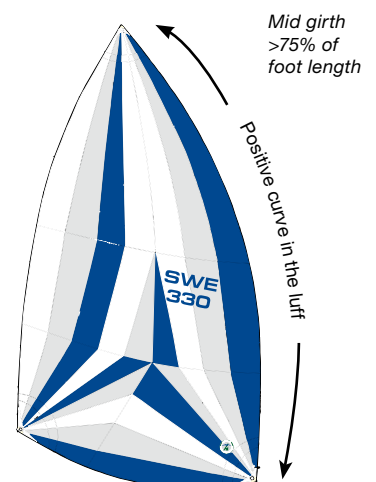




Asymmetric spinnaker

This sail is often called “gennaker” or “cruising chute”. The mid girth is $>75\%$ of the foot length and the sail is defined as a spinnaker in most international measurement rules. The luff is at least 2% longer than the leech and this is what makes the sail asymmetric. This sail is furled with a Seldén GX system and fitted at the tack to the swivelling tack attachment and at the head to the halyard swivel. An AT-cable connects the drum and the halyard swivel and transmits the rotation of the drum enabling the furling to start at the top and work its way down until the entire sail is stowed away. This is called top-down furling. The Seldén GX furler is fitted to the bow of the boat or preferably on a retractable Seldén bowsprit to expose the sail to the wind and to get clearance from the forestay. The halyard tension is moderate and the sail is hoisted using the spinnaker halyard. The design of the sail has a great impact on when it will perform at its best, hence, a deep full size gennaker is more of a down wind sail than a sail which is cut flatter. Generally, the sail is developed for light and moderate winds and apparent wind angles between 90° and 120° . Prior to furling we recommend that power is taken out of the sail by releasing the sheet and if possible bearing away.



The furlers

CX and Seldén **GX** are operated with an endless furling line running over a line driver drum. The furling line is preferably led all the way back to the cockpit and Seldén offer the Double Fairlead and the Twin-Cam block for a well organized set up. A purpose made AT-Cable has been developed to secure the function of the system and as the performance of top-down furling is dependant on the torsional rigidity of the AT-cable, it is included in the Seldén GX furlers.

1. Metal "teeth" in the drum make for a good grip on the line when furling the sail.
2. A wedge in the line guide separates the line from the drum when unfurling the sail and the drum spins freely.
3. Sealed steel bearing in the drum and in the halyard swivel for long service life.
4. Rubber fender prevents the halyard swivel from chafing the mast while hoisting the furled sail.
5. CX. Spring loaded lock makes it easy to connect the thimbles to the drum and the halyard swivel.
6. GX. Patented line lock for easy mounting of the AT-Cable to the drum and to the halyard swivel.
7. All structural parts are made of high-strength Duplex stainless steel. This means reduced material and low weight.
8. Non-structural parts are made of impact resistant glass fibre reinforced polyamide composite.
9. The GX systems comes standard with the most torsional rigid AT-cable on the market.
10. Tack-ring with Torlon® ball bearings.



CX

