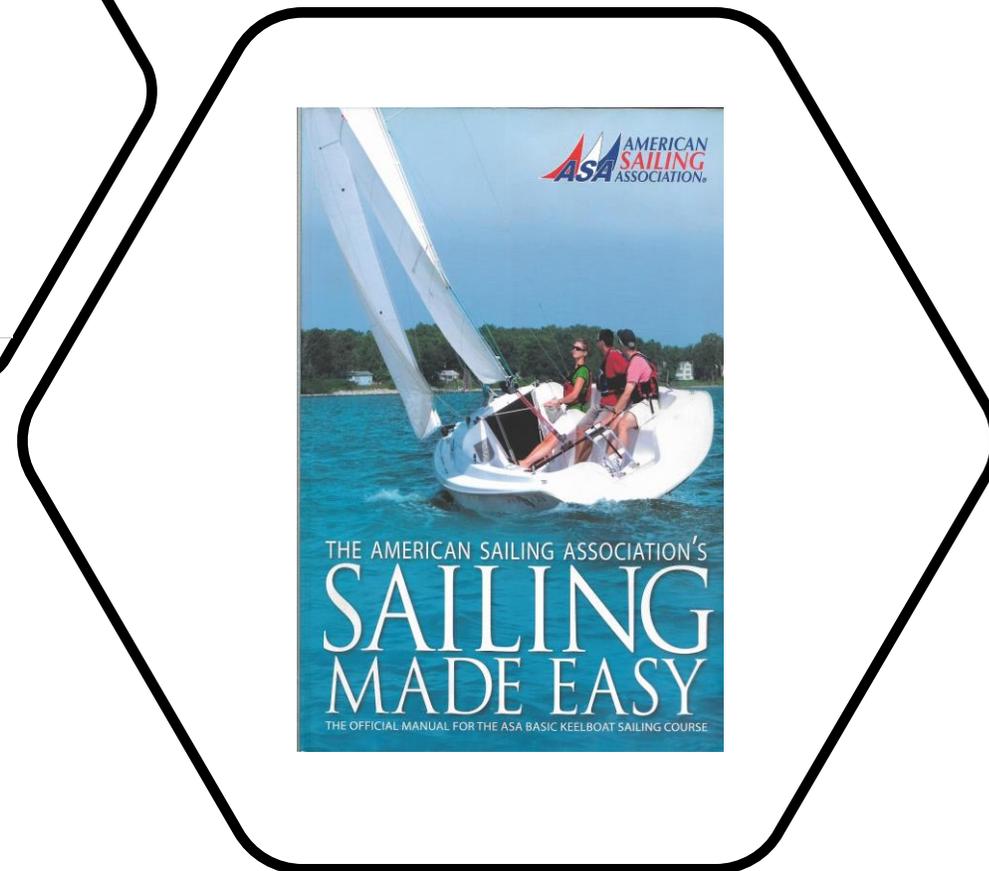


# **“Getting a feel for sailing”**

**~ Sailing Made Easy chapter 3**

*Laguna Woods Yacht Club*

*Introduction to Sailing, February-March 2022*



# Lesson Objectives

**Chapter 3 is full of detailed information. Today's goals are to:**

- **Highlight main points of each topic; and**
- **Identify one or two key takeaways per topic**



It's all about trim (p. 44.)

**“Now that you’re sailing in open water, you can . . .  
experiment with making some small adjustments to the  
[helm] to get a feel for how both the boat and the sails react.”**



It's all about trim (p. 44.)

**“Proper sail trim is a function of both the boat’s course and the wind direction”**

**Proper trim is a matter of science and art, involving immutable laws of physics governing forces on a vessel**

***plus***

**the art of reading wind, waves and current and instinctively knowing how to fine tune course and trim**



It's all about trim (p. 44)

## **KEY TAKEAWAYS**

- **Don't over trim (i.e., don't haul in more than necessary to avoid luffing.)**
- ***HAVE FUN* learning how to sail as efficiently as possible in any wind.**



## Time for the jib (p. 45)

**“[W]hile we could sail all day under mainsail alone, adding the jib will give us more speed and more things for the crew to do.”**



## Time for the jib (p. 45)

### **Bringing out the jib aboard Hiatus**

**Note we have the luxury of roller furling which means:**

- (a) no need to secure sail to the jib stay and**
- (b) no need to use the halyard to raise the sail.**



Time for the jib (p. 45)

**Instead, all we need to do is pull on the leeward jib sheet to  
unroll the sail**

**(But don't forget to **keep a little tension on the furling line** so  
it winds up neatly on the roller)**



## Time for the jib (p. 45)

**Note: we can bring out the jib on just about any point of sail.**

**BUT COMPARE**

***This is different from raising the main.* The main should always be raised when Hiatus is *head to wind*. This reduces the load on the sail which can make raising it very difficult**



# Time for the Jib (p. 45)

## **KEY TAKEAWAYS**

- **Enjoy the luxury of a roller furling jib**
- **Be sure to bring the jib out with a little tension on the furling line**



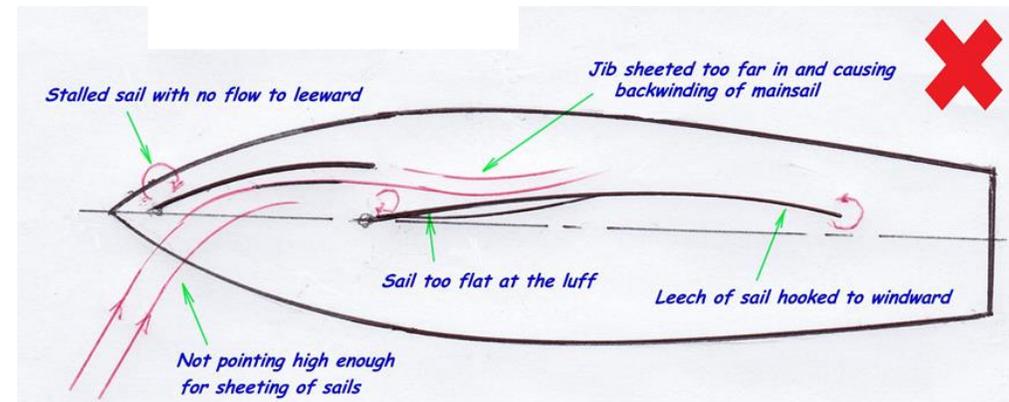
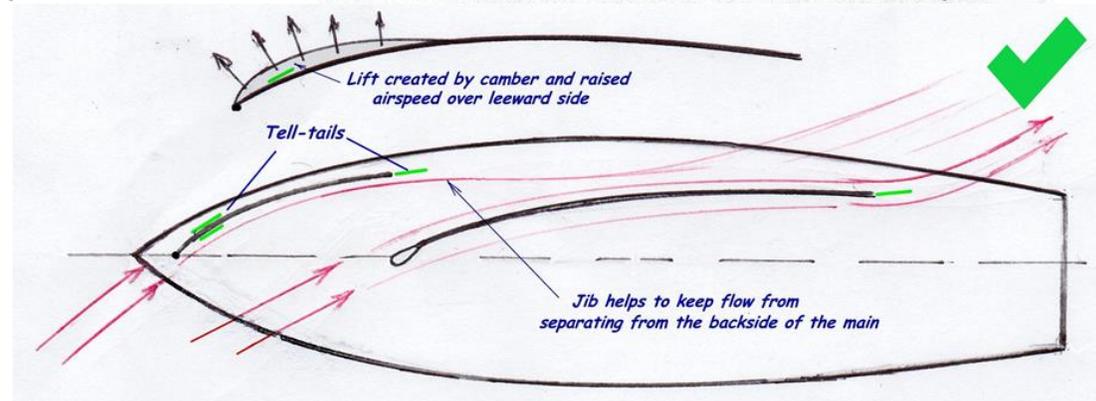
## The power of two (p. 46-47)

**“The presence of the jib boosts the flow of air over the mainsail; the presence of the mainsail boosts the flow over the jib. All this adds up to more speed; which means more fun for the crew”**



# The power of two (p. 46-47)

- **Sailing on the jib and the main is a juggling act that requires proper trimming of both sails to ensure maximum efficiency.**
- **The key is to keep a slot open between the jib and the main so both sails can split the wind efficiently**



# The power of two (p. 46-47)

## KEY TAKEAWAYS

- **Use the telltales to assure proper sail trim (when sailing on the wind.)**
- **Don't pinch – *when in doubt, let it out.***
- **Use your senses – when the sails are balanced, you'll *feel* more wind in your face, you'll *hear* the wind more loudly in your ears and you might even *smell or taste* more salt spray.**



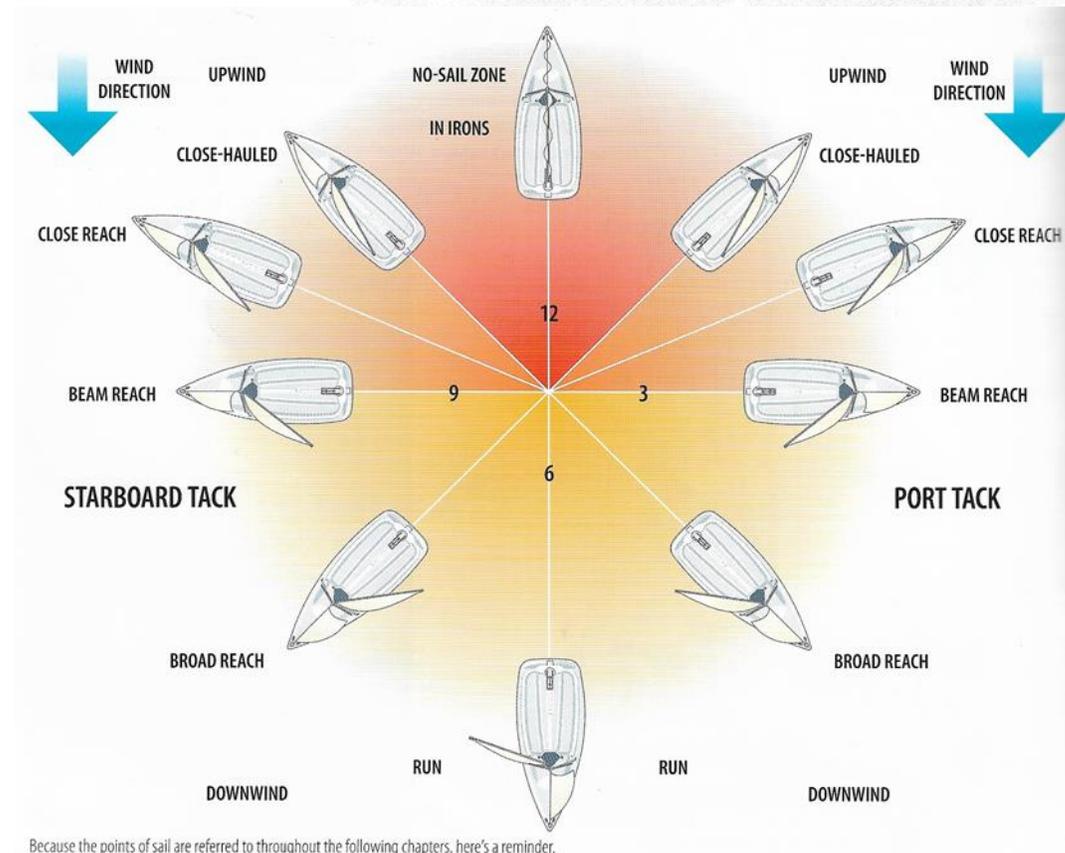
It's all about the wind (p. 48-49)

**“A sailor’s life revolves around the wind, its direction and its strength govern where [s]he can sail, with what degree of difficulty or comfort, and how quickly.”**



# It's all about the wind (p. 48-49)

- **For purposes of this diagram focus on just one concept – the farther you fall off, the more you ease the sails.**
- **BUT NOTE: This diagram is just an approximation – sails must be carefully trimmed for the specific conditions**



It's all about the wind (p. 48-49)

## **KEY TAKEAWAYS**

- **Our text mainly focuses on sailing close to the wind with helpful tips for that point of sail**
- **However, all the other points of sail require close attention to sail trim. Watch the telltales (if you are sailing on the wind) and the masthead fly with the goal of getting the best power out of the sails.**



It's all about the wind (p. 48-49)

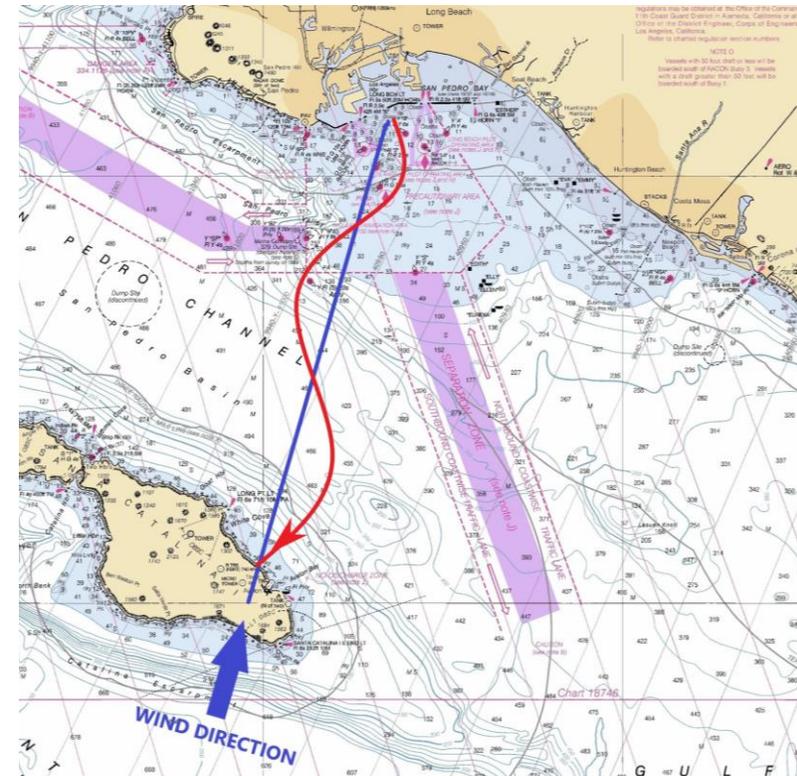
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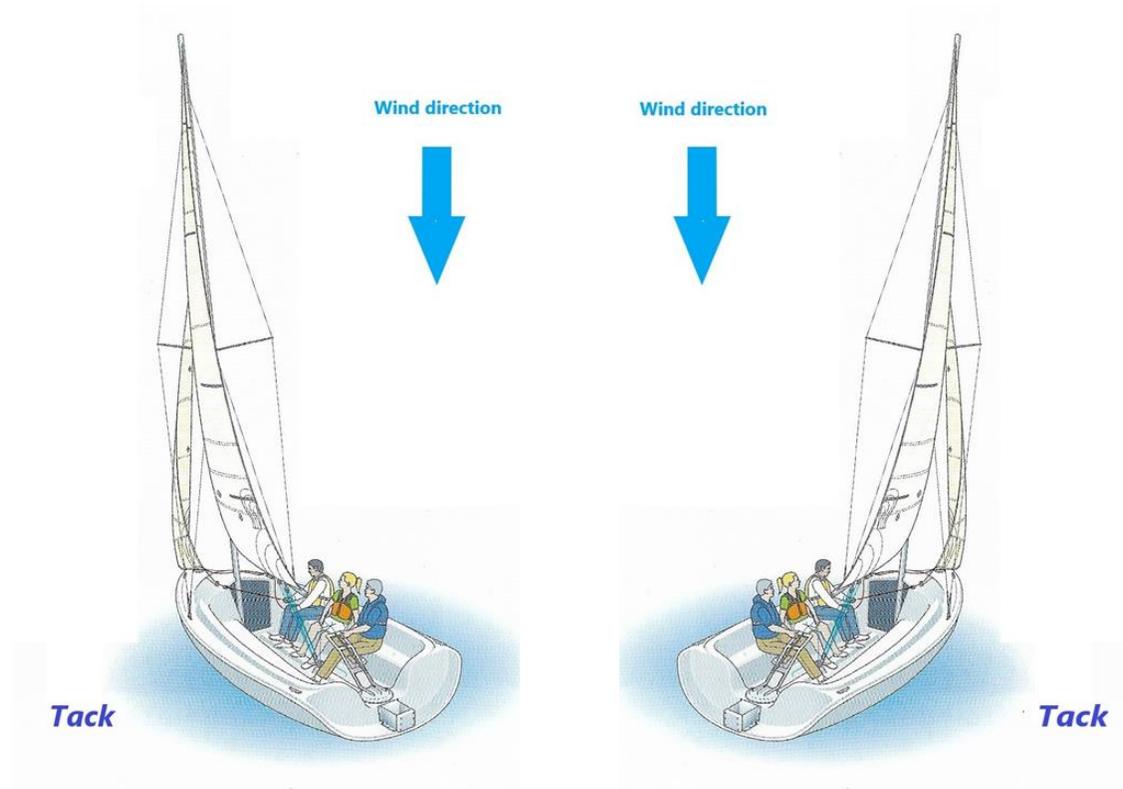
# Tacking—getting from zig to zag and back (p. 50-51)

**“To reach a destination directly upwind you have to sail a zig zag course.”**



# Tacking—getting from zig to zag and back (p. 50-51)

➤ **Tacking: “When you turn the boat so that its **bow** passes entirely through the wind.” (p. 50.)**



# Tacking—getting from zig to zag and back (p. 50-51)

## **Tacking requires coordination between helm and trimmers**

- **Make sure you have good speed before tacking – as the boat heads into the wind the sails will lose power, so **you need forward momentum to carry you through the no sail zone.****
- **Tacking often covers about 90-110° - - *i.e.*, from **close hauled starboard tack** to **close hauled port tack**. But it can cover more - - for example from **close hauled starboard tack** to **beam reach port tack**.**



# Tacking—getting from zig to zag and back (p. 50-51)

**On Skipper/Helm command “Prepare to tack” or “Ready About.”**

**Leeward trimmer: take jib sheet out of the jaws but DO NOT**

**RELEASE jib sheet.**

**Windward trimmer: take two wraps clockwise around the winch.**



# Tacking—getting from zig to zag and back (p. 50-51)

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# Tacking—getting from zig to zag and back (p. 50-51)

**Trimmers** answer “ready” to skipper/helm. **Skipper/Helm** calls “Tacking” or “Helm’s a Lee.”

**Leeward trimmer:** When jib starts luffing and comes across release the sheet.

**Windward trimmer:** When jib starts luffing and comes across, haul in on the sheet; lock sheet into the jaws when needed, and winch the sheet in with the winch handle.



Tacking—getting from zig to zag and back (p. 50-51)

### **KEY TAKEAWAYS**

- **Our text mainly focuses on sailing close to the wind with helpful tips for that point of sail.**
- **However, all the other points of sail require close attention to sail trim. Watch the telltales (if you are sailing on the wind) and the masthead fly with the goal of getting the best power out of the sails.**



## Jibing- Changing tacks the other way (p. 52-53)

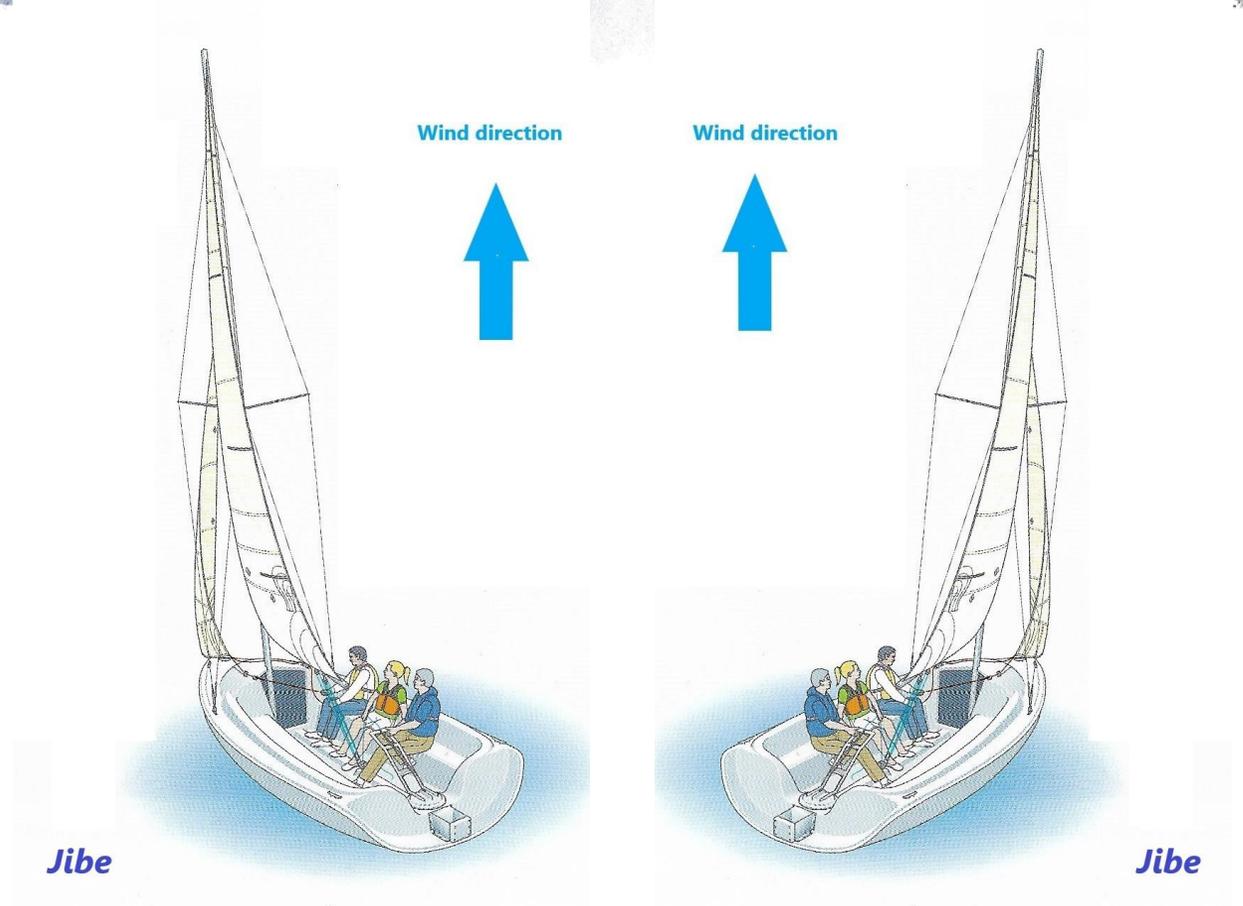
**“[W]e have to get back to where we started from, and the most direct way is by . . . running before the wind.”**

**CAVEAT: a tricky point of sail because “[a] slight lapse of attention can result in an *“accidental jibe”* which can be bad for the crew and the boat.**



# Jibing- Changing tacks the other way (p. 52-53)

➤ **Jibing: “In a jibe, the boat turns away from wind.” (p. 52.)**

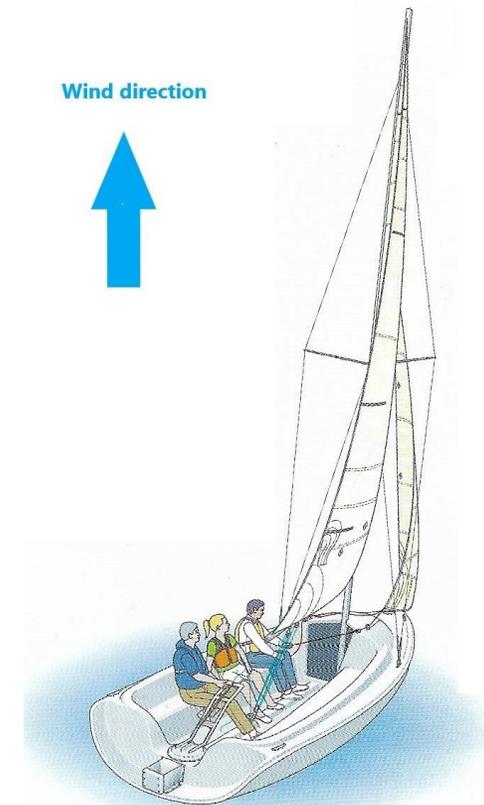
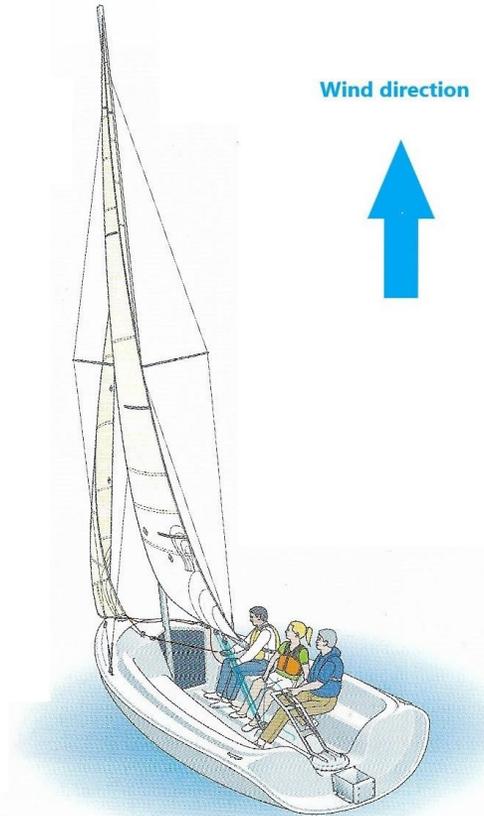


# Jibing- Changing tacks the other way (p. 52-53)

## Why is jibing useful?

**When sailing downwind, some skippers prefer sailing on a broad reach instead of running so jibing is needed to maintain your base course. This avoids sailing on a dead run which lessens the chances of an accidental jibe.**

*Jibe*



*Jibe*



## Jibing- Changing tacks the other way (p. 52-53)

**On Skipper/helm command “Prepare to jibe” center the main with the traveler and prepare to ease main sheets.**

**Leeward trimmer: take jib sheet out of the jaws but DO NOT RELEASE jib sheet.**

**Windward trimmer: take two wraps clockwise around the winch.**



## Jibing- Changing tacks the other way (p. 52-53)

**Trimmers** answer “Ready” **Skipper/helm** calls “Jibe Ho” or “Jibing”

**Skipper/helm** turns **gradually** downwind.

**Crew** sheets in the main and releases when the boom has crossed

**Leeward trimmer:** When jib starts luffing and comes across release the sheet.

**Windward trimmer:** When jib starts luffing and comes across, haul in on the sheet; lock sheet into the jaws when needed, and winch the sheet in with the winch handle.



# Jibing- Changing tacks the other way (p. 52-53)

## KEY TAKEAWAYS

- **Jibing (turning the stern through the wind) requires extra care because boom will be coming across the cockpit:**
- **Unlike tacking, jibing requires that**
  - **(a) the main be sheeted in;**
  - **(b) the helm be turned gradually through the wind; and**
  - **(c) that the main be eased after the boom comes across.**



## Sailing wing on wing and by the lee (p. 54-55)

**“When running, your goal is to sail with the wind blowing directly over the stern, to hold the wind there, and to not turn any farther downwind and risk a jibe.”**



# Sailing wing on wing and by the lee (p. 54-55)

- **Wing on wing requires the jib and the main to be set on opposite sides.**
  - **Pick a distant landmark and sail straight toward it.**
  - **Be aware of where you are feeling the wind and watch the masthead fly.**



# Sailing wing on wing and by the lee (p. 54-55)

## ➤ **Avoid sailing by the lee**

- **Wind shifts so that it is on the same side as the mainsail, increasing the risk of an accidental jibe.**
- **If an accidental jibe occurs, warn the crew immediately (*“Duck and cover.”*)**



# Sailing wing on wing and by the lee (p. 54-55)

## ➤ **Avoid sailing by the lee**

- **Wind shifts so that it is on the same side as the mainsail, increasing the risk of an accidental jibe.**
- **If an accidental jibe occurs, warn the crew immediately (*“Duck and cover.”*)**





# QUIZ:

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**Q: What's the best way of  
“Getting a Feel for Sailing?”**





# QUIZ:

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**Q: What's the best way of  
"Getting a Feel for Sailing?"**

**A: By sailing.**





# SUMMARY

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- **Concentrate on the Key Takeaways from Chapter 3**
- **Don't expect to master the details from the book alone.**
- **Sail as often as possible, and let your skipper know you've taken the Intro to Sailing class and would like to practice your skills. They'll be glad to help.**

