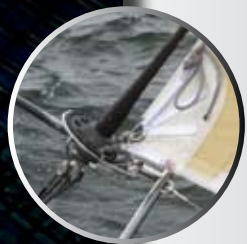


# FACNOR CUSTOM PRODUCT NEWS

MAKES  
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**facnor**<sup>®</sup>  
FURLING SYSTEMS

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



## MAXI-COURSE EXPERTISE...

### MOD 70' : Fitting Facnor front halyard locks

Facnor has been selected to entirely supply the furling gears on the MOD70. The spectacle has already started while launching the first trimaran bloomed with colours of Multi One Attitude Foundation. Among Facnor equipment, there are classic racing furlers but also more innovative systems such as the integrated front halyard locks.

The main constraints set up by the MOD circuit managers were to meet both delivery schedule and price level. This championship aims to wel-

come as many participants as possible and to avoid financial drifting as already experienced in previous multi-hull races. Facnor has managed in this new 70 class rule to take the advantage of its experience in supplying racing boats. Facnor Gennaker and structural staysail furlers as well as mainsail reefing locks will make sail handling easier on this High-tech monotype trimaran launched by Steve Ravussin. In addition to the "traditional" equipment, Facnor design team has worked on new halyard locks that are

fully integrated in the front of the mast (see below). «Those halyard locks have been specially developed for this project. However, after designing this specific 10T halyard locks we have decided to set up a range by adding the 3T, 5T and 7T models» has specified Patrick Lanéelle, Losange Group Design Manager. Facnor Custom Dpt has also worked on some other special parts such as centreboard sheave, jack toggle and top shroud thimbles. In this project Facnor has shown its expertise in custom equipment.

#### List of Facnor gear on MOD70:

- 2x front halyard locks;
- 1x Gennaker furler + 1 ORC furler;
- 1x Solent structural furler;
- 1x Staysail structural furler (+ palan 3-1);
- 1x High resistance s-s lock for the main-sail track;
- and other various special parts

#### Additional information :

Shipyard : CDK Technologies.  
Projections: 6 and then 12 units MOD 70  
Four boats in 2011  
(MultiOneAttitude, Veolia Environnement, Foncia, Gitana Team);  
Program:  
July 2012 : Kryss Ocean race (crew races);  
Sept. 2012 : European Tour (crew races)  
Oct. 2013 : Ocean world Tour (crew races);

#### Links :

<http://www.multionedesign.com>

<http://www.multioneattitude.com>

**INTEGRATED HALYARD LOCKS :** Front halyard locks are mainly fitted on flying forestay. This enables to lower the weight of the sail and reduce the compression in the mast. The lock is hooked or released by pulling the halyard. This does not transmit the forestay strains onto the front of the mast. The luff also remains constant. Halyard locks can be external (see against) or integrated (as fitted on MOD 70).



# MAXI-YACHTS SOLUTIONS...

## EXTERNAL LOCKS ON MAXI YACHTS Ease in handling Maricha III Code Zero



Photo : © D. Durchon - Mari-Cha III

Hoisting a 660 m<sup>2</sup> Code Zero is anyway a tricky handling of sail. However, Facnor external halyard lock represents a particularly useful alternative as explains the skipper of Maricha III, Damien Durchon.

The majestic Maricha III, 147' long and now a myth, was designed by the naval architect Philippe Briand in 1997. Broken records: one year after construction the Atlantic crossing in less than nine days; the following year Sydney-Hobart... To be Captain of Maricha III is a real honour for Damien Durchon, 31 years-old former co-skipper of Maricha IV and ex-technical assistant on the Temenos Open 60. «This has become a legendary

boat, very elegant and even very fast compared to newly built sailing boats. In harbour or when mooring, we never go unnoticed».

### Complete refit in 2010

One year ago, after a refit in New York, the boat was equipped with a 16T Facnor halyard lock. This was for the Code Zero made in Cuber fibre and used rather for reaching or even downwind. Damien explains his choice: « the halyard lock is useful for us, as before we had to have a crew member to climb the mast in order to attach the Code Zero on a rope ring (...). Now, the installation is quick and the whole sail furls in very well. This is also ideal when we are cruising with the owner on board, as it is simple to fit. So we get the benefit of a good downwind sail much easier to handle than a Spinnaker, especially with only 6 crew members on the deck ». A convincing result that has strengthened Damien's trust in Facnor products: « I have now been one of Maricha sailing

team for nine years, on either MC3 or MC4 we have never met any trouble with the Facnor gears on board. And when we wanted modifications to be made, Facnor team has been always listening to us!». While Maricha will sail to the North of the Atlantic Ocean in May, this time for cruising, Facnor will have to deliver the external 30T hooks for « Arzana Navi », a 14 footer in Italy.

\* SWL= Safe Working Load

**EXTERNAL HALYARD LOCKS :** The halyard lock can be fitted in or outside the mast on the existing head attachment like for instance an articulated toggle, a textile ring or rotating Unibal. A small-diameter sheave is inserted in the device so that the halyard can run down in or outside the mast.

Link :

<http://www.mari-cha.com>



EXTERNAL LOCKS



**NEWS FACNOR CUSTOM PRODUCT**

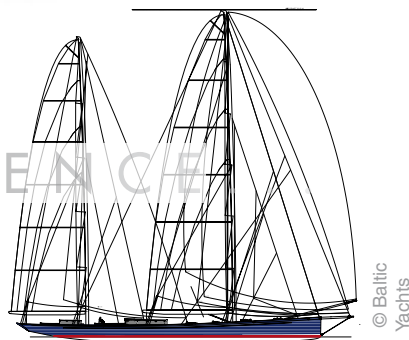


Photo : © Mari-Cha III



# MAXI-YACHT EXCELLENCE

## PROJECT PANAMAX Maxi furler for the maxi Baltic 197'



© Baltic Yachts

© Groupe Losange



FX GENNAKER FURLERS

As long as half a football pitch, the Baltic 197' required a furler to her dimensions... Facnor is well-known for meeting this kind of oversized challenges.

Panamax is a concept of naval architecture specifically developed for size-limited vessels navigating through the Canal of Panama. This is also the name given to the project for building the Baltic 197', a ketch with restricted headroom. The Finnish shipyard called on Facnor to supply the furler for Code Zero

as well as the cruising and racing Gennaker.

### Experience in maxi yachts...

The Captain, Vincent Fauqueno, had already used Facnor products on Maricha III and even more often on Maricha IV (respectively 147 and 140 foot long). He found that Facnor was « well placed in terms of price and well known for supplying maxi yachts with tremendous strains like maxi Banque Pop trimaran for instance". This is in deed what Facnor referred to when

starting working on this huge project. The maxi Banque Pop trimaran is equipped with one structural furler of 50-ton working load. It was planed in the specifications to hunt down any heaviness: « the vessel is likely to cruise but to race, although our navigation program will not be 100% race". As a result Facnor parts were made in titanium. The boat will be launched on next 20th May at Baltic Yachts shipyard, the real program is kept secret for the time being...

see :  
<http://www.balticyachts.fi>

**GENNAKER / CODE ZERO FURLERS :** Facnor innovated in the new design of the continuous line drum in 1998. Many mono- and multihull 60 footers but also maxi-yachts are now equipped with Facnor Gennaker/Code Zero furlers: light, reliable and safe. Those furling gears can furl huge Gennakers up to 5400 feet<sup>2</sup> and resist to tremendous strains.



Facnor has managed to create a significant know-how to design and conceive custom gennaker furlers

© Groupe Losange

# CLASS 40' RACE DEVELOPPED TECHNOLOGY

## STRUCTURAL FURLERS & TWIN SPOOLS CLASS 40 RACING BOATS

from 14T more than 100T\*

### Ideas that makes waves...



The Solent structural furler was originally initiated by the French skipper Michel Desjoyeaux on his Open 60 with the help of Facnor. From the 60 Class, this type of furling gear has also become standard boat equipment on racing 40 footers....

The concept of structural furler came from the idea of using the continuous line drum for furling the sail while supporting the mast. The rotation of the bottom drum is transmitted to the top swivel through an anti-twist fibre forestay. This clever thought was suggested by the French skipper who was preparing his boat for the 2000-2001 Vendée Globe. Developed by Facnor and fibre rig manufacturers this structural furling system has known after

ocean race victories a real success on first 60 and now 40 footers. Until 50% of the equipment weight are saved.

This «in & out» system is particularly appreciated in single handed navigation because of the safe continuous reefing line drum (no overlapping) as well as the great generated furling power. Facnor structural furler also enables to fit textile attachment like «twin spool» or downhaul «cunningham» device. «It can fit any configuration of attachment on Class 40 boats » assures Dominique Yon, Sales Manager of Losange Group. It is true that many types of fitting have already been studied on 60 footers or on maxi trimarans like Banque Pop that is fitted for instance with a 50T structural furler. The best innovations always start by a special request, sometimes carry on with race

victories or records, and often finish as a standard!... FACNOR STRUCTURAL FURLERS can be designed with jaws or threaded ends. Mechanisms can be totally waterproof and high load resistant. They are assembled on a structural anti-twist rope that replaces the forestay and transmits the bottom drum rotation to the top swivel.

\* The model name corresponds to the breaking load of the structural anti-twist rope

**STRUCTURAL FURLERS** The Facnor structural furlers can be assembled with a classic thimble fitted into a jaw or with a threaded thimble screwed into the drum. Mechanisms are high load resistant and waterproof. They are also fitted with an anti-twist rope that allows the sail to furl and supports the mast..

Link:

<http://www.class40.com>



STRUCTURAL FURLERS  
& TWIN SPOOLS

© Groupe Losange



**NEWS FACNOR CUSTOM PRODUCT**

