Original Comment:

6/3/01
Ref Cruising chute rigging
I have recently commissioned a new 34 "Tsunami". I have been exploring the best way to fit the tack of a cruising chute to the bow. I can't see anything obvious and it looks as if I shall have to fit a shroud u bolt or similar.
Any other members had this problem?I shall be interested to hear of solutions or good ideas.
Does every owner get a poorly reproduced owners manual or have I been singled out for special treatment!!! The illustrations are barely legible and the circuit diagrams are utterly useless.
Thanks
Stewart Wallace (Bavaria 34 Tsunami)

Replies:

I was faced with the same situation with my Bavaria 34.
I replaced one of the 10mm coach bolts that hold the stemhead fitting with a 10mm eyebolt, and attached a block to this. To lead the tack strop/downhaul clear of the nav light and pulpit, I drilled a hole in the horizontal wooded piece and fitted a circular dinghy fairlead above and below the hole.
This worked well last season, keeping the downhaul clear of everything, whilst putting little strain on the pulpit.
As far as the 'handbook' is concerned, you are not alone. The diagrams look like they were produced on one of those early duplicating machines and then stacked before the ink dried! &endash; they are completely useless, not helped by the fact that there is no English translation. Bavaria did say 12 months ago that English versions would be produced &endash; but no sign yet as far as I know.
Mike Grimshaw (Bavaria 34 'Celerity')

On our 320 I have shackled a block to the anchor retaining pin which seems to work well. When chatting to the Commodore he does the same on his 34.
In addition I have put a temporary 'cats cradle' of line around the reefing drum to prevent the lazy sheet from getting tangled around it. I also fit cleat boots to the foreward mooring cleats to stop the same happening there
Graham Smith (Bavaria 320 'Sweet Memories')

I replaced the bolt with a stainless eyebolt as suggested. This was simple and provides a good solution to part of the problem. I was unhappy with running the tack strop through the wood however. I think the forces are too much and the lead is not very sound - on my boat anyway. My cruising chute is a big job (salvaged from my Sadler 32) and certainly not one to make a mistake with.
On reflection (as an experiment at least) I shall attach a double block alongside the front port side of the bow roller cheek. I shall try to rig this so it clears any obstructions. The tackle will go to another block with a becket on top to attach the sail. In effect a handy billy. To keep the weight down I shall probably use 6mm dyneema, spectra or similar. This should give me a fairly powerful downhaul for the tack with the tail running through a jamming block attached to the eye bolt. This arrangement will transfer the largest share of any load to the strongest attachment point. All a bit crude but it will certainly work.
In practice I tend to use the cruising chute with a pole and fly it as an asymmetric kite for downwind work, but of course this won't work so well when the wind is abeam.
Stewart Wallace (Bavaria 34 'Tsunami')

A word of warning to anyone applying a load to the good looking stainless steel bow fitting which houses the bow roller. Whilst it is bolted to the deck with three good sized dome head bolts, look a little further at how the deck is fixed to the hull. You will find self tapping screws through the fiberglass deck into a fiberglass shelf, which is moulded with the hull and into a timber backing strip. This detail is not strong enough to take the sort of loads that you reasonably expect the bolts to take. We made the mistake of fitting a second bow roller on the Port hand to use for mooring without disturbing the anchor. We are now having to carry out repairs to the deck and improve the fixing of the stainless steel base plate, together with strengthening the hull to deck joint, to gain sufficient confidence to leave the

boat on a mooring.If anyone has a similar problem or would like more detail on our chosen solution, get in touch.
Alan Burns (B34 Saloma)

I found, on my B37, that the furthest aft bolt holding the stainless steel roller plate was sufficiently far aft to allow the tack to clear the wooden seat. The bolts holding the plate to the deck are of the coach bolt type - going through the deck & the deck looks quite solid in this area. I replaced the relevant coach bolt with an eyebolt. I have had no problems so far, flying either a cruising chute or MPG from this fitting. I attach a turning block to the eyebolt & bring the tack rope back to a jammer - designated for the spinnaker downhaul - I do not use a spinnaker & cruising chute at the same time. The clew is attached to a turning block towards the stern, provided as part of the factory fitted spinnaker installation.
I did check the use of the eyebolt with Opal & they confirmed that there was sufficient strength in this area to do this.
Paul Platts (B37 Goodeau)