

The halberdier 22 the Club.

COMPENDIUM 1972

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1. Choice of the sailmaker

Of service consideration ought to one buy one's sails from the closest sailmaker, whom one wishes to use. Especially they ought to fail to buy foreign sails from the same ground.

The following sailmakers have sewed Drabant 22-sails: Hamlet Sejl, Greens Sails, Carlsen Sejl, Freytag Sejl and Elvstrøm Sejl. Normally the sails are sewed first after order, but Hamlet Sejl often has pickle. Almost everybody, maybe all the sails, which have been sewed to today, correspond to G. Gerlach's sail drawing. There may be difference between the mainsails' cloak and between the spilers' goal.

Remember to inform the sailmaker about the distance from the mast's astern-edge and out for the fastening at the swan neck (see later).

2. The headsails' external goal

The headsails' goal on the sail drawing is:				
Sail:	Deals:	Astern:	Strangely:	Area
Genoa	795 cm	760 cm	380 cm	14,545 m ²
Cross foresail	685 cm	650 cm	290 cm	9,932 m ²
Storm-foresail	570 cm	410 cm	230 cm	6,555 m ²
Opening wide	sidelig 800 cm		strangely 440 cm	

If the sail is set in the bow plate directly, thus near tyres as possible, will the genoa's lap bosom be 25-30 cm over tyres, and the cross foresail's lap bosom be 15-20 cm over tyres. If one therefore doesn't put an extra sjaekchel between at the cross foresail there enough are a little low.

NB: Remember that *sails used for class regatta are to observe the measure-rules.*

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3. Mainsail

Sail:	Deals:	Astern:	Strangely:	Area
Mainsail	700 cm	755 cm	250 cm	

The bank of the mainsail measured from the middle by deals to the middle off asternly mustn't exceed 168 cm. 4 sail sticks from below max.: 60 cm, 80 cm, 80 cm, 60 cm

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4. Passing on of:

- Mainsails: 10-12 mm plaited title deed.

Method:

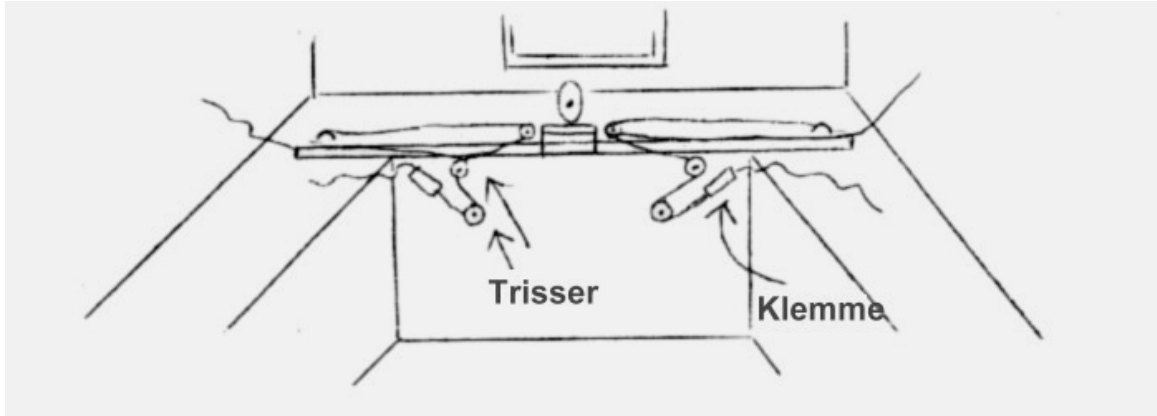
- Rail with a sledge on astern-edge of the front cockpit bench. 4 hall.
Can be used at reefing with reef-holes, but not with a roll bar unless one has a lyre. Gives good space at the cockpit and is a good location, if the helmsman has to sit in front at the cockpit to windward in order to be able to see headsails, lake and wind.
- Rail with a sledge on slack bar in the middle of the cockpit. 4 hall.

Can be used at a roll bar, but give a little a little space and shorter tiller. The helmsman has to sit behind the men, as he has to go behind the lap in the turnings.

- c. A rail with a sledge on a cockpit window frame respects. 3-4 hall.

Calls for a strong bar as a B) that it must not bend upwards in the middle. Gives good space, can be used with a roll bar. Unnecessarily calls for a long bar that lighter the prisoners water with the yard arm (and the games-lap). The helmsman has to turn with the back in the sail direction in turnings, and the men cannot lead the bar over with the lap in gybings.

NB: Take care to get good pull direction and place the grips, so that they can be served with a hand. Can either be done about lifting them on blocks, or by leading slaedetrimningshal as on the sketch. Sea plenty long ends that they can be served, when one hangs. 2 hall has appeared appropriate in sledge-trimmed, when a smooth-running sledge use.



- d. Screw stop to regulate the sledge's location is to dissuade (possibly excepted for exclusively tour, when it gives fewer lines).

Ang. rail and sledge:

The sledge goes smoothly only lightly enough, when it drives on reels, balls electricity similar you a little cheaper slide valves cannot glide to shelter by itself and is too heavy to haul to windward. The "good" rails and sledges are found to very changing prices forforschellig products.

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- Genoa

The lap point at the low-lap Genoa (that sail signs) lie about 2,60 m from the hedge,&headstop One ought probably use at least 60 cm. long rails, placed saw long in tables as a possible. (I hope that this remark will lead to discussion, as it's possible that it well can be moved in something on tyres.).

The sledge's lock way in the rail ought to be with a spring-weighted peg, and not with a screw. These can start as a matter of fact because of tremors, the thread can lightly be destroyed and they are lost lightly, if one turns them too a long way up.

The lap is to be about 2 gange 6 m, 12 mm plaited a rope is appropriate.

- Cross foresail

Ought to be conveyed the deed to completely in at the cabin roof. It can, if necessary, be worth it to postpone mounting the rail to a mast and sails has been put it in order to get really placed. An At the low-lap foresail (like sail signs) mounted directly in the bow plate the lap point will however lie about 40 cm behind the mast's astern-edge, when it stands in middle position. 12 mm plaited title deed.

- Storm-foresail

Ought to be cut to the same lap point as the cross foresail (as sail sign) and the lap ought to be

12 mm plaited a rope.

- Opening wide

Lap point entirely in tables just astern of cockpit. You can easily reach the blocks.

2 laps about 14,5 m long, one can take the spiler down into shelter page. Thickness about 10 mm plaited rope with isyed snaphooks for the one-hand-service. Possibly thin letvejrsskøds to tie in the sail.

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5. Barberhal

To Genoa, foresails and open wide can be used "barber hall", that is hall that is inserted between lap bosom and lap pointer. They are used for to correct the lap direction quickly with, when one changes the lap pull e.g. when one falls off or slackens out in puff o. resemble. In the case of the spiler it's used in addition for to prevent shelter title deed in willing up about the bar yard arm, as well as catch shelter title deed in with in connection with games-taking down.

The lap is led, between lap bosom and lap pointer, through an easy block. This is in a some 5-6 mm line that have been led through a block on below-mentioned places too various sails and from there back to about the cockpit on e.g. the window frame, where the grips can be they lightly be managed. Genonena can sit in a sledge 20-30 cm ahead and in the same rail as the lap pointer.

The cross foresail's can sit completely out there in tables, carry out or a little in front of the mast.

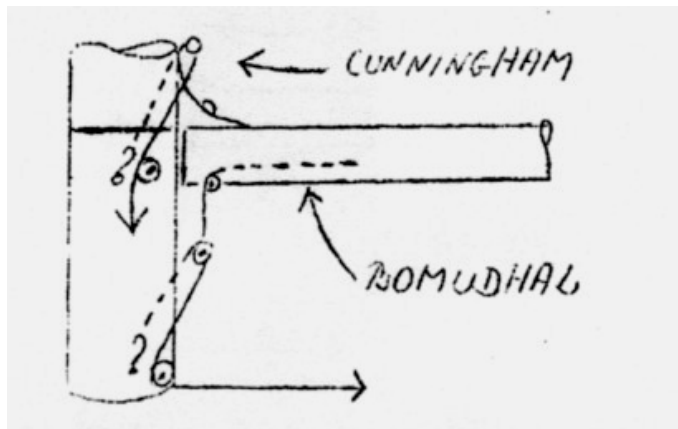
The Spiler's can sit about 40-50 cm astern of the mast.

A thus hall is almost only important in regatta, possibly just excepted in the case of the spiler, and it cannot be said which hall, there is most necessary, if you want to not have everybody. It must be up to own need and estimates.

6. General about hall that is led down from a bar

General about hall that is traced down from a bar at a swan neck to a mast or cabin roof (and possibly back to cockpit).

In consequence of the bar's swings to the pages is to there preferably be a part of it hall that is led down on each side of the central line, so that an extension in one is equalized by an abbreviation of the other in that the line with the 2 parties runs across a little block.



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7. Cunninghamhal

Used for to change the excitement in the deal of a sail (the table cloth), which because of the thread direction and the table cloth's diagonal stiffness leads to that the sail's hollowness moves the deal more closely at added excitement, h.h.v. back at slacks. Is the most important trimming possibility for the mainsail, and will one only lead a hall from the mainsail down to cockpit, it's to be it.

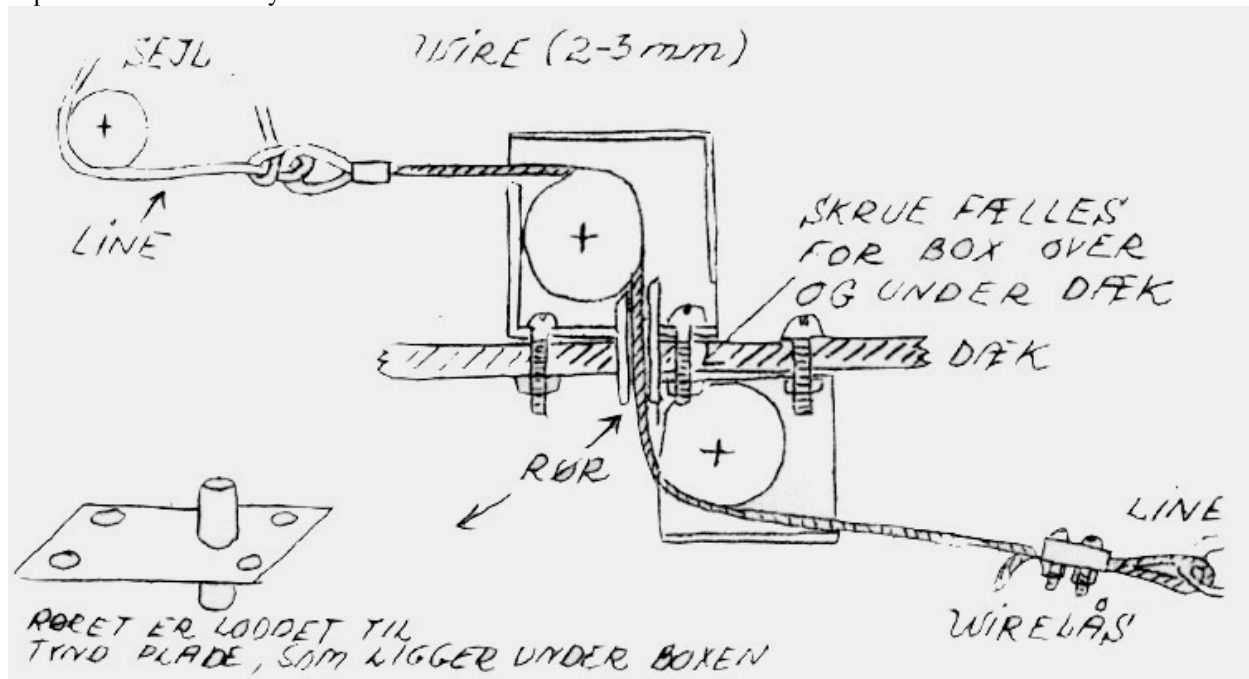
The headsails' cunningham is often to be trimmed at the same time as the lap direction.

- Headsail

- "Traditional" method is 2 rings mown in the canvas right behind the deal's wire in lowest front bosom with 10-20 cm distance. In that is led a line, which at tinting brings the 2 rings closer to each other. Fastening of the line either in a grip on the sail, on a tyre or

possibly traced back to cockpit, either over or under tyres. An exchange at 3-4 hall is appropriate.

Forsejls cunningham can be led watertightly through tyres with home-made disc-safe-deposit boxes in this way.

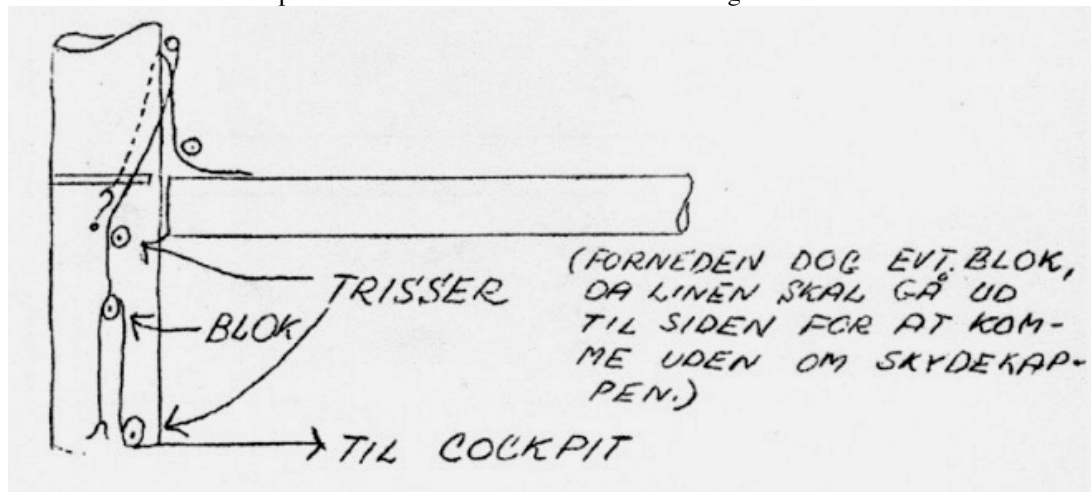


- b. Recent method (but not probably better): There aren't wire deals, but the table cloth has been sewed about an elastic rope, by means of which you can increase the extension in the table cloth by tightening the fokchefald. This implies that the fall is traced back to a game on the cabin roof at the cockpit. There is risk of over-stretching the table cloth at this method, why coloured feel sewed into the fall a good thing is.

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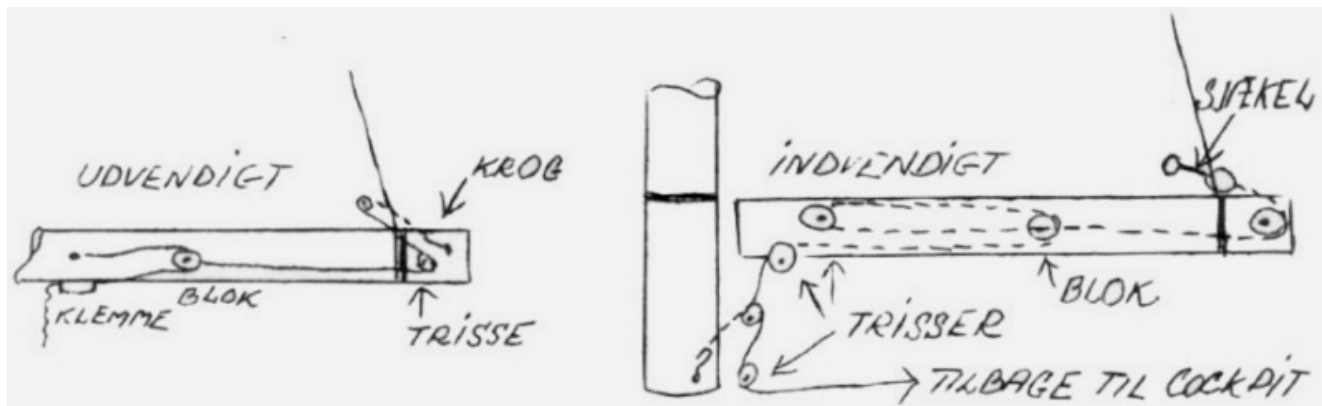
- **Mainsails' cunningham**

Led from fastening on a hook (plastic) on the one hand of the mast, about 5 cm under the bar's lowest position, through a ring in the sail down to a pulley or grip in the same height as the hook on the other hand of the mast. If it not farther a hall leads may at 2 be enough, but is traced it back to the cockpit it's best with a hall at 4 like the drawing.



8. Mainsails' fastening on the bar yard arm

- Firmly-binding with string lines is a bad method, as it's very difficult to change during ship transport.
- Udhal can be led on the outside of or inside the bar.

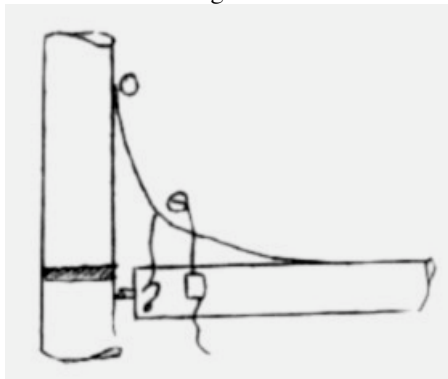


A hall at 4-6 is right. Least exchange is necessary, if tailed isn't traced back to the cockpit. At internally fit out may there be a hall at 2-3 inside the bar and a hall at 2 outside. The inside fit out can be had from the factory in the aluminium bar, but can rather lightly oneself be made. The inside hall is an advantage, so that there aren't lines on the outside of a roll bar, menhal cannot be led down to cockpit. Also at reefing with reef-perforator it's nice to be free for too many lines.

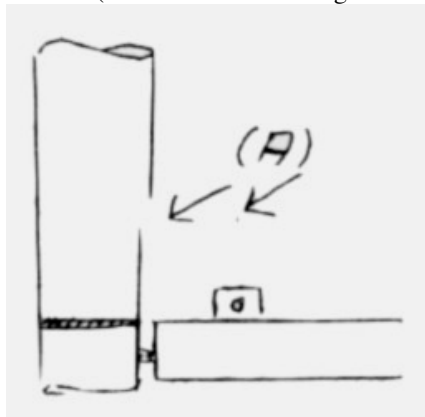
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9. Fastening of mainsails with a swan neck

- a. "Traditional" with a screw, a peg, a sjaekchel or binding.
- b. At round-cut corner at the sail can be used a line (see sketch), which is the reason why the sail can be trimmed to stand in the best possible way in any case. This system demands that the distance from the swan neck to where the sail goes into the hulchehls is about 20-30 cm.



NB: Remember, no matter which method, use, to inform the sailmaker about it, and about the distance from astern-edge of a mast (or better from rear edge of hulchehle) for the fastening.



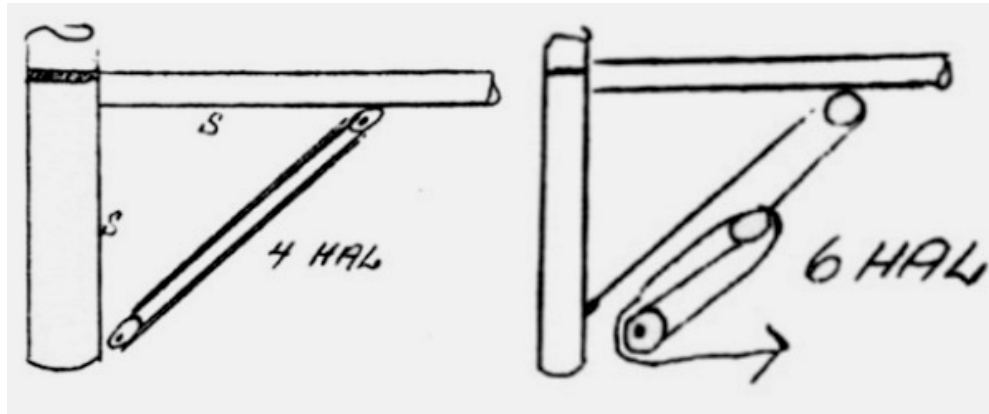
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10. Kicking-strap

Has for intention of holding the mainsail's astern-corpse stretched after immediate needs, e.g. strongly stretched at rumskøds ship transport, and crosswise only stretched as much that the sail can open sufficiently, when a little loosen the lap.

Ought to have minimum 4 parties in hauled, preferably 6, and the triangle cultured of strapping, a mast and bar ought to be fairly isosceles (side-aspect). Klemmen to tailed can sit up under the bar or down at the mast foot on the block or else can tailed be traced back to the cockpit.

The line ought to be 8 mm thick, when thinner do not side probably in grips with the pull that can arise.



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11. Reef-methods for mainsails

a. Rullebom

- **Advantages:**

Can reef a little or very much at discretion and with some exercise rather quickly.

- **Disadvantages:**

It's rather difficult to manage to leave for to nicely stand, spec. at reefing in open lake, as there is disposition to a hang-bar, because the sail glides in on the bar and thus pulls it in folds.

This could possibly be avoided at that there are beaten rings in the astern-corpse equivalent to e.g. each third round. In these can be put one fit out. The great lap is to sit on the bar yard arm and kicking-strapping cannot be used, when there is the rope, unless that they are in a lyre. A lyre is rather hard at the sail.

b. Cords,

sewed in the sail. It's a slow method, as it's difficult to tie knots and keep firmly at the same time.

c. Reef-perforator.

You Can get the sail to stand more nicely than at the other methods, with that bag along the bar one wants to. With different tricks it's able to also be a quick method. You can use kicking-strapping, when there are the rope and the great lap can sit in on the bar.

Can be carried out in this way (enmands-service):

1. Line from a hook on the bar yard arm is led up to reef-hole at the astern-corpse and down again to a pulley on opposite page. From there it's led in to a grip on the bar in the vicinity of the mast.

With this hall can the sail lightly be drawn down to the bar, and that will function as trimbart fit out, when there is the rope done.

2. Cunningham-tailed is used for to draw the sail down with in at the mast, know that it puts in reef-full of holes at the deal.

When the sail has pulled down with these two hall and fallen have been put, can you sail on the sail and finish the rest at leisure.

For the up-binding of it reefed part of the sail can be used e.g.:

3. solve a string line.

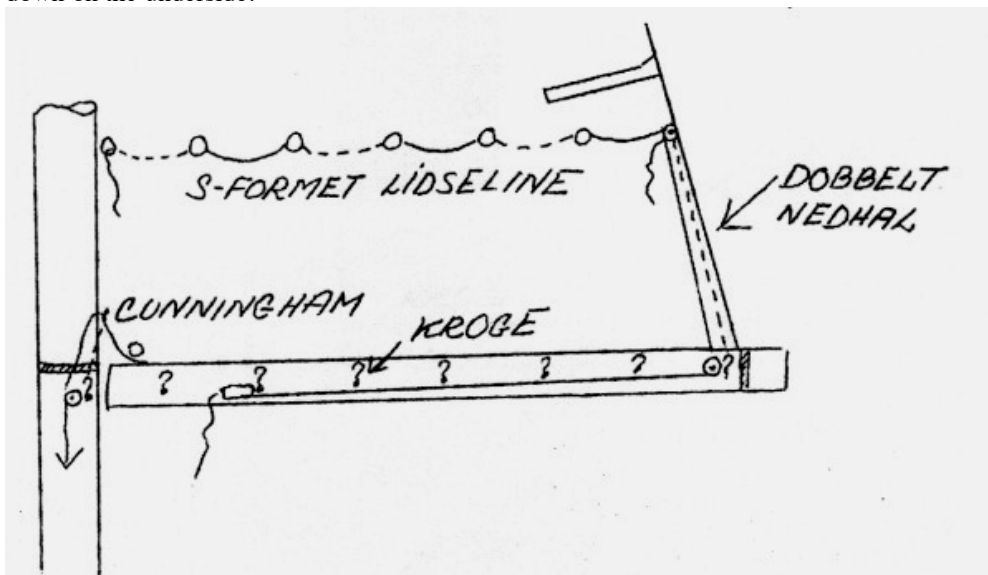
You have to start farthest wake since the mast and first hole are drawn all the way down to the bar. This is most lightly done about that there is a loop in the end of the line that is tied like ill. By that one avoids to tie knots on the line. After that we continue like a saddler expert appraisal.



At this method there is good room for it reefed part of the sail along the bar under the loops.

4. Or string line, which is permanently drawn in the reef-perforators, S-shaped from page to aide. This is drawn down about small hooks on the bits or on the underside of the bar and is felt tight as need be in at the mast. It's necessary to have a loose end on the string line at outer reef-hole or a small piece loose string line to tie down about the bar through outer reef-hole that the sail is held down, when twice as much downhaul only works that fit out, when there is the rope done.

With this method there is less good room for it reefed part of the sail along the bar, why the hooks of this ground have to go a long way down on the side of the bar, preferably down on the underside.



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12. General about falls to headsails and mainsails.

Ought to be a wire in order to avoid extensions with rising load, and thus increasing hollowness in the sail with rising wind force.

The thickness ought to be 4-4,5 mm and a soft, rust-free wire ought to be used. Those disks in blocks o.lign that the falls run over, ought to be at least 5-6 cm in diameter in order to avoid the over-bending of the wire. In technical textbooks are recommended that the pulley's diameter is to be about 40xwires thickness, but that cannot let itself be done.

Falls can be led out- or internally on the mast.

13. Various falls

a. Headsail fall

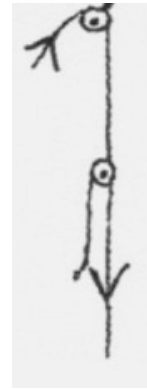
That seems unnecessary with more than a fokchefald, but it probably is an advantage with 2 forstag for quick shift of headsails.

NB: Good idea to have a nøglesjaechel in the end of the fall, and it's to have been spliced in firmly directly in the covs, so that it isn't lost. The wire is to continue over in ropes at the bottom. This may either be firmly weedy in continuation of the Wire or with eye splicing. Are able to also jointly be with a covs in the wire and snaphook without a covs in the rope, if you will be able to separate them.

1. The earlier very used method with double hall at the fall (sketch) is utterly

unqualified, as one gets far too a little extension.

2. A game on the mast has very much been used (and is necessary at not quickly trimbar an empty rope). The rope at the fall is fastened on a block below the game. As it's careful of the splicing that it's the wire that is rearranged the game, this is to have sufficient diameter, and the wire fall's length is to be adjusted, so that the splicing occurs below the game, when the wire is put 3-4 times about this.
3. A good method for the fastening of the fall (and tinting), when a quick trimbar empty rope use, is it during "the rich experiment" on Halberdier 22 no. 56 mentioned.
NB: The block in the top of the mast to on the outside fokchefald has to be able to take about 800 - 1000 kg. pull.
4. See method mentioned under 6) combined with an elastic settlement rope.



b. **Mainsail fall**

do not have to go over game, but directly to a block, since it's to have changing length at reefing. (Remember firmly-weedy nøglesjæchel in the top.)

c. **Games-fall**

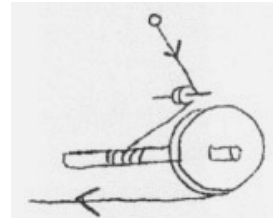
Either on the outside (spec. if it traces back not to cockpit, but is fastened on a block or grip on the mast) or internally. It has turned out to be a great advantage to trace the fall back to the cockpit.

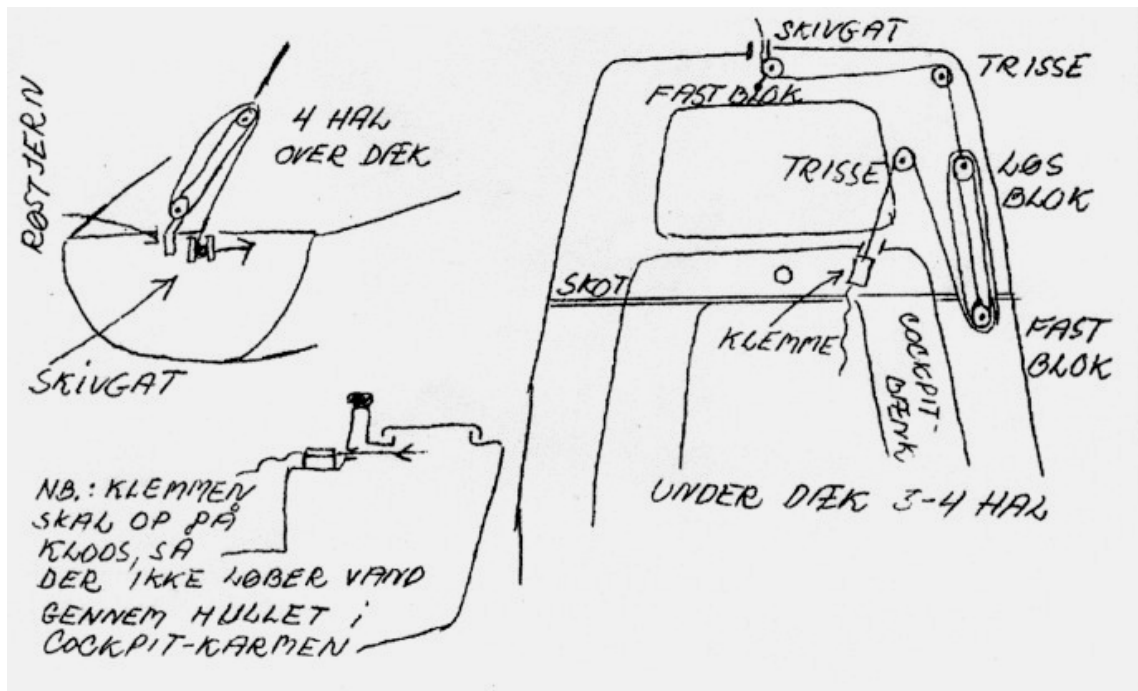
The snaphook in the top has to be able to be released with one hand, and the grip mustn't be able to prisoner and lock the ropes by itself during the games-taking down. Use plaited, 8-10 mm a thick line.

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14. **Lønsbardun (enkelt wire)**

- a. Can be split up in cock foot for below with an ordinary rigging screw inserted between a rope and cock foot. Avoid too great angle between the cock foot's leg. Gives no trimming possibility on the runner or in light weather.
- b. Across the cock foot can be mounted a hall there pull the legs together, by means of which the excitement is increased. Only gives very small hiking tour of the masthead forward at slacks.
- c. The wire led simply down into a special rigging screw with "håndtrimningshåndtag".
Have to gives the only poor hiking tour of the masthead, mean two hands to the service, go for slowly and possibly too heavy, since the thread can "tear".
- d. The wire led simply down and crossed the last piece together with a soft wire (with a sjækchel) tyres.
The soft wire is led through schivgat in the hedge in to and about an axle. On this axle a wheel with a diameter sits more times bigger than the axle's (10-12), about which there goes a line. Knows draught in this the roll of's wire up about the axle.
Gives quick, easy trimming with the rather large hiking tour of the masthead, but there is an unpleasant risk of that the wire can catch fatigue fractures, even though the axle's diameter is great enough, because it can roll up unevenly.
- e. Tovværkshal (e.g. as drawing) with an exchange on 12-16. This gives with e.g. 30 kgs draught in the line an excitement on about 400 kgs in the wire. Has all advantages and no buttocks.
Use 8 mm a plaited line and rain with that there can come load on up to Ls metric tons on the rope. Rain with that the wire has to be able to be slackened 10 cm (possibly a little more), by means of which there is to be sufficient room for the hiking tour of the block under tyres.

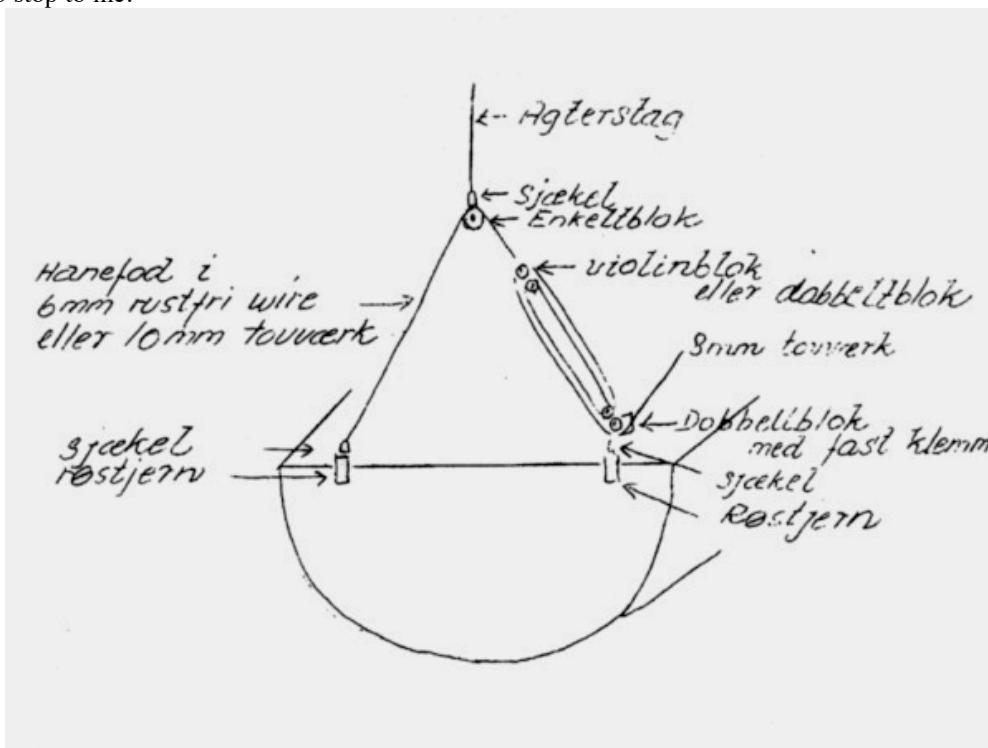




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Empty rope. Another solution, described in supplement from 1975.

- o Since mast head rigging on the 22'er has appeared to have a tendency towards negative bending in hard weather, and when they produced mainsails of the sailmakers, is without baskets, has it appeared that a trimbart astern-roof can be used profitably. That of O. Holst sketched in the compendium is safe an out-marked solution, and his calculations are undoubtedly correct; however it's a little complex. On the sketch is shown a solution that D 133 has tested in 1974 with a good result. I do not want to venture out in max. loads in kg or grams - only ascertain that the shown has been able to stop to me.



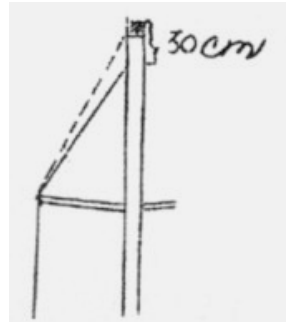
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15. **Rigtyper**

It's a small advantage that overvantbeslags are below the top of the mast (can carry about 30 cm. top), as it gives bigger angle between usual and mast, h.h.v. shorter trestle trees horn to the same angle, as if the shrouds went to the top. Remember to manage to put resp. put "boys" under the cover, where the voice irons are to be, in all falls to the over-shrouds. The voice irons are placed recommended, as if the mast stands in the middle of the tolerance (see meter gel).

a. Traditional "masthead" richly (that is delivered from shipbuilding yard).

- 1 set over-shrouds straight on for the mast
- 1 set under-shrouds astern of the mast
- 1 set under-shrouds in front of the mast
- Voice irons for over-shrouds can profitably be placed in on the tyre - about 8-10 cm a little - so that Geno-aening doesn't touch the shroud crosswise. Thus, the trestle trees horns may also be a little shorter.
- Voice irons for the front under-shrouds can profitably be placed in at the cabin top roof, the sole's that the cross foresail doesn't hit them crosswise.
- Voice irons for aftermost under-shrouds may be in the road for the skødeviserschinn to the cross foresail in at the cabin roof and ought to therefore be placed on the tyre like the voice irons for over-shrouds.



If this richly aren't wanted, remember to say to the supplier that it haven't to be drilled for to voice irons.

b. Instead of a set (2) front under-shrouds can be used a single front under-shroud in the middle. The voice iron to this is to be in the central line between the cabin roof and the forlug and gladly fastened in researcher nets or to sit all the way up this. This is however enough for far advanced like the bulkhead has been placed in the standard boat from shipbuilding yard. The Dæksbjælk is also a part in the road, if one wants to out of the forlug, so that you could discontinue the person in question and instead place one veneer beam 5-10 cm in front of the cabin roof as well as another right in front of the forlug. The voice iron can be at/in the hindmost one. This stay will make turning with Genoa in light weather difficult, and ought to among other things therefore be covered with a plastic snake that can turn about the wire, when the sail glides on it.

In order to relieve the pressure on front under-shrouds and for get the mast to work bleeders in lake the over-shrouds' voice irons ought to be moved a little astern-top, so that the trestle trees horns forward press the middle of the mast. In order to avoid that the aftermost set under-shrouds is to pull too much backward in the mast's middle, the voice irons are to them to be in front of the over-shrouds' voice irons. When the under-shrouds' voice irons are so far advanced they can be moved in to the cabin roof, as they then aren't in the road for the cross foresail or this's lap pointer in some way. As the trestle trees horns are to point something back they may either be pivoting (that in o) or stiff mounted in the correct angle.

It probably is a bad solution to place the over-shrouds and aftermost under-shroud that in A), if you want to have front, middle under-shrouds. The voice irons are placed as consequences (in comparison with the mast as if this stood in the middle of the tolerance) (see fire).

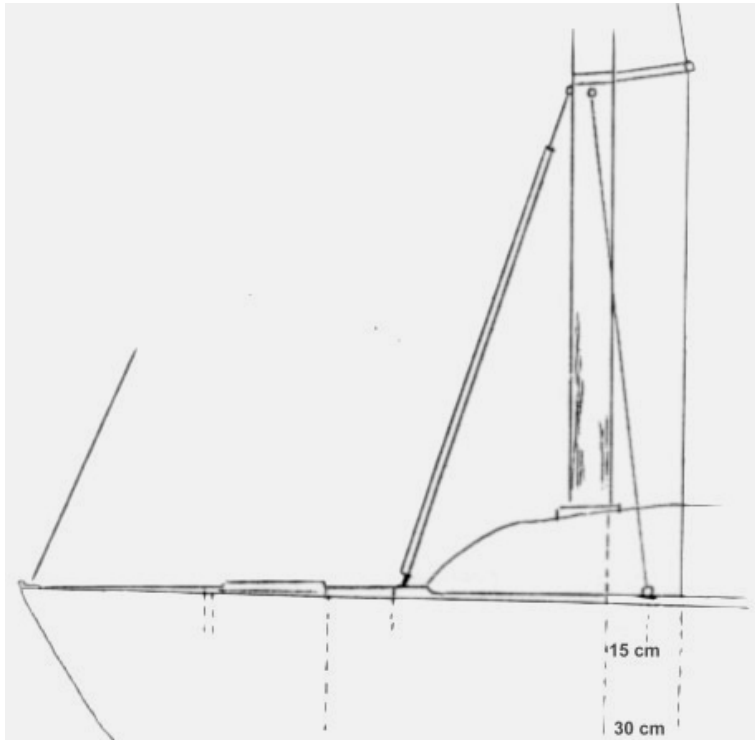
Under-shrouds (aftermost set) about 15 cm astern of astern-edge of a mast in at cabin top roof. Over-shrouds about 30 cm astern of astern-edge of a mast 8-10 cm in on a tyre. Front middle undarvant in the central line about 5 cm in front of cabin roof.

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Conclusion

Gives free seat for the cross foresail and for the games-pole's swings as well as a very probably propped up richly, who can at the same time work relatively soaked in lake.

Remember that place up- and downhaul to the games-pole "inside or outside", depending on, whether one in gybing present opens wide will let the pole go behind or in front of the front middle under-shroud, when it changes page.



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c. Rich experiment on Halberdier 22 no. 56 (1971)

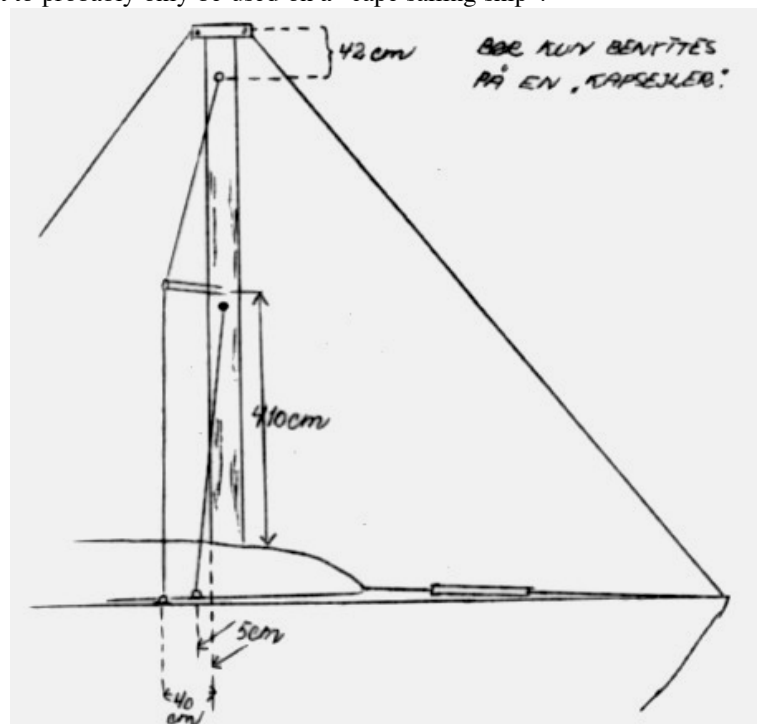
- **Mast** prctor K section.
- **Location** Front edge 2,40 m from front edge of core structures.
- **Empty rope** Trimbar with block-hall 1/12. Have to be able to be trimmed quickly a.h.t. the way the headsail fall is tightened on. It's possible that the exchange is to be increased to 1/16.
- **Over-shrouds.** Usual plate on a mast a 42 cm under top, voice irons 8 cm in on a tyre 40 cm astern of astern-edge of mast fastened in a frame.
- **Under-shroud** 1 pair aftermost. Placed completely in in connection with cabin roof 5 cm astern of the mast's astern-edge. Mustn't come farther back. They will withdraw too much in the middle of the mast, because there isn't any front under-shroud.
- **Trestle trees horn** Pivoting with stop, which prevent swings forward as well as swings on more than about 10-15° back for the neutral position. Have been placed 4,10 with over cabin roof, which maybe is 10-15 cm too high. Made by a rust-free steel pipe 1" in diam. with 2 mm cargo. Is to a.h.t. the forward-pushing function be about 85 cm long. Goes to point a little upwards.
- **Fokkefald** "Firm length", so that one always has the same trim. When the headsail is put the empty rope is slackened, the foresail is hauled up and covs in free end of the fall is put on "schispaendstrams" (Børresen-model for Folkebåde), this is tightened and laensebardunshal is hauled. The Schispaendstrammer is to be in an about 40 cm long rail. Difference in settlement length on the different headsails is corrected along wire-stroppes, which are in the sails in question permanently.
- **Wire** Will be a little thicker in the case of the side-shrouds than they are in the normal version, since because of the "stoned" strength a little greater excitement MOVES occur compared with, if the over-gloves straight on were for the mast.
- **Advantages**
 1. The mast bends forward in the middle by itself, increasing with increasing load, and surfaces therefore the mainsail in air and puff, so that the sail can possibly be sewed more hollow, by means of which there among other things greater variation possibilities are in the sail's depth and curves. Also stand and work a little in lake. The mast basket varies between 0-5 cm forward in the middle.
 2. There are completely free conditions for the games-pole's swings. Especially it can come to windward very far.
 3. The cross foresail can be conveyed the deed to completely in at the cahytatag

without getting into contact with under-shrouds.

4. Geno-aening doesn't touch the trestle trees horns, when these pass the astern-corpse right behind.
5. Geno-aening doesn't hang from some under turnings.
6. The foot on Geno-aening can come all the way in and lie on the tyre without hitting the over-shroud that lets out less air by that under it.
7. Can quickly loosen the empty rope the runner, so that the masthead falls forward and the deal in the headsail curves, which gives more bag farther back in the sail. In addition a little luvgirigness is managed.
8. Always the same trim for the masthead.
9. Less air resistance and whirl formation because of the fewer wires.

■ Buttocks

1. That one in heavy wind and coarse short lake of safety reasons possibly has to be able to put spilerstage-up-hauled in a voice iron in front on the front tyre, in order to eliminate the risk of that the mast was to bend back in the middle in consequence of the boat's quick movements and large column pressure. As a riging are described above the mast has under some circumstances not yet knocked back in the middle itself with a reefed mainsail. Ought to probably only be used on a "cape sailing ship".



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16. Mast profiles - it have been found very suitable

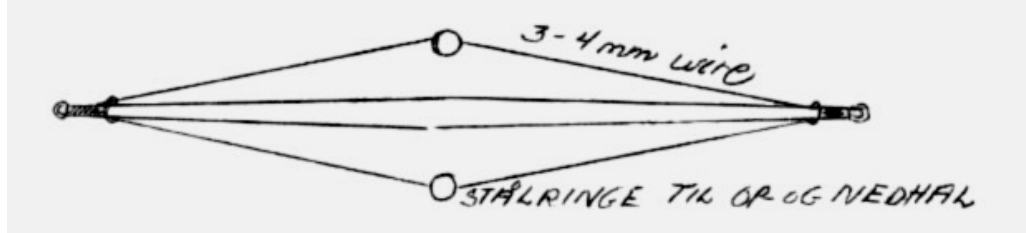
- **Per Selden**
120x89 with inside mainsail- and headsail fall and external games-fall. Can ostensibly be delivered completely done with blocks, falls etc at reasonable price.
- **Proctor**
K section about 125x75 with welded on top-plate, falls, blocks, plate etc after order.
- **IYE**
Profile no. 20 (?) 125x75 about Pånittet rather heavily topbeslag, external falls.

17. Spilerstage

- **Plate:**
Has to preferably be able to be served with one hand. You must never fix the plate directly at

the spiler, ring or the like, but only around the lap, so that the spiler can always be taken in by letting windward title deed glide through the plate, so that the spiler comes over again sheltered in case of difficulties.

Thus are saved and is put the spiler also most lightly under normal circumstances, why the eye's edges in the plate are to be round in order to allow the lap to glide lightly through.



- **The pole:**
Can be had in aluminium, but are very expensive, if it's to be strong enough. Can be made that a pole too few crowns and ought be omkr. 5,5 cm obese in the middle.
The pole may have a total length on 2100-2450 mm incl. plate and a thickness of 40 mm
- **Hanfødder:**
Relieves the pressure on the pole hugely, as all the pull from up- or downhaul are reshaped for column pressures.

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18. Games-plate on a mast

- a. Firm ring on a mast offers no chance to put the whole pole higher or lower, but only the possibility to raise or lower the free end, by means of which the pole's effective length diminishes. There is going to be also lightly greater load of the pole than necessary because of bad angles to title deed and hall.
- b. Rail on a mast, sledge to move in the rail with an eye and stop to the same. The rail has to match all positions be at least 80 cm long and sit from. about 55 cm to about 135 over over the mast foot. You can place the eye in the height that is true to the spiler, the wind force and the neck.
- c. Rail on a mast, from mast foot to about 135 cm over the person in question. In that can glide a sledge with an eye, drawn up and down of hall from cockpit. This is to be combined with that the ordinary games-roofs up- and downhaul is led back to cockpit. With them you can then put and trim the spiler all the way from the cockpit, when simply the pole has been put in the eye and various hall has been put in the pole beforehand. That whiles away the dangerous time on the tyre, is the reason why everything can be prepared with time to spare, before the spiler is to be put, when if only they know, to which page it's to be. As the pole lies completely down at the tyre, you can turn with the pole clear-made, up-tailed can however disturb Geno-aening a little.

19. Trimming of a games-pole

- **Downhaul**
The most ordinary and the best on boats of Drabantstørrelse are to lead both down- and hauled up to the middle of the pole, preferably to cock feet. This is the reason why you can turn in gybings the pole upside down without touching up- and downhauled, and in addition the pole has been carried by up-tailed. It's a great advantage to lead both up- and downhaul back to cockpit.
Nedhalet can originate from the mast foot for example, the pole will be able to freely vary, which it gladly must be able to, if you put; R the spiler from the front tyre. If one on the other hand chooses to put the spiler from shelter page at the cockpit, the pole mustn't be able to vary freely, when one hauls the spiler until the pole with windward title deed gliding in the spilerstagebeslag through the eye. You must lead hauled forward something in front of the mast up from the central line, e.g. a little in front of the cabin roof. In connection with this location have to tailed be trimmed in connection with each major change of the pole's direction.
Another method is to let downhauled go to the yard arm of the pole (and hauled up to the middle), but this means that there have to is one downhaul in each page. These are difficult to vary in connection with gybings unless one puts them together with the co-sidig laps. This system demands absolutely that downhauled can be trimmed from the cockpit, you have to trim

degrees). As one knows mill with this type games, one takes, after having put a single turn about the game, most of the lap in with the hand, and one docks one or two turns after that on the game and tightens up with the game. It's with practice a quick method.

If one almost exclusively Will sail regatta it may be a good idea to place the game at the inside of the cockpit window frame, so that the man who takes care of the headsail, can sit on the tyre with windward game between the legs (it's to be a mill game) and haul the lap with this. The lap is therefore led just behind shelter game and only from there up to windward game. You have with this location to be consistent on that the great lap isn't caught by the game.

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