



Start Sailing Right Quick Reference Sheet

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Recommended Reading

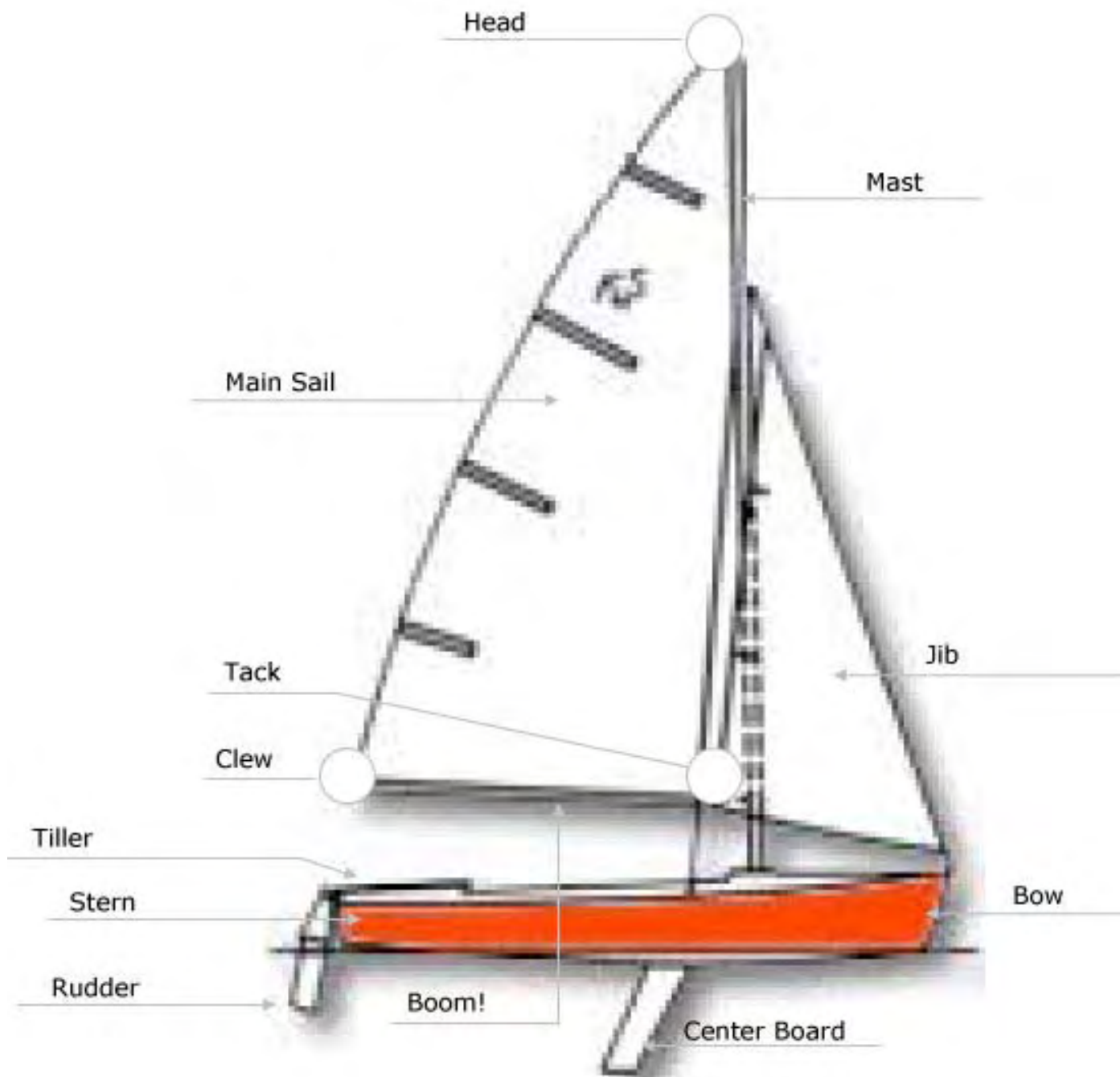
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Learn-to-Sail: Class 1

1) PARTS OF THE BOAT (pg. 18)

It's hard to talk about what to do on a boat unless you know the language. Knowing some basic parts of the boat will make things a lot easier.



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2) RIGGING

Rigging is important because it ensures that everything is in place for a safe, fun sail. Before you raise the sails, you should check to make sure the following things are done.

- Jib sail clips attached to forestay, halyard attached to top of jib
- Jib sheets rigged with figure-eight knots
- Main halyard attached to top of main sail
- Mainsheet uncoiled and un-cleated
- Attach Tiller to Rudder
- Centerboard down
- Fenders (bumpers) inside boat

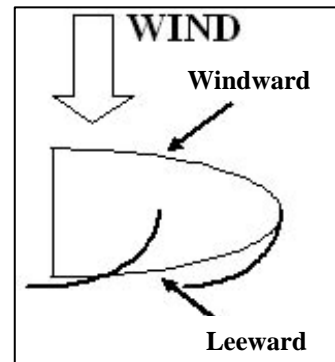
3) WIND (Pg. 20-27)

Sailing is all about the wind, thus, you should always know where the wind is coming from. Listed below are the three standard methods:

- Flag
- Feel with your face or finger
- Direction of ripples on the water

Windward/Leeward (See diagram to the right) – Much of what we discuss while sailing is in reference to the leeward or windward side of the boat

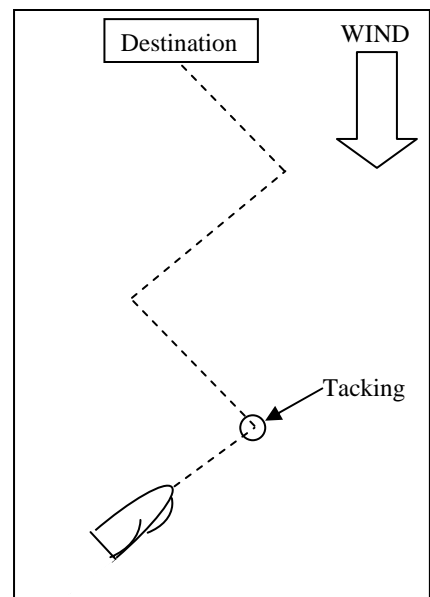
- Windward: side of the boat that the wind hits first
- Leeward: side of the boat that the sails are on



4) UPWIND SAILING (Pg. 34-36, 48-53)

Adjusting to the Wind – In order to move through the water, you have to adjust either the direction of the boat or the position of the sails. The type of adjustment that you choose to make depends on the wind direction and your destination.

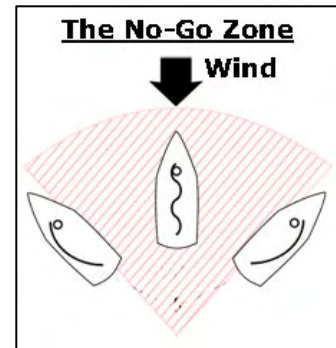
- Upwind Destination: If you try to sail towards a destination that is directly upwind, you will be pushed backwards! In order to fill your sails with enough wind to propel your boat forward, you have to angle your boat to at least 45° to the direction of the wind. Then, you zig-zag back and forth until you reach your destination. *The zig-zag maneuver is called tacking.*
 - When you are ready to tack:
 - Skipper announces “ready about”
 - Crew replies “ready” or “not ready”
 - If crew is ready, skipper announces “hard a-lee” and starts the tack by pushing tiller towards the sail



- **Basic sail trim** – Push the tiller towards the sail. When the jib starts to luff (jib flaps near the forestay), pull the tiller toward you until it stops.
- **Advanced sail trim** – push or pull the tiller toward the drooping or dancing jib tell-tale.

5) GETTING OUT OF THE NO-GO ZONE (Pg. 52)

The no-go zone is the area into the wind where a sailboat cannot sail, even with the sails pulled in all the way. The easiest way to get out of the no-go zone is to push both the tiller and the boom in the same direction you want to turn as your boat moves backward.



6) SAFETY POSITION (Pg. 40)

There are two ways to stop the boat when sailing upwind. You can either steer the boat into the no-go zone or enter the **Safety Position**. To enter the safety position, let out your sails until they luff (flap). The safety position is the preferable way to stop because you can resume sailing much easier this way. When you are ready to sail again, pull in your sails.

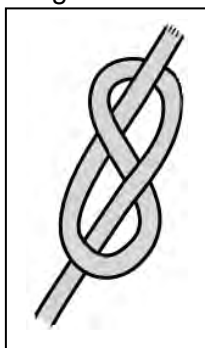
7) DE-RIGGING

It is important that the boats are left in good order so that they stay in decent shape. Make sure you have completed the following tasks after you have returned to the dock:

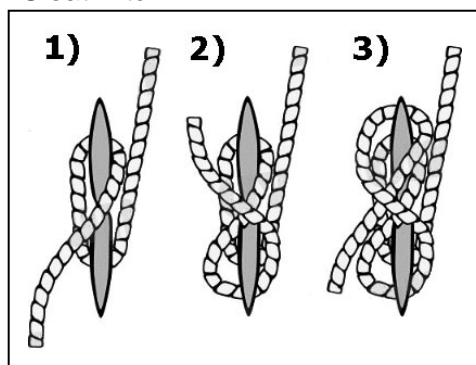
- Jib sail off and neatly folded
- Main sheet coiled and cleated tight
- Main sail rolled and tied to boom using main sheet
- Centerboard up
- Tiller off
- Fenders (bumpers) on
- Sail cover on
- Boat secured with bow line and stern line

8) BASIC KNOTS (Pg. 94-96)

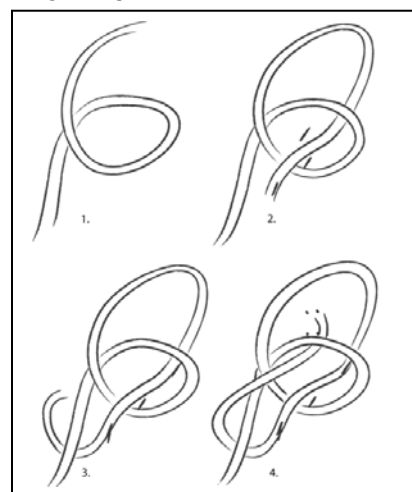
Figure-8 Knot



Cleat Hitch



Bowline





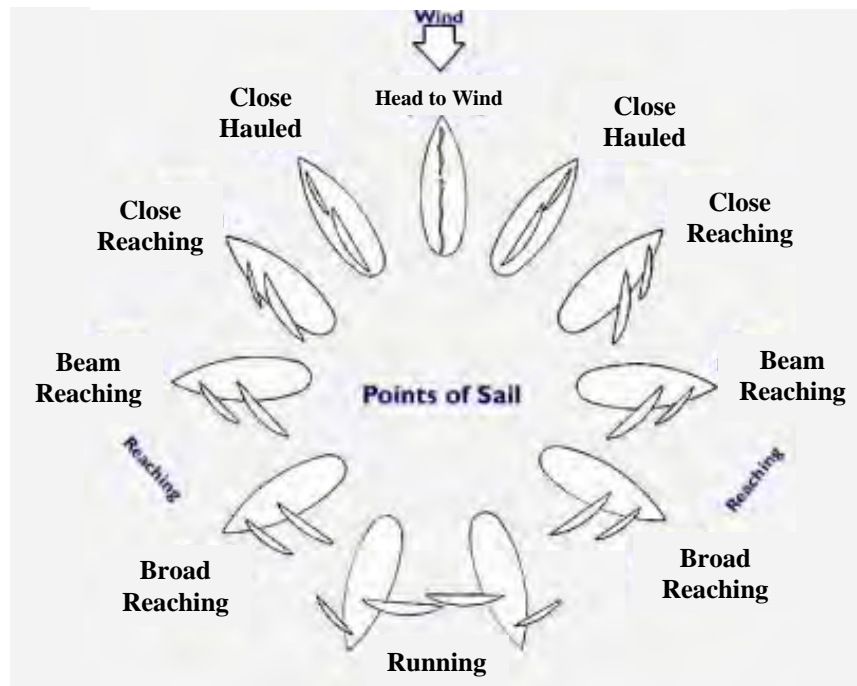
Learn-to-Sail: Class 2

1) SAILING DOWNWIND (Pg. 56-59)

- If you're sailing to a downwind destination, you can sail directly towards it.
 - **Basic sail trim** – keep the sail trimmed 90 to the direction of the wind.
 - **Advanced sail trim**– ease when the leeward tell tale droops or dances, trim when it luffs. Disregard the windward tell tale.
- When you rotate the stern through the eye of the wind, *this zig-zagging maneuver is called gybing.* (See Pg. 57)
 - When you are ready to gybe:
 - Skipper announces “prepare to gybe”
 - Crew replies “ready to gybe”
 - Skipper starts the gybe by pushing tiller away from sail and announces “gybe-ho!”

2) POINTS OF SAIL (Pg. 42-47)

Knowing your points of sail can help you to set your sail and communicate with other sailors.



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3) RULES OF THE ROAD (Pg. 80-83)

When two boats meet, one boat will have right of way (boat remains on its course) and the other boat will be expected to give way (get out of the way!). There are several guidelines you should follow when you are sailing around other watercraft.

- 1) RAM (Restricted in Ability to Maneuver) boats over sailboats
Sailboats must give way to commercial vessels, ships in channels, tugboats, large fishing vessels, etc.
- 2) Sailboats over Powerboats
A power-driven vessel must give way to sailing vessels
- 3) Overtaken over Overtaking
The overtaking vessel must keep well clear of the vessel being overtaken
- 4) Starboard Tack over Port Tack
When each sailboat has the wind on a different side, the vessel which has the wind to port (left side) must give way
- 5) Leeward over Windward
When both sailboats have the wind on the same side, the vessel which is to windward must give way to the vessel which is to leeward

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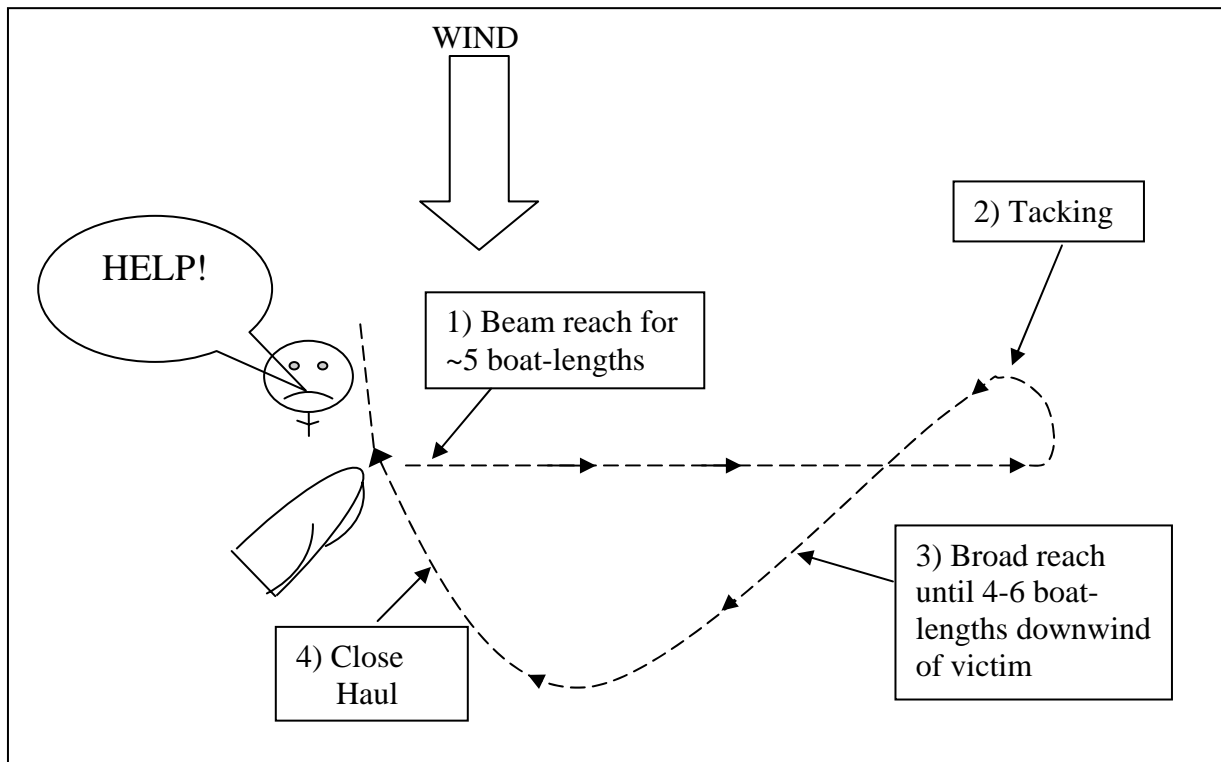
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Learn-to-Sail: Class 3

1) OVERBOARD RECOVERY (Pg 66-67, Quick Turn Method ONLY)

There is a sequence of steps that the skipper and crew should follow if someone were to fall off a vessel while under sail.

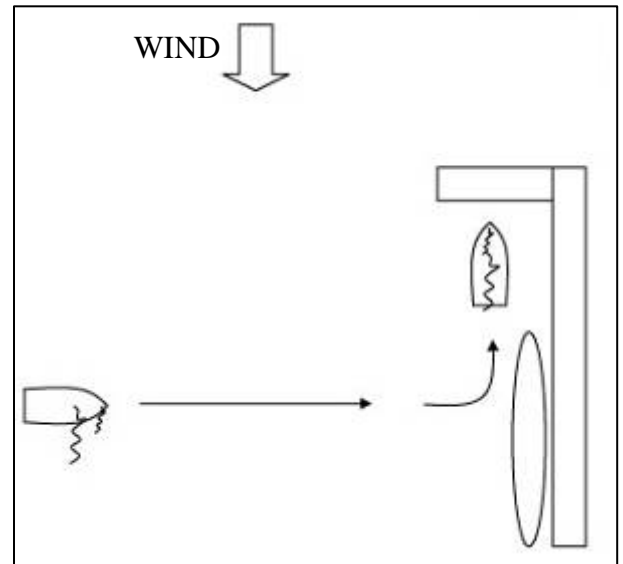
- Crew yells “Crew Overboard!” and points at the person overboard. This helps prevent the skipper from losing sight of the person in the water.
- The skipper immediately begins sailing on a beam reach for about 5 boat-lengths.
- The skipper tacks the boat and falls off onto a broad reach course until the boat is 4-6 boat-lengths downwind of the person overboard.
 - **Note:** It is important to tack the boat as opposed to gybing the boat. Gybing is a much less controlled maneuver as compared to tacking (especially in strong winds). Gybing may lead to additional problems later on during the drill.
- The skipper heads up onto a close-hauled course and approaches the victim. The skipper should keep victim on the leeward side of the boat when sailing Flying Scots, windward side when sailing FJ’s
- When you are 3-5 boat-lengths away from the person in the water, let out sails until they luff (flap).
- Pull the person back into the boat!



2) LANDING (Pg 68-71)

To complete a safe landing, you should be going slow and headed into the wind when you arrive at the dock. In order to do this, you should follow these steps.

- Pick a destination on the dock that will allow you to be pointing into the wind when you land
- Set yourself up so that you can approach the dock on a beam reach.
- Approach the dock on a beam reach with your sails all the way out (luffing). You should be aiming 2-5 boat lengths downwind of your final destination (depending on the wind). This will allow you room to coast.
- When almost directly downwind of your desired destination, turn into the wind and towards your destination.
- Have someone hop off the bow with the bow line. Do not use your body as a fender!
- **Note:** If you're going too fast, keep turning, sail away from the dock, and try again.



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