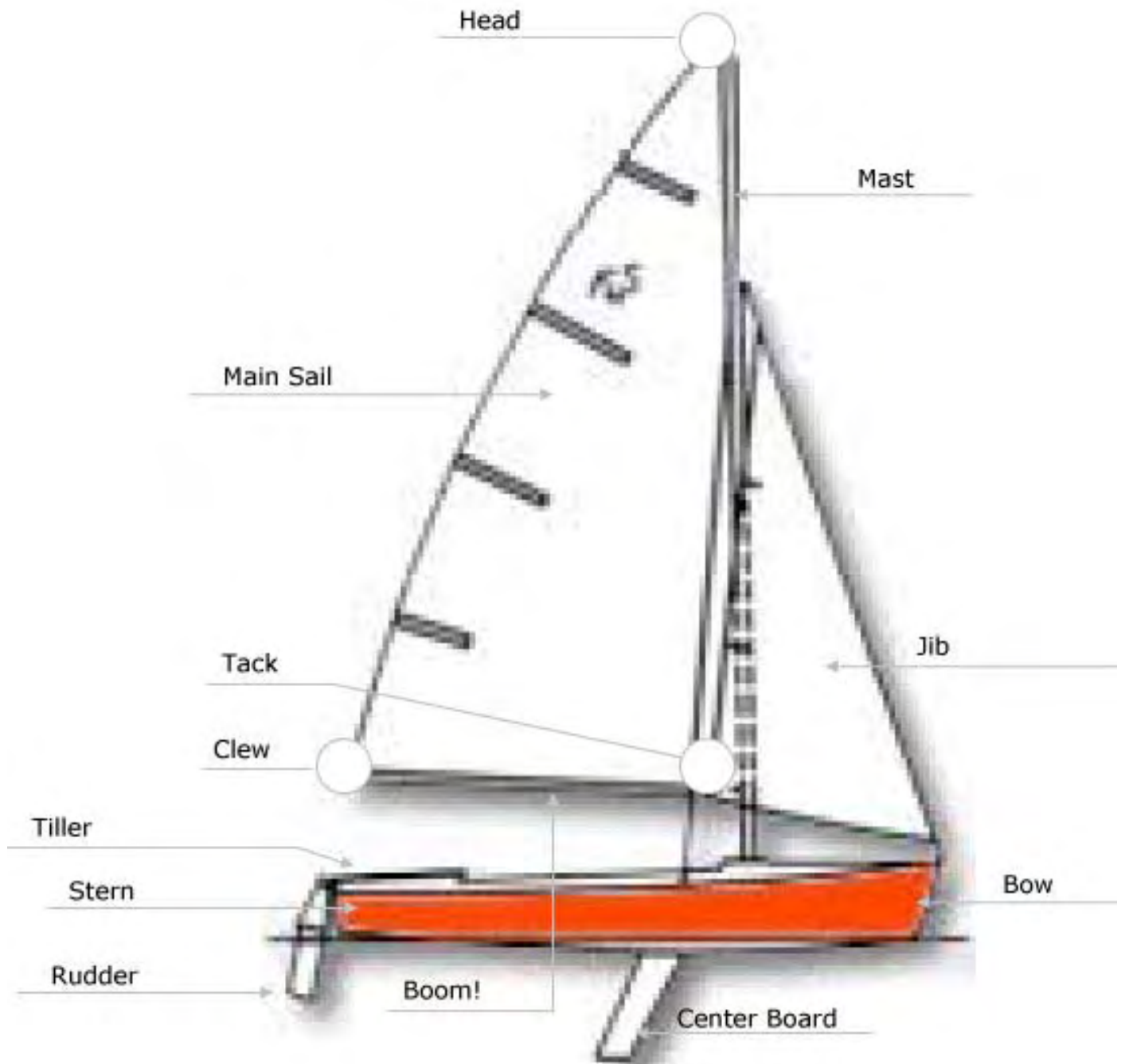




Learn-to-Sail: Class 1

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.



Contact: DC Sail, 202-547-1250, dcsail@nmhf.org

National Maritime Heritage Foundation, 236 Mass. Ave. NE, Washington DC, 20002 / www.NMHF.org

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

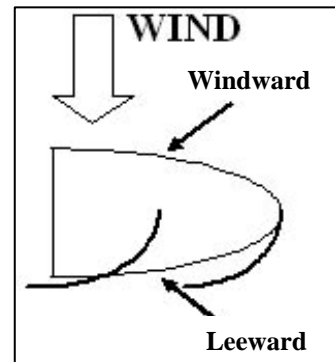
3) WIND (Pg. 20-27)

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

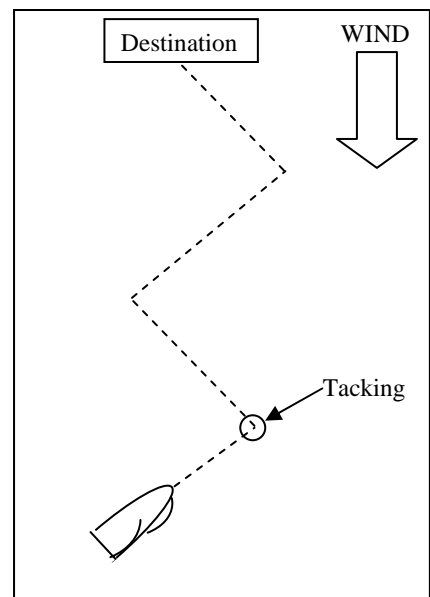
- Windward: side of the boat that the wind hits first
- Leeward: side of the boat that the sails are on



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.

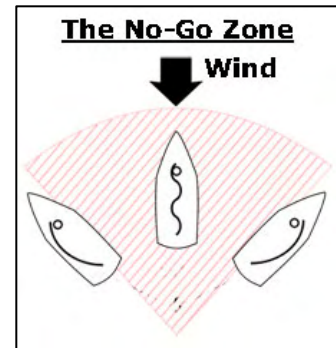
- Upwind Destination: If you try to sail towards a destination that is directly upwind, you will be pushed backwards! In order to fill your sails with enough wind to propel your boat forward, you have to angle your boat to at least 45° to the direction of the wind. Then, you zig-zag back and forth until 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.

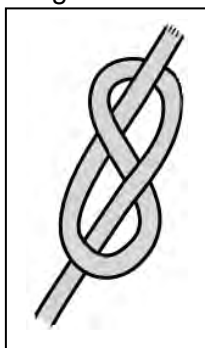
7) DE-RIGGING

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:

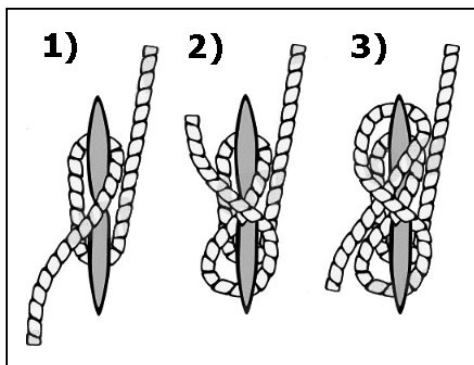
- Jib sail off and neatly folded
- Main sheet coiled and cleated tight
- Main sail rolled and tied to boom using main sheet
- Centerboard up
- Tiller off
- Fenders (bumpers) on
- Sail cover on
- Boat secured with bow line and stern line

8) BASIC KNOTS (Pg. 94-96)

Figure-8 Knot



Cleat Hitch



Bowline

