



# **PORT ARTHUR YACHT CLUB**



## **SAILING INSTRUCTIONS**

## **PAYC RACING PROGRAM**



**01/01/06 edition:rdh**  
**<http://payc.us/racing.htm>**

## **1. RULES**

1.1 All boats that are sailing in or near the racing area and intend to race, are racing, or have been racing shall be governed by the 2005-2008 edition of The Racing Rules of Sailing (RRS), US SAILING, as subsequently amended, and/or as modified herein or as altered by the Race Committee instructions for a particular event where permitted by the RRS.

1.2 RRS, Part 1- Fundamental Rules, apply at all times.

1.3 RRS, Appendix J- Notice of Race and Sailing Instructions need not be strictly followed. The Race Committee may in its discretion utilize simplified Sailing Instructions suitable for the events.

## **2. CLASSES**

2.1 Racing competition shall be comprised of four (4) classes:

A) Racing Class- Experienced racing skippers with monohull boats (non-dinghy) in racing condition are encouraged to compete in the racing fleet. As a general rule a monohull with a PHRF base rating of 200 or below will be assigned to the Racing Class, unless the skipper lacks racing experience with a spinnaker. Boats with a PHRF base rating of above 200 may be assigned to the Racing Class by the Handicapping Committee based on the boats proven performance and/or the skipper's racing experience with a spinnaker.

B) Cruiser Class - This fleet is basically for: (1) skippers who lack experience in competitive racing; (2) skippers who have marginal racing experience, but without spinnaker; and/or (3) cruiser-type boats that are not in racing condition. Generally, boats with a PHRF base rating above 200 will be assigned to the Cruiser Class unless the skipper is a seasoned racer.

C) Multi-Hull Class - Catamarans and trimarans will compete in this class; and

D) Dinghy Class - Thistles, Vanguard 15s, Lasers, and other open cockpit boats will compete in this class.

2.2 The Handicapping Committee will have the responsibility of assigning each boat to the appropriate class on an annual basis, giving consideration to the boat type, the skipper's experience in competitive sailing, the boats performance and other factors deemed relevant by the Handicapping Committee.

2.3 It takes two (2) starting boats in a class to constitute a race. A boat desiring to race when there is not another boat in its class to make a race, may race with another class; provided that the boat racing outside of its class shall not place in the race but shall receive

the same number of points as the last place boat in the race, which shall be calculated towards trophy eligibility.

### **3. ELIGIBILITY AND ENTRY**

3.1 Any PAYC member may enter his/her boat in all racing events in the class assigned to the boat by the Handicapping Committee, provided that the boat qualifies for a PHRF or Portsmouth rating and all safety regulations are met.

3.2 A racing boat that does not comply with RRS 1.2 (Life-saving Equipment and Personal Buoyancy) and with U.S. Coast Guard safety requirements for the boat is disqualified.

3.3 Racing events may be opened to non-PAYC skippers by invitation of the Race Committee, provided the non-PAYC boat qualifies for a rating and class and all safety requirements are met. A non-PAYC boat is not eligible for an award or place in the finish of the other competing boats. However, the non-PAYC boat shall be scored as a competing boat for purposes of calculating the points for the PAYC boats in the race.

3.4 A PAYC member owning more than one boat in a class shall select the one boat he/she will race for the year. Boat hopping is prohibited within a class.

3.5 Except as specifically provided hereinbelow, all racing boats shall comply with the following safety requirements. Boats not in compliance shall be disqualified.

A) An anchor and line suitable for the boat in the race conditions must be on board. This does not apply to boats in the Multi-Hull Class and Dinghy Class, unless required by its Class rules;

B) Each boat shall carry a motor and fuel on board sufficient for motoring to the race course and to ensure a safe return to the PAYC basin. The motor, whether inboard or outboard, shall be capable of driving the boat at 90% of hull speed in flat water. These requirements do not apply to boats in the Dinghy Class or Multi-Hull Class, unless required by its Class rules. This minimum requirement for eligibility does not preempt the PHRF handicapping assumptions in 5.5(H) nor its application in 5.6(J) and 5.10; and

C) Life jackets or personal buoyancy must be worn by skipper and crew when prescribed at the skippers' meeting or when a life jacket or code Y flag is hoisted by the Race Committee boat; provided, life jackets or personal buoyancy must be worn by skipper and crew during night races and dinghy races. It is the responsibility of the skipper and crew to wear life jackets or adequate personal buoyancy when conditions warrant, whether or not the Race Committee requires them.

3.6 A boat enters a race by being registered on the sign-up sheet at the skippers' meeting or by ranking as a starter on the course. All skippers must check in with the Race Committee boat on the water as soon as possible.

3.7 A skipper's entry in a race shall constitute his/her certification that:

A) his/her boat is in full compliance with all safety regulations;

B) he/she has a working knowledge of the Racing Rules of Sailing and the Class Rules; and

C) he/she is fully knowledgeable of and capable of handling the risks of competitive sailing.

3.8 In open and invitational regattas the skipper must file an entry form and pay the prescribed entry fee not later than the deadline prescribed in the Sailing Instructions for the event.

#### **4. SCHEDULE OF RACES**

4.1 The Race Committee will, at the beginning of each year, post the planned schedule of races and times for the skipper's meetings on the bulletin board in the PAYC Club House. The schedule of races is subject to revision by the Race Committee.

4.2 Any change to the race schedule must be posted for two weeks on the bulletin board or in the "Mainsheet" before the change takes effect.

#### **5. PHRF RATING**

5.1 Each boat in the Cruiser Class and Racing Class will race under her current PHRF rating assigned by the Handicapping Committee. A copy of the current PHRF ratings will be posted on the bulletin board in the PAYC Club House.

5.2 PHRF ratings are initially and customarily based upon current US SAILING – PHRF Handicaps, taking the average rating of all fleets having up to one season of experience. The average rating will be calculated by multiplying the number of boats in fleet times the rating. Then total the ratings, total the boats, and divide the total ratings by the total boats. Where a PHRF rating for a particular class boat, such as the J-Boats, is widely known, it will be used in the PAYC fleet.

5.3 When a skipper enters a race for the first time and there is no rating listed for that boat, a temporary ("off-the-cuff") rating will be assigned by the Handicapping Committee, or by one or more of the members of the Handicapping Committee present, or by the Race Committee Chairman, in that order.

5.4 The intention is that at the warning signal all boats will have an equal chance to win. The customary procedure for handicapping a boat in PHRF shall not preclude the Handicapping Committee from issuing a local handicap different from the norm based upon other evidence, including but not limited to, the following:

- A) opinions of handicappers;
- B) opinions of competitors;
- C) opinions of skipper/owner;
- D) observation of comparative speeds of boats with known ratings; and
- E) performance from race results.

5.5 PHRF base ratings are based on an unmodified standard boat with standard rigs and conform to the following assumptions:

- A) has external ballasted keel as designed; or a retractable keel, or a retractable ballasted dagger-board; or ballasted inside the hull plus a dagger board;
- B) has displacement as designed;
- C) has I, J, P and E dimensions as designed;
- D) has a largest jib with  $LP = 150$  to  $155\%$  of J;
- E) has a mainsail with standard P and E;
- F) has a largest spinnaker with  $G = 180\%$  of J and  $LL = I$ ;
- G) has a spinnaker pole of length = J;
- H) if the boat has an outboard engine, it is installed on a permanent mounting, permanently connected to securely fastened fuel tanks, completely retracted but ready for instant immersion;
- I) has inside and outside equipment required by the U.S. Coast Guard and also equipment intended by the manufacturer. This may include all or part of the following: head, sink, stoves, ice box, navigation desk, berths, lockers, shelves, drawers, tables, doors, curtains, instruments, fire extinguishers, fuel and water tanks, ground tackle, lifelines, pulpits, life preservers, emergency signaling equipment, self-draining cockpits, and cabins; and
- J) the hull and appendages are unmodified.

5.6 Upon application made to and approved by the Handicapping Committee, the following variables from the base rating may be applied to derive a “corrected” rating:

- A) Non-standard size mainsail, spinnaker, or genoa: +/- 3 per 5% of variance

- B) Carbon fiber mast: -3;
- C) Rudder modification: -3;
- D) Keel modification: +/- 3;
- E) Non-retractable motor with fixed, blade propeller: +3;
- F) Spinnaker pole longer than "J": -3 per 3% increase;
- G) Roller-furling genoa: +/-3 per 5% of variance from standard 150 to 155% genoa;
- H) Immersed outboard: +6;
- I) Outboard not mounted, connected and ready for immersion: -3;
- J) Whisker pole length longer than the distance from vertical centerline of forward face of mast to center of clew cringle (or D ring of clew) of the jib to which pole is attached, measured in a direction perpendicular to the vertical centerline of the forward face of the mast: -3; and
- K) Rating adjustments for other non-standard sails, rigging and/or equipment or for boats that do not conform to the PHRF assumptions in 5.5 will be made by the Handicapping Committee based upon standard PHRF procedures and rating rules.

5.7 A boat racing without a spinnaker may add 10 to its base or corrected rating to obtain its non-spinnaker rating.

5.8 The Handicapping Committee may at any time assign a corrected rating to a boat observed or known to be racing with a variance as set forth above. Skippers are required to report prior to entering a race known variance which would lower his/her boat's PHRF Rating. Skippers may request a corrected rating by providing the Handicapping Committee with two weeks written notice of the specific variance.

5.9 Boats identified as One Design Rig (ODR) classes, may have standard rigs which do not conform to the base handicap assumptions. A boat conforming to its ODR class shall not be further penalized for a variance that is allowed under its ODR class rule configuration, e.g. over length spinnaker pole on a J-30.

5.10 Boats racing with sails or equipment which would lower the handicap for which it is rated are subject to protest by competitors and/or the Race Committee. A violation shall result in a disqualification (DSQ) from the race in which the violation occurred.

## **6. TIME ON TIME SCORING**

6.1 The TOT Time Correction Factor (TCF) is:

$$\text{TCF} = \frac{\text{A}}{\text{B} + \text{PHRF}}$$

6.2 The denominator, B + PHRF, is the number of seconds it takes to sail a nautical mile. These factors will be used:

<u>B Factor</u>	<u>When Used</u>
480	Heavy air or off wind
550	“Average” conditions
650	Very light and/or all windward work

(US Sailing, Time on Time Scoring in PHRF; John Collins)

6.3 The numerator in the TCF formula is selected so that the middle of the fleet is about 1.000. PHRF rating 174 has been selected for this purpose, but may be changed annually by the Handicapping Committee based on changes in the fleet.

6.4 The PHRF handicaps will be used in conjunction with time-on-time (TOT) scoring under any of the following time correction factors (TCF) as deemed appropriate by the Race Committee for the race conditions:

A) Heavy air or off wind course:

$$\text{TCF} = \frac{654}{480 + \text{PHRF}}$$

B) Average wind condition or triangle course:

$$\text{TCF} = \frac{724}{550 + \text{PHRF}}$$

C) Very light wind or all windward course:

$$\text{TCF} = \frac{824}{650 + \text{PHRF}}$$

6.5 The TCF multiplies the elapsed time to yield the corrected time:

$$\text{CT} = \text{TCF} \times \text{ET}$$

## **7. PORTSMOUTH SYSTEM RATING**

7.1 Each boat in the Multi-hull Class and Dinghy Class will race under her correct Portsmouth Rating assigned by the Handicapping Committee. A copy of the current Portsmouth ratings will be posted on the bulletin board in the PAYC Club House..

7.2 Portsmouth Rating shall be based on the current US SAILING table of North American Numbers and Wind Dependant Handicap Factors.

7.3 The Handicapping Committee may adjust the Portsmouth Rating at any time based upon performance of the boat.

7.4 A skipper may apply for an adjusted Portsmouth Rating by following the procedures set forth under PHRF Ratings.

## **8. CLASS FLAGS**

Racing Class – Red  
Cruiser Class – Yellow  
Dinghy Class – Green  
Multi-hull Class – Blue

## **9. PROHIBITED SAILING, SAILS, RIGGING, AND EQUIPMENT**

9.1 Jib and genoa shall not exceed  $LP = 155\%$  of J without penalty;

9.2 Spinnakers shall not exceed  $G = 100\%$  of J and  $LL = I$  without penalty.

9.3 Bloopers, drifters, and other sails that are not standard or factory optional equipment are prohibited.

9.4 Spinnaker pole length shall not exceed “J” without penalty, except as provided in 5.9.

9.5 Whisker poles shall not exceed the length prescribed in 5.6(L) without penalty. Whisker poles are only allowed on the opposite side of the boom.

9.6 Two sails (e.g. two jibs or two spinnakers or a jib and a spinnaker) may not be flown on opposite sides of the forestay at the same time.

9.7 A radio may not be used during the race to get information about winds, current, etc., from a source not readily available for all boats, but this does not preclude the use of Broadcast Band Weather or VHF weather channels.

9.8 The use of Lorans, GPS receivers, and/or auto helms is prohibited during a race, except: (1) if allowed in specific Sailing Instructions from the Race Committee; (2) during an offshore or night race; (3) weather conditions severely impair visibility and navigational safety; or (4) a GPS may be used to nail the start for a race starting on clock time.

9.9 In the classes racing under PHRF: (a) No part of the torso of the skipper or crew shall be outside of the lifelines or outside the rail. Torso is defined as the trunk of the human body. Arms, legs, knees, elbows, hands, feet, head, are specifically not considered torso; (b) Retractable dagger boards or centerboards must be kept down at all times when racing, except when the board should be lifted for safety reasons, such as, to keep from running a ground or hitting an obstacle or otherwise posing a threat to navigational safety.

9.10 A violation of a rule in this section shall result in a disqualification (DSQ) from the race in which the violation occurred.

## **10. SIGNALS MADE ASHORE**

10.1 Signals made ashore shall be displayed on the PAYC flagpole.

10.2 Code flag “AP” with two sound signals means the race is postponed. Lowering “AP” with one sound means the warning signal will be made in no less than 30 minutes. This time prescription applies only to signals made ashore.

10.3 A long sound signal made when the Race Committee returns to shore means the protest and redress time has begun.

10.4 Racing code flag signals are illustrated on attached Appendix A.

## **11. THE COURSES**

11.1 Series, regatta and special event racing will be conducted on courses specified by the Race Committee on the starting line, as shown by the diagrams on attached Appendix B, Appendix C (if the PAYC Olympic Course is restored), or as otherwise indicated in the Sailing Instructions for a particular race.

11.2 The course selected for series, regatta, and special event races will be designated by a numeral pendant displayed from the Race Committee boat before or with the warning signal.

11.3 Long distance, Thursday evening series and moonlight series courses will be designated by the Race Committee at the skipper’s meeting preceding the race. Long distance marks frequently used are shown on attached Appendix D.

11.4 All rounding marks will be rounded on the port side, unless otherwise indicated in the Sailing Instructions for a particular race.

## **12. POSTPONEMENT OR ABANDONMENT BEFORE THE START**

12.1 Before the starting signal the Race Committee may postpone a race in accordance with RRS 27.3 by displaying code flag AP, AP over H, or AP over A (as appropriate) with two sounds.

12.2 Before the starting signal the Race Committee may abandon a race in accordance with RRS 27.3 by displaying code flag N, N over H, or N over A (as appropriate) with three sounds.

### **13. THE START**

13.1 Series, regatta, long distance, and special event races will be started in accordance with RRS 26 as shown below, except multiple classes may be started at five (5) minute intervals in an order stated at the skippers' meeting unless a single start is warranted by the small number of boats starting. The warning signal for each succeeding class shall be made with or after the starting signal for the preceding class. After the initial start for each class, the Race Committee may change the order for the starts in subsequent races.

<u>Signal</u>	<u>Flag &amp; Sounding</u>	<u>Minutes before Start</u>
Warning	Class flag; 1 sound	5
Preparatory	P,I,Z,Z with I or black flag; 1 sound	4
One-minute	Preparatory flag removed; 1 long sound	1
Starting	Class flag removed; 1 sound	0

13.2 Offshore races, moonlight series, and Thursday evening series races will be started in accordance with the instructions given by the Race Committee at the Skippers' meeting preceding the race.

13.3 The starting line for Series races, regattas, and special event races will be between an orange "line" flag on the Race Committee boat at the starboard end and a red or orange buoy at the port end. The foregoing does not apply to a PAYC Olympic Course or to a Rabbit start.

13.4 The starting line for an Olympic Course will be between an orange flag on the Race Committee boat at the starboard end of the line and "M" mark at the port end. The Race Committee boat will display, prior to the preparatory signal, a letter identifying the first windward mark and a number identifying the course to follow around the marks. When starts are held at "M" mark, the start-finish line, including the Race Committee boat, shall rank as an obstruction, except when starting, finishing, or rounding "M" mark as part of a designated course.

13.5 The starting line for offshore races, moonlight series, Thursday night series and long distance races will be designated in the instructions given by the Race Committee at the skippers' meeting preceding the race.

13.6 A boat that starts within ten (10) minutes after her starting signal shall qualify as a starter. A boat starting later than ten (10) minutes after her starting signal will be scored “Did Not Start” (DNS).

13.7 Boats whose preparatory signal has not been made shall keep clear of the starting area for all boats under their preparatory signal.

#### **14. RECALLS**

14.1 Individual recalls will be signaled in accordance with RRS 29.1 by displaying code flag X with one sound.

14.2 General recalls will be signaled in accordance with RRS 29.2 by displaying the “First Substitute” flag with two sounds.

14.3 When a general recall has been signaled, the start(s) for the succeeding class(es) will be postponed accordingly.

14.4 When a general recall has been signaled, a new preparatory signal will be made one minute after the lowering of the “First Substitute” flag with one sound signal.

#### **15. CHANGING COURSE, SHORTENING OR ABANDONING AFTER THE START**

15.1 A change of leg(s) after the start may be made by the Race Committee by displaying code flag C and making repetitive sounds in accordance with RRS 33. The changed leg shall be signaled before the lead boat has begun the leg, although the new mark (or finish) may not yet be in position.

15.2 The Race Committee may shorten course by displaying code flag S with two sounds in accordance with RRS 32.1.

15.3 The Race Committee may abandon a race by displaying code flag(s) N, N over H or N over A (as appropriate) with three sounds in accordance with RRS 32.1.

#### **16. THE FINISH**

16.1 For Series races, regattas, and special event races the finishing line will be between an orange “line” flag on the Race Committee boat and the red or orange buoy (the original starting line) or at the new finish mark designated by the Race Committee boat if the race has been shortened. For PAYC Olympic Courses, the finish line will be between an orange “line” flag on the Race Committee boat and “M” mark.

16.2 For Thursday night series, long distance races in the lake, and moonlight series races, the finish line will be between the outmost pilings unless otherwise instructed by the Race Committee at the Skippers’ meeting preceding the race.

16.3 Unless otherwise stated in the Sailing Instructions for a particular race, the time limits for sailing the course and finishing shall be: 3 hours for a race in a series, regatta, or special event race; 4 hours for a moonlight race; sunset for a long distance race; and no time limit for an offshore race. One boat finishing in time constitutes a race.

16.4 When skippers have been instructed to keep and record their own time for a particular race, each skipper must notify the Race Committee of his/her finish time or elapsed time as applicable within twenty (20) minutes of finishing, unless otherwise stated in the Sailing Instructions for a particular race.

## **17. PROTEST**

17.1 Protests and redress are governed by the RRS – Part 5 with the following modifications:

A) For single handed races and for boats that are raced single handed in any race, only a hail is required to the protested boat – a red flag is not required to be displayed;

B) A boat shall notify the finish line Race Committee boat of her intention to protest or seek redress and the name of the boat protested.

C) A protest may be made on matters authorized by the PAYC Sailing Instructions; and

D) Protests and requests for redress shall be written on forms available at the PAYC Club House and must be filed with the Race Committee within 30 minutes of the Race Committee returning to shore. A long sound signal made when the Race Committee returns to shore means the protest and redress time has begun. Protest and redress time ends 30 minutes after the sound, unless the time is extended for good cause by the Protest Committee.

17.2 The Protest Committee shall be comprised of three racers appointed by the Race Committee, as provided in 19.4, to hear a particular protest or redress.

## **18. AWARDS/PRIZES**

18.1 Unless otherwise prescribed in a skipper's meeting, ribbons will be awarded based upon the number of boats in each fleet, with one ribbon awarded for each multiple of three (3) or fraction thereof.

Starters	Awards
3	1
4-6	2
7-9	3
10+	4

18.2 The Fred Grund and Marvin Campbell long distance races will have both a traveling and permanent trophy awarded to the combined fleets overall winner based on PHRF.

18.3 The Dieter Junge – Galveston Offshore Memorial Race will have a traveling trophy awarded to the combined fleet overall winner based on PHRF.

18.4 The Danny Murphy Trophy will be awarded to the skipper who has beaten the most boats in its fleet in the Thursday evening Series, Olympic regattas, moonlight races, long distance races, and Island Cup Regatta. One point for each boat beaten will be awarded to each racing boat, provided an additional 2 points will be awarded to each boat participating in long distance races and offshore races. A boat that races outside of its fleet will receive one-half point towards the trophy.

18.5 The Top Gun Award will be awarded to the skipper in the Racing Fleet who has best score when all fleet races, including offshore races, are used in the calculations under the Low Point System with boats not participating receiving 2 points more than the total number of competitors for the year.

18.6 The Best of Class Trophies will be awarded to each skipper in the Cruiser Fleet, Multi-hull Fleet and Dinghy Fleet who has the best score when all races, except offshore races, are used in the calculations.

18.7 Moonlight Series – Individual winners will be recognized. The overall winner for the series will be recognized at the Awards Banquet.

18.8 Olympic and Island Cup Regattas – Individual winners will be recognized at the Awards Banquet.

18.9 Thursday Evening Series – The winner of each series will be recognized, as will the overall winner for the year, will be recognized at the Awards Banquet.

18.10 Notwithstanding the “most boats beaten system” used to define the winner of the Danny Murphy Trophy, all races will be scored as provided in RRS 89.3 and Appendix A, with the Low Point System being utilized; provided, there will be no “throw out” race in the Thursday evening series unless every race scheduled in the series has been raced by the fleet.

## **19. RACE COMMITTEE**

19.1 The Race Committee shall be comprised of the Race Chairman appointed by the PAYC Commodore and the Race Chairman’s appointees to the Handicapping Committee. The Race Committee shall conduct races as directed by PAYC and as required by RRS and the Sailing Instructions. The Race Committee may change or supplement the Sailing Instructions contained herein as needed for a particular race; provided any change shall be in writing and posted on the PAYC bulletin board at least one (1) hour preceding the race or given orally at a scheduled skipper’s meeting or on the water communicated to each boat before her warning signal.

19.2 The Race Committee shall have broad discretion in its decision on races, race courses, race instructions and related matters.

19.3 The Race Committee Chairman shall make final decisions with respect to handicaps in the case of irreconcilable conflict among the Handicapping Committee.

19.4 The Race Committee Chairman shall appoint three racers to serve as a Protest Committee as and when needed. In the absence of the Race Committee Chairman, the other members of the Race Committee who are present at the race involving a protest, shall appoint the Protest Committee. A party involved in the incident made the subject of a protest may not serve on the Protest Committee nor appoint others to serve on the Protest Committee.

## **20. HANDICAPPING COMMITTEE**

20.1 The Handicapping Committee shall have at least three (3) members from total fleets. The members will be appointed by the Race Committee for an annual term, but may serve for more than one term. Each Handicapper shall serve at the pleasure of the Race Committee and may be removed with or without cause.

20.2 The Handicapping Committee shall meet in November and/or December of each year to review the handicaps for the fleets for the following year. Other meetings shall be held as necessary in order for the Committee to perform its responsibility for properly and timely handicapping each boat.

20.3 The Handicapping Committee shall publish rosters of rated boats in the PAYC Mainsheet each year at the beginning of the new racing season.

20.4 Any racing skipper may protest another skipper's rating or handicap or may appeal his/her own handicap to the Handicapping Committee.

## **21. DEFINITIONS**

21.1 "E" is the foot length of the mainsail along the boom from tack to clew.

21.2 "G" is the girth of the spinnaker. This is the maximum width, measured from luff to luff with the spinnaker stretched flat; measured parallel to the foot.

21.3 "T" is the fore triangle height measured along the foreside of the mast from the main deck to the top of the jib halyard.

21.4 "J" is the distance measured from the foreside of the mast to point where the forestay attaches to the deck or bowsprit, in a direction level with the waterline.

21.5 "LP" is the distance from the clew of the jib to the luff line of the jib, in a direction at 90 degrees of the luff line.

21.6 “LL” is the luff length.

21.7 “P” is the luff length of the mainsail from tack to head.

21.8 “Hull speed” is defined in knots as  $V = 1.33 \times (LWL)^{0.5}$  where  $(LWL)^{0.5}$  is the square root of the length of the water line in feet.

21.9 “Drifter/blooper” is a lightweight sail made of nylon or other spinnaker sail cloth attached to the forestay as a jib or genoa.