old Nina visited over 300 ports in the U.S. She was the only 'sailing museum' which was continually 'discovering' new ports, while giving the public an opportunity to visit one of the greatest little ships in the world's history.



The old Nina which is smaller and has a slightly different sail plan than the new Nina.

The new Nina is larger than the old Nina and was built with the same attention to authenticity. The importance of historical accuracy is one of the reasons why the Nina chose Hallett Traditional Sails. We built 5 sails for the Nina including the Fore Course, Fore Bonnet, Main Course, Main Bonnet and a Lateen for the mizzen, using Oceanus sail cloth. All the sails are hand



Using a Swedish fid to attach a leech cringle to the Nina's forecourse.

roped with becketts, rope cringles, and earing cringles. These sails are built to most accurately represent sail making of the 15th century. This has been a great project to show off our talents in traditional sail making and an example of our

ability to build period work for any project. For more information on the old Nina go to [www.the.nina.com](http://www.the.nina.com) or contact Heidi Sawyer at the Rockland Loft.

Other Hallett Traditional sail projects just completed are a full suit of sails for a 78' steel gaff rig ketch that is chartering out of the Bahamas and a suit of sails for a Bruce Redmond designed 22' canoe sprit rig yawl. Our next big project is a suit of sails for a 73' Steel Sharpie the Sarah G. built in Stonewall, South Carolina. Also on the floor are sails for a L.F. Herreshoff Rozinante and the original 1933 L.F. Herreshoff Bounty, which will be built using Oceanus sail cloth.

## Hard Tops

The new craze in dodger and bimini construction is hard tops. We have been building hard tops for the past few years and lately they have become very popular. There are many benefits to hard top dodgers and biminis. They provide better protection from sun, rain, wind and cold. Also, having something stronger than fabric over your head creates a feeling of comfort as well as security. Hard tops won't stretch or shrink over time and also won't leak like traditional fabric applications. Hard tops are also easier to clean, the bird poop wipes right off! The only downfall of the hardtop is that it can't be folded down and put away, however it can be easily removed.



Our latest Hardtop ready for "bullet proof" cruising.

Over the past few years we have found the hard tops to be a strong and durable asset for each boat, "its like adding another room". We are able to install many accessories onto a hardtop such as solar panels, hand rails, hatches and lights just to name a few. Many hard tops are designed so you can stand or sit on top of them. This can make putting the mainsail away easier, allows you to get a better look around or to just catch some rays.

## Loft News

Our two waterfront locations in Maine let us provide comprehensive and convenient places to get a variety of products. The Rockland location run by partner Heidi Sawyer is moving into its third year of operation, seeing more and more customers coming in the door every day. The crew in Rockland is having a great time working on some amazing projects. The Falmouth location is very busy as usual and has expanded its canvas production capabilities by adding staff. It is always a pleasure to welcome new staff to our two locations and great to see the items they are making. Thank you to all our customers both long time and new. It is your support that makes our job enjoyable and fulfilling. We hope to see you at the Maine Boatbuilders Show in Portland, ME March 19th, 20th, 21st, the Wooden Boat Show in Newport, RI July 23rd, 24th, 25th and the Maine Boats and Harbor show in Rockland, ME August 13th, 14th and 15th.



## **Cruising Sails Go the Distance with Performance (continued from page one)**

Another improvement in cruising sails due to technology is the design and manufacturing of the sail itself. Computer design and cutting has evolved to be more efficient and exact creating a better shaped sail that will be lighter, stronger, more durable and better performing. New sail design programs that have much better control over sail shape aren't only used for racing sails. Each sail we design uses the newest programs available which allows us to have the most accurate control of the camber, twist, size, load paths, etc. What impacts most cruising sailors is a sail designed today will allow you to sail the boat flatter in the same amount of wind, reef later, point higher and go faster than a sail designed 5 to 10 years ago.



*Cruisers rallying to the next port.*

Finally there are many new types of hardware that we use on the sails today. New headboards for mainsails are much lighter and stronger and also easier to install.

Round full battens are used more regularly which are lighter than flat battens and provide better deflection. Better sail slides and batten end receptacles ease raising and lowering the sails. Stronger rings lead to less hardware failures. Better plastics have increased the longevity of cleats, slides and other hardware.

Today's cruising sails are very well engineered providing durable performance.

It is important to know even just the very

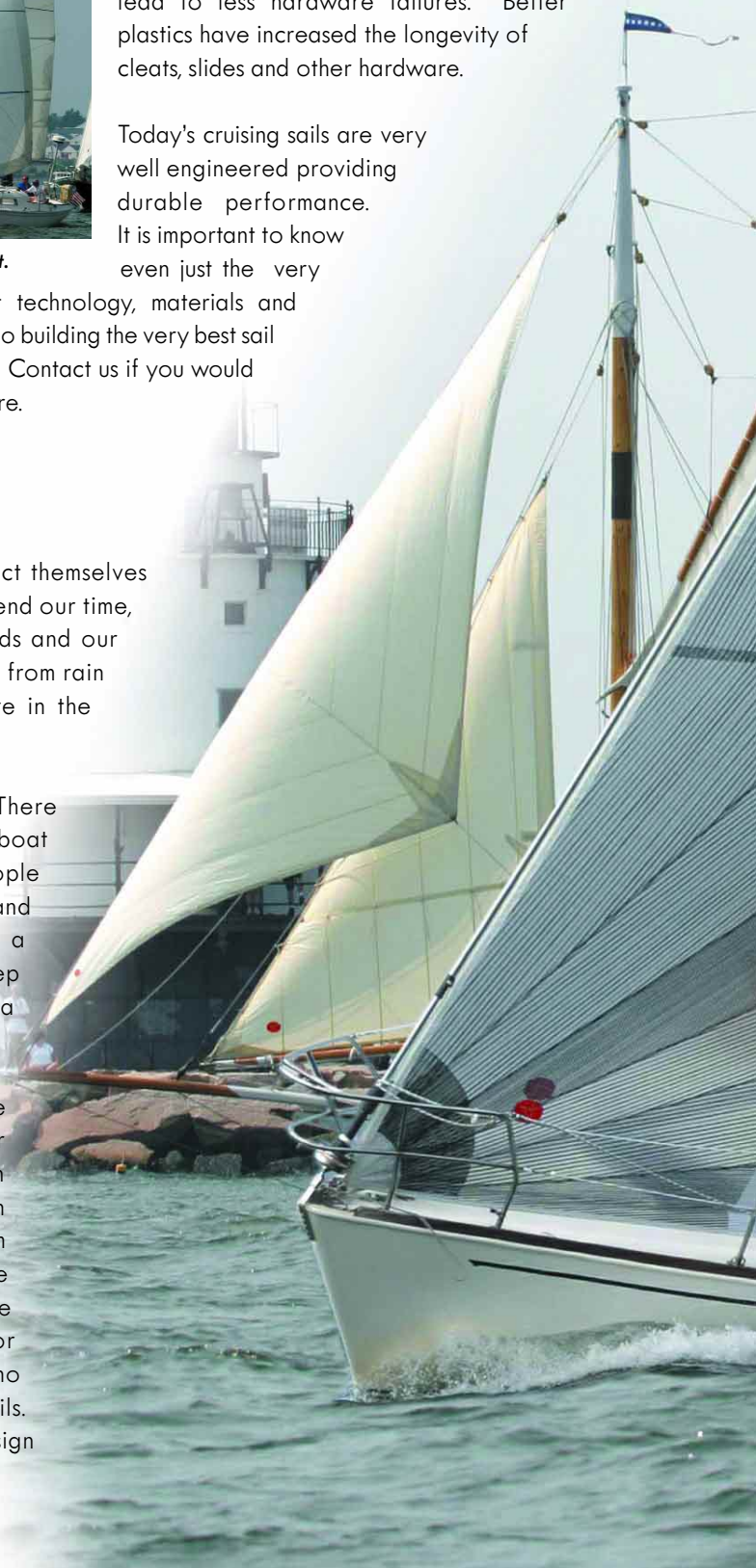
basics of what technology, materials and processes go into building the very best sail for your needs. Contact us if you would like to learn more.

## **Bimini With Elbow Room**

As the sun gets stronger, everyone is looking for more ways to protect themselves from harmful ultra violet rays. The cockpit being the area we mostly spend our time, a good cockpit bimini becomes essential to protect ourselves, our kids and our guests. In addition to sun protection, a good bimini will provide shelter from rain and wind, extending the sailing season, which is very important here in the Northeast.

However it's not always easy to design a cockpit bimini for a sailboat. There are many factors that constrict the designing and building of sailboat biminis; including the backstay, lifelines, winches, visibility, height of people using it, main sheet system, ability to easily move around the cockpit and other deck hardware. These were all the factors considered by a customer with a Tartan 37' back in 1999 who gave us a challenge, to keep his cockpit clear of the bimini frame work. This challenge resulted in a bimini design that we have used many times over.

The design starts with the modification of the aft upper lifeline of the boat. From the stern pulpit to the first stanchion we replace the upper lifeline with a solid 1" stainless steel tube. The bimini is then mounted on top of that rail instead of continuing down to the deck. This design provides four major benefits. First, keeping the frame work away from the deck allows for more elbow room to operate winches. Second, the bimini is wider going out to the very edge of the boat, providing more sun, rain and wind protection. Third, there is much less obstruction for moving around the cockpit and getting on and off the boat. Fourth, no holes are drilled into the deck because all the mounts are on the rails. While not all sailboats can have biminis, this is the best solution and design for most.



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Cruising Sails  
Traditional Sails  
Racing Sails

### Rigging

Main & Genoa-  
Roller Furlers  
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Mainsail Tracks

### Service

Repairs  
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Evaluations  
Storage  
Inspections

### Canvas

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