



PILGRIMSAILING

SAILING PROCEDURES



SAILING MANUAL

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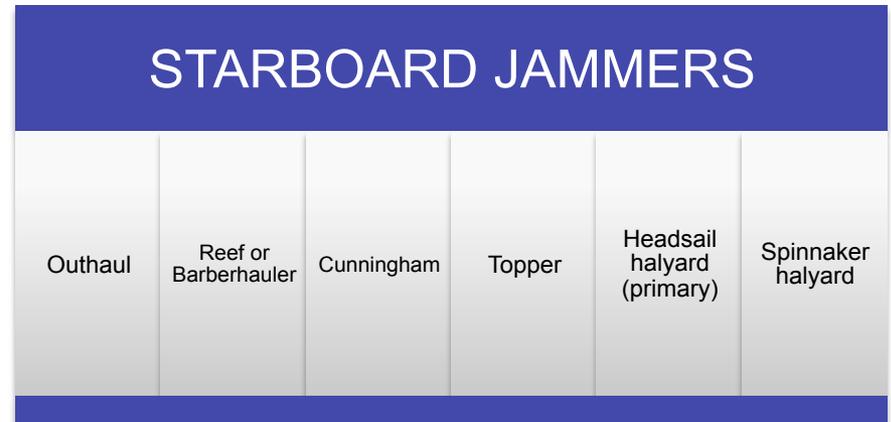
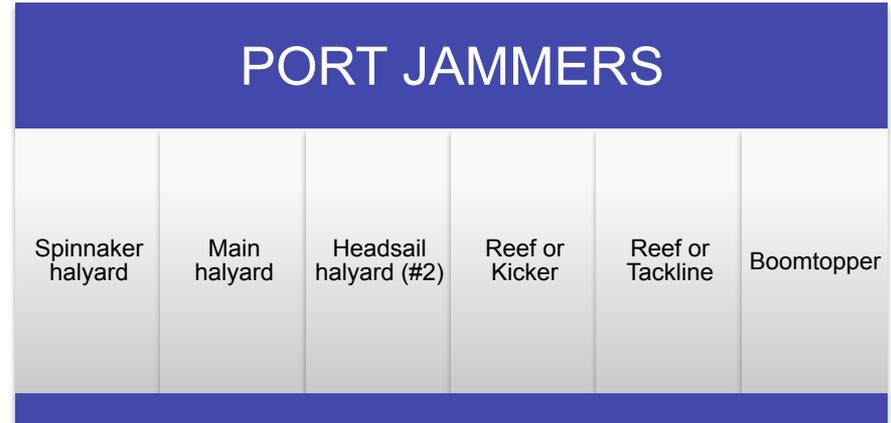
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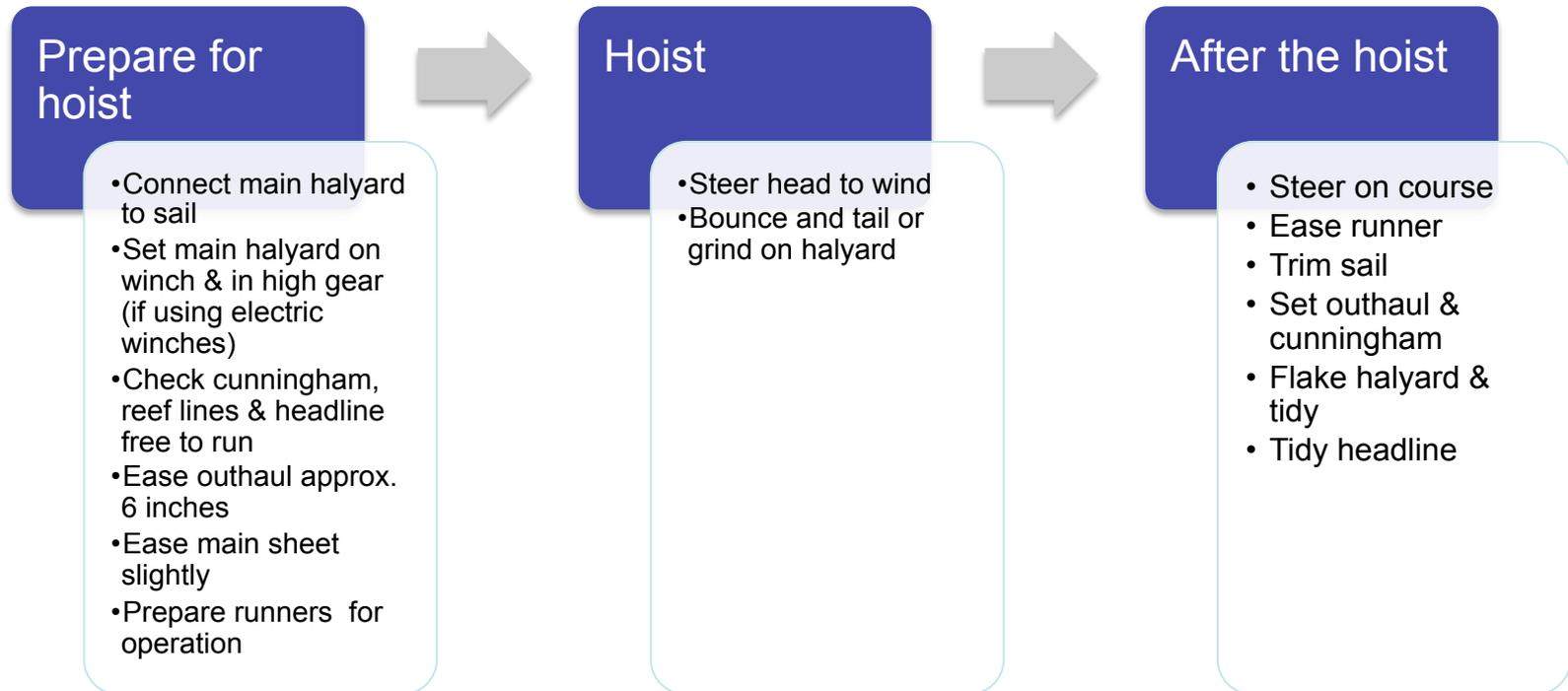
SAILING – SAIL SELECTION & JAMMER CONFIGURATION

When under sail the following sail configuration should be applied based on the expected and actual wind speed experienced. If in doubt be conservative

Sail		Wind range (knots)
Mainsail	Full	0-20
	1st reef	20-25
	2nd reef	25-32
	3rd reef	32-40
	Trysail or 4th reef	40+
Headsail	Genoa	0-15
	Jib	15-35
	Storm jib	35+



SAILING – HOISTING THE MAIN (BASIC)





SAILING – HOISTING THE MAIN (DETAIL)

Before hoisting the main complete the following steps as preparation:

- Open the main halyard jammer (if unsure how to use the jammer please ask) and ensure the halyard will run free
- Disconnect the main halyard (blue) from the back of the boom, run it inside the jackstays and connect it to the head of the mainsail
- Set up main halyard on primary winch on port side, with 4 turns around the winch and locked in the self-tailer
- Open the jammers for the reef lines and ensure they will run free. (Check which reef lines are connected at the time)
- Open the jammer for the cunningham and leave open, ensuring line will run free
- Ease approx. 6" of outhaul and shut the jammer
- Undo the headline and flake it on the deck so it will run free for the hoist.
- Ensure runners are on winch and locked with the ropes free to run
- Take the load off the main sheet (but don't let it flap around)

POSITIONS FOR THE HOIST

(in order of priority & dependent on number of "crew"):

- Someone to hoist
- Someone to steer (helmsman)
- Someone to control mainsheet (could be helmsman)
- Someone to ease headline (optional)
- Someone to watch and control the runners if required (could be helmsman)

Ready to hoist:

- Helmsman turn the boat head to wind
- Using the electric winches hoist the main, watching at all times that the sail is not getting caught on life lines or runners and that the reef lines are running free

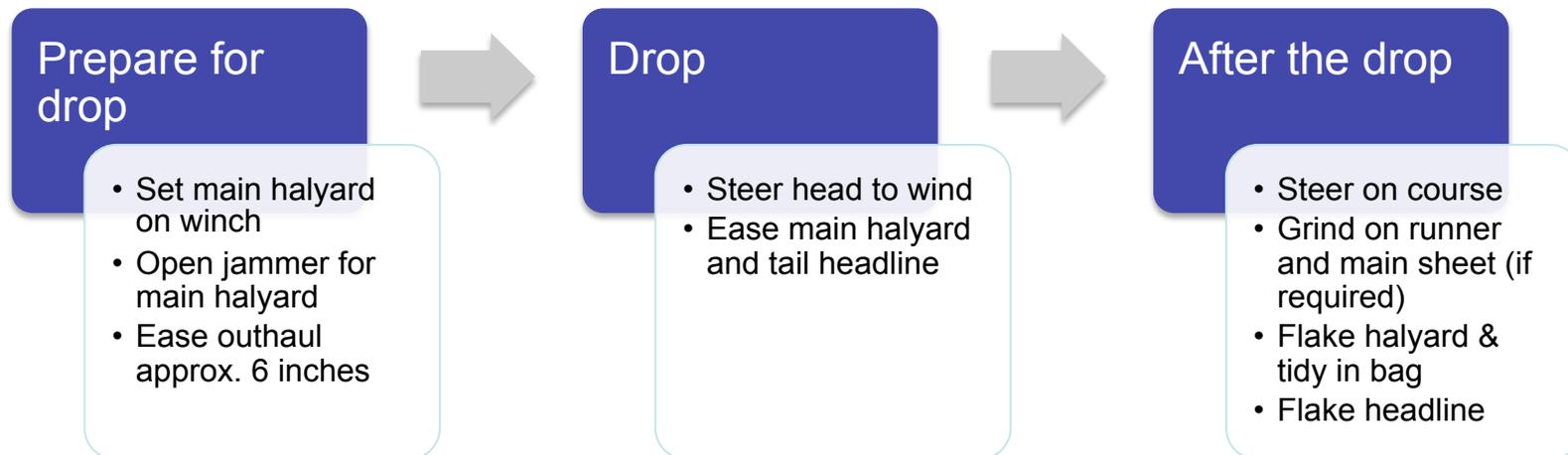
After the hoist:

- Helmsman brings the boat onto course
- Adjust the main sail trim to suit course
- Adjust the outhaul to suit trim
- Connect the cunningham on the horn at the base of the mainsail by the mast and adjust the cunningham to suit the trim
- Lock the main halyard off on the jammer by easing gently the halyard off the winch and closing the jammer with the red winch handle (check if you are unsure).
- Check the luff of the main is ok and doesn't need adjusting either with the cunningham or halyard (check with trimmer)
- Flake the main halyard in figure of eight to ensure it will run freely for the drop. Stow the halyard in the bag or in the clip on the bag.
- Tie the headline tight on the eye on the mast and then flake any remaining headline securing it on the horn on the mast

QUICK PREPARATION CHECKLIST:

- Main halyard connected to sail
- Main halyard on winch & in high gear (if using electric winches)
- Cunningham, reef lines & headline free to run
- Outhaul eased approx. 6 inches
- Main sheet eased slightly
- Runners ready for operation

SAILING – DROPPING THE MAIN (BASIC)



SAILING – DROPPING THE MAIN (DETAIL)

Prepare to drop the main:

- Set up the main halyard on the forward port winch and lock it in the self tailer
- Gently grind on the main halyard until the jammer teeth release
- On the jammer lock the teeth open
- Prepare the head line for the drop by untying it from the mast
- Ease the outhaul approximately 6 inches
- Check whether lazy jacks for main sail bag need easing

POSITIONS FOR THE HOIST

(in order of priority & dependent on number of “crew”):

- Someone to ease the halyard
- Someone to steer (helmsman)
- Someone to control main sheet (could be helmsman)
- Someone to control headline (could be performed by the person easing the halyard)
- Someone to control the runners if required (could be helmsman)

Ready to drop:

- Helmsman turn the boat head to wind
- Grind on the main sheet
- Grind on the runner

Drop the main:

- On instruction from the skipper, gently ease the halyard and keep tension in the headline, watching to ensure the sail is going in the bag

After the hoist:

- Helmsman brings the boat onto course
- Lock the jammer for the main halyard and tidy the halyard stowing it in the bag
- Flake the headline tie it off on the horn on the mast

SAILING – REEFING THE MAIN

The mainsail has four reef points, which will be used **prior to** the wind strength building based on forecast or current wind conditions.

Key safety features of Pilgrim's reefing set up:

- Reefing is conducted from the cockpit - all reef lines and the main halyard run back to the cockpit.
- Manual or electric geared winches are used for reefing which makes the process quick and efficient
- One-way jammers to secure ropes while reefing and when in position
- The mainsail is dropped into a bag on the boom which ensures the mainsail is controlled during the reefing process
- The mainsail is run up on a track with rolling cars, which means regardless of wind strength the mainsail will drop quickly and easily
- The mainsail can be dropped fully if required

Putting reef in

- Steer head to wind
- Ease main halyard to appropriate reef point
- Put eye for reef point over horn at mast
- Grind on reef line until mainsail is secured on the boom
- Grind on halyard to tension luff

Shaking reef out

- Release headline so free to run
- Steer head to wind
- Ease reef line as grind main halyard on until luff is tensioned
- Adjust cunningham and outhaul as required

SAILING – UNFURLING THE HEADSAIL

Unfurling the headsail (staysail, jib & genoa)

- Pilgrim has several headsail configurations, which are suited to different wind strengths (see “Sail Selection” for the appropriate sail for the wind strength on the day)

Prepare to unfurl (jib or genoa):

- Prepare furling line (starboard side) on starboard forward winch with two turns around the winch
- Ease lazy headsail sheet so it's free to run
- Set up active headsail sheet on primary winch with three turns around the winch. If greater than 15 knots then use four turns.
- Put the winch in high gear.
- Check with skipper whether using electric winches or not

Unfurling (jib or genoa):

- Lock the headsail sheet in the self-tailer and grind the headsail out (either by using the winch handle or electric winches) as the furling line is being eased slowly and in a controlled manner
- If the sheet is too difficult to grind switch the winch into low speed.
- Once the sail is out, trim according to the course.

Unfurling procedure: (staysail)

- Ease staysail sheets so the furler can be released
- Pull staysail furling line (port side) to roll furler anti-clockwise to release furler (as if furling the sail)
- Ease furler with control as staysail sheet is pulled or ground on.

SAILING – FURLING THE HEADSAIL

Furling the headsail (staysail, jib & genoa)

- All headsails can be furled to reduce the sail area (or put the sail away fully) to the appropriate size based on the expected wind conditions.

Key safety features of Pilgrim's furling set up:

- Furling is conducted from the cockpit - all furling lines and the headsail sheets run back to the cockpit
- Manual or electric geared winches are used for furling which makes the process quick and efficient
- One-way jammers to secure ropes while furling for control of ropes and when furled or unfurled
- All headsails can be fully furled if required

Furling procedure: (jib or genoa)

- Prepare furling line on starboard forward winch (or any suitable free winch)
- Ease lazy headsail sheet so it's free to run
- Ease active headsail sheet slowly and grind on furling line to furl sail as much as required for the expected wind conditions

Furling procedure: (staysail)

- Ease staysail sheets as furling line is pulled to furl the sail anti-clockwise
- Once sail is furled pull furler until furler locks – you should hear it click.

SAILING – MONITORING THE WEATHER

Reviewing forecasts - pre passage

- Prior to any passage the weather forecast will be reviewed over the preceding few days and assessed to ensure the conditions are appropriate for the passage. If not appropriate the passage will be delayed.
- Several different sources are used to assess the weather including Bureau of Metereology. These will be accessed via the internet and GRIB files (forecast wind, pressure, currents etc superimposed onto a charts with the route).

Assessing current conditions - during passage

- While underway we have a continuous watch on wind direction and strength to ensure sail configuration and trim is appropriate. This is done via the anemometer and other instruments at the helm but is also available at the navigation station.
- On a periodic basis (generally every two hours) all the conditions are logged into the logbook including wind strength, wind direction, barometric pressure, cloud cover & type, boat speed, course over ground and any general observations.
- The log allows the crew to assess over time general trend of weather. If the barometric pressure is changing fast then frequency of logging observations increases to hourly and preparation is made for storm conditions by reducing sail area.
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Reviewing forecasts – while on passage

- While underway we maintain a continuous listening watch on VHF and/or HF radio for any navigational or weather warnings. This is available at the navigation station and repeated at the helm.
- A full list of VHF and HF radio stations are documented in our procedures which states the channel and the time of the regular forecasts which are listened to, documented and assessed for any impact to course or sail configuration – i.e. reef or furling sailing.
- Weather information is also available via navigation devices at the helm and twice a day GRIB files (containing wind, current & barometric pressure) are overlayed to the chart to assess the next 12, 24 and 48 hours weather forecast based on the planned route to determine whether any change of course or sail is to be expected.

SAILING – ANCHORING & MOORING

ANCHORING

- Anchor not to be deployed under single person crewing except in emergency situations.
- Anchoring permitted when vessel operated by two person crew.

Deploying

- Assess anchoring location for shelter from the wind / no anchor zone / submarine cable / channel
- Ensure water depth adequate, 3-5 times the warp depending on wind strength
- Crew to switch on “Winch” on switch-board at nave station & open anchor well on deck
- Master to position vessel into wind and come to a stop at selected anchoring position
- Master to deploy anchor (using remote control)
- Crew to signal to master that anchor is going down and every 10 metres of chain (marked red and green alternately)
- When anchor bottoms, Master to go astern while paying out anchor chain as required, 3 – 4 times depth
- Master and crew to monitor anchor hold while at position, both visually with shore and other anchored vessels
- Anchor at night or restricted visibility display anchor light

Recovery

- Start engine
- Turn “deckwash” & “winch” switch on switchboard in nav station (ensuring deckwash hose is under control)
- Crew to ensure friction on capstans is locked tight.
- If sufficient crew, position one on bow directing position of anchor in water to Master and one down below in anchor well to feed chain into chain locker.
- Master to go ahead while crew on bow monitors chain retrieval and hoses anchor and chain until vessel vertical positioned over anchor
- Crew ensures anchor is secure on bow roller

MOORING

- Allocate person to pick up mooring. If enough crew allocate 2 people, one to guide to mooring & pick up mooring and one to assist.
- Take boat hook to bow
- Person collecting mooring is to ensure he is seen by the helmsman and point at the mooring at all times.
- When the boat is almost on mooring (approx .2m – depending on wind) then signal to the helm to stop the boat (clenched fist)
- Pick up one mooring line and put over cleat ASAP. When secure, let the helmsman know the boat is stopped.
- Then collect other mooring line, feeding it through pulpit rail & onto cleat.
- If first mooring line didn't go through pulpit rail, re-feed to correct position.
- Tie buoy onto top pulpit rail.

BERTHING

Pre berthing you will need on deck:

- Mooring lines – bow, stern & spring from forepeak
- 2 long fenders and one square fender from forepeak
- Consult the captain re: which side to berth up, whether fenders should be waterline or gunnel height. (General rule is in floating marinas, fenders need to be waterline, other wharves fenders need to be gunnel height).
- Set up bow-line on cleat and through fairlead, ensuring rope is neat on the deck and not dragging in the water.
- Set up stern line on cleat and through fairlead, ensuring rope is neat on the deck and not dragging in the water.
- Set up spring over winch mid-ships and through a pad-eye by toe-rail. (consult skipper)
- Set up fenders (consult skipper) & open gate
- Prepare for berthing.

On departure:

- Consult skipper for order of lines to be thrown and his instructions