



UK Sailmakers' Tips to Setting Up & Handing the Cruising Spinnaker

The UK Sailmakers cruising spinnaker adds great versatility to your sail inventory to say nothing of making your hours on the water much more enjoyable. This brochure will cover setting up your Flasher, raising and dousing the chute, and trimming your sail.

THE EQUIPMENT LIST

The UK cruising spinnaker requires much less equipment to fly than a standard symmetrical racing spinnaker.

SPINNAKER HALYARD: This halyard is different than a jib halyard since it either exits the mast above the forestay, or it leads to a block outside the forestay (See Diagram Below).

A TACK PENDANT: The tack pendant length can vary. The simplest set up is to tie the pendant to the stem fitting so that the tack of the chute is about four feet off the deck. For those who like to tweak their sail trim, the pendant must be long enough to reach a winch in the cockpit.

A TACK HOOK OR COLLAR: Either of these helps stabilize the sail, while letting the sail rotate from side to side. If you have a wire headstay, just connect the tack hook to the headstay. A Dacron collar is necessary if you are using a roller furling genoa or have a grooved headstay system. The collar reduces chafe by distributing the sideways load (See photo below).

SHEETS: The sheets should be about twice the length of the boat. Any diameter line will be strong enough, so choose one that is wide enough to be comfortable to handle, yet light enough for good light air performance. If you are going to be trimming the sail with a self-tailing winch, make sure that the line is wide enough for the self-tailer.

TWO SHEET BLOCKS: These blocks can be snatch blocks, fiddle blocks, or any other type of block. Attach them to the aft corners of the boat.

A STASHER: The optional Stasher (dousing sock) allows you to raise and lower the sail in complete control. The Stasher is a sleeve that contains the sail as it is hoisted, sets it free when you're ready, and encases the chute when it's time to douse.

INSTALLING THE STASHER

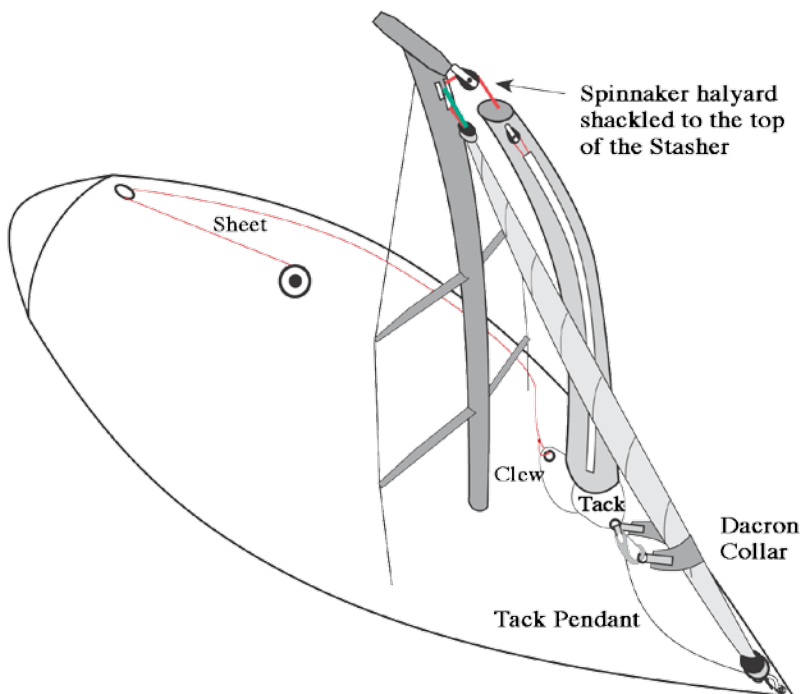
Your cruising spinnaker only has to be installed in the Stasher once. After that the sail/sock combo stays together, whether in use or in the bag. To install the cruising spinnaker in the sock, lay it out in a clean open space with the head at one end and the tack and clew at the other. Reach through the top of the Stasher and pull the rest of the sock around your arm. Connect the head of the sail to the shackle at the bottom of the wire pendant. Next, have a second person pull the

bottom of the sock down until the sail is encased.

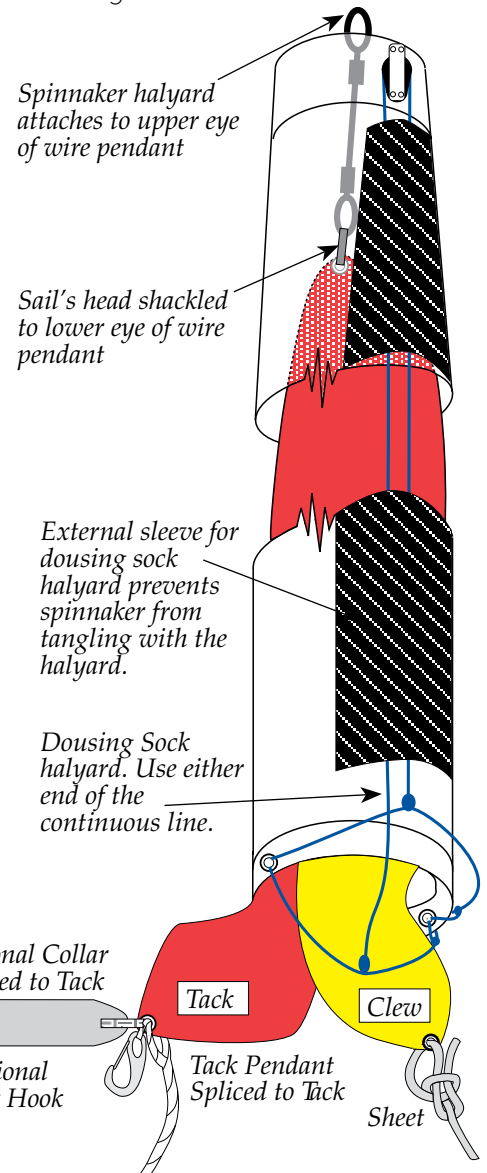
The diagram to the right shows the cruising spinnaker installed and ready for use. Be careful not to twist the sail as you pull it through the sleeve.

Once the cruising spinnaker has been installed in the dousing sock, stuff the package into the sail bag. To facilitate raising the sail, pack the bag as follows: Grab the sock four feet from the bottom and put it into the bottom of the bag. Working your way up, stuff the rest of the sail/sock combo into the bag. When you are finished the tack and the clew of the sail as well as the head of the Stasher should be at the top of the bag.

With the three corners accessible you will have an easy time hooking up and hoisting the sail.



Tack Collar and tack line (green)



SET UP AND HOIST

First things first. Clip the spinnaker bag to the deck or lifelines on the side of the boat from which the sail will be flying. Many sail bags have been lost overboard by not taking this first step!

- Cleat or tie the tack pendant so that the tack will be about four feet off the deck when the halyard is raised.
- Pass the tack collar around your headstay and clip the hook to the O-ring. (Note: Your genoa must be lowered or roller-furled at this point.) The collar holds the tack of the sail forward while the pendant hold the tack down.
- Run the leeward sheet from the block on leeward corner of the boat, outside of everything (the lifelines and shrouds) and attach it to the clew of the sail. Make sure the sheet is never led under the lifelines. Lead the windward sheet the same way, but be sure to pass it in front of your headstay and over the bow pulpit before attaching it to the sail.
- Finally, attach the halyard to the top of the Stasher pendant or directly to the head of the sail if you are not using a dousing sock.

To keep your cruising spinnaker under control when you hoist it, make sure your boat is headed on a very broad reach. The wind should be over your aft quarter and the mainsail should be out almost all the way to the shrouds. This way you will be able to hoist in the mainsail's wind shadow.

The final step before raising the sail is to trim the sheet so that the clew is one to two feet aft of the shrouds, but do not cleat the sheet prior to hoisting. The trick in hoisting is to make sure the sail does not fill until the halyard is up and cleated.

If you are using a Stasher, raise the sail in the sock before pre-trimming the sheet. Once the sail/sock combo is up and the halyard is cleated, stand near the bow, pull on the dousing sock halyard to raise the sleeve so that it is completely above the chute. At this point trim the sheet until the spinnaker stops luffing. Once the Stasher is above the sail, secure its halyard. Be sure to secure the Stasher halyard.

TRIMMING GUIDE

Trimming a cruising spinnaker is simplicity itself. The tack pendant controls the sail's shape, and the sheet controls the sail's angle to the wind. The sail can be flown just as you would a spinnaker, with the wind anywhere from about 75 degrees off the bow to dead on the stern.

REACHING: To sail on a beam reach, tighten the tack pendant to lower the sail's tack. This pulls the draft of the sail forward, which allows you to sail closer to the wind. Conversely, the higher the tack, the bet-

Jibing Tricks

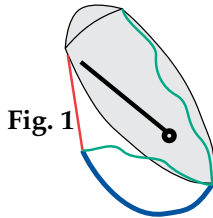


Fig. 1

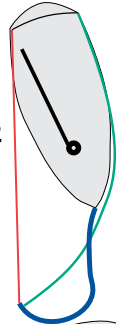


Fig. 2

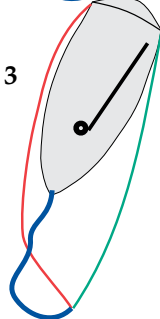


Fig. 3

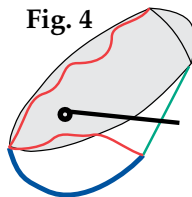


Fig. 4



Photo 1



Photo 2



Photo 3



Photo 4

ter the luff of the sail. Then adjust the tack pendant so that the clew is a little higher than the tack. The top horizontal panel should be parallel to the horizon.

As the wind moves aft, the sheet and tack pendant are eased to keep maximum sail area projected to the wind and to keep the sail in the most efficient shape.

RUNNING: To sail dead downwind you'll need to set the sail with a pole so that you can sail wing-and-wing. Either a whisker pole or spinnaker pole will work. The easiest way to set up your chute wing-and-wing is to attach the outboard end of the pole to the clew of the sail while it is still on the same side as the mainsail, then jibe the main.

In winds under 15 knots, sailing dead downwind is slower than sailing at broad reaching angles — regardless if sailing with a cruising spinnaker or a normal spinnaker. You will sail more comfortably, have better control, and get to your destination sooner if you jibe from broad reach to broad reach downwind. Plus, you won't have to hassle with the pole.

JIBING

Jibing is easy when you follow a few tips. Start the process by steering so that the wind is approximately 150 degrees over the windward quarter. Trim the mainsail tight so that the boom is over the boat (Fig. 1 & Photo 1). Ease the spin sheet until the entire sail is streaming out in front of the boat (Fig. 2 & Photo 2). Turn the stern of the boat through the eye of the wind to jibe the boat. As you turn, the clew of the sail will cross to the other side of the headstay (Fig. 3 & Photo 3). Trim the spinnaker and then finally ease the mainsheet (Fig. 4 & Photo 4).

THE TAKEDOWN

The key to a controlled dousing of the chute is to completely blanket the sail behind the mainsail. With the sail hanging almost limp in the main's wind shadow it is simple to pull the Stasher down over the sail. Once the sleeve is pulled down, your chute is totally under control. Now you can lower the sail/sock combo and stuff it into the bag as described in the final two paragraphs on the front page of this brochure.

If you are not using a Stasher, blanket the chute by falling off to a run and easing out the mainsail. Next, trim the sheet so that foot of the sail is over the boat. Next release the halyard and stuff the sail down the forward hatch.

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