



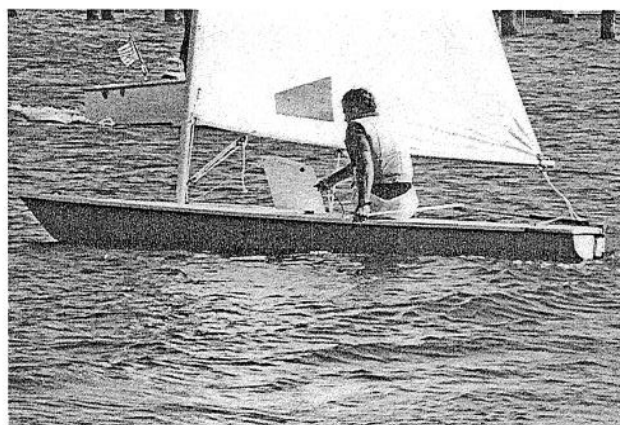
7-15A. Laser roll-jibing sequence. Sailing on a dead run, the boat is heeled to weather as the tiller is put over.



7-15B. As the stern passes through the wind, the tiller is pushed to weather and the sheet is jerked hard.



7-15C. As the sail jibes, the sailor ducks under and begins to bear off.



7-15D. The sailor continues to bear off. Note the correct position of the tiller behind the sailor's back.



7-15E. The Laser is heeled to weather on a run. The Cunningham and clew outhaul should now be eased to get more draft in the sail.

luffing. Try to sail with the telltales streaming directly aft. If the leeward luff yarns are hanging down or twirling, the sail is stalled, and you can point higher or else ease the sheet; if the windward yarns

are twirling, the sail is luffing and you should bear off or perhaps trim in slightly. As said earlier, luff yarns are also effective on jibs, but they are usually located farther forward, perhaps a foot or less abaft the luff, because there is no mast forward of the sail to disturb the air flow (see figure 5-6). It is also helpful to attach ribbons to the ends of the upper battens as described in the section on 420s.

- Some Laser sailors mount wind direction indicators (a feather or Windex vane) atop the mast or on the bow. If the Windex is on the mast, care must be taken not to make any holes that would allow the mast to fill with water and thereby encourage the boat to turn turtle in the event of a capsize.

J-24 class

Since the third edition of this book, the Naval Academy has acquired a small fleet of J-24s. Said to be the most popular one-design keel boat in the