

Sailing study guide

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**ASSIGN
BUSTER**

The Jib: a. Rigging: I. Fasten the tack of the Jib to the proper fluting at the bow II.

Starting with the bottom fastener attach the leaf of the Jib onto the forestry without twisting the sail. III. Attach the jib halyard shackle to the head of the jib. Check that the halyard isn't wrapped using bowline knots. Lead the Jib sheets clockwise around the wrench then through the cam cleat. Tie a stopper knot b.

Hoisting: I. Make sure the sheets are loose and not in the cam cleat. Raise the sail with the Jib halyard. It. Finish hoisting by securing the Jib halyard V. The Matt-I sati: I.

Attach the entire foot to the boom by inserting the clew of the sail into the forward end of the boom slot pulling it along the boom. It. Attach the tack of the sail to the crotch iii. Connect the Cunningham but don't tighten????? ' v. Attach and tighten the outlaw to tension the foot of the main.

Cleat the outlaw line. V. Attach the leaf to the mast by putting the slugs in the track starting with the head of the sail vi. Attach the main halyard shackle b. Hoisting: I. Tighten the outlaw it.

Loosen the Cunningham iii. Loosen the mainstream and any reefing lines and remove any salt ties ' v.

Tighten the traveler controls v. Release the boom van v'. Check if the halyard is clear then hoist.

Vii. Cleat and coil the halyard VI. Sail Controls a. Cunningham/downfall: line that is used to properly tension the leaf of the main sail along the mast b. Boom vang: is used to keep the boom from rising up when the wind hits the main sail c.

Outlaw: line used to properly tension the foot of the main sail d. Mainstream: controls the angle and shape of the mainsail. It runs through a series of pulleys (blocks) which give the crew mechanical advantage while they trim the sail e.

Jib sheets f. Fair leads: the pulleys that the Jib sheets are run through VI'.

Cleats: a. Cam cleat: has “teeth” b. Clam cleat: no mechanics and just pull the line through c. Horn cleat: typically for docking and requires a cleat hitch VIII. Points of Sail b.

Close hauled: sails trimmed in tight, upwind c. Close reach: sails almost trimmed in tight, upwind d. Beam reach: sails about half way out, across the wind e. Broad reach: sails out to be perpendicular to wind. Almost all the way out. **Watch out for accidentally gibing if the Jib switches sides**, downwind ' X.

Heading up a.

Changing from a beam reach to close hauled: push the tiller towards the boom and trim in sails b. Angle of wind gets smaller X. Bearing away a. Changing from a beam reach to a broad reach: pull tiller away from the boom and X'.

Tacking a. Turning the boat from one side of the no go zone to the other b. "Ready about" "Ready!" "Tacking or Hard A Lee" c. Tiller toward boom d. Sails are trimmed in tight in close hauled position XII. Gibing a.

Turning the boat from one side of downwind to the other b. "Prepare to gibe" "Ready" "Gibing" c. Tiller away from boom d. Sails are let out almost all the way and the main sail is grabbed and swung over

XIII. Sailing by the lee: the stern has crossed through the wind, the Jib has crossed but the mainsail is still out with the wind starting to curl around its backside. Boat is now sailing with the wind crossing leeward side first XIV.

Telltails (pic 40): a. Just right: parallel b. Too tight: crossing c. Too loose: blowing away W. Docking a. Lines: I.

Bow and stern lines: keep the boat close to the dock but do not prevent it from surging forward or backward in the wind or waves it. Spring lines: keep the boat from moving backward and forwards. Referenced according to where they are cleaned on the boat.