

Take the boom out of the boom

The combined force and weight of a yacht's mainsail and boom can put immense pressure on a boat's rig. Especially when unforeseen incidents occur.

Gybe Tamer is designed to absorb the shock loading of the mainsheet, particularly when gybing. It also reduces shock loads during rapid tacking and reduces heeling due to sudden gusts.

Under light wind conditions the Tamer remains in a closed position however, if a gust hits, it will extend in a smooth and progressive manner. When gybing, it will remain in a closed position until the boom passes the centreline of the yacht. If this transition is rapid, the tamer will extend, absorbing most of the kinetic energy of the boom, before closing back to a closed position.

Under heavier winds the Tamer may extend to the maximum position, until the pressure can be reduced by conventional use of the mainsheet and traveller. On gybing, even if fully extended it will close automatically before extending again to absorb the rapid movement.

The Gybe Tamer, therefore, is a useful safety device against the unexpected, reducing potential damage to rigging and reducing potential injuries to the crew.

Installation is simple and fast. The Tamer can be mounted between either the traveller car and the mainsheet or between the mainsheet and boom using six millimetre shackles.

There are three sizes: GT-1 for mainsails up to 15 square metres; GT-2 for mainsails 15 to 30m² and GT-3 for mainsails 30 to 45m².

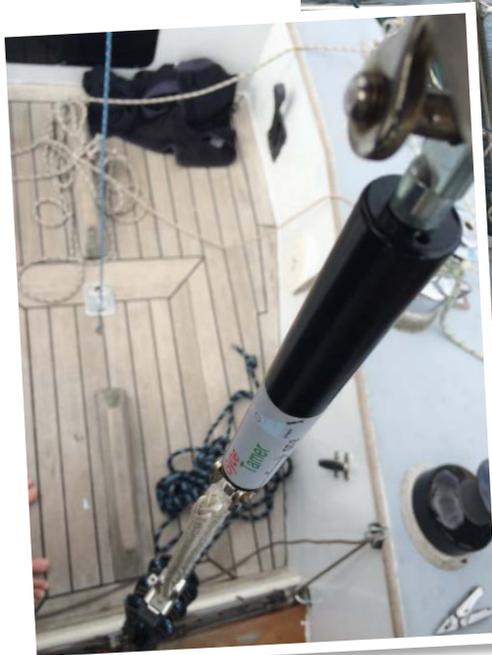
Cruising Helmsman took a GT-2 for a trial on a 31 foot, 4000 kilogram, cold-moulded IOR 1/2 tonner. Its mainsail is 20.5m² and was sailed with a crew of 2.5: husband, wife, baby!

The installation was dead simple: two shackles and it was done. It was decided it worked best hung from boom, as opposed to being mounted above the traveller. The choice was between a potential head-bopper or a foot basher.

The spring-loaded ram extends to its

RIGHT: Here is the Gybe Tamer fully loaded and extended.

BELOW: Installation is easy and the unit is quite small and light.



mainsheet to fully load the spring, this gentle loading and unloading of the spring reduced fine control over the mainsheet and had a small but noticeable reduction in fine trim control if in racing mode.

Our test boat owner is always conscious of the loads put on his wooden yacht from the use of low stretch materials such as Dyneema sheets and laminate sails; so he was pleased to see that "the GT-2 had a noticeable reduction on shock loads.

"While the interference of the Gybe Tamer in lighter winds made trimming the mainsail more difficult to eek out the last tenth of a knot when racing, it is to be noted, however, the easy removal and installation of the GT-2 means it is no problem to race without it.

"For a cruising yacht, keeping the GT-2 on for both light and heavy wind sailing with family and friends, taking the sting and danger out of a less than perfectly executed gybe is welcome."

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maximum throw when trimming the main then, once fully extended, the main trim controls are as normal. As the boat comes away and passes through a gybe, the mainsheet unloads and the spring takes up the slack, reducing the slamming of the boom from the eased mainsheet tension.

Once the new wind catches and loads up the main the spring inside the unit takes up and extends fully again. This loading of the spring reduces the shock loads through the gybe.

Sailing upwind at maximum racing trim in 12 knots true wind the GT-2 was fully loaded, allowing full sail control. Bearing away through a gybe, the GT-2 noticeably reduced the shock through the gybe.

When sailing upwind in a lighter breeze (<8kt) there was insufficient load on the