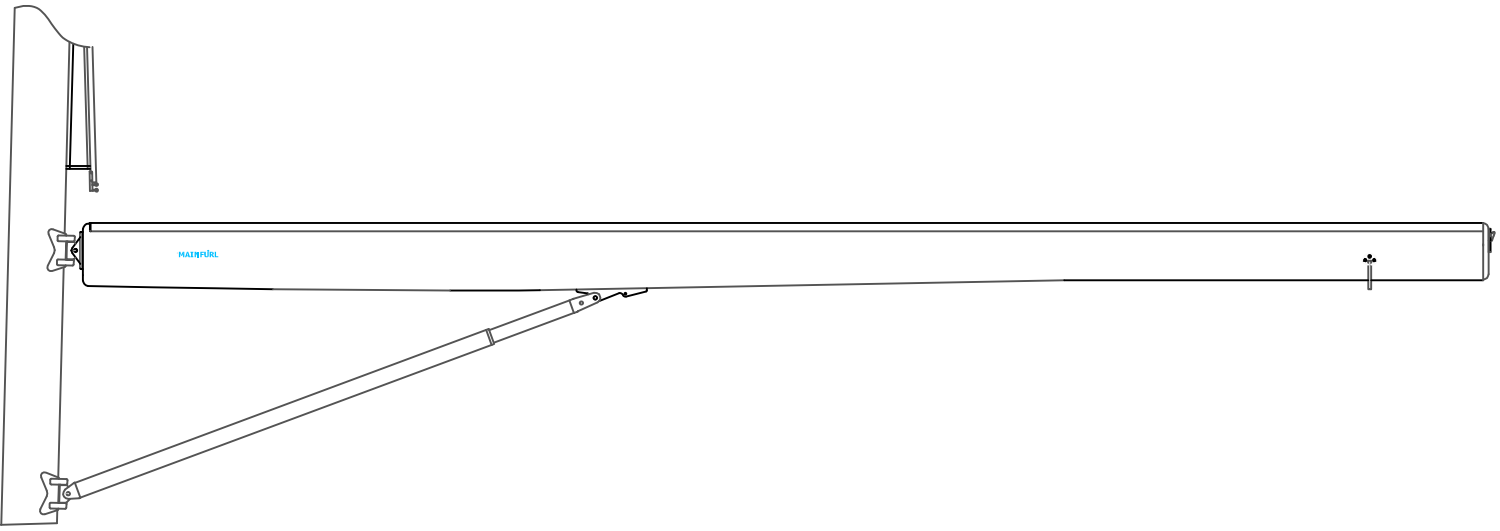
MAINFURL

In-boom main sail furling system.

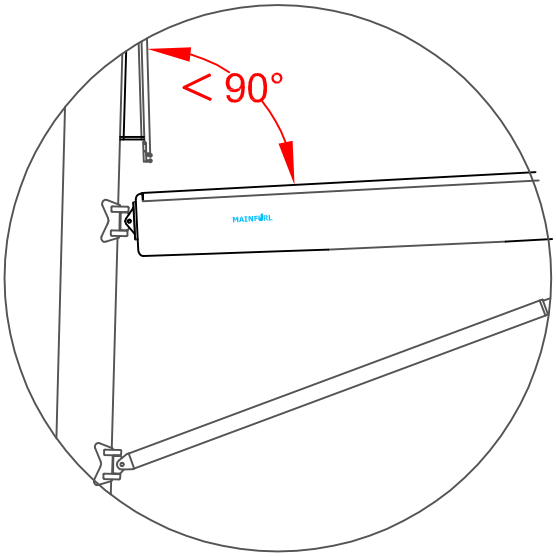
Owner´s manual



Contents

The two simple pre-check prior to furling the main:

1. The angle between track and boom must be less than 90 degree.

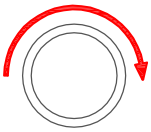


Commends and advice:
If a kicker is fitted, the return force will lift the boom.
Kickers operated with a purchase can be released to a mark on the line.
Hydraulic kickers without furl finding device can be fitted with a Dyneema strap.
If no kicker is fitted the boom can be held in position by a marked Dyneema boom topping lift.

2. The main sheet must be fully eased.

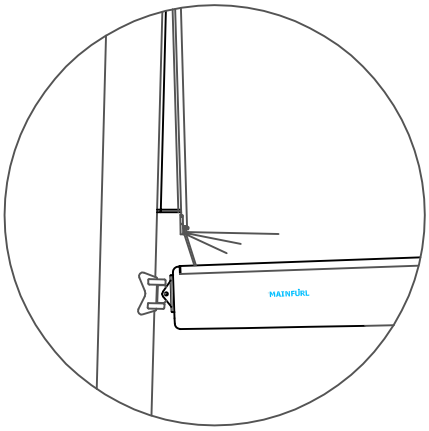
Commends and advice:
Free the main sheet from the winch and pull out for some slack so the main is unpowered even if the wind direction changes.
You will not need to have the yacht head to wind as the mast track will follow the luff in any position up to 80 degree app. wind angle.

Furling the main

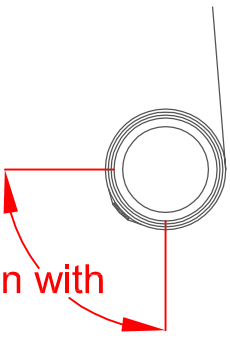


Furling direction is clockwise

Ease the halyard with a restance to ensure the luff is tight at all times when furling.
This is best done by keeping an eye on the bolt rope below the feeder.



The main should work back gradually as it is furled.
If the sail show stretch wringles, reduce the resistance on the halyard.
The amount of resistance on the halyard is key word for efficient furling.



Batten position with reefed main

Reefing points:
To ensure a tight foot when sailing in reefed conditions reefing points are with a batten between 6 and 9 o´clock on the mandrel.
Markes on the halyard is a good way to refind these positions even by night.

FAQ

The mail pull forward when furling	ABC
The main pull back when furling	F
The main is furling well on flat water not in waves	D
The main has difficulties to get hoisted (manual versions)	E

A: The main sheet is not fully slack

B: Outboard end of boom is too low

C: Keep a higher resistance on the halyard

D: The outboard end of the boom moves down in waves. Increase return force or use a boom topping lift.

E: The starboard reefing line is jammed somewhere.

F: Outboard end end of boom is too high and/or resistance on the halyard is too high.