

Topics for Class #3



- Maneuvering
- Right of Way
 - Docking
 - Anchoring
- Maintenance
- Knots: Barrel Roll & Clove Hitches

Class Schedule

Meetings: Mondays 8-9:30PM Student Center Room 343

- June 1st: Introduction, Terminology, Gear, Steering & Sail Trim
Knots: Figure Eight, Bowline, & Coiling
- June 8th: Points of Sail, Tacking & Jibing, Spinnaker, & Racing Intro
Knots: Square Knots & Cleats
- June 15th: Maneuvering, Right of Way, Docking, Anchoring, & Maintenance
Knots: Barrel Roll & Clove Hitches
- June 22nd: Safety, Navigation Lights, Charts & REVIEW
- June 29th: “Advanced Sailing” Written Exam (*Optional*)

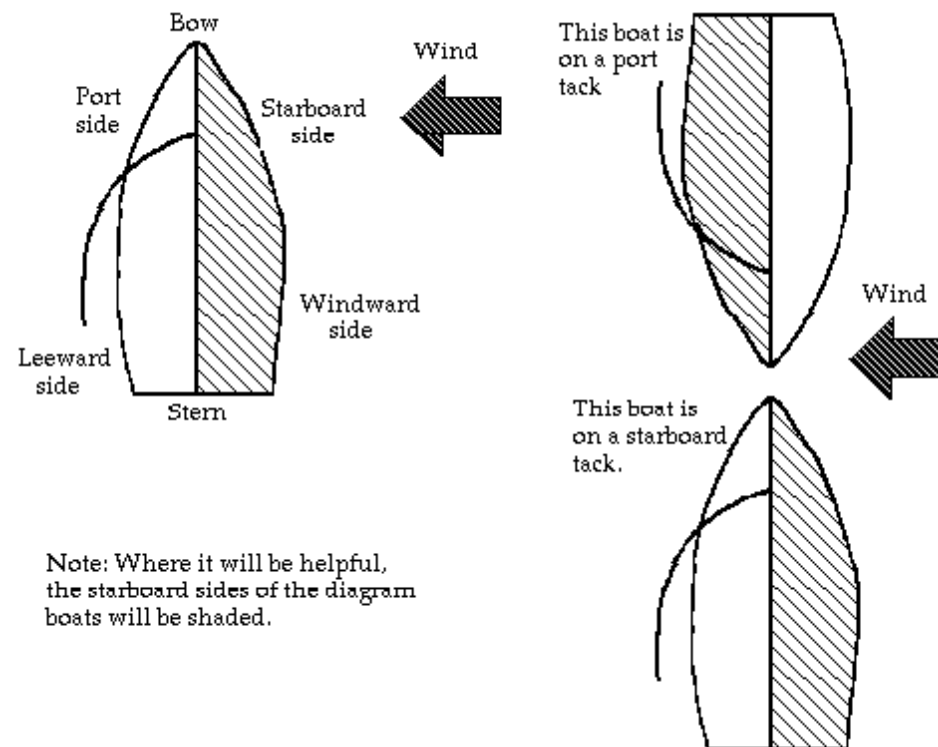
Web Resources

<http://www.gtsailing.org/keelclassoutline.php>

Maneuvering & Sail Trim

Review of Starboard vs Port

- Starboard Tack
- Port Tack



Maneuvering & Sail Trim

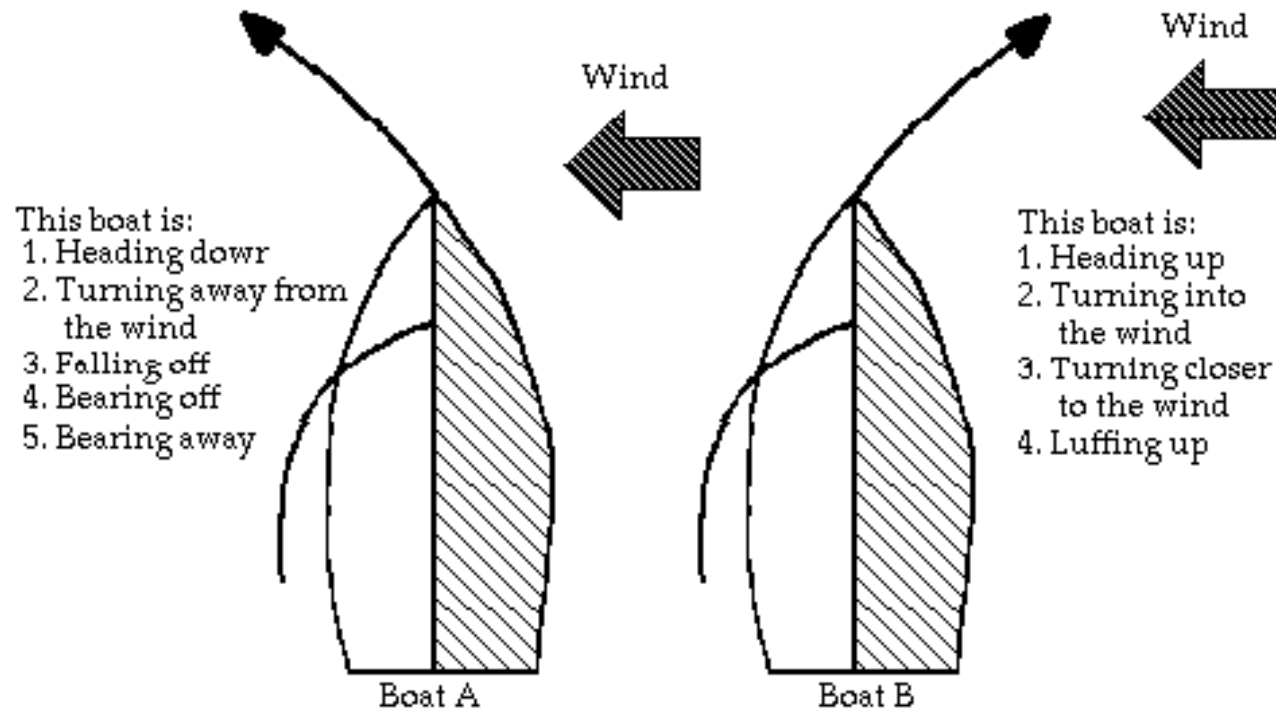
Skipper Position and Steering

- Where do you sit?
 - Skipper - Windward side of the boat
 - Provides better visibility
 - Generally balances the boat better
 - Crew - Wherever needed to balance the boat
- How do you steer?
 - When going forward - push the tiller away from the direction you want to turn.
 - When going backward - push the tiller the direction you want to go.

Maneuvering & Sail Trim

Skipper Position and Steering

- Important terms in steering



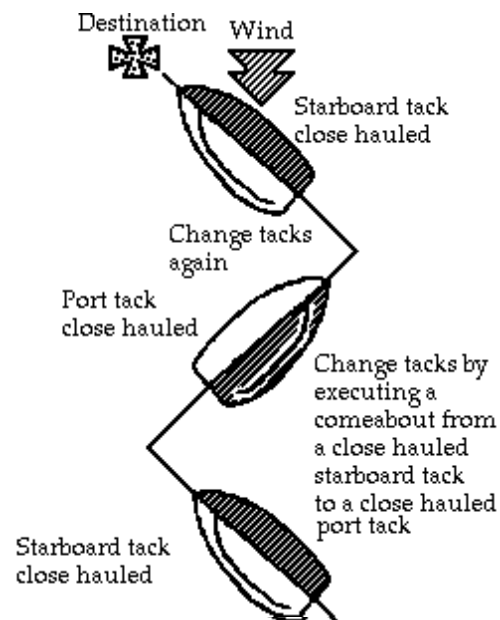
Review of Tacking and Jibing

- Tacking
 - It is how you get straight upwind
 - Turning the bow of the boat through the wind
- Jibing
 - It is how you can get straight downwind
 - Turning the stern of the boat through the wind

Maneuvering & Sail Trim

Tacking and Jibing

- Tacking



Maneuvering & Sail Trim

Tacking and Jibing

- Jibing

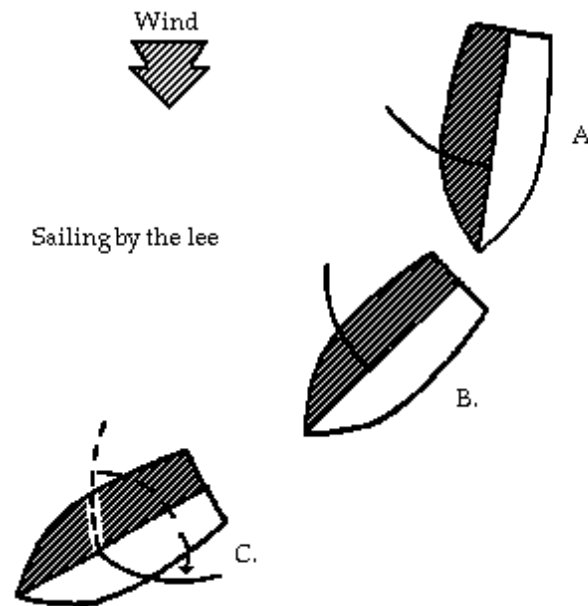


Figure 9

Maneuvering & Sail Trim

More on Jibing

- Reminder: Why are jibes more dangerous than tacks?
- If wind is strong, tack to change directions, don't jibe!
- Beware of dangerous Accidental Jibes
- Signs you are about to accidentally jibe:
 - 1. Mainsheet goes slack.
 - 2. Boom starts lifting up.
 - 3. Are able to go wing and wing (jib luffs).
 - 4. Leech of main begins forming an S shape.
- Solutions: Head higher up into the wind, AND warn crew.

Maneuvering & Sail Trim

Remember All of This?

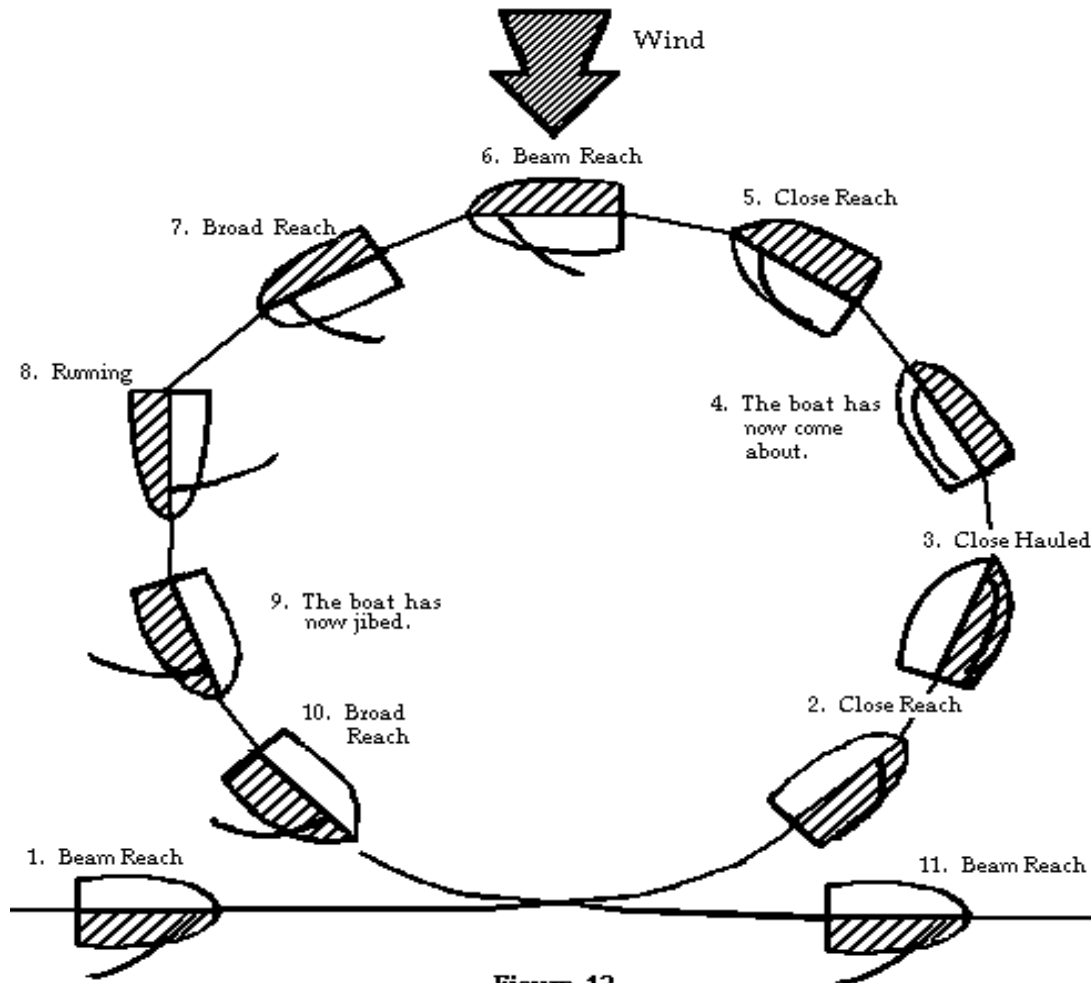
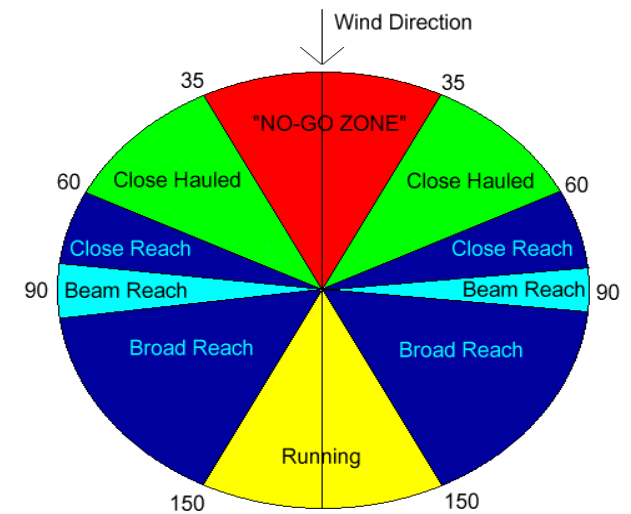
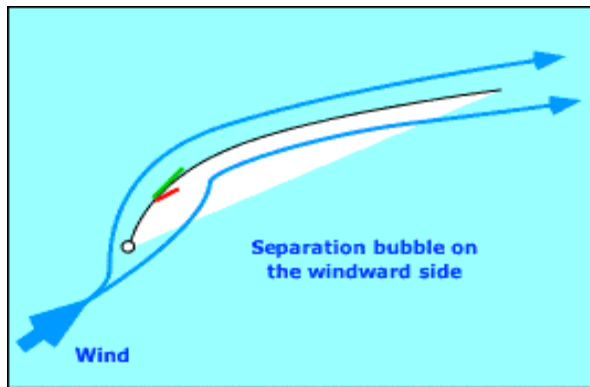


Figure 12

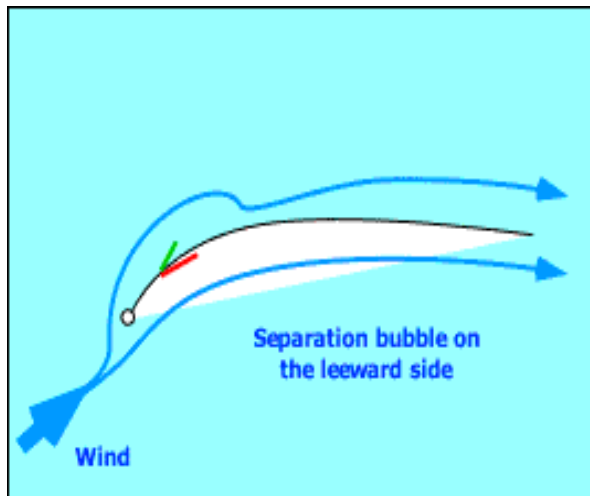


Maneuvering & Sail Trim

Tell Tale Review:



If the sails are luffing or the inner telltale falls:
Sheet In or Bear off to expose it to more wind.



If the outer telltale falls:
It is in too tight- ease the sheet out or head up!

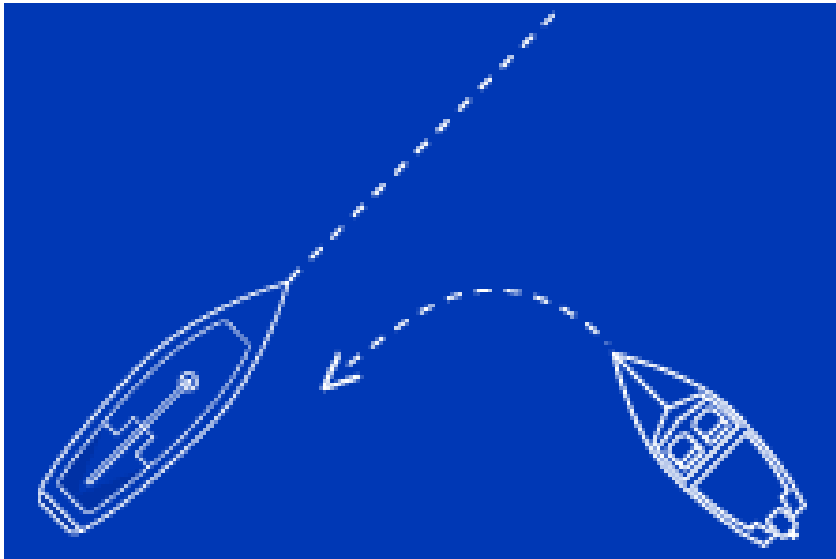
Maneuvering & Sail Trim

Getting out of the No-go-zone

- Release jib, and push boom & tiller in the direction you want to go.
- *Patiently* wait for the boat to back out of the no-go-zone.
- Release boom & straighten tiller.
- Trim mainsail back in and begin sailing!

Right of Way (ROW)

General Right of Way

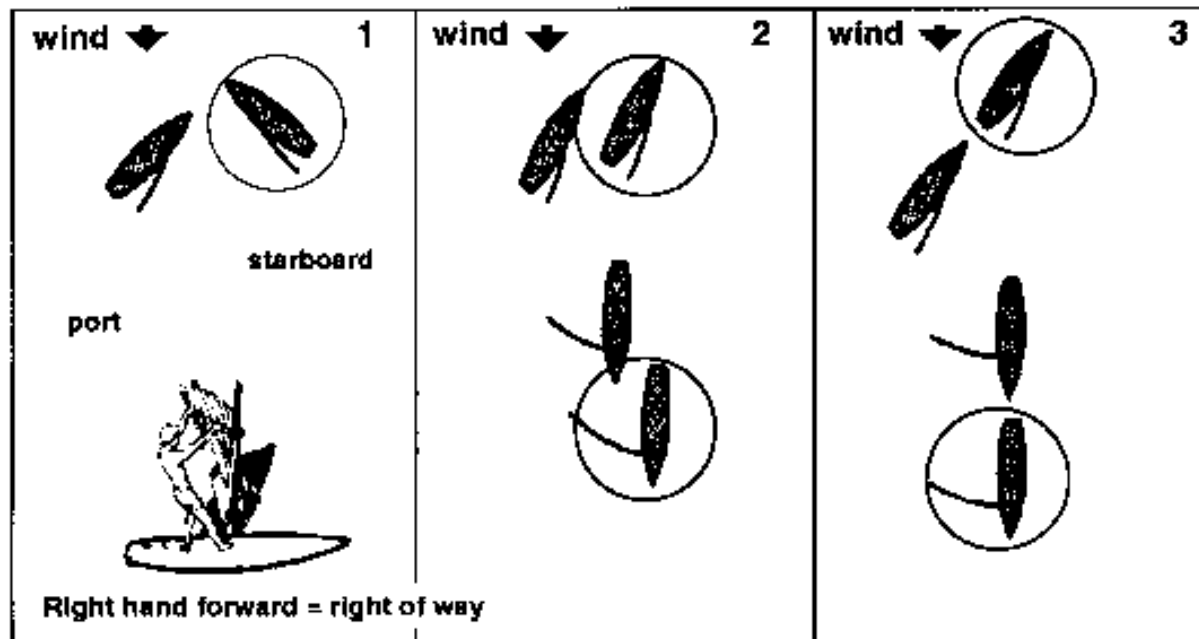


- Always Avoid a collision!!!
- Swimmers, capsized boats, anchored boats, have right of way over all others.
- Sailboats have right of way over boats under power.
- Commercial vessels have right of way over pleasure craft,
- Give Way to boats much much larger than you (“law of mass tonnage”).

Right of Way (ROW)

Right of Way between Sailors:

- Starboard has right of way over port (1).
 - Leeward has right of way over windward (same tack) (2).
 - An Overtaken boat has right of way over overtaking boat (3).
- Racing boats have right of way over cruising boats.



Right of Way (ROW)

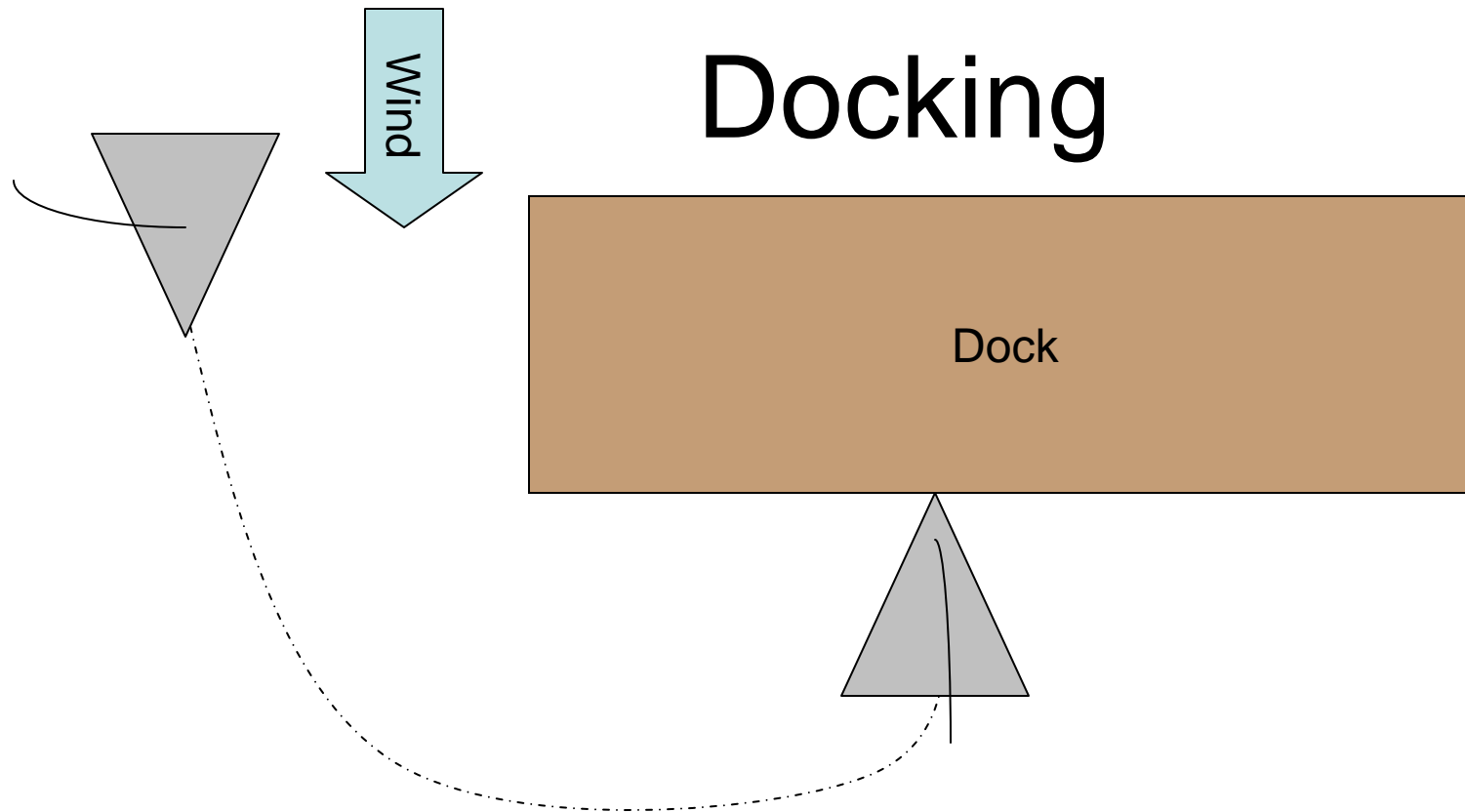
Right of Way examples:

Docking and Anchoring

Docking

- No-Go Zone Approach (Recommended):
Approach from the leeward side on a close reach. Luff sails and go head-to-wind.

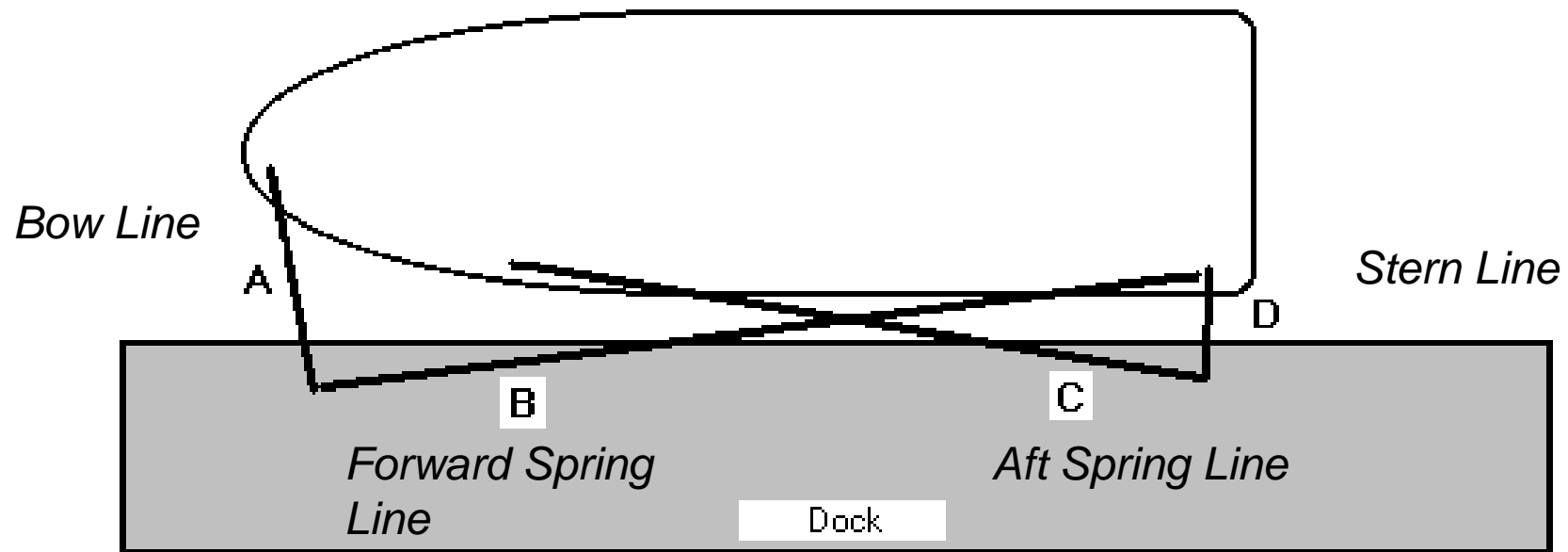
Docking and Anchoring



1. Plan an “Exit Strategy”
2. Have Crew Set Fenders along widest part of boat
3. Better to slow down too early than too late!
4. If you hit the dock, glance off, don’t “T-bone” it!

Docking and Anchoring

Dock Lines



- High Stretch
- Strong (e.g., Nylon)

Docking and Anchoring

Anchoring and/or “Rafting Up”

Textbook: Pages 76-77

- **Scope**- ratio of length of anchor rode to depth of the water
- **Scope of ~7:1 is adequate for most conditions**
- **Sea Anchor**- used to slow and/or steer a boat with lost rudder

Sample Test Questions

- Know *meters* to *feet* conversion
- How to stop vessel from dragging
- Using Dock Pilings
- Rafting Up- Heaviest boat anchors first, then acts like a dock for next boat.

Equipment and Maintenance

Required Safety Equipment

(Section I of “Advanced Sailing Exam”)

Department of Natural Resources (DNR) requirements:

<http://georgiawildlife.dnr.state.ga.us/>



Type I, II, III, or V
PFD per person



Type IV PFD in
cockpit



B-I Fire Extinguisher

Sound Producing
Device

Other safety equipment required for racing: Anchor, Motor, First Aid Kit

Navigation Lights are required for Boating at Night

Docking and Anchoring

Routine Sailboat Maintenance

(~15% of “Advanced Sailing Exam”)

Motors:

- 4-stroke Outboard Motors, **Do Not Mix Oil with Gas**
- 2-stroke Outboard Motors, **50:1 Gas/Oil Mix**
- Nissan 3.5 Horse Power
- No Reverse

General Sailboat Maintenance:

- See Outline

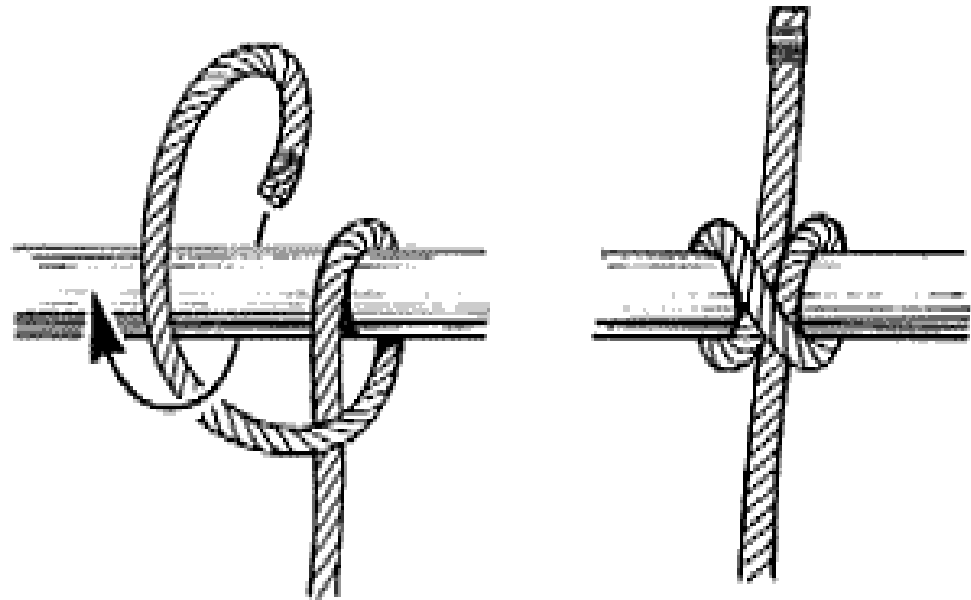
Sample Test Questions

Knots to Review:

- Figure Eight Knot
 - Bowline
 - Cleating
 - Coiling
- Square Knot

Can you remember without the diagram?

New Knots: The Barrel Roll & Clove Hitch



Clove Hitch

Instructional Opportunities

Summer 2009

Clinic #1 (Sunday 6/7)

Safety Orientation

Rigging

Crew Positions

Docking

Lots of Sailing Practice!

De-rigging

Clinic #2 (Saturday 6/20)

Docking

Tacking/Jibing

Sail Trim

Right-of-Way

Spinnaker sailing

Regatta (Sat-Sun 6/13-14th)

"Intro to Racing"

LLSC Reggae Regatta

Details TBD

Clinic #3 (Sunday 6/28)

Overboard Recovery Drill

Right-of Way

Spinnaker sailing

Motoring

Next Week's Class:

- Weather Safety
- Crew Overboard Recovery
- Navigation Lights
- Charts
- REVIEW

Readings for Next Week:

Website Notes

Textbook (Parts 5 & 6)