



1. I used acrylic spray hood material.
2. The zip is full length on the port side and in 2 sections on the starboard side, and bought off the roll from normal suppliers (Kayospruce).
3. I used the hot knife to melt a few teeth to make the end fitting, not entirely satisfactory, but it works.
4. I would use 3 sliders, one from the back forward to the halyard, the middle one from the front just behind the mast rearwards to the halyard and the front one back to the mast.
5. On the existing cover I sewed on little webbing straps with Velcro tabs to cover the zip ends to share the load when closed so that the zips didn't get pulled open from the wrong ends, and that was a success.
6. When the cover is opened the flaps tuck down inside the catcher and the little Velcro tabs hold it down. It works well.
7. The zip material is not U.V. resistant and needs a little flap over it, possibly with Velcro tabs to keep it down. I didn't protect the zip on the MK 1, and it's dying.
8. The closed cover should be a snug fit so that it does not flap and cause chafe in strong winds.
9. The starboard batten is slid into the cover after the cover has been offered up to the mast.
10. I covered the aft end (it was too short) with a little bonnet attached with straps and snap buckles. The front end cover was not ideal, but a simple bonnet will do when the new longer cover is made.
11. The new cover should be simple and quick to use - unclip 2 buckles and slide 3 zips to uncover and tuck in the flaps - action to go sailing.

Alternative I might not use a zip, but might fit a lighter (sail) batten to each edge of the cover and fit adjustable straps and buckles to clip/ close the cover and pull it tight. The flaps could still tuck down into the catcher. Actually, this might be a Eureka moment, as I rather like that idea!