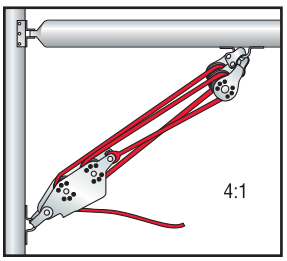
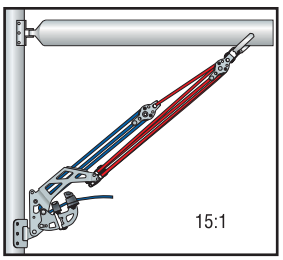
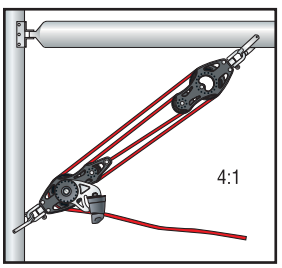
Оттяжка гика



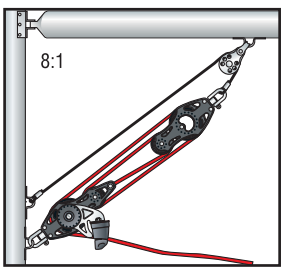
4:1 V-jam: This simple 4:1 self-cleating vang is used on small dinghies.



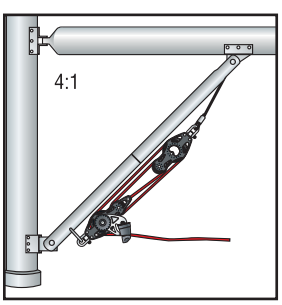
15:1 Cascaded Vang: The 15:1 Dinghy vang uses a 3:1 cascade inside a 5:1 purchase to create a powerful system. Suited for dinghies and light daysailers with mains to 125 ft² (11.6m²).



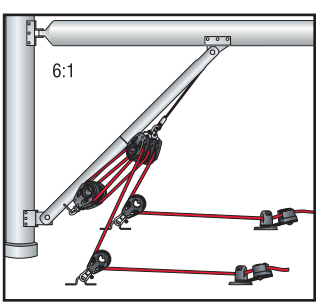
4:1 Fiddle: The basic 4:1 fiddle block vang is commonly used on dinghies and small keelboats.



8:1 Cascaded Fiddle: A doubling block increases the purchase of the vang to 8:1. The load on the fiddle blocks is halved so they can be used safely on larger boats.

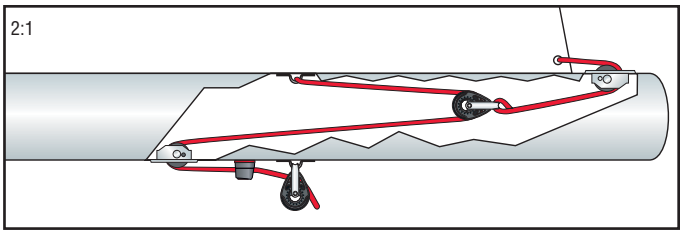


4:1 Cascaded Kicker: This rigid rod vang utilizes a simple 4:1 tackle. The rod also serves as a topping lift for the boom. Used on cruising and racing boats.

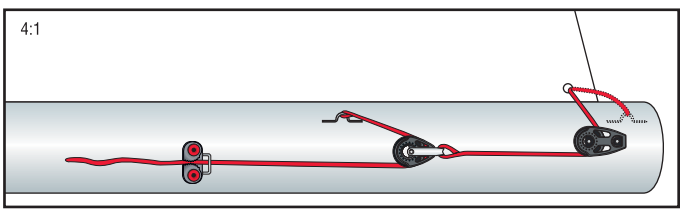


6:1 Double-ended Cascaded Kicker: Many racers rig the vang with a double-ended control line led down each side of the boat.

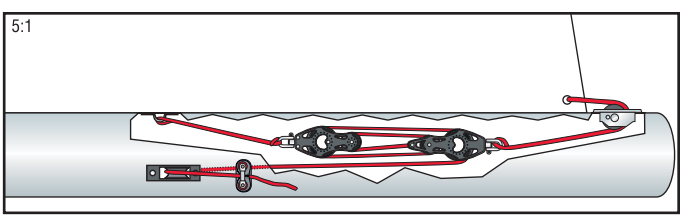
Проводки внутри гика



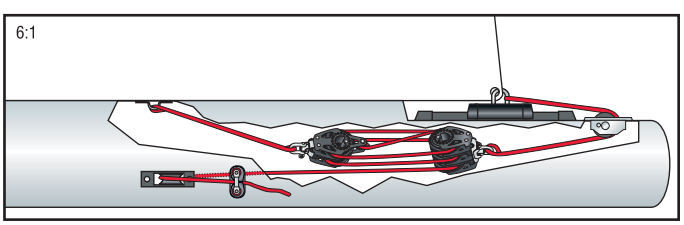
2:1 Internal: Suitable for dinghies or small keelboats. A flexible cable shackles to the sail and enters the boom through a wire block. Placing a block aft of the cleat allows the crew to pull from a variety of positions.



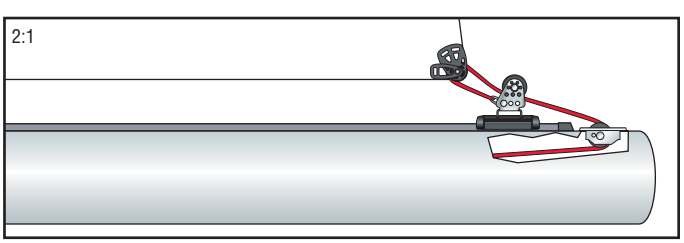
4:1 External Cascade: A simple external outhaul system. A cascade of two 2:1 tackles produces a 4:1 advantage.



5:1 Internal: This 5:1 internal outhaul is popular on small offshore boats.



6:1 Internal: A 6:1 internal outhaul system is popular on small-to medium-sized offshore boats using a traveler car to carry the clew of the mainsail.



2:1 Furling Main: Mainsails that furl into the mast are loose-footed and usually have a ball bearing outhaul car that rides the length of the boom. The outhaul starts at the car, leads through the clew block on the sail, back to the sheave on the car, and into the boom where it leads to a winch.