



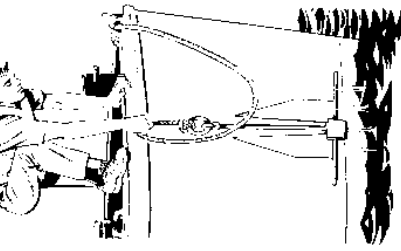
A *controlled jibe* is one in which every move of the crew and the helmsman is coordinated so that sail and boat are always under control. When the helmsman calls "Stand by to jibe!" or, "Ready to jibe?!", the centerboard is lowered and the mainsheet is hauled in rapidly. Keep the main under control, easing it gradually to avoid "slamming" the main sail to the opposite side of the boat. If the main is not controlled, damage can occur. The instant the main boom is amidships, the helmsman shouts "Jibe-ho!" and shoves the tiller toward the weather side of the boat. This swings the boat's stern so that the wind is now on the other side of the mainsail. The helmsman's job is to keep the boat's nose pointed downwind. If the helmsman allows it to swing toward the wind, this might cause the boat to *broach*—to lie on its lee side, its bow buried, and the stern raised and lifting so much of the rudder out of the water that control is lost.

Reefing

Suppose the wind is quite strong and you want to reduce your sail area somewhat. Can this be done? Yes—it's called reefing. Some sailboats are fitted with a crank that enables you to roll the sail back around the boom, as you might roll up an awning or an upside-down window shade. Here's how to do it.

First, ease the mainsheet, then lower the main halyard a bit lower than the amount of sail to be rolled up. Fit the crank into its gear and turn it slowly, guiding the sail around the boom with as few wrinkles as possible. Then lock the roller and set up the main halyard.

To restore full sail area (called *shaking out a reef*), ease the mainsheet to take pressure off the boom, unwind the sail, and set up the main halyard. If you are in doubt about the wind, reef before you go out. It is easier to go to full sail than to reef in a stiff breeze.



Anchoring

Properly anchoring a boat requires three steps.

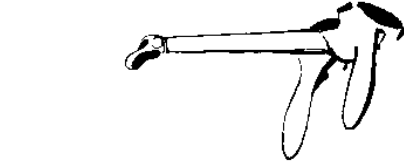
Step one. As you approach your anchor site, get the jib off and out of your way. You'll need that *foredeck* space for maneuvering. Then get the anchor on deck and coil the anchor line near it. Make sure the line has no kinks in it and is secured to the boat.

Step two. As you reach the anchoring site, you should be headed into the wind or current and should have lost headway and started to drift backward. This is the perfect moment for dropping the anchor. Keep your feet and legs clear of the line.

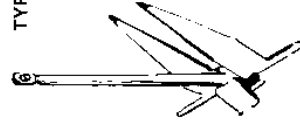
Step three. Don't just toss the anchor in. Drop or lower it easily over the side until it hits bottom. Don't heave the anchor *away* from the boat unless you feel you need practice in untangling an anchor line hopelessly fouled around its own anchor.

When the hook is firmly down, let a few more feet of line run out, then check it quickly. This helps the hook to set itself in the bottom. When it's set, pay out more line (about six times the depth of the water), then secure the line to the bow cleat.

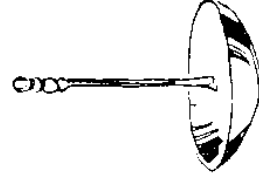
TYPES OF ANCHORS



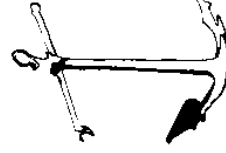
Navy—traditional anchor



Danforth type lightweight anchor with good holding power



Mushroom—heavy-duty anchor with maximum holding power. difficult to retrieve



Kedge—traditional anchor