

Myths:

- “You don’t need to reef on the Broads”
- “Reefing is for wimps”
- “It is difficult and time-consuming to reef”

Facts:

- Broads yachts are designed to sail best in winds of 15 mph (Force 4) or thereabouts
- A boat sails best if closer to upright
- A boat does not go faster if carrying too much sail - it is then necessary to spill wind
- If in doubt, reef
- It is better to reef early, and much easier at a mooring before you set off
- If you have 3 reefs in the mainsail, put one in the jib to balance the sails (except for Woods which have a small jib)
- If you are uncertain whether to put 1 or 2 reefs in, put one in first and then the second on top - this allows you to shake out one quickly and easily (or if the doubt is 2 or 3, put in 2 reefs together and the third on top)

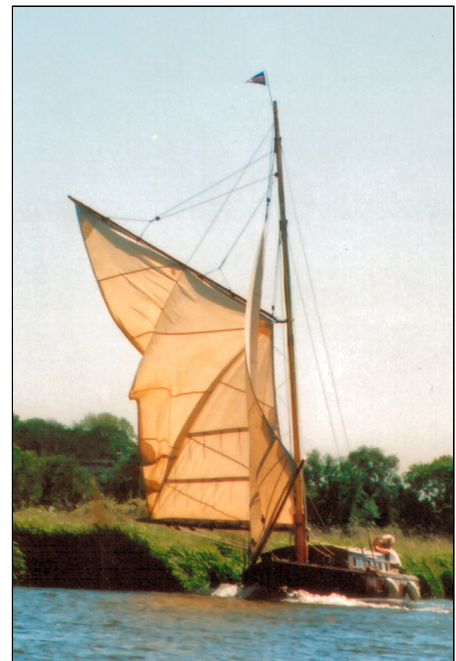
Advantages of reefing:

- The boat will sail better and will be under control
- It will be easier to come into a mooring
- You will be less likely to cause damage or get water in the boat

Disadvantages of reefing:

- It is almost impossible to tack up a narrow channel with 3 reefs
- Reefing reduces the height of the sail which is not so good in tree-lined reaches

Reefing is simple and quick - need help? Ask Yard staff



OK, so there is one reef - but wouldn't two or three have been better?

Force	Description	mph	Indicators on land	Reefs
0	Calm	< 1	Smoke rises vertically	
1	Very Light	1 - 3	Smoke drifts	
2	Light Breeze	4 - 7	Wind felt on face. Rustles leaves	
3	Gentle Breeze	8 - 12	Leaves and flags move	
4	Moderate Breeze	13 - 18	Paper blown about Small branches move	1
5	Fresh Breeze	19 - 24	Large branches sway	2
6	Strong Breeze	25 - 31	Small trees sway	3

How To Reef A Cabin Yacht In Three Easy Steps

Step 1:

Using the loose shackle on the hoop fixed to the tabernacle, fix the eyelet in line with the selected reefing points to the hoop.

Tips:

- It helps to use the throat halyard to pull the gaff jaws about 6 inches above the boom.
- If adding a second or third reef, use a sail tie to tie down the eyelet - this will allow you to shake out reefs separately if necessary.

Step 2:

Take a sail tie and post the loose end through the hole at the back end of the boom then pass the loose end through the eye in the sail tie. Pull tight. Pass the loose end through the eyelet in line with the selected reefing points at the back of the mainsail, pull the foot of the sail out **as tight as** possible and secure. Leave the long loose end free for the moment.

Tips:

- It is easier to pull the foot of the sail tight if all sail ties are removed. However, it is a good idea to tie a sail tie loosely to the end of the gaff and secure it to the boom - this stops the gaff and sail disappearing to one side in a strong wind.
- It also make the process easier if the section of mainsail to be reefed is pulled to one side of the boom and the remaining sail to the other side.
- For second or third reefs it is acceptable to use the reefing eye for the first or second reef rather than the hole at the end of the boom.

Step 3:

Roll up the area of sail to be reefed as neatly as possible and secure with the reefing cords. Use a reef knot to tie the reefing cords **which must be passed between the foot of the sail and the boom**. It is very important **not** to tie the reefing cords under the boom - if they are, it will put too much strain on the eyelets and the sail is likely to tear. And finally, use the loose end of the sail tie (stage 2) to tie the reefing eye securely down to the boom and hold in any roll of spare sail. This is important to prevent a rip.

Tips:

- Reefing cords are colour coded so make sure colours match.
- It might be necessary to use another sail tie to hold all the loose sail neatly at the back end of the boom.

Note:

The jib can be reefed in much the same way if it has reefing cords (but not on 'Woods') but start at the mast end of the jib boom.

Apologies for using non-sailing terms - not everyone knows tack, clew and cringles.