

Contents

THIS IS A SUMMARY VERSION. For the full version, please contact martin@wellrunbusiness.com and specify either/both “tidal” or “non-tidal in-mast reefing” version

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Voyage Planning and Command.

- Introduction: Where to? How far? How long? Day/night? Cruise/ passage/ exercises?
- Route: Waypoints (GPS). Bearings/distances; charts/almanacs/pilot books.
- Weather Forecast: wind now/later; visibility; precipitation, air/sea temp; pressure. (Sun screen)
- Chartwork: Planning and recording. Nb. a legal requirement unless just pilotage
- Points of interest and hazards: landmarks, navigation marks/lights, tidal races, shipping & traffic schemes. Reminder of vessel shapes, lights, rule of the road.
- Sails: Reefed or full? Where will we unroll and roll the sails?
- Engine checks (**See page 3**). Water; gas; food and drink.
- Radio check. Compass check.
- Contingency "Plan "B" if wind changes etc. Told someone ashore where we are going and our ETA?
- Pilotage plans. Deck notebook.

- Crew briefing. Detailed duties; watch system if required.
- Reminders for safety – lifejackets/harnesses, lookout.
- Departure and arrival drill: **See page 4.**

Engine.

Engine checks

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-

Engine Start

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-

Engine Stop

- Press red button/pull out cut-off till engine stops
-
-

Departure and Arrival Drill

Etc

Sails

Corners: head, tack, clew (back corner). Edges: luff, foot, leech (back edge)

Mainsail unroll/unreef

- Steer close to the wind (as necessary).
- Harden in “main sheet” as necessary. Brake on. Take “main sheet” off starboard secondary winch.
- Release “main in” reefing line brake so mainsail can unroll
- Put “main out” reefing line on starboard secondary winch; put the brake on and unroll the mainsail as far as you need.
- Take the “main out” reefing line off the winch and put the “main sheet” back on to it.
- Release “main sheet” brake. Trim the sail as required
- Tidy up all the ropes.

Mainsail roll up/reef

etc

Points of sailing and orders.

- “Real wind” and “apparent wind”
- Starboard tack: wind coming from starboard side/boom to port
- Port tack: wind coming from port side/boom to starboard
- :
- “In the **“No Go Zone”**:
 - pointing too close to the wind and sail flapping.
- **“Close hauled”/ “Best course to windward”/“As close to the wind as you can”**.
 - Sails are pulled well in but still allowed to curve like an aeroplane wing with the apex (=“draft”) 45 ° back along the sail. No “luff bubble” (= flapping at the front of the sail).
- **“Close reach”**. **“Beam reach”**. **“Broad reach”**.
 - Sails let out over the side of the boat. Let each sail out till it flaps, then bring it in a bit.
- **“Run”**
 - Sails are out almost 90° but not rubbing on the shrouds. “Goosewing”. Danger of a “gybe” (see below), so may want to use a “preventer” (a bar-taut rope from the end of the boom to the foredeck). May use “jib boom” to help genny stay full.
- **Going about** (going on to the other tack by turning the front/bow of boat through the wind)
 - “Ready about (or Ready to tack” ” is the warning order:
 - Crew members each answer “Ready”.
 - “Tacking now” informs the crew the wheel has been turned/tiller has been put over to the lee side:
 - “Lee oh” means: let the genoa sheet go and bring the sail in quickly on the other side (winching as necessary).
- **Changing direction but staying on the same tack.**
 - “Bearing away – slacken the sheets” informs the crew that the boat is being turned away from the wind. Crew slacken the sheets/let the sails out.
 - ”Hardening up” informs the crew that the boat is being turned more towards the wind. Crew harden the sheets/pull the sails in.
- **Controlled gybe** (going on to the other tack by turning the back/stern of the boat carefully through the wind)
 - “Stand by to gybe – centre the mainsail”
 - Response: “Main central and brake off” (on the winch but brake off so the sail can be allowed to go out if necessary.
 - “Gybing now”. Remind people to stay down - the boom will come across
 - Steer round gently. Genoa will collapse. Mainsail will flip across.
 - Go on to required course. Trim the sails again.
 - Tip! To stop an accidental gybe: “steer towards the “open side”.

Mooring alongside.

Coming alongside

etc

Lines and fenders

- Fenders at right height – slip clove hitch. “Roaming”/”roving” fender.
- Put short end of “warps” *inwards* through bow and stern fairleads on what will be the jetty side of the boat, and secure to cleats with an OXO. Take the long ends/coils outside the boat to the shrouds (because that’s the widest part of boat). Stand by to go ashore.
- Wait till the boat is less than half a metre from the jetty and almost stopped,
- Secure temporarily ahead and astern of the boat and wait for orders.
- Set up “springs” and other warps, as required, to stop the boat moving backwards and forwards.
- It is usually more convenient to loop warps back on to the boat and secure them there.

When you leave

etc

Coming to and leaving a buoy.

- “In a current or a tide, come to the buoy with a ferry glide”
- “If wind is stronger than the tide, then bring the buoy to the windward side”.
- Golden rule: do not let the boat go over the buoy or any of its ropes

etc

Anchoring.

Dropping the anchor

- Decide where – especially with reference to the position and direction of other boats already anchored.
- Length of chain = 4 x depth. **Do not** let the anchor out beyond the yellow cable ties.
- Stop. Drop. Go astern. When you feel the anchor hold, go astern hard to “set” the anchor. Check transit
- (Under sail: drop the anchor on the move. The bow will swing around when the anchor catches.)
- Snubber line (chain hook or rolling hitch).
- Anchor ball/light. Keep an anchor watch if the wind gets up.

Raising the anchor:

etc

Anchoring with lines ashore

etc

Bows-to/ Stern-to Mooring

Knots and cleats.

Fastening devices: cleat, bollard, jamming cleat, “jammer”/”brake”, spring hank, shackle, caribiner.

OXO

- Round turn, x turn, round turn under the x (jamming turn”) to finish.
- Can do a half hitch to finish. Many skippers say “don’t half-hitch halyards”.
- Run the rope initially to the “open side” of the cleat, so the rope doesn’t jam.

etc

Man overboard

You should always use your engine if you have it.

The Golden Rules:

1. Shout “Man overboard”
2. Location/ flotation
3. Go away from the casualty; then come back slowly and stop
4. Do it quickly
5. “Mayday”

Detailed notes on technique:

- Alarm. Spotter. “Crash tack!. Don’t touch the sheets!!”.
- Crash tack. Go slowly back to the casualty. Start the engine and haul the mainsail right in.
- Arriving near the casualty, preferably just upwind of him, put flotation gear in the water and give reassurance. (You may be near enough to recover the casualty straight away, but you must be stopped.)
- Press MOB on the GPS. Send a “Mayday”.
- Go away - across the wind/slightly downwind. Roll up the genoa.
- Gybe or go about. Point the boat at the casualty while you think about your final approach. Position the casualty in a “window” through the lee shrouds. Manoeuvre to keep the casualty there,
 - Under power: let off mainsheet brake and “dump” the mainsail so it flaps and the wind is completely spilled.
 - No engine: let off mainsheet brake. With orders “dump”/“power” let out/pull in the mainsail to adjust speed. Crew member can do this by standing in companionway and holding all of the mainsheet lines at once.
- Keep the constant bearing with the boat going slowly pointing 45-60° into the wind. Slow down more (zig-zag if necessary) and let the wind stop you as the casualty comes to the lee side of the boat. The boat is providing shelter and you will not drift away.
 - Under power: you can stop the boat a few metres away, with the casualty downwind from you and on your beam: Wheel central. Engine forward and back to keep you in line as you drift downwind to the casualty. **In neutral** as you reach the casualty.
- Bring casualty aboard using any convenient method:
 - end of genoa sheet to make foot loop - spare genoa halyard - boarding ladder if stern is not pitching up and down - put dinghy/liferaft in water etc.
- If someone goes overboard on a harness, the priority is to stop the boat to prevent dragging and drowning.

MAYDAY CALL:

Use the card near the radio