



You will need:

(Usually already on the boat)

- **Mast**
- **Boom** - including rigged already on the boom – outhaul and Gnav
- **Bow line** – ties the boat to the trolley
- **Downhaul rope** - also called the Cunningham
- **Main sheet ratchet block** – in the centre of the boat
- **Main sheet** – this may also be rigged already 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
- **Dagger board**
- **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
- Tie the end of the main halyard that comes down the mast from the bulls eye (not from the cleat) to the top of the mainsail (see picture 2.1 & 2.2)



Picture 2.1 Tying the main halyard.



Picture 2.2 Pull tight!

- Put the top of the sail into the opening in 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 sail up to the top of the mast. You will need to keep the sail in line with the mast to make pulling it up easier, especially where the batten pockets are!
- With the sail **almost to the top**, slide the mainsail clew slug into the track on the top of the boom (see picture 2.3)
- Pass the end of the outhaul rope through the corner of the sail and clip it on the end of the boom (see picture 2.4)
- Ensure that the main halyard rope is in the cleat and NOW pull the sail to the top. Pull on the bottom corner of the sail to check it is properly cleated
- Tidy the main halyard and stow it in the bag next to the mast



Picture 2.3 The Mainsail slug.



Picture 2.4 The Outhaul.

- The downhaul is already tied to the mast, so all you need to do is pass the end of the rope through the bottom eyelet in the mainsail and then down through the cleat on the side of the mast (see picture 2.5)



Picture 2.5 The downhaul.

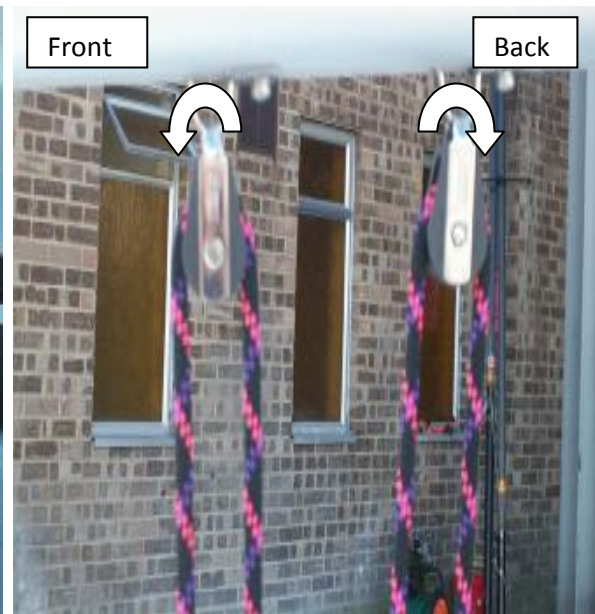
The Main sheet

(Note - these 5 steps may already have been completed)

- Tie one end of the mainsheet through the middle of the forward block in the middle of the boat using a bowline (see picture 2.6)
- Then take the other end up to the forward block on the boom, passing it through from back to front (see picture 2.7)
- Run the mainsheet back down to the forward block in the middle of the boat, this time passing it from front to back (see picture 2.6)
- Take the mainsheet up to the aft block on the boom, passing it through from front to back.
- Finally, thread the mainsheet through the aft block in the middle of the boat and through the cleat. Tie a figure 8 stopper knot (see picture 2.9)



Picture 2.6 The Lower Main sheet blocks



Picture 2.7 The boom blocks



Picture 2.8 The Mainsheet cleat

3. Hoisting the jib

- Unroll the jib and connect the tack (lower forward corner) to the shackle attached to the lower furling unit in the tack bar (see picture 3.1).
- Attach the head (top corner) of the jib to the top furling unit (see picture 3.2).



Picture 3.1 The tack bar



Picture 3.2 The top furling unit

- At the base of the mast, pull the jib up using the halyard. When the halyard is pulled all the way up a wire loop will emerge (see picture 3.3)
- Hook the rig tension to this wire loop, and then pull the rig tension on, ensuring it is in the cleat properly. You should pull enough tension into the rig so the shrouds feel firm when pulled on



Picture 3.3 Connecting the rig tension.

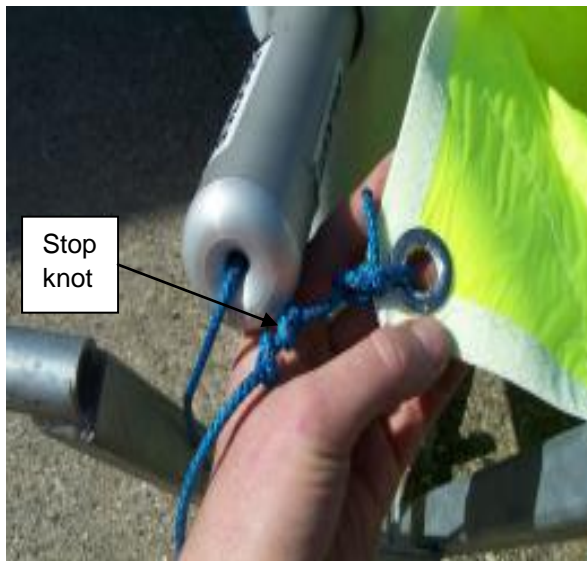


Picture 3.4 The jib sheet connected

- Find the middle of the jib sheet and tie a knot just to one side.
- Pass one end through the rigging link and pull through until the knot. Tie a knot on the other side (see picture 3.4).
- Take one end either side of the boat and thread it firstly through the fairlead and then through the jib cleat. You can either tie a figure 8 stopper knot in each sheet or tie the two ends together.
- Furl the jib by pulling on the furling line.

4. Rigging the Spinnaker

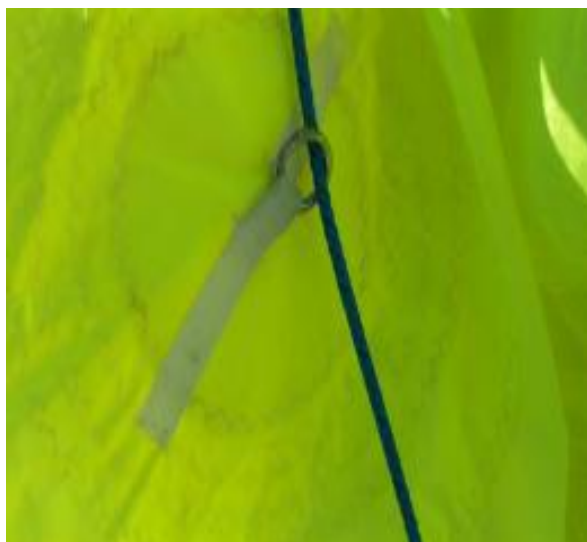
- Unroll the Spinnaker
- Tie the tack of the Spinnaker to the 'tack line' that emerges from the end of the bowsprit (see picture 4.1). The stop knot that is already in the tack line needs to be left in place as it determines how far the bowsprit comes out
- Tie the end of the halyard to the head of the sail (see picture 4.2)
- Take the Spinnaker downhaul line (the other end of the halyard), which is rigged up the chute and with the Spinnaker on the starboard (right) side of the boat pass the end through the ring on the sail from bottom of sail to top of sail direction (see picture 4.3)
- Run the downhaul line up the sail and tie it off on the upper patch (onto the cross of webbing) (see picture 4.4)



Picture 4.1 The Tack line



Picture 4.2 The Head



Picture 4.3 The Lower downhaul patch



Picture 4.4 The downhaul cross patch

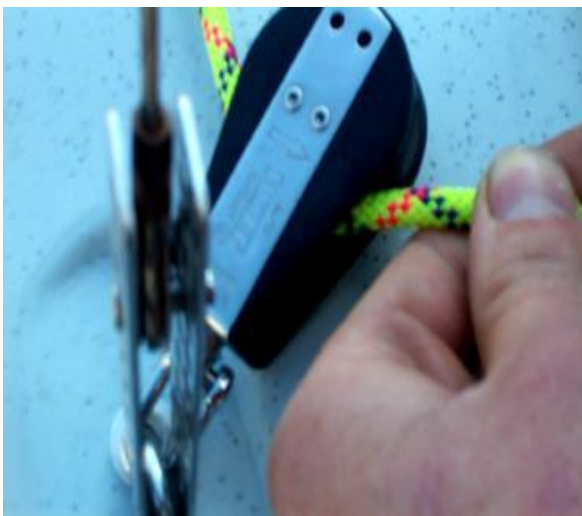
- Find the middle of the Spinnaker sheet and double it over to form a loop
- Pass this loop through the eyelet at the clew of the sail
- Pass the rest of the sheet through the loop and pull it tight (see picture 4.5 & 4.6)
- Still with the Spinnaker on the starboard side, thread one end of the Spinnaker sheet through the block by the shroud point on the starboard side, in the direction of the arrow (see picture 4.7)
- Take the other end of the Spinnaker sheet and pass it around the forestay and into the block on the other side. Tie the two ends together



Picture 4.5 Loop through the clew

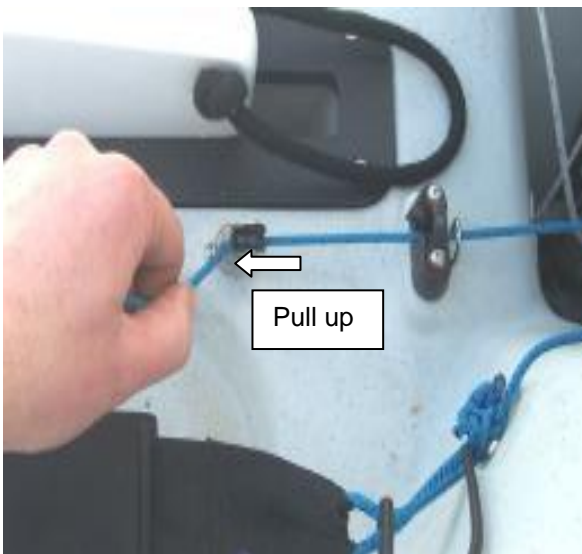


Picture 4.6 Pull tight!



Picture 4.7 Spinnaker sheet blocks

- 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 chute (see picture 4.9)



Picture 4.8 Spinnaker uphaul



Picture 4.9 Spinnaker downhaul

Procedure for hoisting the Spinnaker when sailing

- The crew pulls the Spinnaker halyard and this pulls the bowsprit out at the same time (picture 4.8)
- 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
- To drop the Spinnaker, reverse the procedure used to hoist (see picture 4.9)
- 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

5. Completion

- Now you are almost ready to go Vision 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 centreboard and rudder completely

Returning to the shore:

- When returning to the shore do so SLOWLY and always under control
- If the wind is onshore, and you are competent to do so, lower the mainsail before approaching the beach
- When it is shallow enough, the crew should carefully get into the water – DO NOT run the boat up the beach or slipway.
- Ensure you lower the main (if not already done) and jib as soon as possible once ashore – please DO NOT leave sails flogging as this drastically reduces their useable life
- Wash the boat, return all kit to the storage shed, put the cover back on, and secure the straps