



SESSION 3: SEAMANSHIP, RULES OF THE ROAD & EMERGENCIES

Ginny Perry Worcester

SEAMANSHIP, RULES OF THE ROAD AND EMERGENCIES TOPICS

Community Sailing of
Fairfield



KNOW YOUR LIMITATIONS!

- The nautical term for the speed / strength of the wind is called **knots**
- 1 knot = 1.15 mph
- **Beginner** Sailors should not sail in conditions over **10 knots**
- **Intermediate** sailors, not above **15 knots**
- **Advanced** sailors, not above **25 knots**
- The boats **must not** be taken out if the winds are reported to exceed 22 knots or if there are **small-craft advisories** posted (winds up to 33 knots)
- Know the current wind, weather and tide conditions and the forecast!
- If the sky or forecast looks questionable, check the radar!
- Be prepared to sail in if it is too windy or the sky looks and or sounds threatening!
- **Don't get yourself caught too far away, going straight off shore!** A good rule of thumb is to allow no more than one hour out and then start heading back.

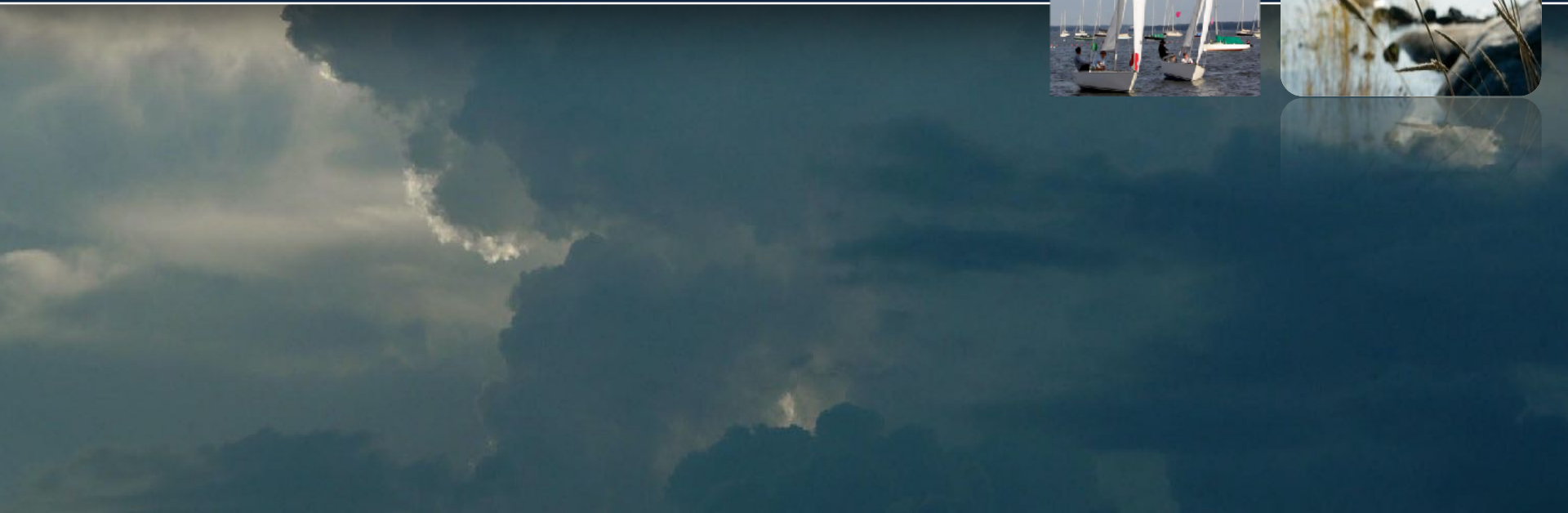


WATCH THE SKY!





THE WEATHER CAN CHANGE QUICKLY!



SQUALL PROCEDURE

Know the signs. Dark sky. Often a calm before the storm. There may be a change in temperature.

- Get your crew in order. Make sure your crew knows exactly what's going on and what to do.
- Head in as quickly as possible. If not possible, roll up your jib, reef or lower your main and lash it down with sail ties.
- The best point of sail is on a reach.
- Squalls are short lived although powerful.
- In the case of lightning, do NOT touch anything metal.





Community Sailing of Fairfield

HOW TO REEF A SAIL

1. Loosen the boom vang and the mainsheet.
2. Loosen the halyard and lower the mainsail about a quarter of the way.
3. Take the downhaul out of the lower grommet and rethread it through the upper grommet. Put it back through the cleat and snug it tight.
4. Tighten the red reefing line (you may need to push the boom up as well) to snug the foot of the main against the boom. The grommet should be as close as possible to the end of the boom to avoid damage to the sail.
5. Cleat the reefing line, in the jam cleat by pushing the lever forward to pinch the line.
6. Raise halyard to tighten front of sail (the luff.) Main should be three quarters of the way up, with boom parallel to the boat.
7. Tighten boomvang and mainsheet to see how it looks, then release mainsheet until you are ready to sail.
8. When you come back in, take the reef out!



MANEUVERING IN THE HARBOR





MUSCLE

SAIL

POWER

THE RULES OF THE ROAD

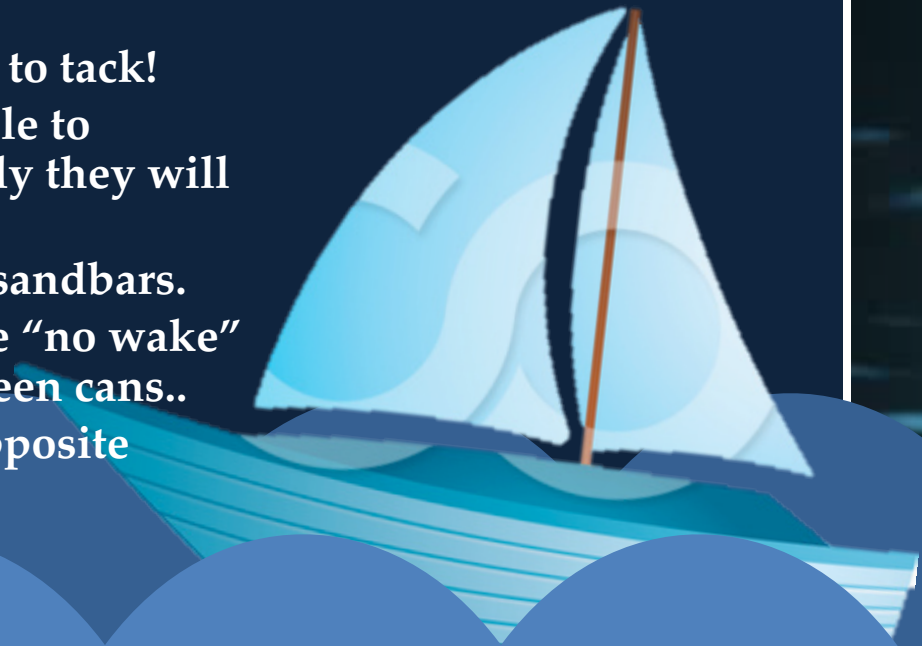


The Purpose of the Rules of the Road Is to Avoid Collisions:

- With few exceptions, muscle-powered vessels – such as rowboats, canoes, and kayaks – have the right of way over sail and motorized vessels.
- Sailboats generally have right of way over motorboats.
- Motorboats usually must yield to both.

MANEUVERING IN THE HARBOR SAFELY & EFFECTIVELY

- Know where the wind is coming from!
- Look both ways before you cast off to see if the coast is clear.
- Build speed sailing across the harbor with your sails trimmed properly – often you'll be on a beam reach and your sails should be halfway out.
- You have to have speed in order to tack!
- Boats from behind should be able to anticipate your course. Generally they will stay behind you.
- Avoid the fishing lines and the sandbars.
- Stay in the channel, between the "no wake" buoys, and the red nuns and green cans..
- If passing a boat going in the opposite direction, pass port to port.



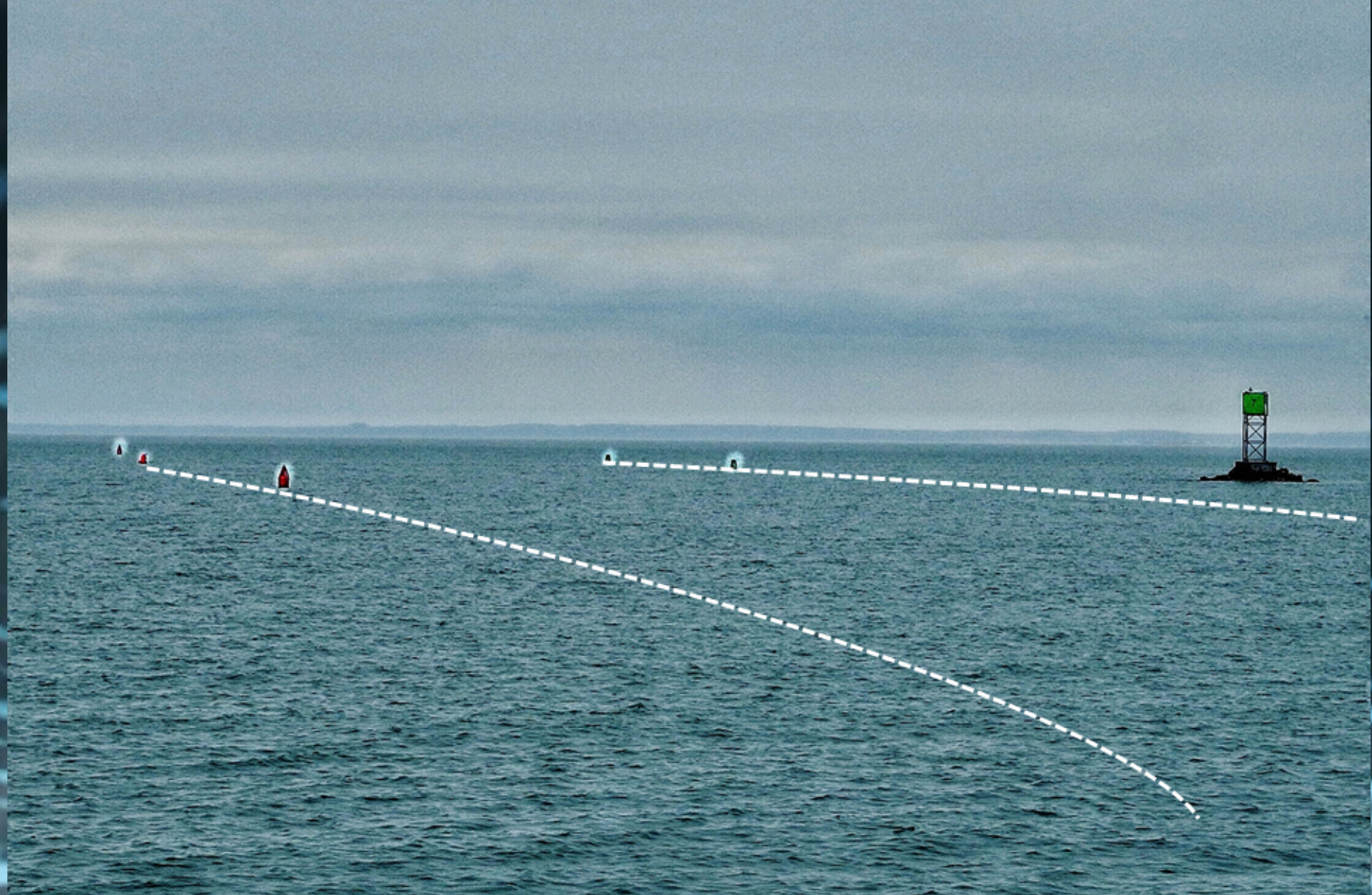
Sailing Out – wind from SW



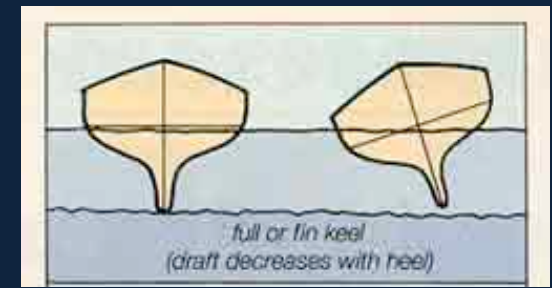
CHANNEL - MARKS & COURSE FOR LEAVING THE HARBOR



CHANNEL & BUOYS - SOUTHPORT HARBOR ENTRANCE



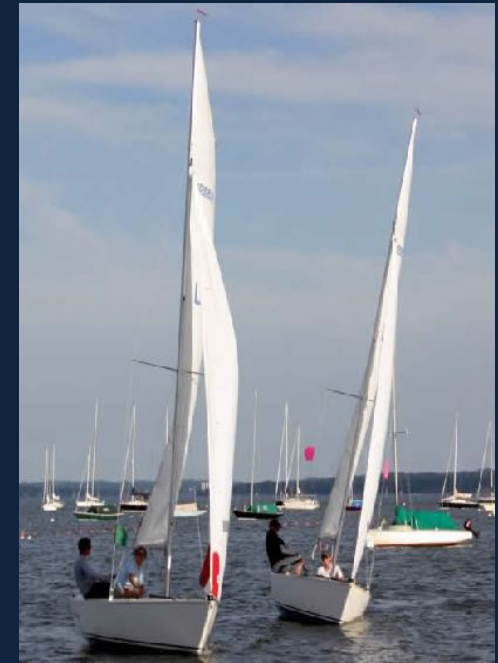
RUNNING AGROUND



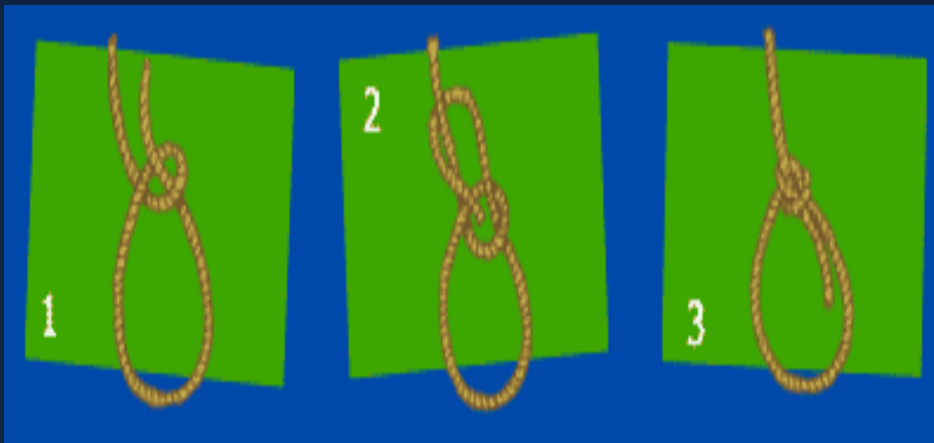
1. The boat will abruptly come to a stop. Most likely, you have hit mud. Your keel has hit and you are in less than 3.25 feet of water.
2. Let your sails out to reduce pressure and the boat will stand upright. Assess your situation.
3. Ask yourself, how can I easily get back into the channel bow first. Can I sail off?
4. Try heeling the boat over by getting all your weight onto either the leeward rail if you want to head up or windward rail if you want to head down..
5. Swing the bow around by trimming or backing the jib.
6. Once moving, trim your main, if it is luffing, and continue steering toward deeper water (the middle of the channel.)
7. If you are unable to free the boat, you can...
 - a. get out, off the stern and push off, pivoting the bow
 - b. request a tow from a nearby motorist
 - c. anchor and wait for the tide to rise
8. Always let CSF know that you have run aground!

GETTING ON A TOW

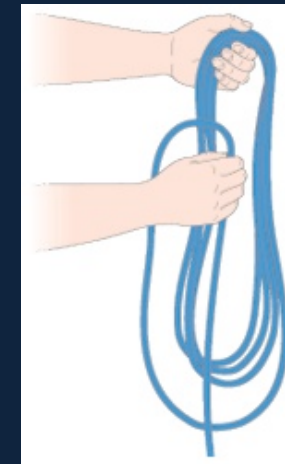
- Our boats are equipped with a towline, already tied to the mast with a bowline knot.
- Lead the towline forward and coil it for heaving. Split it in half so a single strand is separating the two halves.
- Toss it with your forward hand first.



Use a bowline knot for towing



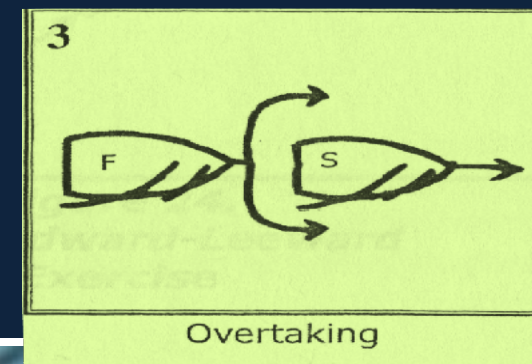
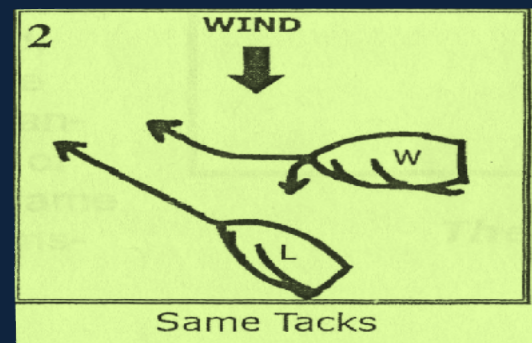
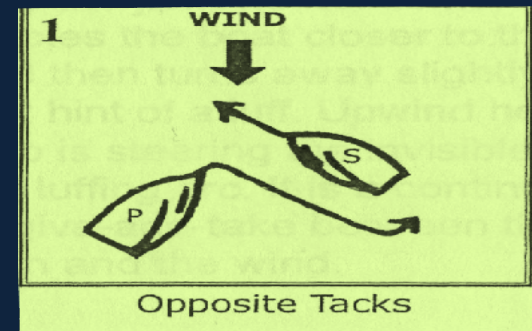
Coil the rope and split for heaving



THE RIGHT OF WAY RULES BETWEEN SAILBOATS

Boats Under Sail:

- When sailboats on opposite tacks meet, the one on the starboard tack (S) has the right of way. The port tack boat (P) is responsible to keep clear.
- When sailboats on the same tack meet, the leeward boat (L) has the right of way. The windward boat (W) must keep clear.
- When a faster sailboat (F) is overtaking a slower one (S), regardless of which tack either boat is on, it must keep clear of the overtaken boat.

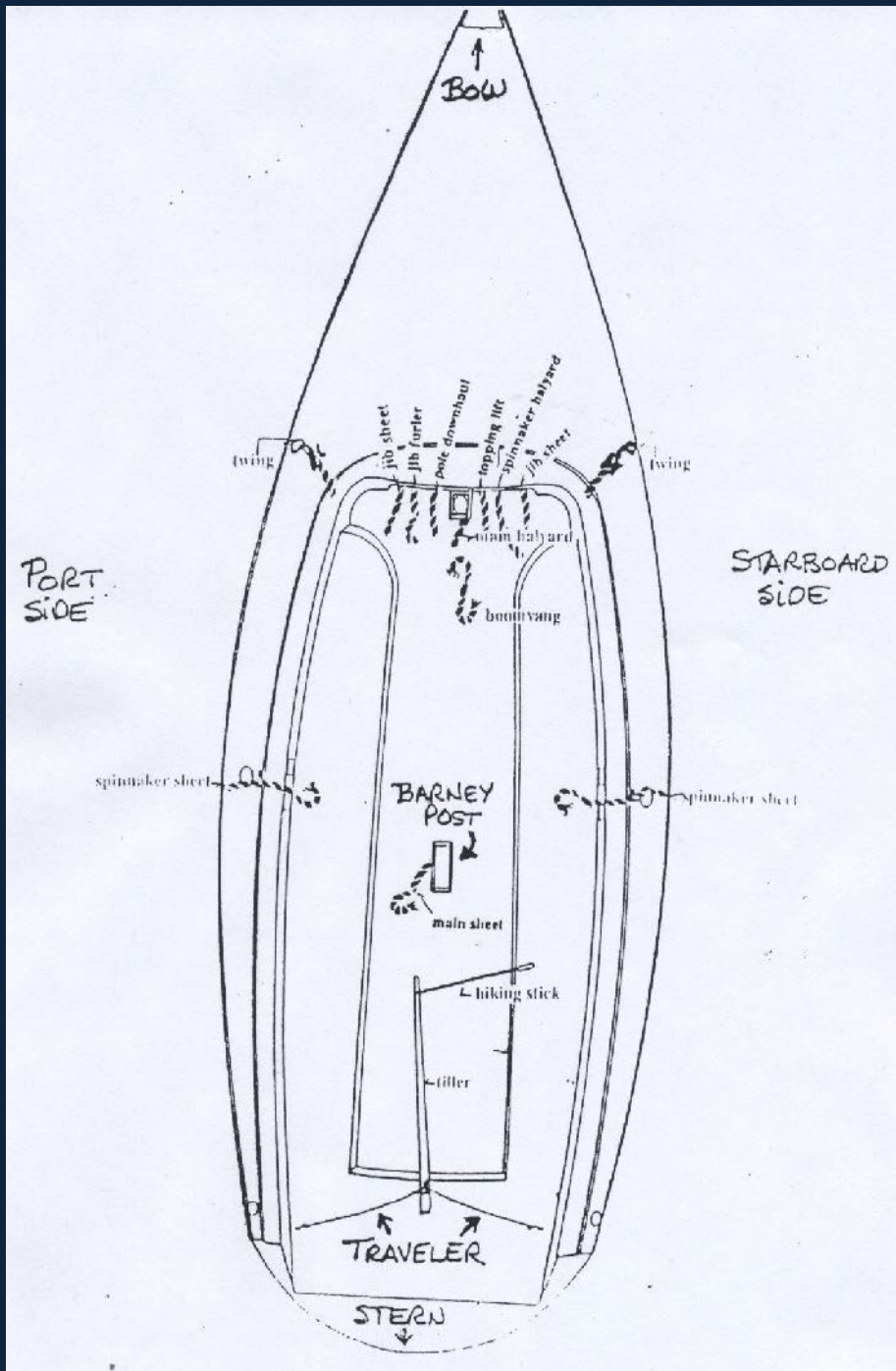


IF YOU ARE BECALMED (NO WIND)

1. Move weight forward, lifting the stern out of the water.
2. Heel the boat to leeward. The sail will bag out to one side so that it can act as an airfoil and make the most of the slightest breeze.
3. Adjust your angle so you are not sailing dead downwind.
4. A spinnaker is nice to have, in this situation.
5. Look for ripples. Ripples on the surface of calm water indicate a slight breeze. If you can get your boat into an area of ripples, you can use the breeze to get moving.
6. Know what the current is doing. Is it helping you or not?
7. Try using your tiller in gentle back and forth slow motions.
8. If you are not making ANY headway on land, then start paddling.
9. Keep an eye out for a nearby motor boat who can tow you in.
10. You can try sculling backwards (come to dockside clinic to learn how.)

PRE-SAILING CHECKLIST

- Check all fittings, cotterpins, rings, bolt on tiller, main traveler, traveler car on jib,, jib clew
- Check scuppers
- Check bilge for any water - pump if necessary
- Check you have a paddle, a throwable cushion, an attached tow line, a pump
- Shrouds should be relatively tight and taped
- If anything appears unsafe, do not use the boat
- Report any damage or equipment needs to CSF





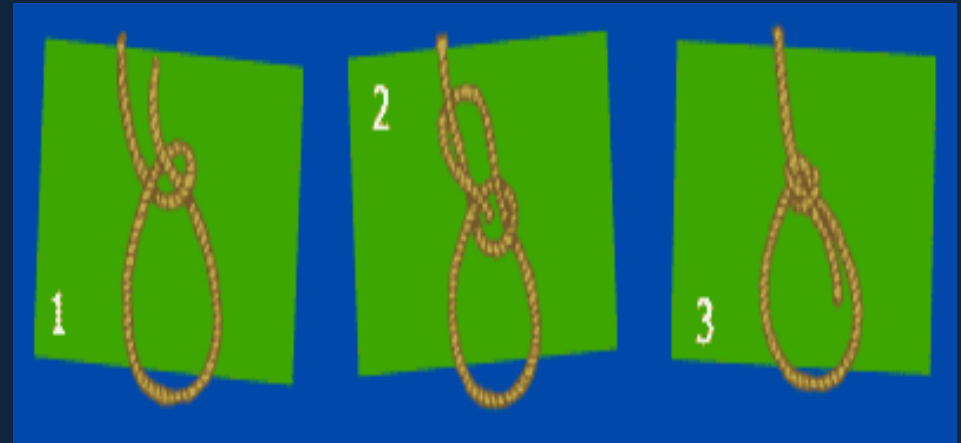
Community Sailing of Fairfield

KNOTS, COILING, CLEATING & PUTTING IN A REEF

- Bowline
- Cleat Hitch
- Figure 8 Knot
- Square Knot
- Half Hitch Coil For Stowage
- Buntline or Gasket Coil
- M-Line



BOWLINE



CLEAT HITCH

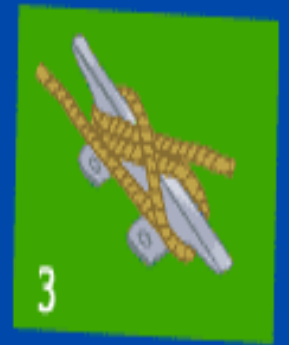
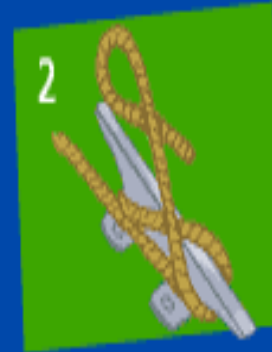
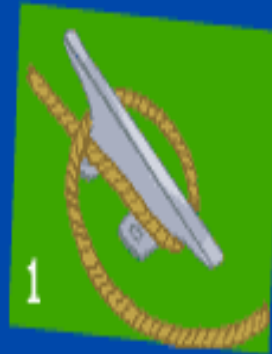
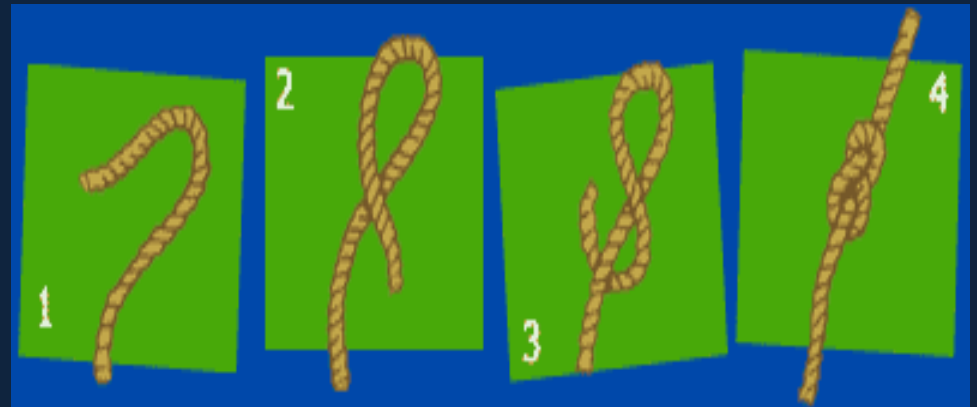
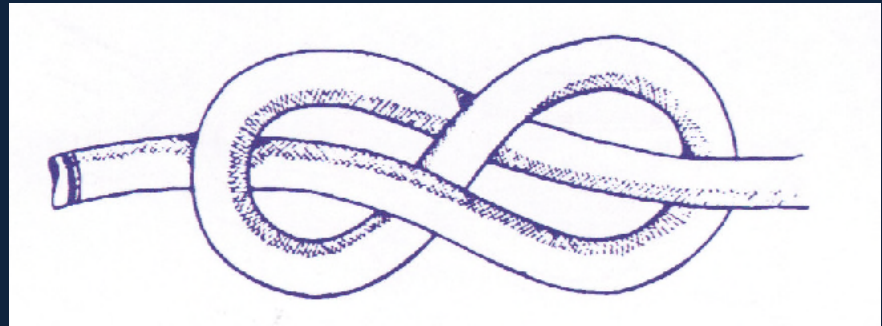
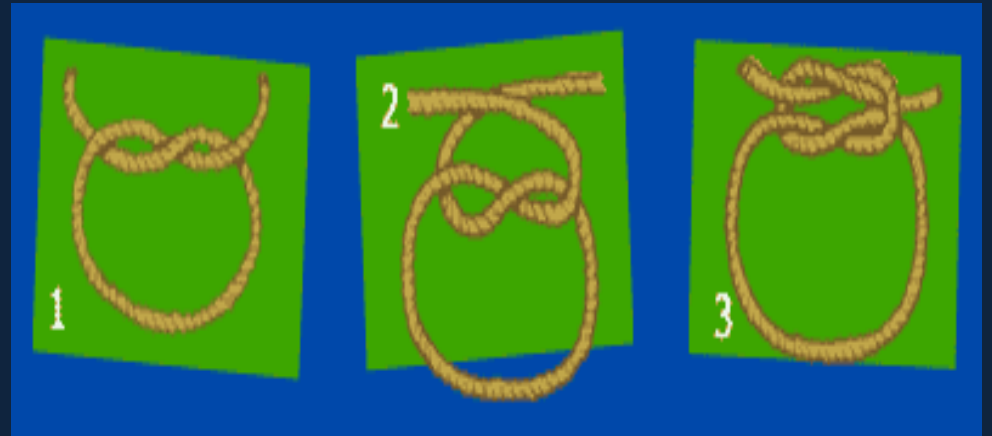


FIGURE 8 KNOT

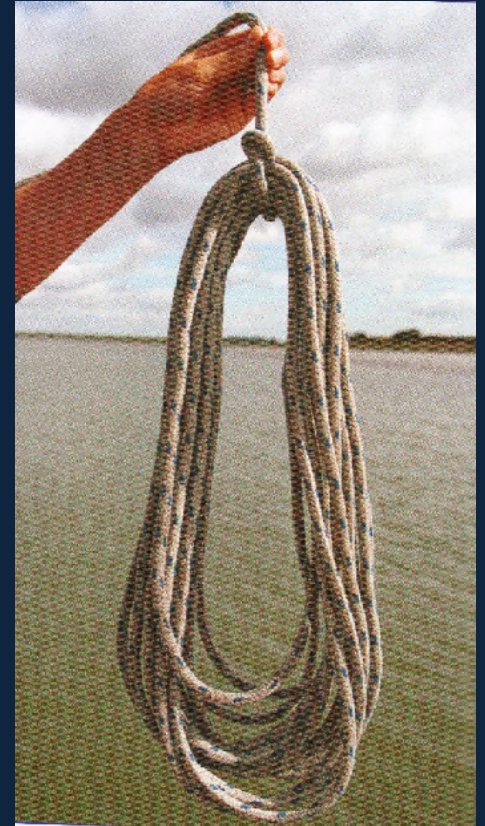
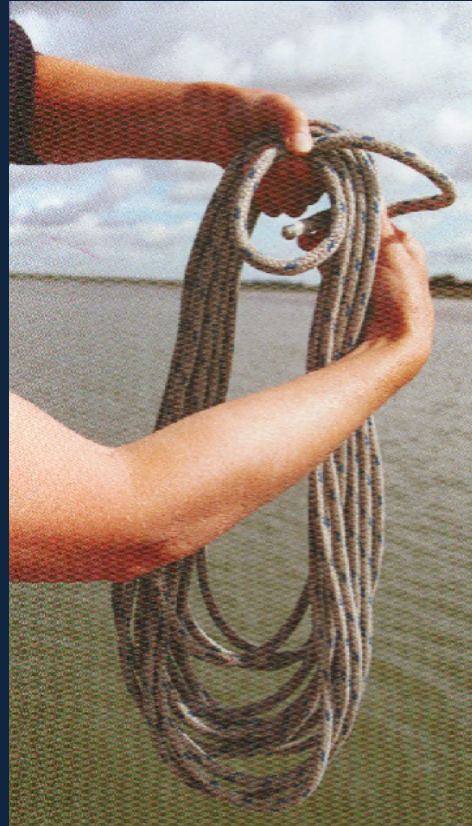




SQUARE KNOT



HALF HITCH COIL FOR STORAGE



BUNTLINE OR GASKET COIL



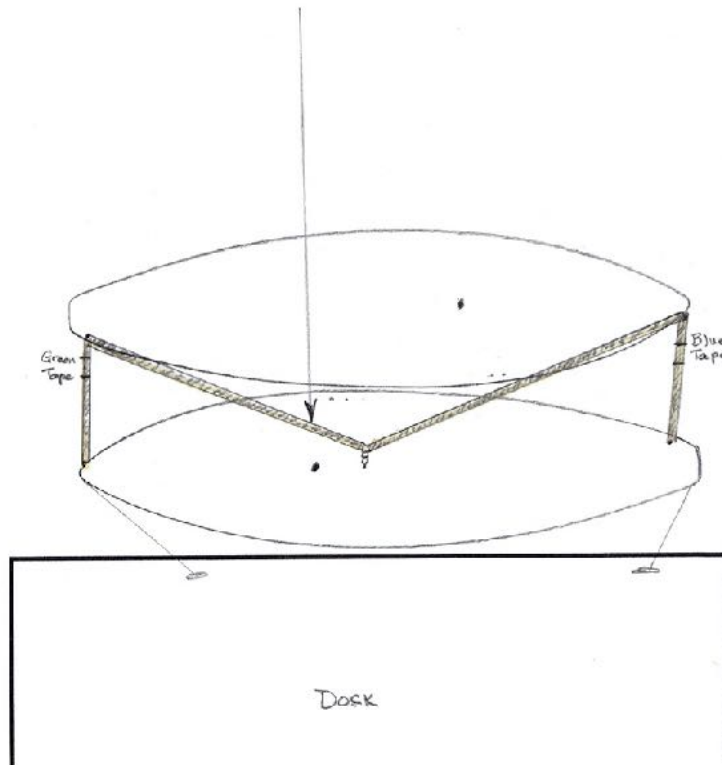
M-LINE



GRASS
(GREEN)



M-LINE



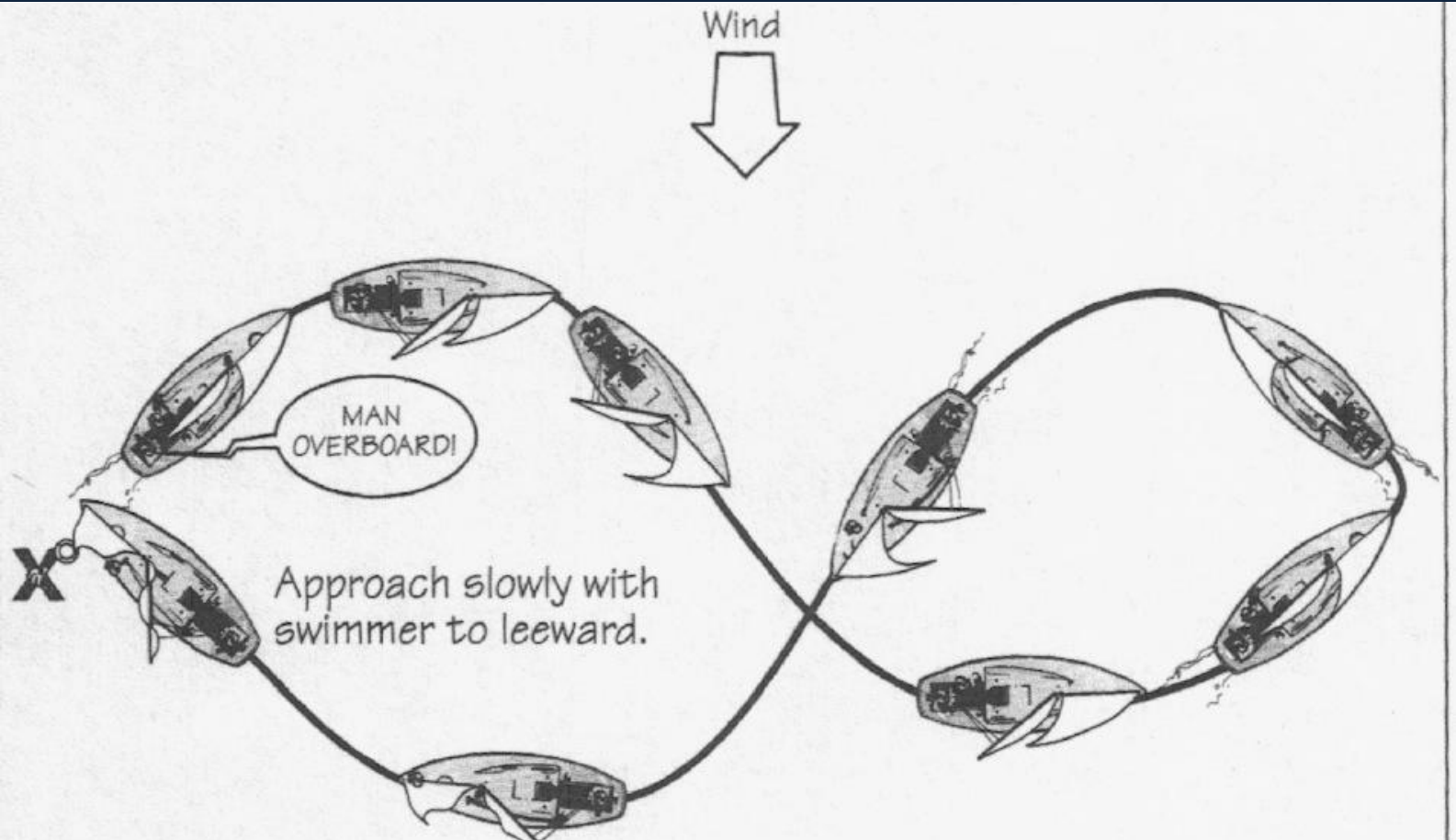
HARBOR
CHANNEL
(BLUE)



AT THE DOCK USING THE M-LINE



MAN OVERBOARD



PERSON OVERBOARD- THE FIGURE 8 RESCUE



MAN OVERBOARD

Initial Actions:

- Shout “Man overboard”, then keep calm!.
- Tell at least one crew member to keep pointing at the person in the water.
- Get a float in the water immediately.

Getting to the Man Overboard:

- Sail away on a beam reach.
- Tack and sail on the opposite beam reach. Sail downwind of the MOB so that you can approach the MOB on a close reach in order to reduce and control the boat’s speed.
- Approach on a close reach, easing sheets.
- Come alongside to windward and make recovery over leeward side.

Recovering the Man Overboard:

- Recover the person over aft leeward side or transom.

FOR MORE INFORMATION...

Marine Supply Stores

- West Marine (Stratford, Norwalk, and Stamford)
- Boat Locker (Bridgeport)
- Landfall's Dinghy Locker (Stamford)
- Bass Pro Shop (Bridgeport)

Safe Boating Courses

- DEEP website

Private Lessons

- Ginny Worcester

In Case of Emergency

- Marine Police (203) 254-4800 911 or Marine Channel 16
- Pequot Yacht Club (203) 255-5740 or Marine Channel 69

1. The line used to raise the main sail is the _____.
2. The _____ is the line that controls the angle of the main sail in its relation to the wind.
3. No more than _____ persons shall be permitted in a CSF sailboat at one time.
4. A beginner sailor must never sail a boat when the winds exceed _____ knots.
5. An intermediate sailor must never sail a CSF boat when the wind exceeds _____ knots.
6. The CSF boats must never be sailed when the wind exceeds _____ knots.
7. If you are not at the dock by _____ minutes past the hour, your boat reservation is voided.
8. T F Even if you have a reservation, you must sign the sailing schedule in the oar shed before sailing a CSF boat.
9. T F Not wearing a PFD by any member in your boat may result in the loss of your CSF sailing privileges.
10. Name the five points of sail: _____

11. Tacking is when the _____ crosses into the wind.
12. Jibing is when the _____ crosses the wind.
13. A _____ tack vessel must give way to a _____ tack vessel.
14. Circle the correct answer: Head up Head down means to turn the boat closer to the wind,
15. Southport Harbor runs predominantly:
 - A. East – West
 - B. North – West
 - C. North – South
 - D. West – South
16. Name a great wind indicator you can use to show the direction of the wind in the harbor at Ye Yacht Yard. _____
17. T F When someone tells you the wind is *out* of the north, he/ she means the wind is blowing from the south to the north.
18. T F When you arrive back to the dock and the person who has the next reservation is not right there, you can lower the sails and cleat the boat off on the side of the dock.
19. T F Always position your boat into the wind before hoisting your sails.

20. The prevailing breeze comes from the _____ which means that you generally have to _____ out of the harbor.

21. On the way in, you generally are on a _____ which means you have to have your sail _____ in order to sail efficiently in.

22. A Northwest breeze is tricky to sail in because it is usually _____ and _____.

23. Always know the _____, _____, and _____ before heading out to sail.

24. An effective way to get out of irons is to _____ the jib.

25. List three ways you can effectively get off from running aground.

26. If the tiller is hard over and the boat IS NOT turning, what is the problem?

27. List the required and recommended safety equipment already on board the Ideal 18s.

28. What personal safety equipment does CSF require and recommend that you bring?

29. What is the safety position and when would you use it?

30. In a man overboard situation, what point of sail should you be on when you are in your final approach toward the person in the water? _____

31. Should you position your boat to windward or leeward of the person in the water?

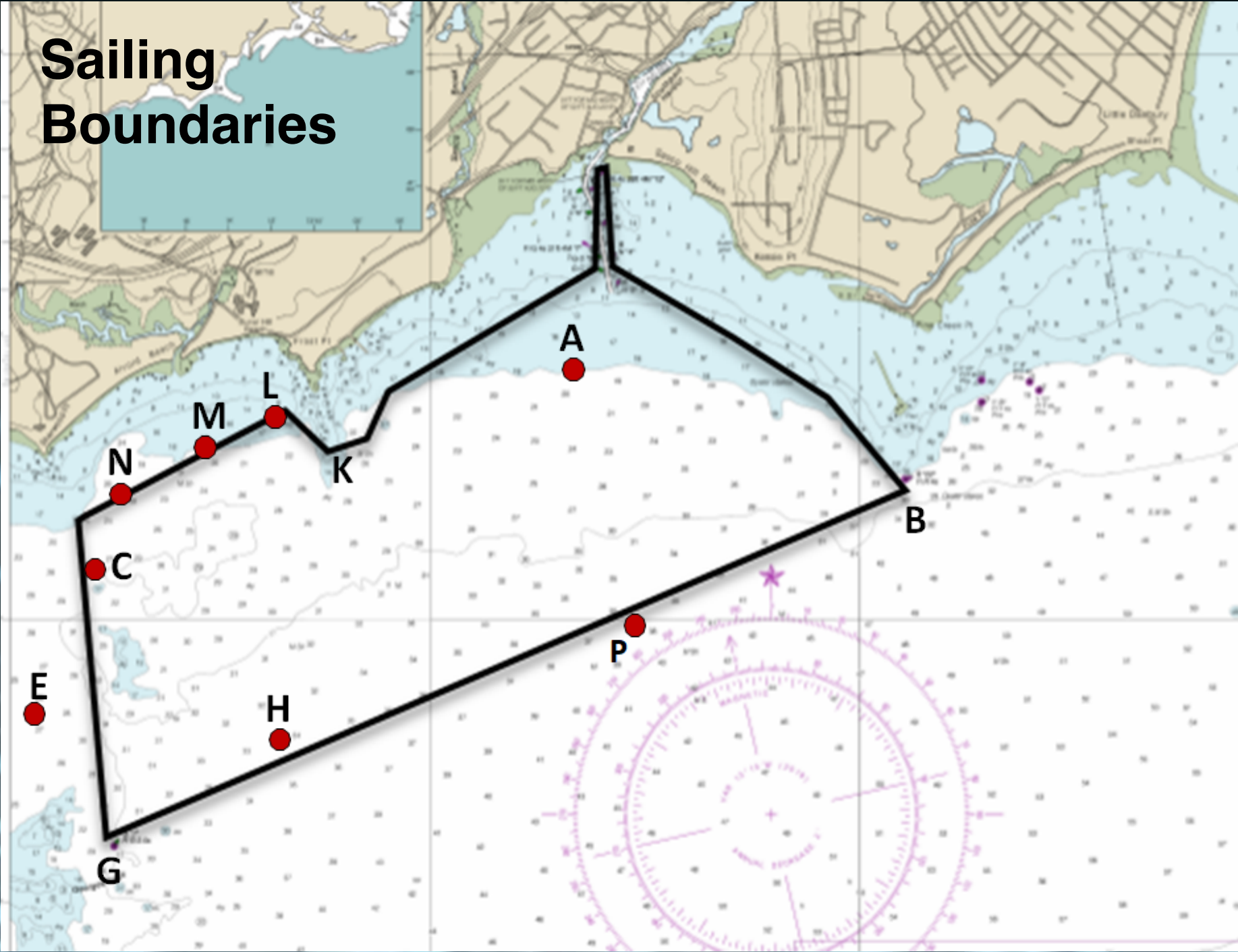
32. What do you look at to know that you are sailing efficiently upwind?

33. In case of an emergency call the _____.
Their number is _____.

34. T F Always show courtesy and respect toward other boaters and people fishing.

35. On a map mark the sailing boundaries.

Sailing Boundaries



DATES FOR THE NEXT SKILLS SESSIONS



CSF Sailing Dockside Schedule – at Ye Yacht Yard

- ✓ Session 1 – Sat. June 5, 9-11
- ✓ Session 2 – Sat. June 12, 9-11

Blessing of the Fleet
Sat. June 12 11-1

- During the dockside clinics, you will get hands on training on the CSF Ideal 18s including using the M-line, rigging, taking off and landing, familiarization with the harbor and how to put the boat away.

Don't forget to pay your
dues!

QUESTIONS AND ANSWERS



HAPPY SAFE SAILING!