

## HOW WE TESTED

### From the Bench to the Bonnie Blue Sea

The test units were first evaluated in the workshop for bearing friction, material choices, construction, functionality, corrosion resistance, and engineering features.

In the field, all test products were tested aboard an Ericson 41 and were mounted on a carbon-fiber bowsprit that extended 2 feet beyond the headstay chainplate. In light air or a flat calm, the 2-ounce Dacron 160-percent (750-square-foot) drifter was conventionally hoisted with the head swivel and tack drum attached. The sail was immediately furled using the endless line that could be operated anywhere along its length. The CDI and Bamar units were also compared using a loose-luff gennaker. We also tested the smaller furlers with a genoa and an asymmetric spinnaker on a Cape Dory 19, noting how handy these systems can be on smaller boats.



*For the test, Dacron luff webbing was sewn into a 160-percent drifter. The Bamar (right) and CDI furlers were also fitted with an asymmetrical spinnaker.*

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