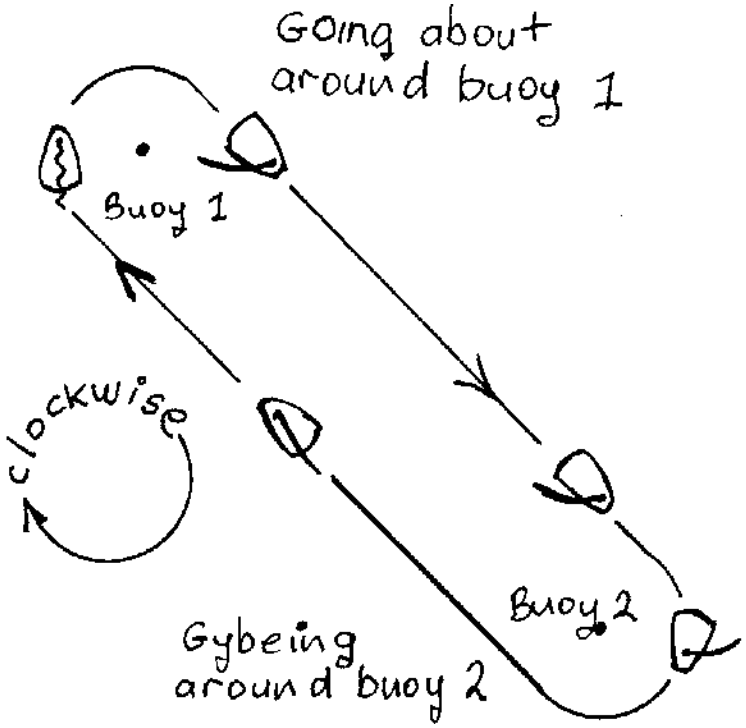
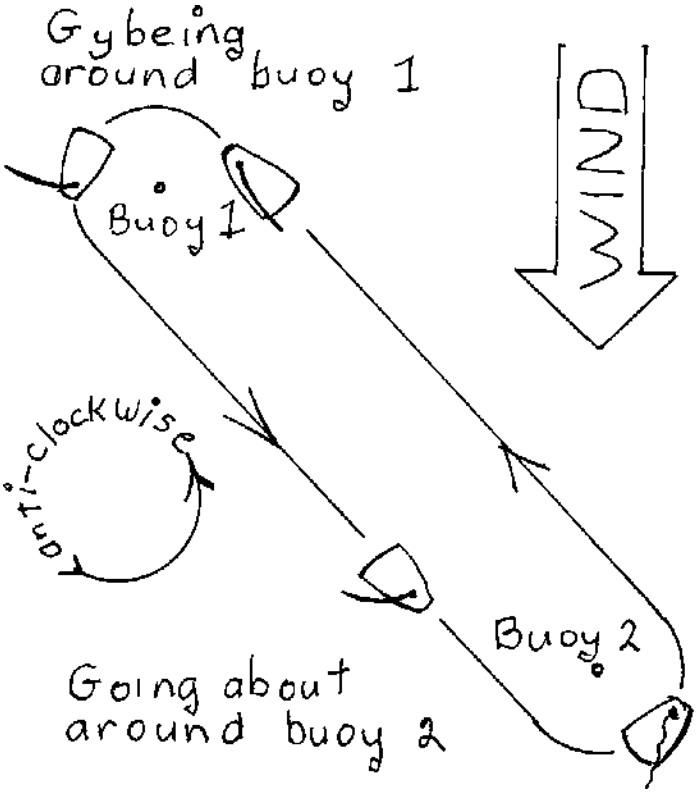




For session B set one of the two buoys to windward to facilitate an easy beat and a broad reach return between them. Draw the circle on the white board to demonstrate the wind direction, the no sail zone, the need to sail to windward, and the sail set to the wind, and leeway.

Explain that the boat will slip sideways when sailing to windward resulting in the straight line beat to the buoy being sometimes unattainable. If there are windshifts a tack may therefore be necessary.

In session B the instructor is constantly reinforcing the concept that to windward the sail is set, the course adjusted to suit the wind direction.

Beating Continued...

7. We say pushing it back on course, as the boat will always be trying to point up into the wind and you hold a course by pushing downwind on the joystick. This is the correct balance for a sailing boat and called "WEATHER HELM" - the boat wants to turn up into the weather. "LEE HELM" is when it wants to turn downwind.

Reefing

1. Reefing is reducing the power generated by the sail.

2. Reefing is often necessary in strong winds and on our boats it is accomplished by pulling a cord which rotates the mast, rolling up the sail like a blind.

3. To reef, the port side (left side) reefing line is pulled with the left hand and is jammed in the clamcleat positioned on the console by your left knee.

4. The first turn of the mast flattens the sail which greatly reduces its power with little reduction in area.

5. Further turns roll away the sail and require an easing of the outhaul which is cleated on the boom.

6. To increase sail area, uncleat the port reefing line and pull the starboard line with your right hand, re-cleat if necessary and adjust the outhaul.

7. Do not rotate the mast by hand as the reefing line may derail.

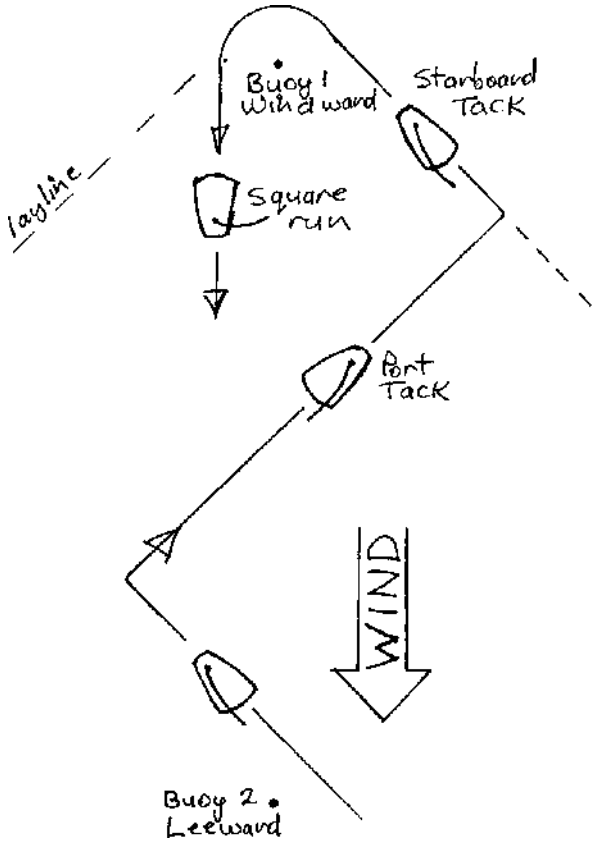
Session C

Tacking to Windward

1. The closest course you can sail to the wind is 45 degrees which we refer to as Beating. [also close hauled, sailing upwind, sailing to windward. To sail to a point directly upwind involves a series of zigzags, which are called tacks. They are either Port tacks or Starboard tacks depending on the side the wind is coming from. Port tack is left, Starboard is right.

2. For your zigzag course to be most effective you should select the tack which takes you most directly to the up wind [windward] mark.. If the wind changes direction the other tack may be more favourable and presuming you have right of way and wont interfere with another boat, you should go about, or tack.

3. It is also time to change tack when you reach the "layline" which is an imaginary line at 45 degrees to the wind from the windward mark. It is customary to tack within the port and starboard laylines .



In session C set one of the 2 buoys dead to windward of the other to facilitate tacking to windward and a square run return. Draw the course on the white board to demonstrate the wind direction and the corresponding lay-lines. Explain why one should tack when reaching the layline.

Leeway

When approaching the windward mark remember leeway, that is the boat is not sailing truly in a straight line but slipping sideways slightly. This means that when aiming for the buoy you may begin to point too close into the wind [lees than 45 degrees], and you will loose power and stall. It is best to keep the boat at 45 degrees, moving fast with the sail full and if necessary tack across to the other layline.

Demonstrate using the white board the effect of leeway when approaching a buoy.

Rounding the Mark

Depending on your course you will either go about or gybe around the windward mark. If gybing don't forget to haul in the sail to help it over onto the other side.

Running Downwind

1. The course sailed back to the downwind, or Leeward mark is called Running, a Square Run if the wind is dead behind you. Ease out on the sheet till the sail is full and catching the maximum wind.

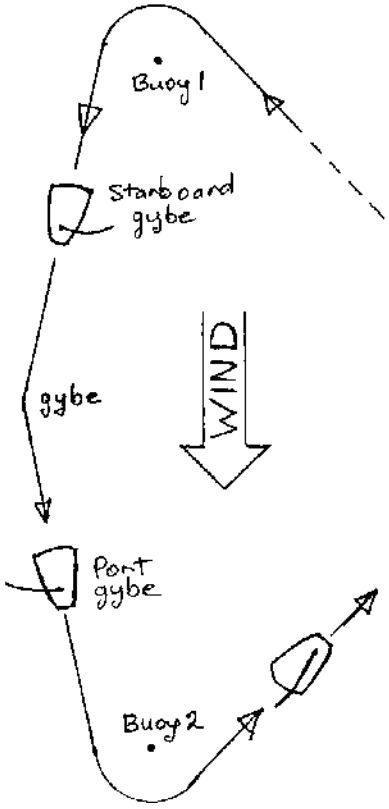
2. Most likely you will need to change course downwind and can gybe from side to side to take advantage of windshifts and to maneuver to overtake other boats, very easy when running as you can block off their clear flow of wind.

3. With the sail out square to catch the wind when running particular care must be taken to haul in the sail before turning the boat to complete a gybe. As the sail fills from the other side immediately ease out on the sheet allowing the sail to set square to the wind on the

4. If the steering is heavy when running in a strong wind it is because the sail, which is square out to one side is trying to twist the boat around and off course. If you can lean the mast over centreing the sail above the boat it will ease the pressure on the rudder.

5. If you are to gybe at the leeward mark haul in the sheet to help control the gybe, round the buoy and you are already set up for the first beat upwind.

Tacking (Gybing) Downwind

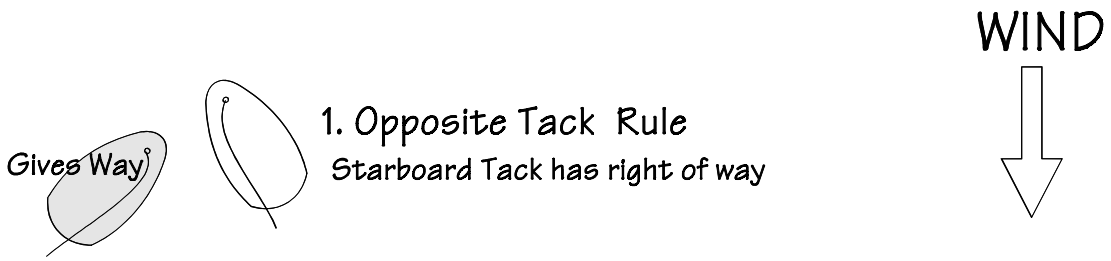


Explain that the boat is more controllable and will sail faster with the wind coming from over the side rather than dead astern. There is also a definite disadvantage if caught sailing by the lee.

Demonstrate using the whiteboard the right time to gybe considering wind shifts, speed through the water and the position of other boats, and the meaning of "sailing by the lee" .

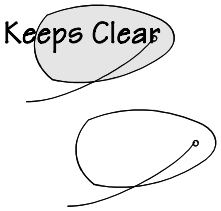
Continue on upwind changing tacks within the laylines, rounding the mark as before and practicing gybing downwind, and testing your speed and efficiency by trying to overtake other boats.

THE RULES OF THE ROAD



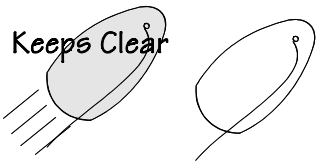
1. Opposite Tack Rule

Starboard Tack has right of way



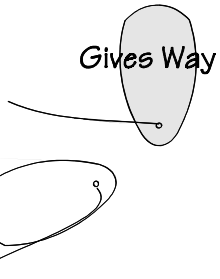
2. Same Tack Rule

Leeward Boat has right of way



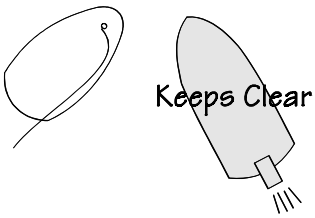
3. Overtaking Rule

The slower boat has right of way



4. Passing Head-on on Same Tack

The boat sailing to windward has right of way



5. Power and Sail Rule

Power gives way to sail

6. Port to Port Rule

Keep to right hand side in a channel, ie. pass port to port

7. Large Power Vessels in Restricted Channels Rule

Sail gives way to ships in channels

Life Jackets

(Personal Flotation Devices)

1. Life jackets are designated PFD 1's and have a buoyant collar to support the head, PFD 2's have no collar and are called buoyancy aids or vests. Both come in different sizes to suit body weights.

2. L ife jackets should legally be worn by all dinghy sailors when on the water, the only exception being buoyancy aids may be worn instead of life jackets by sailors on racing dinghies when actually engaged in racing, this includes sailboards.

3. Life Jackets are worn because even if you are a competent swimmer, you could be injured or knocked unconscious and a life jacket will float you on your back and keeps your head above water.

4. A buoyancy aid may not prevent you floating face down, but they are very useful in keeping you afloat, hands free to work on the boat.

Hints for Instructor

Explain why life jackets are so important and must be worn at all times.

Demonstrate the importance of correct size by lifting a too large jacket over the upstretched arms of a child.

Sunburn

1. There is increased risk of SUNBURN when sailing due to the glare of UV rays reflecting off the water.

2. For sun protection wear a hat which covers the ears and neck, best is the "foreign legion" type as it doesn't blow off. Also wear a long sleeved shirt, long pants, even socks.

3. To exposed skin areas apply a broad spectrum sunscreen of Factor 15, or preferably use zinc cream which probably gives better protection.

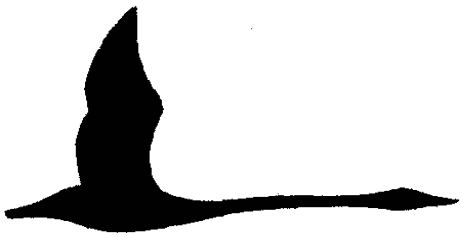
COURSE LOG – Completed by Instructor

ABC One Module	Date	Instructor's ID	Signature
A			
B			
C			

For further information ab out Access Dinghies or to contact local Clubs usi ng Access Dinghies call

Access Dinghy Sailing Association
2/7 Bungaleen Co urt, Dandenong
Victoria, Australia 3175

+61 3 9768 3101



This Booklet belongs to:

Name _____

Address _____

_____

_____

The Access Dinghy Sailing Association
2/7 Bungaleen Court, Dandenong
Victoria Australia 3175