

CHUTESCOOP® INSTALLATION AND OPERATION

**DO NOT
UNTIE THE STRINGS HOLDING THE SLEEVE COMPRESSED
UNTIL INSTALLATION OF YOUR CHUTESCOOP IS COMPLETE.**

Please refer to the enclosed diagram.

I. Attach the becket on the becket block to the swivel on the head of your sail. If your sail is not equipped with a swivel we recommend you add one. (To order a swivel see last page.)

II. Place the sleeve (still tied up) over the head of the sail and pull the becket block and sail head about 4 inches through the sleeve. The larger ring of the sleeve is installed toward the foot (bottom) of the sail. The top of the sleeve has the PREVENTOR LINE and the CHUTESCOOP label on it.

III. Attached to the smaller upper ring of the sleeve you will find a short 3-4 ft. line, called a PREVENTOR LINE, secured at one end. Feed this line through the swivel at the sail head and through the double grommets on the opposite side of the top ring on the sleeve - **entrapping the ring**. Adjust the sail head and the PREVENTOR LINE so that approximately 6 inches of the head of the sail extend above the ring. Tie the PREVENTOR LINE around the ring using a bowline.

IV. There is a bundle of small lines with two lines from this bundle disappearing inside the top end of the sleeve. Untie and clear this bundle of any tangles. You will find this line has a small loop knotted at its middle. Pass the knot and small loop through the sheave of the block.

V. The larger diameter line is your Control Halyard used to raise and lower the Chutescoop. Untie and clear this line. Then attach one end to the small loop you just passed through the block in Step IV. Use a bowline. Attach the other end of the Control Halyard to the small loop in the down haul bridle line attached to the larger ring at the bottom of the sleeve.

VI. Slide the sleeve over the sail by cutting or untying the small strings that hold the sleeve compressed. Have someone hold the sail head or tie it to something and pull on the bottom end of the Control Halyard. The Control Halyard is supplied extra long so that you can cut it to suit your boat. The Chutescoop is now installed and you are ready to try it out.

ADJUSTMENTS - We have found that Chutescoop works best when there is between 2 and 7 feet of sail exposed below the bottom ring. Racers and users of regular polled spinnakers generally prefer about 6 feet of exposed sail to allow for easy trimming of the pole before raising the Chutescoop sleeve. Cruising spinnaker users generally prefer about 3 feet of exposed sail so that the sleeve stops just above the leech clew. The entire Chutescoop sleeve may be moved up or down on the sail a small amount by adjusting the scope of the PREVENTOR LINE. In cases where the Chutescoop nearly or completely covers the sail you may wish to shorten the sleeve somewhat. This can be done by shortening and retieing one or both small internal lines attached to the bottom ring. You must then reestablish the middle of the two lines and retie the small loop that passes through the block. Always check to make sure this small loop is centered after making any adjustments to the two small lines. The shortening of the two small lines causes a partial compression of the sleeve, thereby shortening its length and exposing more sail.

GENERAL OPERATION

Hoist the sail and Chutescoop by attaching your spinnaker halyard to the shackle on the becket block. Make all other connections (sheet and afterguy or tack pendant) to the sail in the normal fashion. The Control Halyard should be on the aft side of the sail (sail should be in front of the halyard when you hoist). As the sail is hoisted play out the Control Halyard.

Once the sail is hoisted to its full height keep a downward tension on the bottom ring of the Chutescoop with the Control Halyard. If you are sailing shorthanded you may wish to cleat the Control Halyard to a bow area cleat prior to hoisting the sail out of its bag or turtle. This will keep the wind from forcing the sleeve up as the sail tries to open. Trim the pole to the desired position and set the foreguy. Pull on the sheet to fill the bottom of the sail. Gradually ease the Control Halyard to allow the Chutescoop to slide up the sail. Bring the Control Halyard back to the mast and cleat it there so as to keep the Chutescoop compressed at the top of the sail. **Keep the Control Halyard line away from the forestay!**

To take your sail down reverse the procedure. Uncleat the Control Halyard from the mast. Ease the spinnaker sheet or guy or blanket the sail with the main until a partial collapse appears. **Move as far forward as possible** or use a snatch block near the bow and pull down on the Control Halyard to slide the Chutescoop over the sail and cleat the Control Halyard to a deck cleat. Lower the sail at your convenience to the foredeck or down a forward hatch and rebag it. If possible, try to sail a downwind course so the Chutescoop will drop straight down on deck.

HELPFUL HINTS

Of course you can use your sail exactly as you have always done. This means that you can jibe your sail exactly as you always did or you can use the Chutescoop to help. If conditions are such that you feel a wrap may occur when you jibe, a good precaution would be to lower the Chutescoop about halfway for a polled spinnaker or all the way on a cruising spinnaker. Cleat the Control Halyard in this position near the bow then do your jibe. Change course and raise the Chutescoop back up to fully open the sail.

The Chutescoop may be of some help in clearing a wrap if you get one. If you cleat the Control Halyard to the mast it will be free of the sail and forestay should the sail wrap itself around the stay. This will allow you to use the Chutescoop to smother the top part of an hour glass wrap. Hopefully, this will reduce some of the tightness of the wrap and you can clear it faster.

Packing the spinnaker in the bag in an organized fashion will make your operation more trouble-free. We strongly suggest that your bag have ties or a similar device to hold the sail head and the two clews up near the bag opening. (See enclosed TurtleROO brochure). This will enable you to make your halyard, sheet and guy connections to the sail while it is still packed in the bag. We have found that the easiest way to bag the spinnaker after use is to first tie the clews to their proper points in the bag. Then put the bottom ring of the Chutescoop in the bag and stuff the rest of the exposed sail in the bag. Keep the Control Halyard out of the bag till the very end. Fake the sail and Chutescoop into the bag until it's all in, then tie the head to the proper tie in the bag. Coil the Control Halyard and lay it in the bag on the top of the sail. You will note that this can all be easily done while under way so it is no problem to use the spinnaker repeatedly as needed.

If your boat is equipped with a jib roller furling system, make sure the Chutescoop lines are clear of the furling device when setting or furling the jib. We recommend you first furl the jib then put the spinnaker up. On take down, first furl the spinnaker and lower it to the deck - then unfurl the jib. This avoids rolling up the Chutescoop lines in the jib furling system.

Since the spinnaker is furled in the Chutescoop during launching you can hoist the sail before you turn down wind, even when beating hard on the wind. Just keep downward tension on the Control Halyard to keep the Chutescoop closed. The Chutescoop can hang either behind the jib or between the forestay and the mast in the open slot. You can also hoist the sail from a variety of locations such as the bow, foredeck or mast area.

By now you should have gotten the idea that the Chutescoop gives you complete control on setting and furling spinnaker type sails. This means that you can separate all operations into discrete steps which one or two people can perform. For example, as one person steers the boat another hoists the sail (either cleat the Control Halyard down ahead of time or hold it in one hand as you hoist). Have the person steering trim the pole and foreguy - if you have one. Then when all is ready, have the person steering trim the sheet while the person on the foredeck raises the Chutescoop. Cleat the sheet and let the person steering keep the sail full. To drop the spinnaker give the sheet to the person steering and go to the foredeck. When the sheet is eased, pull the Chutescoop down to furl the sail. Cleat the Control Halyard down on deck then drop the sail through the hatch and bag when its convenient.

HEAVY WEATHER SAILING OR RACING

Make sure your racing rules allow devices such as the Chutescoop. Handicap racing classes (PHRF, etc.) don't restrict devices like the Chutescoop but one design racing classes might.

When racing try this procedure for jibing. Pull the Chutescoop down to cover 1/3 to 1/2 of the sail. This can be done as the boat is gradually turned toward its new course. End for end or dip the pole and trim pole and spinnaker sheet. Now jibe the main sail. With this procedure you keep the main full throughout the jibe, you prevent a spinnaker wrap on the headstay, and you ease the foredeck work by reducing the compression load on the pole during the jibe.

When the wind pipes up we recommend you douse the spinnaker. Racers frequently elect to carry the spinnaker in strong winds and in such instances may find the Chutescoop useful. The Chutescoop can be used to reef your sail. The Control Halyard should be led through a snatch block mounted near the bow and then cleated off. Damage to your sail could result as this puts extra stress on the clews and other parts of your sail. Check with your sailmaker to make sure your spinnaker is strong enough take this kind of treatment.

The becket blocks we supply have been custom designed for the Chutescoop application. We think they provide the best and easiest system for raising or lowering the Chutescoop sleeve. The breaking strength of the blocks used on Chutescoop models 820 - 1037 is 4120 pounds. The breaking strength for blocks used on the 1340 - 1850 and large custom Chutescoops is 8180 pounds. A safe working load for these blocks is 1/2 of their breaking strength. Should you desire a system other than the becket block we supply, contact the V.F. Shaw Co. for suggestions or advice.

PROBLEMS

Your Chutescoop is a fairly simple device and should give years of trouble free service. If you have followed the installation instructions correctly, your problems, if any, should be limited to making minor adjustments (see page 1 - ADJUSTMENTS)

Occasionally the Chutescoop may not operate smoothly. This is usually caused by the sail bunching inside the sleeve. If this occurs work the Chutescoop up and down several times till the sail comes out.

There is one problem that can occur if the sail is not loaded in the sleeve correctly. If the Chutescoop jams on the sail, the problem is most likely a twist of the sail around one of the small internal lines. If the sail passes between the sleeve and a small line the sleeve will not compress fully when raised.

To correct this, take the sleeve off the sail, and starting with the bottom ring carefully feed the sleeve onto your arm so that you end up with the sleeve compressed on your arm. In pulling the sleeve onto your arm,

keep the seam on the top. Once the sleeve is on your arm and is straight, pull the two small lines to make sure they are clear and straight and then carefully reload the sail. (See steps I-VI on page 1)

CARE AND MAINTENANCE

Inspect your Chutescoop at least once a season for damage, especially any chafe to the lines. Contact the V.F. Shaw Co., Inc. for repairs. If you have to remove the sleeve to have sail repaired we suggest you compress the sleeve and then tie it in the compressed position with string. Then disconnect the PREVENTOR LINE and becket block. Reinstall according to steps I thru VI.

NEVER store your sail wet. If your spinnaker and Chutescoop get wet do not repack the wet sail in its bag. The colors in dyed nylon or dacron cloth can bleed or run under certain conditions. This is likely to occur when the sail is tightly packed and the temperature is warm. White Chutescoop cloth has no dye in it.

LIMITED WARRENTY

Your Chutescoop is warrented to be free of defects of materials or workmanship for a period of one year from the date of purchase. We will repair or replace your Chutescoop at our option or refund your money, if our product does not meet with your satisfaction during the warrenty period.

On Chutescoops made with dyed nylon cloth we do not warranty the color fastness of the cloth. Damage to the sail or other equipment caused by bleeding dye is expressly excluded from this warranty.

It is expressly agreed and understood that the V.F. SHAW CO., INC.'s sole obligation and the purchaser's exclusive remedy under this or any other warranty, expressed or implied, is the repair or the replacement of defective Chutescoop components as provided above. V.F. SHAW CO., INC. shall in no event be responsible for any incidental or consequential damage, whether foreseeable or not, caused by defects in its components.

THE V.F. SHAW CO., INC
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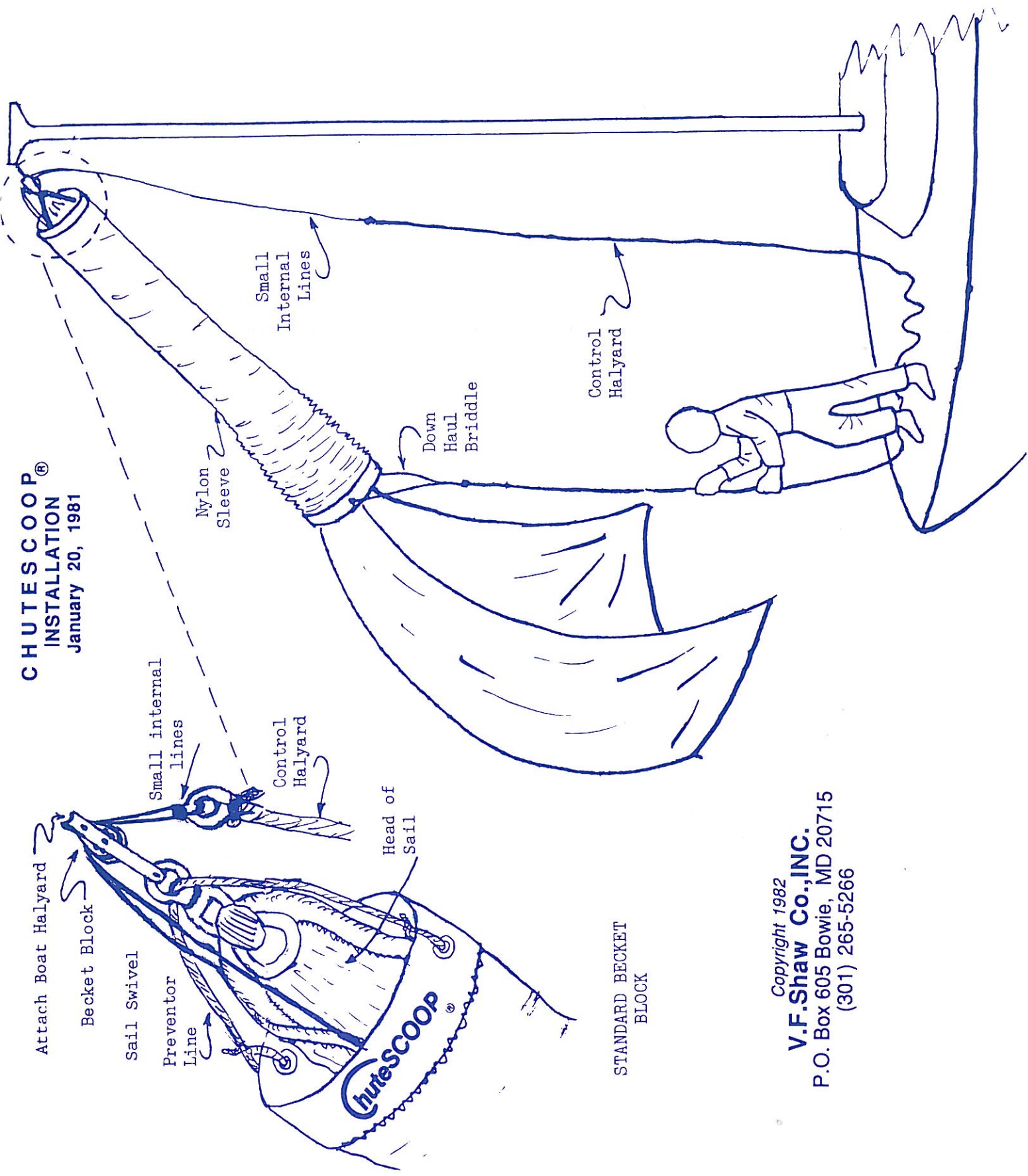
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SAILMAKER SWIVELS - Specially made for spinnakers		
Swivel Sizes	Fits Chutescoop Models	Price
Screw Pin Shackle	820 & 825	\$10.00 Light duty
#1	930 - 1037	\$20.00 Ball Bearing
#2	1340 - 1850	\$26.00 Ball Bearing

Add \$1.00 for shipping. Maryland residence add 5% sales tax.

**CHUTESCOOP®
INSTALLATION
January 20, 1981**



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