

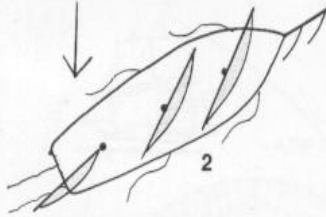
2. Raise main course –
Tacks and sheets are released, clewlines and buntlines are hauled in, to clew up the main course (gaskets are not tied). After releasing the outhauls, the spanker is taken in by hauling on the brails and inhauls.

3. Hands to bracing stations – some hands are detailed to man the headsail (jib) sheets. The remainder muster at bracing stations.

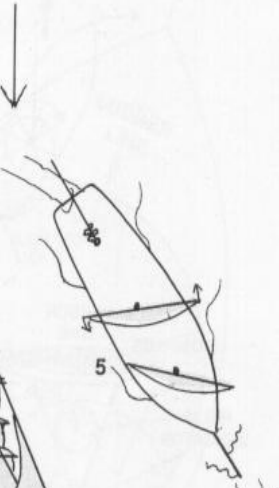
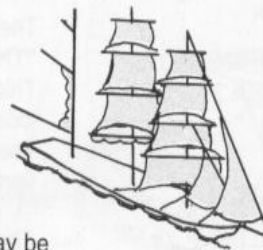
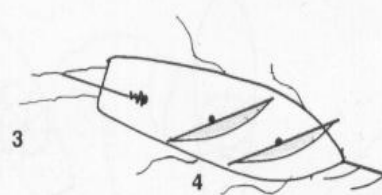
4. Up helm – The wheel is turned clockwise, to turn the ship's head away from the wind (to starboard).

5. Square the main –
As the ship turns, the main braces are trimmed so that the double marks on the ropes on both sides are level with the pin rail.

1. Stand by to wear ship.
All hands on deck.

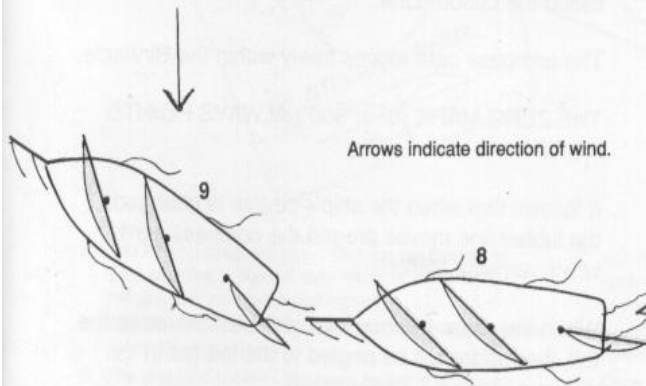


**START
HERE**



HOW TO WEAR SHIP

In strong winds and heavy seas, when tacking may be difficult or dangerous, the ship can be put on the opposite tack, by turning away from the wind through 230°. This requires a lot of sea room, loses a lot of ground, and is therefore seldom used. It is called **WEARING SHIP**, and is illustrated on this page, **starting above at No. 1**, with the ship on the port tack.



6. Round forward – As the ship turns still further to starboard, the wind is now blowing on the starboard quarter; the yards on the foremast are braced to port. The headsails (jibs) are also hauled in (trimmed) on the port side.

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

8. Set Spanker and Course – Release brails and pull on the outhauls; release the main course clewlines and buntlines, and trim tacks and sheets.

7. Brace to port – The ship is now sailing with the wind blowing on the starboard beam, so the yards on the main mast are braced to port.

Max Adams