

# PEACE-OF-MIND PERFORMANCE

Through our ability to satisfy and stretch beyond customer expectations we have built a global reputation for time-tested performance.



## QUALITY CERTAINTY

All C-Tech's products are expertly made from robust, high quality materials to exacting specifications. They are more than a match for the rigorous demands of performance and durability required by our customers.



## PERFECT FIT

Few of C-Tech's customer needs are the same, so we offer an extensive range of products carefully designed to meet the many specialised requirements of our worldwide customers.



## ADVANCED TECHNOLOGY

C-Tech has a continual R&D programme to refine existing composite products, introduce new materials, and develop new product breakthroughs for customers.



## FAST RESPONSE

C-Tech has the ability to quickly adapt to changing customer requirements and to provide rapid answers to all customer enquiries.



## VALUE FOR MONEY

At C-Tech, we are performance, rather than price driven, however we always ensure our customers get optimum value for their money.

## Orders

For ordering complete C-T SnuffAir systems or replacement parts please contact:



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## Questions on Assembly/Use

For further information on assembly or use of the C-T SnuffAir system please contact:

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**www.snuffair.com**

Results are everything - Performance-Led Composite Solutions for Yachting, Sport & Manufacturing.



# C-T SNUFFAIR INSTRUCTIONS FOR USE

YACHTWARE | C-T SNUFFAIR

## CT SnuffAir Components

### CARRY BAG CONTAINS:

- Rope up/down line.
- Inflatable ring with chafe guard and bridles.
- Spinnaker sock (flaked in carry bag) and head strop (on top).
- Inflation bayonet and bladder repair patches (inside pocket).



## Installation Steps: HEADSTROP



**1.** To retrieve the head strop, push a short batten up the spinnaker sock from the bottom and pull the sock over the batten until you reach the head strop.



**2.** At the top of the sock, tie or tape the batten to the head strop. Pull the head strop through the bottom of the sock using the batten.



**3.** To connect the head strop to the spinnaker put head-strop loop through head of spinnaker and replace dog-bone. Lash securely in place.



**4.** Pull the neoprene cover over the dog-bone to protect it and prevent the sock getting caught.



**5. Important:** make sure the down line bridle is on top of the spinnaker (on the same side as the rope pocket) when connecting spinnaker to head strop.



**6.** The spinnaker halyard can now be attached to the other end of the head strop. **For rope pocket socks:** Make sure down-line feeds correctly around block on headstrop

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**Installation Steps: BLADDER INFLATION**

**1.** Inflation/pressure relief valves are accessed through the lower zip on the chafe guard. *The relief valve releases air at 10PSI.*



**2.** Bayonet fits into the inflation valve with a ¼ turn.



**3.** The bayonet is supplied with a ¼" brass BSP thread, for attachment to an airline fitting.



**4. Important:** inflate using a compressor until the relief valve releases (at 10PSI). This ensures the ring is at the correct pressure. *Check pressure before using as the ring may soften overnight or in cooler temperatures.*

**Fitting Spinnaker: TO SOCK WITH ROPE POCKET**

**1.** Attach the up/down line to the down line bridle with a bow-line so it can be untied after the drop, re-led and set up for the next hoist if necessary.



**2.** Sock the spinnaker for the first time by hoisting with the bucket at the top of the spinnaker then pulling the bucket down over the sock during the hoist process.



**3.** Snuffair is hoisted and dropped using the up/down line within the rope pocket.

**Fitting Spinnaker: TO SOCK WITH HOOPS AROUND THE CIRCUMFERENCE**

**1.** Attach the down line to the down line bridle with a bow-line. The bow line can be untied after the drop, re-led and set up for the next hoist. *Down-line controls the speed of the Snuffair during the hoist, and pulls the Snuffair down during drop.*



**2.** Head strop for a spinnaker sock with hoops has no block, as the lines run externally.



**3.** Sock the spinnaker for the first time by hoisting with the bucket at the top of the spinnaker then pulling the bucket down over the sock during the hoist process

**Snuffair is hoisted by clipping a second halyard or gantline directly to the up line bridle. (The second halyard is separate to the spinnaker halyard).**

**Tips for Using CT SnuffAir****HOISTING THE SPINNAKER**

Important: inflate using a compressor until the relief valve releases (at 10PSI). This ensures the ring is at the correct pressure. Check pressure before using as the ring may soften overnight or in cooler temperatures.

Control the down line when hoisting. Don't hoist too fast, or let the snuffer ring go uncontrolled to the top of the mast, as head build-up will damage the spinnaker and sock.

**Rope pocket Spinnaker Sock**

Ensure the sock has no twists when hoisting.

The up line should exit the rope pocket on the closest side to the boat.

**Hoop Spinnaker Sock**

This sock has no endless rope system. Hoisting the Snuffair is done by using a separate halyard or gantline.

Hold the separate halyard or gantline clear while the spinnaker and sock are going up. This ensures it doesn't get wrapped around the sock.

**DROPPING THE SPINNAKER**

Bear away for the drop until the Snuffair is down.

Before pulling the down line wait for the sheet to be eased so the head of the spinnaker collapses.

If the Snuffair ring bends or folds:

1. the boat may not be down wind enough
2. the spinnaker sheet may need to be eased more
3. make sure spinnaker sheet is not dragging in the water.

If you see the Snuffair ring bend or fold it is important to ease the down line slowly until the ring re-forms and then try again.

**Hoop Spinnaker Sock**

Keep the separate halyard / gantline under tension when it needs to be released. This prevents it from wrapping.

The sock has a parallel shape to help prevent it prolapsing through the ring. However this can still be a problem and must be watched for. Products like McLube can help with this.

**TECHNIQUES FOR RACING**

We recommend setting the spinnakers up with the Snuffair at the top so your first spinnaker hoist of the race can be done as per normal.

Lay the spinnaker along the length of the boat and tie the head strop to the push pit.

For rope pocket socks use the up line and pull the Snuffair to the top of the spinnaker

For hoop socks simply concertina the Snuffair to the top of the spinnaker.

Expose the head of the spinnaker and cable tie the down line where it is attached with a bow-line to the head of the spinnaker or the head strop itself. Use two cable ties for the hoop style socks.

When wooling the spinnaker lay the control lines inside the woofs so they get woolled into the spinnaker. (With a rope pocket sock you will have both lines woolled into the spinnaker; with the hoop style sock only the down line).

Wooling the lines into the spinnaker ensures you don't need to feed them from the deck whilst hoisting. When the spinnaker sets the lines can be retrieved and set up for the next maneuver.

Loop the surplus rope into the spinnaker bag in a figure of eight shape, then add the spinnaker.

Leave the cable ties secure so the Snuffair doesn't fall down during the gybes.

To set up for the drop break the cable ties by pulling the down line after the last gybe, preferably before the bottom mark, in preparation for the drop.

**Repairs**

Bladder patches can be found in the Snuffair bag inside pocket.

Recommended glue to use: Polymarine PVC Adhesive, 1 part, 70ml Tube <http://polymarineshop.com/index.php/adhesive/pvc-adhesives.html>

UNFORTUNATELY THIS GLUE CANNOT BE SHIPPED IN THE CARRY BAG.

1. Sand the area with 180 gram sandpaper.
2. Clean with alcohol.
3. Follow the instructions from the glue.
4. Place patched area in a vice with ply wood plate on either side for the recommended curing time.
5. Once full drying time is achieved inflate ring until relief valve releases.
6. Leave overnight in a stable, room temperature environment. Check for leaks by immersing in water.