

## Missionary Sailing School

*“Anyone planning to sail a small boat long distances must have confidence in the strength, and pride in the integrity of their boat. If they don’t have both, they have the wrong boat.”*

[Denton Moore, Gentlemen Never Sail To Weather]

**Video:** Watch this 1 min. sailing video, one of many done by Christian Allaire (“Captain C”) of his solo sails around the Caribbean. This one is while he is underway across the Chesapeake Bay. Note his **wind vane** self-steering device (a Monitor model) and enjoy the sounds and feel of the serenity of traveling with the wind! [For these videos you might enjoy them more in “Full Screen” mode]

<http://www.youtube.com/profile?user=clallaire#p/u/67/MIsZWTwYV4o>

**Video:** Now enjoy this 2 min. clip of a nice sail on a 40 foot boat. Try to get the feel of the boat gliding through the water in connection with the wind in her sails.

<http://www.youtube.com/watch?v=gz2eIKNC0BI&feature=related>

[Note: The videos in this lesson, to illustrate sailing skills, are of a small ‘daysailer’ class boat to simplify the demonstrated task. The type of ‘cruiser’ you will likely be using will ride higher above the water and give a sense of greater comfort and security. The next lesson will utilize this larger class of boat in its videos. Don’t forget to ‘close’ any ads that appear with videos and you may wish to watch them in full-screen if the resolution is adequate.]

## Lesson 4: Basic Sailing

### 1. “Getting underway under main”

Learning to sail requires a sense of the relationship between your boat, its sails, and the wind and currents that will be either working for you or against you. A boat *under motor* can tend to *power* its way to where it wants to go. But sailboats must finesse the conditions of their surroundings, and its skipper must be far more *in tune* to how both the air and the water is moving. So, whether you are just arriving dockside or going *topside* [up on deck, maybe after a good night’s rest at anchor] take a moment to observe which way the wind is blowing and how strong. Look up and around to see what kind of sky you have [are there clouds suggesting a possible change of conditions?] Notice if the water is moving quickly (or relatively still) around the pilings of the dock or past your hull and anchor line. [Is there current? Has the tide changed?]

Based on your observations you must make decisions about how you will get *underway*. Since there are almost unlimited variations to the conditions you may encounter, let us say that this is a nearly perfect day [some claim that the only ‘perfect days’ in a boat owner’s life is the day he buys a boat and the day he sells it...but we won’t let that deter us, will we?]. Such a day will have pleasant skies and steady breeze  
Note: winds will normally increase during the day due to the heating affect of the sun on land and water. More on this and how to prepare your boat for other wind conditions will be covered later.

**Now, let’s go sailing.** Watch this *video* of how to ready a small sailboat for a day’s outing (the routine is similar with larger cruising boats.):

<http://www.youtube.com/watch?v=p47o7LjJ9Tc>

Next, open this link [referred to as the webpage during the lesson]

[http://www.sailingusa.info/points\\_of\\_sail.htm](http://www.sailingusa.info/points_of_sail.htm)

Read the second paragraph, beginning with the words “Mainsail: If you leave the dock...”

The above video and these instructions apply to a boat that is just going out (perhaps after a ‘layover’ at the dock or on the trailer.) As a cruiser, likely **underway** daily, some of these steps may not be necessary [such as, the **halyard** is usually left attached and **reefing lines** loose.] But the advice to have your boat ready to sail before lifting anchor or *casting off* of dock lines is a very important one! [Murphy’s Law: “*If it can go wrong, it will*” - was written by a sailor!!]

**Now, let’s raise the main:** Watch this *video*:

<http://www.youtube.com/watch?v=5byPfsCmd8M&feature=related>

Sailboats have different arrangements for their **running rigging**, depending on size and type. In this video the halyard is running down through the mast, and the **winch** used to ‘snub’ the line [draw it taut] is down on the deck, near the **cockpit** [making it possible to raise and lower the main from the safety of the cockpit.] But many boats will have the winch mounted on the side of the mast instead, requiring the person *hoisting* sail to do so from on-deck [in such a case do all you can to ensure that person’s safety: use a life jacket and safety line.]

## 2. “Rolling out the jib”

You can sail with only the **main**, provided the wind is near the **beam** or *abaft the beam* [blowing towards the side of the boat or further **astern**] But a **headsail**, such as

a jib or **genoa** [a large jib that stretches back beyond the mast] is necessary for going ‘close to the wind.’

The jib may be a sail which is **hanked** [‘clipped’] onto the **headstay** [the cable leading to the bow.] But most boats today incorporate a special drum-like roller system attached to the headstay

which makes unrolling and rolling up the jib a much easier task [it is therefore called a **roller**

**furling jib** – see photo at right]. All jibs have two

**sheets** [lines attached to each side and leading aft, used to adjust the angle of the jib according to sailing conditions] but here there would also be a third line used to unroll or roll-up a roller furling jib, called a **furling line**.

[Seen in photo as a black line running aft along the port deck. Notice too that the jib sheets are wound a few extra turns to help protect against strong winds which might unravel the jib while it out of use – a very good practice when ‘putting away’ the jib.]



View this **video** on how the roller furling jib is unrolled [**unfurled**] for use, then rolled up [**furled**] to be put away:

[http://www.youtube.com/watch?v=zzg0Z6\\_tAuI&feature=related](http://www.youtube.com/watch?v=zzg0Z6_tAuI&feature=related)

**IMPORTANT:** Understanding how to deploy, adjust, and store the roller furling jib is a very important skill to be learned and well practiced. In sudden strong winds (such as the squall conditions preceding a thunderstorm) the large area of a fully deployed **genoa** will collect a great amount of force, causing havoc at the helm and possible risk to the boat. Quick, efficient handling of the furling system will be essential.

Therefore, I recommend that, at the conclusion of this lesson, you visit this webpage:

<http://sailing.about.com/od/learntosail/ss/rollerfurlingjib.htm>

for excellent photos and discussion on the elements of the roller furling jib [be certain to advance through all 7 pages using the navigation buttons beneath the text]

Additional information can also be found on the Sailing School **webpage**. Take a moment to read now the short paragraph that begins with, “Jib: Many sailboats...”

Next, view this 20 second *video*. Watch as the the man carefully maintains control of both the jib sheet and the furling line, letting one out slowly while bringing in the other. The jib sheet must never be allowed to ‘get away’ causing the jib to violently beat in the wind!!

[http://www.videos.sailingcourse.com/furling\\_wmv1.htm](http://www.videos.sailingcourse.com/furling_wmv1.htm)

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[Note: Some of the videos we will be viewing take place on a boat which uses a *tiller* to steer with. The handle, called a ‘tiller’, is moved in the opposite direction you want the boat to go in because of the pivoting action applied to the *rudder*. A wheel driven boat is steered in the same way a car would be turned. You may wish to view this 2 min. *video* which explains how to steer by tiller. <http://www.youtube.com/watch?v=25ILEDIMyjQ> ]

### **3. ‘Taking wind’ – now we’re sailing**

Watch this *video* on “Sailing a Boat with the Wind”.

[Remember: this video is trying to demonstrate that, in order to fill the sails with wind, and thereby get the boat moving ‘under sail’, you have to turn the bow away from the wind. Also, observe how the jib is deployed and trimmed.]

[http://www.youtube.com/watch?v=dfj\\_RsXztaE&feature=channel](http://www.youtube.com/watch?v=dfj_RsXztaE&feature=channel)

While sailing *close hauled* [close to the wind] you may sometimes get ‘pointed too high’ [nearly facing the wind] causing your sails to *luff* [the jib and main will shake loosely], loosing their ability to ‘drive’ the boat. Watch this *video* on how to correct the boat’s heading to regain the right angle to the wind and re-fill the sails:

<http://www.youtube.com/watch?v=7LfgpE0Ygis&feature=channel>

With the boat now underway and ‘climbing’ [moving well in a direction upwind] the skipper decides he is getting too near the shore on that *heading* [‘direction’ the boat is going] and that it will be time to *tack* [to change direction by turning the bow across the wind.] Watch this *video* describing the maneuver called *tacking*.

<http://www.youtube.com/watch?v=fTZw2mPm5FU&feature=channel>

We will be covering this maneuver more thoroughly in the next lesson but for now watch again this being done in another short *video*, this time with a crew of two. Read first the notes appearing on this page, then click the button labeled “**View Video**” [you may need to complete an additional step of instructing the webpage what “download speed” you are using. Observe any other requests on the page]:

<http://www.videos.sailingcourse.com/tacking.htm>

## **Review:**

- Before getting **underway** what two things should you observe so that you will be able to prepare your boat and yourself for the conditions that may await you?
- From the video, what are some of the things you can do before leaving the dock or anchorage to prepare the boat for sailing?
- Describe what a roller furler is and how it works.
- Explain how you steer using a ‘tiller’.
- Discuss the maneuver called ‘tacking’

Don’t forget the new terms used in this lesson: topside, underway, abaft the beam, genoa, roller furling and furling line, heading, and tack.

**Just for fun** [and to learn one more thing...yes, one more thing!!]  
Enjoy this comical video of mishaps at the dinghy dock (and anywhere else people can do foolish things around a boat). Of the many practical sense rules we have on the water, there is one that says, “Don’t keep one foot in the boat and the other on the dock” There are many variations of these wise words but they all amount to the same thing: if you’re going to get out of the boat, do it quickly and do it with both feet! [same goes for getting into the boat] Stuck between the two is like being a lukewarm Christian – there will be ‘hell to pay’ [literally!] as this *video* so aptly demonstrates:

[http://www.youtube.com/watch?v=eS\\_ec1jYH-M&feature=related](http://www.youtube.com/watch?v=eS_ec1jYH-M&feature=related)

Accidents do happen but (for the record) my two worst tumbles ever were on the stairs of my house and falling off my motorcycle. Common sense care will ensure a very safe and enjoyable time on the water.

Now, don’t forget your ‘**homework assignment**’. Learn more about the roller furling jib at:

<http://sailing.about.com/od/learntosail/ss/rollerfurlingjib.htm>