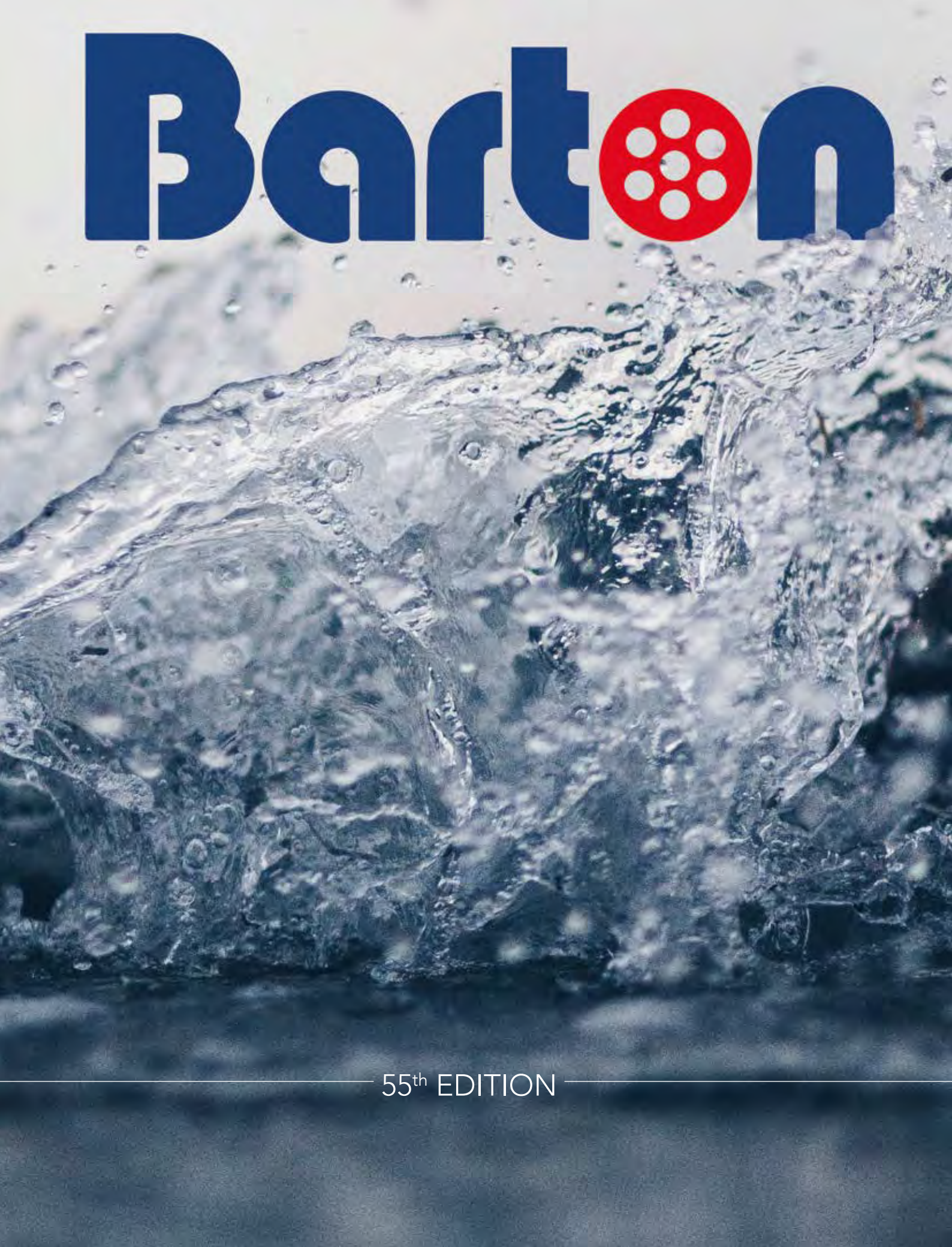
Barton



55th EDITION

For more than seventy years, Barton Marine has set the benchmark for high quality marine deck hardware. Our products are made in the UK at our purpose-built factory in Whitstable on the North Kent Coast, with a range running to more than 2,000 specialist products. Through our trusted distribution partners, our products can be found in leading chandleries around the world in more than 40 countries. Barton Marine pioneered the use of fabric based laminated plastic called Tufnol back in 1948 and we continue to innovate at the forefront of research and development in the use of lightweight, high-performance technology for today's demanding sailor.

British made since 1948

PRODUCT GUIDE

To ensure your safety, your yacht's performance and to make certain that you get best value for money, we provide guides to clarify your deck gear choices.

The diagrams on page 12 and 13 explain how to achieve many tasks from increasing the purchase on your kicker system to ensuring your halyards are lead back into the cockpit correctly.

Our suggested boat size table on page 10 & 11 is designed to help you correctly identify the right size of product for your application. From picking the correct size of blocks for your mainsheet system to ensuring you have the right size and type of blocks for your mast base, we provide some simple rules to consider when choosing a product.

Our team of experienced sailors are always available to assist you when making choices. Please contact us by phone or email at any time.

Some tips when selecting and fitting blocks...

- Ensure the block is strong enough for the job required (rope capacity does not denote strength).
- Plain bearing versus ball bearing sheave – ball bearing sheaves do not hold the same load as plain sheaves – see page 9 for advice
- Check line capacity is sufficient. A tight fit will increase friction, and cause wear to the block and line.
- Always ensure a fair lead. Blocks are designed to have the load running directly through the central axis.
- Never load one sheave of a double block.
- When fitting blocks always ensure that there is sufficient articulation.
- When fitting cam cleat blocks, ensure that the cam cleat is set at the correct angle to allow easy release.
- Foot blocks & cheek blocks should always be through-bolted for maximum strength.

Care of blocks and deck fittings...

- Regularly rinse blocks and deck fittings with fresh water to remove salt.
- Ensure that sheaves run freely.
- Check all blocks on a regular basis.
- Check shackles for signs of strain or overload.
- Inspect cam cleats for excessive wear.

IMPORTANT SAFETY INFORMATION

Foot Blocks: Fastenings of the minimum diameter suggested should be used to gain full load capacity. Ensure that suitable mounting pads are provided under deck. Stacking blocks to achieve doubles will reduce working loads quoted.

Boat Sizes: Suggested boat sizes are given as guidance only and assume a monohull with boom end sheeting, loaded vertically to the traveller. Mid-boom sheeting, severe angled take offs and curved tracks can impose greater loads and suitable allowances should be made for this. If at all unsure of your choice it is important to seek further advice. If you are close to the maximum boat size suggested, we would advise upgrading to a Torlon package, long car or the next size up.

Mast Steps: Mast steps should always be used in conjunction with a Bosun's chair. Always have a crew member at hand to control the halyard. Do not go aloft barefoot and always put safety first when going aloft.

Available Fixtures

Fixed Eye

A plain attachment eye.

Snap Shackle

A cast stainless steel swivelling snap shackle - ideal for quick release downhauls or vangs.

Becket

All the appropriate blocks are available with or without becket.

Swivel

Range of 316L stainless steel high load performance swivel shackles.

Double Tang

For use with the Barton mast base organiser.

Variloc

Allows the swivel to rotate fully or be locked at one of 3 angles.

Reverse Shackle

Allows the shackle to be turned through 90°.

HEART OF THE BARTON BLOCK

"The Sheave"

Barton Plain Bearing Blocks

All Barton plain bearing blocks have a precision moulded Acetal sheave running on a large diameter brass bearing, ensuring free running under the highest of loads.

The Barton Ball Bearing Option

All Barton blocks from series 0 to size 7 offer the option of a high performance, low friction ball bearing sheave.

Plain bearing versus ball bearing sheaves

Use a plain bearing sheave for a high static load; for example mast base, (main and genoa) mast head and kicker or when the sheave will be under a high load and the sheave will turn infrequently.

Use a ball bearing sheave where fast, constant adjustment is required, for example mainsheets or spinnaker sheets.

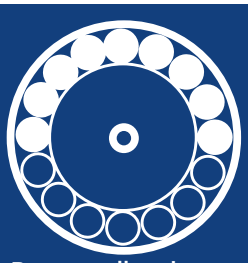
Mast base organiser

Barton ball bearing sheaves are proven time and again to provide the best performance and efficiency in independent tests conducted by UK and European sailing magazines concluded Barton is the "best buy" choice among the competition.

An explanation

Our design features twin rows of Acetal balls running on a large diameter centre boss. This enables the load bearing surface to be maximised over the greatest number of bearings, giving higher performance in all directions.

Ball bearing blocks to the unique Barton design bring you the possibility of upgrading your block systems at a realistic cost.



Barton roller sheave

Competitor roller sheave

Load direction

More ball bearings used result in increased capability and less rolling resistance

Friction is reduced by 23% when using a Barton ball bearing sheave compared to a plain sheave.

-23%

BOAT SIZE GUIDE

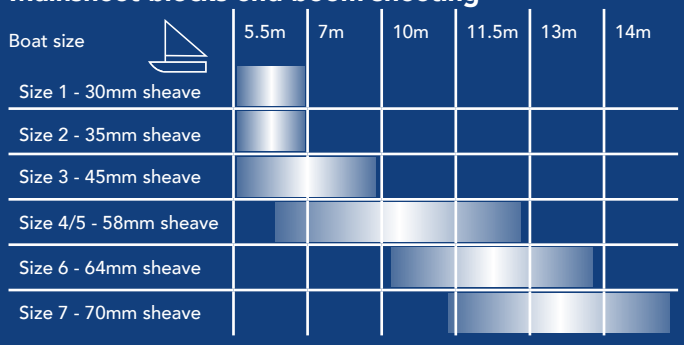
Important note: boat sizes

Suggested boat sizes are given as a guidance only and assume a monohull with boom end sheeting, loaded vertically to the traveller.

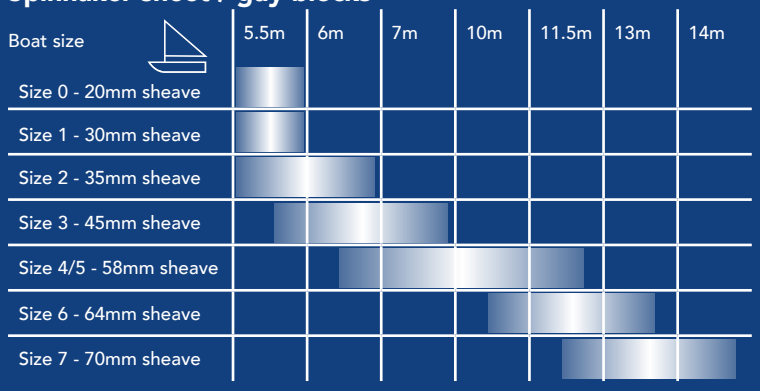
Mid-boom sheeting, severely angled take offs and curved tracks can impose greater loads and suitable allowances should be made for this. If at all unsure of your choice it is important to seek further advice. If you are close to the maximum boat size suggested, we would advise upgrading to a Torlon package, long car or the next size up.

BLOCKS

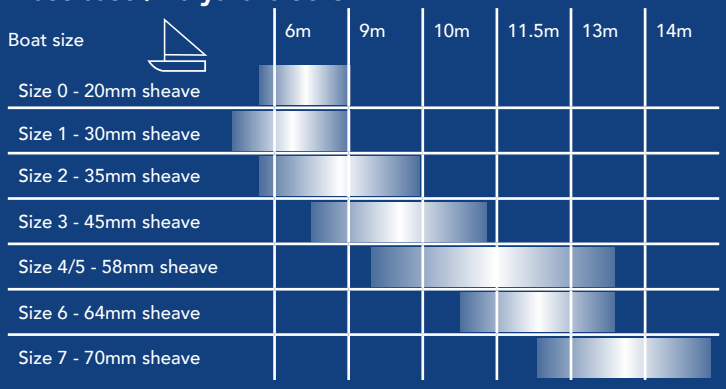
Mainsheet blocks end boom sheeting



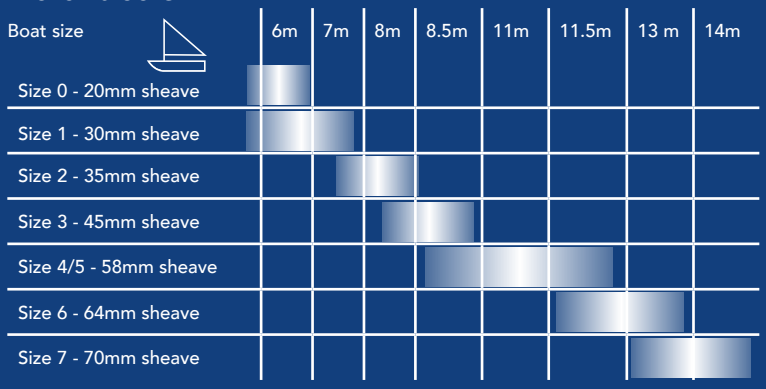
Spinnaker sheet / guy blocks



Mast base / halyard blocks



Kicker blocks

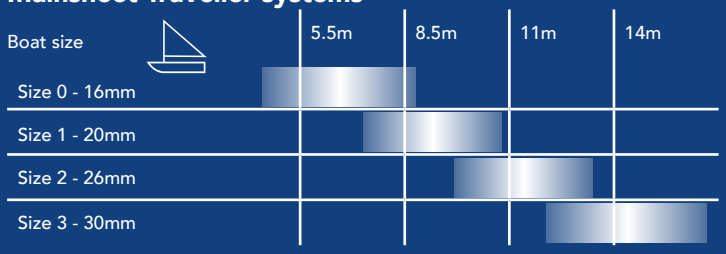


BOAT SIZE GUIDE

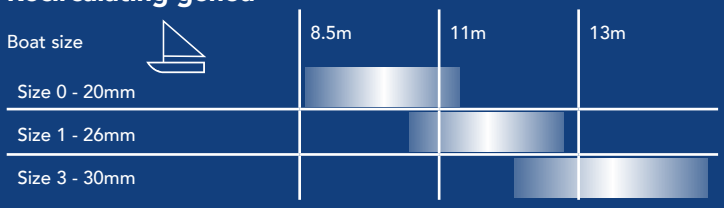
TRAVELLER SYSTEMS

TRACK SYSTEMS

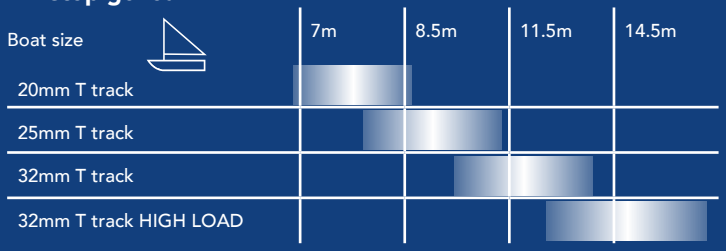
Mainsheet Traveller systems



Recirculating genoa

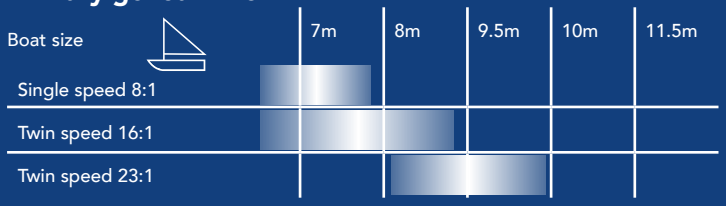


Pin stop genoa

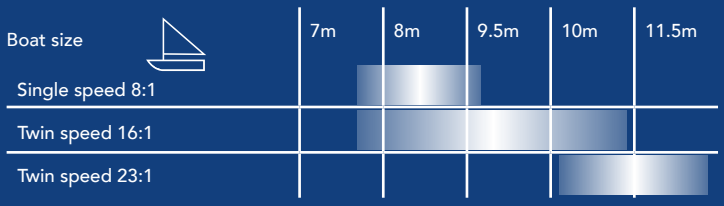


WINCH & CLUTCH

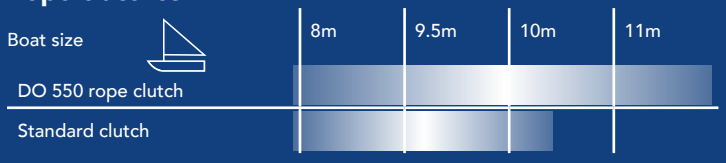
Primary genoa winch



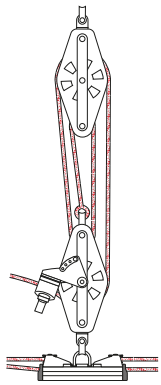
Secondary halyard winch



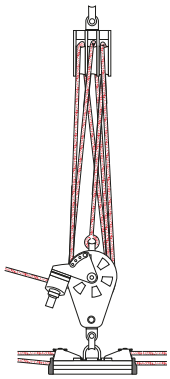
Rope clutches



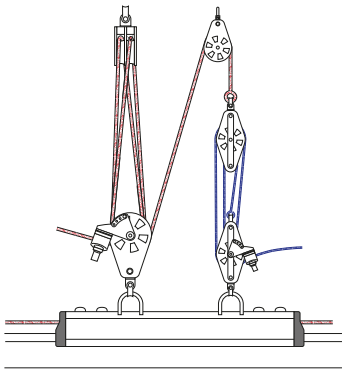
BLOCK SYSTEM TRAVELLER DIAGRAMS



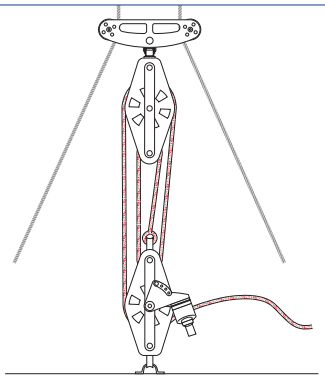
4:1 Mainsheet



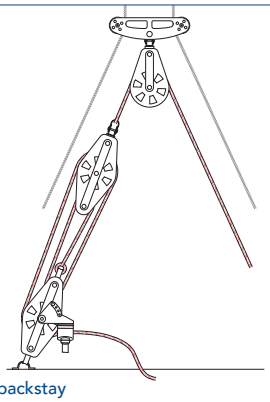
6:1 Mainsheet



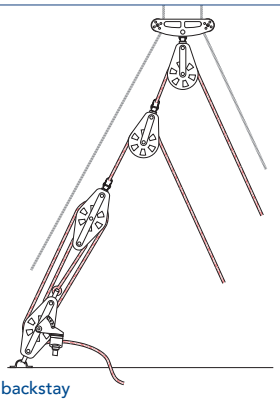
6:1 Mainsheet plus 24:1 fine tune



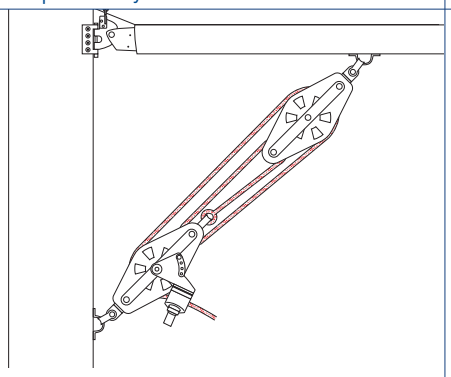
4:1 Split backstay



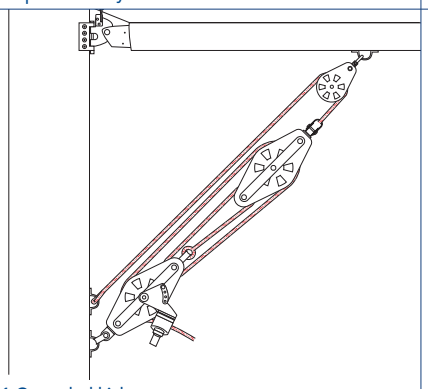
8:1 Split backstay



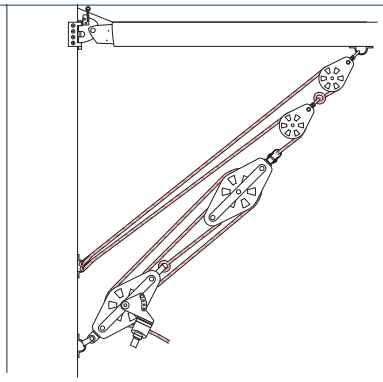
16:1 Split backstay



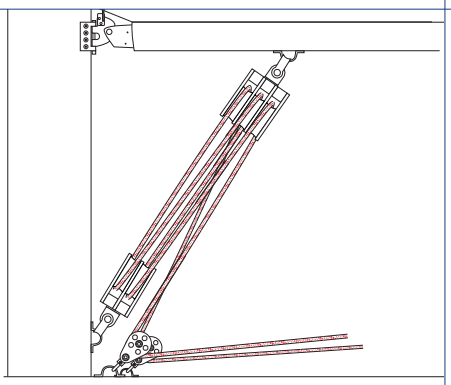
4:1 Kicker



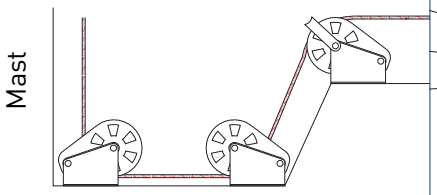
8:1 Cascaded kicker



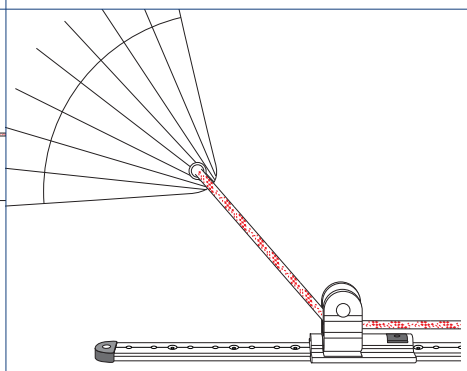
16:1 Cascaded kicker



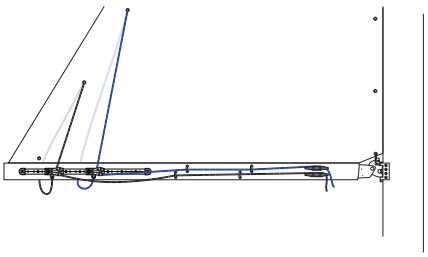
Kicker 6:1 led aft



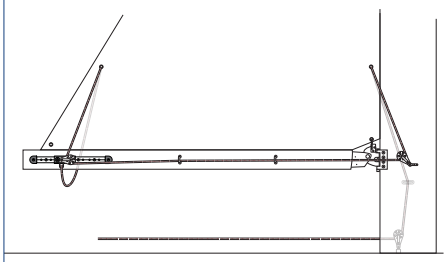
Over the top



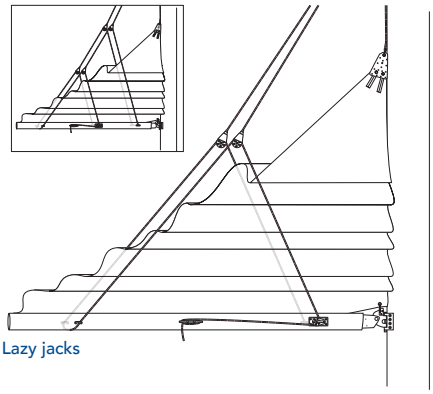
Pin stop cars



Slab reef



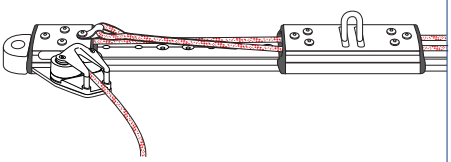
Single line reefing



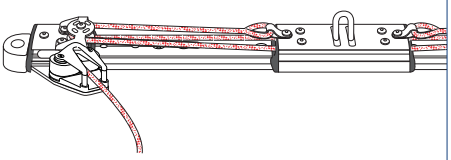
Lazy jacks

To see these drawings larger please visit: www.bartonmarine.com/technical-information.asp

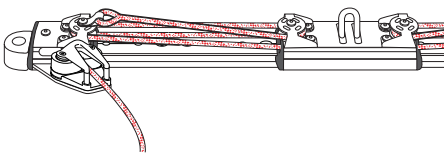
TRAVELLER SYSTEM DIAGRAMS



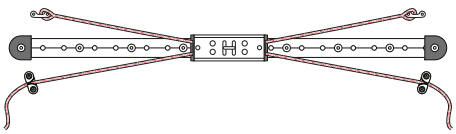
2:1 Traveller cleats on end



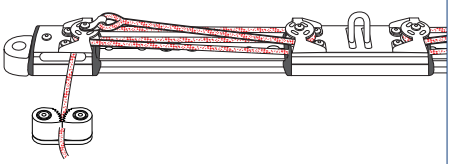
3:1 Traveller cleats on end



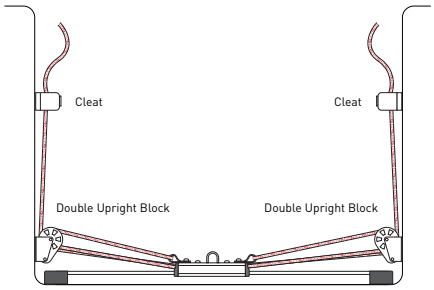
4:1 Traveller cleats on end



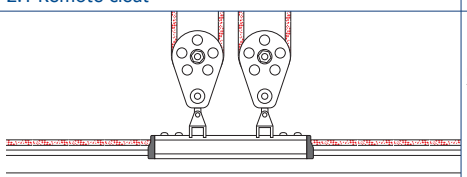
2:1 Remote cleat



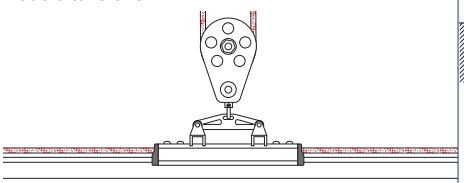
4:1 Remote cleats



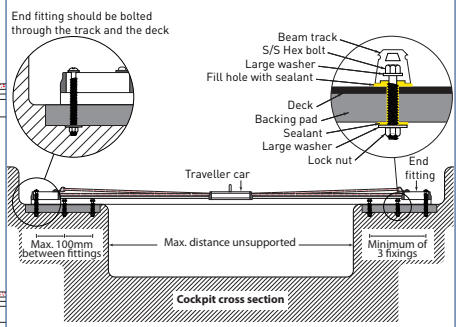
3:1 Remote cleat



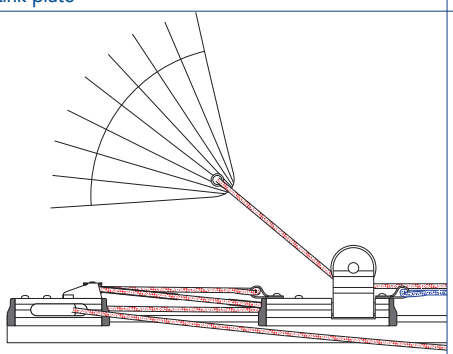
Double take offs



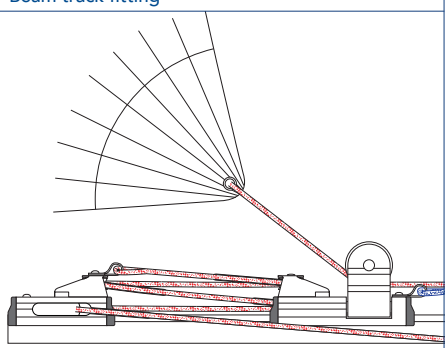
Link plate



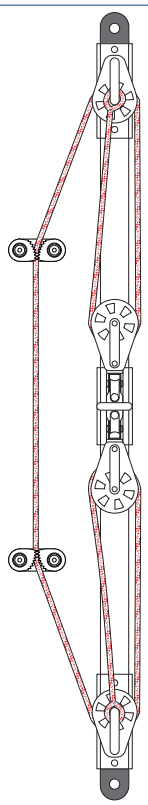
Beam track fitting



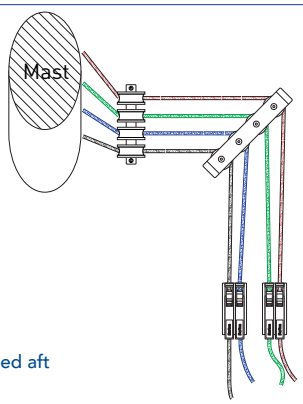
3:1 Genoa car



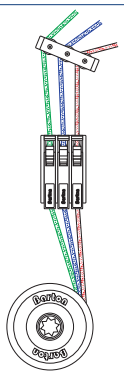
4:1 Genoa car



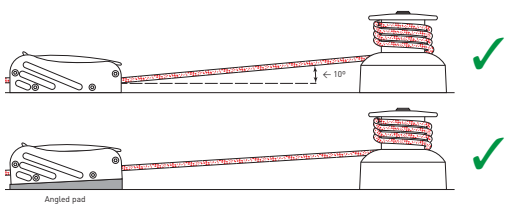
Spinnaker pole



Halyard led aft



Winch deck organiser



Clutch winch

Barton Marine Equipment Limited
Marine House
Tyler Way
Whitstable
Kent CT5 2RS UK

t: +44 (0) 1227 792979
f: +44 (0) 1227 793555
e: sales@bartonmarine.com
w: www.bartonmarine.com