

LAUNCHING AND RETRIEVING



off, with the sail half filled if it's windy, to keep everything under control.

To launch stern first in an onshore wind, the mainsheet must allow the boom to swing so that the end is pointing in front of the sponson bow. This is enough to depower the sail but any further and it will wrap around the mast, possibly damaging the kicker boom. When launched, drop the rudder and centreboard and pull the sail in as the launchers turn the boat. This will swing it towards open water and you will soon start sailing.

Going Ashore

Let off the kicker before you reach shore. This will depower the sail when you get there. Also, tension the rudder uphaul for quick use but don't release the downhaul until around four or five boat lengths from the shore.

The easiest way to land is to sail onto the launching trolley. If the wind is blowing off the shore, approach at an angle so that you are on a reach and can control your speed. If sailing onto the trolley keep your speed up because, if you release the sail a few boat lengths before the beach, helpers can stop you but, if you are too slow and stall the boat, you may miss the trolley and drift into danger.

If the wind is blowing onshore, you should already have the centreboard right up. There are two ways to depower the sail when you are lined up with the beach—either let the boom out as far ahead as possible or pull it in to the centre line and cleat it so that it is "Edge on" to the wind. You can do this quite a long way out and sail in slowly and under control with no danger of stalling or hitting the beach.

Rigging

If helpers are rigging the boat, it is the sailor's job to stand back and make sure that everything is correctly rigged. You should have a (paper or mental) check list of things such as the steering lines being tight or the sail fully hoisted. Busy riggers may miss a detail on your boat that could get you into trouble or danger on the water.

Launching

Sailors with helpers usually get into the boat before it goes into the water. The helpers then float it off the trolley and out to a depth where rudder and centreboard can be lowered.

When ashore, make sure the foot of the sail is pulled tight and the kicker is fully off. This helps to stop the sail from flogging and the boom flailing around, which can be dangerous.

If the wind is blowing offshore, and launching is stern-first, make sure there is enough slack in the mainsheet so the sail runs out and the launchers can easily turn the boat towards open water. There will be no need to drop the centreboard, as you will be leaving on a reach so drop the rudder, making sure it doesn't hit the bottom, and sail

TACKING AND GYBING

Different to a Monohull

- Multihulls are difficult to tack because of the high turning resistance of the long narrow hulls. The rudder stalls easily causing a braking effect if the tiller movement is too sudden and it is most important to have enough speed going into the tack for the boat to carry its way through the wind until the sail fills on the new tack.
- The rudder will also stall when sailing offwind if the bow submerges and lifts the stern out of the water during a gust or a gybe. Again, the long narrow hulls make this feature much more noticeable than in a wider monohull boat and it should be immediately counteracted by easing the sail out and spilling enough wind to reduce the pressure. Because there are no wire stays in the way, the sail can go out beyond 90 degrees if necessary.
- In all weathers, tacks should be smooth but firm, with particular care taken to maintain speed in the second half of the tack by bringing the tiller back to the centre as soon as the battens pop across to the new side, otherwise the sail is trying to push the boat back up into the wind and the rudder is trying to turn it away, causing a braking effect and stopping it from accelerating.
- Gybes should be co-ordinated so that, when the sail crosses to the new side, the power comes on as smoothly as possible to prevent the stern lifting, stalling the rudder and reducing control.

Light Winds [10-3 knots/force 1]

TACK - Push the tiller gently to no more than 45 degrees to turn into the tack.

As you go into the tack, pull the sail in a little then, as the boat passes head to wind, ease the boom out 2-3 feet on the new side and centralise the tiller. Wait for the boat to pick up speed, which usually takes 5-10 seconds, and gently sheet in as full speed is reached. This will also help the battens to pop over. Don't be tempted to try pointing up towards the wind again too soon, as the boat is initially sliding sideways and this will only be exaggerated if you steer to turn back up into the wind. With the tiller central, the boat will bear away and pick up speed - listen for the wake - and it can then be brought back on course.

If the battens won't pop across, pull tension onto the downhaul then sheet in sharply. Don't forget to reset the downhaul afterwards

GYBE - If you are on a reach, the turn should be smooth, not sharp. If you are sailing dead downwind the boom can be pulled across with the two falls of mainsheet behind the sailor or with special gybing lines attached to the kicker boom in front of the mast. Make sure the mainsheet does not droop and catch in the rudder T-bar and, after tacking or gybing, make sure the sail is set properly by trimming and adjusting until all the telltales fly horizontally across the sail.