

## TACKING A DIPPING LUGGER.

When I first sailed in "Barnabas", a 40ft. St.Ives Lugger, she was sailed by an old man by "Black Magic". When he had to retire through ill health, I thought that I could find some logic in a method, which could be recorded. The following is a method which I worked out, proved in practice, and wrote down.

"Barnabas" had been fished with a crew of six, who were then used to the maximum, to get her back to the harbour first, to get the best price for their catch. To use six men, who today are not as highly trained as when they were fishing, I numbered them from one to six, rather than giving them names, and gave them printed waterproof sheets for their duties, which I had seen done on the old "Moyana", when she was sailed by the Southampton School of Navigation. These are on the second half of this paper. The numbers of the members of the crew, and their duties were:-

1. Responsible for the "Peak", with its line, which was a safety feature.
2. Responsible for the Fore Halliard.
3. Responsible for the Burton.
4. Responsible for the Clew of the Foresail.
5. Responsible for the Fore Sheet.
6. The Helmsman.

Very few orders have to be given, after the "Ready About" and "Leigh Ho", most of the actions start when the previous action is complete, it is pure team work.

The complete sequence of actions in the tack are as follows:-

A. The Helmsman gives "Ready About",

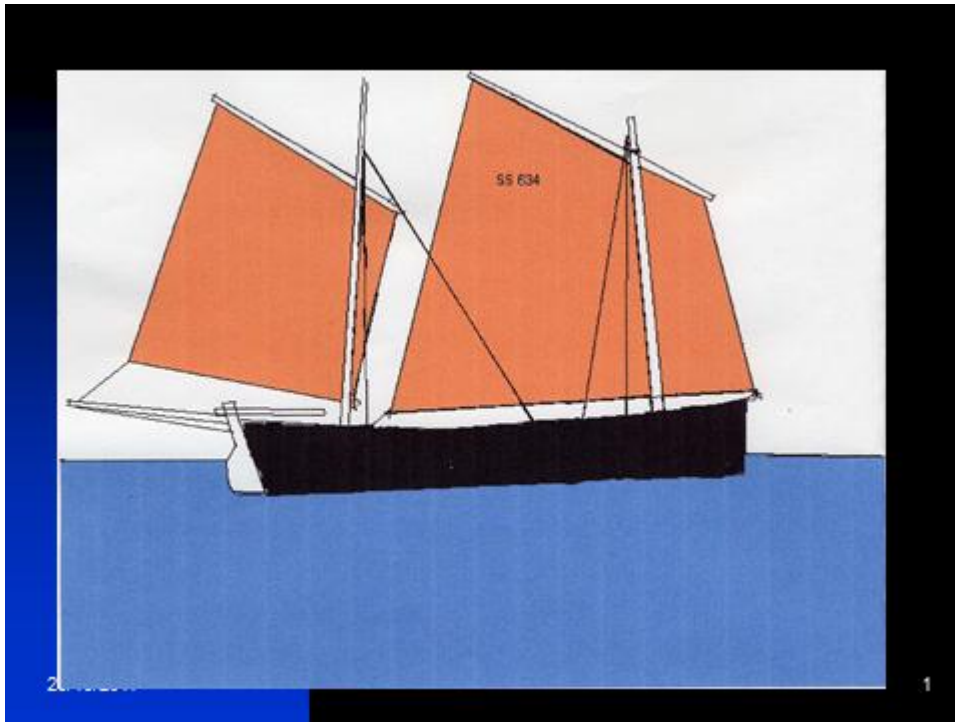
No.1. Clears the peak line ready to use.

No.2. Clears the Fore Halyard ready to run and prepares to take turns off the cleat.

No.3. Prepares the Burton ready to let go.

No.4. Checks that the windward Foresheet is ready to hook on, and clears the lee Foresheet ready to ease and unhook. Secures the handling line to the clew.

No.5. Checks that the Mizzen Sheet is ready to run but does NOT take it off the cleat.



When

- B. When all are ready the helmsman calls "Leigh Ho", and puts the helm down and starts to bring "Barnabas" up into the Wind. When the wind is out of the Fore Sail "Lower Away" is given.

No.1. Hauls down on the Peak line, keeping the Peak under control, and the luff straight.

No.2. Pays out the Halyard under control watching No.1. and the peak.

No.4. Eases out the Fore Sheet, unhooks it and holding the clew takes the sail forward and round the fore side of the mast.



C. Before the Peak lands on the deck.

No.1. Hands the whole yard round the fore side of the mast on to the new leeward side of the mast.

No.2. Holds the halyard so that the peak is just off the deck.

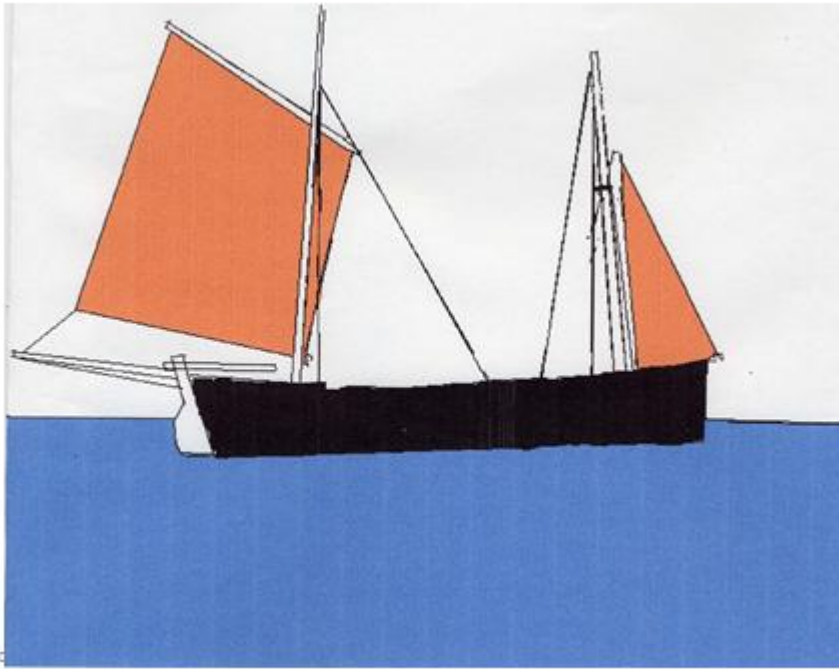
D. When the Yard is in position.

No.1. Calls "Drop".

No.2. Slacks the Halyard right off, unhooks it, takes it to the new windward side, hooks it on, and takes up the slack.

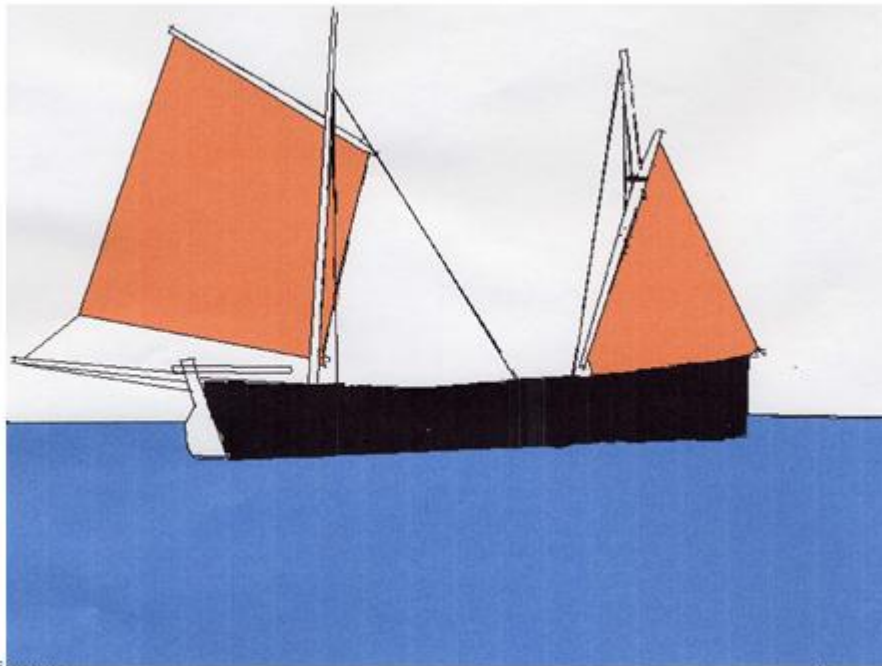
No.3. Slacks off the Burton, unhooks it, takes it across to the new windward side, hooks it on, sets it up tight and secures it.

No.4. Continues getting the sail round onto the new leeward side, takes the clew aft, hooks on the sheet, leaving it slack.



E. When “Barnabas” is through the wind.

The Helmsman gives “Ease Mizzen Sheet”, to prevent it holding “Barnabas” up into the wind, and allow her to pay off on the new tack.



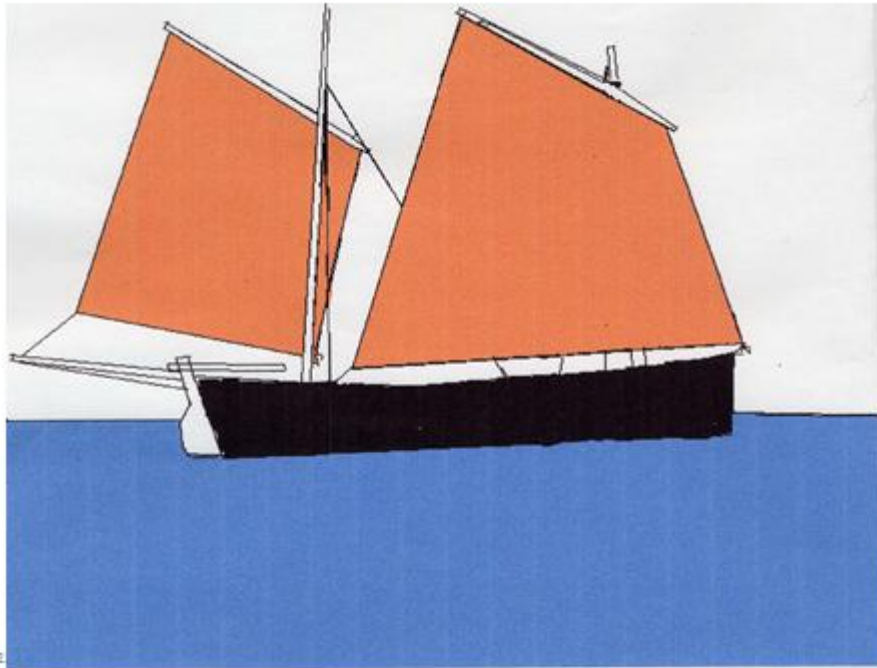
F. When the Burton is secured, and the Halyard hooked on.

Helmsman gives "Hoist Foresail".

No.2. Hoists the Foresail.

No.1. Holds the peak until it is clear, and then steadies it with the Peak Line.

No.3. Helps No.2, after he has secured the Burton.



G. When the Fore Halyard is set and secured and the Helmsman is ready.  
"In Foresheet".

No.4. Hardens in the Foresheet, as required, and secures it.

When the Helmsman is ready, he gives "In Mizzen Sheet"

No.5. Hardens in the Mizzen Sheet and secures it.

H. When all is secure.

All lines are tidied up.

Once when on a passage race from Fowey to Falmouth, which was one long beat, when everything was going nicely, I thought that to stop the crew getting bored, I changed the crew round into different position numbers. The result was chaos. When I got home and looked up in the books, I found that when fishing, each crew member had his position, and they never changed them. They knew best.

Here are the actions for each member of the crew, which could be on encapsulated cards:-

### **Actions by No.1 when Tacking.**

- A. When the Helmsman gives "Ready About".  
Clears the Peak Line ready to use.
- B. When the wind is out of the Foresail, "Lower away".  
Haul Down on the Peak Line, keeping the peak under control, clear of the crew, until you can hold it.
- C. Before the Peak lands on the deck. (If No.2. has not stopped the peak landing, call "Stop lowering".)  
Hand the whole yard round the fore side of the mast on to the new leeward side of the mast.
- D. When the yard is in its correct position.  
Give the order "Drop".
- E. When "B" is through the wind.  
Continue with D or help the sail round the mast.
- F. When the Burton is secured, and the Halyard hooked on, on the new windward side, give the order "Hoist Foresail."  
Steady the peak with your hand, until it is clear of the crew, and then with the Peak Line.
- G. When the Fore Halyard is set and secured, and the Helmsman is ready "In Foresheet".  
No Action.
- H. When the tack is complete.  
Tidy up and secure the Peak Line.

### **Action by No.2. when Tacking.**

- A. When Helmsman gives "Ready About".  
Clear the Fore Halyard ready to run and prepare to take turns off cleat.

- B. When the wind is out of the Foresail, and "Lower Away" has been given, .pays out the Halyard under control, watching No.1. and the Peak.
- C. Before the Peak lands on the deck, or No.1. calls "Stop Lowering". Hold the halyard so that the Peak is just off the deck.
- D. When the yard is in position, and No.1. calls "Drop". Slack the Halyard right off, dropping the peak onto the Deck, unhook the halyard from its eye, it takes it to the new windward side, hook it on. and take up the slack.
- E. When "Barnabas" is through the wind, continue with D.
- F. When the Burton is secured, and the Halyard hooked on, on the new windward side, and "Hoist Foresail" is given. Hoist the Foresail, with the help of No.3. Swig it up tight and secure.
- G. "In Foresheet".  
No Action
- H. When the tack is complete.  
Tidy up the Halyard and leave ready to run.

#### **Action by No.3. when Tacking.**

- A. When the Helmsman gives "Ready About".  
Prepare the Burton ready to let go.
- B. When the Wind is out of the Foresail. "Lower away".  
No Action.
- C. Before the Peak lands on the deck, No.1. calls "Stop Lowering".  
No Action.
- D. When the Yard is in position, and No.1. has called "Drop", slack off the Burton, unhook it, take it across to the new windward side, hook it on, set it up and secure it.
- E. When "B" is through the Wind.  
No Action.
- F. When the Burton is secured, and "Hoist Foresail" is given.  
Help No.2. hoist the Foresail and secure the Halyard.
- G. "In Foresheet".  
No Action.
- H. When Tack is complete.  
Tidy up the Burton and leave ready to run.

### **Action by No.4. when Tacking.**

- A. When the Helmsman gives "Ready About".  
Check the windward Foresheet as ready to hook on, and clear the lee Foresheet to ease out and unhook.
- B. When the Wind is out of the Foresail and "Lower Away" is given.  
Ease out the sheet, unhook it and holding the clew take the sail forward, and round the fore side of the mast.
- C. While No.1. is getting the Peak onto the new side and in to the deck.  
Continue to get the sail round the fore side of the mast onto the new lee side.
- D. When the yard is in position.  
Continue getting the sail round onto the new leeward side, take the clew aft, hook on the sheet, leaving it slack.
- E. and F.  
Continue getting the sheet hooked on.
- G. When the Fore Halyard is set and secure, and the Helmsman is ready "In Foresheet".  
Harden in Foresheet, as required and secure it.

### **Action by No.5. When Tacking.**

- A. When the Helmsman gives "Ready About".  
Check the Mizzen Sheet ready to run but NOT off the Cleat.
- B. C, & D. While "B" is coming into the wind.  
No Action
- E. When "B" is through the wind the Helmsman gives "Ease Mizzen Sheet", to prevent it holding the vessel up into the wind, and allow it to pay off on the new tack.  
  
Ease the Mizzen Sheet
- F. While the Foresail is being hoisted  
  
No action.
- F. When the Fore Halyard is set and secure, and the Helmsman is ready, he gives "In Mizzen Sheet".  
  
Harden in the Mizzen Sheet as required and secure it.



H. When Tack is complete.

Tidy up the Foresheet and leave ready to run.

## **BARNABAS**

### **Lowering the Foremast.**

When they had shot their net, the crew would have lowered the Foremast, to reduce the roll while they rode to their net, and reduce the slamming of the mast in the tabernacle. I worked out this method of lowering the Foremast, and proved it alongside in Sat. Michaels Mount, with a fairly inexperienced crew. I could not find the original, so I have written down what I can remember.

The actions are:-

#### To Lower the Foremast

1. Connect the Jump Stay, and a recovery line, to the Foremast Traveller.
2. Put the Fore Halliard lower block onto the Scud Hook.
3. Take the snorter off the traveller, and take the traveller to the top of the Foremast, with the Fore Halliard purchase.
4. Take the weight of the Foremast on the Fore Halliard, take off the scuttle, and take out the Keeper.
5. Pull the mast aft, until the weight comes on the Fore Halliard, then lower on the Fore Halliard until it is past the top block of the Jump Stay.
6. Transfer the weight of the Foremast onto the Jump Stay, and continue lowering until the mast is in its crutch, and secure if necessary.
7. Note that at about the time the weight is being transferred to the Jump stay, the mast will contact the top edge of the fore end of the Hatch coaming. It will continue, with its heel rising up in the Tabernacle rising up, until the top lands in its crutch..

#### To Raise the Foremast.

8. Remove the securing's, check that the Jump Stay is secured to the traveller, and the recovery line is bent on.

9. Raise the Foremast with the Jump Stay, until the latter is “two blocks”.
10. Transfer the weight to the Fore Halliard, and continue raising, until it is right home.
11. Replace the Keeper, and the Scuttle, and make weathertight.
12. Pull down the traveller with the recovery line, and secure with its snorter. Remove the recovery line, and transfer the lower block of the Fore Halliard to its appropriate eyebolt.

## **BARNABAS**

### **Shipping the Outrigger**

“Barnabas’s” outrigger is 29ft. long, of which 20ft. is outboard, and takes all the load from the Mizzen Sheet. When I first sailed in her, it took four strong men several minutes to ship it. I thought that the fishermen would have found an easier way to do it, and remembering Sea Scout pioneering, I thought I could find a simpler way. I devised this way and found that I could do it singlehanded in three to four minutes.

### **Shipping the Outrigger**

1. Have the Clamp and wedge ready.
2. Over haul the Mizzen Sheet until the hook is inboard, and the splice is in the sheave.
3. Secure a Restraining Line to the outrigger near the tennon, with a rolling hitch.
4. Haul down the Jump Stay, and bend it onto the Restraining Line.
5. Lift the Outrigger, with the Jump Stay, letting it slide aft, in its cutout, until it almost balances on the rail.
6. Transfer the Jump Stay onto the Mizzen Sheet hook and secure a recovery line to the hook.
7. Push the Outrigger out, until the heel is two feet aft of its housing. The end can go in the water. Take a turn and a hitch with the Restraining Line on the cavil.
8. With the Jump Stay, lift the end of the Outrigger, until it is clear of the rail and the heel is on the deck.
9. Ease out the Restraining Line, and guide the heel tennon into its housing.
10. Ease out the Jumps stay until the Outrigger is landed in its cutout in the rail.

11. Secure the Clamp and set the wedge.
12. Recover the Mizzen Sheet hook, unhook the Jump Stay, and secure the hook and the Jump Stay.
13. Remove and stow the Restraining Line.

### **Unshipping the Outrigger**

1. Secure the Restraining Line to the outrigger, near the Tennon, with a rolling hitch, and take a turn with the other end around the Cavil.
2. Haul in the Mizzen Sheet hook, until the splice is in the sheave, hook the Jump Stay onto it.
3. Take out the wedge, and release the Clamp.
4. Life the end of the Outrigger with the Jump Stay, until it is 3 ins. clear of the rail.
5. Holding the Retaining Line tight on the Cavil, "Swig" up on the retainer Line. The heel of the outrigger will come aft and up to clear it's housing.
6. Ease out on the Retaining Line, take in the Jump Stay, and lift and guide the Outrigger onto its stowage position.
7. Secure the Jump Stay, the Mizzen Sheet, the clamp and the wedge. The Mizzen Sheet need not be hauled two blocks, but looped up securely ready for use again.