

The F C'S'LE

Hunterdon Sailing Club, Inc.

May - June 2021

Number 505

Note from the Editor of the Fo'c's'le

This is the first Fo'c's'le in a long time. I'm happy to be back on my keypad and really thrilled to be back on the water.

The first six pages of this edition is similar to our usual newsletters and we hope that many folks (especially when on Race Committee) will take pictures and write articles about what they have seen, enjoyed and learned.

Pages 7-8 are offered from a fairly new member who is working her way up and enjoying every minute. She will be introducing herself if you happen to be new to the club.

We have many new members this year, and many people taking Adult Learn to Sail. We have found that the program works much better if every participant is prepared. Simple things like tying knots can use up too much time if we wait until Friday evening to start. Take the time to learn the knots, watch the video. We have also attached some very helpful prereading that will make your training time more productive.

Rich Baumann

Issue Highlights

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UP COMING EVENTS

Sunday Racing Starts at 1:30
Wednesday Sunfish at 6:00
Other Events on Club Calendar

<http://sailhsc.org/wp-content/uploads/2021/03/HSC-2021-Calendar-1.pdf>

SAIL TRAINING CLASSES

July 4

Commodore's Corner

After 2 years of interruptions between COVID19 and the Harmful Algae Bloom (HAB) we are finally well on our way. The Executive Committee has been working hard to keep up and navigate through the constant change of COVID precautions and regulations. We have been working closely with the park to align our safety guidelines with theirs for both COVID19 and HAB. I would like to thank Rich Baumann for his continued work as Park Liaison.



We had a great turnout this year on the club set up day with a lot of new members joining in on the task of getting the club ready for the season. Thank you for everyone who came out to help. We definitely had a lot of work to catch up on this year and literally had to clear the moss off the sunfish hulls, which have been resting on the racks for the past 2 years. I would like to thank our Rear Commodore Gordon Sell for organizing the event and keeping us on track. There is still more work to be done to fine tune the sunfish fleet and other projects around the club that will benefit us all. Please keep an eye out for future announcements from the Rear Commodore.

So far, we are moving along with our calendar of events where we have completed the SANJL, Commodore's Cup, and Memorial Day Sunfish Regattas. Our Twilight and Sunday Series are also underway. Please continue to sign up through the Sign Up Genius for Race Committee if you have not done so already. During the month of June and early July we will begin holding our Adult Learn to Sail program. There are still some openings available so tell a friend who may be interested and have them check out the link on the club website (sailHSC.com). Also please contact Katie Kiernan (training@sailhsc.org) as we are still looking for volunteers to help out with the ALTS classes. Teaching community members to sail has been the foundation of HSC for the past 56 years. There is nothing better than watching someone with no prior sailing experience master navigating the different points of sail around the reservoir in just a weekend. There is always a point during the class when you can see that something has clicked and they are now hooked for life. Having the ability to be a part of that experience can be very rewarding.

It is great to be out on the water seeing familiar faces and meeting new members. We are a club of the experienced and inexperienced as well as young and old but all with the common desire to learn and to share our love for sailing.

Enjoy,
Andrew Gilmartin
HSC Commodore

Commodore's Cup

The annual Commodore's Cup was held on Saturday May 22nd. We had a beautiful day of warm weather and a consistent breeze with moderate wind shifts. This year we had seven participants representing all of



the current HSC Fleets (4 Sunfish, 2 Force 5, and 1 Flying Scot). The regatta consisted of 3 races on a Modified Olympic Course where all of the boats started together and their finish times were adjusted by the

Portsmouth Handicap System. The racing was competitive with a close fleet and position changes on every leg of the course. I am happy to announce that Richard Baumann is this year's



Commodore's Cup Champion with Dave Peterson placing 2nd and Ray Berthelson in 3rd. I would like to thank Rose Kulp, Greg Grek, and Stephanie McElroy for their help on Race Committee. In addition, I would like to thank Stephanie for bringing the bagels and coffee that got us going before the race.

Andrew Gilmartin

Sunfish

Memorial Day

The Memorial Day forecast was gloomy with light wind, a dismal outlook for a regatta. Nine skippers came to race despite the prospect of the wind leaving them floating on the water with the bugs swimming past them.

It turned into a glorious day – still overcast out with shifty winds out of the NW, no NE, no NW, well oscillating back and forth. Winds were about 12-15 with gust in the high teens and white caps showing on the water. The race committee did an awesome job placing the windward mark at the middle of the oscillation. 5 races were held and at the end of the day everyone was exhausted. Doug Brown led the way in each race, with an OCS in the last one. As there was a drop when 5 races were completed he nailed down first with a score of 4.

The trophies were awesome! Ted Janulis did an amazing job with a 3D printer and an old sunfish rudder – Ted may have a new job in trophies!



Scores are below

Skipper	Score
Doug Brown	4
Don Esch	7
Susan Mallows	11
Gerry Hesse	12
Ted Janulis	18
Mike Wheeler	20
Jenise Janulis	27
Rolan Yang	33
Ellen Greenhorn	33



A big THANK YOU to the race committee for spending the day running the regatta and for doing such a great job in very trying conditions – Andrew Gilmartin PRO, Stephen Hocken, Erica Voorhees and Brian Bekonbaugh



Fleet News

If you haven't yet launched your Sunfish and need some help, please reach out to any club member and they will get you over to someone who can help you. One way to get onto the water even if you have no boat is to use the club Sunfish. These are available when there is a safety boat on the water, primarily on Sunday's and Wednesdays. You must be a member and have taken either the Adult Learn to Sail class or one of the Junior classes or demonstrate equivalent skills in order to take the boats out. If you plan to use one of the club boats, please show up by 12:15 on Sundays and 5:15 on Wednesdays so that a club member can help you get a boat off the rack. Any later and we will be launching to get to the races as it takes some time to sail out to them. If you arrive late there will be no one to help you with this. – That said it is a great way to get your feet wet and sail,

Upcoming Regattas

The Sunfish Class is very active with a number of races on the National Schedule. You do not have to be a member to participate in these in less it is a Worlds Qualifier (Class Championship)

The Sunfish North American's are scheduled for June 9 -13. These are at a lovely club in North Carolina

Other regattas are below

New England Regional at Barrington, RI – June 19-21

Howard Griswold Regatta, Green Pond, NJ – July 10

World's Longest Sunfish Race – Around Shelter Island (Long Island, NY) – July 10

Sam Myers Regatta, Lake Pymatuning, Ohio – this regatta is for Sunfish AND Force 5's July 10 - 11

The link to the full schedule is <https://www.sunfishclass.org/regattas/06/2021/June/01>

Fleet Captain Susan Mallows

Sailing About!

Since I was young, I wanted to learn how to sail. My grandparents had a summer home at the mouth of the Toms River and Barnegat Bay and I was in heaven spending time there. Surrounded as we were by yacht clubs, I watched many regattas (a fancy term for a sailboat race) at so many skill levels.

It took me until a couple of years before a formative birthday, when I decided it was FINALLY time to learn how to sail. So, I white knuckled it for a couple of summers, paying for some lessons on Long Beach Island, and learning a thing or two along the way. I even bought a Sunfish sailboat the second summer I was sailing!

Several years later, circumstances had changed in my life, and I did not have the easy access to the bay as I had been used to. However, not being able to sail was simply not an option to me at that point. After much searching, I found the Hunterdon Sailing Club (HSC) online and discovered that there was a learn to sail weekend for adults tentatively scheduled later in the summer.

The weekend came to fruition, and I learned an enormous amount in that first experience at Spruce Run. With the close of the weekend, I found out that with the club membership, I could continue to use the club's fleet of Sunfish during the Wednesday and Sunday race days.

Initially, I did not participate in the races. I was not confident enough in my skills, but I had so much encouragement from long-time members. I showed up regularly, made sure to introduce myself and started asking questions. I also volunteered to help at clean up days, lend a hand with adult learn to sail sessions, crewed on the race committee, crewed on some of the larger boats, helped out with whatever I could and simply talked to anyone who would speak to me.

This is the sixth summer I am sailing with HSC. Every time I am at Spruce Run, I make sure to say hi to the sailors I have come to know and introduce myself to those who are new or have not been around for a while. I have found this crew (pun intended) to be so friendly, helpful, knowledgeable, and lovely to spend time with.

I cannot begin to tell you how much I have gained from being a part of this extraordinary group. They have helped me to get a hull off the racks, listened to my chatter politely, accepted my own elbow grease that is a part HSC membership, and have helped me to become a much better sailor than I could have imagined!

Now, please. I am very capable of tripping over air, and gym class growing up was an absolute horror for me. I am not a very accomplished sailor, and I am aware of what I need to work on and correct in my sailing. However, I have two things going for me as I work on improving every season: I am beyond determined to improve and the absolute generosity of the more experienced sailors in sharing feedback, tips, and their time is invaluable for my growth as a sailor.

I still have plenty to learn and accomplish. I pinch (sail) too close to the wind and then tack or jibe so that I set myself up poorly for the next leg of a race. I am sailing! On a good run, I no longer white knuckle the main sheet (the primary rope on a sailboat used to change the direction of the sail). I can sail fast! And I am no longer the queen of up righting a tipped over boat because I seldom topple over. I am often the person who is the last to cross the finish line, receiving a "finish in place" marking or getting a DNF (did not finish).

I'll admit, it can be frustrating. And sometimes, when I have given up on myself, my fellow HSC sailors seem to be right there encouraging me on and giving me great advice. Without them, I am sure that I would still be quite good at re-upping the boat and likely hanging on to the main sheet for dear life.

I love sailing. There is something about moving a boat with the wind over water that never fails to mesmerize me. Every time I go out, the conditions change. In fact, the conditions can change numerous times during one sail – wind, water, air temperature and current. It is what keeps sailing such a challenge and a sport at which there is always something new to learn and test your prowess.

If you are new to HSC, don't be shy!! I have learned so much from these sailors. I am always amazed at their generosity in helping me out. I have also gained so much from the learn to sail weekends that I have helped on. Please do not be shy. There are no dumb questions. Questions unasked only leave all of us ignorant.

This summer, I expect to be at Spruce Run a great deal more often than past years. I recently purchased another Sunfish, have summer Fridays and a lot of piled up vacation days from the last year. I am delighted to introduce you around to the members I know. And I will most happily help you rig up your boat. As for asking me about sailing tips, well, I can still tell you how to successfully right a boat. For the rest of it, I'll help you in any way that I can. But there are others who are far better sailors than I am. My goal for this year is to not always end up in last place!

Lisa Bogart



ADULT SAIL TRAINING @ HSC

Welcome to Hunterdon Sailing Club's Adult Learn to Sail 2021

Course Dates for **First** Session.. Other sessions follow the same guidelines and times.

Friday June 11th – 6 PM until dark, approximately 8:30 pm

Saturday June 12th - 9 AM to 4 PM

Sunday June 13th - 8:30AM to 11:30AM

(Rain or Shine, if the weather does not allow us to sail we will lecture)

Location - Spruce Run State Park – Boat Launch Area – After going through the main gate/toll, take the first left and follow that road until you see boats parked on the right side of the road. Turn right immediately after the last row of boats and park in the parking lot to your left. (see map below)

To Arrive on time Friday Night

To avoid route 31 north traffic on Friday evening, for those coming from the East and going West on 78 it is advisable to get off at exit 12 rather than exit 17. Take exit 12 and turn left at the end of the exit ramp onto 173, turn right at the traffic light county road 635. Follow 635 approximately one mile then turn right onto VanSyckles road. The park entrance is about a mile on the right.

This course is designed to teach you how to sail. You will sail a Sunfish sailboat by **yourself**. You will sail each day of the course, dress appropriately. You will be **REQUIRED** to wear a life jacket while you are on the water (no exceptions). Violation of this rule will put you on the beach. You will be taught by some of the best sailors in the Hunterdon Sailing Club, who are volunteering their time to share sailing with you.

Things to bring to the Learn to Sail Class

1. Life Jacket (**Mandatory to bring and to wear**)
2. Spruce Run State Park park entry fees or season pass for your car – There are entry fees for the park which are \$10 per car on weekends and \$5 on weekdays. We suggest that the first time you come you purchase a season pass which costs \$50 at the park entry station or office. Call the park or check the website for details (Tel 908 638 8572, www.state.nj.us/dep/parksandforests/parks/spruce.html).
3. Sun Block and a hat
4. Water Shoes. To be comfortable, please dress as if you may get wet all over – for example, shorts & shirt over a swimsuit, with water shoes. You may wish to bring a change of clothes.
5. Sun Glasses, Prescription Glasses, and a Safety Strap to keep glasses on your head. Spruce Run Lake is not the place you want to drop a pair of glasses – there are already plenty of glasses at the bottom of the lake!

6. Food/snacks for yourself: Lunch for a mid-day break on Saturday, and dinner/snacks to eat before the class on Thursday & Friday.
7. Water to drink – lots of it

Note: Please be sure you are prepared for and restrict yourself from any activities of medical concern to you, and let the instructors know about this. Any medications you may need in the event you require assistance should also be brought and the instructors made aware that you have these.

Topics to be covered in the three sessions of instruction

Day 1

- Introduction to basic concepts of sailing
- In water practice on steering, sailing position and tacking
- Parts of a sailboat (Sunfish)
- Rigging (assembling) a boat and basic sailing knots

Day 2

- Sailing Upwind and Tacking
- Sailing Downwind and Gibing
- More Sailing Terms, Rules & Knots
- Sailing- Right of way between boats on the water
- Capsizing and recovering

Day 3

- Long distance sail in the reservoir to practice all points of sail

Course materials are subject to change as deemed appropriate by the lead instructor

Pework

From pages 12-26 below is a very basic pre-reading for the Learn to sail class that you will be attending starting this Friday. It is mostly pictures with annotation, easy reading. Take some time to glance over this information so that it is not all new to you when we cover it in the class.

The material is from the books that you will be given the first day of the class.

Below are links to the three knots that we will be using to rig the Sunfish. Please take a few minutes and practice the Bowline, the Figure 8, and the cleat hitch. These are great knots to know for everyday use.

<https://www.animatedknots.com/bowline/index.php>

<https://www.animatedknots.com/fig8 /index.php>

<https://www.animatedknots.com/cleatdeck/index.php>

One of our club members (Ray Berthelson), who will also be assisting with our sailing class, put together a short and informative video on the basics of sailing a Sunfish. It nicely illustrates some of the items that we will be covering during the class.

Please take 10 minutes to view the video.

<https://www.youtube.com/watch?v=N3YRudKqKpQ>

If you have any questions, please email me

Regards

Ted Janulis: windchaser.tj@gmail.com

Map of parking area and club location



Sailing
Club

Park here

Sailors like to apply the Scouts' motto, "Be prepared," when they sail, and it certainly applies to clothing because the weather and sailing conditions can change quickly.

Sailing can give you a wonderful sense of freedom out on the water in the bright sun and cooling breeze. Even if you are new to sailing, you should recognize that overexposure—like sunburn and getting cold or wet—can reduce the fun and safety of sailing.

You may be away from land for hours at a time, so you need to dress for the weather and bring only what you need. The air temperature on the water may be significantly different than on shore. Dress in comfortable clothes that allow you to move easily, wear shoes with nonskid soles, and bring a jacket or raingear that is water and wind resistant. Layering clothing helps you adjust to changes in temperature and wind conditions. Use a waterproof bag for your gear.

GEAR CHECKLIST:

Be Prepared

For sun protection:

- Sunglasses and a hat with a brim
- Sunscreen and lip balm
- Long-sleeve lightweight shirt and long pants

For wet weather:

- Layers of lightweight clothing that dry quickly
- Jacket that sheds rain or spray
- Waterproof bag for clothing, wallet, cellphone etc.

For boat and water safety:

- Life jacket
- Rubber-soled shoes (sneakers) that cover your toes
- Gloves to protect your hands
- Water bottle to keep hydrated

Wear a life jacket, even if you are a good swimmer because:

- You may be launching a boat off of a beach (see page 30-32).
- You could fall overboard (see page 58).
- The boat may tip over (see page 56-57).
- You may be better able to help others in the water.

Choose a proper life jacket:

- U. S. Coast Guard approved: The jacket should have an official label indicating the type of life jacket and proper weight range of the wearer.
- Proper size and fit: Adjust the straps for a snug fit to keep the jacket from riding up if you are floating in the water.
- Bright color: Yellow is easy to see in the water.
- Good condition: No tears, broken zippers, damaged straps, or faded and sun damaged fabric.



The U.S. Coast Guard requires that a life jacket for each person be on board. Local regulations may require wearing a life jacket. Learn what the laws are in your area.

There are a great variety of sailboats, from eight-foot prams sailed by children, to huge, fast, ocean multihulls with professional crews. Stable daysailers are suitable for family outings, and high-performance dinghies thrill competitive athletes. Yet all sailboats share the same basic elements: Hull, Fins, Rigging, Spars and Sails.

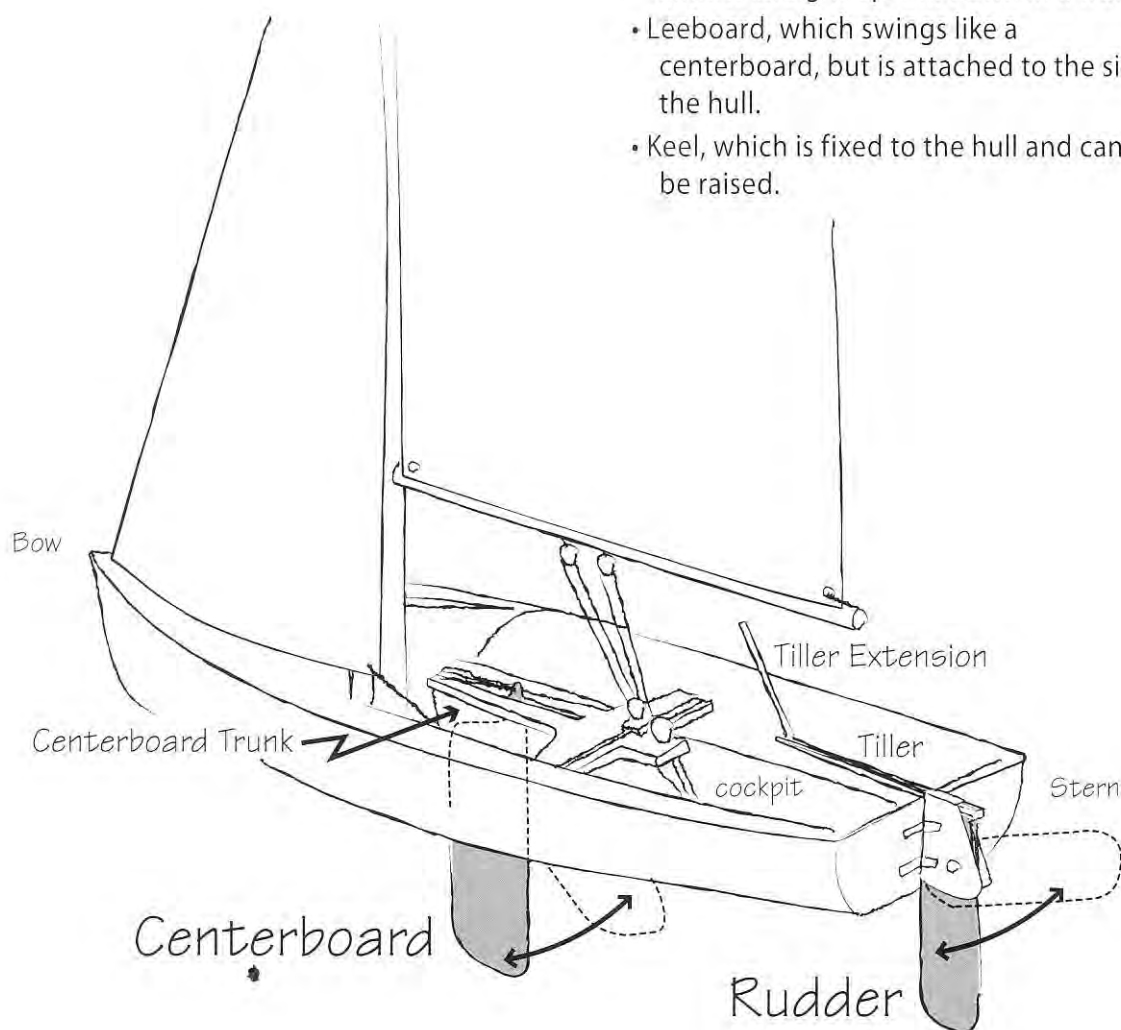
Within these basic elements are many parts with specific names to help sailors communicate.

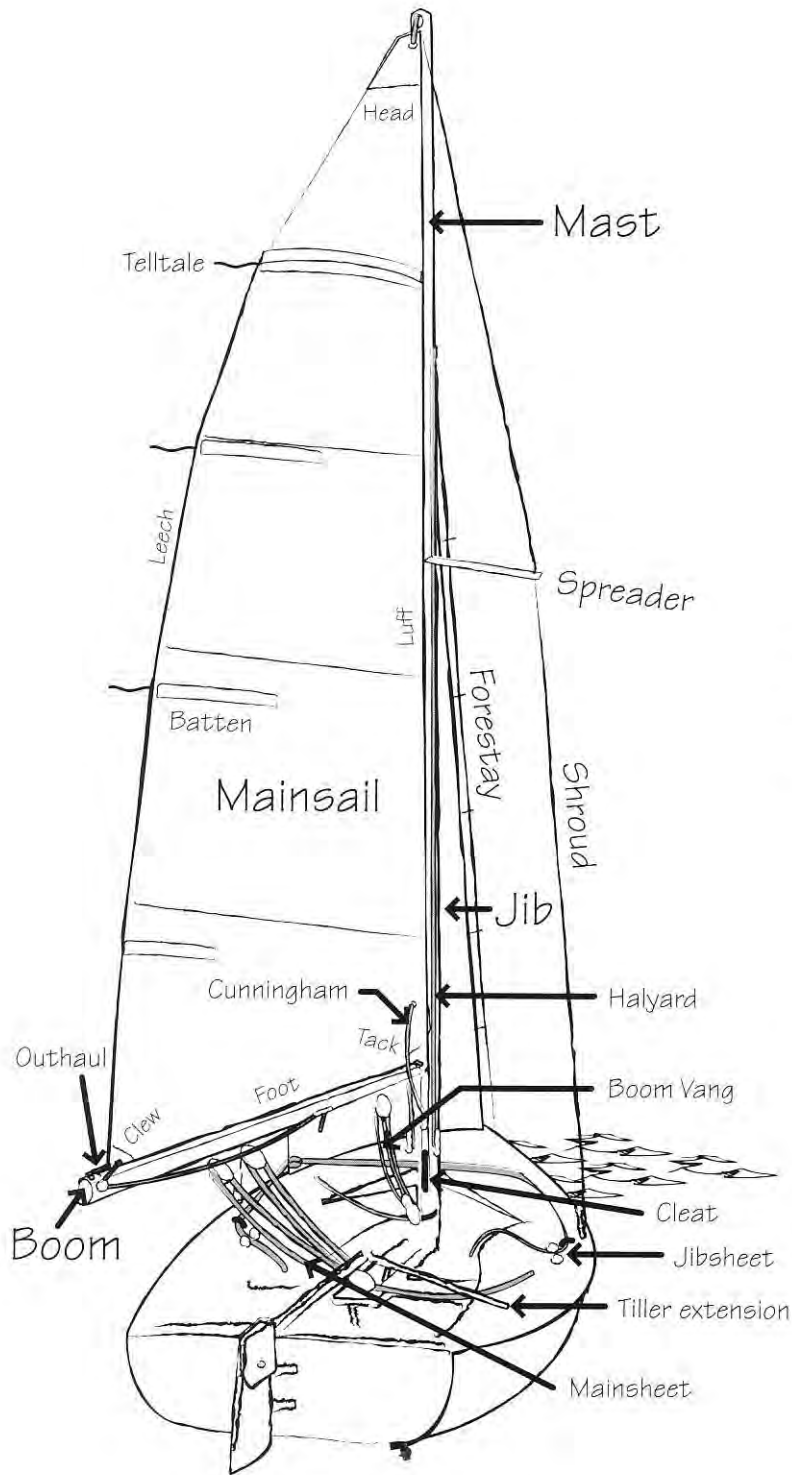
Monohulls are the most common type of boat, consisting of one hull. The hull is the body of the boat to which everything else is attached. Multihulls have more than one hull: catamarans have two and trimarans have three hulls.

The front of any hull is called the bow, and the back is the stern. The cockpit is the area from which the sailors control the direction of the boat. The outside surface of the hull below the water is called the bottom.

The fins help to control the direction of the hull. The rudder is attached to the stern and connects to the tiller and tiller extension that are used for steering. A "board" helps prevent the hull from sideslipping through the water. Most sailboats have one of the following:

- Centerboard, which swings up and down in the center of the boat inside a structure called a trunk.
- Daggerboard, which is pushed and pulled almost straight up and down in a trunk.
- Leeboard, which swings like a centerboard, but is attached to the side of the hull.
- Keel, which is fixed to the hull and cannot be raised.





The spars spread the sails. The mast is the vertical spar. The boom attaches to the mast at a right angle to hold the bottom of the mainsail.

Sails use the wind to propel the boat. Most sails are triangular:

- The head is the top corner.
- The luff is the front edge of the sail.
- The tack is the corner between the luff and foot.
- The foot is the bottom side.
- The clew is the corner between the leech and foot.
- The leech is the back edge.
- The leech has stiffeners called battens.

Rigging is divided into two groups depending on how it is used.

Standing rigging is wire used to help the mast stand upright:

- Stays hold the mast from going forward and back.
- Shrouds keep the mast from falling sideways.

Running rigging is the line (rope) used for adjusting the sails:

- Halyards are used to raise and lower the sails.
- Sheets move the sails in and out.
- The outhaul stretches the foot of the sail along the boom.
- The cunningham stretches the luff.
- The boom vang prevents the boom from rising.
- Running rigging is secured to cleats.

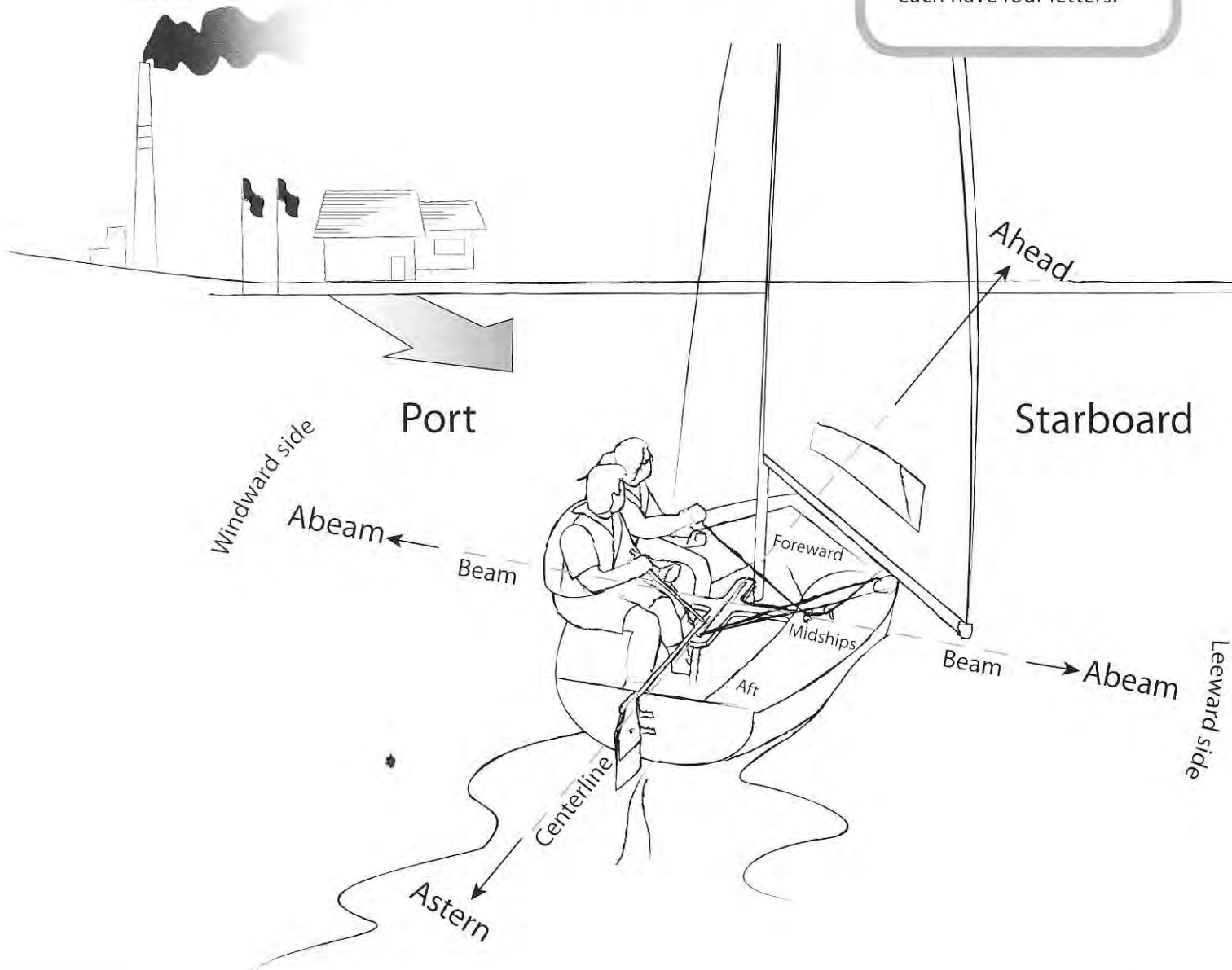
Directional Terms

Just as parts of the boat have specific names, a sailor needs terms to describe things relative to the boat. Directional terms help you locate something onboard or describe where to look for something of interest on the water or shore. The first thing to learn is that when facing forward the left side of the boat is the port side and the right side is the starboard.

You have learned that the front of the boat is the bow, and the back of the boat is the stern. The direction toward the bow is forward. Beyond the bow, you would see something ahead. Toward the stern is aft. Beyond the stern is astern.

The area about halfway between the bow and stern is the midships. Halfway between the sides of the boat anywhere from bow to stern is on the centerline. Something that is beyond either side of the boat at right angles (90°) to the centerline is considered abeam.

Port and Starboard:
To help you distinguish
port from starboard,
remember port and left
each have four letters.



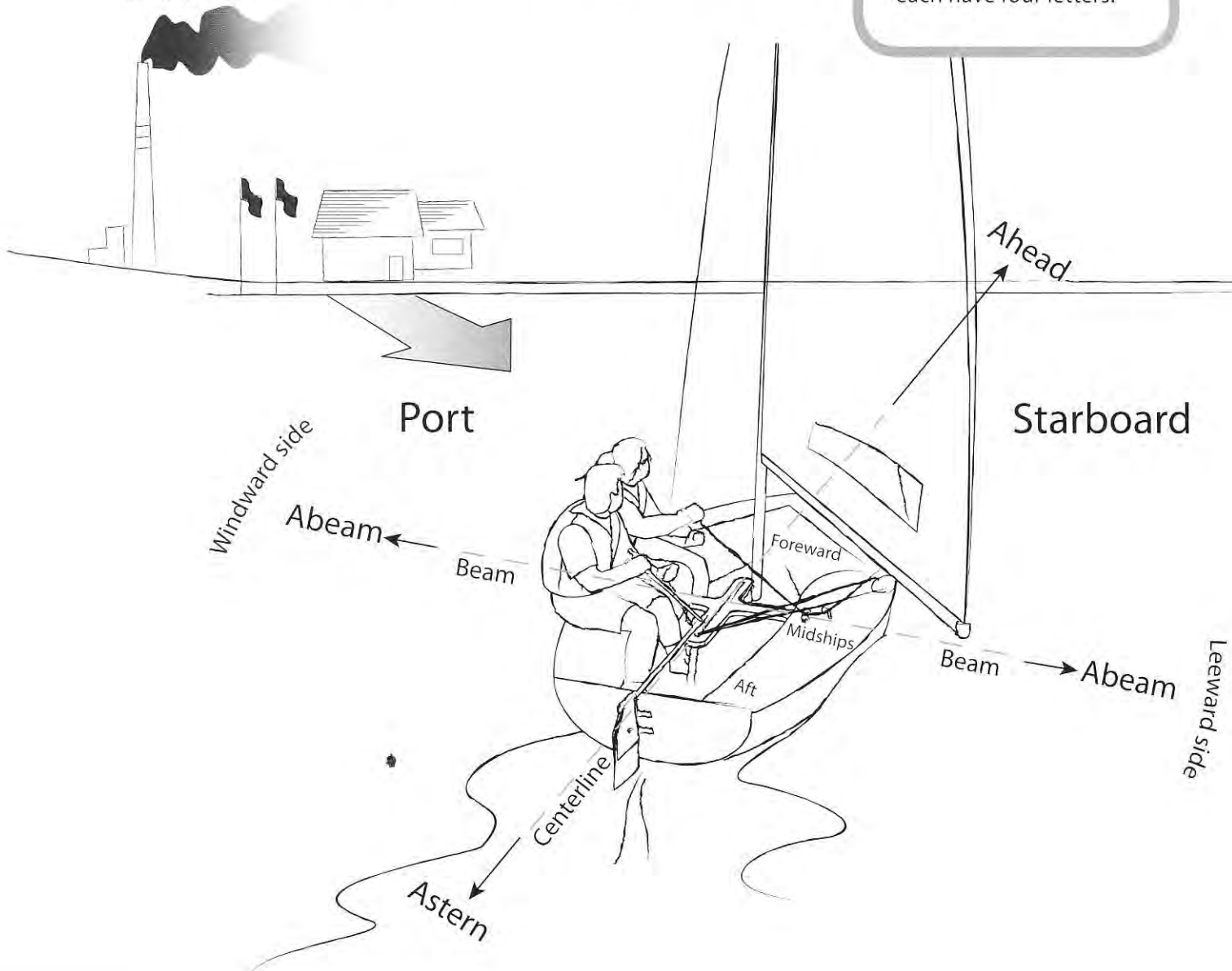
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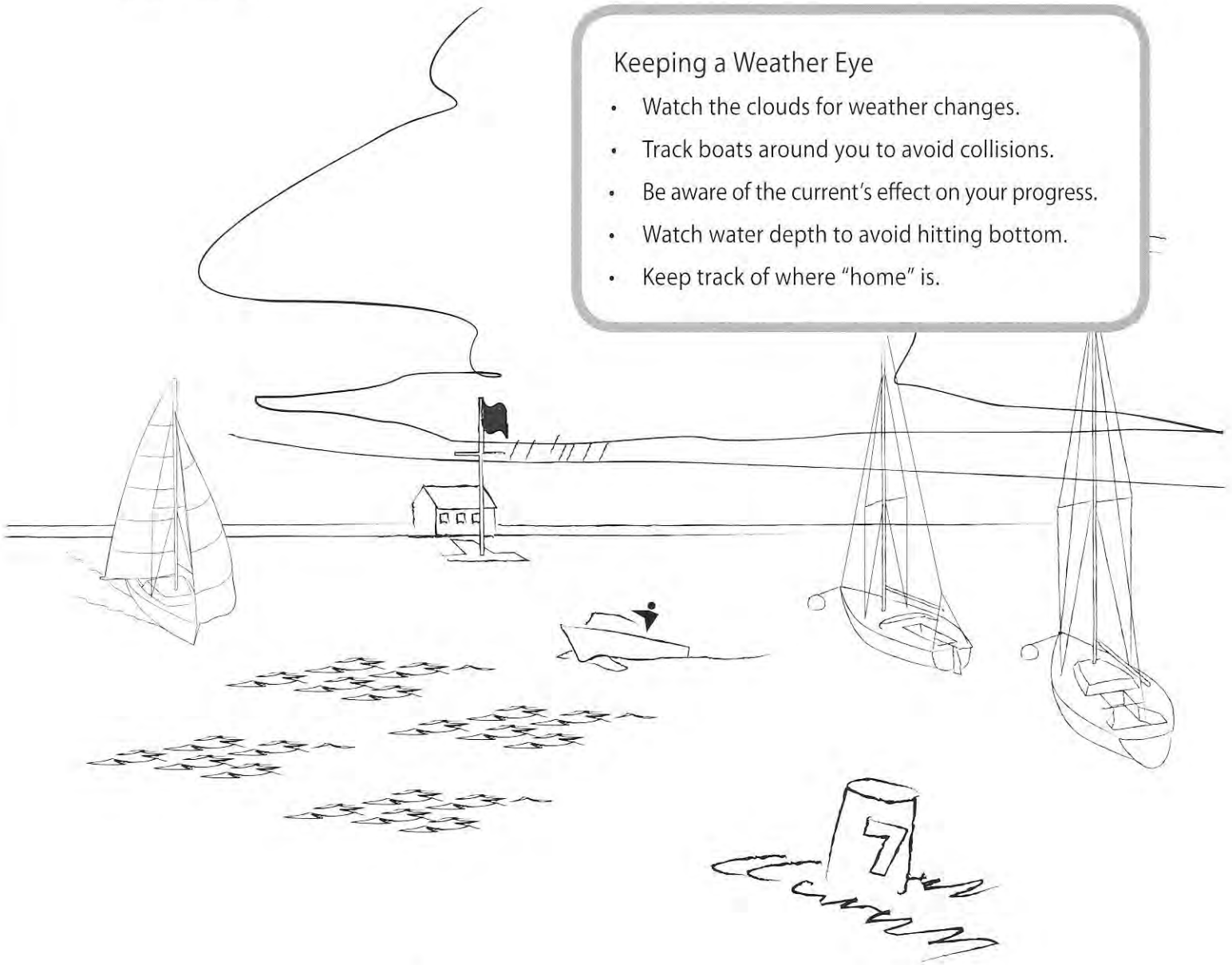


Knowing where the wind is coming from relative to the boat is always essential. Windward is the side from which the wind blows. The opposite side is leeward (pronounced "lou-ward"). The wind direction is referred to geographically as well. For example, a north wind blows from the north and a southwest wind from the southwest.

When the wind is coming from the port side (with the sails to starboard), a sailboat is said to be on port tack. When the wind is coming from the starboard side (with the sails to port), a sailboat is said to be on starboard tack.

Keeping a Weather Eye

- Watch the clouds for weather changes.
- Track boats around you to avoid collisions.
- Be aware of the current's effect on your progress.
- Watch water depth to avoid hitting bottom.
- Keep track of where "home" is.



Wind Awareness

When preparing to sail, you need to know the wind direction. Look around. You might see a flag waving from a pole, or the telltale, a piece of yarn tied to the shroud, streaming in the breeze. Position your boat so the bow points into the wind.

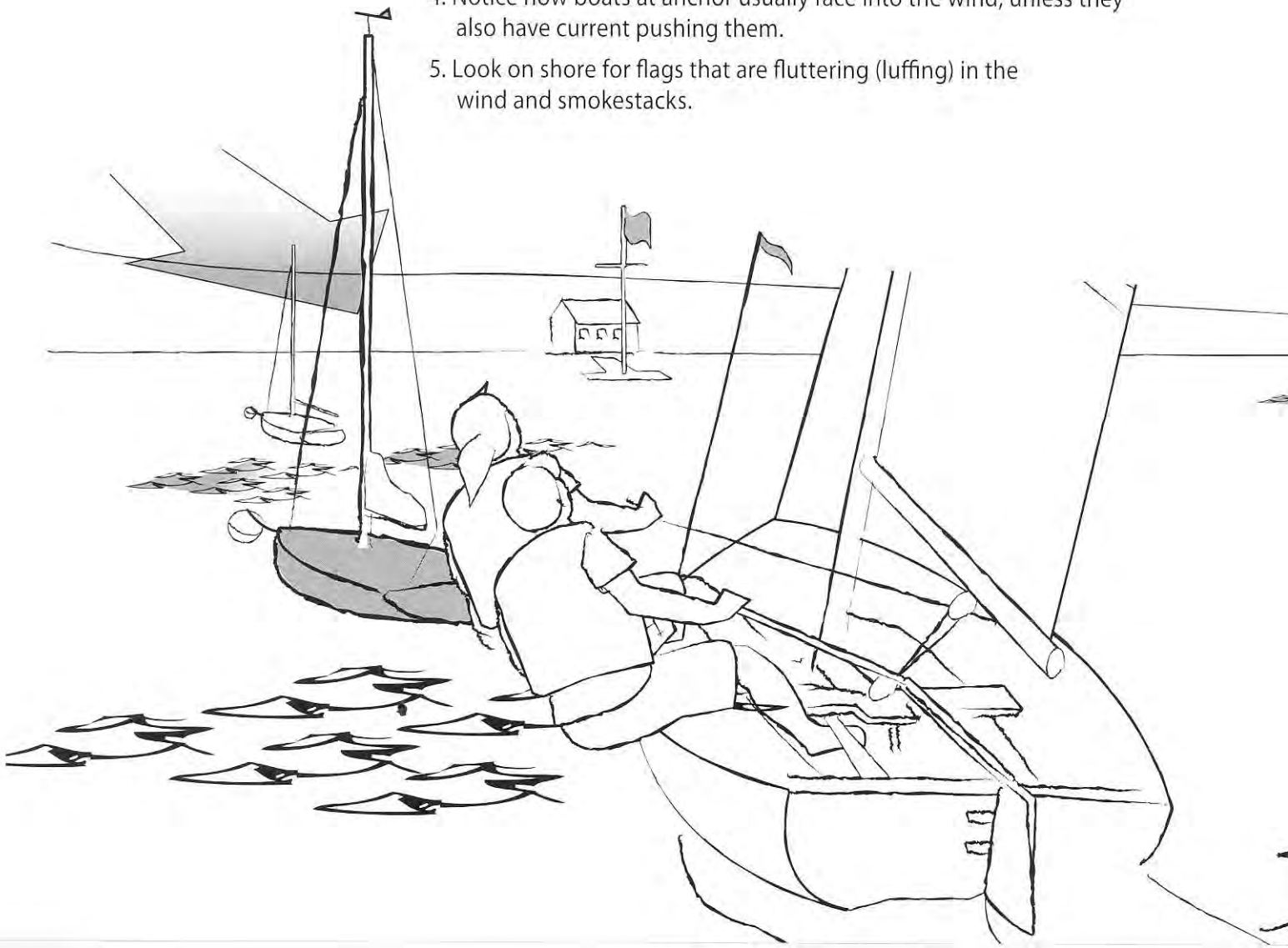
When checking wind direction, use stationary flags. If a boat is moving, the speed of the boat affects the way its onboard flags are flying.

Wind Detection

The speed and direction of the wind are variable. Increases in wind velocity are known as puffs, while decreases are lulls. Wind direction can shift dramatically over hours or just slightly every few minutes. With practice, you will learn to “see” changes in the wind’s direction and strength.

Wind Direction Indicators

1. Telltales on the shrouds of your boat.
2. Ripples on the water. The wind creates rows of wavelets at right angles to its direction. Calm glassy areas with few ripples characterize lulls, and darker ripples show areas of puffs.
3. Feel the wind on your face, neck or hands.
4. Notice how boats at anchor usually face into the wind, unless they also have current pushing them.
5. Look on shore for flags that are fluttering (luffing) in the wind and smokestacks.



Water Movement

Water movement is affected by many things, including the earth's gravitational pull and wind force. In bodies of water open to the ocean, the rise and fall of water on a predictable schedule is called tide. The horizontal flow of water is called current. Sometimes current moves faster than a boat can sail!

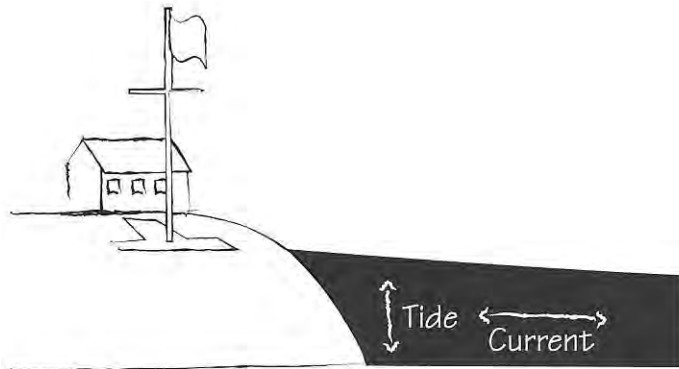
Current can have a strong impact on sailing. Plan a trip accordingly to avoid surprise.

Since wind and weather are constantly changing, it is a good idea to keep a "weather eye" looking for signs of change.

The range of tide – the depth difference between high and low water – is important because you might run aground in a place where you had enough water just a few hours before. Boats pulled up on a beach at low tide could float away at high tide.

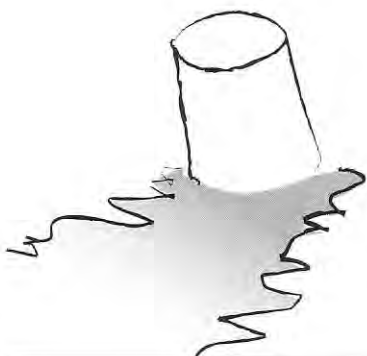
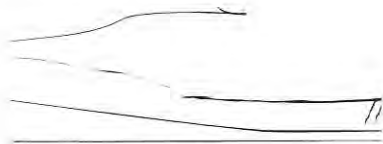
You can find information on tides for the dates when you plan to be on the water from websites, newspapers, news broadcasts, weather radios and tide tables available at bookstores and marine stores.

The vertical movement of tides can be seen as the water rises or falls on a piling of beach. A falling tide will leave a wet beach or piling next to the water's edge. A dry beach or piling next to the water signifies a rising tide or high tide.



Bad weather

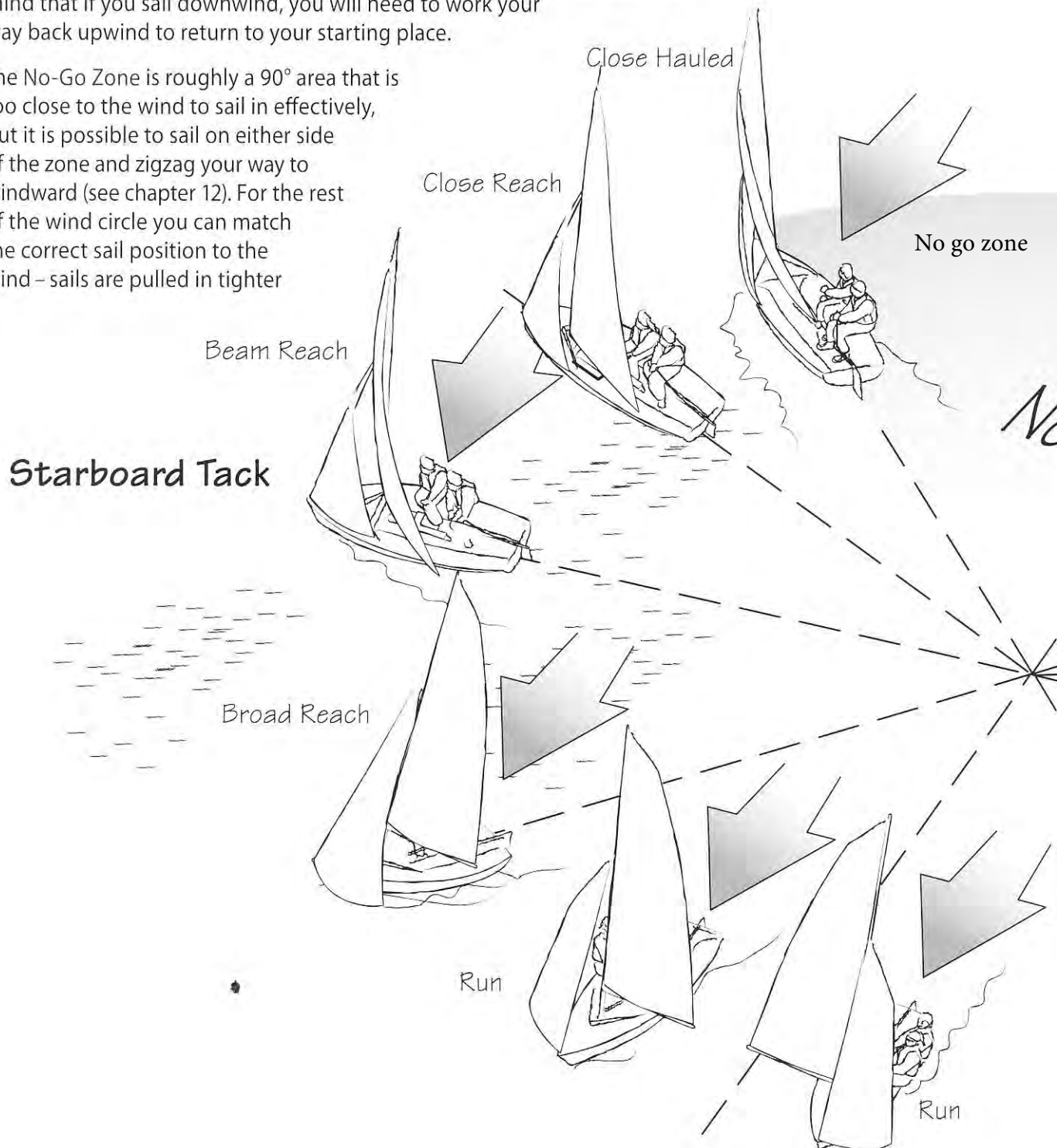
Good sailors are alert to changes in the weather that could signal the onset of inclement conditions for sailing. Recognizing the early warnings for high winds or storms can give you time to reduce sail or seek shelter. Watch the distant sky for signs of change and listen to a weather radio for local forecasts. As the saying goes, "When in doubt, don't go out!"



Sailing needs wind and water. Wind on the sails can push – and even pull – the hull through the water. The wind direction determines how to position the sails to keep the boat moving forward. Sailors should know where the wind is coming from and the wind angle relative to their boat for sail-trim purposes (Chapter 8).

Once you know the wind direction, you can trim the sails for the direction you want to go. In the simplest form of sailing, a boat and its sails can be pushed “downwind,” with the wind coming over the stern. But keep in mind that if you sail downwind, you will need to work your way back upwind to return to your starting place.

The No-Go Zone is roughly a 90° area that is too close to the wind to sail in effectively, but it is possible to sail on either side of the zone and zigzag your way to windward (see chapter 12). For the rest of the wind circle you can match the correct sail position to the wind – sails are pulled in tighter



for sailing upwind and let out farther for sailing downwind. Sailors can reach destinations in all directions.

Directions of Sail Trim

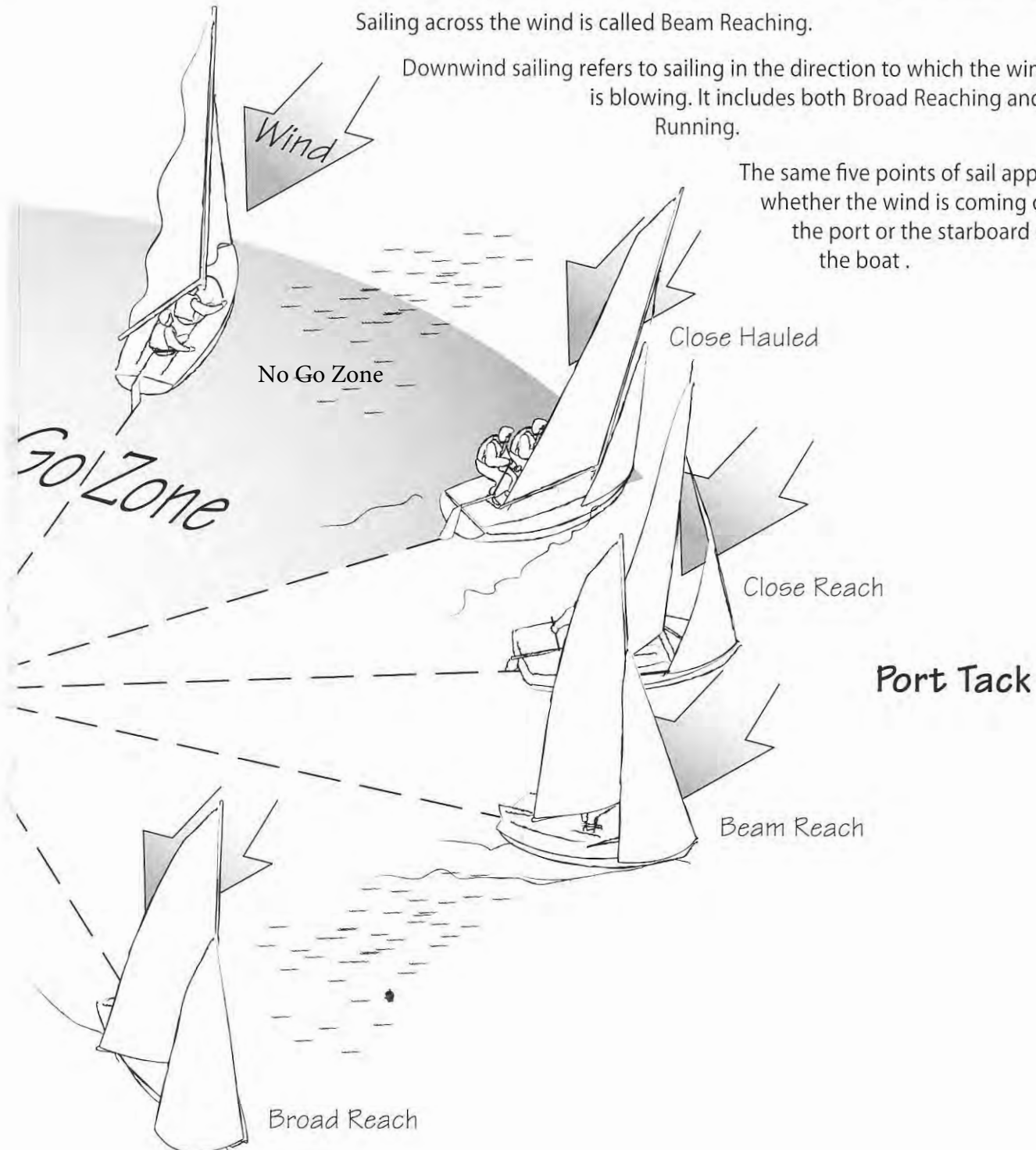
Sailors divide the wind circle into six sections, one being the No-Go zone. The others are the five points of sail.

Upwind sailing is sailing toward the direction from which the wind is blowing. It includes two points of sail: Close-Hauled and Close Reaching.

Sailing across the wind is called Beam Reaching.

Downwind sailing refers to sailing in the direction to which the wind is blowing. It includes both Broad Reaching and Running.

The same five points of sail apply whether the wind is coming over the port or the starboard side of the boat .



The basics of sail trim are covered in Chapter 8, but here are the six sections of the sailing "pie":

1. No-Go Zone: A boat cannot sail in the No-Go Zone. It is the area 45° to either side of the wind direction, 90° total, where sails always luff and the boat slows to a stop.

Upwind Sailing

2. Close-Hauled: The boat is about 45° from the wind direction. The sails are trimmed in close, with the boom positioned somewhere between the centerline and the leeward side of the hull.
3. Close Reach: The boat is sailing about 60° to 75° from the wind direction. The sails are let out just on the verge of luffing.

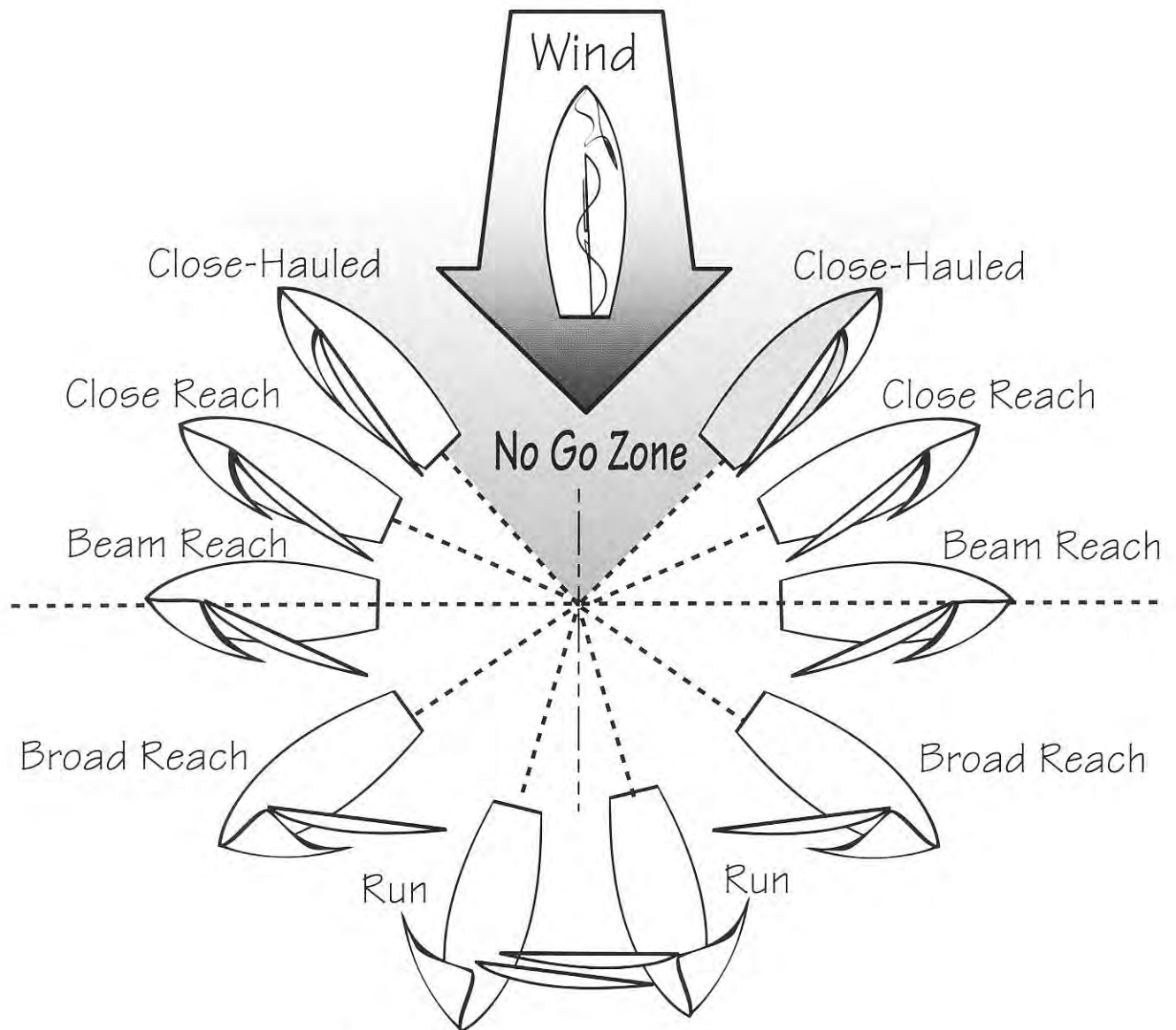
Across-the-Wind Sailing

4. Beam Reach: The boat is sailing approximately 90° or perpendicular to the wind – the wind is abeam. The sails are let out about halfway, just on the verge of luffing.

Downwind Sailing

5. Broad Reach: The boat is sailing at about 100° to 140° from the wind. The sails are approximately three-quarters of the way out.
6. Run: The stern faces the wind. While technically a Run extends to 180° from the wind, it is more comfortable and stable if the boat is sailing about 150° to 170° from the wind direction. The sails are between three-quarters and all the way out, perpendicular to the centerline of the boat.

Most sailboats cannot sail closer than 45° to the wind direction. For this reason, this area is called the No-Go Zone.



Heeling and Hiking

Heeling to leeward – the tipping of the boat away from the wind – is normal. Heeling is caused by the pressure of the wind pushing on the sails, especially when sailing upwind. As wind pressure increases, the windward side of the hull rises.

In stronger winds, sailors need to hike out (lean out) while sitting on the windward side of the hull to counteract the heeling force of the wind in the sails, flattening the boat to keep it level.

Steering and sail trim (see chapter 7) are closely linked. Effective steering requires coordination between helmsman and crew:

- The skipper steers, trims the mainsheet, and assumes the role of being in charge.
- The crew trims the jib, uses their weight to keep the boat from tipping, and keeps a keen lookout for things the helmsman may not see.

Proper Position in the Boat

When you are steering the boat, sit facing square to the mainsail on the windward side just forward of the tiller so you can freely move the tiller as far as it will go from side to side. In this position, you will have a clear view of the trim of your sails and the surrounding area. You will also be able to adjust your weight for boat balance from side to side, as well as fore and aft.

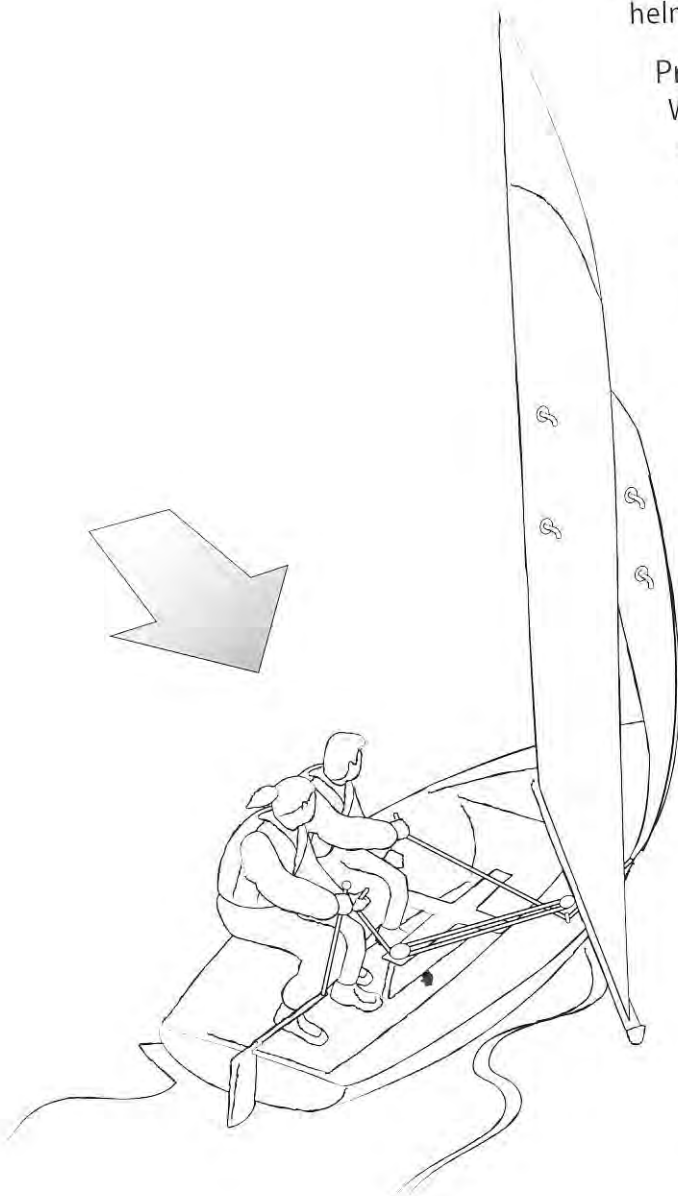
Grasp the mainsheet in your forward hand so the sheet leads up through your closed fist with the loose end over the top of your thumb. Your aft hand holds the tiller extension like a microphone.

When you are crewing, sit just forward of the skipper. The crew has a role equally important to that of the skipper. You must constantly monitor the angle of heel and keep the boat from tipping too much. Move your weight in and out to keep the boat fairly flat on a steady angle of heel.

Tiller and Rudder Steering

You steer with the tiller, but the rudder actually does the work of turning the boat. The rudder can only turn the boat if it is moving. If the boat is stopped, it will not turn.

Some beginners are surprised to find that the boat turns opposite to the direction they move the tiller. For example, if you move the tiller to starboard the boat will turn to port.



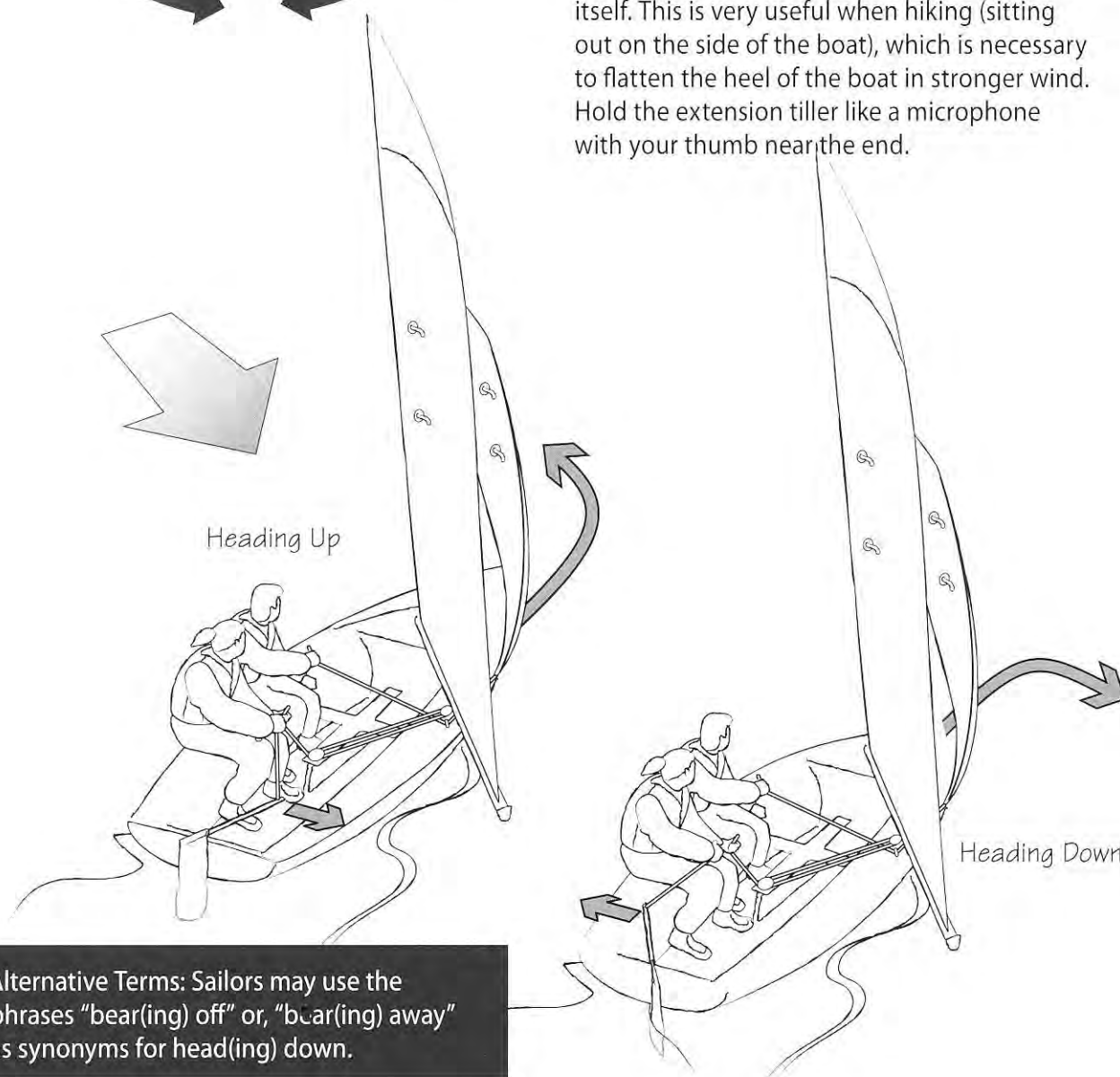


Heading Up and Heading Down

If you push the tiller toward the boom, the boat heads up toward the direction the wind is coming from.

If you pull the tiller away from the boom, the boat heads down (also known as bearing off) away from the wind direction.

A tiller extension enables you to steer while sitting farther forward and away from the tiller itself. This is very useful when hiking (sitting out on the side of the boat), which is necessary to flatten the heel of the boat in stronger wind. Hold the extension tiller like a microphone with your thumb near the end.



Alternative Terms: Sailors may use the phrases "bear(ing) off" or "bear(ing) away" as synonyms for head(ing) down.