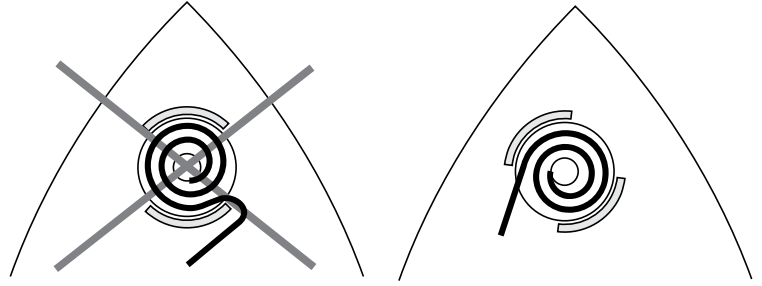


## 6/ Recommendations

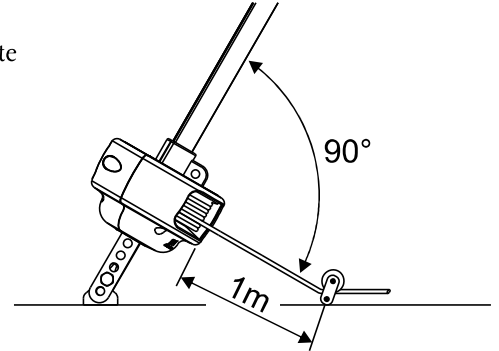
### Reefing line feeders

The angle of all the reefing line feeders may be adjusted.  
**IMPORTANT:** they should be positioned in a way that best suits the direction of pull on the line



### Reefing line

The reefing line is wound around the drum. Only use pre-stretched rope in order to eliminate any elasticity  
Refer to diagram below for the position of the reefing line as it comes out of the drum



### Reefing direction of the genoa

The genoa should be reefed in the same direction as the strands turn on the forestay.

### When you are not sailing

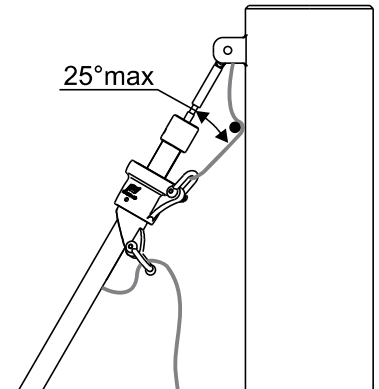
Slacken the backstay in order to reduce undue strain on mechanical parts

### About the drum

When your genoa is fully reefed and in order to avoid direct strain on mechanical parts and on the knot of the reefing line, there should be a minimum length of one halyard turn on the drum.

### Halyard/forestay angle

This angle should never be more than 20-25° as this makes it impossible to tauten and reef the sail.  
What is more, this undue strain on the forestay could cause it to unravel and even dismast the boat.



### When sailing

Ensure that the forestay is always taut. Not only will this make reefing easier but will avoid any danger of the forestay unravelling.  
(We recommend putting a universal joint at the masthead)

### Hauling on the genoa

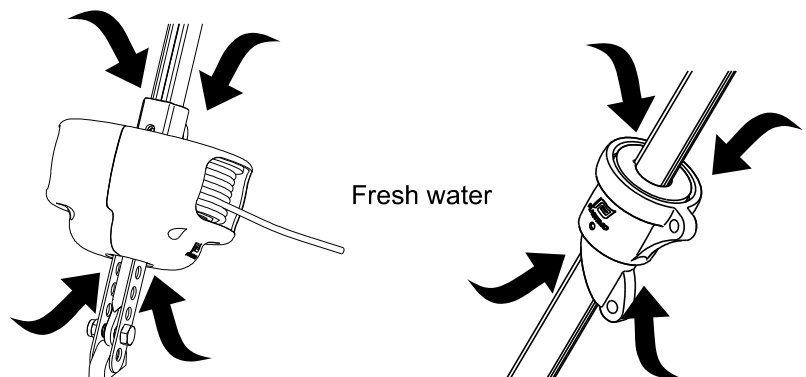
The reefing line should never be used to haul on the sail.

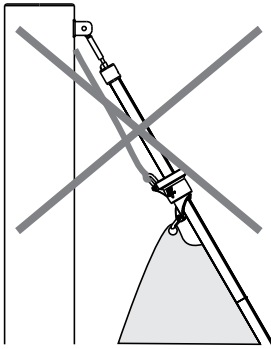
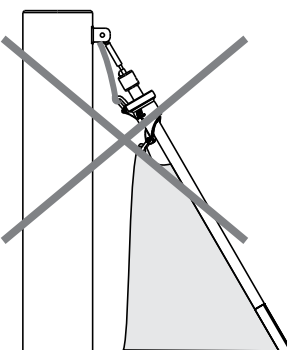
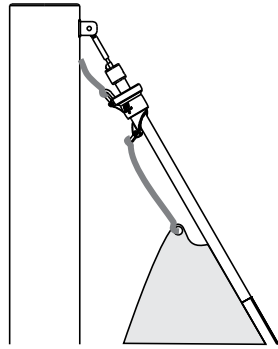
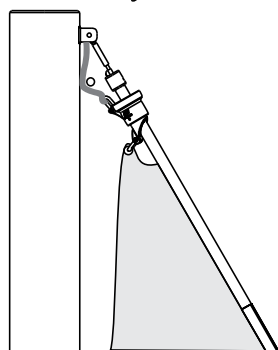
### Unfurling the genoa

When unfurling the genoa, ensure that it does not unfurl too quickly by winding the reefing line once round a winch and feeding it out slowly in one hand and the genoa sheet in the other.

### Maintenance

Rinse the drum unit and the halyard swivel once a year with fresh water (no dismantling required).  
No other special maintenance is needed.



PROBLEM ENCOUNTERED	CAUSES	SOLUTIONS
Halyard turns with the halyard swivel	<ul style="list-style-type: none"> <li>- Forestay not taut enough</li> <li>- Genoa halyard too slack</li> <li>- Genoa too short, halyard swivel too low</li> </ul>  <ul style="list-style-type: none"> <li>- Genoa halyard too close to the forestay</li> </ul> 	<ul style="list-style-type: none"> <li>- tighten the backstay</li> <li>- tauten the genoa halyard</li> <li>- Use a strop</li> </ul>  <ul style="list-style-type: none"> <li>- Fasten a halyard feeder to the mast or a diverter to the forestay</li> </ul> 
The halyard tends to wrap itself around the spar when the genoa is hoisted	<ul style="list-style-type: none"> <li>- Halyard is worn and thus twists in the direction of the rope strands</li> </ul>	<ul style="list-style-type: none"> <li>- Change the halyard</li> </ul>
Reefing line fouls	<ul style="list-style-type: none"> <li>- Wrong angle on reefing line.</li> <li>- First sheave too far from drum unit.</li> <li>- Genoa unfurled too quickly</li> </ul>	<ul style="list-style-type: none"> <li>- Change position of first sheave</li> <li>- Slow down the unfurling of the genoa by winding the reefing line once round a winch.</li> </ul>
Genoa difficult to hoist	<ul style="list-style-type: none"> <li>- Poor output from a sheave.</li> <li>- Halyard jammed</li> <li>- Luffrope too large</li> </ul>	<ul style="list-style-type: none"> <li>- Try with a different halyard</li> <li>- Change luffrope</li> </ul>

GB

## 7/ OPTIONAL EXTRAS

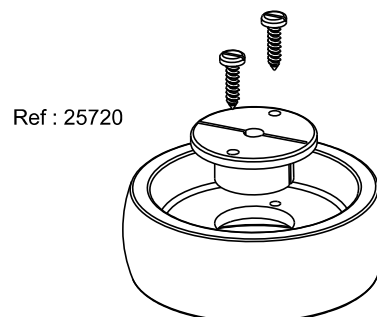
### 7.1 - HALYARD DIVERTERS

When the genoa is furling or unfurling, if the angle between the halyard and the forestay is too tight, the halyard risks being twisted round as the halyard swivel turns.

2 options are available to solve this problem:

#### 7.1.1 : Halyard diverter wheel

To install the diverter wheel, it is necessary to dismantle the forestay



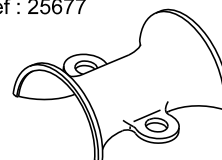
#### 7.1.2 : Halyard feeder

To install the halyard feeder, it is not necessary to dismantle the forestay

2 sizes are available:

- ref 25677 : 609 et 811 models
- ref 26140 : 406 model

Ref : 25677



Ref : 26140

