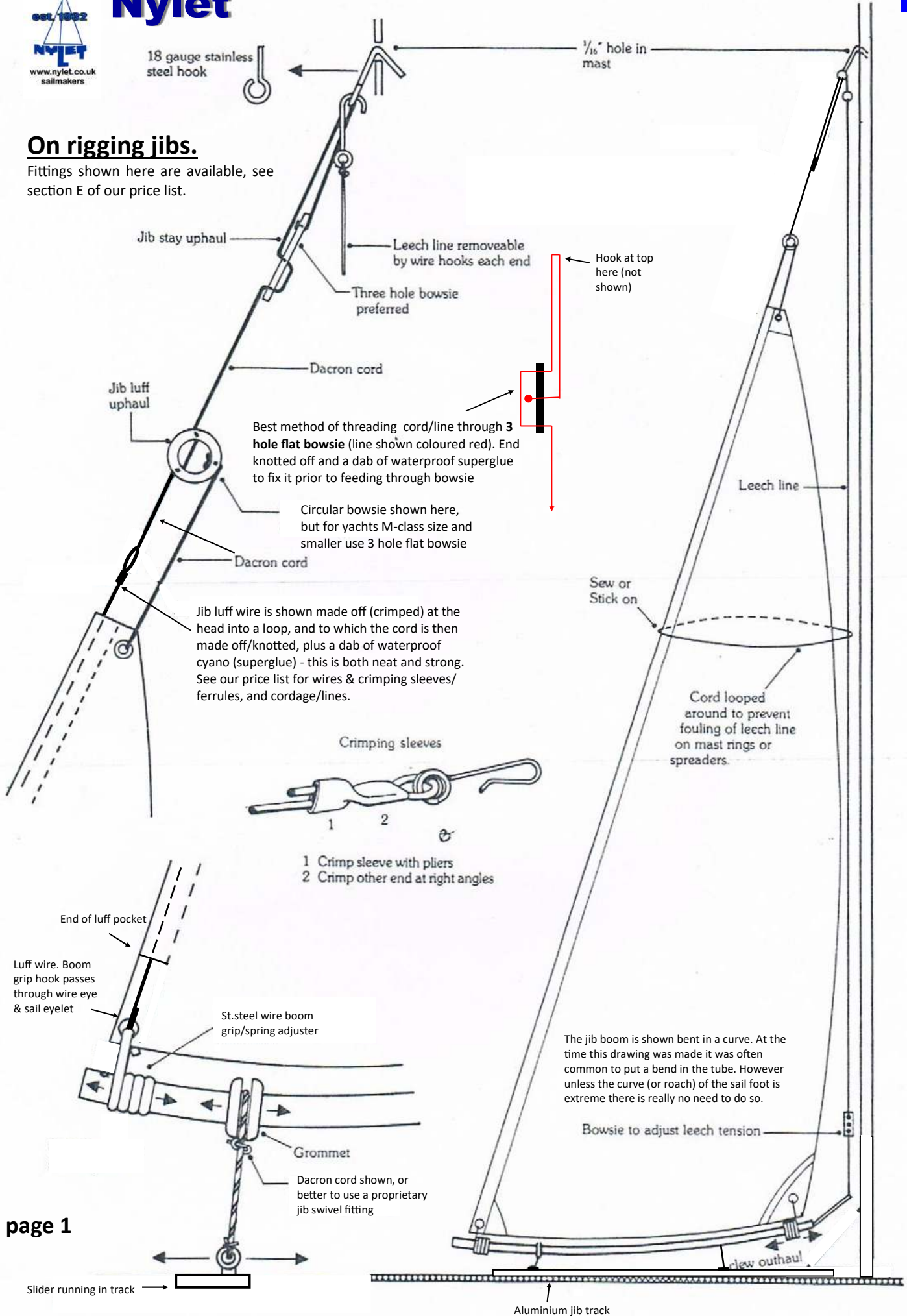


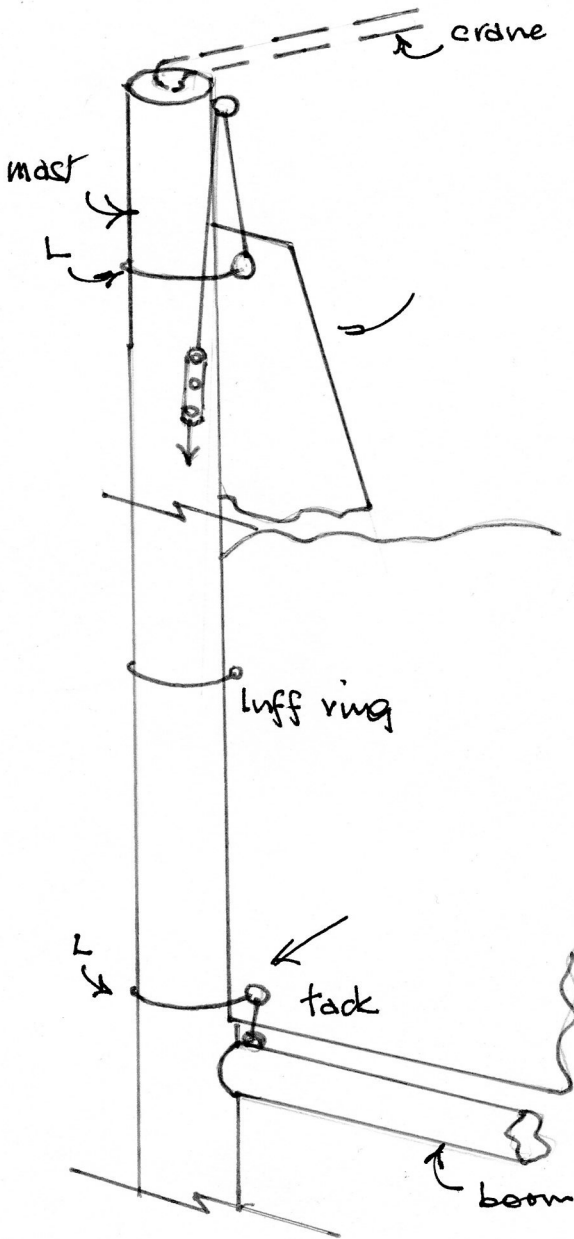
On rigging jibs.

Fittings shown here are available, see section E of our price list.



Mainsail luff location.

This drawing is just a simple reminder on how to secure the luff of your mainsail at the foot (tack corner) and the head. I have seen many wrongly/poorly/incorrectly fitted mainsails and you might find this drawing a useful reminder. Correct practice is in the detail.



At the foot. Both tack and clew (the after corner, the clew, is not shown here) are fixed/made fast to the boom with lashings (cord). In racing practise a flow adjuster spring is used at the clew and this facilitates control of the amount of flow (of the foot). On older/smaller timber yachts then adjust sail flow in the foot at the clew with a running line and bowsie. The foot "lashings" are not adjustable vertically, all adjustment takes place at the head and at that one point only. All sails are hoisted and adjusted thus, and NOT adjusted at the foot, except longitudinally at the clew. "L" denotes either lashings or luff rings and are made off at the tack and head (around the mast) and up the luff at convenient intervals. This keeps the luff in right position to the mast, otherwise the sail will fall away at these points and if the luff is badly 'shaped' you CANNOT control the mains'l properly. DO NOT 'strangle' the luff at any point to the mast, the sail needs to move as well as being in line up its entire length without falling away. Luff rings (or cord lashings) will probably be used along the entire height of the luff, unless tags (or tabs), or a luff cord, is employed to run into a groove in the mast.

At the head note the cord/lashing made off to the head eyelet, it runs aloft and through an eye (or hook let in to a drilled hole in the mast) to return down via a bowsie adjuster - the arrow simply shows the direction of the cord which will extend down to a hook and which locates through a hole or fixing in the mast. Running this cord downwards will mean you can reach it to adjust! The backstay crane is shown 'dotted' as it has no bearing on the subject matter here discussed.

Maintaining 'shape' is vital to the performance of the sail, disregard that and you will lose 'way' (speed). You will find more detailed information regarding correct mast shape in our BB3 "How to" booklet.

Correct sail practice is in the detail so pay attention to all these small points.

USEFUL TIPS.

We have collected these 'tips' from emails sent to customers in reply to their questions, or from experience, in the hope that you might find something that is useful. If your query isn't here or for more information see the Nylet BB3 "how to" booklet.

The drawing on page 1. Although this drawing shows a jib boom which is bent into a curve (this being a favourite technique at the time of the drawing) it isn't currently usual and providing the fores'l hasn't an excessive foot roach it is best ignored.

Upon the subject of adhesives.

Bonding bow bumpers and cleaning deck before applying deck patches. White spirit is fine for cleaning around the deck area – certainly if its GRP or epoxy. Again, white spirit for the final clean around bumper area. Firstly rough up/key both GRP and floppy bumper with 800 grade wet and dry, used dry. Finally wipe over both surfaces with white spirit. Ensure surfaces are completely free of dust/grease and clean and dry. Bond using bathroom sealant (not Dow Corning however, it doesn't bond well enough). Whatever you are bonding do remember to be diligent over prepping the surfaces. If they are greasy or oily or dusty then you can't expect anything but an indifferent bond.

Types of adhesives giving good results. I have used 24 hour Araldite in the past, also 2 ton Devcon. The latter is extremely successful when bonding dissimilar items, i.e. wood to plastics, to GRP materials, and epoxy based materials, and metals such as aluminium and brass. When bonding epoxy to glassfibre, for example, then Devcon is almost the 'only' adhesive to use to give a permanent bond. Note that a glassfibre based resin will not give a permanent bond to epoxy. Most 'fast' adhesives tend not to be waterproof and are best avoided, after all a waterproof bond in a yacht is the one thing you are aiming to achieve! So avoid those fast glues, they may be convenient but that may come at the expense of your work falling to bits when on the lake! An exception is one of the 'cyano' glues – Zap-A-Gap is an American manufactured product, it will gap fill, it is medium fast, grabbing inside 10 minutes and will go off completely overnight. It bonds dissimilar items, it stops knots shifting, it bonds metal to GRP, as well as wood and plastic, and it is totally waterproof. It really is the marine modeller's friend, and is invaluable for bonding the smaller items or small areas. It can also be a quick remedy at the pond side, so carry it with you on sailing days in your 'fix it' box! It has a snap fit cap, wipe the nozzle clean before replacing the cap and it can be perfectly useable for 2 years!

Preparation before bonding surfaces – and see the previous entry. Also a 'warning' about GRP (glassfibre) hulls and mouldings. The inside (the side which has been laid up with cloth) might appear 'rough' but it isn't, if you were to inspect it under a microscope you would see that the glass resin is about as smooth as glass. It is also dusty, just about the worse cocktail to be trying to bond anything to it, so prep the surface very thoroughly. The outside, the gel coat side, is equally 'smooth', both sides need the same amount of prepping. See the previous entry for method.

Timber is a porous material and so it receives an adhesive readily, but I still give it a 'key' by lightly scoring the surface to be bonded with a Stanley knife, or similar. Again, the slow Araldite and the 2 ton Devcon are admirable adhesives used on wood. There are many other adhesives these days, by all means use your favourite makes but ensure they are totally waterproof!

Working with carbon-fibre (keel fins & tubing). Do not drill tubing, this will fatally weaken the material, use carbon tow and secure fittings in place using an 2 part epoxy adhesive (such as Devcon 2 ton). When cutting/sawing flat sheet use masking tape along both sides of the surface to be cut, this avoids splitting. Finish the edge with a fine to medium file and then apply some Devcon to seal the edge, finish the surface when set, again, with a file.

Beware of household glues such as bathroom fillers, sealants and general handyman adhesives, they are often the wrong adhesives for the yacht builder, some are not waterproof, some do not give a durable bond, some will not adhere to epoxy and glassfibre, or wood.

Bow bumpers. We only make these to fit our own range of IOM yachts; but if you are making your own I am reliably informed that "SUGRU" is an idea compound to make rubber like bumpers. It is available on Amazon.

A tip (from our BB3 booklet). The rudder. This is also a brake so use it sparingly. Coming up to a buoy you will find that easing the sails using the radio control stick will change the course of the yacht, as you prepare to turn begin the turn with the attitude of the sails, and complete the main turn by using the rudder, again, as sparingly as possible. A smooth turn with minimum rudder will hardly slow the boat and you can then apply drive on the new tack early, powering out of the turn and leaving the rest behind!

At the beginning of a race. An entire book might well be written on sailing techniques, pitfalls to avoid, and yet another on racing and rules! But crossing the line at full tilt and on the nail of the gun is a recipe for a cracking good start. So hang back, get to know at the 5 second mark just where you need to be to drive over the line on the nail. If you can lead from the very start then there is every reason that you will maintain the lead throughout that race. And remember that the shortest line is a straight line; and yes, you will have to tack but don't do so unnecessarily.

For the "secrets" of sail setting and how to use the jib which is the mainsail's partner, see next page (also BB3 booklet for more detail).

Nylet

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SAIL tips in more depth.

On setting/rigging your new Nylet sails (or any sail cut correctly).

Rigging sails is not a 2 minute job, it is important to understand what you are trying to achieve. A badly rigged sail will not look right nor will it be able to do the job required of it. The control of the mast shape is 80% of achieving a well set mainsail; a jib is somewhat easier to set, but correctly placed shrouds (side rigging wires) are key to get the right mast shape. Play around with the yacht rigged at the pondside, or in your garden, on a day where light airs prevail. Lets say your yacht is rigged, so you then fit/attach the mainsail & jib. As you hoist/tension the main luff you will alter the set of the mast, and conversely as you alter the tension of the shrouds/forestay & backstay then the set of the mainsail will alter/deteriorate/improve. A whole chapter could be written on this subject, but the result is key to the yachts performance. Take time to watch how the sails shape alters, you need a nice amount of flow at the foot, a certain 'fullness' in the sail - if its as flat as a board then its terribly wrong - alter your rigging! A nice flow from the luff, no crinkles, no flatness, a smooth curve, it has to 'look right'. See our booklet the BB3 for more detail. Higher wind speed will require a certain amount of "hardening down" - that is to say tightening shroud tensions and 'flattening' the sail somewhat. Lighter air conditions will demand a slacker rig with more flow in the foot and easing everything so it allows the sails to fill at the slightest puff of wind. Different sails will be required for different conditions and most yachts will have three rigs/suits of sails for varying wind speeds and conditions. Ensure that the angle your jib makes from the centre line of the boat is MORE than that made by the mainsail. If it is the same angle, or worse still, LESS, then your jib will be 'backwinding' the mainsail. The jib is the mainsails partner and the 'slot' between the two is there to speed up the air flow on the lee side and this reduces the air pressure so the mainsail is 'sucked' into the area of lower pressure. This promotes correct sail shape and increases 'drive'. That is how a wing on an aircraft works, the air is speeded up (over the wing) and the lower air pressure area above induces 'lift'. Without that phenomenon an aircraft won't fly, and if you don't get it right then your yacht is going to perform indifferently no matter how good the sails are.

That "hollow" shape in a sail. Otherwise known as "belly" - its the essential "flow" that every sail must have, without that you would have bought a towel or a bedsheet! In fair to normal weather sails flow is more obvious but in heavier weather (smaller/reduced area) sails they are of course made with less flow and it isn't so visible.

Another chapter might be written on tuning your yacht! This needs to be on a day where a steady breeze prevails and not gusty or variable. This aspect of sailing is explored in our BB3 general "how to" booklet. Rigging yachts is also examined, as well as a whole plethora of other useful "stuff" (as a customer once remarked).

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