Original Comment:

21/02/02
Cruising Chute Sheeting
The best thing I've got out of the site is the info on the tack adjustment of the crusing chute. Having spent my money at the LBS with crusader sails that leaves one thing to deal with - the sheets. Where are people taking the sheets to and how? I have seen one B34 using a turning block on the jackstay U bolt and up to the halyard winch but I'm not convinced. I am thinking of fiiting a U bolt further back and using the genoa winches or do you all just use the ordinary genoa track in its rear most position?
Steve Parsons (Solaise)

Replies:

Bavaria have not really set up the 34 for cruising chutes. On Tsunami we put a folding pad eye (the sort that you fit safety lines to) on the quarters, well to the rear of the cleats. There is easy access underneath through the lockers. You do need a biggish block of wood or at least penny washers to take the upward load. We then put turning blocks on the pads and used these to run the sheets to the primary winches. This worked well, but we then acquired some Lewmar racing blocks (Spinlock) that meant we could cleat off the sheets on the blocks themselves.
It's worth fitting a tackle at some position near the spring cleat to keep the sheets under better control. Using these you can adjust the sheets closer to the boat for reaching and free them off for running. This is familiar stuff to spinnaker users and it may be worth looking around the boat yard for ideas.
Try using a pole when running. It makes an astonishing difference. Simply pole out on the opposite side to the boom. It means that you can run dead down wind without the mainsail blocking the wind.
Have fun
Stewart Wallace Tsunami

Stewart,
Firstly thanks for the advice on both the clutches and sheeting of the cruising chute. I think I can figure out the third corner of the sail all on my own!
I had already spotted how the deck organisers work by sneaking over to a B37 in Poole - the reason I joined the BOA was so I don't have loiter suspiciously around marinas any more!
My intention is to fit three clutches that I can use for the cruising chute (spinny halyard and the uphaul and downhaul.) or alternatively for the two lines for the third reef. I figure that I am unlikely to want to use both on the same day... If I'm feeling cheap I may try and do with two and include the topping lift in the lines to swap over but I have't checked if that works with the way the lines exit the mast.
Have you bought a full spinnaker or a whisper pole? - I was planning on the latter.
Sorry to read about your leaks, so far (excluding the anti syphon which I replaced - Graham is doing an article on it) I haven't had any leaks - touch GRP.
I'm not sure my school metalwork was to the same level as yours but I'll speak to my dad as I seem to remember him tapping threads in a Triumph engine block once.
Thanks again
Steve

Nice to get a reply. I wouldn't personally want to use a whisker pole on a cruising chute. They tend to be big old buggers and the whisker pole might not stand up to a decent bit of wind (I have trouble myself, but Wendy keeps feeding me the pills).
Easy for me to say of course because I kept the telescopic pole from my Sadler 32. They cost serious money unless you make your own. Sailcraft in Brightlingsea sell bits but doubtless any spar maker will do.
I shall be interested to hear how you deal with the tack in practice. There are quite a few options.
All the best
Stewart

Stewart
When you pole the chute out do you 'goose wing' it by poling the clew out or fly it like a spinnaker with the tack poled out?

We bought a Sailspar telescopic pole 10 years ago for about £120, heaven knows what they cost now. It works fine but the smaller end fitting was always bending when we poled out the genny, but this was due to the twisting action, probably not helped by not having any up/down haul on it as yet. If anyone is looking for a pole either get one with chunky ends on it or change the inboard (smaller) end for a stronger one. We now have a Harken fitting on the thin end. Its amazing the force needed to bend the stainless original fitting.
As for fitting the blocks needed for the sheets, we have the benefit of an older boat with a slotted toe rail so we just shackle them to that.
Hope they're not the pink and purple pills.
Graham Smith

Nice to hear from you Graham.
The greatest gain seems to be when you fly spinnaker style. I.e. the old "tack" is flown to windward. People do pole out on the boom side, much as you would a jib but it still gets blanketed by the mainsail. Never tried goose wing style.
I tend to leave the tack strop attached even when it's poled out. This makes it much easier to revert to the normal arrangement if your course takes you nearer the wind.
The best approach is similar to the way racers fly their asymmetric kites. It even looks like a Megene when you let the pole go right forward because it acts a bit like a high bowsprit.
Never tried this in serious wind though!
For me it's a full spinnaker this year. Kemp have built a nice tri radial for us and I am itching to get Tsunami back in the water.
Stewart

Have you ever flown the chute, poled out with the pole right forward, with the gennoa? Also, when flying the chute off the pole like this aren't the forces on the pole/guy very large? When we were sailing Fireballs the mantra was to keep the pole off the forestay but the tension on the guy was tremendous as the force on the sail built up and the angle of the guy to the pole was quite shallow.
Graham

I agree with you the pole would probably break as you describe it. I wouldn't want to let it out as far as the forestay as mine would certainly break. I campaigned several dinghies with spinnakers and great fun it was. Always much easier to get the dammed things up and down but they were not well supported when flying.
Reaching with a kite is a bit easier on a keel boat (listen to me - I sound as if I know what I am talking about!!!!!!) because of the triangulation of the pole. Assuming that you have uphaul, downhaul, guy and sheet all working properly the pole should be in a fixed position with plenty of support - until you broach anyway.
Do you find that your telescopic pole bends in the middle? Mine does. The support all comes from the middle of the pole rather than the end. I am sure it's going to snap one day and just pray that no one is standing near it. I did wonder if I ought to ignore the obvious centre fittings and just clip everything to the end but it simply doesn't look right. How do you deal with this?
Stewart

To be honest, we bought the pole to stop the genny sheets catching on the 'D' ring on the mast! We stow it from the 'D' ring to the anchor pin on the bow roller. We use it to pole out the genny sometimes but we don't have an up haul or down haul rigged. With the pole fully extended the leach of the genny supports the outer end, but it can lift in some conditions.
Now we have the chute I guess I'll have to get around to putting the pole rigging on, when budgets allow. I must admit that the fittings on the pole do look a bit flimsy. I want to think that the makers know best, but having bent the smaller end fitting out of all shape I'm not convinced. I have thought about attaching the lines to the outer end of the pole, but this would put more of a compression force on the pole and mast fittings. The way round this is to raise the sheave in the mast so that the pull is more upwards.
I gather you have the uphaul fed back to the clutches on the coachroof, but where do you attach and control the downhaul? We have a pad on the fore deck for an anchor point but there is no obvious route back to the cockpit from there without making the fore deck into an obstacle course with trip lines every where.
Graham

The down haul is attached to a U Bolt that we put on. It's bolted through an alloy block just aft

of the anchor well. I suppose that I should have tapped it in really but it didn't seem strong enough.
Initially we used a handy billy for the down haul. This meant someone going forward to adjust it but we could cleat off on the lower block.
We have now put on some stanchion rollers and take the tail back to the cockpit. We cleat it off on a clutch on the coaming. Seems to work ok. My pal and marina neighbour bought a 34 at the same time as me (Furstin) and he has the spinnaker fittings but no spinnaker. I broadly copied the "official" layout.
One thing we did that may interest you is to double up on the use of our spinnaker gear. We have a storm foresail again retained from our Sadler. The tack goes on a short strop (long enough to clear breaking seas) attached to the aforementioned U bolt. The head is attached to the spinnaker pole uphaul. We specified Dyneema for this in order to get the required strength. The sail itself has a wire luff. Once winched up tight the luff is very straight and sets well. We have not used it in anger yet and hope not to!
Happily the sheets set well on the genoa track at the forward position. Used for play; the boat sails well enough with this rig and a triple reef in the main. It gives us a back up if anything goes wrong with the furling genoa and theoretically is more seaworthy in a blow.
I am not sure that I would ever have got round to buying a storm jib but seem to have had one in every keel boat that I have owned. I have actually used one in a storm and it worked well. Used a trysail in the same storm and found it made a serious difference to the boat (Sigma 38)
Stewart

We have not fitted our B34 with spinnaker just yet, but when we do we will use the same setup as on our last boat, an Impala 28 OOD, which we raced extensively.
To stop the spinnaker pole from bending most racing boats use a wire bridle, one attached from the pole ends one on top of the pole to take the uphaul and one on the underside to take the downhaul. The bridles are made up with a ring at the centre to attach uphaul or downhaul via a snap shackle. This arrangement leaves the pole free of any bending loads imposed by the uphaul or downhaul as the loads have been taken back to the pole ends via the wire bridles. If you use this arrangement and the pole still bends, buy a bigger diameter pole, its cheaper than a new spinnaker.
The downhaul can be brought back to the U bolt just forward of the mast. This position allows the pole to swing from side to side without requiring adjustment of the downhaul and it is a good strong position compared with the forward section of the deck.
It is best to have both uphaul and downhaul led back to the jammers so that the pole can be lifted or dropped to keep the sheet and guy at the same level, however, if you are not racing then a multi purchase arrangement in the downhaul, with a jammer on one of the blocks will allow adjustment from the foredeck.
The spinnaker can still be Gybed using dip pole, if the pole is short enough to clear the forestay at near deck level, or end for end by slacking the uphaul a few inches.
Spinnakers are the best sails to keep a boat steady downwind in a blow. If you don't believe me, reef the main, launch the spinnaker, keep it well pinned down with the barber haulers and enjoy the ride.
Alan Burns (B34 Saloma)