

How to use your Parasailor

Introduction

The Parasailor has been designed to be launched, flown and dowsed as simply as possible. In fact it is so straightforward that it's rapidly becoming the sail of choice for light or novice crews and solo sailors.

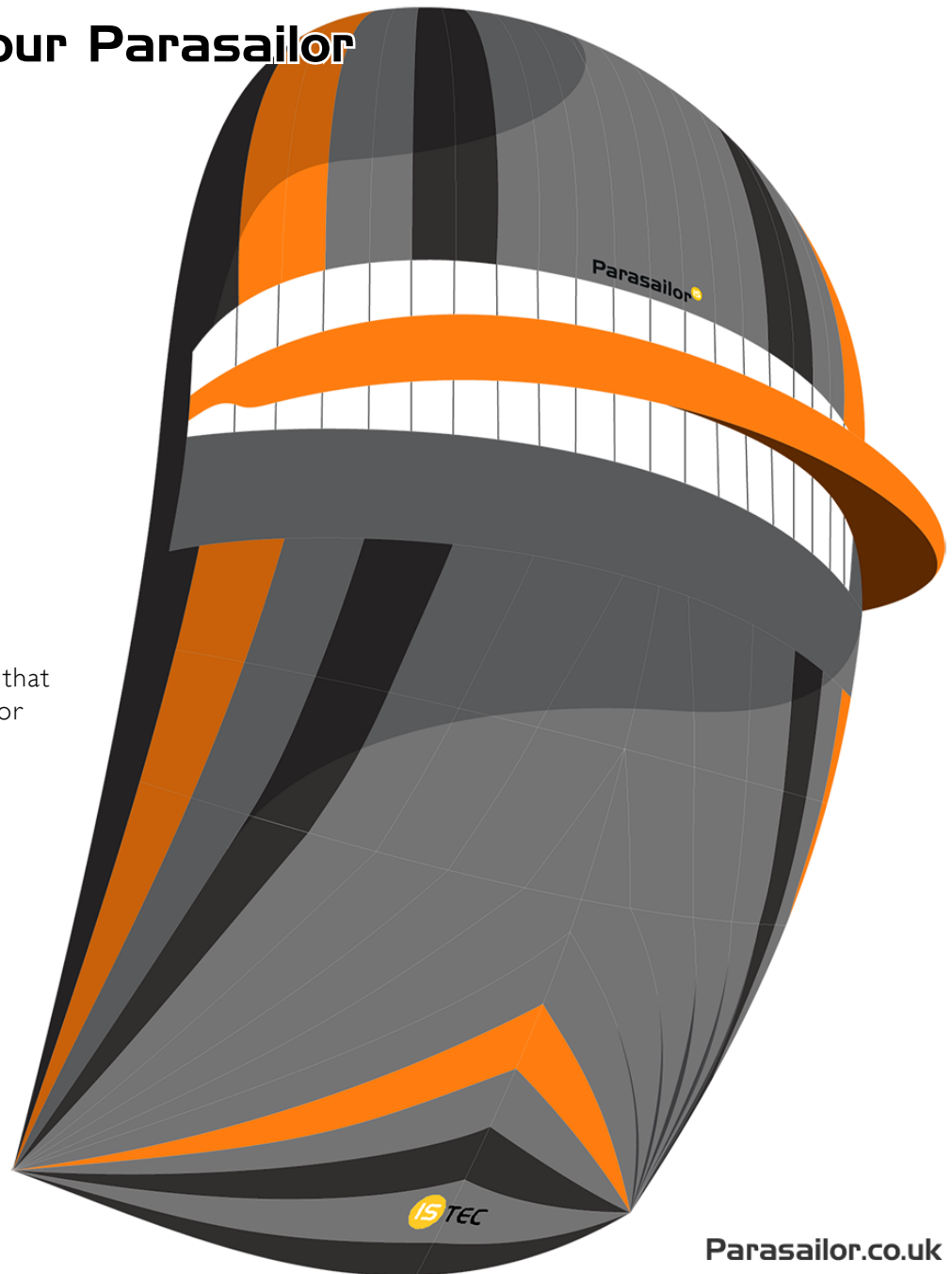
This guide will provide you with an overview of how to use your Parasailor, from setting your lines to gybing and dowsing. In addition, all our sails include a day's training on your own boat with a member of our expert team - so you'll be left confident on how your Parasailor works best for you.

Note - this guide applies equally to the operation of both the Parasailor and Parasail, but only Parasailor will be referred to for simplicity and clarity. The Parasailor is supplied as standard with the excellent Easysnuffer Pro, a sleeve that covers the length of the sail. When hoisted, the snuffer launches the Parasailor and dowses it when collapsed.

Equipment

The Parasailor is also supplied with a high-quality Cruising Sail Bag, which contains both the sail and the snuffer. The Cruising Bag has been designed to compress when not in use, allowing even large sails to be stored in a relatively small space.

In addition to the Parasailor, Easysnuffer and Cruising Bag (provided as standard), all you need to fly your sail is a spinnaker halyard (to launch the snuffer), sheets and guys* and either cockpit winches or cleats to handle the lines.

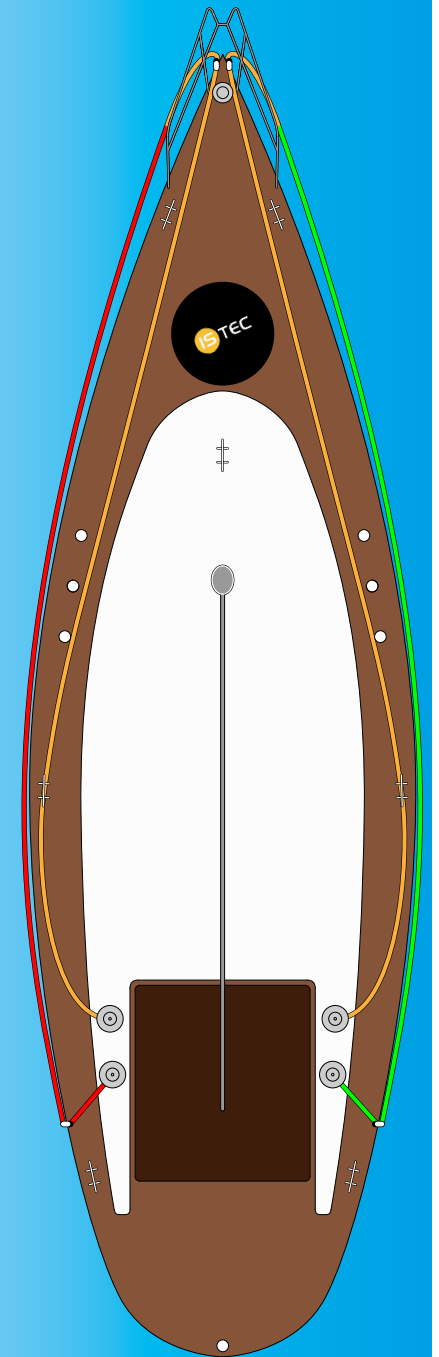


Preparing the lines

1. Place the Cruising Bag (containing the Parasailor and Easysnuffer) on the foredeck, and secure to the deck.
2. Set your sheets and guys as illustrated (right), and described (below). Hover your mouse over the image to enlarge it.
3. The sheets (red and green lines);
 - a. Secured on the guardrail at the bow, ready to be attached to the clews of the sail.
 - b. Run back to the cockpit, outside of all guardrails, shrouds and stays.
 - c. Run through the spinnaker block and into the cockpit.
 - d. Secured in the cockpit on the winch / cleat which will handle it during operation.
4. The guys (yellow lines);
 - a. Secured at the bow on the guardrail, at the same point as the sheet.
 - b. Run each guy around the pulpit and through a block on the bow.
 - c. Then back to the cockpit, passing inside of all guardrails, stays and shrouds.
 - d. Secured in the cockpit on the winch / cleat which will handle it during operation.

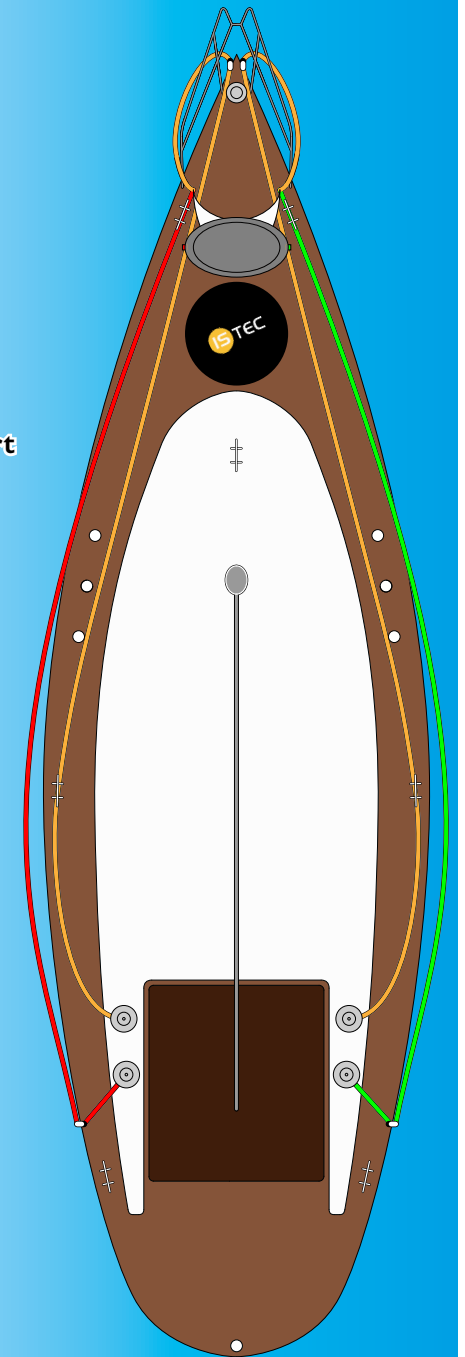
Note - we recommend that all sheets and guys are handled using winches whenever possible. However, on craft with only 2 cockpit winches - we suggest that the working lines are handled on winches, and the lazy lines are secured on cleats.

5. Decide the tack on which you wish to sail. This will determine which lines will be working, and which will be lazy when you launch the Parasailor.



Preparing the Easysnuffer

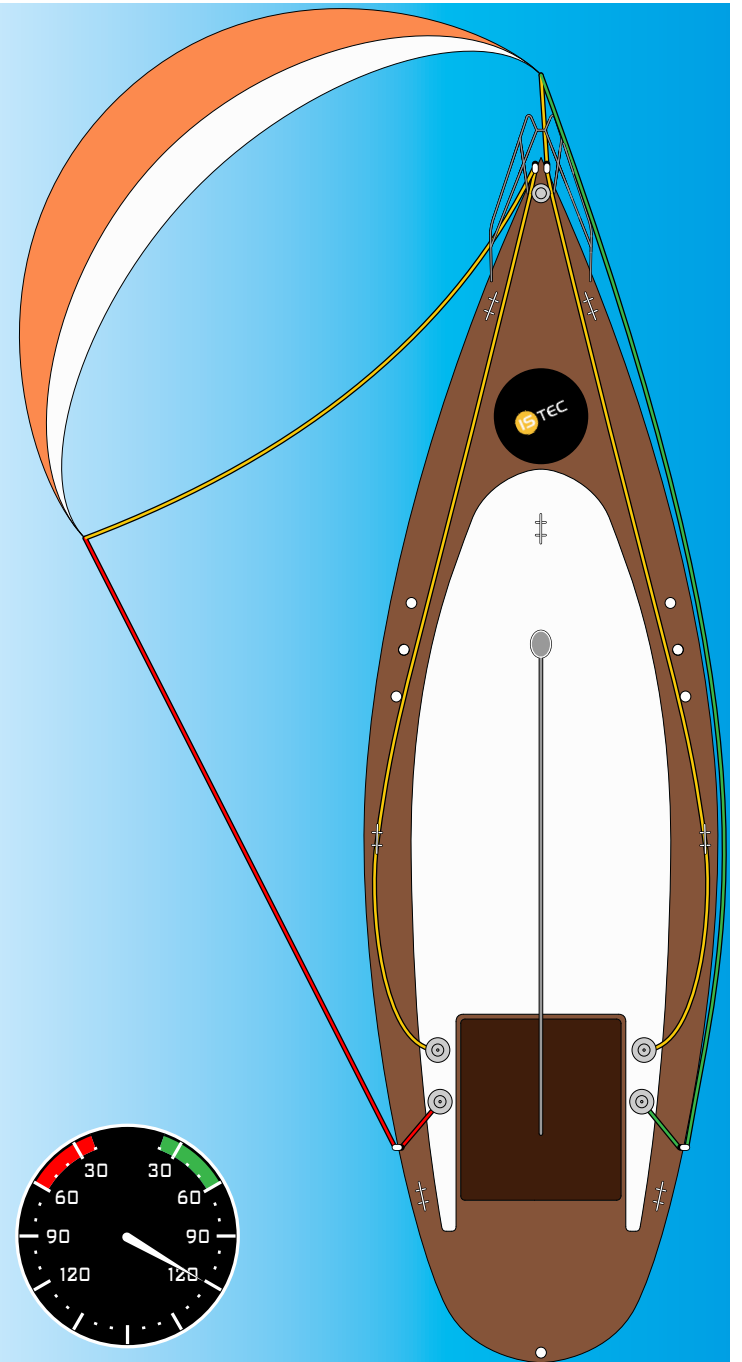
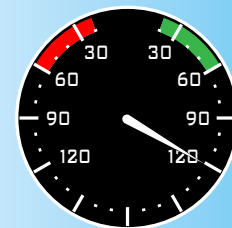
1. Open the Cruising Bag, having first released the 6 compression straps.
Note - the head of the Easysnuffer, as well as its built-in control line (for raising and dowsing the snuffer) should be viewable and easily accessible in the top of the Cruising Bag.
2. Attach your spinnaker halyard to the eye at the head of the Easysnuffer.
Note - It is essential to attach the halyard on the lee side, to avoid lines becoming entangled on the forestay. For the purposes of this guide, the apparent wind angle is 120 degrees, so the lee side is port (with the weather side therefore on the starboard side).
3. Withdraw as much of the Easysnuffer control line as you can from the Cruising Bag, and secure the webbing end of the line to a cleat on the foredeck.
Note - The Easysnuffer sleeve is colour-coded red (port) and green (starboard), as is the snuffer mouth (this helps prevent the sail from being launched back-to-front). There is also a white panel running the length of the Easysnuffer to make any twists easy to spot.
4. Hoist the Easysnuffer using your spinnaker halyard. If possible, guide the sleeve as it rises out of the cruising bag by keeping hold of the weather edge.
Note - The clews of the Parasailor are secured by snap-hooks in neoprene pockets on either side of the the mouth of the Easysnuffer).
5. Unhook the lee-side clew from the mouth of the Easysnuffer, and attach the lee-side sheet and guy.
Note - as the apparent wind angle is 120 degrees, we will be sailing on a port tack. This means that the working lines are the port sheet and starboard guy, with the starboard sheet and port guy being lazy.
6. Repeat the process for the weather side. Ensure that the control line is forward of the forestay and outboard of the Easysnuffer webbings.
7. Make an estimation of how high you want the weather-side clew (tack) to be, and secure the weather guy (with a winch or cleat) to achieve this. Height is not critical as this can be adjusted once the Parasailor is set.



Launching

1. Detach the Easysnuffer control line from the cleat, and raise the sleeve about 2 to 3 meters.
2. Sheet in the lee-side clew a little so that the Parasailor will fill with breeze and be starting to take shape when the Easysnuffer is fully raised.
3. Raise the Easysnuffer slowly, taking care so that the webbings do not catch on the Parasailor wing when they're exposed.
4. The Parasailor should now be set.
5. Adjust the sheets and guys accordingly for optimum set up, as conditions dictate.

Note - When sailing on a port tack, the port sheet and starboard guy are your active lines, with the starboard sheet and port guy being lazy.



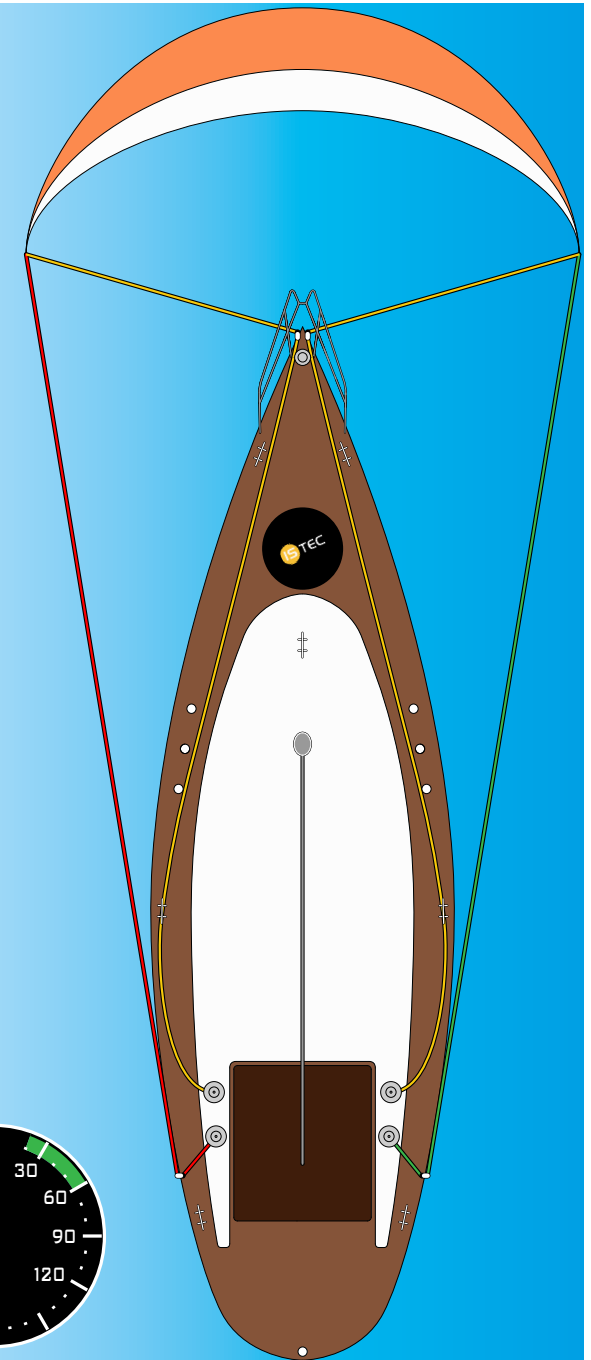
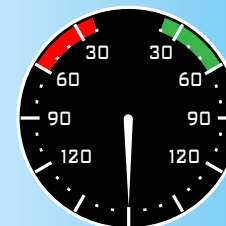
Gybing Part I.

1. When sailing with your Parasailor, you will of course need to alter course or react to a shift in the wind direction. This is extremely simple to do with the Parasailor.

Note - the Parasailor can often react to a small course change / wind shift without any trimming of the sheets and guys at all. For the purposes of this guide, the apparent wind angle will shift twice, by 60 degrees each time. Coming first from 180 degrees (so we are now sailing dead downwind), and then from 120 degrees on the port side.

2. As the wind angle changes, the Parasailor will want to move around in front of the boat, so as to maintain the optimum wind angle.
3. To achieve this you need to let out on the port sheet (red line) and the starboard guy (yellow line).
4. As the wind is now coming from 180 degrees (dead astern), the Parasailor will now be flying directly in front of you.

Note - If visibility becomes difficult with the Parasailor directly in front, then let out on both the guys (yellow lines) and this will allow the sail to rise vertically and improve your view.

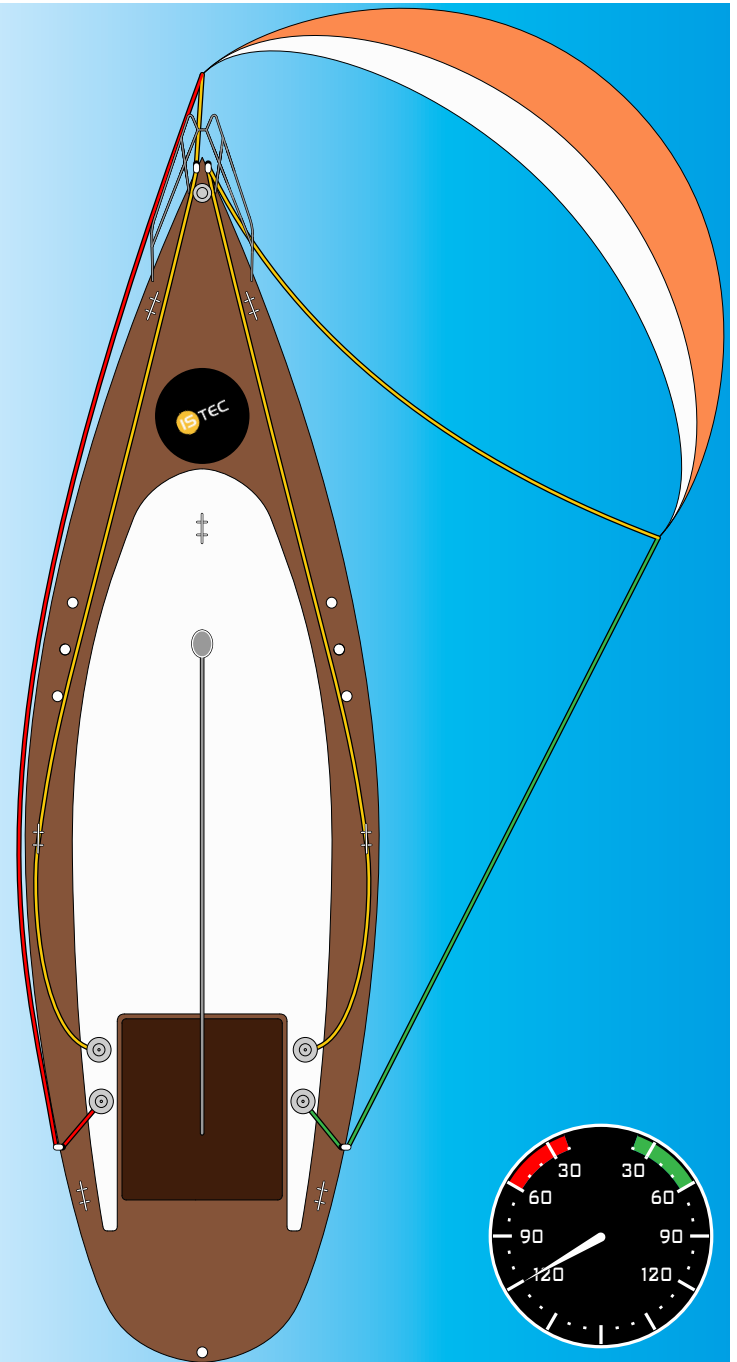


Gybing Part 2.

1. As the wind angle shifts by a further 60 degrees, the Parasailor will again want to move around to your starboard side. The lee and weather sides have effectively switched around.
2. To achieve this, you need to take in on the starboard sheet (green line) and the port guy (yellow line). Let out on the port sheet (red line) and the starboard guy (yellow line) if necessary.

Note - the working lines have swapped over, so that your starboard sheet and port guy are now the working lines, with the other two becoming lazy.

3. Most gybes happen with lesser wind angles than this and are slower to take place, however it is incredibly easy to move your boat through an 120 degree shift while only adjusting one line at a time.



Dowsing

1. When you want to douse your Parasailor, take your course onto a broad reach. This will help the sail fly away from you and prevent any chance of it catching in the rigging. It will also reduce the energy in your Parasailor.

Note - if you're dowsing your sail on a different tack to the one you launched on, the control line of your Easysnuffer will have moved around your forestay. It is essential that you bring the control line around to the same side on which you launched the Parasailor. This can be done by simply untying the control line (from the cleat upon which it was secured) and walk it round the forestay.

2. Let out slightly on the working sheet to further reduce the energy in your sail.
3. Pull down on the Easysnuffer control line, to lower the sock and snuff your sail.
4. Pause briefly when the mouth of the Easysnuffer is just above the wing, this allows the air to spill out of the air pockets in the wing and make it much easier to snuff.
5. Continue lowering the Easysnuffer until the sail is completely snuffed. At this point pull back in on the working sheet (and other lines as required) in order to prevent them from going into the water.

Note - In strong wind conditions (above 20 knots) it can be helpful to use a snatch block to help douse the Easysnuffer. Simply attach the block around the control line and secure to the deck. Now you are pulling up to douse the Easysnuffer, rather than pulling down, which makes you a lot more stable and allows you to douse from a crouching or seated position if you so require.

6. Detach the sheets and guys from the clews of the sail and secure them to the pulpit. The clews of the Parasailor can be attached to the snap hooks in the mouth of the Easysnuffer.
7. The halyard can now be lowered, along with the Easysnuffer.
8. Once down and detached from the halyard, the Easysnuffer can be stowed back in its cruising bag. Starting with the mouth of the Easysnuffer and the concertinaing the sock within the bag, leaving the head and the control line on top for easy access. The cruising bag can then be closed and compressed using the straps.

Note - Douse the Easysnuffer onto the deck, rather than straight into the bag. The wind will try and pull the snuffer out of the bag if it is still attached to the halyard.

