



You will need:

(Usually already on the boat)

- **Mast**
- **Boom** - including rigged already on the boom – outhaul and kicking strap
- **Traveller** – the rope across the back of the boat
- **Main sheet ratchet block** – in the centre of the boat
- **Bow line** – ties the boat to the trolley
- **Downhaul rope** - also called the Cunningham
- **Main sheet** - this may also be already rigged on the boom, if not...

(... from the storage shed)

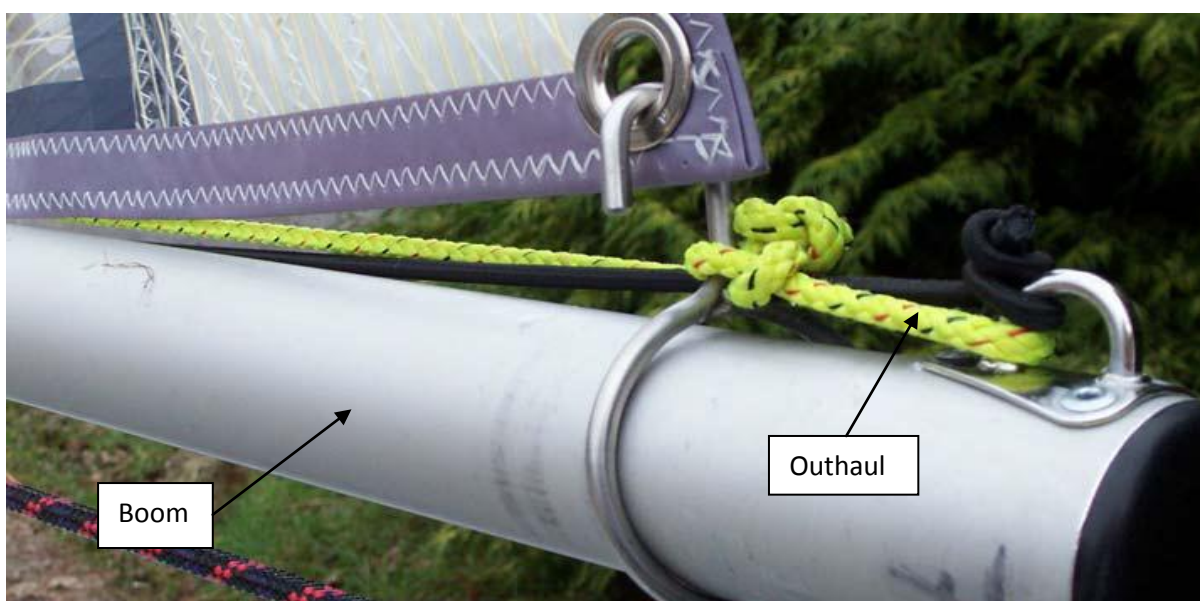
- **Main sheet**
- **Main sail**
- **Jib sail** – this will normally have the sheet attached
- **Spinnaker sail** – also called a Gennaker, this will normally have the sheet attached
- **Daggerboard**
- **Rudder** - including Tiller and extension
- **Bung** - These are usually tied to the rudder and are grey and slightly larger than the Laser and Pico bungs

1. SAFETY INFORMATION

- Before attempting to operate the boat, ensure that you have the appropriate experience to handle the boat safely in the anticipated sea and wind conditions
- Ensure that all the crew have sufficient boating experience and are familiar with emergency procedures, capsize recovery, and towing
- Always check the weather forecast before leaving shore, and ensure that the predicted weather and sea conditions are suitable for the boat
- Clothing should be suitable for the anticipated weather conditions and footwear appropriate for boating
- Before going afloat, all persons should be wearing a suitable buoyancy aid which should be worn at ALL time when on the water
- The helmsman is responsible for the safe operation of the boat
- The helmsman's responsibilities include the proper preparation of the boat and safety equipment, knowledge of the boat operation, and safety of the crew

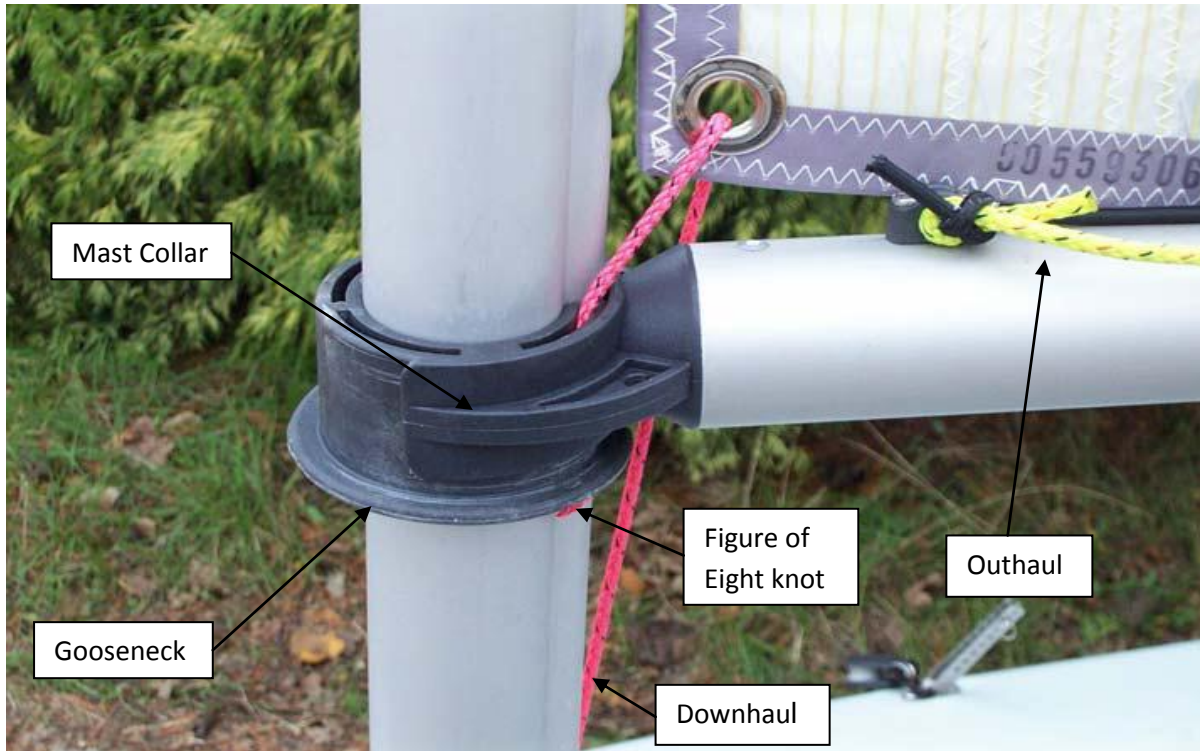
2. Hoisting the Mainsail

- Unroll the mainsail
- Take the end of the main halyard that comes down the mast from the bulls eye (not from the cleat on top of the mast), and tie it to the top of the mainsail
- Put the top of the mainsail into the opening at the bottom of the mast track, just above the gooseneck mast collar
- Holding the sail in line with the mast, pull on the other end of the main halyard
- Pull the mainsail up to the top of the mast. To make hoisting the mainsail easier, keep it in line with the mast, especially when passing the batten pockets
- When the mainsail is at the top of the mast, lead the halyard tail that you have been pulling around the outside of the shroud, and pull it forward
- Pull the halyard towards the back of the boat, until it locks in the cleat at the top of the mast
- Once the halyard is cleated, bring it back around the shroud
- Clip the Inglefield Clip on to the one attached to the elastic by the mast gate. The Inglefield Clips stop the halyard flopping around when the mainsail is hoisted
- Finally, coil up the loose halyard and stow it under the elastic under the foredeck
- Push the gooseneck onto the gooseneck mast collar
- Hook the clew of the mainsail onto the hook at the end of the boom (see picture 2.1)
- You may like to use the black webbing strop on the clew as a handle to pull the sail into position, making it easier to hook the mainsail clew hook onto the sail



Picture 2.1 The Mainsail Clew Hook and outhaul

- To lower the mainsail, unclip the two clips, pull the halyard out of the cleat at the top of the mast, and pull the mainsail down taking care not to re-cleat the halyard!
- Take the downhaul rope and tie a large figure-of-eight knot in one end
- Thread the other end of the downhaul **up** through the gooseneck mast collar, on the port-hand side of the mast
- Pass the end of the downhaul through the bottom eyelet in the tack of the mainsail, and through the cleat on the starboard side of the mast (see picture 2.2)



Picture 2.2 The Downhaul

- Now connect the cleat on the kicker cascade to the hook on the mast (see picture 2.3)

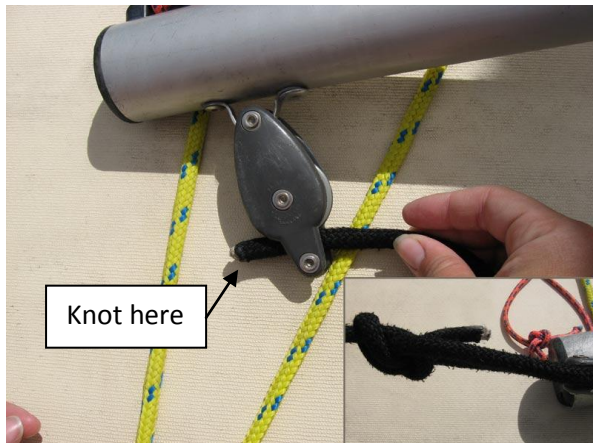


Picture 2.3 The Kicker Cascade

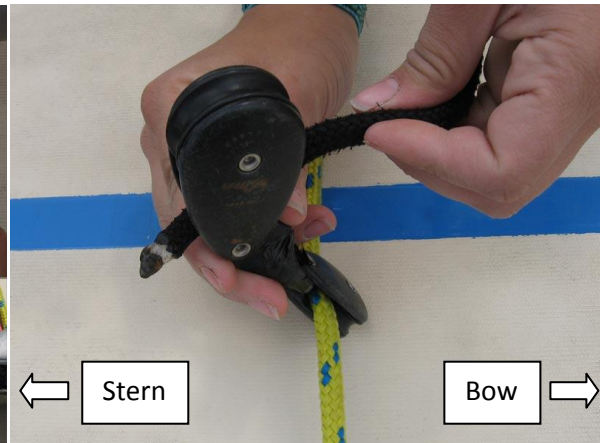
The Main sheet

(Note these steps may already have been completed – the pictures below show a Laser but the process is identical)

1. Secure the end of the mainsheet rope to the block on the underside of the end of the boom, using a figure of 8 stopper knot (see picture 2.11)
2. Take the other end of the rope through the block on the traveller, making sure it goes from front to back (see picture 2.12), and then up and back through the first block, (see picture 2.13)
3. Next, the rope goes along the boom, through the eyehole (see picture 2.14), then through the block halfway along the boom (see picture 2.15)
4. Next it drops down and goes through the ratchet block at the front of the cockpit (front to back), (see picture 2.16) and **is secured with a figure of 8 stopper knot in the end of the rope**



Picture 2.11 Boom end block and bowline



Picture 2.12 Second block (on Traveller)



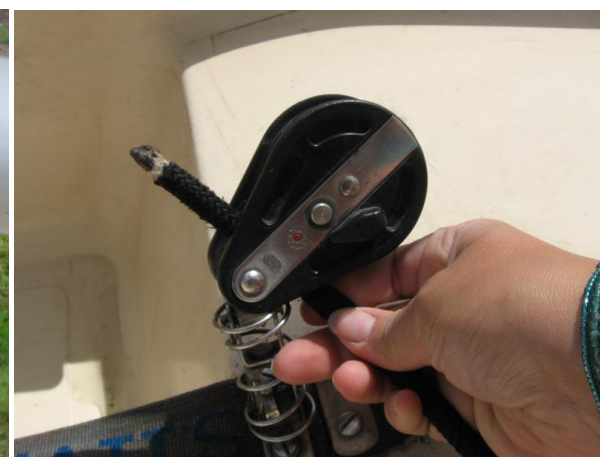
Picture 2.13 Through the boom end block



Picture 2.14 Through eyehole on boom



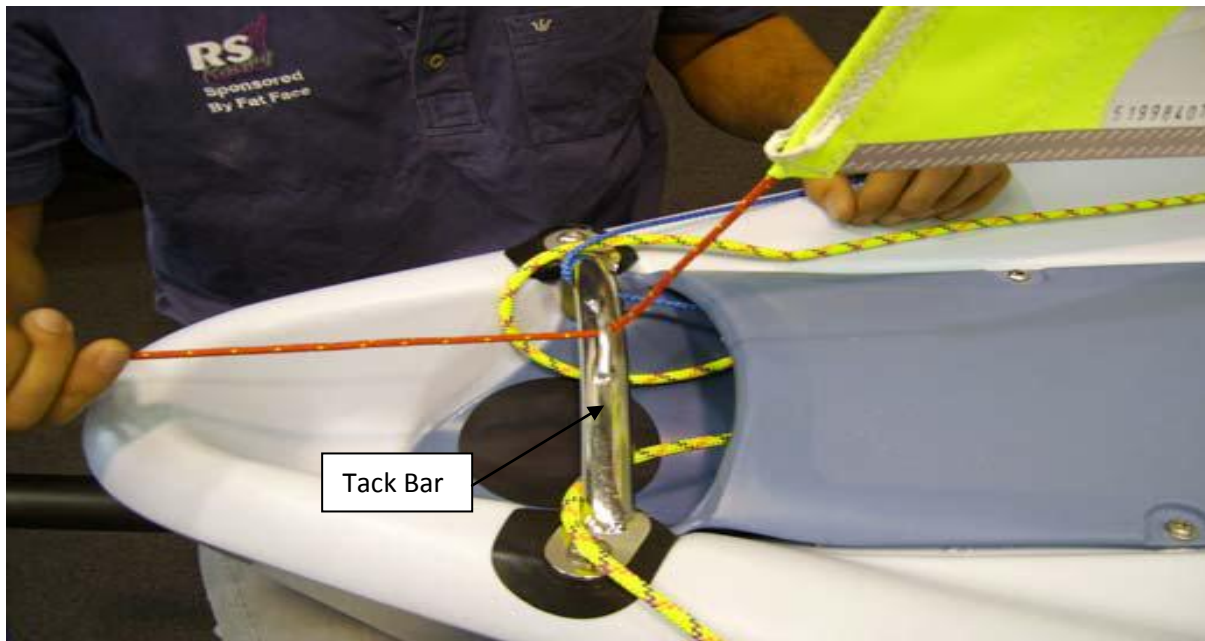
Picture 2.15 Through the middle boom block



Picture 2.16 Through main deck block

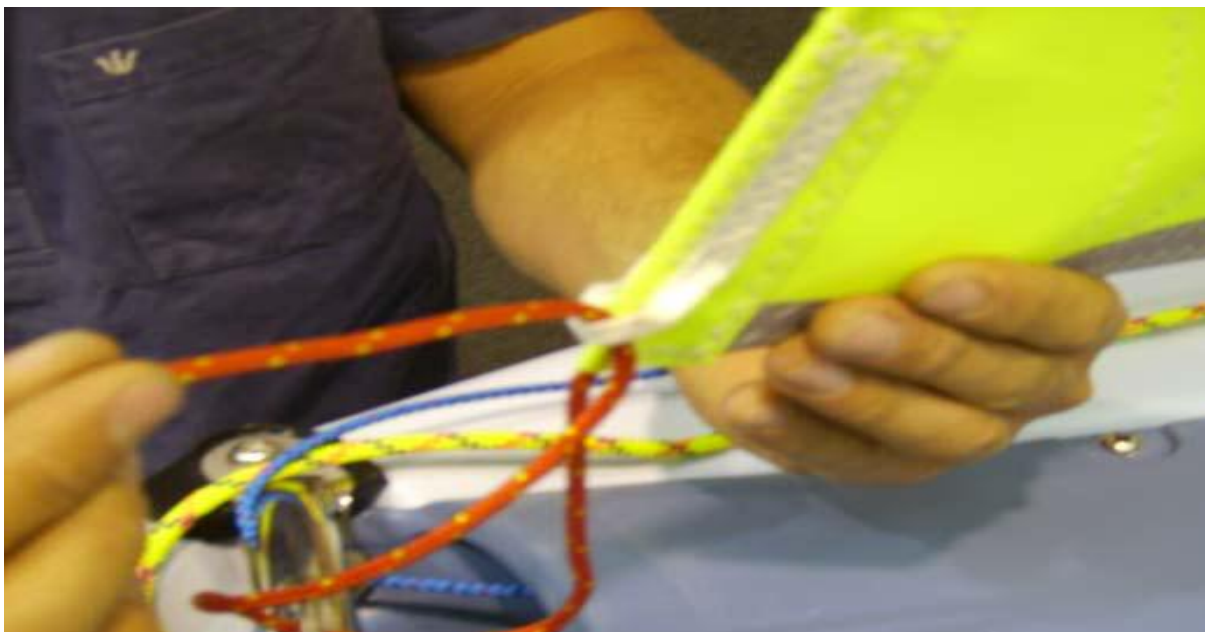
3. Hoisting the jib

- Unroll the jib
- Take the tail of rope sewn into the tack of the jib, and pass it through the metal loop on the tack bar (see picture 3.1)



Picture 3.1 The jib tack

- Pass the tail through the webbing loop sewn onto the tack of the jib (Note - If there isn't one go to the next step)
- Pull the rope taut, and tie it off using two or three half hitches



Picture 3.2 Pass the tail through the webbing loop

- Tie one end of the jib halyard onto the loop of rope sewn into the head of the jib
- Pull the jib up and tie the halyard off around the cleat on the side of the mast. Only apply enough halyard tension to prevent the front of the jib from sagging whilst sailing (see picture 3.3)



Picture 3.3 The jib halyard cleat



Picture 3.2 The clew plate

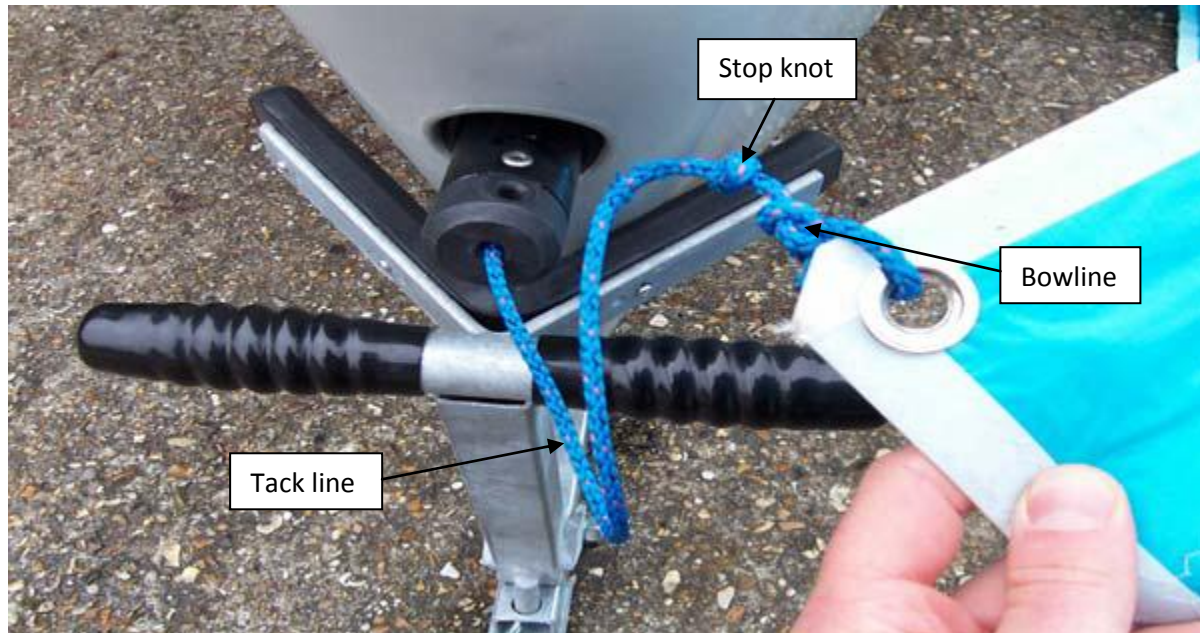
- To attach the jib sheet thread the jib sheet through the middle of the three holes on the clew plate.
- Pull the sheet through until there is an equal amount either side of the sail
- Tie a figure-of-eight knot in the jib sheet on either side of the clew plate (see picture 3.2)
- Take one of the jib sheet ends and pass it through the bulls eye and jib cleat, mounted just inboard of the shrouds (see picture 3.3). Do the same with the other side, and then tie the two ends together



Picture 3.3 The bulls eye and jib cleat

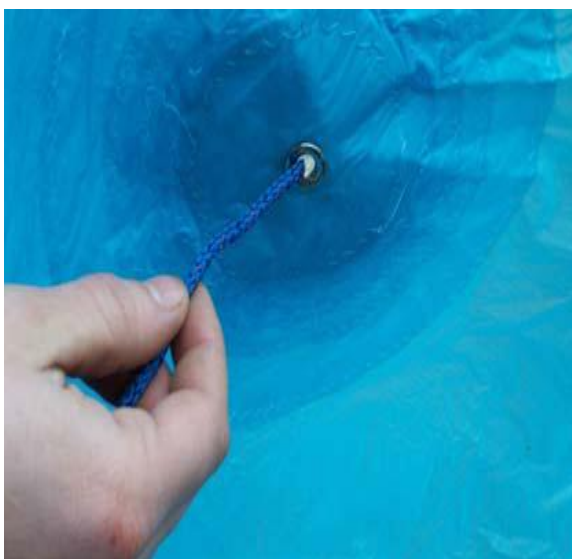
4. To rig the Spinnaker

- Unroll the Spinnaker
- Take the tack line that emerges from the end of the bowsprit and tie it to the tack of the Spinnaker using a bowline (see picture 4.1). The knot that is already in the tack line needs to be left in place, as it determines how far the bowsprit comes out when the Spinnaker is hoisted



Picture 4.1 The Tack of the Spinnaker

- Tie the end of the Spinnaker halyard to the head of the Spinnaker, again using a bowline
- The Spinnaker downhaul line (the other end of the Spinnaker halyard) is already rigged. It is running through the Spinnaker chute, and is usually tied to the tack bar
- Untie the Spinnaker downhaul line, taking care not to let go of it, as it will disappear up the Spinnaker chute!
- With the Spinnaker on the PORT-hand side of the boat, pass the end of the Spinnaker downhaul through the small eyelet in the centre of the Spinnaker, from the inside to outside (see picture 4.2)
- Run the Spinnaker downhaul line up the outside of the Spinnaker, and tie it onto the upper patch (cross of webbing) using a bowline (see picture 4.3)



Picture 4.2 Small Spinnaker eyelet



Picture 4.3 Spinnaker Cross patch

- Find the middle of the Spinnaker sheet and double it over to form a loop. Pass this loop through the eyelet at the clew of the Spinnaker
- Pass the tails of the Spinnaker sheet through the loop and pull it tight (see picture 4.4)
- With the Spinnaker on the port side of the boat, thread one end of the Spinnaker sheet through the block by the port-side shroud adjuster plate (see picture 4.5)
- Take the other end of the Spinnaker sheet; pass it around the front of the jib, and into the block on the other side. Tie the two ends of the Spinnaker sheet together



Picture 4.4 Tying the Spinnaker Sheets

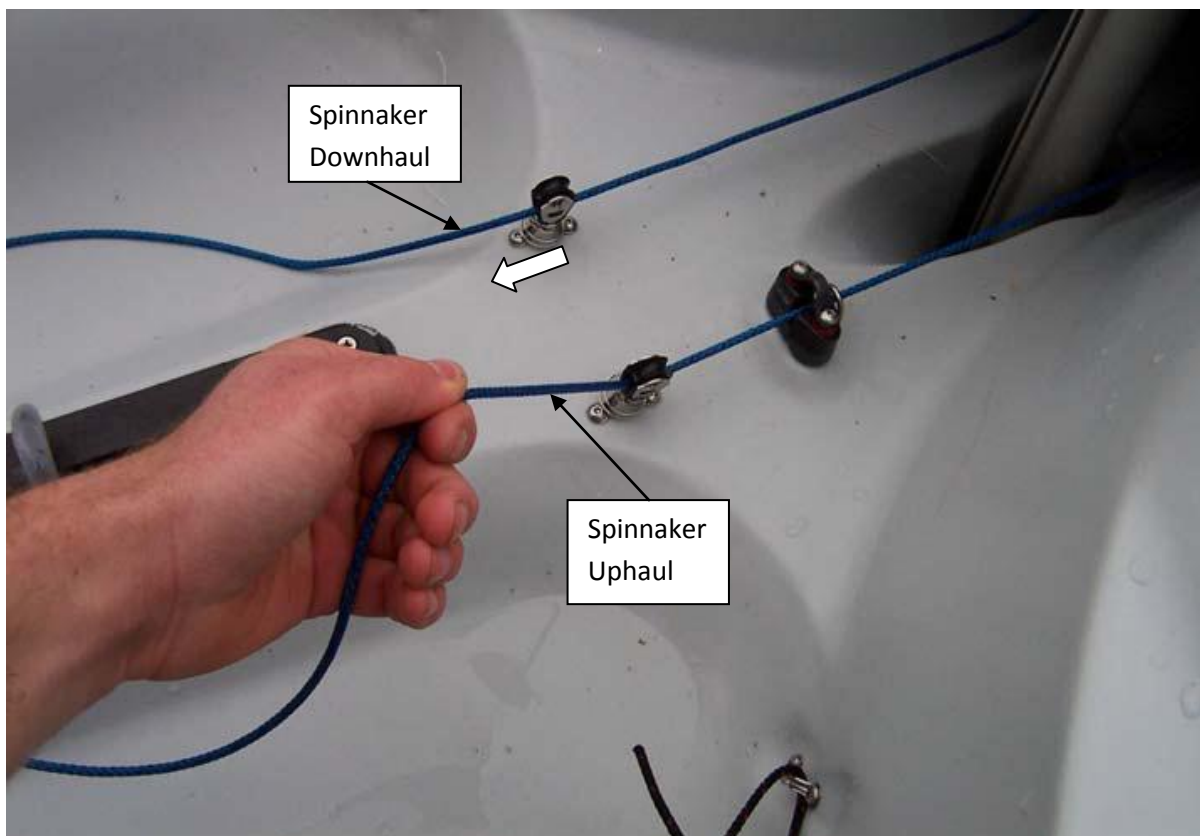


Picture 4.5 The Spinnaker sheet block

- If it is not too windy, pull the Spinnaker up (see picture 4.8) and from one side to the other, as if you were gybing, to see if anything is twisted
- Finally, pull the Spinnaker down into the Spinnaker chute (Picture 4.6)

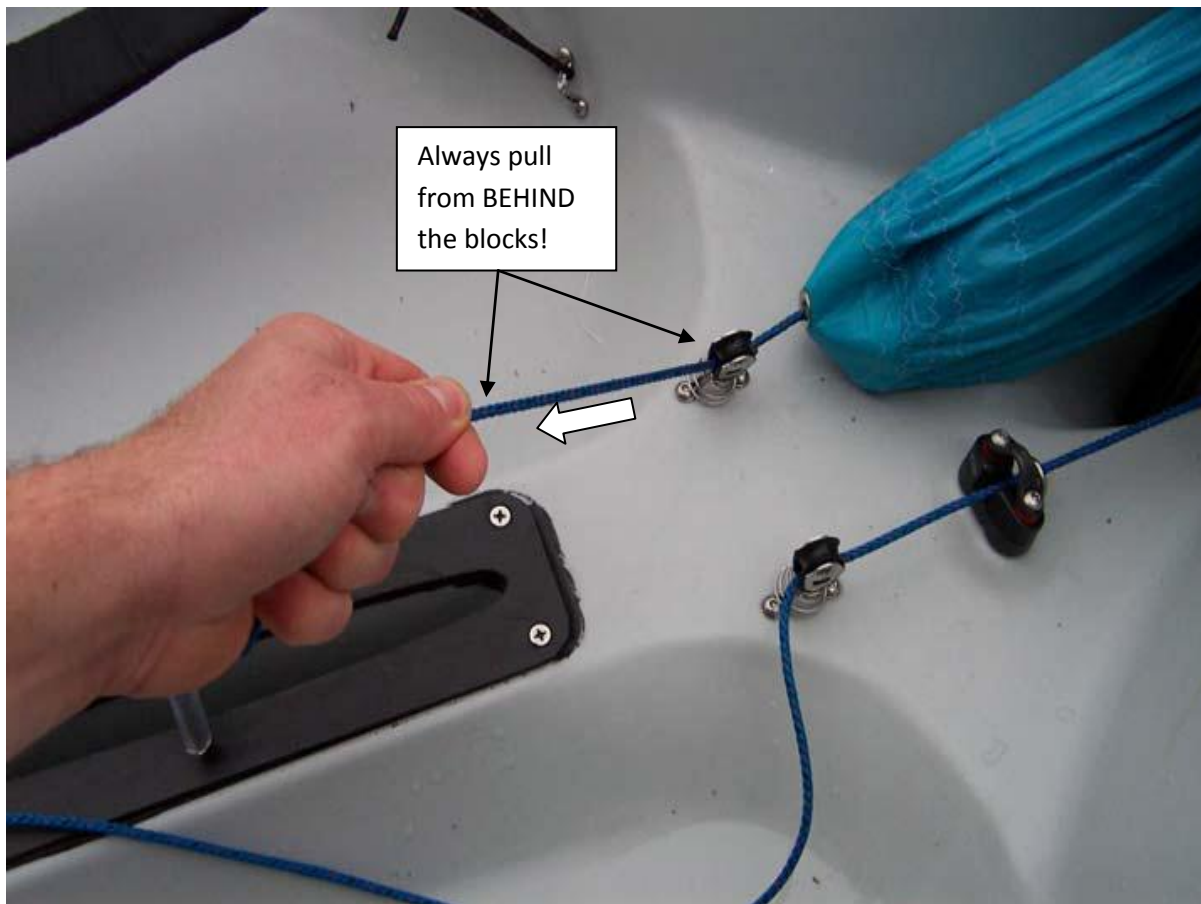
Procedure for hoisting the Spinnaker when sailing

- The crew pulls the Spinnaker halyard and this pulls the bowsprit out at the same time (picture 4.5)
- When the Spinnaker is fully hoisted the crew should pull gently on the leeward Spinnaker sheet until the Spinnaker has filled
- Spinnakers may be effectively used from a close reach to a broad reach so, to get downwind, one should become adept at gybing. It is **not possible to tack** with the Spinnaker hoisted. For the best effect, the Spinnaker sheet should always be eased as far as possible, so that the luff is just on the point of curling
- Gybing with the Spinnaker is fairly straightforward. Like the jib, it should be pulled across at the same time as the mainsail comes across. As soon as it has been pulled in and filled with wind, it should again be immediately eased for maximum efficiency and speed



Picture 4.5 Hoist the Spinnaker

- To drop the Spinnaker, reverse the procedure used to hoist (see picture 4.6)
- The boat should be sailing on a broad reach, and the slack in the Spinnaker downhaul is pulled in from the left hand halyard block. As the Spinnaker downhaul goes tight, the Spinnaker halyard should be popped out of the cleat. Then, pull the remainder of the Spinnaker downhaul through until the Spinnaker is pulled into the chute
- Dropping the Spinnaker on tighter reaches is harder, and requires more effort on the Spinnaker downhaul, so should be avoided



Picture 4.6 Pull the Spinnaker into the chute

5. Completion

- Now you are almost ready to go Feva sailing. All that is left to do is:
 - Screw in the bung (usually it is tied onto the rudder stock)
 - Fit the rudder to the back of the boat
 - Tidy the halyards away
 - Check that all knots and shackles are tied securely
- To fit the rudder, simply line up the pins with the fitting on the back of the boat and push down until the retaining clip 'clicks' into place
- The rudder may be difficult to get on – all it will need is a simple wiggle from side to side whilst pushing down
- Launch the boat carefully – ask for help if required
- As you get into deeper water lower the dagger board and rudder completely

Returning to the shore:

- When returning to the shore do so SLOWLY and always under control
- Lower the mainsail and jib as soon as possible – please DO NOT leave sails flogging as this drastically reduces their useable life
- Return all kit to the storage shed, put the cover back on the boat, and secure the straps