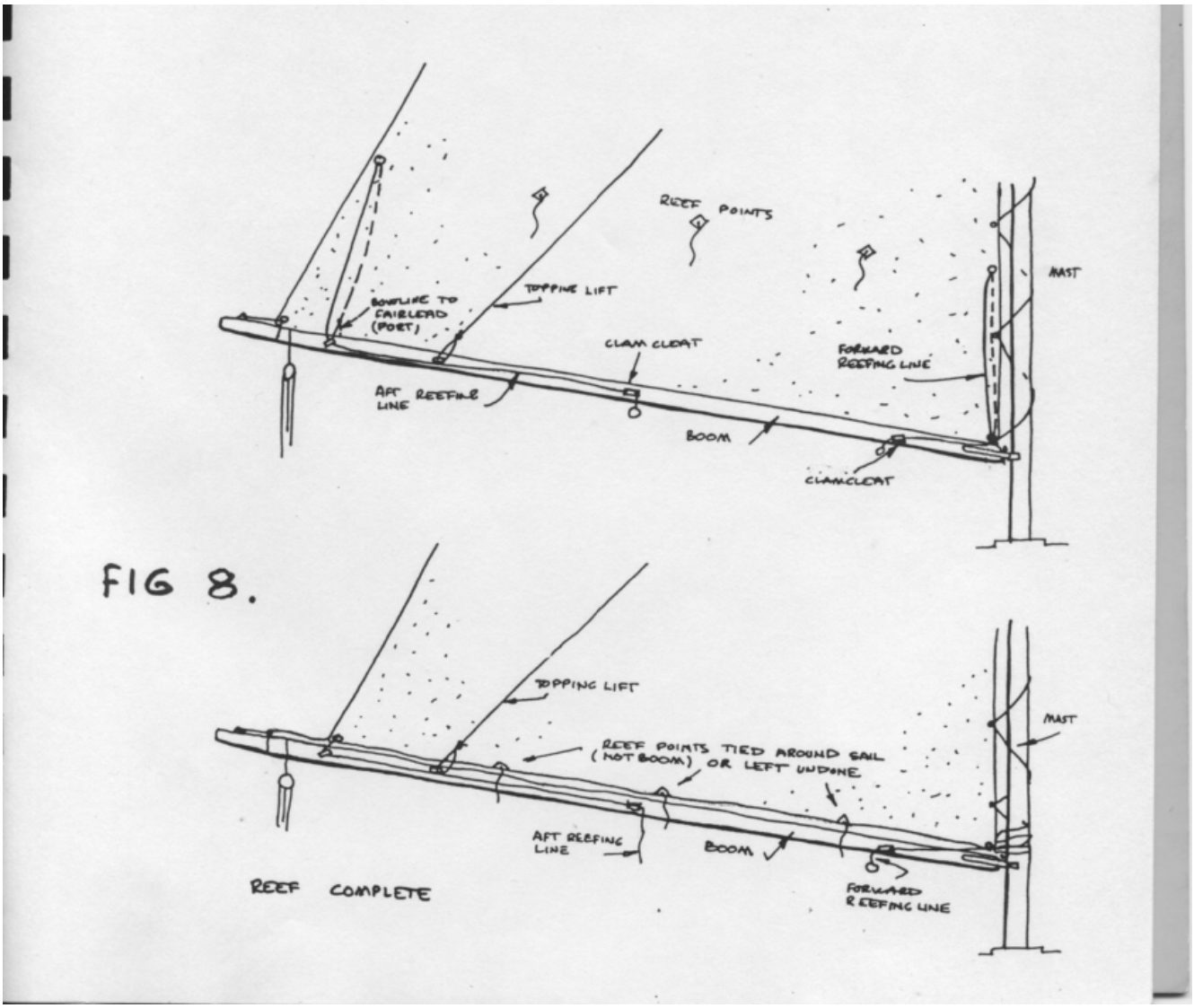
Cormorant Reefinq System
(copied from Cormorant manual)



The Cormorant employs a slab reefing arrangement for her single reef and you will find a short and a long reefing line, each fitted with a coloured plastic parrel bead in the kit of loose items supplied with each boat.

Lead the end of the shorter line first through the captive clam cleat on the starboard side of the boom, situated approximately 2ft aft of the boom jaws. Then take the end through the tack cringle on the mainsail from the starboard side and then up the port side of the luff to the first reef cringle. Tie a compact bowline as shown in Fig 8. After this knot has been tied , the " tail" of this reefing line with its parrel bead will hang below the boom, just aft of the clam cleat ready for use.

Next , taking the longer line , thread the end of this first through the other captive clam cleat which is situated aft on the starboard side of the boom, then through the aftermost fairlead on the starboard side , then up and through the reefing cringle in the leech of the sail . Take the line down again to the aftermost fairlead on the port side of the boom where another compact bowline should be tied . When this knot is completed the reefing
line will be just long enough for the parrel bead to be comfortably ahead of the clam cleat without restricting the shape of the sail.

The sail is now ready for reefing and a reef can be taken in as follows. First ease the kicking strap and the mainsheet, then tension the topping lift to hold the boom up. The throat halyard can now be eased whilst hauling on the forward reefing line until the first reef cringle is brought down to the tack cringle. The reefing line can now be jammed in the clam cleat and the "tail can, if preferred, be turned a few times around the boom to tidy it out of the way. The throat halyard can now b re- tensioned to provide a taut luff. Next the aft reefing line can be tensioned down, which will need some easement of the peak halyard. Notice however that peak halyard adjustment will be less than that for the throat halyard, as the halyard shackle will slide to a new position on the gaff span. It is important to work sufficient tension into the after reefing l i n e to pull the leech reef cringle hard down against the boom so that there is no slack along the "new foot" of the sail, Sometimes it might be necessary to use both hands and help the leech out whilst hauling on the reefing line through the captive clam cleat. Also try to ensure that no folds of mainsail get pulled through the reef cringle with the reefing line, as this could damage the sail cloth . When the after line is set-up to your satisfaction and cleated in the captive clam cleat, the topping lift can be released, the kicking strap tensioned and the mainsheet set to continue sailing . Check the sail when it is set to ensure that it is flat, rather than full, and that there are no diagonal creases between the throat and the new clew, or between peak and tack (adjust peak or throat halyards if necessary to remove these). Note that the reefing ties in the mainsail do not need to be tied around the sail to bunch up the unused area blow the reef line , The sail will set perfectly well without doing this; indeed there is an argument for not using the reefing ties at all as they tend to crease t h e foot of the mainsail.

To shake out the reefs the operation is undertaken more or less in reverse as follows:

First ease the kicking strap and tension the topping lift, then cast off the forward reefing line from the cleat and haul on the throat halyard until the luff is straight and taut and the sail is fully extended. Next, cast off the after line, ensuring that the whole of the line has passed through the captive clam cleat, with the parrel bead hard up against the cleat. The peak halyard can now be hauled up (rather less than the throat halyard to restore full sail). Finally the topping lift can be released and the kicking strap re-tensioned i continuing to sail . Final adjustment of peak and throat halyards and the clew outhaul control may be necessary under way to obtain the desired sail shape. With practice, it is possible to take in or shake out a reef extremely quickly even whilst maintaining forward way. It is certainly worth developing your reefing technique. There is, of course, no reason why the reefing lines should not be left in position permanently provided they are always left slack enough to avoid affecting the natural curve of the sail.