

# Techy Thursday Posts

## 2:1 Jib Sheets



This is a nice upgrade for small crews and lightweight teams. Allowing the crew to be able to pull the sail in and when the breeze picks up to play the jib upwind. Using a shackle and two blocks it can reduce the loads greatly. Another benefit is that well rolling the jib up before racing you just need to undo the shackle rather than threading the sheets every time. To keep the sheeting angle similar to normal jib sheets a small loop has been tied around the rear part of the car. The loop needs to be fairly long so it is still possible to move the car position.



## Continuous Kicker

Have you ever got to a windward mark and realised all the kicker is on the other side of the boat and cannot ease enough to bear away easily? This is the solution! On new boats it runs underneath the thwart, older boats tend to run it between the main sheet block and thwart. Using thimbles that are tied down to the grab rails on each side.

## Crew Toe straps



It is possible to make hiking slightly more comfortable for crews with this small change. Moving the front tie down point from the standard position below the rear of the jib car track, to the kicker and downhaul block at the front of the centreboard case.

## Horse elastic



Have you ever pushed the tiller hard over and the main sheet horse wrap around the end of the tiller? If so this is the solution, by adding the elastic it helps keep tension in the horse ensuring it remains firmly at the back of the boat and not wrapping itself round the tiller.

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## Top of shroud elastic



This elastic is to prevent the kite halyard from getting caught in the terminals for the shrouds and the jib halyard. A small but very useful mod.

## Gybing strop



One of the simplest upgrades. By passing the rope through the eye of the block on the boom. Tie the other end of the boom to a ring passed through the mainsheet or just tie a bowline around the mainsheet. This is only to be used during the gybing manoeuvre, but is essential for gybing in heavy winds.

## Spinnaker halyard bobble



Ever managed to pull the bowline for the head of the spinnaker through the pulley? A small and relatively cheap solution is to add a bobble with a knot in the rope about 50mm from the head of the spinnaker. By having a short length of rope between the bobble and bowline it gives the rope a chance to twist if you get a wine glass.

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## Centreboard



Have you ever been flying downwind, then rounded the leeward mark and forgotten to put the centreboard board down?

There are a number of solutions to this problem thankfully!

**1.** On the front of the centreboard is the rubber preventer, if you tighten the two screws this it should help keep the board down. This can either be done on the water or when the boat is on its side.

**2.** The second method is to tie a piece of elastic around the back of the case and under the thwart. For this it's best to get some thick elastic around and a clip to simply clip onto the rope.

**3.** Pack out the centreboard case at the top and back with tape. Means the board lifts easy once slightly up and if you hit the bottom you have no elastic to release in a panic.

## Spinnaker Sheet Bungee



Ever find your spinnaker sheets falling overboard upwind? This is a nice and easy solution!

Tie a piece of elastic around the bottom of the shroud ring, from here it goes to the front of the grab rail where a small hole needs to be drilled. Once completed pass the elastic through the hole and tie a knot so that the elastic is fairly tight.

Then when sailing tuck the sheet around a few times to prevent it falling overboard, by doing this when hoisting you simply pull on the sheet and it comes out of the elastic.

## Spinnaker Halyard 'Flying Block'



Spinnaker Halyard 'Flying Block'

This block is used to ensure the halyard cleats when at the top of the mast. Having a rope beneath the block ensures it does not rise too high and not cleat, with the elastic holding it up. Then again when dropping the block helps to reduce any knots in the halyard to allow for a smooth drop.

Newer boats have this fitted as standard.