BFH-250-HL



Furling System	boom drives
drive type	hydraulic
furling direction	cw, ccw
max. E-length (boom length), approx.	17 m
D1 – mandrel inner diameter	252 mm
D2 – □ emergency drive wheel	660 mm
L – total length	1344 mm
d – □ clevis pin	55 mm
W – clevis width	104 mm
G – clevis depth	57,50 mm
weight of the drive unit	215 kg
holding torque	32000 Nm
drive torque	2400 Nm
max. oil pressure motor, continuous	172 bar
drive torque, intermittently	2660 Nm
max. oil pressure motor, intermittent	190 bar
max. furling speed	30 rpm
oil flow @ max. furling speed	37 l/min
flatten function	Yes
pressure to open lock	100 bar

Maximum torque for demanding applications.

Application

Reckmann **BFH boom furling drives** are built for yachts where high loads, reliability and precise control are essential. BFH drives are the preferred choice when electric systems reach their limits. BFH drives incorporate a **rigid locking mechanism** capabale of taking sailing loads, eliminating the need for additional clew or tack locking devices. Use cases:

- **large cruising yachts** and **superyachts**
- systems requiring maximum **furling and holding torque**

Key characteristics

The BFH is a compact, sealed unit combining drive, gearbox and locking mechanism to be **fully integrated** inside the boom mandrel.
The hydraulic drive delivers powerful, consistent torque and ensures controlled sail handling in all conditions.

Functionality

- **Furling:** controlled hydraulic drive with high torque
- **Unfurling:** sail deployment via halyard winch with defined hydraulic resistance
- **Flattening mode:** ratchet function for minor adjustments and trimming
- **Locking:** secure load-holding via integrated dog clutch when sailing reefed

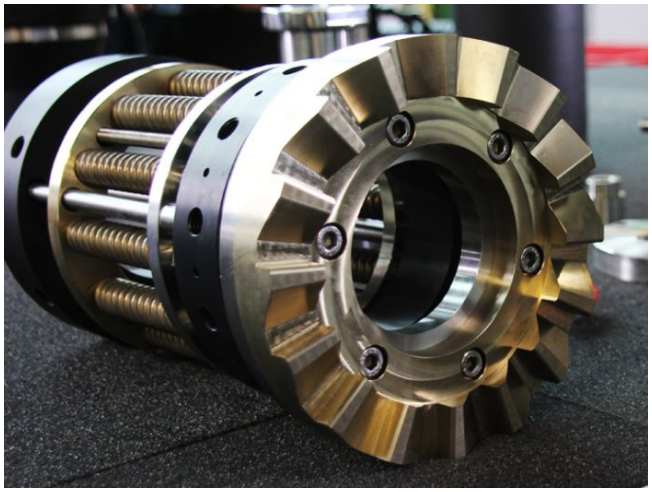
System and Integration

- fully enclosed installation inside the boom
- robust **stainless steel construction** (BFH-200-HL onwards)
- **integrated locking mechanism** with controlled free rotation
- emergency operation via **manual drive** wheel

Stand-Alone Solutions

Reckmann offers complete hydraulic furling systems including a customized hydraulic power pack, valve blocks and control unit. This allows fully independent, optimized solutions, e.g. for yachts without existing hydraulic infrastructure.

Features



Integrated locking mechanism

The system locks and safely holds the load when the sail is reefed. Additionally, the ratchet geometry allows fine adjustment of the luff without unlocking (*flatten* function).



Compact in-mandrel design

The drive unit is fully **integrated** within the boom mandrel. This saves space, protects the system, and simply looks great.

[Note: Image does not show the emergency drive wheel]



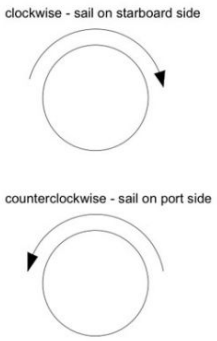
Emergency drive wheel

The system is equipped with a **drive wheel** mounted at the front, allowing **manual furling** of the sail using a line. The toothed design of the wheel ensures a secure grip, so the mandrel can be rotated reliably even in emergencies.

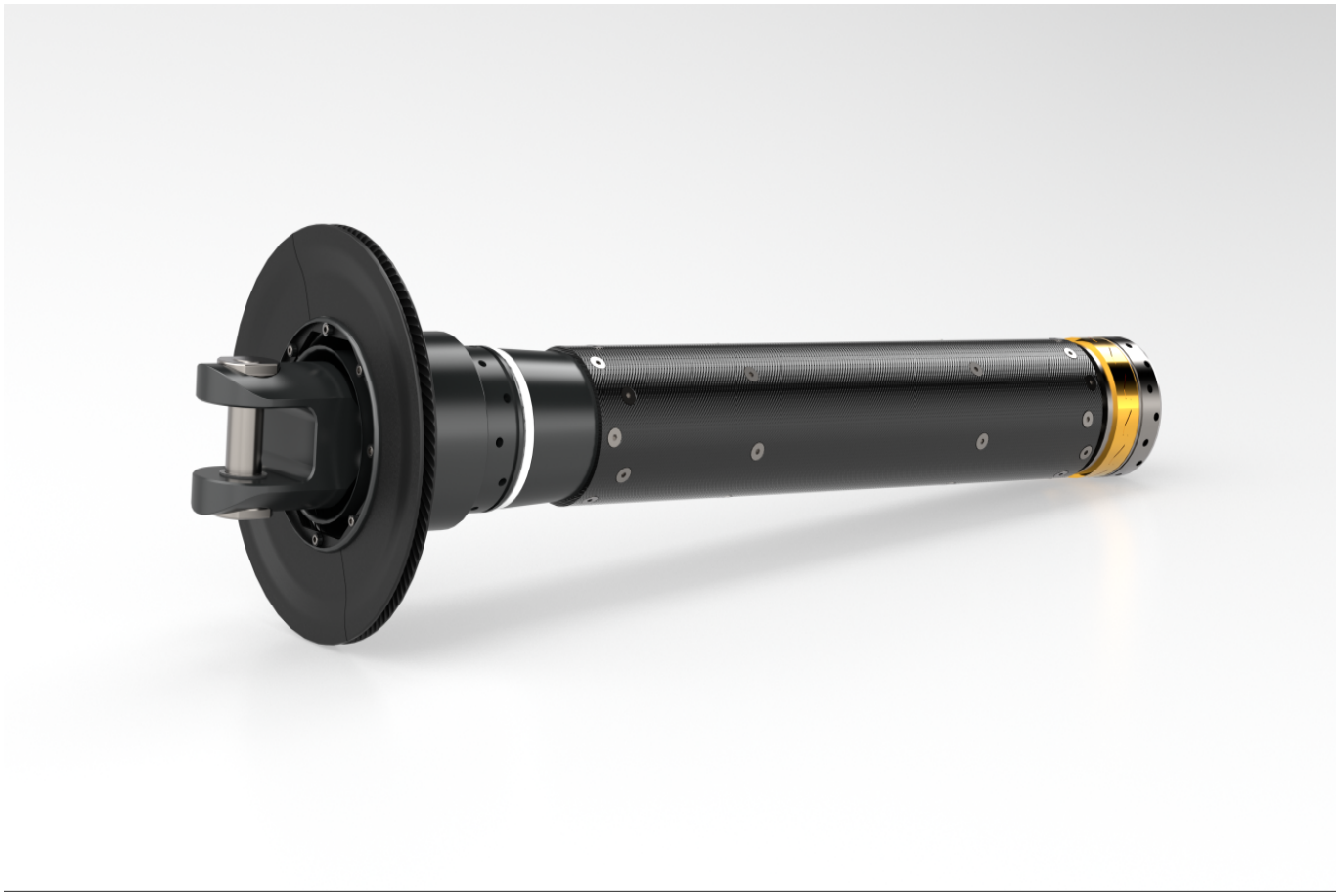
The emergency drive wheel is supplied in a split, **removable design**. It can be fitted when required and removed during normal operation.

Features

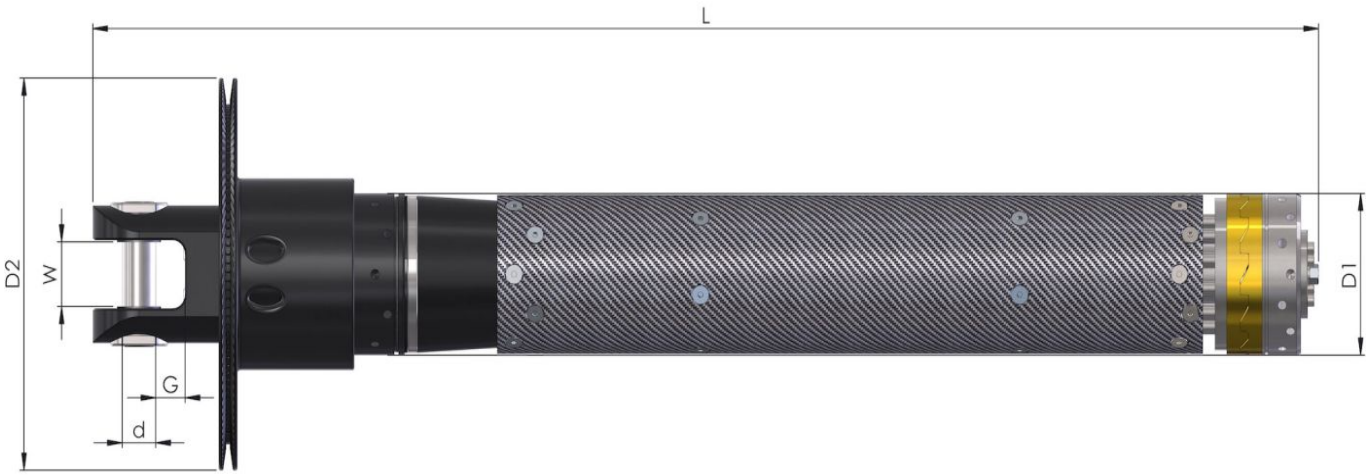
Furling Direction



The furling direction depends on the geometry of the boom and needs to be mentioned when the drive is ordered.



BFH – Hydraulic drive units



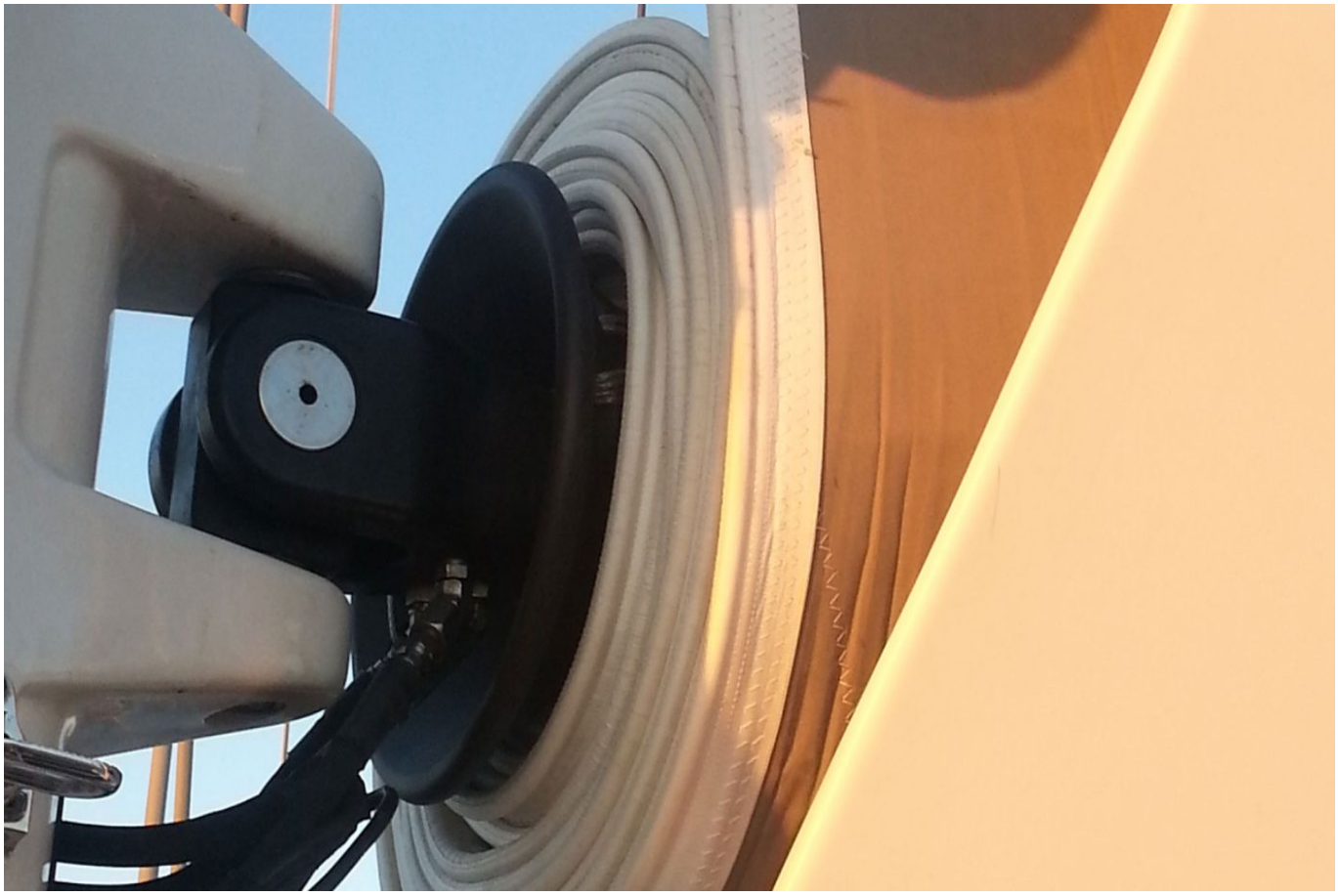
Dimensions BFH – see table for more information



BFH-250 boom furling system



Hydraulic drive unit BFH-250



BFH-250 boom furling system



BFH emergency wheel