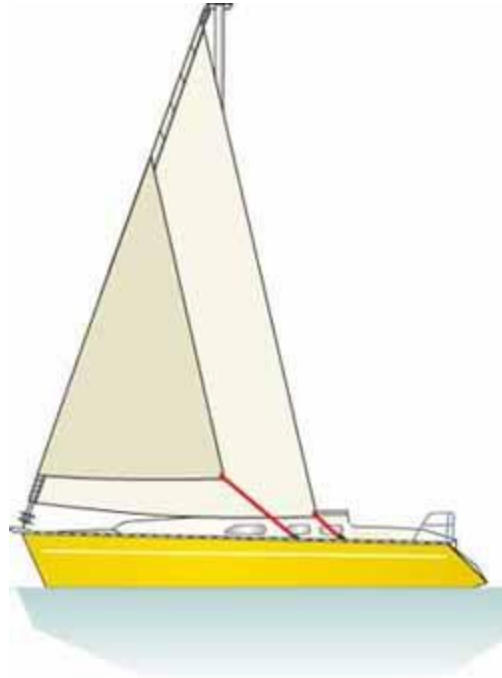


Adjusting the Sheeting Angle



Deck-sweeping genoas are not wonderful on a cruising boat if you're at all interested in what's going on ahead; nor do they work well with furling gear unless you're happy to move the mainsheet traveler every time you adjust the furler.

It's a geometry thing, the jib sheet must pull equally along the foot of the sail and the leech, or the shape of the sail will be distorted.

To check if you've got the jib sheet traveller in the correct position to achieve this, try luffing up while watching the tell-tales in the luff:~

- if the upper tell-tales break before the lower ones, then the jib sheet car is too far forward.
- if the lower tell-tales break before the upper ones, then the jib sheet car is too far aft.
- when all tell-tales break at the same time, then you've got the car in the right position.

You'll find that a sail with a higher clew, like a yankee in a cutter rig, will enable the headsail to be rolled progressively without having to adjust the position of the car.

Whilst on the subject of cutters, my choice is **not** to have a roller furling gear on the staysail. If you stick with a hanked-on staysail, it can be easily replaced by a hanked-on storm jib when conditions demand it.

And whether you sail in arctic waters, the tropics, or anywhere in between, a sacrificial strip is essential to protect the sail from UV damage when fully furled.