



12.9 Gennaker

February 2013

Setting up and sailing with the 12.9 Gennaker

The 12.9 Gennaker is a new bigger gennaker for the Weta. The standard gennaker is 8 sqm and the 12.9 gennaker is 12.9 sqm. The sail is designed for light to moderate breezes to help sailors racing in mixed fleets to get to a downwind mark faster. It is not intended to replace the standard 8.0 gennaker and will be sold as an extra. It is intended that one design racing fleets will stick with the 8.0 gennaker.

It's hard to say exactly what the performance difference in the sails is as it changes for different wind strengths. But with the 12.9 sqm gennaker you can sail on a generally lower (more downwind) heading than you can with the 8.0 sqm gennaker. The biggest changes are seen in a steady light breeze before you can get the boat planing.

So to put it very roughly if you have two boats, one with the 8.0 and one with the 12.9 and you point both boats in a hot/tight reaching angle the 8.0 will be faster for most conditions. If you then point both boats at a low/broad reaching angle the 12.9 will be faster in most conditions. So on a windy day someone might sail further but faster with the 8.0 and get to the mark quicker than someone with the 12.9 sail who is sailing slower but less distance.

For instance when Chris and I were testing, we did a day on a lake. Shifty and puffy bands of wind were coming down over the lake and you could plane in the puffs but not in the lulls. I had the 12.9 and Chris had the 8.0. He was going fast and high and connecting the puffs, sailing quickly through one to connect to the next one, so really working the shifts downwind. Whereas I was having an average day, not picking the shifts that well, but also being more restricted to sailing lower angles so not able to connect the puffs as easily and he beat me to the bottom mark with the smaller sail most of the time.

However we went sailing a couple more times when the wind was steady and more like 8-12 knots and the 12.9 was clearly faster than the 8.0, even staying in touch two up with the 12.9 vs one up with the 8.0.

To me it's a bit like the difference between a radial 5.7 sqm and a laser sail 7.4 sqm, the windier it gets, the less effect it has and in shifty and puffy conditions a skilled sailor in a radial can still beat an average sailor in a standard laser.

Finally to make sure that it's easy to distinguish the 12.9 from the 8.0, we are only going to offer the 12.9 in white.

Check out Chris' notes on sailing the Weta downwind for more about VMG and angles here <http://www.wetamarine.com/sailing-tips-by-chris-kitchen.html>

Cheers, Miranda

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12.9 Gennaker Pack

1x white 12.9 gennaker
2x lengths of shot cord (bungy) and two plastic stoppers.
1x long halyard (12.5m)
1x Pivot lead cleat



1. Attach the Pivot lead block to the mast.

Use marine grade stainless steel rivets to rivet the pivot lead cleat to the mast. Put it on the starboard side about 150mm up from the base of the mast.



2. Tie bungy onto prod to stop it rotating

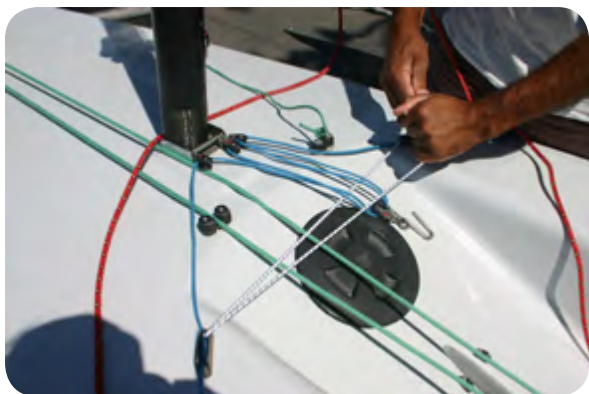
a. Take the longer length of bungy, tie a stopper onto each end, then loop it around the pole using a clove hitch to secure it as shown.



b. Take both ends and thread them through the inside of the bow stop and then pull them back under the bow.

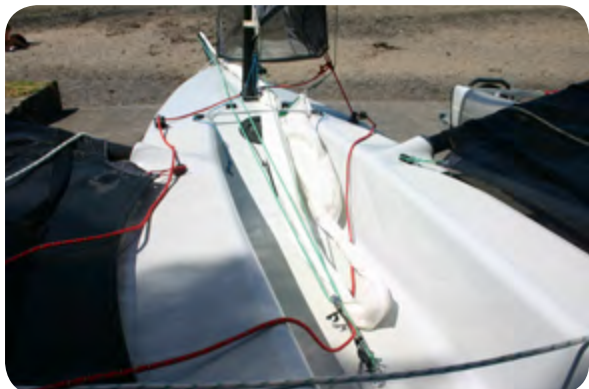


c. Tie the bungy in a knot, make sure that the stoppers are close up to the knot to stop it coming undone. This stops the pole from rotating when the gennaker has been lowered.



3. Fix the Gennaker retaining bungy

Tie the other piece of bungy in between the two Cunningham cleats. When dropping you pull the kite underneath the bungy to secure it.



4. Set the gennaker up for sailing.

If the gennaker is not furled, hoist it, furl it and then drop it and tuck it under the jib sheets and back into the cockpit as shown. If you prefer tie the halyard off to the d-ring in the cockpit. Make sure that you rig the longer halyard.



Dropping the 12.9 Gennaker when sailing

1. Furl

The sail is not designed with good furling in mind, so just furl it as best you can so that it is tidy when you drop it into the cockpit. Remember to furl going downwind and to keep tension on the clew of the gennaker to give a better furl.



2. Drop

Un-cleat the halyard and drop the kite. If you have put the pivoting lead cleat on the mast this will be easier. Sometimes the kite will only want to drop into the water or straight down or the wrong way. Just let it go in the water, sail over it a bit then pick it up. If it's going the wrong way think about where the wind is coming from and change angle so that it will fall the way that you want it to.



3. Tuck

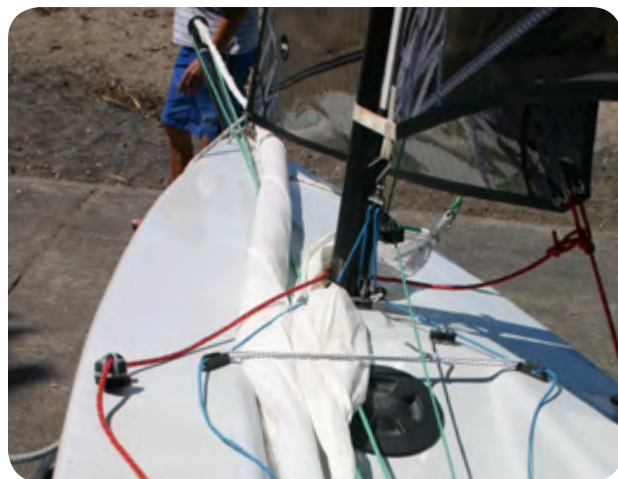
Take it under the jib sheets and tuck it under the bungy. Lay it out along the cockpit floor. If the kite is falling off the deck when you are going upwind, you can try pulling it past the port side of the mast instead of the starboard side and tucking it under the bungy on that side.

Tips for sailing with the 12.9 Gennaker

1. Try experimenting with halyard tension to increase luff curve and give the sail more shape. As a general rule if you want to sail high and fast (on a reaching angle) you would have more halyard tension. If you want to sail low, you would have less halyard tension.
2. Always remember to tuck the furled sail UNDER the jib sheets when dropping it. You will learn this pretty quickly, but it is the most important (and complicated) part of sailing the boat with the 12.9 gennaker.
3. Furl/unfurl the sail with plenty of halyard tension on. When you furl the sail it is best to have maximum halyard tension on. This will ensure the sail is furled as cleanly as possible. When the halyard is slack the sail will not furl very well and you are often left with a 'bag' at the head of the sail. To help ensure the best furl possible, steer straight downwind and keep some tension on the clew of the sail when furling.
4. When adjusting the halyard tension or furling the sail, head directly downwind to reduce the load on the sail. On this heading the loads are much lower making these adjustments easier. Trying to adjust halyard tension when the sail is loaded up will be much harder, it will also be much harder to get a good furl.
5. Sail more conservatively with the 12.9. The sail is designed to be used in lighter winds when you generally have more time to furl, unfurl, hoist and drop. Allow a little more time than you think you need to manage the sail. Remember you will not be able to sail as high (close to the wind) with the 12.9 as you can with the 8.0, especially in high winds. The 12.9 Gennaker can handle strong winds but it is recommended that you sail deeper to reduce loads on the boat. The 12.9 may also cause the boat to capsize more easily, so take it easy while you are getting used to the sail.
6. You may not always have to drop the sail to the deck. Depending on your mast rake, in lighter winds you can actually sail with the 12.9 like the standard gennaker (leaving it hoisted the whole time). Provided you have plenty of halyard tension on and get a nice tight, tidy furl, you can sail upwind with the sail still hoisted without the wind blowing the extra cloth out.
7. If you are sailing in stronger wind and waves you may find that the 12.9 gennaker wants to wash off the boat when stowed on the deck. From our experience it may drag in the water a little but has never 'trawled' and stopped the boat. If this is a problem you can drop the 12.9 gennaker across the deck. This is when you drop



the halyard and let the furled gennaker drop down to the deck on one side of the forestay. You then pull the sail around the opposite side of the mast (eg drop on the starboard side of the forestay and pull through the port side of the mast and tuck under the bungee). Double check you drop the sail under the jib sheets. This 'S' type position of the furled, tucked gennaker on the deck prevents the sail from 'washing' overboard in wavy conditions.



8. When sailing without the 12.9, remove or tape the pivot lead block. This fitting is easily removed with a simple split pin. It is a good idea to remove it for use with the standard gennaker as the jib sheets often get caught on it. Wrapping electrical tape around the mast and fitting also prevents the sheet from getting caught.
9. We recommend replacing the plastic hook that secures the gennaker furling line to the d ring in the cockpit with a shackle as the plastic hook can sometimes come off the d ring. It just makes it cleaner and easier if the gennaker furling line stays where it is supposed to!

