



Spinnakers

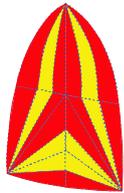
Everyone knows that the spinnaker gives the fastest sail performance for a yacht on off-wind courses and up to approx. 70 degrees on the wind.

The spinnaker is an absolute must for the regatta sailor, but even nowadays, many cruising sailors seldom use it.

Especially in light wind conditions, it is the relatively heavy cruising and charter yachts which could most benefit from the power of the spinnaker. But all too often the motor is started and the spi stays in its sack.

WHY ? The reason is that the classical symmetrical spinnaker has the reputation for not being the most manageable of sails. The development of the spi sock has made the spi easier to handle, especially for small crews, but the setting of the spinnaker pole remains.

The Blister or MPS, the asymmetrical spinnaker, is an alternative.



Starcut



Tri - Radial

The asymmetrical spinnaker was developed about 20 years ago by a number of sailmakers and was given a range of names accordingly. Thus, the asymmetrical spinnaker may be called a cruising chute, blister, splister, gennaker, etc. At Rolly Tasker Sails we refer to this allround-sail as a **Multi Purpose Spinnaker**, or **MPS**.

We have three basic MPS designs :

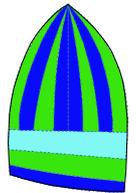
Radial Head, Tri-Radial and Starcut.

The Starcut is generally a flatter cut and can be used for more onwind courses.

The Radial Head and Tri-Radial are fuller cuts and with their wider shoulders can be flown well for more downwind courses, like a traditional symmetrical spinnaker, but with the advantage of not having to use a spi pole. In dead downwind courses or with a swell one can also use a pole to stabilise the sail.

The tiradial MPS is a real all-round spinnaker with a sailing range from 70 to 180 degrees. From fairly onwind courses to broad reaches to downwind, the sail can easily be trimmed, giving an optimal performance, comfort and speed.

Especially here in the Mediterranean, with its often light summer winds, the joys of spinnaker sailing should not be missed !



Radial Head



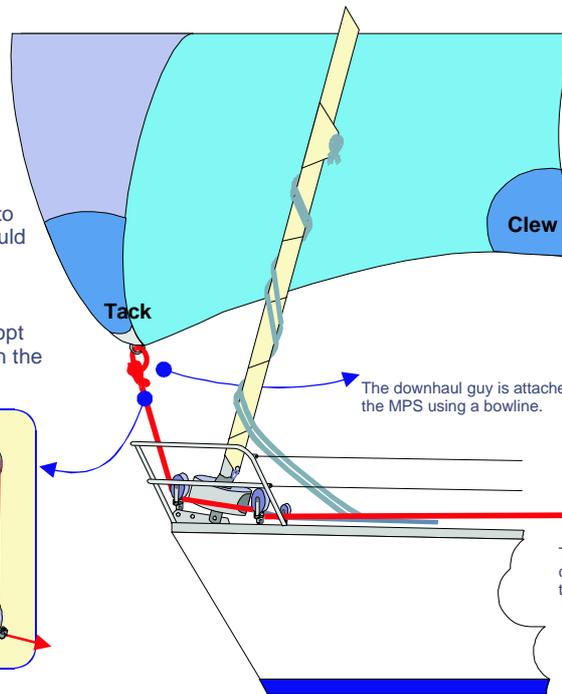
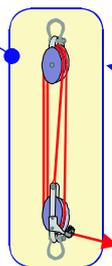
Setting an MPS

1. The MPS, or blister, is a free-flying sail, normally used without a pole.
The sail is controlled using a spi halyard, a sheet and a downhaul guy.

2. The downhaul guy can be led to the cockpit via a block which should be attached fore of the forestay.

3. Shorthanded crews should adopt a rule of lowering the MPS when the apparent wind reaches 15 knots.

The MPS tack downhaul guy, instead of being led back to a cockpit winch, can be led through a block and tackle system using a cam cleat stopper on the lower block, or tied down to a cleat on the foreship deck.



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The downhaul guy is attached to the tack of the MPS using a bowline.

The MPS sheet is attached to the clew using a bowline.

The hauling point for the MPS sheet should be between the hauling point for the Genoa No.1 and the stern. Using appropriate blocks, the sheet is then led to a winch.

The downhaul guy is led to a winch in the cockpit via turning blocks (the block fore of the forestay being a swivel block).

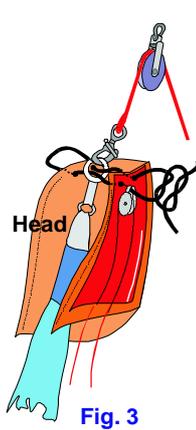
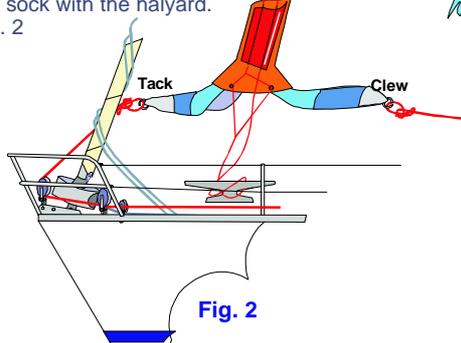
Spi- or MPS Sock

1. The spi- or MPS-sock is particularly useful for shorthanded crews. Using a sock and a good autopilot, it is even relatively easy to set and lower an MPS singlehanded.

2. Using bowlines, attach the downhaul guy to the tack and the sheet to the clew.

The sock pull-line should be tied down to a clamp on deck so that the sock cannot open on its own whilst raising the sock with the halyard.

Fig. 2



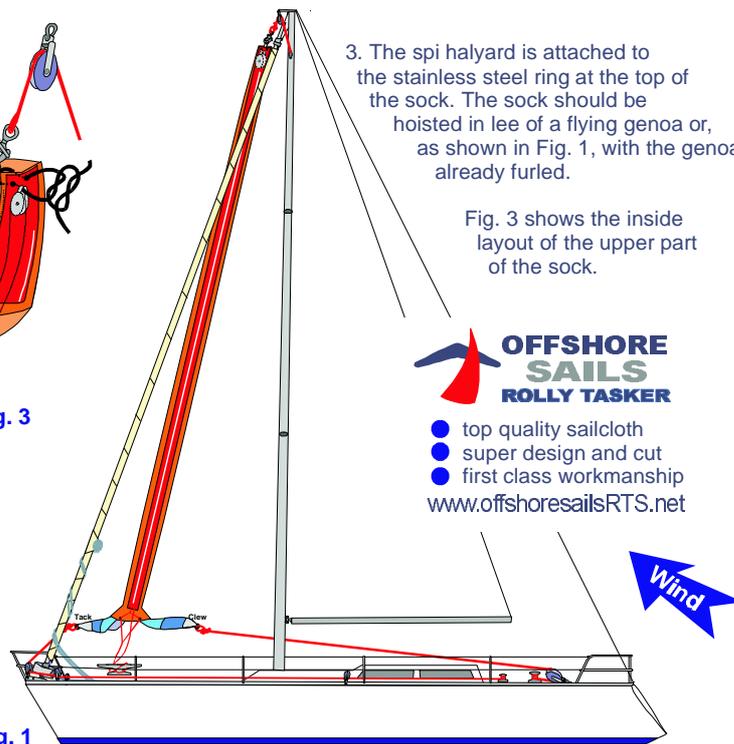
3. The spi halyard is attached to the stainless steel ring at the top of the sock. The sock should be hoisted in lee of a flying genoa or, as shown in Fig. 1, with the genoa already furled.

Fig. 3 shows the inside layout of the upper part of the sock.

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Fig. 1



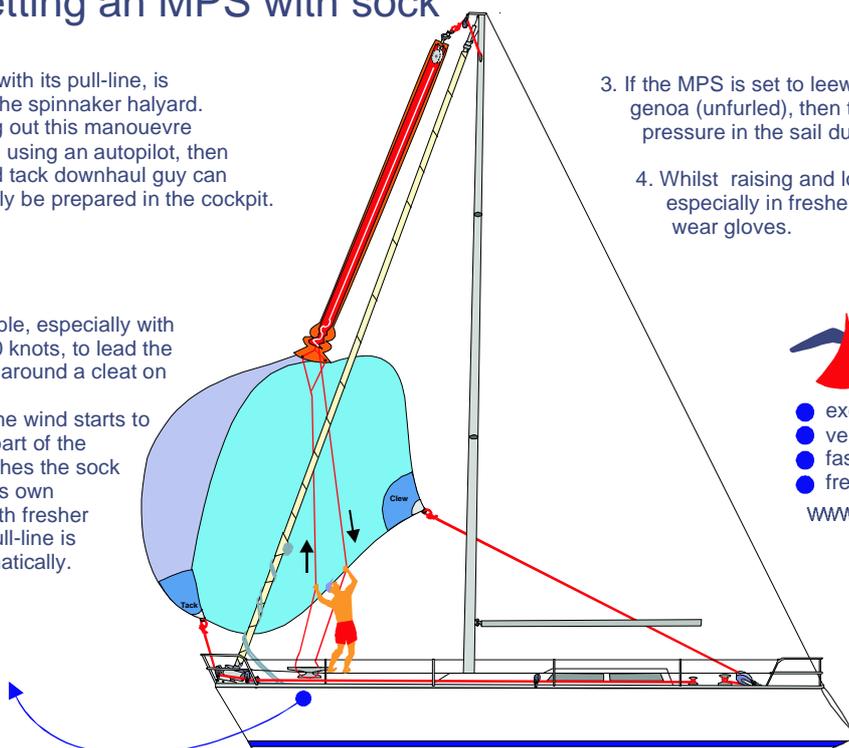
Setting an MPS with sock

1. The sock, with its pull-line, is hoisted with the spinnaker halyard. If not carrying out this manoeuvre singlehanded using an autopilot, then the sheet and tack downhaul guy can simultaneously be prepared in the cockpit.

2. It is advisable, especially with winds over 10 knots, to lead the sock pull-line around a cleat on deck. Thus, when the wind starts to fill the lower part of the MPS and pushes the sock upwards on its own (especially with fresher winds), the pull-line is fed out automatically.

3. If the MPS is set to leeward of the genoa (unfurled), then there is less wind pressure in the sail during raising.

4. Whilst raising and lowering the MPS in the sock, especially in fresher winds, it is advisable to wear gloves.

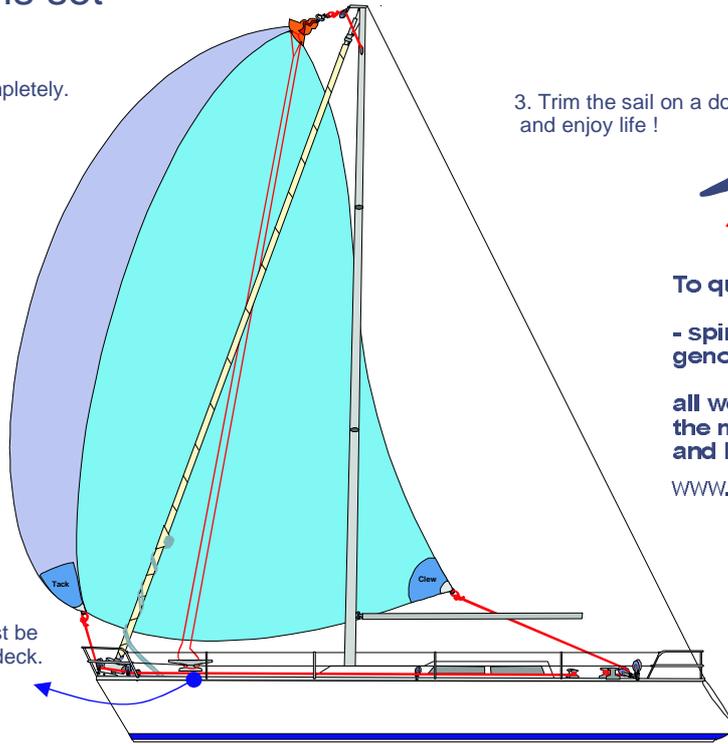


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The MPS is set

1. The sock is raised completely. The sail is set.



2. The sock pull-line must be tied down on a cleat on deck.

3. Trim the sail on a downwind course and enjoy life !

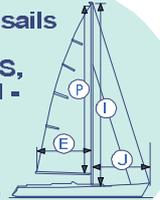


To quote for all sails

- spinnaker, MPS, genoa, mainsail -

all we need are the m² or P / E and I / J details.

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Gybing an MPS



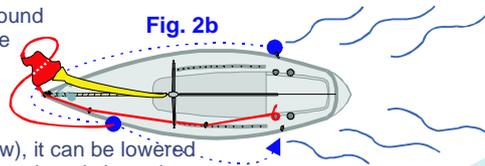
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Fig. 4



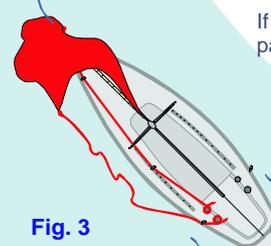
4. Trim the MPS anew according to the desired course.

3. Whilst the helmsman gybes, bringing the stern through the wind and to approx. 30° off the wind on the other tack, the loose sheet is brought around afore of the forestay and brought back on lee through a block to the lee winch. Fig.1, Fig. 2a, und Fig. 3.



If using a sock (shown yellow), it can be lowered partly or completely whilst the sheet is brought around the forestay and back to the lee winch. Fig. 2b

Fig. 3



2. Release the sheet and let the MPS fly out afore.

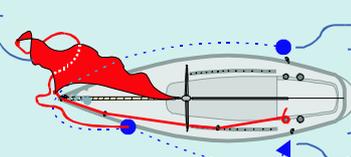


Fig. 2a

Fig. 1

1. Sail a downwind course approx. 30° off the wind

