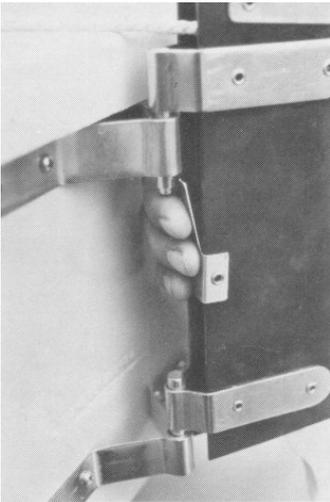
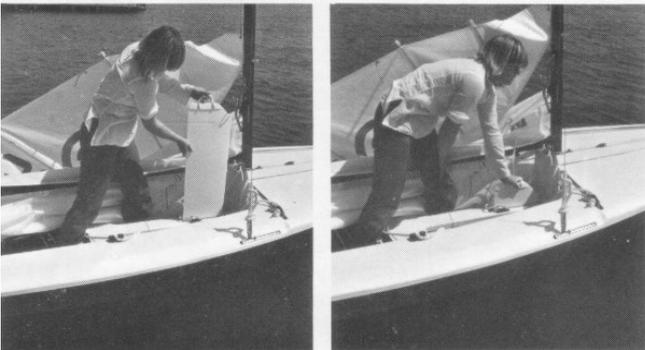




**53.** Make sure you push the rudder all the way down until the spring clip locks under the top gudgeon. Note that the blade is in the up position requiring no depth of water. Do not install the tiller yet as it will only tend to catch the sail while hoisting.



To remove, simply depress the spring and lift.



**54.** Make sure the carpet in the centreboard box is clean, dip the centreboard in water to lubricate it and insert into the box as shown making sure the cut-off corner at the top is forward. Put it down as far as you can as it will help prevent the boat rolling from side to side while hoisting the sail. If the water is very shallow, however, leave it out until you leave the dock as it will get in the way while hoisting.



**55.** The procedure for hoisting the mainsail is the same as on shore, however, one person sits on the deck with a leg on either side of the mast; the other person sits on the centreboard capping or thwart. The person on deck should hoist and the other guide the sail into the groove. In particularly windy conditions, the boat will be more stable at the dock with the heavier person in the cockpit, and not as shown in the picture!



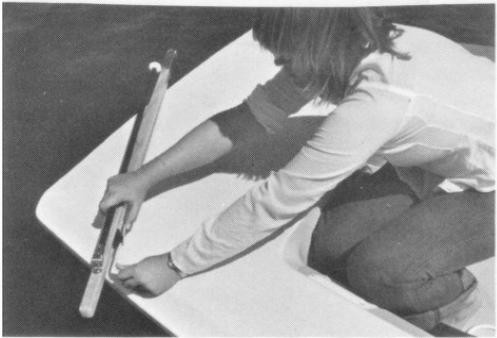
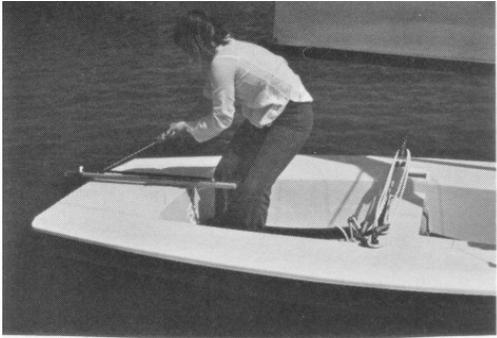
**56.** When the sail is almost all the way hoisted, the person in the cockpit should assist by raising the entire boom to take its weight off the sail.



**57.** In order to put the ball into the halyard lock, use the rotation lever to turn the mast at right angles to the person on deck. At this point the halyard lock will be directly overhead. (Remember this also for lowering the sail — use the lever to make the halyard lock accessible and then re-align the mast with the sail so that it will come down smoothly.)



**58.** A hint for windy days. Pull the outhaul very tight to make sure the sail is completely flat. This greatly reduces the tendency of the boom to flog from side to side.

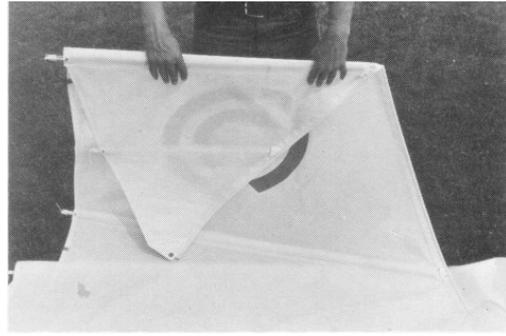


**59.** Install the tiller, pull hard on the downhaul line (if the water is deep enough) and cleat. Use as much tension as you can so that the rudder is always maintained in the straight down position. If it swings up, steering will become more difficult; if it swings all the way back, almost impossible.



**60.** Untie the boat, step in gently, unfurl the jib and you're off!

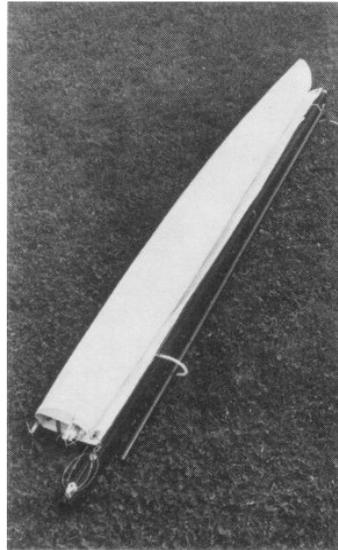
## Storing the sails



**61.** The mainsail will normally be stored and carried fully battened and rolled in a long sailbag. There is no reason why the boom and whisker pole should not remain attached to the mainsail.



Fold the sail at the second or third batten and roll down to the boom. Never roll the sail around the boom, (boom fittings mark or damage the sail).





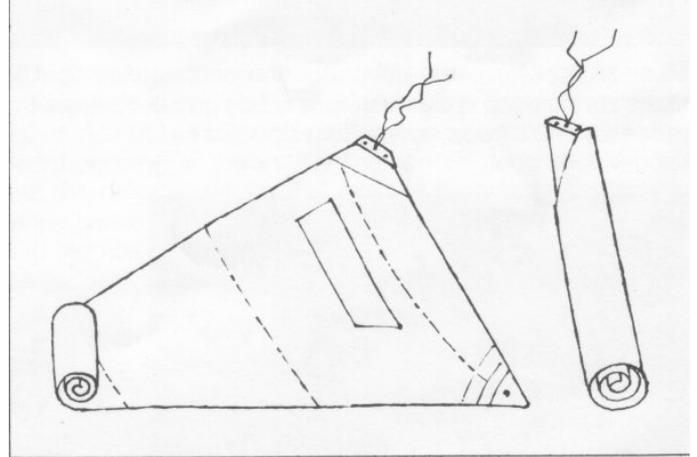
For storage other than overnight, release batten tension by springing the batten ties out of their notches. It is not necessary to untie them. Tension the ties by springing them back into their notches before next hoisting the sail (fig. 34).



Always dry the sails thoroughly before storing them. Sails stored wet can discolour with mildew, and prolonged moist storage can soften the stiff cloth of the jib. While it is not essential to hose salt off sails (until the build-up becomes objectionably stiff), salt-free sails will crease less, will be faster in light winds, and will last longer.

Fully battened mainsails enjoy long racing lives — four to five seasons in windy and salty coastal conditions (Sydney, Australia) is normal, and up to double that in fresh water and lighter breezes. Jibs look “used” after about half this exposure.

Should any batten be lost or damaged, replace it temporarily with an untapered batten of approximately the same stiffness as the other battens in the sail. (A timber batten will work satisfactorily as a temporary replacement.)



**62.** For storage, roll the jib from the head downwards as shown above. It will then fit into its bag without folding and will unroll, ready for use, without creases. **Never fold the jib across the window.**

When furling or unfurling the jib around the forestay it may be necessary to centre the rotation lever under the boom. This is particularly true when the mast is over rotated as in fig. 48. The swivel will bind at the top of the jib, locking it in either the furled or unfurled position.

Performance Sailcraft

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