

# Setting Sails

## Setting headsails

Overview: To understand finer details of setting and striking headsails.

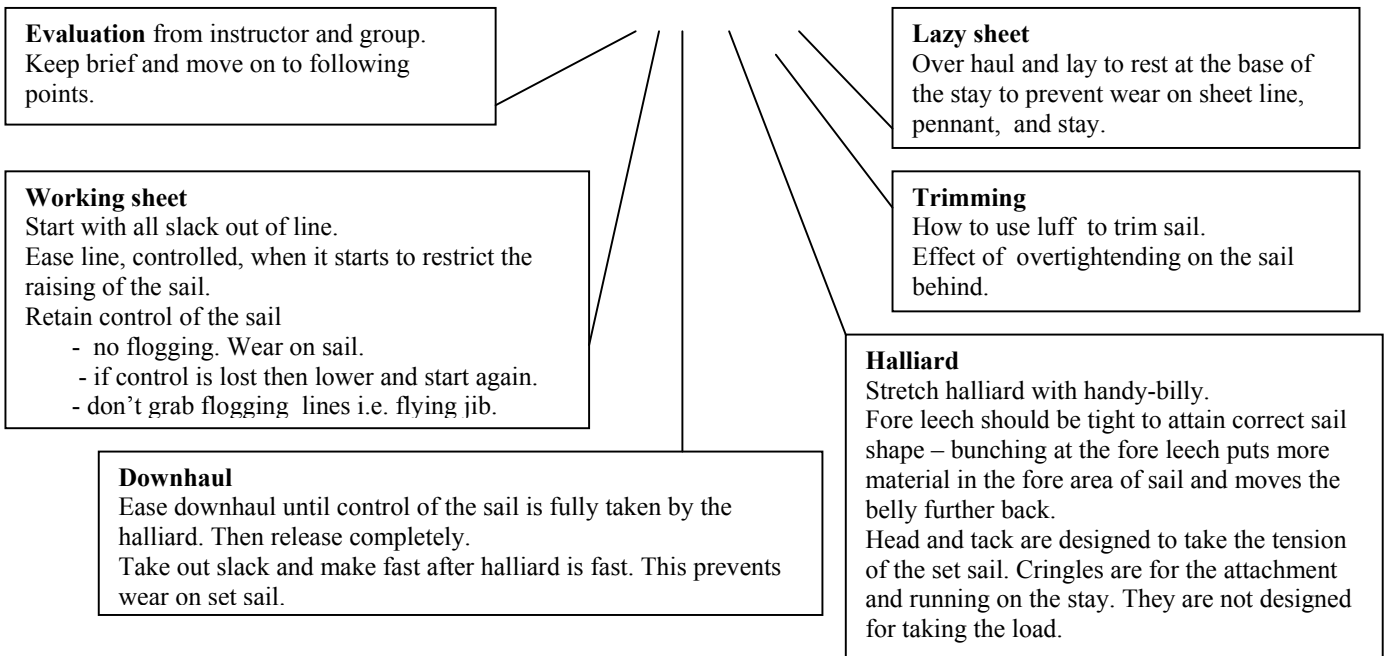
**Lesson breakdown:**

- Set a headsail.
- Discuss the more advanced points of the procedure.
- Reset the sail.
- Discuss the more advanced points on lowering sail.
- Lower sail.
- Discuss what was learnt, points on tacking jibs, furling and a few additional points.

**Group sets a headsail.**

**Discuss following:**

### Setting sail

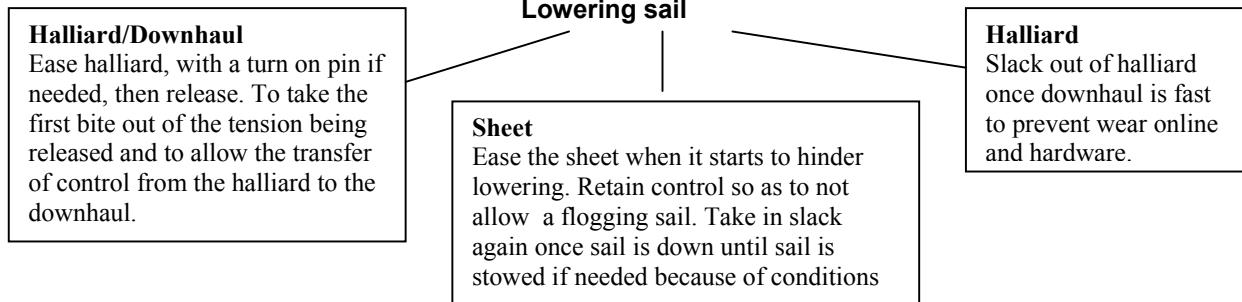


**Group resets the sail after above discussion.**

**Evaluation by group.**

**Discuss following:**

### Lowering sail

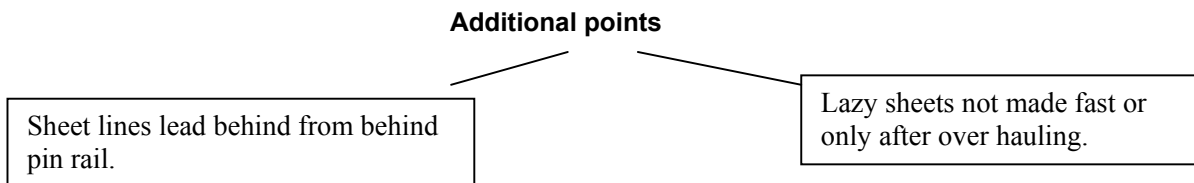
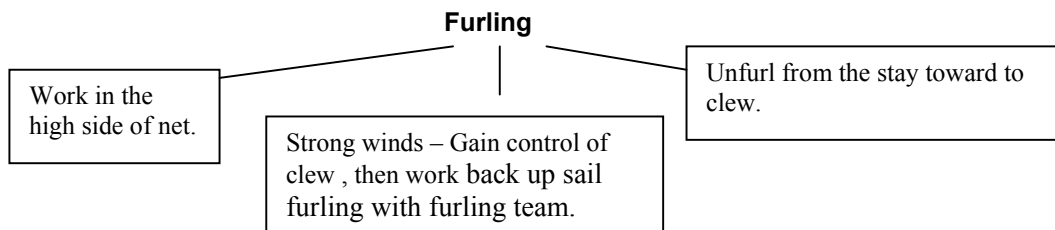
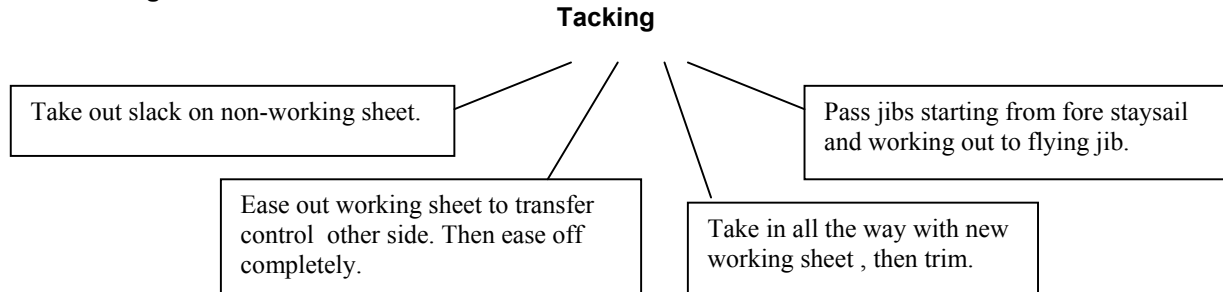


# Setting Sails

Group lowers sail after above discussion.

Evaluation by group.

Discuss following:



Notes

# Setting Sails

## Setting the Mizzen

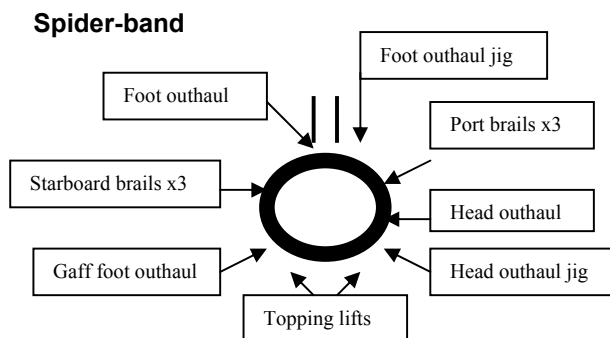
**Objective:** Attain confidence and all-round understanding in handling the mizzen and gafftop sails. Provide a standard way for instruction and crew handling with mizzen and gafftop sails.

**Lesson:** Set and strike spanker.  
Evaluate and discuss. Emphasis needed points. Touch on others to reiterate and confirm techniques.  
Set and strike gaff topsail.  
Evaluate and discuss.  
Cover additional points on handling for tacking and wearing ship.

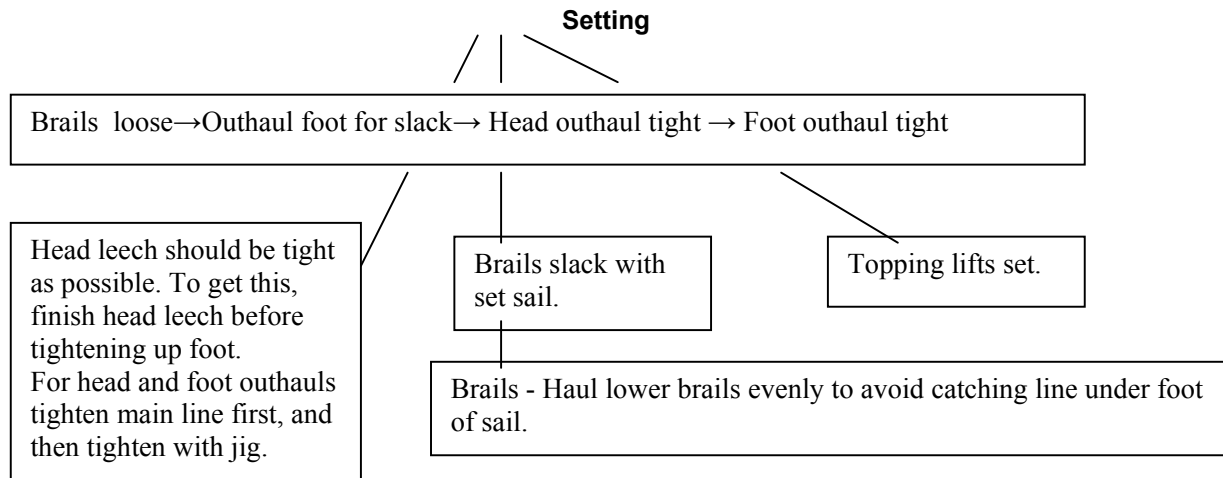
## Spanker

### Lines

- Head outhaul and jig – pull head of sail out along gaff. Main line hauled first, and overhauled to work jig best. Jig hauled after main line is made fast and allows greater tension. The main line is slightly long, so it is best to overhaul it before using the jig. Haul it until the top jig block is right up to the single block, and that the knot on the end of the jig line is to the lower block.
- Foot outhaul and jig – pulls foot of sail out along the boom. Start with main line, and then tighten up and trim with jig.
- Brails – work to draw away sail when striking and help control sail when setting. When setting, use the brails to maintain control of the sail when pulling out the foot so as not to have the block flying around. When striking the sail start with the lower brail to draw in bulk of sail right to the mast, and then work up with other two lines. Pay attention to haul both sides evenly otherwise a slack line will catch under the foot of the sail leaving a part of the leech hanging out. Not hauling top brail first allows peak to come down also.
- When setting the sail, pay attention to controlling the sail as it is being hauled out. Keep enough tension on lower brail to keep sail under control, but also allow the foot to be hauled out. The top two brails can be completely cast off.
- Topping lifts – raise or lower the position of the boom ( holds the boom up!). With a set sail the weather side lift takes the strain and the leeward line is slackened to not crease the sail. During manouvring resetting the topping lifts can be left until last. When changing the strain from one side to the other first take up strain on the slack line before slackening the old one. When the sail is away and the boom is midships, both lifts take the strain. The lifts can be used to ease setting the sail. In light airs raise the boom to help get tension on the top leech.



# Setting Sails



## Striking

Head outhaul loose → Foot outhaul eased → Brails hauled - lowest to highest

### Further lines

- **Sheets** Double sheet lines allow for better handling of the spanker during manoeuvres, i.e. pulling through midships during tacking. Sheet lines are belayed on the mooring line bits. Take four turns around bit and then turn the line under itself and looped over bit again. If not sure ask someone who knows. When the spanker is not set to midships then starin is taken by one of the two sheets. Take out slack of lazy sheet. This keeps lines ready for use anytime.
- **Boomstop** - Forward leading preventer line for mizzen boom when not closed hauled. When in use it attached to sister line from boom end, leads through panama holes and belays on mooring line bits. When not in use the thimble end is tied up on toggled line on mizzen back stays. When working with the boomstop from the bits, a little line gives a lot of movement. So be careful and attentive when releasing for jibing the spanker. Put crew members on this line. When setting the boomstop over ease your sheet line, tighten boomstop, and then take up on sheet line. Using the purchase power of the sheets to tighten the boomstop.

## Gaff topsail

### Lines

- **Halyard** Hauls up head of sail. When setting, tighten halyard after foot outhaul/sheet is tight.
- **Downhaul** To take away the sail. Leads from clew, up and along leech to head of sail and then down to deck. So when striking sail, sheet can be released first, haul in clew of sail, release halyard and continue with down haul to bring sail down.
- **Sheet** Hauls out clew of the sail to the end of the gaff. The sheet has a rope to chain splice that runs through the block at the end of the gaff. Usually it is required to sweat the line/or at least a good hard pull to pull the splice through the block.

# Setting Sails

- **Tack** Two lines, leading one each side of the mast from the tack to deck. The lines are made with a loop and thimble eye construction for increased purchase. The leeward tack will be the working tack line, while the other is slack.
- **Tack uphaul** To haul up tack corner of the sail and pass it over the peak span when changing tack (sail is passed over the peak span otherwise it would be creased by the chain). Release working tack line, haul up tack corner, pull down new working tack. A bit of trick to get tack lines over peak span sometimes as they tend to catch on the chain.

## Setting

- Release downhaul/ haul sheet → haul halyard → tension tack
- Extra muscle needed to haul sheet rope/chain splice through block. Sweating the line works best for this.
- Desired **trim** is to have the leech tight and luff full. The tack line has a few options to attain the best position to gain better tension on leech, rather than the foot.

## Striking

- Release outhaul/ Haul hownhaul (continuously) → Release halyard → release tack/ haul tack uphaul
- Extra muscle to haul sheet chain/line splice through block. Sweating the line works best for this.

## Gaff preventers

- Forward on reach to broad reaching.
- Slack out off lazy line because of danger to helmsman.

# Manouvering

## Tacking

- Mizzen to amidships – slack lee sheet and gaff preventer, haul on windward sheet.
- Slack tack of gaff topsail
- Pass to new position when right.
- Take up gaff preventer.
- Change topping lifts.
- Change tack on gaff topsail.

## Wearing

Depending on speed and turning angle of maneuver the mizzen sails will either be taken away, to decrease pressure on the aft ship, and reset once new course is reached, or it will be jibed.

- If left, set leeward gaff preventer aft on poop deck, slack out and made fast. Wait until ship is completely downwind. Man sheets and gaff preventers. Release boom stop – ease out in co-ordination while hauling weather sheet. Fast boom stop just before boom is amidships to stop boom. Steer new course confidently. Change boomstop. When gaff comes around it will be stopped by the soon to be new weather preventer. Release lee sheet, ease on weather sheet to allow boom to pass out to new side. Control gaff with new weather preventer, and new leeward preventer to forward position on poop deck.
- Belay boomstop. Gaff preventer to right position.
- Tighten back with weather sheet to tension the boom stop. Weather preventer tight.
- Reset topping lifts by tightening up on slack lift, then releasing leeward lift( old working lift).

# Setting Sails

## Setting Squares

**Objective:** To confidently set and strike squares.  
To understand the finer details pertaining to particular sails.  
To understand possible problems and how to solve them.

### Setting sails

#### General rules

#### Order of setting sails:

1. Lower topsail,
2. Upper topsail,
3. Topgallant,
4. Royal,
5. Sky sail.
6. Course sails are often set after the upper squares are set.

#### Lines:

- The **sequence** for handling the lines is as follows: Buntlines off, clew lines off, sheets tight, sheet of sail above off, braces off, haul halyard.
- Set weather sheet first, then lee sheet so as to get the weather leech of the sail tight. Additionally the lee sheet can be slightly looser than the weather side to gain sail trim.
- Release leeward brace, and leave weather brace fast while raising the yard. After raising the yard adjustment is made off the wind rather than straining to pull back into the wind.
- Overhaul bunt lines after all sails are set.

#### Course

Set tack ready on sloep deck, or ready both sheets depending on point of sail.

Release bunts, release windward clew and haul and set tack, and then release leeward clew, haul and set leeward sheet. Generally the sheet corner is pulled until just behind the line of the yard.

If reaching then release clews as sheets are hauled and set.

Maintain control between clews and sheets/tacks.

#### Lower topsail (easiest!)

Bunts off, clews off, haul sheets – weather side first.

#### Upper topsail, t'gallant, royal and sky sail

Bunts off, clews off, set sheets, sheets of sail above off, leeward brace slack, haul halyard to mark.

Extra note for the skysail: Reset sheets after the yard is raised to center the sail.

### Striking sails

#### General rules

**Sail Order:** Courses will most likely go first, then work top down.

**Lines sequence:** Release halyard until yard is in lifts, release sheets, haul clew lines, haul bunt lines, take out slack from braces( after all finishing with all sails).

#### Course

- Release tack and sheet, and take up on clew lines. Haul bunt lines.
- Release sheets/tack and haul simultaneously up on clew lines for courses to maintain control of sail.

#### Skysail, Royal, T'gallant

- Release halyard until yard is sitting in lifts. Release sheets, haul clew lines, haul buntlines.
- Take up on halyard line just enough to keep standing blocks from swinging or hitting the deck.

# Setting Sails

## Upper topsail

- Release halyard, and haul downhaul lines.
- Haul bunt lines.
- Release sheets when furling the sails, otherwise leave them set.

## Lower topsail

Release sheets, haul clew lines, haul bunt lines

## After all sails take up slack from braces.

### Finer details pertaining to particular sails.

- Course topping lifts - The topping lifts of the course are used to set the angle of the yards to the deck. Adjusting the course lifts, with sails set, will adjust all yards upwards because all the yards are connected by the sails.  
Ideally yards want to be parallel to the horizon/water surface because of their most effective angle with the wind and the increase of wind disturbance as one side drops lower to the water as the ship heels. So as the ship heels, then the yards can be adjusted through the course lifts.
- Sky sail – This sail is very light. When setting, release both braces and reset sheets after the yard is raised. Handle braces with a light touch.  
Clew lines are crossed to lead to opposite clews on the sail. Port side clew line leads to starboard clew, and starboard clew line leads to port side clew. So when setting and striking port clew line connects to starboard sheet line, and starboard clew line connects to port sheet line.
- Bracing – Braces can be worked in two groups to make things easier. The lower three yards are closely connected, and so hauling these braces closely together helps bring them around. The three upper yards are can be braced somewhat independent from the lower three and of the upper three the T'gallant and Royal yards should be braced closely together to make ease of handling, i.e. if one won't come easy, brace the other, and then the first will come easier.
- Sheet lines – When on sharp tack weather sheets should tight to help present a sharp sail edge to the wind, and leeward sheets can be slightly eased. When running down wind both sheets can be slightly eased

## Possible problems

Halyards – if halyards become to heavy to reach the marks check the following:

1. check bunts, clews and sheets of sail above are off,
2. check for enough slack in braces,
3. ease off leeward sheet.

### Yard not lowering completely

Sometimes the halyard block aloft catches up in the parrell bucket. This jams the yard from lowering. This tends to happen only when yards are close hauled. From deck you can try to raise the yard again, brace square, and lower. If no success then one crew member must go aloft and free the block.

Bunt lines – the spliced bunt lines can twist and catch in the bulls eye on sail face. From aloft, and in combination with the deck haul up some on bunt line and help to pull though/lower again.

# Setting Sails

## The joys of setting studding sails

Setting studding or stuns'l - as there are often pronounced - takes some care and good timing. It is very important that everybody that helps to set the studding sails is familiar with the right terminology. On Europa we have a full set of studding sails (6) that can be set on the fore mast. Three on each side, or on the main with two on each side.

### The names of the stuns'l sails (from the top down) are:

- Bram lijzeil or Topgallant stuns'l
- Boven lijzeil or Upper stuns'l
- Onder lijzeil or Lower stuns'l

### The lines of the stuns'l are:

- Halyard - to haul the yard up
- Clew - to clew up the sheet corner and keep the sail together while hoisted
- Outer sheet - to sheet home the outside corner of the sail
- Inner sheet - to sheet home the inside corner of the sail
- Downhaul - to control the sail going up and down

The lower stuns'l is a bit different, because it has two halyards and two inner sheets.

### Preparation:

The halyards must be lead through the blocks on the end of the Topgallant yard, lower topsail and through the block on the stuns'l boom under the forecourse, in front of everything down to deck.

Then the outer and inner sheets need to be rigged.

The inner goes through a bulls eye that is on the yard below.

The outer sheet goes through the block on the end of the stuns'l boom, with the block standing up straight.

The sheet goes from the front to the back and down to deck (forward to aft).

In further preparation of the lower stuns'l, the outer halyard goes through a block on the end of the stuns'l boom (back spier) before it is brought out.

### How to hoist the sail:

Again, be familiar with the terminology and the place of the various ropes. Usually the Upper stuns'l is set first. This is so you can hoist the topgallant stuns'l in the lee of the upper stuns'l. The hoisting of the upper and the topgallant are the same:

1. Hoist the halyard to about 1-meter from the top while the clew is closed (kept tight so the sail is almost triangular in shape), and the sail controlled with the downhaul. The slak must be taken out of the inner and outer sheet yet they may never have tension one them.
2. Slack away the clew and haul on the outer sheet controlling the downhaul and the inner sheet, so the sail does not flap that much and does not catch too much wind.
3. Pull tight the halyard and the inner sheet, trim with inner sheet and downhaul.

### Setting the lower stuns'l is a bit different:

First you have to rig the back spier with the outer sheet already in. Bringing out the back spier takes at least 5 people. 2 to haul on the foredeck to get the boom forward. One controlling the back rope as a safety that the boom does not go forward all the way. One person on the sloopdeck to push out the halyard of the back spier, And one person controlling the back spier halyard to keep it horizontal.

To set the lower stuns'l you first hoist the outer halyard keeping the clew closed then haul the inner halyard and the outer sheet, while letting go of the clew line. Final trim with the two inner sheets (one leading forward and one aft), and the halyard of the back spier.

# Setting Sails

## Commando's

<b>Zeil zetten (seizingen zijn los)</b>	<b>Making Sail</b>	<b>Zeil strijken</b>	<b>Taking in Sail</b>
Seizingen los maken	Sail in its Gear	Fore/Main/mizen	
<u>1. Zet de ondermars</u> Gordingen los Geien los Schoten aan	<u>Sheet home Lowertopsail</u> <i>Let go buntlines</i> <i>ease the clewlines</i> <i>haul on the sheet</i>	<u>Klaarmaken/strijken</u> <u>Bovenbram</u> Vier de val Brassen aan Geien aan Gordingen aan Schoten vieren	<u>Stand by Royal</u> <i>Lower the Halliard</i> <i>Lower the braces</i> <i>haul the clewlines</i> <i>ease the sheet</i> <i>haul the buntlines</i>
<u>2. Zet de bovenmars</u> Gordingen los Geien los Schoten aan Brassen vieren Hijs de bovenmars (val)	<u>Make the uppertopsail</u> <i>Let go buntlines</i> <i>ease the clewlines</i> <i>haul on the sheets</i> <i>ease braces</i> <i>Hoist topsail yard</i>	<u>Klaar maken/strijken</u> <u>Onderbram</u> Vieren de val/ra Brassen aan Geien aan Gordingen aan Schoten vieren	<u>Stand by T'gallant</u> <i>Lower the Halliard</i> <i>Lower the braces</i> <i>haul the clewlines</i> <i>ease the sheet</i> <i>haul the buntlines</i>
<u>3. Zet de onderbram</u> Gordingen los Geien los  Schoten aan Brassen vieren Hijs de onderbram (val)	<u>Make T'gallant</u> <i>Let go buntlines</i> <i>ease the clewlines</i>  <i>haul on the sheets</i> <i>ease braces</i> <i>Hoist T'gallant yard</i>	<u>Klaarmaken/strijken</u> <u>Bovenmars</u> Vier de val Brassen aan Neerhaler aan (ipv geien en schoten) Gordingen aan	<u>Stand by upper topsail</u> <i>Lower the Halliard</i> <i>Lower the braces</i>  <i>haul downhaul</i> <i>haul the buntlines</i>
<u>4. Zet de bovenbram</u> Gordingen los Geien los Schoten aan Brassen vieren Hijs de bovenbram (val)	<u>Make the Royal</u> <i>Let go buntlines</i> <i>ease the clewlines</i> <i>haul on the sheets</i> <i>ease braces</i> <i>Hoist the Royal</i>	<u>Klaarmaken/strijken</u> <u>Ondermars</u> Opgeien Vier de schoten Geitalies aan Gordingen aan	<u>Stand by lowertopsail</u> <i>haul the clewlines</i> <i>ease the sheet</i> <i>haul the clewlines</i> <i>haul the buntlines</i>
<u>Zet de fok</u> Gordingen los Geitalies vieren  Schoten / halzen aan	<u>Set course</u> <i>Let go buntlines</i> <i>ease the clewlines</i> <i>haul on the sheets and Tack</i>	<u>Klaarmaken Opgeien Fok</u> Schoten/halzen vieren Geien ophalen  Gordingen ophalen	<u>Stand by Course</u> <i>Ease sheet and tack</i> <i>haul clewlines</i>  <i>haul Buntlines</i>
Aan Brassen (Scherper)  In Brassen (Vierkanter)	<i>Bracing up (scharpening)</i>  <i>Bracing in</i>	Vierkant Brassen Levendig houden (in richting v.d. wind)	<i>Squering</i> <i>Lifting</i>

*Scheizeilen van onder naar boven.*

*Schip in Balans houden! Dus met de razeilen, de stagzeilen en de bazaan zetten.*

# Setting Sails

## Commando's

### Manoeuvres a.d.v. Video Surlandet

Anker op onder Zeil	Weighing anker under Sail	Wenden	Tacking
Maak de seizingen los	Lose the caskets	Klaar om te wenden?	Standby/Ready for tacking
Alle zeilen gereed maken	Lay loft en loose all sails	Gei op grootzeil	Clew up the mainsail
Zet de zeilen	Set the sails	Klaar om te wenden	Ready about
Zet de Ondermars	Scheet home lower topsail	Stuurboords roer	Starboard ruder
Zet de Bovenmars	Hoist upper topsail	Tegenroer geven	Giving weather helm
Gei en Gordingen vieren	Clewlines and Buntlines are let go	Bazaan weghalen	Houl up the spanker Slack off the headsail
Marszeil schoten aan	Topsail scheets are hold tide	Vier op voor	sheets
Brassen vieren	The braces eased	Gaan (rond) achter	Aft let go
Hijs de val	Hold on the Haillyard	Rond voor	Brace around forward
Hijs de Brammen en de Royal	Hoist t'gaillands and royal	Zet de bazaar	Ease out the spanker
Gei en Gordingen vieren	Clewlines and Buntlines are let go	Zet het grootzeil	Set the mainsail
Schoten aan	Scheet hold tide	Vol en bij	Full and by
Vallen zetten	Haillyard are set	<b>Stoppen</b>	<b>Backing</b>
Zeilen staan	Sails are hoisted	Gei op grootzeil	Clew up the mainsail
Stuurboord voor brassen	Starboard fore braces	Klaar om by te daaien	Stand by to have to
Bakboord grote en kruism.brassen	Port main and missenbraces	Bras de grote mast tegen	Square the main
Brassen aan voor en achter	Brace up fore and aft	Haal de bazaar in	Houl up the spanker
Anker op	Weigh anchor	Vier op de voorzeilen	Ease out the heads'ls
Anker ketting binnenhalen	Anchor gain cold home	Roer neutraal	Helm put over
Stuurboords roer	Starboard ruder	Zet het grootzeil	Set the mainsail
Zet de buitenkluiver	Hoist outer Jib		
Zet de Bazaar	Haul out the Spanker		
Voor ombrassen	Brace around forward		
Zet fok en grootzeil	Set courses	Weinig bemanning! Bovenzeilen eerst lijzijde zetten (leeside) Fok en grootzeil eerst loefzijde zetten (lowerside)	

# Setting Sails

Halsen	Wearing	Bakzeil halen	Boxhauling
Gei op grootzeil	Clew up the mainsail	Klaar om te wenden	Ready to go about
Haal de bazaar op	Brail up the spanker	Klaar om te wenden	Ready for tacking
Klaar om te halsen	Ready to wear ship	Bras voor tegen	Brace back forward
Stuurboords roer	Hard a starboard	Achter levendig houden	Brace aft lifting
Bras levendig achter	Brace up and lift aft(paralel)	Voor vierkant brassen	Brace square forward
Rond voor	Brace around forward	Rond voor	Brace round forward
Zet het grootzeil	Set the mainsail		
Zet de bazaar	Houl out the Spanker	Vaste Ra's	Fixed yard
Vol en bij	Full and by	Strijkende Ra's	Running of Mastng yards
		Gooi los	Let go
		Hiew op	Fese away/Pay out
		Haak los	Cast up
		Seizingen	Gaskets
		Brasse vieren	Ease the braces
		Gordingen overh.	Overhaul the bandlines
			Jaking or caling the ropes
		Opschieten	Out haul
		Uithalen	Down haul
		Inhalen	Brace up
		Scherper brassen	Brace in
		Vierkant brassen	Lifting
		Levendig houden	
Ankeren onder zeil	Anchoring under sail		
Haal in voor en grootzeil	Houl down main and foresail		
Haal in de kluiver	Houl down the jib		
Haal in de bazaar	Houl up the spanker		
Hard bakboordsroer	Hart a port		
Haal in Topzeilen	Take in topsails		
Laat anker vallen	Let go anchor		
Haal de bazaar in	Brail the spanker		
Zeilen opdoeken	Full and stow the sails		
Crew naar boven	Crew go's up		
Dek opruimen	Dek weared		
Trim de ra's	Trim the yard		
Touw opschieten	Cailing the ropes		

## Zwaarweer tuigage

Windkracht 4	Vol Tuig
Windkracht 5-6	Scheizeil en bovenbrammen strijken
Windkracht 7	Onderbrammen strijken
Windkracht 8-9	Bovenmarsen strijken
Windkracht 11	Ondermarsen strijken.(Stormzeil)