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Forward

The Californian is owned and operated by the Maritime Museum of San Diego. The Museum establishes all safety and crew qualification standards. This guide is intended to give a basic understanding of the ship and actions required of the crew. Please remember this is a beginner’s guide and many aspects of sailing the Californian including: Gaff Top Sail, gunnery, furling sails, launching of the small boat, furling, and putting the squares in their gear, among other operations, are not included. Ship’s terminology may also be abbreviated, for example: T’Gallant for the Topgallant and Stays’l for the Staysail. Either way is accepted and appropriate but for the purposes of this manual, the full spelling is used.
What is the *Californian*?

The *Californian* is a topsail schooner, launched in 1984, built as a replica of the revenue cutter *C. W. Lawrence*. The *C. W. Lawrence* was a Campbell class brig-rigged Baltimore clipper with raked masts. This design was selected because the Nautical Heritage Society thought it would make an ideal sail training vessel, and it had historical ties to California. No actual plans or drawings for the *C. W. Lawrence* existed, so the plans for her sister ship, the *Joseph Lane*, were used. The two ships shared similar hull lines but the *C. W. Lawrence* was rigged as a brig while the *Joseph Lane* was rigged as a topsail schooner. The *Californian* carries a figurehead of Queen Calafia, namesake of the state of California.

The Nautical Heritage Society was the first owner of the *Californian*. During her time there she participated in numerous tall ship events, transported medical relief supplies, and even was in the movie “Amistad”. In all she traveled over 460,000 miles, but hard financial times fell on the Nautical Heritage Society in 2002 and she was put up for sale.

In 2002, the *Californian* was purchased, and generously donated to the Maritime Museum, by the Hughes and Sheila Potiker Family Foundation. On 3 September 2003, the *Californian* was formally designated the official State Tall ship by the California legislature.
Basic Terminology and Structural Description

Introduction and Orientation

This section presents a few key terms to help orient you to the ship. The drawing below provides general directions aboard ship. Toward the front of the ship is fore or forward; toward the back is aft. If you are facing forward, port is on your left, (as a memory aide port and left have the same number of letters) and starboard on your right. Toward the centerline of the ship is inboard; away from the centerline is outboard. On the centerline is amidships.

Anywhere on the ship closer to the keel than you are is below. Anyone or anything above the ship’s hull is aloft.

The direction the wind is blowing from is called “windward”. The side of the ship that the wind is blowing over is the “windward” or “weather side.” The opposite side is called the “leeward” side.
The Hull

The basic body of the ship, the part that is painted black with the white stripe on it, is called her “hull.” The front is called the “bow’ and the back is called the “stern.” There is a deck that spans most of the entire length of the hull that is called the “Main Deck.” The raised deck up at the bow is called the “Foredeck.” The raised deck near the stern is called the “Quarterdeck.” The Captain steers the boat from the “Cockpit.” On the Main Deck, the sides of the hull raise up to form bulwarks.

Spars

Spars are collectively all the masts, yards, gaffs, and booms. There are two vertical masts, a Foremast and a Mainmast. The Foremast and Mainmast also have a Gaff (Upper) and Boom (lower) aligned fore and aft on which the Foresail and Mainsail are bent. The spar at the bow of the ship, the Jib Boom, carries the stays that support the Foremast and are also used to set the Staysail and the Inner and Outer Jibs. There are three horizontal yards on the Foremast above the Gaff and Boom, which are used to set the two square sails that give the “Topsail” to topsail schooner.

Basic Rigging

There are two types of rigging: standing and running. Standing rigging consists of stationary lines that support the masts and the jib boom. These are usually the lines that are black or bare wire cable. Running rigging are the lines that move in order to perform various actions.
Standing Rigging

The three most common types of standing rigging are the shrouds, forestays and backstays. Shrouds support the mast athwartship. Several lead to the side and back from each mast and attach to the bulwarks on each side of the ship. The Foremast also has Topmast shrouds attached to the Cross Trees. All shrouds have ratlines, and battens to help form a ladder to lay aloft. Stays support the mast fore and aft. Each yard has footropes that hang below them so a crewmember can lay out on the yard to tend the sails.

Running Rigging

The running rigging is handled on deck. The lines lead aloft through various blocks or fairleads and are fixed to what they control. Frequently, lines are arranged in pairs that work in opposition to each other. One line pulls in one direction while another line pulls in the opposite way. Before you start hauling away on a line, you can save yourself a lot of time and effort (and possible damage to the ship) if you make sure the line on the other end is eased or cast off.

Lines that Control the Yards and Gaffs

The lines that are used to hoist the sails are called “Halyards.” There are two each for the Fore and Main sails. One for the Throat, (on the gaff near the mast) and one for the Peak, (at the aft end of the gaff) which are hauled at the same time to raise their sails. The Topsail and Topgallant Halyards raise their respective yards. The Staysail, Inner Jib, and Outer Jib Halyards attach directly to their sails. The yards pivot around the Foremast so they can be braced correctly. The lines that control this are called “Braces.”
Lines That Control the Sails

The Foremast carries two square sails, which are attached to their yards. When set, each square sail is sheeted to the yard below it by hauling away the “Sheets” attached to “Clews”. There is a port and starboard sheet for each square sail. Each square sail also has a pair of “Clewlines” and “Buntlines” that work in opposition to the sheets, to clew the sail up to its yard. The Topsail also has a “Reefline” to reduce sail area. The Staysail, Jibs, Fore and Main Booms also have “Sheets”, which are used to trim the sail. The Staysail and Jibs also have “Downhauls” which function in opposition to their respective halyards, and are used when dousing the sail.
Where is Everything?
Sail Plan
Here are the names and locations of the sails.

1: Outer Jib   (Outer)
2: Inner Jib   (Inner)
3: Staysail    (Stays’l)
4: Foresail    (Fores’l)
5: Mainsail    (Mains’l)
6: Topsail     (Tops’l)
7: Topgallant  (T’gallant)

There is a Gaff Top sail above the Mainsail, but it is rarely flown so it is not included.
Spars and Yards
Here are the names and locations of the spars and yards.

1. Jib Boom
2. Dolphin Striker
3. Bowsprit
4. Fore Lower Mast
5. Fore Top Mast
6. Foresail Boom
7. Foresail Gaff
8. Main Lower Mast
9. Main Top Mast
10. Mainsail Boom
11. Mainsail Gaff
12. Fore (Course) Yard
13. Topsail Yard
14. Topgallant Yard
1. Empty
2. Inner Jib Downhaul
3. Empty
4. Outer Jib Tack Pendant
5. Outer Jib Downhaul
6. Staysail Downhaul
7. Anchor Windless
8. Foredeck
1. Topsail Sheet
2. Topsail Clewline
3. Topsail Buntline and Reefline (Reefline has a larger diameter)
4. Topgallant Sheet
5. Topgallant Buntline and Clewline (Buntline has leather tab)
6. Foresail 1st Reef Outhaul
7. Foresail 2nd Reef Downhaul
8. Course Yard Lift
Port Foremast Fife Rail

1. Topsail Sheet
2. Topsail Clew Line
3. Topsail Buntline and Reefline (Reefline has a larger diameter)
4. Topgallant Sheet
5. Topgallant Buntline and Clewline (Buntline has a leather tab)
6. Foresail 2nd Reef Outhaul
7. Foresail 1st Reef Downhaul
8. Course Yard Lift
Starboard Foremast Pin Rail, In Port

1. Inner Jib Sheet
2. Staysail Halyard
3. Outer Jib Halyard
4. Empty
5. Fore Boom Topping Lift
6. Foresail Peak Halyard Jigger
7. Foresail Throat Halyard
8. Topgallant Yard Halyard
9. In Port Storage of Staysail Sheet on Sheer Pole (Clove hitch)
Starboard Foremast Pin Rail, Underway

1. Inner Jib Sheet Anchor Point (Bowline knot)
2. Inner Jib Sheet Turning Block (Rigged from block to pin)
3. Staysail Halyard Ballantined
4. Outer Jib Halyard Ballantined
5. Foresail Throat Halyard Ballantined
6. Topgallant Halyard Coiled
Port Foremast Pin Rail, In Port

1. Inner Jib Sheet
2. Inner Jib Halyard
3. Staysail Jigger
4. Anchor Burton
5. Fore Boom Topping Lift
6. Foresail Throat Halyard Jigger
7. Foresail Peak Halyard
8. Topsail Halyard
9. In port storage of Port Staysail Sheet on Sheer Pole (Clove Hitch)
10. Mooring Line #1
1. Inner Jib Sheet anchor point (Bowline knot)
2. Inner Sheet Turning Block
3. Inner Jib Sheet Coiled
4. Inner Jib Halyard Ballantined
5. Foresail Peak Halyard Ballantined
6. Topsail Yard Halyard Coiled (Can be ballantined)
7. Staysail Preventer Anchor Point
8. Staysail Preventer rigged under hook
9. Staysail Preventer coiled
Starboard Amidships in port, Rigged to get Underway

1. Topsail Halyard Anchor Point
2. Fore Gaff Vang made fast
3. Tampion (Wooden Plug) in starboard forward gun barrel
4. Starboard forward gun
5. Fore Gaff Vang pendant block
6. Foresail Preventer keval cleat
7. Main Preventer keval cleat
8. Starboard aft gun
1. Port aft gun
2. Mooring Line #3
3. Gangway (Gets pulled back when underway)
4. Steps (Stay on the barge when underway)
5. Mooring line #2
6. Port forward gun
1. Outer Jib Sheet (Also stored on Sheer Pole and pin removed between sailings)
2. Gantline
3. Main Boom Quarter Lift
4. Mainsail Throat Halyard Jigger
5. Mainsail Peak Halyard
6. Main Preventer pendant storage while in port
7. Running Backstay
Starboard Mainmast Pin Rail, Underway

1. Outer Jib Sheet anchor point tie on shroud deadeye (round turn, Bowline knot, outside lifeline)
2. Outer Jib Sheet made fast under rail and behind pin
3. Outer Jib Sheet coiled
4. Main Peak Halyard Ballantined
5. Starboard aft gun
1. Outer Jib Sheet (Pin removed in port)
2. Empty (Pin removed in port)
3. Main Boom Quarter Lift
4. Mainsail Peak Halyard Jigger
5. Mainsail Throat Halyard
6. In port storage of Outer Jib Sheet on Sheer Pole
7. After Burton
8. Running Backstay
9. Main Preventer pendant stored in port
1. Fire Station hose “On” button (“Off” does not work)
2. Main Throat Halyard Ballantined
3. Outer Jib Sheet coiled
4. Outer Jib Sheet anchor point on shroud deadeye (round turn, bowline knot, outside lifeline)
5. Outer Jib Sheet made fast under rail and behind pin.
6. Port aft gun
1. Foresail Sheet
2. Course Yard (Fore Yard) Brace
3. Topsail (bigger line) and Topgallant (smaller line) Braces
4. Mainsail 1st Reef Outhaul
5. Mainsail 2nd Reef Downhaul
6. Shore power Electrical plug
7. Halon fire prevention for engine room (Captain’s order only)
8. Emergency engine fuel shutoff (Captain’s order only)
9. Engine Room (fire hose On/Off button inside)
10. Crew’s cold drink ice chest
1. Foresail Sheet
2. Course Yard (Fore Yard) Brace
3. Topsail (bigger line) and Topgallant (smaller line) Braces
4. Mainsail 2nd Reef Outhaul
5. Mainsail 1st Reef Downhaul
6. Ships Bell
7. Saloon
8. Fire Station 2 Hose
9. Flag Halyard faked out in preparation for setting the Mainsail
Starboard Cockpit

1. Starboard Swivel Gun
2. Life Ring (stored while in port in Starboard Aft Quarterlocker)
3. Starboard Quarterlocker
4. EPIRB unit
5. Quarter Tackle
6. Boat Fall
7. Mainsail Sheet
8. Helm
9. Compass
Port Cockpit

1. Mainsail Sheet
2. Boat Fall
3. Quarter Tackle
4. Port Quarterlocker
5. Life Ring
6. Mooring Line 4 draped over Port Swivel Gun
7. Quarterdeck
8. Navigation Station (Captain’s and Mate’s Berth)
Prepare the *Californian* to get Underway

Setting up the Deck

It is required that crewmembers arrive one hour prior to the scheduled departure time to help get the *Californian* ready to sail. Depending on what type of sail has been planned you may or may not have to do all of the following. Check with the First Mate.

1. Put the headsails (Staysail, Inner and Outer Jib) in their gear.
2. Rig the Staysail, Inner and Outer Jib Sheets.
3. Rig the Fore Gaff Vang lines. (page 15)
4. Rig the Starboard Main Preventer pendant.
5. Get the Life Rings with the lights and hang them.
6. Install the ship’s bell clapper.
7. Take the gaskets off the Fore and Main Sails.
8. For OAS replace the hatches with the holes under the Forecastle with the solid hatches.
9. Stock the ice chest with drinks and ice for the crew and place on the quarterdeck next to the engine room hatch.
10. Disconnect and stow the electrical shore power cable on the barge *when ordered by the Captain or First Mate*.
11. Place the firefighting ax in its spot on the forward bulkhead of the quarterdeck behind the Main Mast.
12. Untie the engine room vent cover on the starboard quarterdeck.
13. Untie the cover on the starboard galley air intake to make the foam plugs accessible.
14. Take the covers off the ends of the gun barrels and install the Tampion plugs.
15. Fake out the flag halyard (page 20, #9)
16. Unlock the PFD lockers.
17. Rig the Steaming Cone.
18. Install EPIRB device on the Starboard Quarterlocker.
19. Prep the small boat on the stern.

**Muster**

The chain of command runs from Captain to First Mate to crew. After the deck has been prepared the First Mate will call the crew together for a muster. During this muster you will be informed of any expectations or news. The First Mate will give you at least one or more of the following assignments:

1. Staysail
2. Inner Jib Sheet
3. Outer Jib Sheet
4. Braces
5. Line Captains (Belay person selected by Line Captain)
6. Mooring Lines
7. Aloft assignments
8. Small boat coxswain and crew.

The Captain will usually also address the crew and inform you of their expectations and news you need to know.
Captain’s Briefing

After muster the Captain will allow the boarding of our passengers. A passenger count will be taken as they board so we know how many are present in case of an emergency and to see if all booked passengers have arrived. The Captain will give a Coast Guard mandated safety briefing and a basic rundown on what the passengers can expect to look forward to.
# Underway Commands

<table>
<thead>
<tr>
<th>Captain</th>
<th>First Mate</th>
<th>Crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hands to stations for getting underway</td>
<td>Hands to stations for getting underway</td>
<td>Assigned crew to mooring lines</td>
</tr>
</tbody>
</table>
| Captain will call for lines as necessary  
Take in line "X" | Observing to ensure all commands are repeated and carried out | Mooring lines are taken to the manned and ready position  
At that point crewman announces "Line X manned and ready" |
|  |  | Crewman assigned to that line repeats command  
Crewman announces "Line X onboard" |
|  |  | All lines on board ship underway-clearing dock  
Stow mooring lines |

28
<table>
<thead>
<tr>
<th>Captain</th>
<th>First Mate</th>
<th>Crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hands to set sail</td>
<td>Hands to set sail</td>
<td>Line Captains to their line, ensure all</td>
</tr>
<tr>
<td></td>
<td>Man the Mainsail gear</td>
<td>downhauls and outhauls are thrown off.</td>
</tr>
<tr>
<td></td>
<td>On the Main/Fore</td>
<td>Crew to ready lines and man the</td>
</tr>
<tr>
<td></td>
<td>Ease the Peak</td>
<td>Halyards. When ready the Line Captain</td>
</tr>
<tr>
<td></td>
<td></td>
<td>will announce</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Peak/Throat halyard manned and ready</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Line Captain on the Peak Halyard calls</td>
</tr>
<tr>
<td></td>
<td></td>
<td>On the Peak Easy Up</td>
</tr>
</tbody>
</table>

All lines coiled
Lines 1 and 4 stored at station. Lines 2 and 4 carried forward and stowed
With peak eased
button is released
Button is cleared
On the Main/Fore
haul
away the halyards
Monitors the entire
evolution gives
additional commands
as necessary
(I.E. Easy on the Peak
Hold the Peak)
When Throat is in the
proper position the
command:
That's well the Throat
Make it fast

Line Captains and
crew begin hauling
the halyards
Line Captains monitor
the progress of their
portion of the sail

Hauling crew on the
Throat will hold the
line. Line Captain will
give the following
Commands:
Hold the Throat
On the Throat,
Stoppers passed,
easy up
Stoppers holding,
Up behind
<table>
<thead>
<tr>
<th>Captain</th>
<th>First Mate</th>
<th>Crew</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Man the Staysail Gear</strong></td>
<td></td>
<td><strong>Assigned Line Captain mans the Halyard, crew assigned the sheet(s) will man the sheet(s) available</strong></td>
</tr>
</tbody>
</table>

*Same command is repeated for the Peak Halyard*

*Halyard is now belayed*

*Throat/Peak Halyard is now fast*

*Man the Foresail gear*

*Previous commands and actions are repeated for the Foresail*

*Actions and commands are repeated for the Peak Halyard*

*Previous commands and actions are repeated for the Foresail*
crew will man the Halyard and Downhaul. All will report when manned and ready
Halyard/Sheet/Downhaul manned and ready

Observing and ensuring all is ready
When all is ready
On the Staysail/Inner/Outer. Ease the Downhaul, haul away the Halyard, tend the sheets

Final hauling is at the pin. The line is swayed
Take the Halyard to the pin and sway it up
When sail is set
That's well the Halyard. Make it fast

Line Captain and crew haul away at the Halyard. Final hauling is at the pin the line is swayed

Halyard is belayed
Line captain announces
Halyards all fast
<p>| Once Halyard is fast Call for hands to trim sails | Crew will haul until sails trimmed |
| Hands to (name of) sheet | crew assigned the sheet belays sheet and announces <strong>Sheet's all fast</strong> |
| <strong>That's well, make it fast</strong> | Previous commands and actions are repeated for the remaining Headsails |
| <strong>Sails set and trimmed per Captains instructions</strong> | <strong>Previous commands and actions are repeated for the remaining Headsails</strong> |
| <strong>Clean up the deck</strong> | <strong>All lines are coiled and hung as necessary</strong> |</p>
<table>
<thead>
<tr>
<th>Captain</th>
<th>First Mate</th>
<th>Crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>Put the Squares in their gear</td>
<td>Topmen lay aloft</td>
<td>Crew lays aloft, when all is ready</td>
</tr>
<tr>
<td></td>
<td>Put the Squares in their gear</td>
<td>starboard Topgallant crewman calls</td>
</tr>
<tr>
<td>Set the Squares (Topsails)</td>
<td>(Wind direction may require bracing prior to setting sail. Bracing described later)</td>
<td>On the Fore let fall</td>
</tr>
<tr>
<td></td>
<td>Hands to set sail man the Topsail/Topgallant gear</td>
<td>If Topsail only the command is</td>
</tr>
<tr>
<td></td>
<td></td>
<td>On the Topsail let fall</td>
</tr>
</tbody>
</table>

Crewman assigned

Staysail sheet is calling when rail is manned and ready.

Crew assigned Inner Sheet report to Topsail/Topgallant Sheets. Outer crew
reports to Clews, Bunts, and Reeflines. 
Brace crew reports to Halyard minus 1 to tend Braces.
Fiferail manned and ready

On the Topsail/Topgallant ease clews bunts (Reeflines)
Sheet home

That's well. Make fast the Sheets

On the Topsail/Topgallant tend clews bunts (& Leechlines)
Haul away the Halyard Tend the Braces

Take the Halyard to the pin. Sway it up
When set
That's well the Halyard Make it fast

As instructed by Mate

Sheets are all fast

When the Halyard is fast
Halyard fast
Man the Braces
(State hauling and easing side i.e. hauling port, easing starboard)

Crew assigned to braces takes brace-line down to manned and ready position and announces
Braces Manned and Ready

On the Fore
Let go and Haul

Braces are hauled with the Course Yard leading and all others following
<table>
<thead>
<tr>
<th>Captain</th>
<th>First Mate</th>
<th>Crew</th>
</tr>
</thead>
</table>
| **Ready About** | **Ready About**<br>
*Observe and verify all is ready. When all lines are manned and ready advise Captain ready forward* | **Crew moves to assigned lines and calls out**
*(Name of Line)*
**Manned and Ready** |
| **Helm's Alee** | **Ease Headsails**<br>
*Closely monitor At the appropriate time the headsails begin to back*
**Back Staysail**
**Back Inner and Outer**
*Monitors ships movement, headsails and flag*
**Cross the Headsails**
*At the appropriate time the braces are crossed over as described previously*
**Tack the Lifts** | **Headsail sheets eased**
**Headsails backed as directed**
**Headsails crossed as directed**
**Weather lift is brought into its position**
*(Fore marks, Main to Baton)* Lee braces eased |
<table>
<thead>
<tr>
<th>Captain</th>
<th>First Mate</th>
<th>Crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wear-O</td>
<td><strong>Hands to Wear Ship</strong>&lt;br&gt;Observe and verify all is ready. When all lines are manned and ready advise Captain ready forward May require assistance for Main Sheet Braces are swung to follow the wind Commands are issued as POINTS or to SQUARE</td>
<td>Crew moves to assigned lines and calls out <em>(Name of Line)</em> Manned and Ready</td>
</tr>
<tr>
<td></td>
<td><strong>Tack the Lifts</strong></td>
<td>Braces as hauled in small increments to follow the wind Commands are issued as POINTS or to SQUARE Headsails as directed by Mate As above</td>
</tr>
<tr>
<td>Captain</td>
<td>First Mate</td>
<td>Crew</td>
</tr>
<tr>
<td>---------</td>
<td>------------</td>
<td>------</td>
</tr>
</tbody>
</table>
| Hands to Take Sail  
(Squares) | Hands to take sail  
Man the Topsail and  
Topgallant gear  
Observe and verify all is ready | Crew moves to assigned lines and calls out  
(Name of Line)  
Manned and Ready  
Dousing Topgallant crew assigned Inners mans the Topgallant Sheets. Outer crew mans the bunts and clews |
| On the Topsail/Topgallant Clew down | | Brace crewman eases the Halyard on the pin to lower the yard until the yard is in it's lift crewman announces Topgallant/Topsail in its Lift |
| On the Topgallant/Topsail cast off the Sheets | | |
Sheets are taken off the pin and tended
Sheets Off

Clew Up

Clews are hauled up

Bunt Up

Bunts hauled
Dousing Topsail
Crewman assigned the Staysail mans the Topsail Sheets. Inner crew mans the Reeflines and Buntlines
Outer crew mans the Clews As the Topsail is clewed down the reeflines are hauled

Man the Inner/Outer/Staysail Gear

Observe and verify all is ready

Crew assigned to Inner/Outer/Staysail report to assigned lines. Line Captains to Halyards. Rest of crew to Downhauls
Announce Manned and Ready for each line
<table>
<thead>
<tr>
<th>On the Inner/Outer/Staysail ease the Halyard, haul away the Downhaul(s), tend the Sheets</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>As directed by Mate</strong></td>
</tr>
<tr>
<td><em>When sail(s) is doused the downhauls are made fast and called out</em></td>
</tr>
<tr>
<td><strong>Downhauls Fast</strong></td>
</tr>
<tr>
<td><em>Line Captain makes fast the Halyard once Downhaul is all fast</em></td>
</tr>
<tr>
<td><strong>Commands repeated for all headsails</strong></td>
</tr>
<tr>
<td><strong>Rig Gaskets on the Fore and Main</strong></td>
</tr>
<tr>
<td><strong>Man the Foresail/Mainsail gear</strong></td>
</tr>
<tr>
<td><em>Observe and verify all is ready</em></td>
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<tr>
<td><strong>Same procedure for all Headsails</strong></td>
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<tr>
<td><strong>Crew passes gaskets as directed</strong></td>
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<tr>
<td><strong>Line Captains to the Halyards rest of the crew mans the Downhauls,</strong></td>
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</tbody>
</table>
During Docking the Captain gives commands directly to crew on mooring lines

Outhauls and positions along the boom to flake the sail (to starboard first) All reeflines tucked into Hind

When sail is doused button is passed
Button is passed
Take a strain on the Peak

Before dousing the Mainsail Ensign is lowered

Line Captain takes a strain on the Peak Halyard

Rig Mooring Lines
Observe and verify all is as Captain directs
Check alignment of boarding ladder

Crew assigned to mooring line rigs and stands by for commands
Mooring Line crew shall repeat all commands