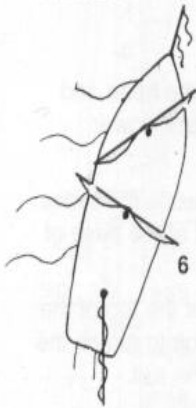
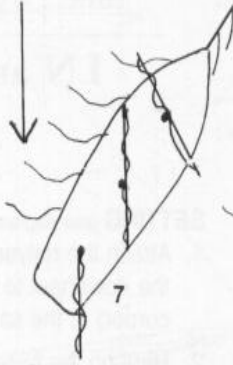


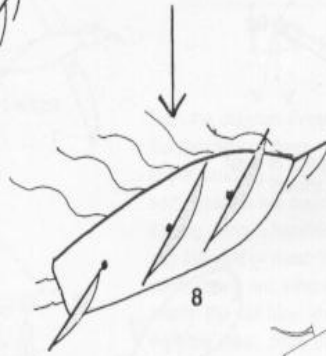
6. Mainsail haul As the ship begins to turn onto the opposite (port) tack, the port main braces are released as far as the other single marks on the ropes, while the starboard main braces are hauled tight. This leaves the square sails on the foremast (foresails) still "aback", and pushing the ship's head to starboard.



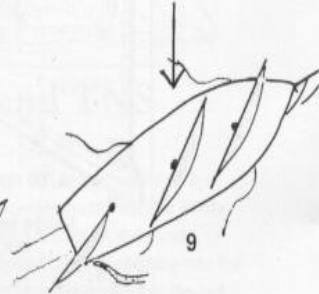
7. Let go and haul The foremast yards are braced to starboard. Headsail and staysail sheets are also sheeted (hauled) in on the starboard side.



8. Set the courses Clewlines and buntlines of both courses are released. Starboard course sheets and port tack ropes are hauled tight.

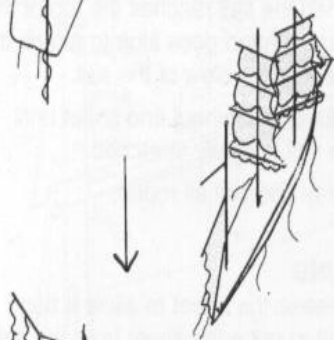


9. Finally, as the ship gathers way on the new (port) tack, all ropes are belayed and coiled.



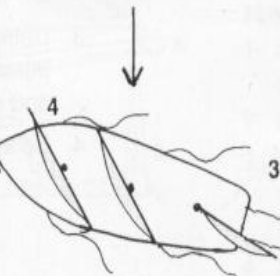
HOW TO TACK SHIP

Since a sailing ship cannot sail directly into the wind, it is necessary to sail a zig-zag course. This is best done by sailing into the wind through 130°. This is called TACKING, and is illustrated on this page, starting below at No. 1 with the ship on the starboard tack.



5. Let go headsail sheets/spanker to windward The jib sheets are released, and the spanker sheet hauled to starboard. This helps to push the stern to port, so the ship turns further into the wind, and the square sails are "aback".

Arrows indicate direction of wind.



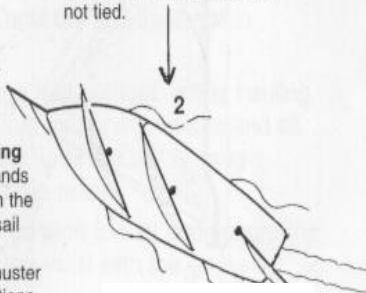
4. Helm's a lee The wheel is turned clockwise to bring the ship's head into the wind (to starboard)

3. Hands to bracing stations Some hands are detailed to man the spanker and headsail (jib) sheets. The remaining hands muster at their bracing stations.

START HERE

1. Standby to tack ship
All hands come on deck

2. Raise tacks and sheets
Tacks and sheets are released; then the courses are clewed up by hauling on buntlines and clewlines, lee (port) side first. Gaskets are not tied.



Max Adams