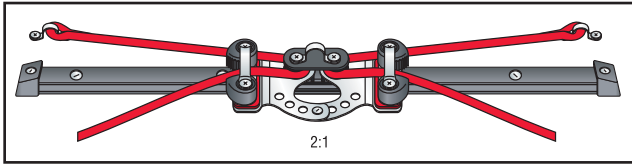
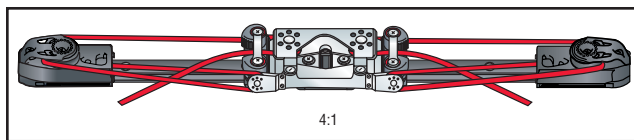
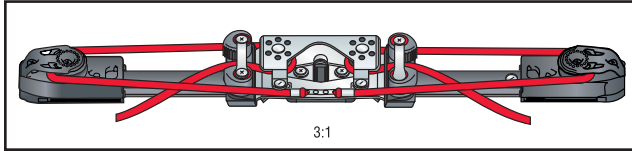


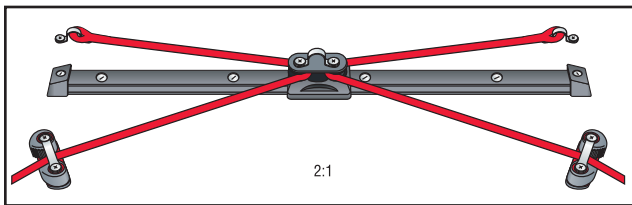
Погоны и каретки



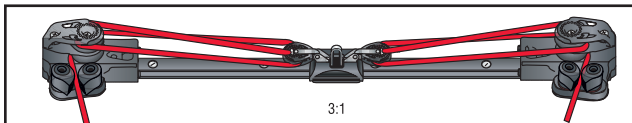
2:1 Cam on Car: This system features cleats on adjustable arms that can be angled. On flush deck boats face cleats down the length of the track. On boats with seat backs angle the cleats forward or aft.



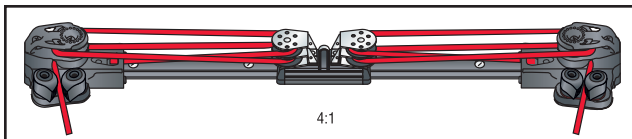
Windward Sheeting: The windward sheeting traveler lets crew pull the car above the centerline without releasing the leeward control line. Tack and the car stays in the same position, ready to be pulled to the new windward side.



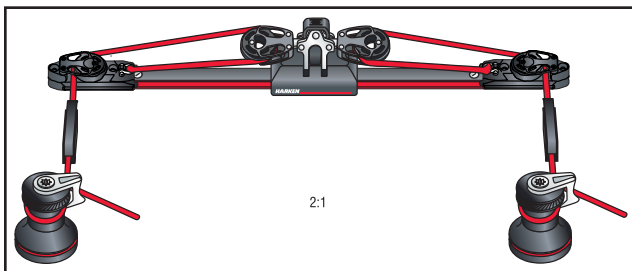
2:1 Remote Cleat: Use this 2:1 system on flush deck boats like the J/24 where crew sit outboard of the traveler and loads are nearly vertical.



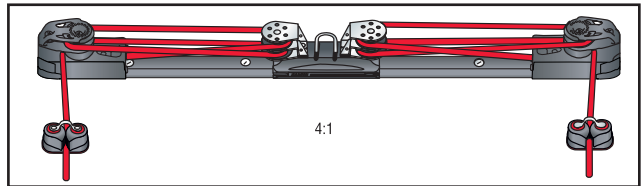
Standard 3:1: This system, with cleats on the track, is used on boats under 35 ft (10.7 m).



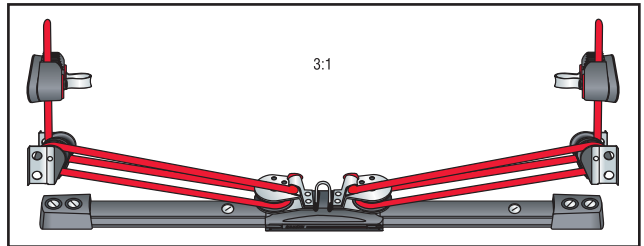
Standard 4:1: This 4:1 system is used on moderately-sized cruising and racing boats. Control blocks and cleats mount on track ends.



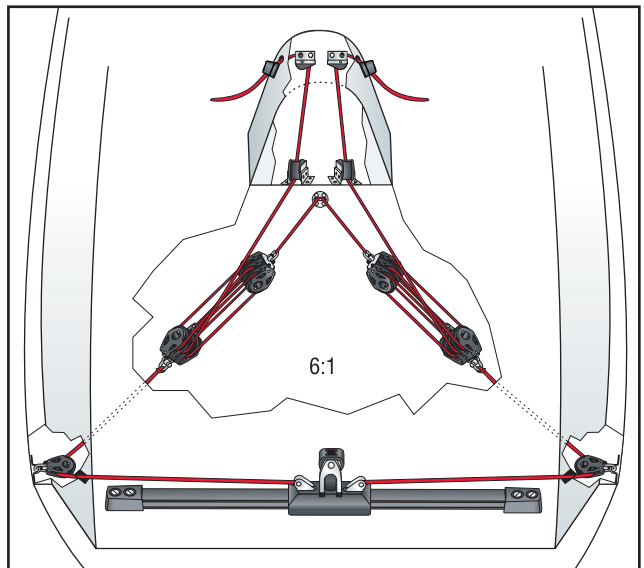
2:1 with Dedicated Winch: Install this system on big boats when winches are used to adjust the traveler.



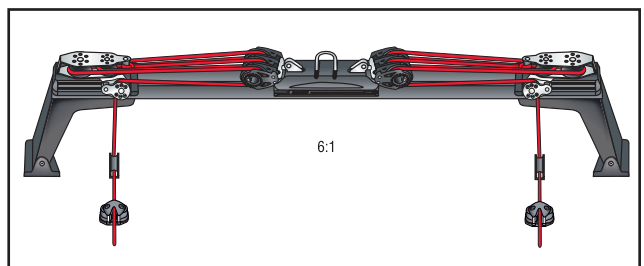
4:1 Remote Cleat: If the traveler is mounted ahead of the companionway, place the cleats at the aft-edge of the cabin house.



3:1 Remote Cleat: When the crew sits above the traveler, lead control lines up the cockpit sides to a convenient cleat on the coaming.



Under Deck Traveler Control: Racing boats often keep decks clean by running the traveler tackle below deck. This system has a 6:1 purchase that exits at a central control pod forward of the wheel or tiller, which allows the mainsheet trimmer to easily adjust the traveler. Popular on boats like the Farr® 40.



6:1 Dodger Block: This system works well with a dodger. Triple control blocks give the traveler a 6:1 purchase.