



## Chesapeake Tartan 30 Association

### REEFING SETUP\*

**Q:** I'm trying to figure out how the reefing system on *Aja* is supposed to be set up. I have the blocks/eye straps on the boom, but have never seen a similar setup on a T-30. Also, where does the reefing hook at the tack attach to on the boom? My boom has a roller furling setup too, but the fitting at the mast where I think the reef hook might go is facing towards the deck. Anybody give me some pointers? Dave Alexander, *Aja*, #201

**A:** I'm not sure what the boom looks like on hull 201. On early T-30s the boom was round, and they were intended to use *roller* reefing, which was popular at that time. Later, *slab* reefing came into favor. By 1975, on my boat (#282) the boom was still free to rotate, but it was oval in section, and Tartan stated (in the brief Owner's Manual) that the boat was equipped for "Jiffy" reefing the mainsail — this was also known as "California," "Slab," and "Quick" reefing.

I don't remember just *how* my boat was "equipped" for slab reefing. I'm sure it didn't have reefing hooks at the forward end of the boom because I added them later. Neither did it have blocks on the side of the boom for the leech reefing lines, because I added them, too. I guess the idea was to slack the halyard, then *tie* a line through the luff & leech reefing grommets and around the boom, then tighten up the halyard. Pretty primitive!

At the forward end of my boom (on top of the gooseneck, at the end of the track for the sail foot) there are a pair of "ears" with a bolt through them holding on a U-shaped shackle (maybe two inches high). The tack of the mainsail is held by this shackle. What I did was to replace the original bolt with a longer one. Then I had a pair of reefing hooks custom made with small plates having holes for the bolt. These reefing hooks are attached outside the shackle that holds the sail tack. Reef lines run from near the aft end of the boom up through each of the reef grommets in the sail leach, then down to blocks on the boom, then forward through eye straps (to keep them neat) to cam cleats mounted on the side of the boom. To reef, slack the halyard to a mark (that you've cleverly made on the halyard), hook the appropriate luff grommet through the reef hook, tighten up the halyard, then pull on the leach reef line (through the cam cleat) until its leach grommet is down close to the boom, and you're done. The second reef is done the same way, on top of the first. If the loose sail flopping around bothers you, you can put a couple of light ties around the boom to contain it, but you *must* remember to take them out before shaking out the reef, or you'll tear the sail.

If we ever need a *third* reef, we drop all sails and go below for grog.

Occasionally I've heard of a T-30 where the "ears" I mentioned above were on the *bottom* of the boom gooseneck. I'm not sure why, unless it was for a boom downhaul, which could be used instead of a cunningham to adjust luff tension, but *only* if the boom was free to move up and down in the sail track on the mast. That used to be a common setup, especially on boats smaller than the T-30. But my boom gooseneck (and others I've seen) is solidly bolted into the mast, and cannot move up and down.

Recently I "improved" my reefing setup when I went to a full-battened mainsail with the main halyard run back to the cockpit. I installed a single-line first reef. The line runs from the aft end of the boom up through the leach grommet, then down to a block on the other side of the boom, then forward inside the boom to a block near the front of the boom, up through the luff grommet, then down to a block on the cabin roof and back to the cockpit. Just slack the halyard (without leaving the cockpit), haul on the single reefing line until everything's tight (and it's held by a cam cleat), then haul up on the halyard and you're done. I didn't do this for the second reef because it would have added just too much "spaghetti" and would be too easy to foul.

Note that either reefing setup that I've used is not the only way to do it. And owners who have bought a used T-30 might find almost any kind of setup in place when they get it. Brad Armendt, *Emprise*, #282

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