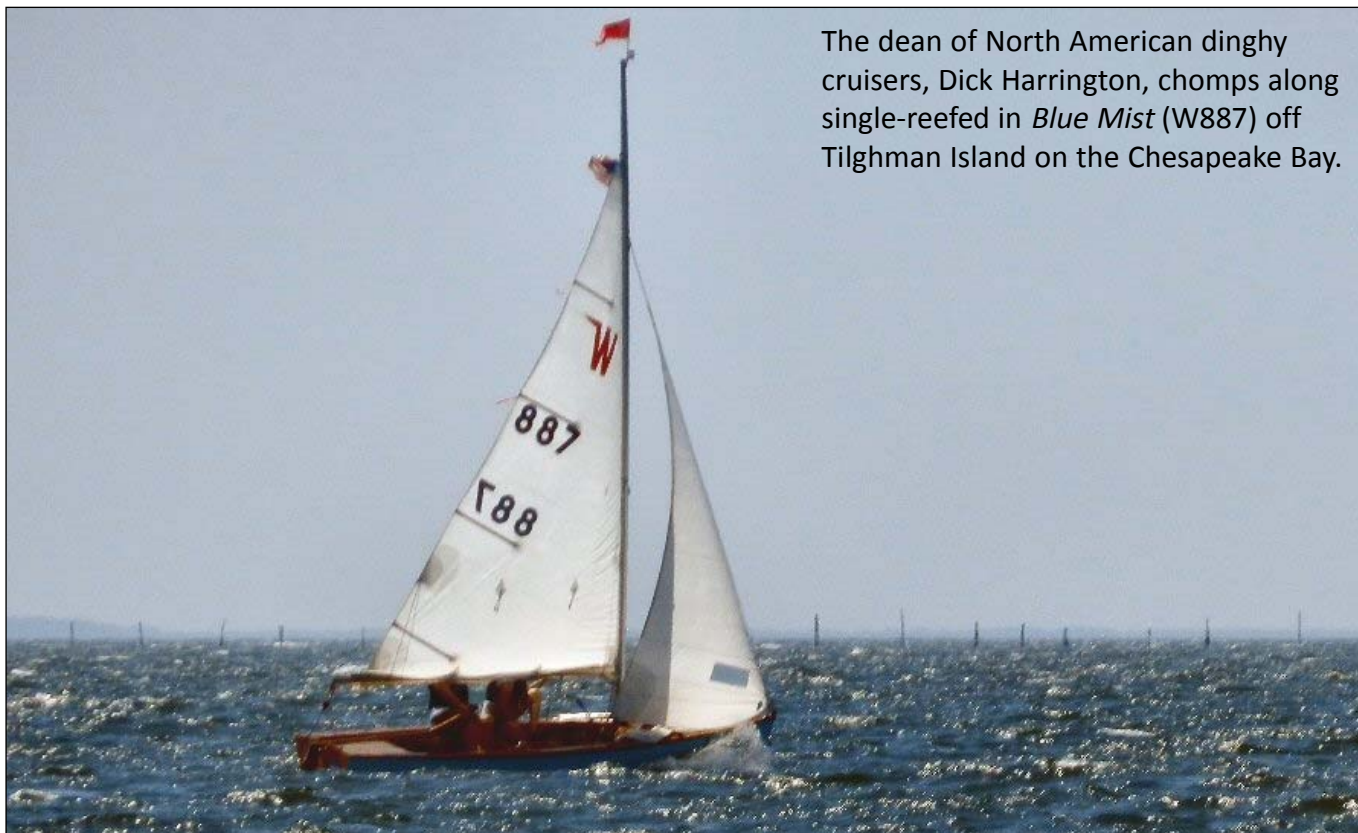


## Shortening Sail



The dean of North American dinghy cruisers, Dick Harrington, chomps along single-reefed in *Blue Mist* (W887) off Tilghman Island on the Chesapeake Bay.

When the wind pipes up, the thought of reefing (reducing effective mainsail size) springs to most dinghy cruisers' minds. There are various reefing systems available, from the roller reefing used by Frank Dye (*below right*) in *Summer Cruise* to other more recent systems, shown in *The Wayfarer Book* and numerous other publications, not to mention on youtube.com

Reefing was certainly a nice option as we sailed Gary Hirsch's *Solje* W1321 in the 2011 *Tip of the Mitt Adventure* in Michigan. On my boat I never reef to shorten sail, and am not qualified to talk much about it. Instead I do my depowering and sail-shortening with the following methods:

In wind speeds up to 20 knots, it is not difficult for any sailor who knows the basics to beat or reach for several hours with a well-vented and thus depowered main that gets eased until heel and helm become minimal. We do this all the time while racing.

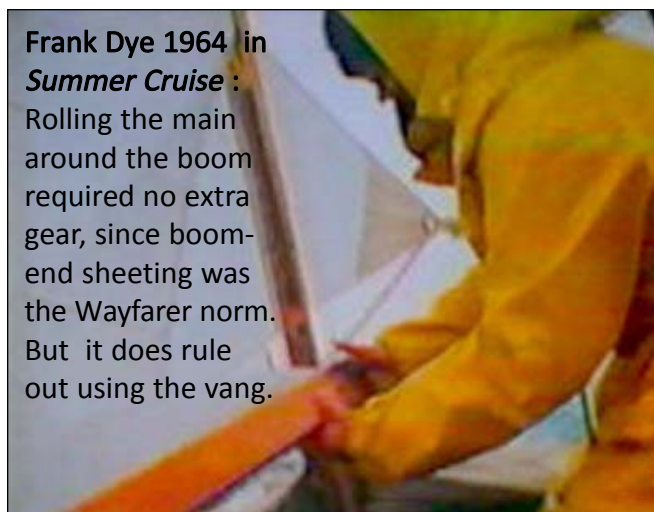
While not racing, a number of other options are easily available the moment you no longer feel quite at ease, be it because of wind strength, cold air or water or your surroundings. If anything makes you nervous, do err on the side of caution.

When cruising, I find that bad weather (cold), threatening shore and perhaps above all, no other boats anywhere in sight, quickly make me less bold and I fondly think of course racing where there are rescue boats readily available - crews whom your rescue is not putting in harm's way since rescue is what they are out there for.

Group cruises are lovely. But that safe feeling does not remove the onus to sail safely and come properly equipped. In so many words, it behooves us to avoid burdening the others unnecessarily.

**Frank Dye 1964 in *Summer Cruise* :**

Rolling the main around the boom required no extra gear, since boom-end sheeting was the Wayfarer norm. But it does rule out using the vang.



### Shrink the jib

The smallest way of shrinking the Wayfarer's sail area is to switch from the genoa to the (storm) jib (*right*). And now, the *Aero Luffspar* (p.15) even lets us reduce foresail area to any size we like by rolling the desired amount of cloth around the luffspar. Or of course, the foresail can be foregone altogether.

The sail under main alone which I mentioned on p.15 was my first time in irons since junior club in the '50s. It happened - twice - because I didn't keep my speed up through the tack. The way our instructor taught us to get out of irons was to push both boom and tiller to the same side. That was easy in light winds on Toronto Bay but rather scarier when we backed up in 20 knots of breeze and waves on a rainy Chesapeake.



### Jib alone

Taking the main down and sailing under "jib alone" is the perfect solution if you want safe relaxation for a windy non-racing downwind sail (*l*). In a Wayfarer, running under full sail in 15+ knots is scary for most people. Faced with that, I am among the first to opt for sailing under genoa alone, a configuration that still lets me reach or even beat provided the board is down and speed is up.

(above) Ken Jensen and Elof and Karen Anderson in *Kantarellen* (Chanterelle) enjoy a brisk run off Oslo under jib alone. Trust Elof to name his boat for a mushroom? Note the Wayfarer W in mushroom font on his bow!!

(r) Wayfarers, Jason and Stephanie beat briefly under jib alone out of Crisfield's Somers Cove Marina towards the Chesapeake Bay and Tangier Island. Wall-to-wall white-caps out on the Bay made the locals fear for our safety.



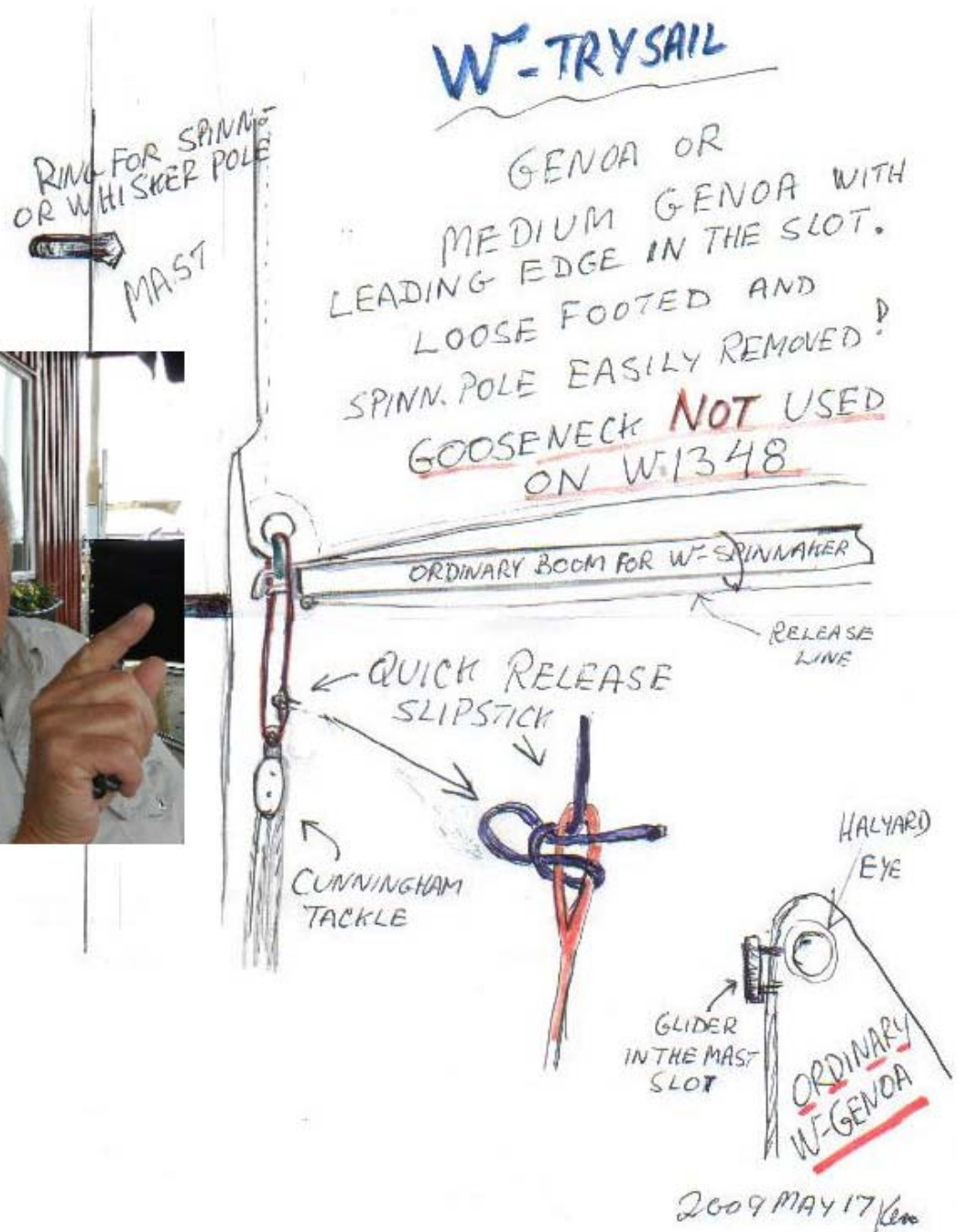
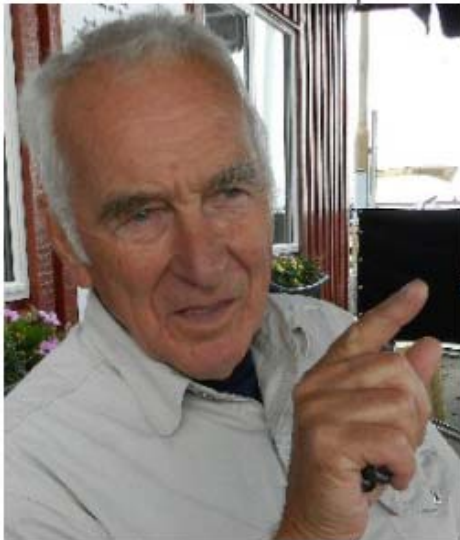
## Sometimes all you need is ... a Trysail

When the wind reaches or passes Force 7 and there is a need to go upwind, full sail becomes a bit stressful for most of us. Even main alone can be a bit much in those conditions, especially that sail plan's increased weather helm.

Using only the genoa/jib reduces sail area nicely and is great for runs or even reaches but should only be used for short stretches upwind. This is because the sail power source is then way too far

forward and you wage a constant struggle against considerable lee helm.

The solution of course is to move the genoa and its Centre of Effort aft, and the great Danish/Norwegian Wayfarer, Ken Jensen (W1348) has done just that with his **Wayfarer trysail**. He has moved the genoa where the main used to be, a fine solution that is functional and inexpensive. I will now let Ken show you this marvel.





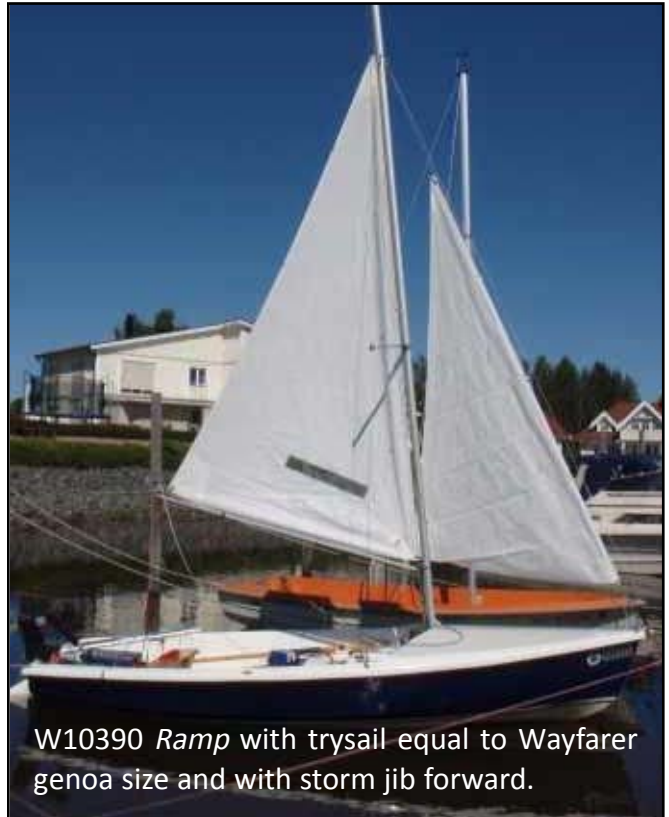
### Ken talks Trysail

My W-trysail from 1968 did not use a boom, which is okay when sailing close-hauled. My older W-trysails were in fact used for many years without a boom. But then Gudtorm Heldal (W7172) showed me his idea of adding a boom to the loose-footed trysail by using the spinnaker pole between a small loop in the tack eye and a small loop in the sheet eye so that any ordinary W-genoa with the short foot length or a medium W-genoa can very quickly be fitted to the pole. I found his idea especially efficient on broad reaches and runs as it keeps the sail out better.

The foot of my oldest genoa is actually about 125 mm (5 inches) too long for the spinnaker pole. My newest one, made like a medium genoa by Mike McNamara, is about 100 mm (4") shorter and is made with a luff bolt rope to fit inside the sail groove of the mast like a mainsail. My W-trysail lives on the spare spinnaker pole which is stowed under the side-decks for easy access. The gooseneck on W1348 is not used with the W-trysail-boom. (see previous page for diagram)

The W-trysail for W1348 has double sheets, like an ordinary foresail, no kicker, but a preventer line is sometimes used to hold the boom down on a run in a 'bumpy' seaway. I forgot to free it for one gybe and caused a well deserved capsize. We were on a dead run - there were many sea miles to go and good-sized breakers in 25-28 knots of wind on the open fjord coming straight in from the Skagerack Sea. So the W-trysail was bouncing up and down.

With a sail more stabilized due to the preventer (the line goes via the spi-sheet hook(s) near the chain plates to a cleat), I got wonderful, stable, speedy surfing and planing ... until the gybe!



W10390 *Ramp* with trysail equal to Wayfarer genoa size and with storm jib forward.

A leading sail edge that will slide into the sail groove is definitely an advantage. Below is *Ramp* with the spinnaker pole on the gooseneck, and the main cunningham used as the downhaul on the trysail. The lowest slide of the trysail is visible in the mast groove.





(above left) In 2008, Hans Gottschling (l) and Uncle Al brought a trysail to try out on the Chesapeake Bay cruise. Their trysail is a genoa fitted with mast slides along its luff. Hans custom made the boom to fit. The trysail worked beautifully. (above right) On the Chesapeake's Smith Island, Al takes Smith Island Marina manager, Pauli Zmolek, for a trysail spin as her "Captain" looks on.

And in 2011, at Hermit Island on the Atlantic Ocean in Maine, Tony Krauss, Uncle Al and Alan Asselstine (l to r below) were the only sailboat to venture out in Thursday's scary-looking conditions. Just the weather for our trysail. Once out of the harbor, the beer cruise/trial run was more of a workout. Educational, too. We found that a scrap of jib unwound from the forestay helped the trysail nicely (bottom left) until the really nasty stuff (bottom right) chased us back into harbour.

