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New Self-Sealing SAFE-T-DRAIN PLUG™ Garboard Drain Prevents Accidental Flooding

If you have ever forgotten to install your drain plug cap when launching your sailboat, Forespar's new Safe-T-Drain Plug automatically seals itself to prevent accidental flooding even if the plug cap is not in place. It uses an exclusive removable flotation ball cartridge that instantly floats up to seal the drain when the transom hits the water.

Safe-T-Drain Plug is a "plug & play" replacement for generic OEM drain plugs, so it can be quickly installed in minutes. The flotation ball cartridge can also be easily removed for cleaning of the stainless catch screen by unthreading the drain assembly using the head of the plug cap. No tools needed.

Safe-T-Drain Plug is 2 styles and 3 different materials.

906095 Black Plastic (oval)	\$12.89
906096 Black Plastic (round)	\$12.89
906097 Brass (round)	\$24.50
906098 Chrome Brass	\$25.45

www.forespar.com/safe-t-drain-plug

CONTACTS



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Induce, don't try to overcome - and don't use a backstay adjuster.

Spars with all swept spreaders require a push/pull condition to attain rig stability. Prebend is induced as the vertical rigging is tensioned and the resultant force pushes the spreaders forward. This spreader push is arrested by tensioning the diagonal rigging members which pull against the spreader push. To keep this as simple as possible, we will consider a heel stepped, double spreader rig with the following port and starboard discontinuous standing rigging members.

The V1 shroud which has a lower termination point at the chingplate and an upper termination at the lower spreader tip. This shroud is tensioned with the V1 turnbuckle at the chingplate.

The D1 shroud which has a lower termination point at the chingplate and an upper termination at the mast below the lower spreader. This shroud is tensioned with the D1 turnbuckle at the chingplate.

The D2 shroud which has a lower termination point at the lower spreader tip and an upper termination at the mast below the upper spreader. This shroud is tensioned with the turnbuckle at the lower spreader tip.

The V2/D3 shroud which has a lower termination point at the lower spreader tip, passes over the upper spreader tip and has an upper termination at the mast below the mainhead. This shroud is generally a fixed length member, and tensioned with the V1 turnbuckle.

When tuning the mast, the D1 and D2 members should be completely slack. If the V2/D3 members are made to the perfect length, mast prebend will be induced as the V1 turnbuckle is tightened. The D1 and D2 members should be tensioned after the proper prebend is established to lock the rig into position.

However, if the V2/D3 member is made up a bit too long, bad things start to happen. The first indication will be the flattening of the lower spreader dihedral angle as the V1 turnbuckle is tightened. Since the V2/D3 members are too long, the lower spreader tips are pulled down before sufficient load is transferred to the upper spreaders to cause forward push. The result is lack of mast prebend in the upper panels. If any D2 tension is applied, the result can be mast inversion in the upper panels and V1/D2 tension will cause the forward push at the lower spreaders inducing prebend in the lower panels - the dreaded S.

We have seen this scenario arise, and the riggers tried to resolve the problem by continuing to tension the V1 turnbuckles in an effort to increase tension in the V2/D3 members. This made the problem worse. They were trying to overcome the problem of the V2/D3s being too long.

The following is a troubleshooting guide to aid in the proper setup of this type of rig.

Hit a Perfect Tune With Your Mast

Forespar's popular Mast Tuning Guides are now available online. A properly tuned mast is essential to getting the most out of your boat. These guides offer step-by-step instructions on how you can tune your rig for maximum performance no matter what type of rig you have.

As the World's leading manufacturer of masts, Forespar has a lot of great tips on its website to help every sailor get the most of their rig. If you have a question about your mast, be sure to search the site for time saving tips.

[In-Line Spreader Tune Guide](#)

[Swept Back and Discontinuous Rigging Tune Guide](#)

[Link to Tech Tips](#)



"Moore" Hope for our Warriors

Hope for the Warriors is a non-profit group that helps wounded veterans get back into the mainstream after serving their country. To help this great cause, Forespar is sponsoring wounded Iraq War Veteran, Ronnie Simpson, who is single-handing his Moore 24 in this summer's Transpac Race for a therapeutic sailing adventure.

Ronnie just finished his 400-mile qualifier and is now readying his boat for the race to Hawaii. Be sure to follow his progress as he heads west.

<http://www.openbluehorizon.com/>



MareLube® TEF45™ Used as the Ultimate Winch Lube on Volvo Race Boats

Forespar's new MareLube TEF45 is now being used to lubricate winches on many of the Volvo Ocean race boats. During their recent stop in Miami, Harken winch guru, Neil Harvey, used TEF45 with its maximum available 45% PTFE formula to make sure all the Harken winches were in tip top order prior to leaving Miami. If you want the best for your boat's winches, be sure to turn to TEF45 like the pros.

[MareLube / TEF45](#)

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