

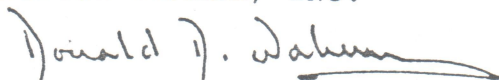
SPINNAKER RIGGING

The Handbook does not cover the question of the Spinnaker package. Let me explain the details with regard to the spinnaker. The three halyard blocks are fixed to the strap eyes on the mast; the top one is for the halyard, the next one down is for the topping lift; you skip the next pad eye since the shock cord is dead-ended into that pad eye and the bottom swivel block goes on the lowest strap eye. The lowest strap eye is used for the adjustable downhaul which is led from the middle of the pole through the block which is supplied; again which is fastened at the lower portion of the mast, to the cleat on the portside of the mast. The tension on the topping lift can be adjusted by varying the length of the topping lift. Basically, you want the shock cord to support the pole in a level position. The wind will lift the spinnaker pole upward once the spinnaker has lifted and the downhaul will control the actual height of the pole. All the heavy loading is on the downhaul of the pole rather than on the uphaul. I believe the sheets and guy or two sheets as they may be called are self-explanatory. The after guy or, should I say the line that holds the spinnaker pole and the clew of the spinnaker should always be located in the guy hook which is located as per attached drawing. With the spinnaker package, the location of all fittings are noted; please notice the location of the guy hook, it is simple to install. The spinnaker halyard is also noted on the enclosed drawing and again, just have to be reeved according to the location of the blocks, etc. I would suggest dead-ending the spinnaker halyard at all times in the cleat so that if you should lose control of it you do not lose the halyard out of the top of the mast.

As to actually how to fly the spinnaker, I think I cannot go into the detail of that in this letter but hope the information will allow you to rig the spinnaker.

Yours truly,

BOSTON WHALER, INC.



Donald D. Wakeman
Vice President
Harpoon Sailboats