

## TRAVELER SYSTEM

One of the traveler systems that can be rigged allows the mast to be raked as far aft as possible while avoiding the limitation of going “block to block” before full mainsheet tension can be reached. This system also allows the main to be sheeted to the center of the traveler, to the side of the traveler, or at any chosen point between centered and maximum travel.

The system uses two cleats with two control lines and two sets of pulleys. One control line is used for setting the height of the traveler block. The other control line is used to limit the amount of travel. By setting both control lines, the boat can be tacked and sheeted “block to block” consistently from one tack to the other without any need for adjustments during the tack. Additionally, once a “sweet spot” is found (the best combination of travel and mainsheet adjustment), returning to that “sweet spot” time after time is mechanical. That “sweet spot” can either be “block to block” or a chosen distance away from “block to block”.

### General Layout View

Note: The Starboard Control Line is Colored Yellow



The starboard control line (yellow) controls the height of the traveler block.  
The port control line (purple) limits the amount of travel (side to side).

## Configuration of the Center Blocks.

Note: The Red Sheet At The Top Is The Mainsheet

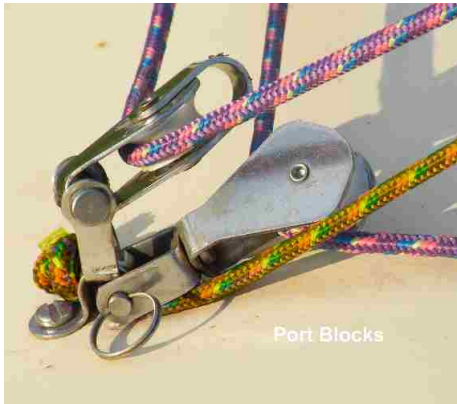


This shows the configuration of the center blocks

The starboard control line (yellow) controls the height of the traveler block.  
The port control lines (purple) limit the amount of travel (side to side).

## Configuration of the Port Blocks.

## Configuration of the Starboard Blocks.



Port Blocks



This shows the configuration of the starboard blocks

## Port Cleat



In this example the Port Cleat gives a 2/1 “pulley advantage”. While the adjustment to “center” the traveler can be made by tying the “double” purple line to the block carefully, it is easier to make the “fine adjustment” in one of the knots shown above in the “Center Block” photo. A similar 2/1 “pulley advantage” might work well on the Starboard Cleat as well.



### **Configuration of Lowered and Centered Traveler.**

The starboard control line (yellow) controls the height of the traveler block.  
The port control lines (purple) limit the amount of travel (side to side).



Note: In the above configuration, the mast can be raked back, which will allow the boom to be sheeted further down towards the traveler block. If the traveler block was not lowered, the mainsheet could go "block to block" before the desired mainsheet tension could be applied. The adjustment of the starboard control line (yellow) can be set to a chosen height for either a "reference point" or to "limit" the amount of mainsheet tension.

Note: The system can be rigged with the Port Control Line adjusting the height and the Starboard Control Line adjusting the travel distance.



## Configuration of Traveler that is Lowered and Traveled Out (Starboard Tack)



## The Same Configuration – Without Any Adjustments (After Tacking Onto Port Tack)



The setting of *both* the traveler height and travel distance of the traveler block will be the same on both tacks. That gives a constant “reference point” on both tacks.

Most of the photographs in this document have been posted on the Windmill Class Association website under the photo gallery section titled “Traveler System Photos”. The link to that gallery is <http://windmillclass.org/photos/?gallery=46>

Those photos (on the website) can be “clicked” to open Hi-Resolution pictures that can be downloaded and enlarged.

My thanks to Lon Ethington for rigging my boat and explaining why the system works. Lon tells me he learned about the system from Ethan Bixby.

- George Kuney -