On the "Coronet", although roller reefing equipment is available, it has greater cost and complexity (a boom claw is also needed and this will give difficulty in rigging a boom vang). Either one or two slab reefs can be carried although generally one is ample.

To reef the mainsail, the following procedure should be followed if reefing is done at sea:

1. Take up on the topping lift to support the weight of the boom, and ease the main sheet.
2. Slack away the main halyard about three feet.
3. Lash the mast reefing eye to the clew at the boom gooseneck.
4. Haul out the leach reefing eye to the boom end.
5. Tie in the reef points, or lace the reef eyes.
6. Lift the boom gooseneck to its top position.
7. Hoist the mainsail as far as possible.
8. Bounce down the gooseneck.
9. Slack the topping lift, and haul in the mainsheet.

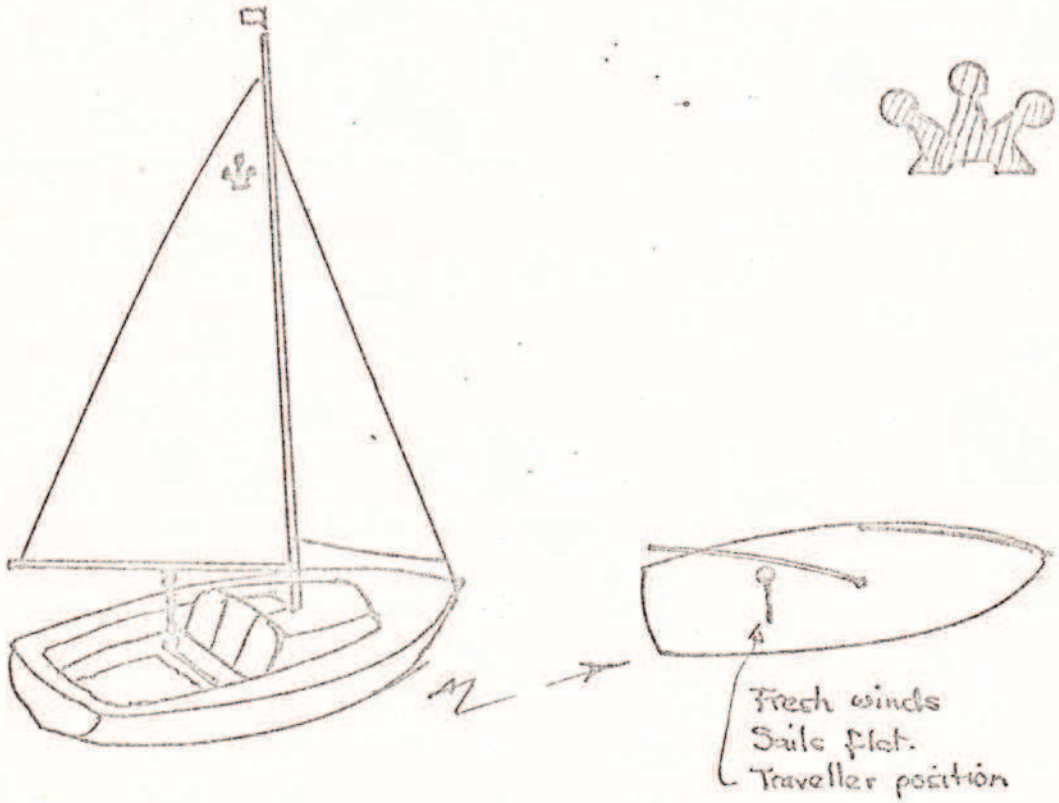
When cruising, particularly on a long sail or when crossing open water, reef pendants should be reeved through both of the reefing cringles. A small jamming cleat on the main boom will assist in quick reefing. Reefing is best carried out with the yacht heading about 50^{o} to 60^{o} to the wind and jogging along under headsail to just keep steerage way. Diagram four will make this operation clear.

Sail Adjustments for the Novice

Jib

The standard "Coronet" has two jib adjustments - the jib-lead track and the jib clew position.

To adjust this track, the jib should be sheeted



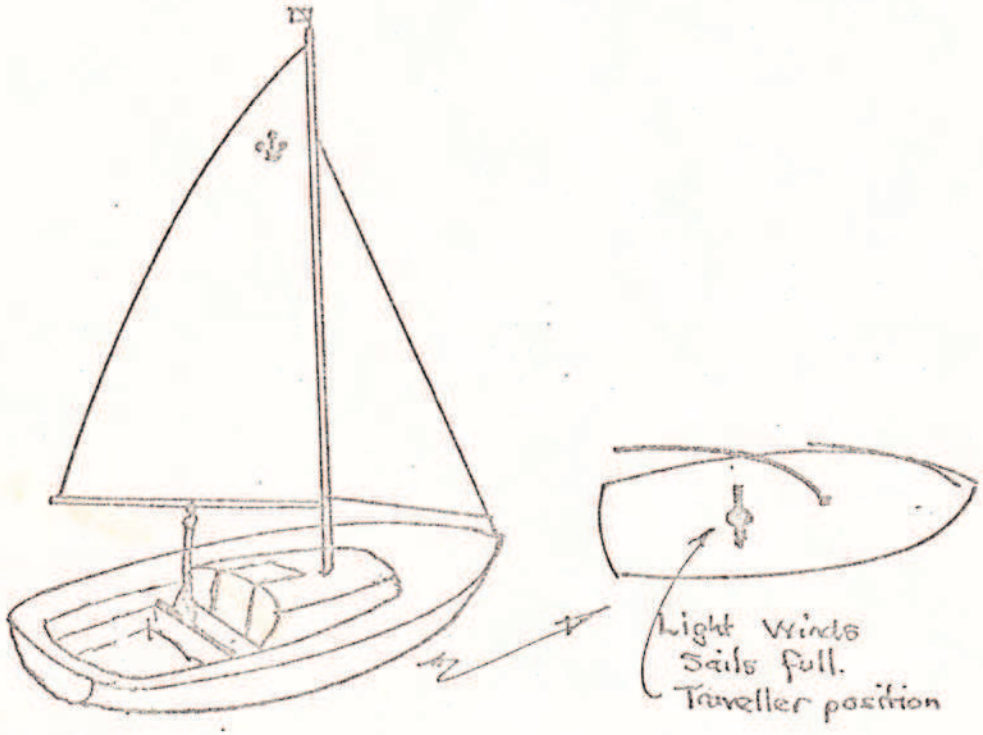


DIAGRAM 5. SAIL TRIMMING.

in as far as possible and the position of the track adjusted so that the sail lifts on its clew a little before it lifts on its foot. This will need to be done for each of the headsails you use, and the track marked with the best setting for each sail.

When using the storm jib, and the working jib it may be necessary to use a short strop or lashing between the foot of the sail and the stem head fitting, to get the best lead position.

In sailing to windward, the jib should just be filled when the mainsail is just lifting, and most experienced skippers judge their sailing angle by watching the headsail. A few strands of wool knotted through the luff of the sail 9" to 12" back from the wire will tell when the sail is about to "stall". At this point the wool, instead of streaming quietly out, tends to flutter and hang.

When sailing on a course, with the wind free, the jib should be eased out as far as possible to get the best drive from the sail. The sail should be eased out slowly until it flickers at the luff, and then sheeted in very slightly until it is quiet.

Main

There are two adjustments on the mainsail also, and they should be used in getting the best drive out of the sail in different wind conditions.

In a strong wind, the curve of the mainsail shoud be fairly flat (see diagram five) To flatten the sail, it may be hauled out tightly on the boom (and hoisted as tightly as possible also). It may also be sheeted in tightly by means of the mainsheet - traveller system.

On the "Coronet" this traveller has a limiting system that allows the following adjustments:

1. In fresh winds, the traveller is permitted to go well across the mainsheet track and the mainsheet is then hardened right down.

2. In light winds, the traveller is restrained nearer the centre of the track, and the sheet eased a little to give the mainboom the same angle, while permitting more draught in the sail.

A few afternoons racing round the buoys will teach you a lot about your sails and the way you sheet them to handle the conditions.

Here are a few further pointers:

1. Sail battens should not be tight in the pockets, nor too stiff or heavy.

2. Always ease your sails out as far as possible, particularly when running free.

3. Fit your mast with a wind vane, or at least have a few threads of nylon on your shrouds, so that you can tell at any moment where the wind is coming from.

4. When running straight before the wind, do not run "by the gybe".
   As soon as your wind vane shows wind from the lee side (or when you feel a breeze on your leeward ear) gybe over and your speed will always increase.

Mast Adjustments

The "Coronet" has not got a flexible rig and in general is not very sensitive to mast adjustments

First, the mast should be approximately vertical - a rake of 4" to 6" is the designed figure. The forestay should be good and tight so that the headsail luff does not sag to leeward.

Secondly, the mast must be straight athwartships. Adjust the lower shrouds to remove any bend.

Thirdly, tighten the jackstay until a slight bend forward in the centre of the mast is obvious. This will help to let the head of the mast lay back a little which relieves the leach of the mainsail. A cupped leach can cause heavy weight on the rudder in squally weather.

When you set the mast up to your satisfaction, and when you have checked and re-adjusted it after a bit of sailing, you should lock all rigging screws, and tape them so that they cannot work loose.

Care of a G.R.P. Yacht

A. Maintenance

1. Clean the hull and decks down with a mild detergent, or hot soapy water.

2. Polish at least once a month, preferably once a week, with a good quality wax. This should be done on a sunny warm day, with a soft dust and grit-free cloth. You will find that a "Coronet" has considerably more surface area than your car but it is a worthwhile labour and adds what is, in effect, an extra protective skin against pollutants in air and water. We use "Showboat" wax ourselves.

B. Minor repairs

e.g. Scratches or chips in the gelcoat, or simple abrasions.

When you take delivery of your "Coronet" you will be given a small gelcoat and GRP repaint pack, with instructions for its use. Scars should be repaired as soon as practicable, to prevent moisture penetrating to the glass fibre laminations.

The gelcoat is activated with a few drops of MEKP and is then applied with a small brush or pointed stick. In larger scars, a piece of cellotape over the gelcoat will help develop the surface. The area will then have to be developed with a fine cutting and polishing agent (we use "Mirrorglaze" or "Supergloss") and repolished until the repair is not evident.

C. More Severe Damage

In the event of major damage, it will probably be advisable to have the repair carried out professionally. Glass fibre is a strong material and the usual trouble is a major collision, either with another vessel or with a wharf or, worse still, with some underwater obstruction. This usually results in a punctured area surrounded by a slightly larger area of cracked and powdered resin. To repair this the following procedure should be adopted.

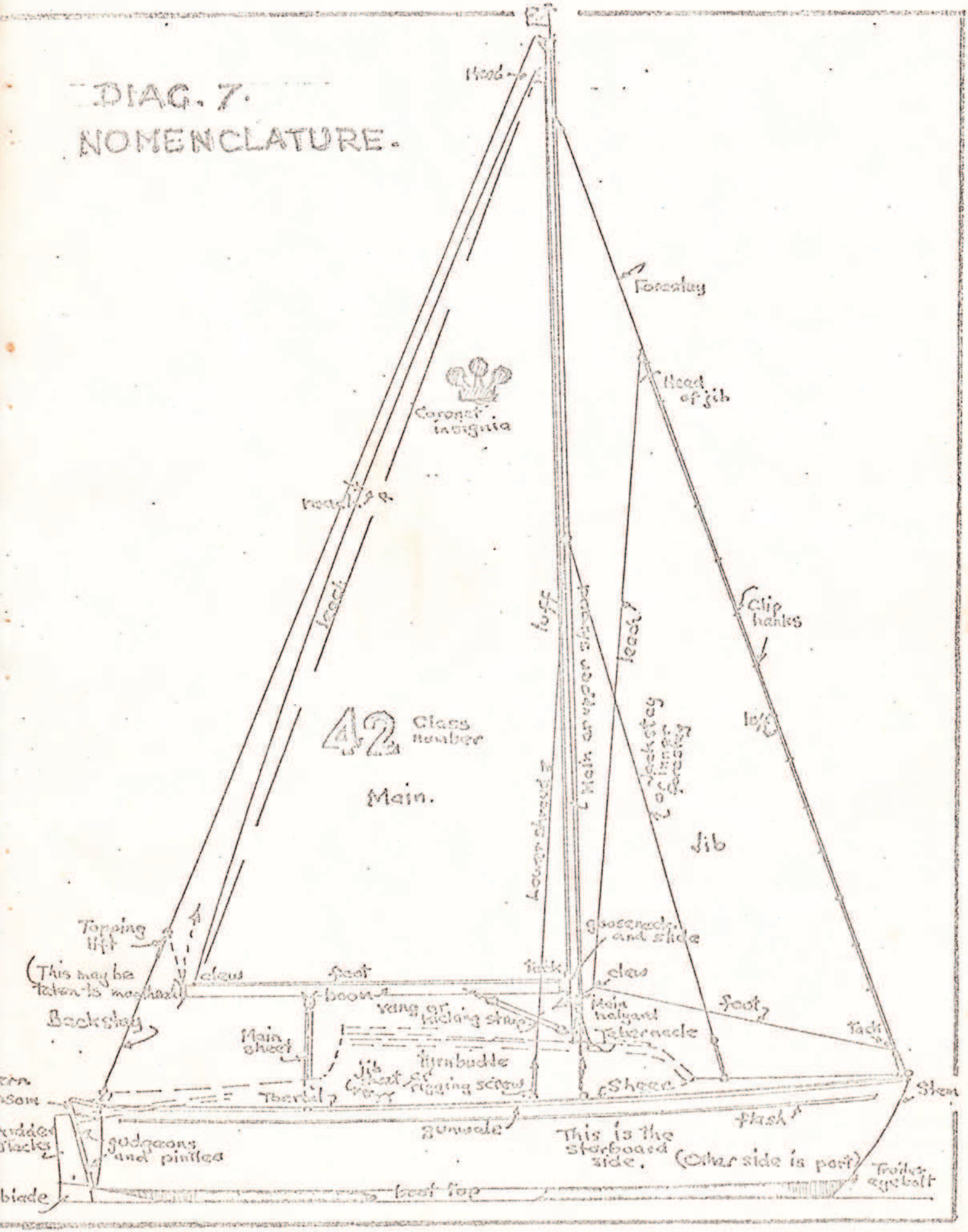
1. Dry out the area.
2. Cut out the damaged part with a compass saw or jig saw, leaving a neat and regular outline.
3. Scrape away all paint from the inside of the hull over an area 4" to 6" wide all around the hole.
4. Clean the area with white spirit making sure that all dust and fibre is removed.
5. Cut two pieces of woven glass cloth about 9" larger than the hole you have made. Select these so that the weave of one piece is diagonal to the weave of the other.
6. Mix up a small amount of resin and hardener. (Emergency repair kits are available from most marine suppliers.)
   Paint this thickly all around the inside of the hull over the area you have cleared and then stretch the first layer of cloth across it, ensuring that there is a fairly regular overlap all round. Press the cloth down firmly, so that resin oozes up through the weave. As soon as it starts to get tacky apply more resin round the edge, more yet

in the centre and apply the second piece of woven glass cloth. While the resin is curing cut four or five pieces of brown paper about the same size as the glass cloth and as soon as the edges of the latter have hardened off, mix more resin and soak it into the whole area of the cloth. Lay the first sheet of paper on this, coat it with resin, add the second sheet and so on until a good thickness is built up.

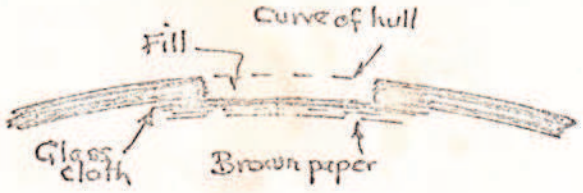
Now, still working from inside, mould this thickness of paper and cloth to the shape of the hull, either by hand or with a roller. Keep a check on the outside to ensure that the moulding does not protrude through the hull. Ideally it should not rise above the curve projected by the inner skin of the hull. (See Diagram 6). The resin must now set hard before any more work can be done and the job must be protected from moisture while this happens.

The next step is to cut some pieces of chopped strand mat to fit neatly into the hole from the outside. This mat is soaked thoroughly with resin and pressed into the hole teasing it out so that all corners are filled. The mat should be stippled down with a stiff brush to get rid of all air. Fill with mat until just below the level of the outer skin. The final filling can be done with a polyester filler, such as Bondofill which can be bought in a two-unit pack and works very like putty.

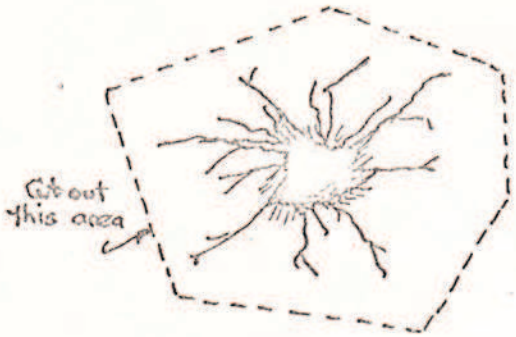
DIAG. 7.
NOMENCLATURE.



After setting, the surface is carefully sanded down and finished with a polyurethane paint or thin gel-coat which is finally polished into conformity with the surface. The internal surface can also be sanded down so that its edges merge with the hull's inner skin and touched up with a suitable vinyl paint.



DIAG. 6.



Typical impact damage in G.R.P.