Introduction to Sailing

The Downtown Sailing Center is a 501(c)(3) nonprofit community sailing center.

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www.downtownsailing.org

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Contents

Welcome to the Downtown Sailing Center

Some practical information about the Downtown Sailing Center (DSC) which will be useful to you:

The DSC shares the facilities of the Baltimore Museum of Industry (BMI).

DSC members should park in the section of the lot where the containers are located or in the gravel lot below the pavilion. You should display a DSC sticker somewhere on your car. There may be times when DSC members may not park inside the fence. At those times, a red flag will be hung on the gate. When we have enough advance notice, we will also note "red flag days" in the DSC's e-newsletter.

Do not leave your car parked in either lot after an evening sail. If you are going out, maybe to Little Havana, move your car out to the street so that it isn't locked in overnight.

Portable toilets are situated next to the containers.

As a DSC member, you are also a member of the BMI, so feel free to explore the museum during its regular operating hours.

The BMI pavilion is often rented out for special events. If there is an event taking place under the pavilion, please walk around the pavilion, not through it, and keep the noise level near the pavilion to a minimum.

DSC office: 410-727-0722

DSC Web site: www.downtownsailing.org

DSC emergency number: 410-812-9835. Use this number for emergencies only. Your car being locked in does not qualify as an emergency.

All of the activities at the Downtown Sailing Center (DSC) are designed with three priorities in mind: 1) safety, 2) learning and 3) fun.

Safety, of course, is our foremost priority. If you aren't sailing safely, then you won't be learning and you won't be having fun.

You are taking the Introduction to Sailing course because you want to learn to sail. This course is designed to teach you the knowledge and skills needed to be a competent crew member on a sailing boat up to 23 feet in length without a motor or engine. You will learn boating safety, parts of the boat, wind awareness, basic sail trim and maneuvering. (As you are reading this booklet, keep in mind that it is intended to present the basic information you need to know to be a crew member on a DSC daysailer. It is by no means a comprehensive learn-to-sail manual. Additional books, such as US SAILING's Basic Keelboat, are available for purchase and additional resources are listed on the DSC's Web site.)

Last, but definitely not least…While you are learning to sail safely, absorbing new knowledge and practicing sailing skills, we also want you to have fun. Someone once said, "Sailing is the most fun you can have at six miles per hour". We hope that you come to agree. Enjoy your time on the water!

Safety

Being aware of your surroundings in any situation is the first step to being safe. Before you even get on a boat, look around you at the DSC and notice that

there aren't any railings along the shoreline or on the docks;

the DSC docks are floating docks so they will rock; and

there are cleats and lines, and possibly other objects, such as power cords or water hoses, on the docks.

Be aware of all of the above as you are moving about the DSC.

When you are ready to go out sailing, the weather, your clothing, the use of life jackets, the safety equipment on the boat, certain hazards inherent to sailing and the experience of your fellow crew members can all affect your safety, and your level of enjoyment, on the water.

Weather

Everyone on the boat should check the weather before leaving the dock and stay attuned to the weather while sailing.

DSC Policies:

If the wind exceeds 15 knots, jibs should not be raised.

The Sonars and J/22s – the DSC's daysailers – cannot go out if the wind exceeds 20 knots.

None of the DSC boats can go out if there is lightning or a threat of lightning. You will learn what to do if caught out on a boat when a storm comes up.

Sailing in the rain is not a problem – just be sure you have foul weather gear with you!

Clothing

Always dress appropriately for the weather so that you are comfortable.

In warm weather, wear a hat, sunglasses and a collared shirt. Apply adequate sunscreen and bring the bottle with you if you expect to be out for a lengthy sail. You may want to consider wearing a long-sleeved shirt to protect you from the sun.

In cold weather, dress in layers, such as loose-fitting long pants over long underwear and a nylon-fleece jacket over a sweater and turtleneck. A snug-fitting knit or fleece hat will keep your head warm. Don't forget to apply sunscreen to uncovered areas.

Sailing when you are soaking wet and chilled isn't safe and certainly isn't fun. If you expect to be sailing in the rain, be sure to have a waterproof jacket with a hood and waterproof pants.

Wear non-marking, closed-toe shoes. There are cleats on the docks and cleats and toe rails on the boats that can "jump up" in front of unprotected toes.

Sailing gloves are optional, but are a nice addition to your sailing wardrobe for any weather condition.

When you are packing your sailing gear, be sure to pack plenty of drinking water and maybe even a light snack.

Life Jackets

DSC Policy:

Everyone must wear a fastened life jacket, also called a PFD (personal flotation device), while on the water.

Safety Equipment on the Boat

Each Sonar and J/22 has an orange safety box assigned to it. These safety boxes are located in storage lockers on the docks. Each safety box contains:

3 United States Coast Guard (USCG)-approved non-expired flares

1 sound signaling device (whistle)

1 first aid kit

1 multi-tool

1 winch handle (for those boats with winches)

Each boat should have on board:

1 throwable Type IV flotation device (most often, a cushion)

1 paddle

1 bailing device (bucket and hand pump)

All of the above should be in the cabin. Always check to be sure these items, and a safety box, are on the boat before leaving the dock.

On the Boat

The boom is the most obvious part of the boat to watch. It will move from side to side and everyone on board needs to make sure they are below the bottom of the boom when it does so. Listen for commands and responses from the skipper and fellow crew members which might indicate that the boom is about to move across the boat.

There aren't lifelines on the Sonars and J/22s so be careful as you move about the boat. When boarding the boat or moving about the boat, keep your center of gravity low and grab onto the shrouds or mast to maintain your balance. These boats will rock when you board them or when crew weight shifts sides.

When you are out on the water, you will notice that sailboats frequently heel – or tilt to the side. This is a natural and desired motion – don't let it frighten you. The Sonars and J/22s will not tip over because the weight of the keel prevents them from actually capsizing. You will learn later how to control this heeling if it becomes excessive.

Crew

Know the experience level of your fellow crew members, as well as whether they can swim or if they have any health conditions that might affect anyone else on the boat.

Parts of the Boat

Boom – the pole to which the foot, or bottom, of the mainsail is attached.

Bow – the front of the boat.

Cockpit – the low area in the boat where the crew sits and the tiller is located.

Deck – the flat surface area on top of the boat.

Hull – the body of the boat, excluding rig and sails.

Keel – the weighted vertical fin on the bottom of the boat that prevents the boat from tipping over and from sliding sideways through the water.

Mast – the vertical pole that holds the mainsail.

Rudder – the fin controlled by the tiller that turns the boat.

Stern – the back of the boat.

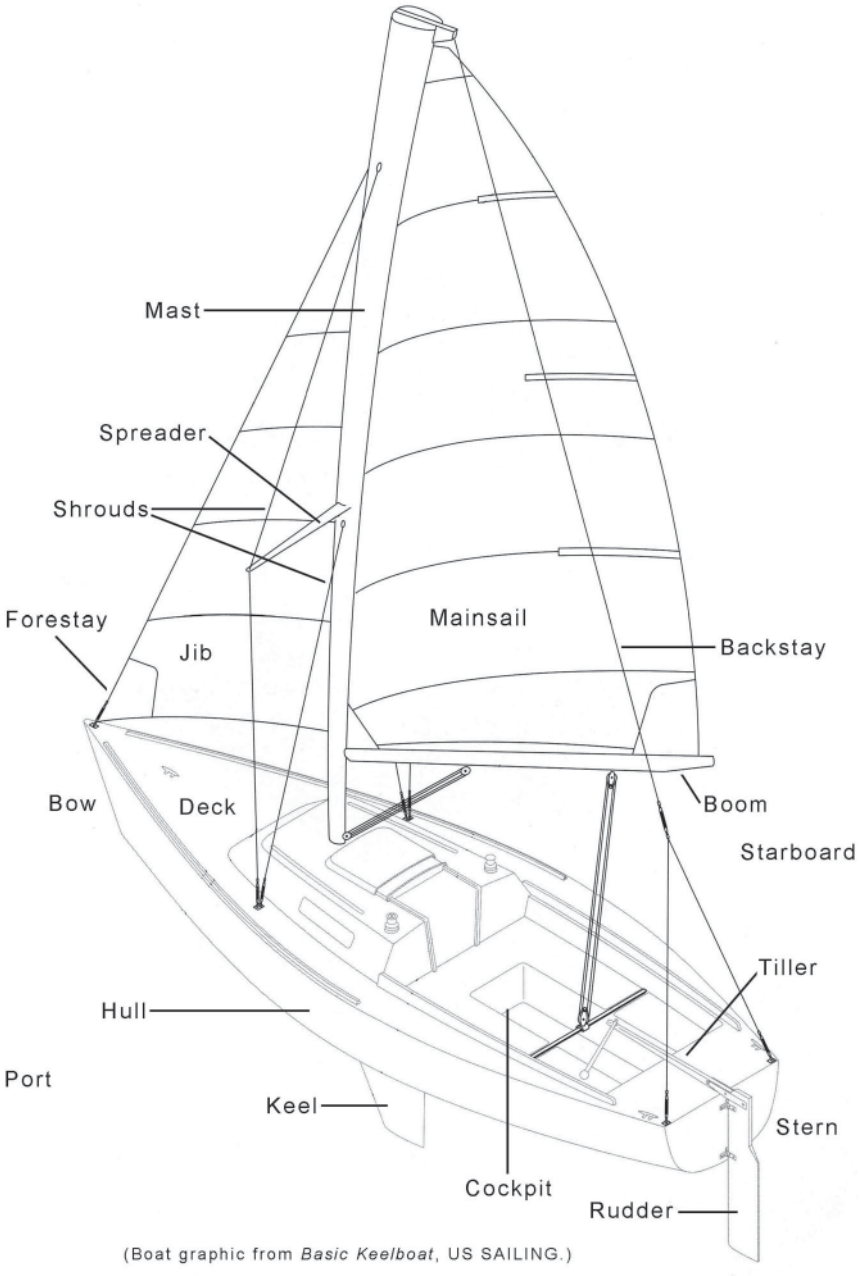
Tiller – the long handle (connected to the rudder) with which the boat is steered.

Starboard – the right side of the boat when looking forward.

Port – the left side of the boat when looking forward.

Standing rigging – the permanent rigging on the boat.

Forestay – the steel cable running from the top of the mast to the bow of the boat that keeps the mast from falling backward and to which the jib is attached.



(Boat graphic from *Basic Keelboat*, US SAILING.)

Backstay – the steel cable running from the top of the mast to the stern of the boat that keeps the mast from falling forward.

Shrouds – steel cables running from the sides of the mast to the sides of the boat that keep the mast from falling sideways.

Spreaders – bars that hold the shrouds away from the mast.

Running rigging – lines* and hardware on the boat used to control the sails.

Sheet – a line that is used to control a sail by sheeting it in (trimming it) or sheeting it out (easing it).

Mainsheet – the line used to control the mainsail.

Halyard – a line that is used to hoist or lower a sail.

Outhaul – a line used to adjust the tension at the foot (bottom) of a sail.

Cunningham – a line used to tighten the luff (front) of a sail.

Boom vang – a block and tackle system that pulls the boom down.

Winch – a drum used to trim in a sail.

* For whatever reason, ropes on a boat are always referred to as lines.

Cleats

Cleats are fittings which hold or grip a line.

Horn cleats are the cleats on the dock to which the docklines are attached. Horn cleats may also be found on the boat. A cleat hitch is used to secure a line to a horn cleat.

You will also find cam and clam cleats on the boat. A cam cleat consists of two spring-loaded "rollers" through which a line is passed to secure it. The jib sheets are usually secured by a cam cleat. A clam cleat is a single-piece fitting, frequently used to secure the outhaul.

Sails and Sail Parts

Mainsail – the sail located aft of the mast, attached to the mast and the boom.

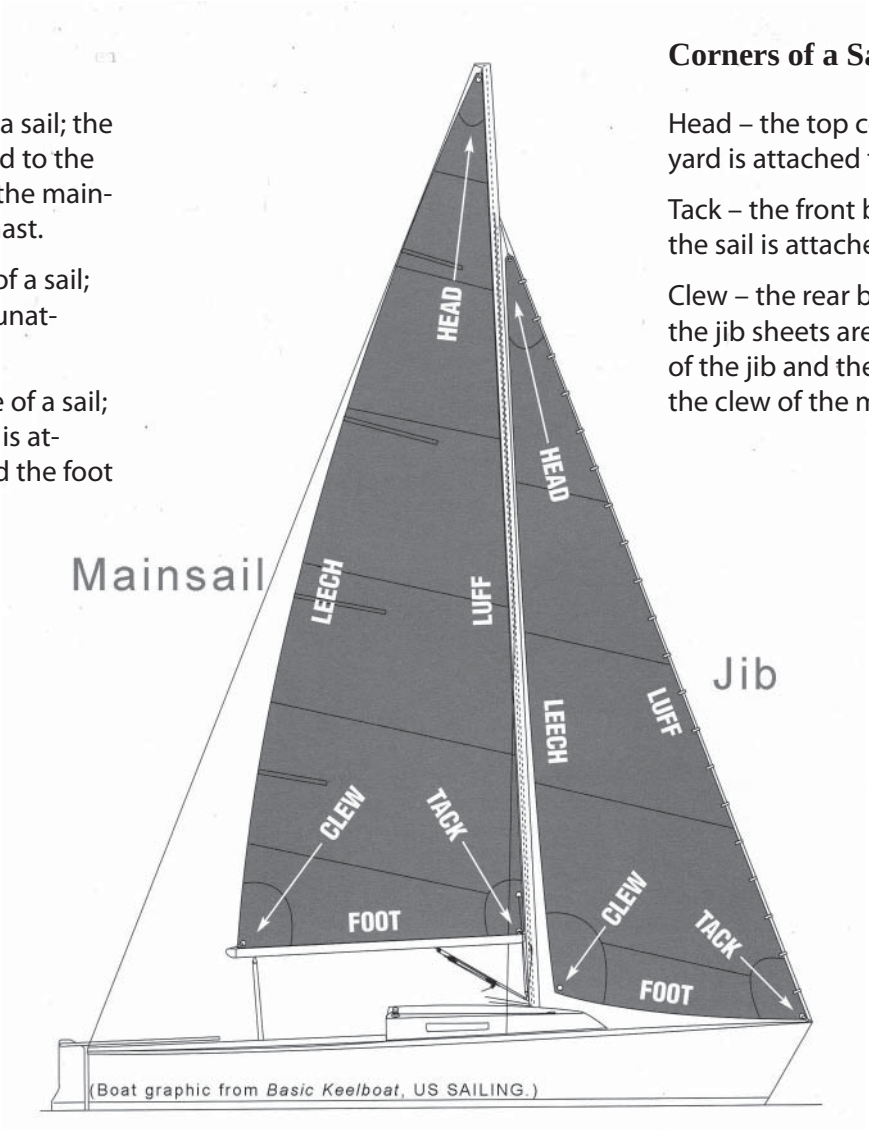
Jib – the forward sail attached to the forestay.

Edges of a Sail

Luff – the front edge of a sail; the luff on the jib is attached to the forestay and the luff of the mainsail is attached to the mast.

Leech – the back edge of a sail; the leech of the sails is unattached.

Foot – the bottom edge of a sail; the foot of the mainsail is attached to the boom and the foot of the jib is unattached.



Corners of a Sail

Head – the top corner of a sail; the halyard is attached to the head of the sail.

Tack – the front bottom corner of a sail; the sail is attached to the rig at the tack.

Clew – the rear bottom corner of a sail; the jib sheets are attached to the clew of the jib and the outhaul is attached to the clew of the mainsail.

Wind Awareness

Knowing "where the wind is" is crucial to sailing. Of course you need wind to sail. But, if you don't know the direction of the wind, you won't know how to set the sails or steer a course.

The direction of the wind is described by the direction from which it is blowing. It can be described geographically – for example, if the wind is blowing from the west to the east, it is a west wind – or by degrees on a compass.

There are indicators on land, on the water and on the boat which tell you the direction of the wind, as well as giving you some idea as to the strength of the wind. On land, look for flags, windsocks or smoke from a stack. On the water, watch the ripples on the surface. Puffs create a patch that looks darker than the surrounding surface. As the steady wind strength increases, the height of the waves will increase and you may start to notice white caps. Look at other sailboats and notice how their sails are trimmed. On the boat, look at the masthead fly – often called a "windex" – at the top of the mast. It will point in the direction from which the wind is coming. Many of the DSC boats have pieces of yarn or cassette tape tied to the shrouds that stream opposite the direction of the wind. Use any and all of these indicators, but learn to feel the direction of the wind on your body.

Puff – an increase in wind speed for a short duration.

Lull – a temporary decrease in wind speed; sometimes called a hole.

True wind – the actual speed and direction of the wind when sitting still.

Apparent wind – the wind felt when moving (for example, when riding a bike or on a moving boat).

Windward – toward the wind; where the wind is blowing from; the windward side of the boat is the side closest to the wind.

Leeward – away from the wind; where the wind is blowing to; the leeward side of the boat is the side furthest away from the wind.

Starboard tack – wind is coming from the starboard side of the boat.

Port tack – wind is coming from the port side of the boat.

How Sails Work

Sails are a sailboat's engine and produce power in one of two ways, pulling or pushing.

Pull Mode

When the wind is coming from the front and/or side of the boat, it is flowing over both sides of the sails, creating a pressure differential. This pressure differential produces a force, lift, that pulls the boat forward and sideways. This lift is similar to the lift created by an airplane wing. The keel keeps the boat from slipping sideways.

Push Mode

When the wind is coming from behind the boat, it blows against the sail, simply pushing the boat forward.

Basic Sail Trim

If the sails are a sailboat's engine, then they need to be adjusted, or trimmed, to provide power to move the boat or to depower to slow or stop the boat.

Controlling Sail Power

Power is controlled by altering the air flow over the sails. Maximum power is attained when the air flows smoothly. Turbulent air flow causes the sail to lose power. When the sail is flapping in the wind like a flag, there is no power and the boat slows down. This is called "luffing" and can be used to slow or stop the boat. The sails can make a lot of noise when they are luffing, but don't be alarmed as it is a natural part of sailing.

For maximum power, you need to adjust the sails for optimum angle to the wind. A general rule for attaining optimal sail trim is to let out, or sheet out, the sails until they begin to luff, then pull them in, or sheet them in, just until they stop luffing.

Besides adjusting the sail angle to the wind with the sheets, you can also change the direction of the boat to change the angle of the sails to the wind.

An example of the practical application of using the sheets and/or the direction of the boat to control power would be if the boat were heeling excessively. If you sheet out the mainsail and/or steer the boat up toward the wind, the boat will flatten out and slow down.

Sail Telltales

Telltales show the invisible wind flow over the sails. They are made of yarn, thread or any other lightweight material that blows easily in the wind. Sail telltales are attached to the jib or mainsail, but there may be telltales attached to the shrouds as well.

Smooth air flow is indicated by the telltales flowing parallel to the water.

Turbulent air flow is indicated by the telltales bouncing around, fluttering erratically.

Windward telltales fluttering indicate that the sail is sheeted too far out because the air flow is turbulent on the windward side of the sail.

Leeward telltales fluttering indicate that the sail is sheeted in too tight because the air flow is turbulent on the leeward side of the sail.

Points of Sail

Again, since sails are the sailboat's engine, when you change the direction, or heading, of the boat, you also change the relative direction of the wind in the sails and thus the amount of power. When the boat changes direction – or if the wind changes direction – the sails need to be trimmed.

The heading of the boat relative to the wind – upwind, across the wind or downwind – is described as a point of sail.

Run – the wind is coming from directly behind the boat. The boat is being pushed by the wind and the sails should be all the way out.

Broad reach – the wind is coming from the rear quarter of the boat (100-170 degrees off of the wind). The sails should be nearly all the way out.

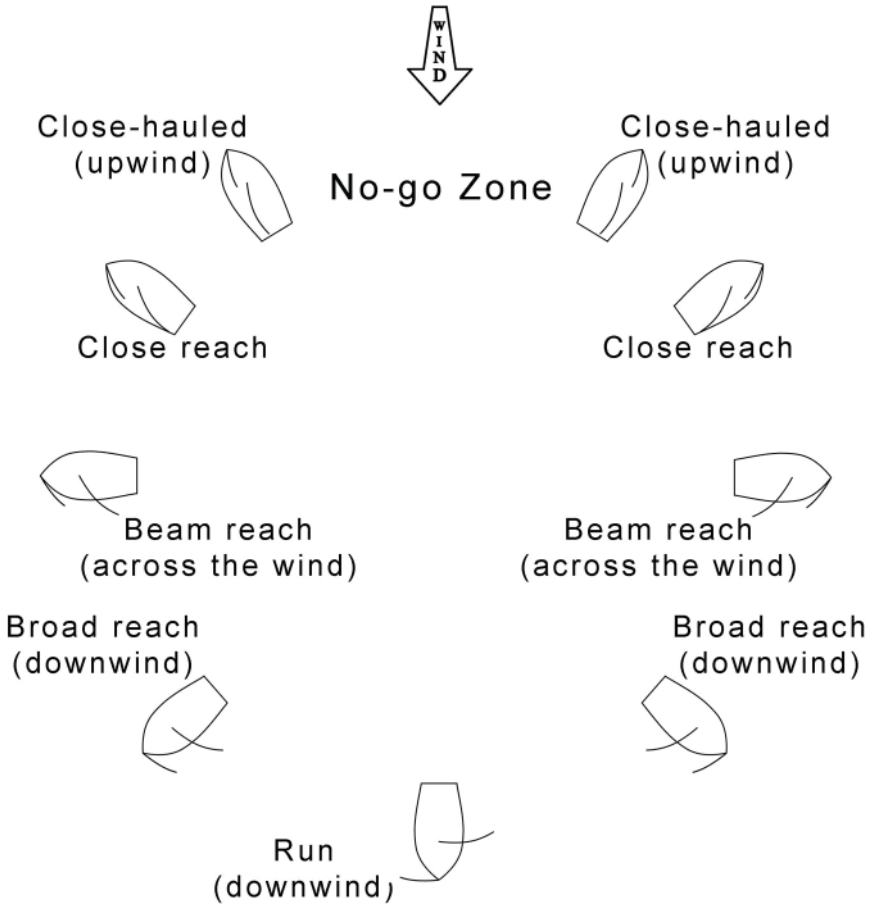
Beam reach – the wind is blowing across the side of the boat at a 90-degree angle. The sails should be sheeted in halfway.

Close reach – the wind is coming from just forward of the beam, or the widest part of the boat (50-90 degrees off of the wind). The boat is being pulled by the wind and the sails are trimmed almost all the way in.

Close-hauled – the wind is coming over the side of the boat near the bow (45 degrees off of the wind). The sails are trimmed in tightly.

No-go zone – the wind is coming directly over the bow of the boat. The sails are flapping and the boat has lost all power. A sailboat cannot sail in the no-go zone.

Generally, except on a run, the angle of the sails to the wind remains almost constant.



Crew and Helmsman

Since small sailboats are relatively light, the position of the helmsman and crew is critical to how the boat handles. The crew not only trims the sails, but also helps to balance the boat. In higher winds, the crew is positioned to windward on the rail to counter the tendency to heel. Excessive heel slows the boat and makes it more difficult to steer.

Crew Responsibilities

The crew trims the jib (when being used) and switches jib sheets during a tack. The crew may also trim the mainsheet if instructed to do so by the skipper. They will cross the cockpit during a tack, snug up the sheet not being used (lazy sheet) and make ready for the next tack. It is also the responsibility the crew to look out for other boats and obstacles.

Helmsman Responsibilities

The helmsman steers the boat. He/she sits near the aft of the cockpit, usually on the windward side of the boat, holding the tiller with the hand farthest aft.

The other hand is used to adjust the mainsail trim as needed. In a three-person crew, the middle crew can handle the mainsheet and the helmsman only steers.

Steering the Boat

Water must be flowing over the rudder to steer. Therefore, the boat must be moving for you to turn the boat.

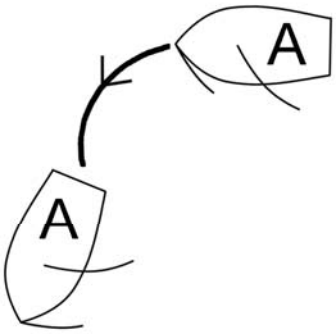
Using a tiller to steer is relatively simple, but somewhat counter-intuitive. You push or pull the tiller away from the direction you want to turn. If you want to turn to the right, you push or pull the tiller to the left.

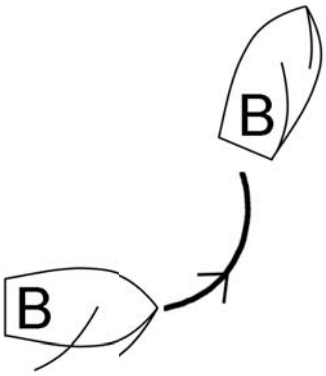
Conversely, if you want to turn to the left, you push or pull the tiller to the right. Steering will be awkward at first but will begin to feel natural as you spend more time sailing.

Relationship of Turn to the Wind

When the boat is turning, the turn is often described in terms of the direction of the turn relative to the direction of the wind. If you are turning the boat toward the wind, you are heading up. If you are turning the boat away from the wind, you are falling off or bearing away.

Boat A is falling off or bearing off, turning away from the wind.





Boat B is heading up, turning toward the wind.

Boarding the Boat

As mentioned earlier, the Sonars and J/22s will rock when you board them. So, when you are boarding and others are already aboard, announce that you are "stepping on" and grab the shroud nearest you as you step aboard. Step into the center of the boat and keep your center of gravity low. If you are carrying something, such as a sailing bag or cooler, hand that item to someone already on board before stepping on yourself. When the sail is over, hand any items that you are taking with you to someone already on the dock and announce that you are "stepping off".

Rigging the Boat

Rigging the Mainsail

The mainsail is stored underneath a canvas sail cover for UV protection.

1. Remove the sail cover and sail ties. Stow the cover below and stow the ties in one location where they can easily be retrieved.

2. Locate the main halyard and attach the shackle to the head, or top corner, of the mainsail. Remember to always keep a hold on the main halyard when it is not securely attached to the mast or the sail.

3. Insert the boltrope of the mainsail into the slot in the mast just above the boom, raise it slightly and take the slack out of the main halyard to keep the head of the sail in the slot.

4. Uncoil the mainsheet, uncleat it and prepare it for use.

Rigging the Jib

The jib is stored below.

1. Attach the tack, or lower front corner (look for the manufacturer's marking), of the jib to the bow using a horn or shackle.

2. Attach, or hank on, the luff, or front edge of the jib, to the forestay using metal or cloth fasteners.

3. Run the jib sheets (attached to the clew, or lower back corner) through the fairleads and tie a stopper knot (figure-8 knot) at the ends.

4. Locate the jib halyard – it is the halyard below the forestay – and attach the shackle to the head of the jib.

Again, always keep a hold on the halyard when it is not securely attached to the mast or the sail.

If there is a cover on the tiller, remove it and stow below.

Leaving the Dock

Before leaving the dock, there are certain procedures to follow:

1. Crew briefing

   The skipper will explain the plan for getting underway.

2. Equipment/safety check

   Safety box

   Pins and retainers

   Lines and shrouds

   Paddle

   Bucket

   Hand pump

   Life jacket for each person on board

   Throwable Type IV PFD

3. Float plan

   Where you will be sailing to and your expected time of return.

4. Assess capabilities of skipper and crew

5. Dress for conditions

6. Weather check

When you are ready to leave:

1. The skipper assigns helmsman and crew.

2. Release the docklines.

3. Maneuver the boat so that it is facing into the wind and secure it by tying the bow line to a dock cleat.

5. Raise the mainsail.

   Check the attachment of the main halyard. The shackle should click into a locked position.

   Uncleat and loosen the mainsheet and boom vang. Perform the "superman test": lift the boom to ensure that it is free to raise easily.

   Assign crew to pull the main halyard.

   Assign crew to feed the boltrope by hand. When feed-

ing the boltrope, keep your fingers away from the slot.

Completely raise the mainsail. There shouldn't be any scallops or wrinkles in the luff, or front edge, of the sail when it is fully raised. Raise the sail just to the point where there aren't any scallops or wrinkles in the luff.

6. Helmsman and crew take their positions.

7. Look for other boats.

8. The crew member on the dock releases the bow line, keeps it in hand, pushes the boat off with forward momentum and steps onto the boat (with the bow line still in hand).

9. Steer clear of dock and other boats.

10. Stow fenders, docklines, and extra length of halyards and sheets.

11. Go sailing!

Raising the Jib

1. Everyone should clear the foredeck so they are not hit by the sail as it flaps in the wind.

2. Make sure the jib, halyard and sheets are clear and untangled.

3. Make sure the sheets are in the cockpit and free to run.

4. Check for traffic.

5. Bring the boat into the wind and raise the jib using the jib halyard. Use a winch to assist if necessary.

6. Trim the jib according to the point of sail.

Tacking

Tacking is changing the direction of the boat by turning the bow through the wind. When tacking, the sails will cross from one side of the boat to the other. The mainsail will cross the boat on its own. The jib will be switched by the crew.

Tacking Sequence

1. Preparing to tack

Helmsman shouts, "Prepare to tack" or "Ready about".

If ready, crew replies "Ready"; if not, reply is "Standby".

2. Turn toward the wind (heading up)

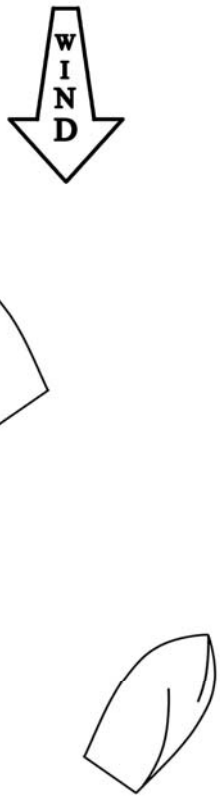
Helmsman shouts, "Tacking" or "Hard a-lee" and starts turning the boat into the wind (pushing the tiller toward the mainsail). As the boat turns into the wind, the sails begin to luff. When the forward edge of the jib is luffing, the crew releases the working jib sheet so the jib can cross over to the other side.

3. Turn away from the wind (falling off or bearing away)

As helmsman steers through the wind, the jib blows across the bow and the former lazy sheet is sheeted in (a couple of wraps around the winch may be necessary to hold it against the load). Helmsman crosses over to the other side once the mainsail has crossed over the cockpit. Helmsman should face forward and pass the tiller behind his/her back, keeping constant contact with the tiller.

4. Tack is completed

Once the tack is completed, helmsman centers the tiller and steers for a reference point (about 90 degrees from previous course). Crew adjusts the jib and the mainsail for new direction. Jib sheets are coiled and readied for next tack.



Tacking – bow of the boat turns through the wind.

Jibing

Jibing is changing the direction of the boat by turning the stern through the wind. Tacking and jibing are compared below.

Tacking	Jibing
Turn bow toward wind.	Turn bow away from wind.
Bow turns through wind.	Stern turns through wind.
Mainsail luffs across boat.	Mainsail flips across boat.
Sails lose power.	Sails do not lose power.
Boat must turn at least 80 degrees.	Boat may make very little (or even no) turn.

Jibing Sequence

1. Preparing to jibe

   Helmsman checks wind direction and selects reference to steer toward after completion of jibe. Helmsman calls out, "Prepare to jibe". Crew checks sheets to be sure they are ready to run out and uncleats the working jib sheet and mainsheet. When ready, crew replies, "Ready"; if not, reply is "Standby". Helmsman switches position to other side of the boat.

2. Turn away from the wind (falling off or bearing away)

   Helmsman (or crew) begins sheeting in the mainsail, and slowly turns the boat away from the wind. Crew prepares to switch jib sheets.

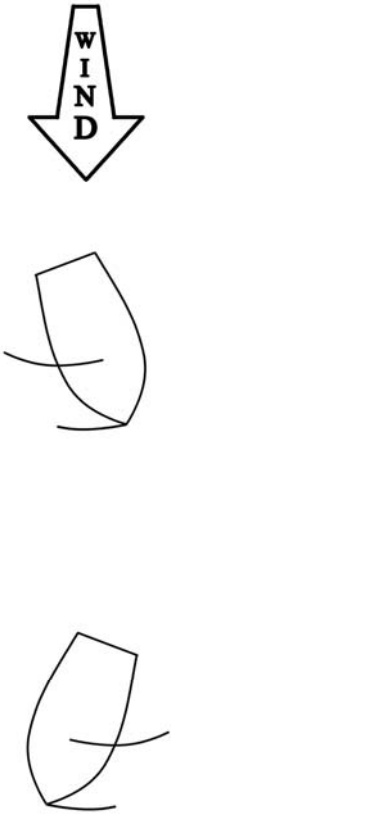
3. Turn stern through the wind

   Helmsman continues to turn the boat, and sheets the main to center. As the stern crosses the wind, the jib crosses over to the other side, and the former working jib sheet is released. Just before the boom flops across, the helmsman calls out "Jibing" or "Jibe-ho" as a warning that the boom is coming across. Helmsman briefly steers against the turn.

4. Turn toward the wind (heading up)

   As soon as the boom crosses the cockpit, the crew lets out the mainsail to keep the boat from rounding up (turning too much) and sheets in the lazy sheet. Helmsman heads the boat toward the wind, taking care not to round up too much, and steers for the reference, while the crew adjusts the sails.

Because the sails cross the boat quickly and with force during a jibe, jibing needs to be done in a controlled manner. That is why the helmsman centers the mainsail (step 3 above) before the stern crosses the wind. An accidental jibe can be quite dangerous as the boom swings across the boat rapidly and unexpectedly. You will learn to watch the jib when sailing downwind to anticipate a possible accidental jibe. The jib will start to collapse if an accidental jibe is imminent.



Jibing – stern of the boat turns through the wind.

Basic Navigation Rules

The purpose of the basic navigation rules, commonly referred to as "rules of the road", is to avoid collisions. The stand-on vessel is the boat that has "right-of-way" and should maintain course and speed. The give-way vessel must stay clear of the stand-on vessel by making an early and obvious change of course. But, whether a vessel is the stand-on or give-way vessel, it is obligated to avoid collisions.

Starboard Tack over Port Tack

A sailboat on a starboard tack is the stand-on vessel to a sailboat on a port tack, which is the give-way vessel.

Leeward over Windward

When two sailboats on the same tack approach each other, the sailboat to leeward, or downwind, is the stand-on vessel and the sailboat to windward, or upwind, is the give-way vessel.

Overtaken over Overtaking

When a boat is passing another boat, the boat being overtaken is the stand-on vessel and the boat doing the passing is the give-way vessel. This rule applies to sailboats and powerboats, so if a sailboat is overtaking a powerboat, the powerboat is the stand-on vessel.

DSC Policy

It is DSC's policy that all DSC boats give way to commercial traffic in the harbor. Commercial traffic includes water taxis, tugs, freighters and large charter boats.

Starting and Stopping the Boat

You can start and stop the boat by using the sails. Sheeting in the sails so that they are trimmed properly will start the boat. Sheeting out the sails until they luff will slow or stop the boat.

You can also stop the boat by steering into the no-go zone and luffing the sails. A sailboat cannot sail headed straight into the wind in the no-go zone.

Safety Position

At the DSC, the "safety position" is used when the crew is switching positions and changing the helmsman. To go into safety position, steer the boat so that it is at a close reach and luff the sails. Once the new helmsman is in position and has control of the tiller and mainsheet, the boat can be started sailing again by simply trimming in the sails.

Returning to the Dock

1. Skipper explains plan for docking. He/she will also explain a second plan, or escape plan, to be followed in the case of an unforeseen situation.
2. Place the fenders.
3. Clear the lines for the jib and main.
4. Stow unnecessary gear below deck.
5. Make crew assignments.
6. Lower and secure the jib.
7. Release the mainsail.
8. Pull down the mainsail.
9. Gather the mainsail in the boat.
10. Crew assigned to step off the boat prepares with the bow line in hand.
11. Helmsman approaches the dock.
12. Crew steps off with bow line while holding the shroud and guides the boat into the dock using the shroud.
13. Attach the spring line to the winch drum to stop the boat.
14. Secure the bow and stern lines.
15. Flake or roll the mainsail and put the cover on.
16. Remove the jib, roll it and stow it below.
17. Remove trash from the boat and dispose of it properly.

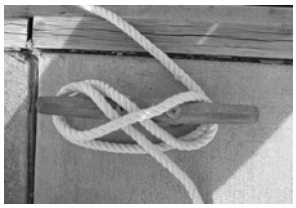
Knots

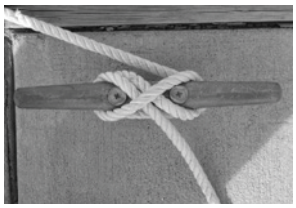
The figure-8 knot, also called a stopper knot, is tied on the end of a line to keep it from slipping through a fitting.

A bowline puts a non-slipping loop at the end of a line. It is the most commonly used knot on sailboats. It is often used to attach jib sheets to the jib.

A square knot is used for sail lashings, such as the sail ties used to hold the mainsail on the boom when the boat is docked.

A cleat hitch is used to secure a line to a horn cleat.





Opportunities to Sail at the Downtown Sailing Center

All DSC members may sail during open sails every Wednesday from April through October, as well as during the bi-weekly Sunday open sails. In addition, all members may participate in Tuesday and Friday fun racing. Check the calendar at www.downtownsailing.org for specific dates. We encourage you to get out on the water as soon as possible and as often as possible. The open sails and fun races are your opportunities to practice, learn new skills and meet your fellow DSC sailors!