

## Cunningham Upgrade

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The following Cunningham improves upon the common double-ended rigging found on Santana 20s. A problem occurs with sails that use a lower sail slug - when pulling down on the Cunningham (via a grommet higher up in the sail), the slug often doesn't move downward too. This results in an undesirable wrinkle in the sail between the slug and the grommet. This requires crew action to resolve. Given that the Cunningham is likely to be used in heavy winds, this requires a crewmember to come off the rail - heeling the boat unnecessarily and increasing leeway. I give credit to Chris Winnard, who showed me a nifty solution, to get around the problem.

Much like the "stock" Cunningham system offered on new Santana 20s, this system uses two lines. The first line consists of a line running from a cleat on one side of the cabin top, through a small block at the base of the mast, up through a "floating" small block (more in a minute), back down to another small block at the base of the mast, and over to a cleat other side of the cabin top. The floating block has a small shackle fixed to it that is clipped into the bowline loop described above.

The second line starts at the bottom slug of the mainsail, goes down through a small block lashed to the top of the gooseneck, back up and through the Cunningham grommet in the mainsail, then back down along the port side of the gooseneck (through the middle of my compass bracket), where it terminates in a small bowline loop.

This system ensures downward tension on both the grommet and the sail slug. It operates very smoothly and moves both in unison - leaving no chance for a wrinkle in the sail to form.

The photos show this system on Gratitude" (hull #926).





