

## SPINNAKER PACKAGE COMMISSIONING INSTRUCTIONS

### A. Spinnaker halyard

1. Exits mast to port, runs down through 1 3/4" swivel block to port at base of mast, and then aft on port side through the 2nd from the inside bullseye and stopper

### B. Spinnaker pole centering lines

1. Tie off end to the ring on outboard end of pole. The line then runs through a swivel bullet block which is shackled to the bail on the gun mount then down to another swivel bullet block on the bail at the fwd pulpit base. From here the line goes aft through the two outboard bullseyes and stoppers on the starboard side. Follow the same procedure for the other side.

### C. Spinnaker clew lines

1. These lines are tied to the clews of the sail, running through a swivel bullet block shackled on the ring at the end of the pole. From here, they pass directly to another swivel bullet block shackled to the fwd pulpit base then aft to the outboard bullseyes and stoppers on the port side.

### D. Spinnaker Reins

1. This line is tied to the eye on the end of the pole then runs directly to the outboard cam cleat on the coach roof. Being an endless line, it then runs around to the outboard cam cleat and passes forward where it is tied to the other end of the pole.

*these pages came from  
F-25 manual -  
Back stay, rotating  
mast*

### SETTING UP THE HOYT GUN MOUNT

Either end of the yard is inserted into the swivelling sleeve - the other end rests along the life lines. Attach the continuous spinnaker sheet (referred to hereafter as "reins" to the port and starboard ends of the yard. Then lead the spinnaker clew lines through the blocks on the Gun Mount and out through the blocks on the ends of the yard - to the clews of the spinnaker. The spinnaker is then loaded into the launcher by pulling on the retriever line which is led through the after end of the launching tube out through the mouth of the launcher. Note that the retriever line is continuous with the spinnaker halyard.

### HOISTING THE SPINNAKER

*WFO #32*

Set up the running backstay on the appropriate side. The backstay is needed to resist the tip loading of the spinnaker, so the backstay should be set up with enough tension to keep the mast straight. Extend the spinnaker yard to the exact midway point. (If the yard is not set exactly in the middle, the forces are not balanced, and handling problems ensue. You should mark the lines to precisely locate the yard in the middle). Then pull out on the spinnaker outhauls, snugging each clew down to the respective ends of the yard. At this point the foot of the spinnaker is stretched out. With the reins, pull the yard around so the windward end points roughly into the wind. Hoist the chute all the way up to the top. Secure the halyard - then swing the yard around square to the wind, fill the chute, and take off.

### JIBING THE SPINNAKER

All you do is sail the chute around - keeping it square to the wind as the boat swings through the jibe. The chute should stay full throughout the jibe - speed gives you stability and lessens the force of the jibe. If it is blowing hard, the yard should simply be squared at right angles to the center line. As soon as the boom comes over, the helmsman should steer back downwind to keep the boat level.

### JIBING THE MAINSAIL

During the jibe, the backstay must be released on one side and set up on the other. This takes a bit of co-ordination. If there are two people on board - put the crew person in charge of releasing the old backstay and pulling on the new running backstay. Then the helmsman is in charge of jibing the main. If the chute is squared, it can be left unattended during the jibe, presuming that the helmsman makes the downwind correction right after the main boom jibes.

### LOWERING THE SPINNAKER

Head downwind rather than reaching. Ease off on the spinnaker halyard while simultaneously hauling in on the retriever line. When 2/3 of the chute has been pulled into the launching tube -

release the spinnaker outhaul lines. Do not release the outhaul lines until the chute is well down. As long as you keep the foot of the spinnaker stretched tight, you have control. Release the clew ends prematurely, and you have trouble. When all corners of the chute are back in the launching tube, retract the yard to its stowage position. Note that the retriever line should run on the outside of the chute, not the inside, as shown in the illustration for reasons of visual clarity.

#### SPINNAKER HANDLING HINTS

When the boat starts to heel excessively under the chute, the windward rein must be pulled aft, while the helmsman bears away slightly. Simply easing the leeward rein (as with the conventional spinnaker sheet) will not help much. It is best for one man to handle both reins just like the reins of a horse. Should the boat broach under spinnaker, the press of the spinnaker must be relieved by pulling hard to bring the windward end of the yard aft. Or, alternatively, the spinnaker halyard can be released.

#### CRUISING DOWNWIND

You can't beat the Gun Mount spinnaker for ultimate ease, since it is a perfectly balanced sail right in the front of the boat. It acts just like an old square rigger and there are no steering problems. Cruising in winds over 20 mph, one would not normally consider setting the spinnaker. But in the Freedom 25, you would be better off to drop the mainsail and run on just the chute alone - under complete control. To do this, first center the mast directly amidships with the mast control lines, (sail slot facing aft) and both backstays set up firmly. The rig is now completely in its strongest configuration. Pop the chute, grab the reins, and you're off and running.

#### MAST TRIM

As previously mentioned, the mast is designed to try to over-rotate, and is restrained by the mast tiller. To get the correct angle, step forward of the mast and sight along the leeward side. When the mast blends smoothly into the curve of the sail, you have the correct relationship. Set the mast tiller to that angle via the short rope to the jam cleat on the underside of the boom.

Mast control lines are also provided. These lines are used to position and hold the mast on the center line when at anchor or on the dock. If you leave the mast at an angle, it will try to sail. The mast control lines can also be used to pull the mast around in light winds - and to slightly change the mast angle when racing.

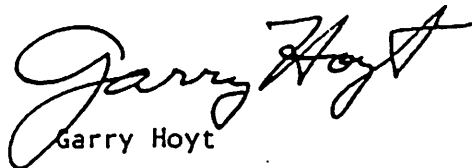
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STAYSAIL USE

In winds of 5-10 mph you may find the Freedom 25 to be underpowered, particularly to windward. To compensate, it is useful to consider adding a triangular staysail. Tack the staysail to the eye on the foredeck. Connect the two jibsheets to the clew and lead them through blocks, which are fastened on the stanchions. These jibsheets are then lead back to the cockpit. The spinnaker halyard is used to hoist the staysail.

Note that this staysail is purely and exclusively a lightwind sail. The minute the wind goes over 11 mph, the staysail starts to become inefficient. At that point, lower the staysail, and proceed with just the wingmast and full sail. Reduce sail subsequently by reefing the mainsail.

This free standing wingmast is not designed to take the kind of heavy compression loads that would result if one attempted to heavily tension the staysail via the halyard. Anyone fooling around with winching up heavy halyard loads on the staysail does so at his own risk.

  
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