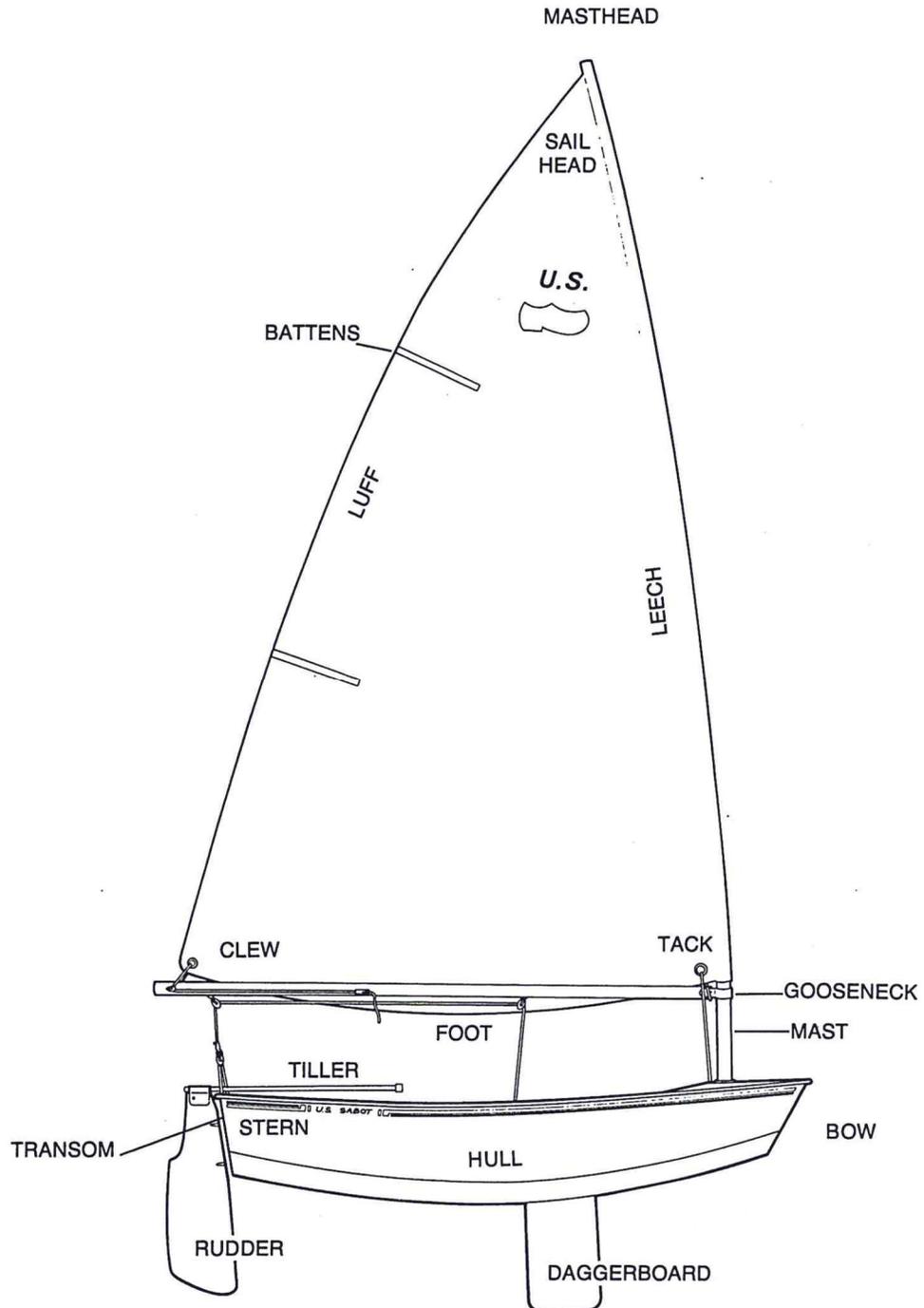




SBSSA - INSTRUCTIONALS #1

PARTS OF THE U.S. SABOT

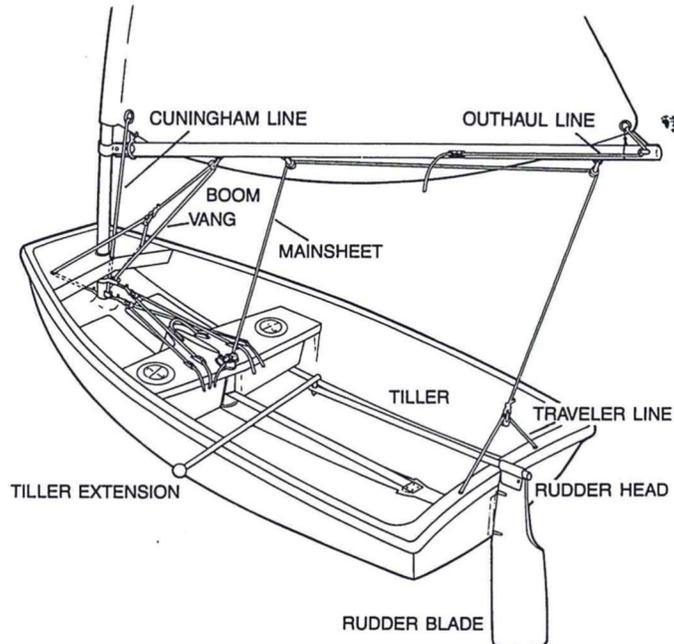




SBSSA - INSTRUCTIONALS #1

U.S. SABOT RIGGING

RACING RIGGING



MAINSHEET

The mainsheet consists of the line, 3 blocks and a cleat which control the mainsail and boom. The mainsheet cleat allows you to adjust the positioning of the mainsail by letting the sail out for reaching or running, or by hauling the sail in when sailing closehauled. The most important aspect of the mainsheet cleat is to keep the line in your hand at all times while sailing. Be ready to quickly release the line in the event of a strong gust of wind that might lead to a capsize. Never wrap the sheet around your hand as it may become impossible to release it quickly.

OUTHHAUL

The outhaul is the line attached to the clew of the sail. It is used to control the curve of the mainsail. The heavier the winds, the flatter the sail should be. The lighter the winds, the fuller the sail. This is a general rule and it becomes a critical factor in achieving boat speed when racing. The mainsail is flattened by pulling on the outhaul. Easing off on the outhaul line will increase the fullness of the mainsail for light-wind sailing conditions.

CUNNINGHAM

The cunningham line is used to adjust the luff (leading edge) of the sail. Generally speaking, the rule is to tighten the cunningham line as the wind increases and to loosen it as the wind decreases. For everyday sailing in moderate winds, the cunningham should be just tight enough to remove any wrinkles in the luff of the sail. In lighter winds, the cunningham should be eased off.

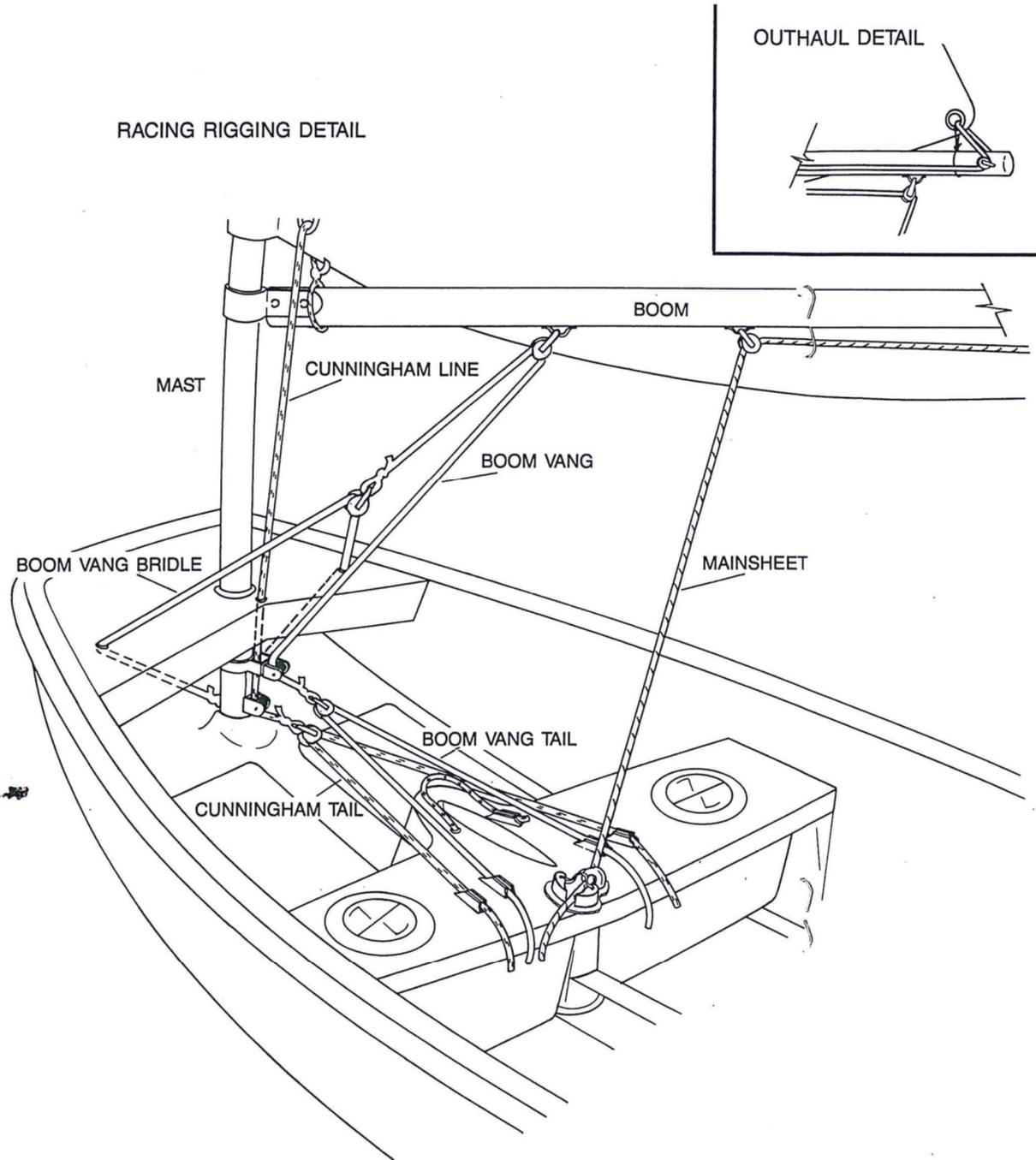
BOOM VANG

The boom vang is used while sailing downwind or while on a reach. It is tightened to prevent the boom from lifting. When sailing downwind, a lifted boom could cause an unexpected jibe, and make sailing more difficult in heavier conditions.



SBSSA - INSTRUCTIONALS #1

U.S. SABOT RIGGING





SBSSA - INSTRUCTIONALS #1

BASIC KNOTS FOR RIGGING THE U.S. SABOT

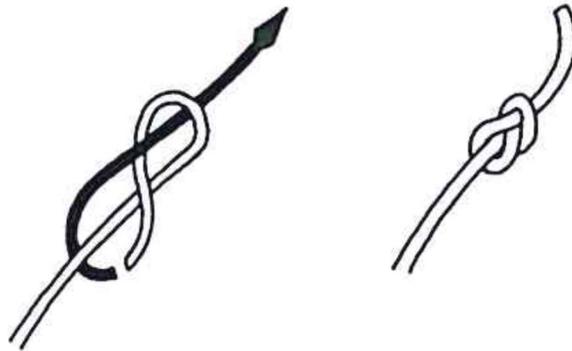
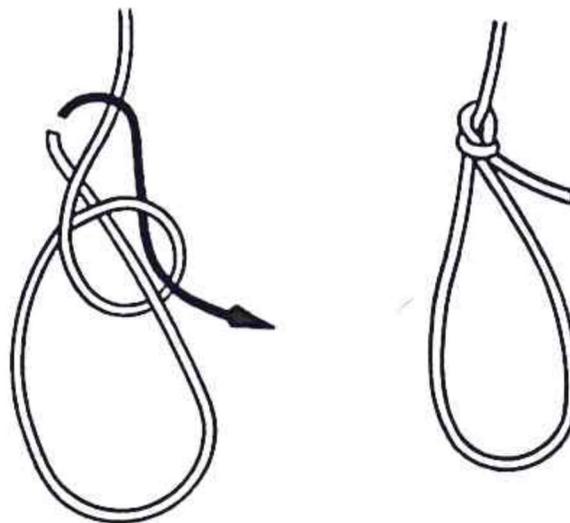


FIGURE OF EIGHT (STOP KNOT)

The Stop Knot is formed at the end of a line to prevent it from running out through a block or fairlead.



BOWLINE

The Bowline provides a standing loop in the end of a line—it is used to tie lines to sails and to tie the boat to the dock (the loop would fit around a dock cleat).



SBSSA - INSTRUCTIONALS #1

POINTS OF SAIL

