There are different views on the role, importance and indeed desirability of a Squib crew. Helms tend to consider them as useful for passing the sandwiches/blocking waves that might wet the helm/warning of other hazards on the water and of course helping to launch and fly the spinnaker and manage the jib. This while they (the helm) do all the really important things – like holding the tiller and doing all that course planning!

Reality is somewhat different, an experienced crew coupled with a reasonable helm can be a winning combination, working together to make their Squib achieve what seems the impossible.

Becoming an experienced crew takes time, getting to understand what all those bits of string do, when to use them and why. They also can contribute substantially to the sailing effectiveness of the boat by helping the helm make important decisions, watching for wind-shifts and responding quickly when the helm makes an unexpected manoeuvre/tack/gybe.

So how does one become ‘an experienced crew’? Time, practice and patience are essential, as is understanding all the controls the crew is expected to use.

Let us start here and look at the various controls on a Squib:
Just to confuse you I will first point out that most Squibs will have the same controls but will tend to locate/configure them differently. The above layout is on a brand-new Squib – still lots of bits to understand!

Your boat is likely to be configured differently so you need to look for each of the items listed below and see how they differ from the example pictures. Here we go:

**Controls at the back (stern) of the boat** – generally controlled by the helm:

- Rudder/Tiller/Tiller extension.
- Traveller controls

The next two pictures show two examples of Traveller arrangements (from two different boats).

The helm uses these to position the boom in or out from the centre line of the boat. So, for example, when running down-wind the traveller will be eased out (allowing the boom to swing away from the centre line) or, when beating (up-wind), the traveller will be pulled towards the helm – to centre the boom.
1. The actual traveller - this runs across the track, pulled by blue cord.  
2. Traveller track.  
3. Traveller controls (right/left)  
4. The flecked white sheet is the Main Sheet - attached to boom towards stern.  
5. Boom with mainsail attached.

1. The actual traveller - this runs across the track, pulled by the dark cord.  
2. Traveller track.  
3. Traveller controls (right/left)  
4. The red sheet is the Main Sheet - attached to boom towards stern.  
5. Mainsail rolled around boom.
• Mainsheet
The mainsheet is controlled using the traveller setup.

VARIOUS SHEETS IN USE


• Other helm controls
On many Squibs there are two or three controls on either side of the traveller. Typically these are used to (1) **Backstay tension control** - This control allows the helm to apply or ease tension on the backstay (the shroud that runs from the top of the mast to the back of the boat). Typically pressure is applied when sailing in strong winds and it is eased in light winds. (2) **Apply or ease kicker** (the link under the mast end of the boom) – which pulls the boom down (3) **Jib (rig) tension** – this is a control which allows the helm to increase or ease the tension on the jib halyard itself. In strong winds more tension is applied in lighter winds it is eased.

HELM CONTROLS - SAME ON BOTH SIDES
1. Spinnaker Up-Haul Control Line (*This runs from here to mast, then up through mast to head then down to attach to top of spinnaker itself*)

2. Double block used to create a four-to-one system (*via blocks 3 and 4*) through which the long elastic line (5) is run with the elastic itself stretched.

The point of this is that when the helm pulls the spinnaker up the mast this elastic line will contract and pull any loose spinnaker up-haul line through the blocks (2, 3 and 4) - ensuring it is not allowed to get under the helm’s feet.
This control allows the helm to pull the spinnaker up the mast and then secure it. Fairly obviously it also allows the helm to drop the spinnaker. Dependent on boat, the spinnaker up-haul runs down the floor from the mast foot to the back of the boat where a cleat of some type is used to secure it. If the up-haul runs down the centre of the boat the crew needs to be aware of it because accidentally standing on it while the helm is attempting to pull the spinnaker up can result in some flowery language! If this is the case, suggest tactfully that the position is moved to one side. The picture above shows the elastic take-up rig which stops the up-haul sheet ending up under the helms feet (another situation where more flowery language may erupt!)

• **Main Up-haul**
This sheet is used to pull the mainsail up the mast and is often (but not always) controlled by the helm. Once again the obvious applies; it is also used to let the mainsail come down the mast when de-rigging.

**Controls on the deck**

**SOME CONTROLS, SHEETS & FIXINGS**

On the above picture various controls are visible, in this case a combination of helm and crew controlled items. This image is of the new Squib so layout of controls varies from older boats - the three lines coming through the deck are the same controls illustrated previously, at the back of the Squib - *traveller/rig (jib) tension/kicker control*. These are handled by the helm. Also note the kicker itself, linking the boom to the mast. The jib-sheets and the spinnaker sheets (cleat near the shrouds) are crew controlled items, as are the *twinning-lines* (a small block just in front of the shroud deck mounts). These twinning lines are used to help ensure that the spinnaker fills correctly. More details when
we discuss spinnaker handling later in this publication.
Near the mast on the bottom of the boom is the **outhaul control**. This controls the bottom of the main-sail, horizontally - making it tight or not-so-tight.

On some boats seriously rigged for racing there are further controls on the deck - **barber-hauler controls** (which control the extent of the barber-hauler from the deck, altering the shape of the jib). Again more details on this later. See image below:

**SOME OTHER DECK CONTROL FITTINGS**

![Deck Control fittings diagram](image)

1. Twinning line block (with spinnaker sheet running through)  
2. Shroud link point  
3. Two-to-one jib sheets  
4. Klicker control  
5. Barber hauler control  
6. Bilge pump control  
7. Barber hauler block - with jib sheets running through it

In the picture above the jib-sheets are **two-to-one** sheets which make jib handling much easier on the crew. The green vertical disc is the **bilge-pump control**. The crew pulls this continually in a pumping motion until the water sloshing around has been removed. Having all these on the deck helps an experienced crew manage these controls whilst hanging out the side of the boat.

**Foredeck controls**
The two shackles visible above are where the jib-sheet attaches, the red line is the *Jib Cunningham* which attaches to the foot of the jib and allows the crew to pull down (or tighten) the luff of the jib - from within the cockpit.

Finally, roughly in the centre of the foredeck is a visible line whose purpose is to be attached to the bottom of the spinnaker pole (called *pole-down*) so that the crew can move the pole end (once it has been launched) up or down - from inside the boat.

Internal control mechanisms

As crew you will be delighted to know that the mass of bits of string in and around the mast under the lid are not really your problem, except when they terminate as a control you need to handle whilst sailing. But it’s useful to understand roughly how they work. Imagine there are just three things involved, *barber-haulers, kicker and rig tensioning*. In the image on the following page the light blue string is the *barber-hauler* mechanism and the reason it goes through various blocks is to create a four-to-one set-up which substantially reduces the amount of muscle you need to apply to pull the haulers in whist under wind pressure on the jib. The line which runs up to the top of the photo continues through a cleat and becomes the barber-hauler control line that you pull from inside the boat (examples of how these look are shown a bit later).

The dark blue line in roughly a triangular shape plus the grey line with a hook on it are the *rig-tension* mechanisms on this boat. These are controlled by the helm - not the crew.

Finally, the purple and yellow line is the *kicker* control. The line running up to the top of the image attaches to the kicker itself and the lines running across the bottom of the picture are the kicker control lines which the helm controls from either side of the boat.

So the only one of these that effects you the crew is the *barber-hauler control* - in this case terminating at a cleat under the curved Squib lid.

Note: This layout is not necessarily the same as on your boat but indicates a typical layout only.
Dependent on the age of your squib and how the owner configured it, the control points that effect you as crew can be on a bar or on the lid itself - basically it doesn't matter where or how they are presented, what you need to do is recognise each one and understand what it does. Here are a couple of layout examples:

Above is a modern boat - some cleats on a bar, others on the lid itself.

Below is an older boat with most cleats sitting on the bar. The functions are the same.
There are a lot more cleats though than just for the barber-hauler control.

The ones down at floor level are used by the various lines that come out of the mast (main up-haul, jib up-haul, spinnaker up-haul) and those on the bar (in the second image) are home to the barber hauler plus spinnaker pole up-haul, then a couple of others (jib cunningham and spinnaker pole downhaul). One more control line is left which in this case uses a cleat on the deck - which is for spinnaker launcher control (pole up and down).

The final controls which sadly is the crew's responsibility are the pumps - there to remove water from the boat, both on the mooring and when you're racing. It will help you develop substantial arm muscles!

**Rigging the boat.**

Before you can sail you and your helm need to rig the boat. This involves raising the mainsail and the Jib, then adjusting the rig (jib) tension. Don't forget the Jib Cunningham. Your helm will help with this.

You need to check on the spinnaker setup, the spinnaker itself has three leads (sheets) attached - one to the head of the sail (which is used to pull up the sail to the top of the mast) the other two which attach to port and starboard points on the sail. These sheets run through blocks in the boat and go up through the hull towards the back of the boat, on both sides. Then one of these will come forward, around the shrouds link point on the deck and then attaches to the spinnaker. The other one will go forward, past the shroud link point, on to the front of the boat, around the forestay then back into the cockpit and attaches to the other point on the spinnaker. You, as the crew need to ensure that this rigging of the spinnaker is the right way round, considering today's wind direction. If you ask the helm they will check wind direction, determine which side of the boat the
spinnaker needs to be launched on and advise you if you need to change the way it is currently setup.

If you look at the picture above you will see that the spinnaker pole is on the starboard side of the boat so, in this case the sheet which goes around the forestay will terminate on the port side of the cockpit. When the spinnaker itself is about to be launched this sheet will move up to run through the claw at the end of the spinnaker pole. We'll discuss how this is done a little later in this course. If you look carefully at the picture you will see the sheet running from the forestay to the cockpit. A final point to watch, on both sides, the spinnaker sheets need to go OVER the jib sheets, before being attached to the sail. How spinnaker sheets are attached to the spinnaker itself can vary. My view is they should be tied with a bowline (balls on the end can accidentally hit the crew in the face when bringing the spinnaker down).

Finally you need to rig the spinnaker pole. The pole in its parked position lies alongside the boom. It has a cord which is attached to the ball end of the pole which comes forward to the mast then passes through the special block on the mast (see above) where the pole sits once launched, and then back down to the deck, through a block and into one of the control blocks we looked at earlier. If you’re unsure whether your rigging of this is correct ask your helm to check - you really don’t want to find out there’s a problem when you’re sailing in a race!
Time to sail the Squib as a Crew

So, once you’re rigged and the boat’s ready to go, your job as crew really begins! This is the fun part!

First, check your barber-hauler settings, a good starting point under normal sailing conditions is having the barber-hauler block roughly 6" (15cm) from the hull. Most barber-haulers are rigged so you only need to set one side and the other automatically follows. If not, check both sides. If it’s really windy ease them out to about 8” (20cm) and with really light winds bring it in to perhaps 3” (7.5cm). To be honest these settings will vary, you will get to know which settings work best for your particular boat. Once they’re set you can usually leave them alone until weather conditions radically change.

Secondly, check the spinnaker pole. If you haven’t attached the pole-up and pole-down lines to the fixing points on the pole (pole-up on the top and pole-down on the bottom), do so now. Then launch your spinnaker pole (pull the line which runs up the mast, through the block and back to the back of the pole) until it clicks into it’s correct position on the mast. Now check the height of the pole end. It should be up at about 30% from the fixing point on the mast - use the pole-up and pole-down controls (in the cockpit) to make adjustments. When you’re happy, drop the pole - which should zip back to it’s position alongside the boom. Now, tuck away the spare bits of string behind the spinnaker bag so they don’t get in your way when sailing.

Next check on the state of the other bits of string at your end of the boat. Ensure the twinning lines (the blocks just in front of your shroud fixing point) are down and their bits of string are cleated. Look at Jib Cunningham control, is it set? Tuck away the string.

If you’re on a mooring then it’s your job to cast off (having checked there is nothing in your way and your helm is ready to go). Check first that you don’t have any pin or string on the cleave (pointy bit) at the front of the boat, then let go the mooring line and you’re off sailing. This is a special time for me, as you cast off and the boat gathers way suddenly it’s quiet, just the sound of water swishing past the hull - magic! Last item before you leave the foredeck, check the mooring cleat on the deck to make sure your spinnaker sheets are not caught around the cleat - if they are, pop them off. Also it’s worthwhile to look at the base of the forestay, is the spinnaker sheet running round clear of obstructions?

Now back into the cockpit, grab the jib sheet and bring the jib under control and you’re off!

Setting the Jib

Dependent on what you are currently doing (sailing across the wind (reaching)/sailing up close to the wind (beating)/sailing downwind - on a run) what you do with the jib matters. Your jib provides drive for the main so handling it right provides real benefit.

Take a look at the following images for examples of these:
Reaching

Both of these boats are reaching (sailing across the wind). Notice how the jib is full and the main a bit off centre. When reaching the crew watches the jib tell-tails and tries to keep them flying horizontally. If they all are the jib is correctly set. On the example above the reason the tell-tails are not flying is because they have just started their tack around the mark.

Beating

In this example the crew are sailing close to the wind (towards the wind) which is called beating. Notice that both the main and the jib are close hauled (flat). This allows the boat to ‘point’ well. It also shows a jib leech that is far too tight with no twist and a main that is not pulled in hard enough and should have more traveller up to windward - this boat is going more slowly than it could! If the water is flat sit well forward and back a bit if it’s rough.
Running downwind

These boats are running downwind and you can see that the main is out as far as possible (probably touching the shrouds in most cases), their jibs are eased (adding a little drive) and their spinnakers are set, providing most of the drive. The boat in the foreground has recently dropped their spinnaker and the crew is hardening up the jib in anticipation of tacking around the mark. Actually he's done this way too early!

If you look closely you will also notice that the boats under spinnaker are on opposite gybes. The one with the yellow spinnaker needs to gybe soon to enable them to go between the two black marks (the second one is out of shot to the right of the picture). Number 127 has planned their run well, they will probably make the mark without gybing. The boat with a white spinnaker has its pole too low - look at 637, much better!

Returning to setting the jib, once your jib tell-tails are flying the helm will probably set his main to conform with your jib. If any adjustments are necessary the helm will let you know!

In terms of your position in the boat while sailing and managing the jib, ensure that you are as far forward as possible and if you're on a reach sitting well out on the deck to help keep the boat largely upright. Don’t forget to tuck your feet under the toe-straps, then, if you’re a bit nervous hanging out of the boat hold onto the bottom of the shrouds as well.

The Squib designers and builders obviously put a lot of planning into the design of the rim and the position of the cleats - to create as much discomfort for the crew as possible! Helms tend to say these issues keep the crew awake.

A final point when reaching, you as the crew are the eyes and ears of the helm. Because of the position of the main the helm can't see what is happening to leeward of the boat so you need to at times lie flat on the deck (to see under the jib) and warn the helm of any obstacles in your way. Sometimes even you won’t see an approaching boat until the last minute - in which case shout ‘tack, tack’ and then watch out for the boom as it comes flying across.
Spinnaker handling

Every inexperienced crew hates the spinnaker with a vengeance - if something is going to go wrong it's most likely to be the spinnaker - and even if you've already successfully launched and flown the spinnaker inexplicably the next time it can go wrong. So why bother with the blessed thing? Because when it's up and flying your Squib lifts it's skirts and flies! It's a wonderful experience using the spinnaker and, if you follow a few suggestions (or rules) you can minimise the bad experiences.

So what are we talking about? Mainly commonsense items. In no particular order:

- When you begin your day try to make sure the spinnaker in the bag is not all rumpled up but neatly folded - with the three sheets not crossed over or tangled.
- When rigging, try to ensure that the spinnaker is setup for the correct side of the boat. Look at the course you’re going to sail and see where your first launch is likely to be - and from that decide which side of the boat the spinnaker will launch. Set the sheets accordingly.
- Make sure your sheets run OVER the top of the jib sheets (not under). Getting this wrong will mean that when you attempt to launch the spinnaker it will get tied up with your jib.
- Make sure that your twinning lines are fully pulled down to the deck - otherwise after you launch you will have difficulty cleating the guy.
- Decide before you pull the spinnaker down which side it needs to be for your next launch. So, if for example you intend it to go into the bag on the left (for a port launch), then, after you release the pole grab the port sheet with your hand in front of the shrouds and start to pull the spinnaker in. You will find you are pulling mainly the bottom of the spinnaker first. When the helm releases the top the rest comes down.
- When you pull down the spinnaker ensure the guy is un-cleated then, as the helm starts to let the spinnaker come down the mast use one hand to pull the spinnaker into the bag - trying to leave the sheets themselves until last. Try not to just shove it all into the bag as it comes, that often results in twisted sheets when you next launch.
• Don’t forget to put the sheet into the claw at the end of the pole BEFORE you pull the pole up.
• Once your spinnaker is up release the *windward* twinning line. This helps get the spinnaker flying correctly.
• Before you bring the spinnaker down pull in and cleat the *twinning line* and make sure you have released the guy.

**What are Twinning Lines?**

Twinning lines are lengths of line on each side of the boat (usually positioned just in front of the shrouds) which terminate above the deck with a block (the spinnaker sheet on that side of the boat runs through it) and is controlled via a clam-cleat within the cockpit, by the crew. Why you might ask? Well, if you look at the picture below you will see the green and white spinnaker is flying reasonably well - its bottom is more or less parallel with the deck. However the white spinnaker on the boat behind sags to port. This is because the crew has forgotten to release the twinning line, so the spinnaker sheet is pulled down to deck level just in front of the shrouds - whereas if the twinning line had been released the spinnaker sheet would just run to the back of the boat (where the spinnaker sheet comes out of the deck).

So, summarising, pulling the twinning line down means that the spinnaker sheet locks in the clam-cleat on the deck (exactly what you want on the leeward, pole side) whereas when you release the twinning line, the spinnaker sheet is not trapped by the clam-cleat, which allows the windward sheet to run freely to the back of the boat (which then allows the spinnaker bottom to rise and become horizontal to the deck).
A nicely set-up boat on a reach - see how both the crew and helm position themselves near the centre of the boat.
Launching and flying the spinnaker.

Assuming that you have done all the necessary preparation that we just discussed, the actual launching of the spinnaker is a relatively straight-forward procedure:

- First check to ensure that your spinnaker is free to come out of the bag (i.e. the sheets are not constrained in some way) so that it will pull out of the bag without obstruction.
- Take the end of the spinnaker pole, open the claw and then take the spinnaker sheet (forward of the shrouds) and put it into the claw so that it runs freely.
- Now take the spinnaker launch control line and pull the pole up until it clicks into place on the fitting on the mast. Ensure that you firmly cleat the launch control line otherwise the pole will pop out of the fitting and zip back to the boom.
- Now that the pole is up and the spinnaker sheet is in the claw tell your helm to pull the spinnaker up. The helm will pull it up to the top of the mast and then cleat the up-haul at his end.
- Just as soon as the spinnaker starts to head up the mast you the crew need to grab the leeward spinnaker sheet (behind the shrouds) and pull the spinnaker round until it touches the claw on the spinnaker pole. Now cleat the spinnaker sheet and quickly go to the other spinnaker sheet (windward one) and again grasp it behind the shrouds and take up the tension. Guess what! Your spinnaker is now flying!
- Check the height of your spinnaker pole, if it’s too low adjust it by easing the pole-down and tightening the pole-up - obviously the opposite also applies!
- Now you’re on the run you can ease the Jib so that it also provides a little drive.

Your helm may now help you fine-tune the spinnaker position by adjusting the leeward sheet (the guy) - which he can do from where he is in the cockpit.

Final thing is to release the windward twinning line which will have the result of levelling the bottom of the spinnaker.

When the spinnaker is flying you as the crew are in control of it so you need to watch it carefully, ready to react if it starts to collapse in any way. This happens because the wind does not blow from one fixed point in one fixed direction, it can wander from side to side, blow harder or slacken off - all of which you need to be prepared for. So what do you do?

- If the spinnaker starts to collapse you need to jerk your windward sheet (the one in your hand) hard once or twice, until the spinnaker fills again. Once it is filled ease the sheet gently until the bottom corner starts to quiver. Now it’s in the optimum position.
- If you find that despite doing this the spinnaker still wants to collapse, it probably means that there has been a wind shift and you need to re-position the spinnaker pole. Do this by un-cleating the guy (keep the windward sheet in your other hand) and then gently pull or ease the pole left or right until it feels right again. Really! You will know when it’s in the right position. Re-cleat the guy and have fun, getting the most out of your spinnaker run!

A couple of small points, when you’re flying the kite you can either sit or stand to control it, watching the spinnaker shape all the time. To optimise performance place yourself as near to the front of the cockpit as possible. In this way your weight is over the keel, helping balance the boat. Secondly, think ahead to your next likely spinnaker run on the course. If
1. Spinnaker Pole  
2. Spinnaker Launch Control line  
3. Pole Down attachment  
4. Pole Up attachment  
5. Claw *(Note the white string running from claw to back of pole. This can be used by crew to release claw)*  
6. Fitting where pole ball sits after launch.  
7. Pole ball  
8. Elastic line which helps pull pole back down to boom.
you’re not sure where it will be, ask the helm. From this make the decision as to which side you intend to bring the spinnaker down into. This will help you when you next launch.

Spinnaker Gybe

From time to time as you’re sailing downwind with the spinnaker flying the boat is pointing towards a point other than the mark you are aiming for (the wind can be most inconsiderate when you’re in a competitive position, refusing to take you where you want to go!).

This is when you need to do a spinnaker gybe.

It’s not as scary as it sounds, just follow a few simple rules:

- First, pull down the *twinning line* and cleat it.
- Loosely cleat your *windward* spinnaker sheet.
- Un-cleat the spinnaker *launch control line* and allow the spinnaker pole to retract down the boom (don’t get in it’s way!)
- Open the claw at the end of the pole and release the sheet then get your head down and shout ‘*Gybe, Gybe*’. The helm will push the tiller over and the boom will whoosh over your head to the opposite side.
- Now, get the spinnaker pole, open the claw at the end, take the spinnaker sheet (which is probably at about chest height in front of you), put it in the claw and let it go.
- Grab the launch control line and pull the pole up until it cleats.
- Now grab both sheets (one in each hand) and get the spinnaker flying in the right position.
- Cleat the guy and release the windward twinning line.

Gybe complete!
Couple of small points

Dependent on which side of the boom your spinnaker will be launched on you may find you can't actually see the spinnaker pole because it is behind the main-sail. The best way to solve this is to look for the **pole-down line** (which runs into the deck a bit in front of the mast). Grab this then run your hand up it up until you hit the pole. Grab the pole and pull it forward so you can see it.

When you're flying your spinnaker lots and lots of the **spinnaker sheets** end up in the boat at your feet. If you are not careful knots can develop - which is a disaster when pulling down the spinnaker. Whilst you are flying the spinnaker there is not a lot that you can do here because your hands are full but if you get a chance, try to move these sheets away from the centre of the boat - so you don’t step on them.

Squib 128 in the last picture has it's spinnaker pole way too low - look at 832!

Pulling the spinnaker down.

All good things have to end so, as you approach the end of your spinnaker run you need to get it down and safely put away. When you become more experienced you will delay this until you are really close to the mark, but for now, whilst you are a beginner, allow extra time so that if things go wrong (and they can do) you can still safely manage the process. Again there is a sequence to follow:

- Loosely cleat your windward sheet then pull down and cleat the twinning line.
- Drop the pole (don’t get in its way), release the sheet from the claw, ease both spinnaker sheets from their cleats and lean forward and grab the sheet that you want to pull in from in front of the shrouds - then shout ‘**spinnaker down**’ to the helm. The helm will then release the top of the spinnaker from the mast. You pull the sheet towards you and grab the spinnaker itself and start pulling it first horizontally into the bag until the bottom of the spinnaker is stored, then downward until the head is down too. Job over!
- If after you drop the pole you find it is sitting with the pole too far forward (where it might interfere with the jib when you tack), ease the pole-up line so that it properly retracts.
- Grab your jib sheets, ready to harden-up as you go around the mark.

Returning to your mooring.

Now that your sailing is over you need to prepare to pick up your mooring (assuming that you use a swinging mooring).

Your helm will decide whether or not to drop the main sail before attempting the pickup (usually if it is quite windy). Either way, you the crew need to prepare for the pickup.

- As you start to approach the mooring pass the jib sheet to the helm - who needs to control speed of approach. Also let him know if he needs to adjust the angle of approach.
- Dependent on wind direction and tidal flow your helm will choose what he/she considers the best direction of approach.
- You the crew now go out onto the foredeck, remove any fixings which may interfere
with pickup (for example remove any caps on the mooring cleat and ensure it is free of any bits of string)

- Place yourself so that you are spread out on the foredeck and get ready to lean out and pick up the mooring buoy chain/lead. Remember that, at this point **YOU are in charge of this pickup process**. If in your view you are approaching too fast do NOT attempt the pickup - you can’t hold or slow the weight of a Squib. Just get the helm to repeat the manoeuvre (and again if necessary) until the approach speed is comfortable.

- If the approach is right, lean out and grab the chain/line/pickup buoy and quickly drop it onto the large cleat on the foredeck. Don’t attempt to pass it through the fitting at the front of the boat before you have got it onto the cleat.

- Once cleated call out ‘**we’re on**’ to the helm (who will then release sails to reduce drive) and you can finish the process of securing the mooring line, etc.

- Ask the helm to drop the jib and you take it off the forestay and back into the boat.

- Lastly, you and the helm roll up sails, generally tidy up the boat, prior to going ashore.

**Last thoughts:**

Once on your mooring take the time to tidy up the spinnaker sheets in the bottom of the boat so that they are carefully coiled and out of the way, ready for you next sail.

From time to time take the spinnaker itself off the boat and ashore to rinse it with a hose pipe. This removes any ingrained salt or dust, helping to ensure that when you next use it that it runs freely out of the bag.

Happy Squibbing!

**Footnote:**

If you have any queries, suggestions for change or other improvement to this publication please email me at tonygib@gmail.com, I will always respond to such enquiries.