

ASANAGI

Guests Manual
2006-12-20

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Foreword

We suspect you don't usually receive a "guest manual" from friends before you visit them for a few days or more. Well, for most of our friends, our home is unusual and so we hope you read and use this in the spirit in which it is written. Welcome to our home, we hope that when you arrive you will be so familiar with Asanagi that you will be as comfortable and relaxed as if you were visiting neighborhood friends.

Getting Ready

Time and Schedules

You will hear this from us often.

You can pick either the time or place to visit us – but not both.

Our primary strategy for maintaining a safe and comfortable boat is to not fight Mother Nature. This means our schedule is dictated by the weather. If the weather is good with favorable winds and seas we sail otherwise we wait. It is very important you understand this and its implications before visiting. If you have a tight schedule it is best to defer your visit to a time when you can be more relaxed. This is especially true if you plan to arrive at one island and depart at another. **We will not fight the weather to meet a flight schedule or hotel reservation.**

Medical Preparations

Most likely you will visit us outside the States. Prepare and take all the precautions you would as if you were going to stay in a quality hotel in the area. Bring a copy of signed prescriptions for all prescription medications you take.

We do keep various seasickness medications onboard however, if you have a preference bring it with you.

Sunblock or other sun protection is advisable. Please do not bring oil or PABA base products – they stain the deck.

Local Familiarity

Check the web for information about the local area. Also, you may want to purchase relevant travel guides. In the Lists of Lists, under Books, on Asanagi's website is a list of the Cruising Guides we have onboard - at least one of those will cover the area where you will be joining us. Also, on our website are Google Earth compatible waypoints of our anchorages including our notes about the areas.

What and What Not to Bring

Most likely you will be visiting us in a warm, tropical area. You will be on a boat. We do not have formal dining on Asanagi. You do not need a lot of clothes.

Bring

A soft duffel bag. It will have to be stowed in your cabin onboard so you do not want to bring a hard, rigid suitcase that will take up room.

For Asanagi:

Two bathing suits - one to wear while the other is being washed.

Two "T shirts or wraps" - sometimes it gets cool at night.

No shoes – unless you are making passage with us then a pair of closed toe deck shoes.

Toothbrush.

No hairdryer – we have one on Asanagi.

Polarized sun glasses with neck strap to keep them from falling overboard

Hat or cap to protect you from the sun.

Reading material

CDs, DVDs, personal MP3 player, etc. (Bluetooth headphones are available onboard).

For Shore:

Sturdy sandals for walking.

Cover for bathing suit or preferably shirt and shorts or long pants.

Backpack or large purse - although not really necessary since we do have extras.

One "smart casual" outfit, including shoes.

Do Not Bring

Large, hard, rigid suitcase – if you do you will have very little room left in your bed for sleeping.

Dive gear. We probably have onboard what you will need – if not it can be rented.

Fishing gear. We probably have onboard what you will need – if not it can be rented.

More clothes than indicated above.

Hairdryer

Sunblock products with an oil or PABA base – they stain the deck.

Arrival and Departure

As previously mentioned our schedule is dictated by the weather – we are not an airline that arrives at 10:32 and departs 12:47.

Arrivals usually should not be a problem. We will already be where you are meeting us or you will have been instructed to stay at a hotel to wait our arrival.

Departures are another story. If you are visiting only while we are staying at one island departures should not be a problem. However, if you sail with us between islands you need to keep your flight schedule flexible or leave sufficient time (usually days) between our expected time of arrival at the departure island and your flight departure time.

We will not fight the weather to meet a flight schedule.

Asanagi

Below deck

Fire Extinguishers

1. Port side just inside the door leading from the saloon to cockpit.
2. Galley below aft sink.
3. Each engine room has an automatic fire extinguisher.

Galley

Port aft is the galley.

To use microwave first, at the Nav Station, turn on left inverter switch (if off) then the microwave breaker switch on the 120AC panel. When finished please turn off the microwave breaker switch and, if it had been off, the inverter switch.

The oven and stove top use 240VDC so can only be used when a genset is on.

Be careful around the sinks, kitchen knives are secured in racks in that area with blades somewhat exposed.

A fire extinguisher is below the aft sink.

Guest Cabin

Port side, forward. The bunk is 7ft by 7ft, approximately a “California King”. It may take some time to acquire a suitable bed making technique. An approach that seems to work is start at the foot and work your way to the head. Instead of tucking in the top sheet and covers on the sides just fold them neatly on top.

The chrome grid on the forward side of the bed is an air vent – slide to open or close.

If lights, fan, 12VDC outlets, or 120VAC outlets do not work check the appropriate breaker switches at the Nav Station. Switches are reasonably clearly labeled and port is the bottom switch in each pair. 120VAC is provided by battery through an inverter. Therefore, to use 120VAC the left inverter switch at the Nav Station must be on in addition to the appropriate outlet breaker switch. 120VAC does drain batteries so please use it sparingly. It is best to schedule heavy 120VAC use for when a genset is running.

Drains in sinks have relatively large openings so be careful around the sinks with small objects – jewelery, etc. It is best to keep a stopper angled in the drain.

Your PFDs, personal flotation devices, are stowed on the floor in the forward closet across from the bed.

Nav Station

The Nav Station is at the aft starboard section of the Saloon. Of primary interest to you will be the upper 3 panels of breaker switches in the cabinet doors above the desk and the inverter switches below the lower left corner of the left most of the 3 panels. All electrical outlets, lights, pumps, etc. have a breaker switch at the Nav Station. Therefore, if a light or outlet doesn't work for you the breaker switch is probably off. A few breakers stay on most are off. Unless you absolutely know what you are doing ask before switching a breaker. Also, please always return switches to the position you found them when finished.

The VHF and wide band receiver radios are also at the Nav Station. See the appropriate section of this manual for information about their operation.

PFDs

Personal flotation devices are stowed on the floor in the forward closet in each cabin.

Washroom

Starboard aft is the washroom. It has a tub/shower, sink and washer/dryer. Please ask before using the washer/dryer. Although it uses 120VAC and therefore operates off the inverters it uses a lot of energy so usually only operates while a genset is running.

To drain the tub turn on the black bilge pump switch on the outer right edge of the tub next to the washer dryer. It may take a couple minutes to drain the tub - you will know when empty by the bilge pump's sound. Please keep the shower doors secured and when reasonable, for ventilation, keep the porthole and hatch open.

The dirty clothes bag is in the triangular space behind the dagger board cover.

Foredeck

The foredeck area has two webbing trampoline nets divided by a central catwalk, the forward hulls, and a solid deck with lazarettes housing fuel tanks, water tanks, and the anchor chains.

While underway anyone on the foredeck must be aware of the jib, sheets and lines. Crew will be brought back to the cockpit if seas become rough.

The trampolines are strong enough to be walked on, laid on and used as an extension of the deck. However, they are not to be jumped on. When at anchor, a relaxing spot is in a hammock hung between the gull striker and mast over the catwalk.

Hatches can withstand an adult's weight, but they can be slippery when wet so it is better to avoid walking on them. The hatches can be used as emergency access on or off deck.

Please be careful when opening or closing hatches so that the wind does not take the hatch from you hand. All hatches have 2 closed positions - slightly open and fully closed. The slightly open position should only be used with care since in that position water can enter the boat; a person can be easily tripped; and the hatch may break if stepped on. Also all hatches have locks in their handles. Please be sure all the locks are in the open position before trying to open a hatch. These locks are plastic and easily broken.

Cockpit

The cockpit is configured so that the port side can be occupied by non-crew keeping the starboard side clear for the helmsman and crew. When at anchor, hammocks can be hung from port to starboard just forward of the targa supports and also, on the port side, from behind the targa support to the handhold forward of the cockpit.

Man overboard pole, heaving float and strobe light are starboard just forward of the helm. The use of these will be reviewed before getting underway. Also, each person will be assigned a "buddy" similar to when diving – while underway you are responsible for knowing where your "buddy" is at all times.

The dinghy is stowed aft, between the transoms on the swim platform. Dinghy and outboard gear are stowed in the aft bench locker on the port side. In the forward bench locker, by the saloon window the snorkeling gear is stowed.

The outboard is stowed in the starboard transom locker. Stowed in the port transom locker is the swim ladder and deck wash gear.

On the port transom above the swim platform is a hot/cold fresh water shower. While at anchor, in warm weather, most people prefer to shower there – jump overboard and wash, climb back aboard and rinse off.

Water Usage

Our water is ocean water with the salt, most minerals, sea life, etc. removed and then sanitized by filtering and passing through ultraviolet light. We can process 30 gallons an hour but it does take energy, which means running the gensets, which means using diesel. You may use as much water as you need but please do not be wasteful.

- a) Please take “navy showers” ie turn on the water to wet down, turn off the water while soaping up, then turn the water back on to rinse off.
- b) When doing dishes, unless the number of dishes warrant, use a pan for the dishwater instead of filling a sink. Place rinse water in the other sink replacing as necessary.
- c) In general don't let water run needlessly.

As mentioned above most minerals are removed from the water in the process of removing the salt. A jar of multi-vitamins & minerals is located in the galley, by the microwave. You may want to take 1 or 2 a day during your visit to replace the minerals you normally get from your drinking water.

Head (Toilet) Operation

Toilets are low water use VacuFlush piped to Raritan Electro Scan treatment systems. After the treatment system is a “Y” valve which directs the waste either overboard or to a holding tank. Do not touch the “Y” valve. Holding tanks are only used in “No discharge areas”, for example the Florida Keys. The treatment system is Coast Guard approved for dumping treated waste overboard in all US waters other than “No discharge areas”.

To flush:

- a) First the screen on the panel behind the toilet should read “Ready to flush” if it doesn't ask for help – do not use the head. If the screen does read “Ready to flush”, when ready to flush push the Start/Stop button and release;
- b) then immediately after that press down the foot lever for a second or two.
- c) during the treatment cycle if any amp readings are 14.0 or less notify the skipper – salt needs adding to the salt tank.

The flush will take about 2 minutes. When finished the screen should again read “Ready to flush”, if it doesn't ask for help.

Do not flush anything other than human waste and toilet paper.

Do not fill the toilet with large amounts of waste and toilet paper before flushing – use multiple intermediate flushes instead.

Little water stays in the toilet so when solid waste is involved additional water may be needed. Water can be added by lifting up on the foot lever. Also use the toilet brush located behind the toilet as needed. Add the additional water before use to minimize the need to use the brush.

When underway the toilet cover should be down otherwise we recommend leaving the cover up to avoid trapping odors.

If questions please ask for help.

Trash Disposal

The following is attached to the galley trash container along with the Waste Management Plan. US law requires these be posted.

MARPOL Annex V restricts the discharge of vessel generated garbage to the following:

Plastic	Disposal prohibited into any waters
The discharge of all garbage is prohibited in the navigable waters of the United States and, in all waters, within three nautical miles of the nearest land.	
Dunnage, lining, and packing materials that float	Disposal prohibited less than 25 miles from nearest land and in U.S. Navigable Waters
Unground Garbage	Disposal prohibited less than 12 miles from nearest land and in U.S. Navigable waters
Garbage ground to less than one inch	Disposal prohibited less than 3 miles from nearest land and in U.S. Navigable Waters

Also, please review attached Waste Management Plan.

RIB

Hoisting and Launching

The dinghy is stowed on the aft dive platform while Asanagi is underway. This is achieved by using the boom derrick within the main boom, the main halyard, block & tackle, and control lines.

Two people should be on hand to carry out the launching procedure, one positioned at the block & tackle, the second tending the dinghy and attaching the bridle. The person operating the block & tackle should be sure as to the function and location of the control lines.

To stow the dinghy and outboard, start by securing the dinghy stern to on painters the starboard and port inner stern cleat. The outboard should just clear the swim platform.

Then:

1. Disconnect the fuel tank and battery and stow them in the locker in aft section of the cockpit bench port side.
2. Remove everything else from the dinghy except the oars and seat.
3. Detach the main sheet blocks from the boom.
4. Attach the block & tackle to the boom derrick.
5. Attach the snatch blocks to the shrouds' turnbuckles.
6. Release the traveler's control lines from their clam cleats.
7. Attach the control lines to the boom derrick, then through the snatch blocks and back to the traveler's clam cleates.
8. Untie the main halyard from the main sail and bring it aft and tie to the end of the boom derrick. The halyard's clutch, on the mast, should be open. Hold the halyard securely, do not let go until it is secured to the boom derrick.
9. Remove the restraining pin holding the derrick within the boom. Extend the derrick to the next pin position and replace the pin to secure the derrick in that position.
10. Return to the mast, close the halyard's clutch then tighten the halyard so it fully supports the boom and derrick.
11. Tighten the topping lift so it also is providing support to the boom.
12. Attach the outboard's sling.
13. Attach the sling to the block & tackle and remove any slack from the line but without tension. The block & tackle should be directly over the outboard, if it isn't position the dinghy and outboard so it is.
14. The 2nd crew member should now loosen the screws securing the outboard to the dinghy's transom while the 1st crew member maintains tension on the block & tackle and raises the outboard until prop clears the starboard outboard locker hatch.
15. The 2nd now guides the outboard over the open locker while the 1st moves the boom derrick over the open locker using the control lines.
16. When the boom derrick and outboard are aligned over the mounting panel in the locker the 1st secures both control lines in the travelers clam cleats.

17. Using the block & tackle the 1st then lowers the outboard while the 2nd guides it onto the mounting brace.
18. Securely tighten the outboard's screws to the mounting panel and secure the outboard's sling to the padeyes on the bulkhead for added protection against the outboard shifting position.
19. Close the hatch cover and the hard part is over.
20. Reposition the dinghy parallel to the swim platform with the bow to port and stern to starboard
21. Attach the dinghy's lifting bridle to the 2 stern and 1 bow securing points.
22. Reposition the boom derrick over the dinghy.
23. The 2nd crew attaches the block & tackle to the center of the lifting bridle, uncleats the dinghy, and while holding onto the dinghy's bow securing line takes a position at the starboard end of the swim platform.
24. As the 1st crew raises the dinghy the 1st and 2nd steadies it and guides it to the swim platform. The dinghy's bridle is adjusted so the dinghy's port side will lift higher than starboard thereby putting the dinghy on its side.
25. When in position the dinghy is pulled on to the swim platform, tension on the block & tackle is released and the stern and bow securing lines are shackled to the padeyes on the underside of the bimini. The length of the securing lines are such that the dinghy should just clear the swim platform and hang from the padeyes.
26. If the boat is to be moved before the dinghy is next deployed the remove the block & tackle, control lines, and return the derrick to the closed position within the boom. Otherwise just secure those items out of the way.

Deploying the dinghy and outboard is basically the reverse of the above.

Make sure no one swims under the dinghy when it is raised above water level.

Do not climb into the dinghy when it is stowed on the platform.

Always keep a firm hold of halyards when not secured.

Safe Use

Make sure you have life jackets for everyone on board.

Make sure the purple dinghy bag is stowed in the bow compartment.

Do not overload the dinghy. It is safer to make two trips rather than squeeze too many people in at one time.

Always wear the kill switch attached to your wrist when operating the dinghy.

Make sure you have a clear view of the surrounding water and proceed at an appropriate speed and adhere to speed limits and no wake zones.

Do not untie the dinghy before starting and warming up the engine.

Do not have the motor in gear when in the vicinity of swimmers, snorkelers or divers.

Outboard Motor

Check fuel level in tank and open air vent.

Lower motor into drive position and lock in place.

Insert the red kill switch slide under spring loaded button on tiller arm.

Pump priming bulb until pressure is felt to ensure fuel.

Check that motor is in neutral. Gear shift control is lever on starboard side of cowl.

Start motor.

Make sure water is flowing from the tell tale on the motor side. If it is not it could be a blockage on the tell tale outlet or it may indicate a loss of cooling water flow around the entire engine. Running without cooling water will cause motor to seize.

Check that all lines are onboard and secured to prevent fouling the prop. To engage forward gear shift the gear lever ahead and back for reverse. Twist the throttle gently to accelerate.

Anchoring and Securing the Dinghy

When leaving the dinghy it is very important to make sure it is properly secured. Always use a bowline knot or round turn and 2 half hitches when tying to a dock or mooring. Put out and secure a stern anchor when tying to a dock – this will prevent the dinghy from rubbing against the dock or drifting away if someone unties it.

Check that docks and moorings are clear of sharp objects, including barnacle growth.

Always take the kill switch and key with you when leaving the dinghy.

Make a very careful assessment of the wave conditions before attempting to land on a beach, use a dock if one is available. Look for the calmest spot if you are going to beach. If the waves are too big for a safe landing anchor off and swim ashore.

Cut the motor and tilt the engine before getting into too shallow water. The prop can be damaged even by a sand bottom and the water intakes on the lower end of the shaft can become blocked preventing proper cooling.

Tie to the stern of Asanagi taking a painter line to both port and starboard stern cleats and adjust them to center the dinghy between Asanagi's hulls. Keep the painters short so the dinghy cannot rotate enough for the motor to drift under the bridge deck.

Crewing

This sections just serves as introductory information. Don't worry. If you ask or are asked to crew your duties will be explained to you and instruction drills will be conducted before you have to perform.

Anchoring

We use the Chilean tandem anchoring system. This consists of a “first down” anchor a 55lb Rocna with 30ft of chain attaching it to the 66lb Rocna main anchor. The main anchor has 150ft chain plus an additional 300ft 5/8” rode attaching it to Asanagi.

Communication between the helmsman and foredeck person is by hand signals, which should be agreed upon before commencing to anchor.

Try to find an area of clear sand to drop the anchor. Avoid coral and rocky bottoms.

Make anchors ready by unsecuring them from their rollers. Make sure the “first down” anchor's chain is connected to the main anchor. Open the chain locker and check that the chain is free to run out unhindered. Make sure no one is near the anchor, windlass or chain.

Go forward to the “first down” anchor's roller. Check depth of water and while yacht is stationary, manually lower the “first down” anchor.

At this stage only run out enough scope to reach the bottom. Reverse slowly at the same time laying out more chain. If there is sufficient wind or current it will not be necessary to use the engines to back up but do keep the bows straight. Strong wind gusts can blow the bows off and the anchor chain can run under the forward hulls causing damage.

When all chain on the “first down” anchor has been lowered. Go to the windlass, press down and run out at about 6 times the depth for scope, let Asanagi settle with out reverse power and check to see if you are dragging. If you are not, apply 1/2 reverse on both motors and again check to see if dragging. If not disengage motors. If needed you may now shorten scope to 4 times depth.

Finally, attach anchor bridle to chain with hook and and run out slack until the bridle takes the load and the windlass does not.

Caution:

Keep well clear of windlass, chain and bow rollers when anchoring.

Do not backup at high speeds when setting anchor.

Always attach anchor bridle.

If the windlass locks at any time during laying or recovering the anchor, visually check that the chain has not become jammed at the windlass gypsy.

Always show the appropriate day mark or anchor light.

Anchor Recovery

Motor ahead slowly, at the same time press the windlass up switch to bring the chain back on board.

Detach the bridle hook when it arrives at the bow roller, motor just enough to keep the yacht straight and take the strain off the windlass.

If a retrieval line is being used detach it from the chain when it arrives and secure it to a cleat.

When you have recovered enough scope so the chain is straight up from the bottom either:

- a) apply a steady upward pull on the anchor. If it doesn't break free try pulling on the retrieval line and if it still doesn't break free;
- b) if there is a slight swell and time is not critical keep tension on the chain with the bollard, not the windlass, taking the load. Wait, the swell action may free the anchor. Also, periodically pull on the retrieval line. Finally, if all else fails;
- c) apply some reverse engine, but not excessive. If the anchor still doesn't free try repositioning the boat relative to the anchor and retry.

At regular intervals, check that the chain is falling clear of the gypsy into the chain locker.

Do not use the windlass motor to break the anchor free and try not to drive over the anchor when recovering. However, continue to motor forward to keep the chain coming straight up from the bottom.

After the main anchor is set in its roller go forward, grab the "first down" anchor's tripping line (attached to the main anchor) and manually haul up the "first down" anchor. Once the "first down" anchor is set in its roller haul up the "first down" anchor's chain.

Secure both anchors in their rollers and stow all chain and lines. Wash deck.

Mooring

As with anchoring, communications between the helmsman and foredeck person is by hand signals, which should be agreed upon before commencing to moor.

Before approaching the buoy the foredeck person should:

1. Remove the mooring line from the starboard locker.
2. Place the loop over the crossbeam starboard cleat.
3. Lead the other end forward then back over the top of the tensioning wire and coil on the trampoline.
4. Remove the mooring line from the port locker.
5. Place the loop over the crossbeam port cleat.
6. Lead the other end forward then outside around the forestay and then back over the top of the tensioning wire and coil on the trampoline next to the starboard mooring line.

The foredeck person should then take a position on the starboard bow with the boat hook. Then, using hand signals, indicate the position of the mooring buoy to the helmsman.

Make sure the helmsman has a clear view forward, approach the mooring head to wind at slow speed. Aim the buoy to be just inside the starboard bow.

When within two boat lengths center the helm and maneuver using the throttles. Stop the boat with a short burst of astern and hold the boat stationary while the foredeck person secures the starboard mooring line through the pickup line and back to the starboard bow cleat. A green mark is on the mooring line at about the position it should be cleated.

Next the foredeck person secures the port mooring line through the top of the buoy and back to the port bow cleat. A red mark is on the mooring line at about the position it should be cleated.

Adjust the two bow lines, if necessary, to center the buoy.

Hoisting the Mainsail

Remove the sail cover and stow in port sail locker.

Untie the main halyard from the boom derrick, bring forward between the lazy jacks and tie to the head of the sail - make sure the lines are not twisted before securing.

Always have a firm hold on the main halyard when it is not attached to the sail. In windy conditions, an unsecured halyard can fly out from the mast head and is very difficult to retrieve.

Motor into an area with plenty of room and bring Asanagi head to wind.

While the helmsman holds the boat head to wind, slack off the main sheet slightly. The main sheet is led to the winch at the helm. All lines run through rope clutches positioned ahead of the winch. The clutch allows a line to be pulled through in only one direction. To allow a line to run freely, the clutch lever must be raised and pushed over to the horizontal position, this disengages the clutch jaws.

Before releasing a clutch take the line around the winch and take up the tension. **This is very important.** If you attempt to release a clutch under load damage or injury could occur.

The winches are two speed self tailing, put three turns around the drum, clockwise, then feed the tail into the jaws on top. The high and low speeds are achieved by rotating the handle clockwise or counter clockwise.

Once the main sheet has been eased, the sail can be raised. The main halyard is led to the port mast winch. The first two battens in the mainsail are the shortest, if Asanagi is not kept head to wind these battens can catch in the lazy jacks. Raise the sail as far as possible by hand then feed the halyard around the winch and hoist the rest of the way.

When hoisting the mainsail, as with any other lines, make sure the ends does not fall overboard where it can become entangled in the props.

Tension the halyard so that the luff, front edge of sail, has no horizontal creases. Before releasing the halyard from the winch make sure the rope clutch is in the locked position. Carefully flake the halyard down in a series of figure eights on the cabin top so it will be easy to drop the mainsail when required.

Ease the topping lift so that the leech, back edge of the sail, sets correctly.

Lowering the Mainsail

Start the motors.

Using the mainsheet traveler center the boom and then ease the main sheet slightly and tighten the topping lift.

Load the main halyard on to the winch and take the tension off the clutch, release the lever. Bring Asanagi head to wind, make sure the halyard is free to run out then cast off all but one turn on the winch. Let the sail fall quickly.

Tighten the main sheet so the boom does not swing from side to side, set the topping lift so that the main sheet blocks have sufficient clearance between them. Until the halyard from the main, take it back and tie to the boom derrick then tension the halyard enough to keep it taught. Place the sail cover over the sail.

Do not release the main halyard with the main sheet tightly sheeted, this can put a sudden load on the boom.

Reefing

Reefing the jib is simply done by adjusting the amount of sail that is unfurled. There are two tape lines on the foot of the jib close to the tack, front bottom corner of the sail, these represent reef one and reef two.

The mainsail has permanently rigged “slab” reefing lines. There are separate lines for the luff and leech which lead through clutches, in the bottom of the boom by the mast, to the winch on the mast.

Try and de-power the mainsail.

Ease out on the mainsheet and slightly tighten the topping lift.

Ease the main halyard to the reef point marked on it then secure. Next take in and secure the luff reef line and then the leech reef line.

Finally retighten the main halyard.

Unfurling the Jib

Before unfurling the jib make sure all non-working crew are in the cockpit or below.

Bring Asanagi off the wind on to either a port or starboard tack at a wind angle of about 45 degrees apparent.

The roller furling line runs to a clam cleat at the helm.

Release the roller furling line from the cleat but hold in hand keeping some tension on it. Leave the jib sheet clutch in the locked position, take one turn around the winch drum and draw the sail out as far as possible using the other hand. Then place 3 turns of the sheet around the drum and lock the free end into the self tailing jaws. Use the electric winch to sheet in until the sail is drawing.

As the jib is unfurled the furling line is wrapped around the drum at the base of the forestay. To ensure the line feeds on to the drum evenly some tension has to be kept on the furling line.

The loads on sail control lines, particularly in stronger winds, are high. Do not attempt to make any alternations without putting the line around a winch first.

Always keep hands and fingers away from the winch drum.

Furling the Jib

Before furling make sure all non-working crew are in the cockpit or below.

Usually the jib should be furled before lowering the mainsail.

With Asanagi 45 degrees off the wind and the roller furling line in the cleat, take the tension off the jib sheet clutch by winching in slightly. Release the clutch lever fully and start to ease out the sheet until the sail flogs. At the same time pull in on the roller furling line and the sail will start to furl away. Keep just enough tension on the sheet so the sail furls neatly.

Coil the excess line away.