



Bluewater Sailing

Est. 1978, 25th Anniversary !!

A Division of Compass Rose, Inc.

SAFETY! FUN!! LEARN!!!™

Sailing, Power & Navigation Instruction
Yacht Management and Delivery

Boat Rentals & Yacht Charters

Group / Private Lessons

Our Professional Instructors Average More than 20 Years Experience On The Water
Only American Sailing Assn. & International Yachtmaster Certification Facility in U.S.

REEFING PROCEDURES

"It is infinitely easier to shake out a reef when one is bored, than it is to try to tie one in when one is concerned"

BETTER TOO EARLY INSTEAD OF TOO LATE (YOU CAN ALWAYS SHAKE OUT THE REEF LATER)

General Categories:

- 1) Perform all "administrative" training, discussion and preparation tasks first while still comfortably sailing
- 2) "Ruin sail trim" while reefing
- 3) Re-establish sail trim as quickly as safely possible
- 4) Perform all of the "administrative" clean up line coiling tasks, etc. while sailing

Notes: Most people try to reef in irons and / or ruin sail trim too early and for too long a period of time resulting in

- slower boat speed & therefore less control
- more sail luffing & potential damage to sails, sheets, rigging and more importantly people

The entire process should be accomplished to ensure the maximum safety of the crew and minimum amount of time with:

- the crew on the foredeck
 - sails luffing
-

- Conduct crew discussion & training in order to minimize time necessary to complete the reefing process
- Determine single, double, triple or quadruple reef (better too much than too little)
- Harden headsail & sail close to the wind on **STARBOARD TACK, BUT NOT LUFFING OR BOAT IN IRONS**
 - ensure boat does not pinch or come about / ensure easier ride than in irons
 - starboard tack establishes right of way and matches normal equipment location
 - create more: safety, stability and control
- Crew Moves forward on deck
 - always on windward side (don't get hit on leeward side by boom)
 - indicate ready to reef the main
- Perform all "**administrative**" tasks first while still sailing (do not yet affect sail trim and speed)
 - loosen boom vang, cunningham / tack & clew reefing lines, drop main halyard coil on deck
- Yell out "cleat is made" whenever line is belayed and secure around cleat; whenever this is done, mainsheet can be hardened and sail trim / speed re-established while other tasks are being accomplished
- Slightly luff mainsail by easing mainsheet, then partially lower the mainsail (can also very slightly pinch up)
- Secure cunningham / tack reefing line - or - place luff reefing cringle (near mast) on rams horn / reefing hook or

- (if appropriate: check that reefing cringle is still firmly and cleanly on ram's horn (not twisted)
 - Temporarily belay off main halyard & secure to free up hands for other tasks,
 - (halyard) "Cleat is Made": helmsman can slightly fall off and harden mainsail during "line clean-up"
 - Luff mainsail / ease mainsheet slightly
 - Tighten & belay (cleat) leach reefing line(s) [tighten from luff (forward) to leach (aft)]
 - (leach reefing line) "cleat is made": helmsman can slightly fall off and harden mainsail during "line clean-up" to re-establish speed
 - Ease mainsail & permanently raise / harden main halyard
 - (halyard) "cleat is made": helmsman can slightly fall off and harden mainsail during "line clean-up"
 - Perform all "**administrative clean-up tasks last**
 - Harden boom vang and coil up all lines neatly / stow off the deck
 - Roll sail in tight with boom (minimize water pockets)
 - [optional: loosely secure bunt of sail with ties through reef points with slip knots]
 - Best: tie in bunt all of the time but VERY LOOSELY
 - Worst: tie in bunt too tightly => Risk of this step: torn sails with limited repair capability
 - Medium Compromise: don't tie in the bunt
 - tie boom end first, DO NOT USE shock cords
 - On-deck crew carefully returns to cockpit on windward side
 - Not optional: place earring / sail tie through new clew and tie to boom as back-up to clew reefing line
 - Helmsman can fall off and trim mainsail as needed
-
- If single-handing: can heave to or lock wheel while installing the reef
-

"Any fool can carry on, but a wise man knows how to shorten sail in time." Joseph Conrad