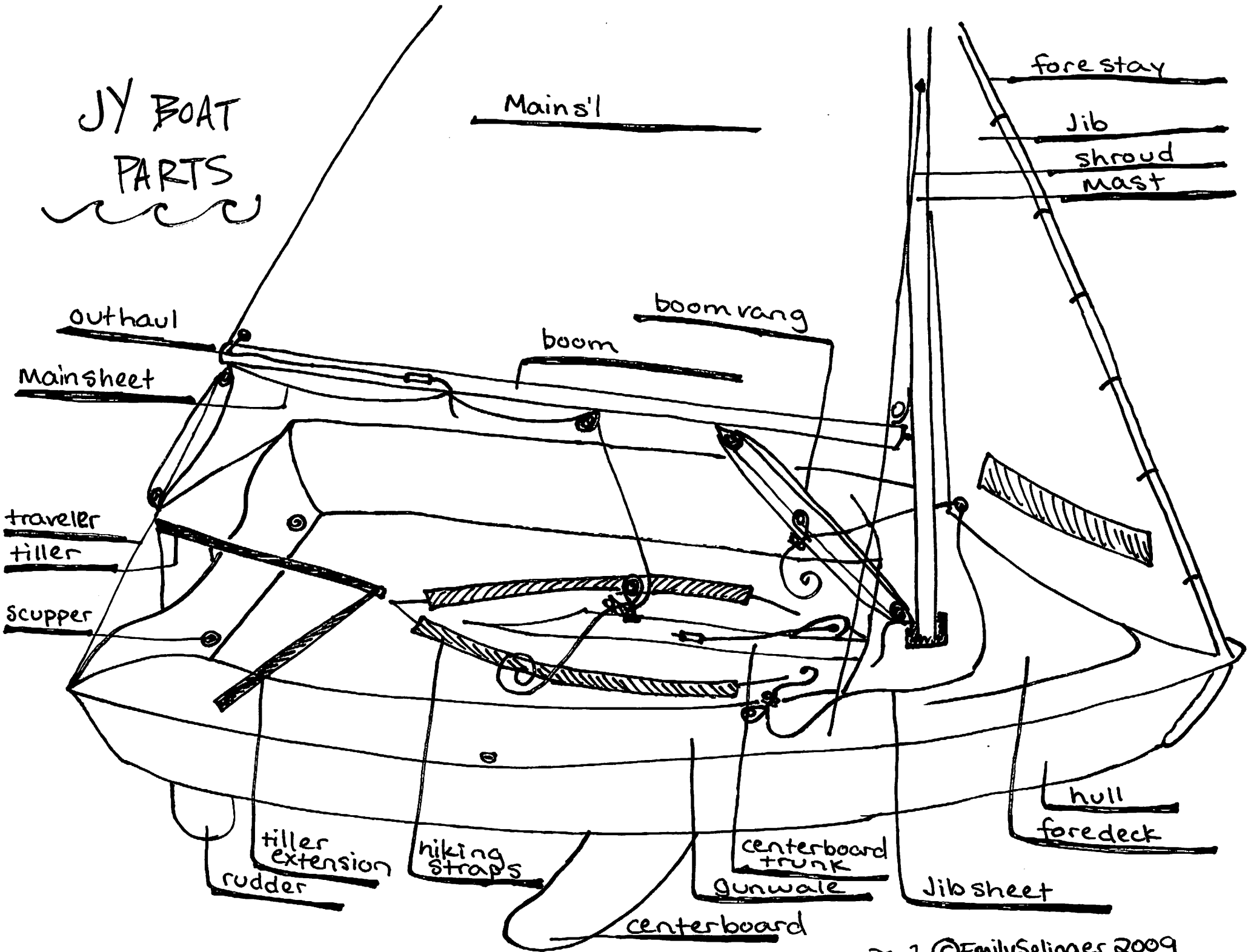
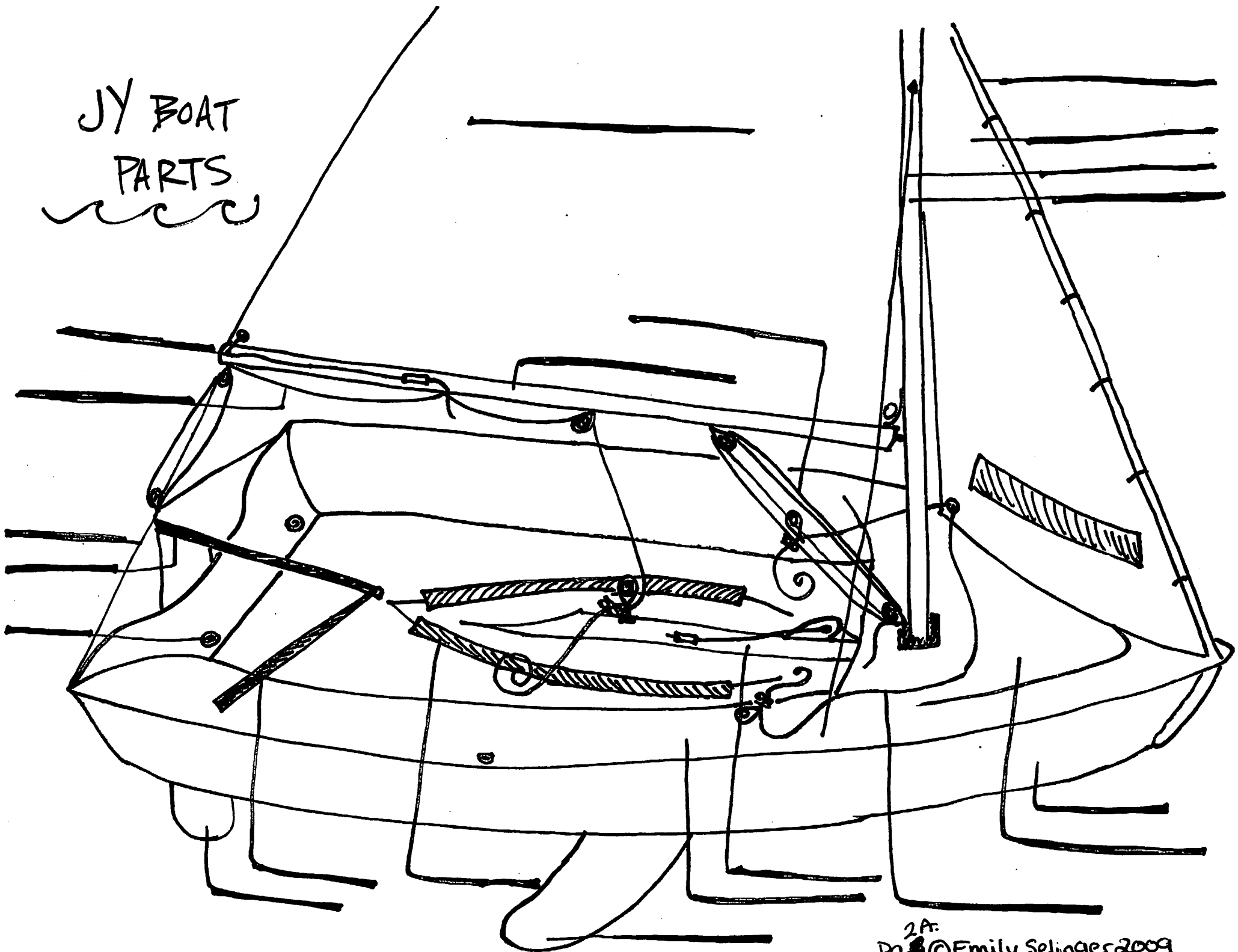


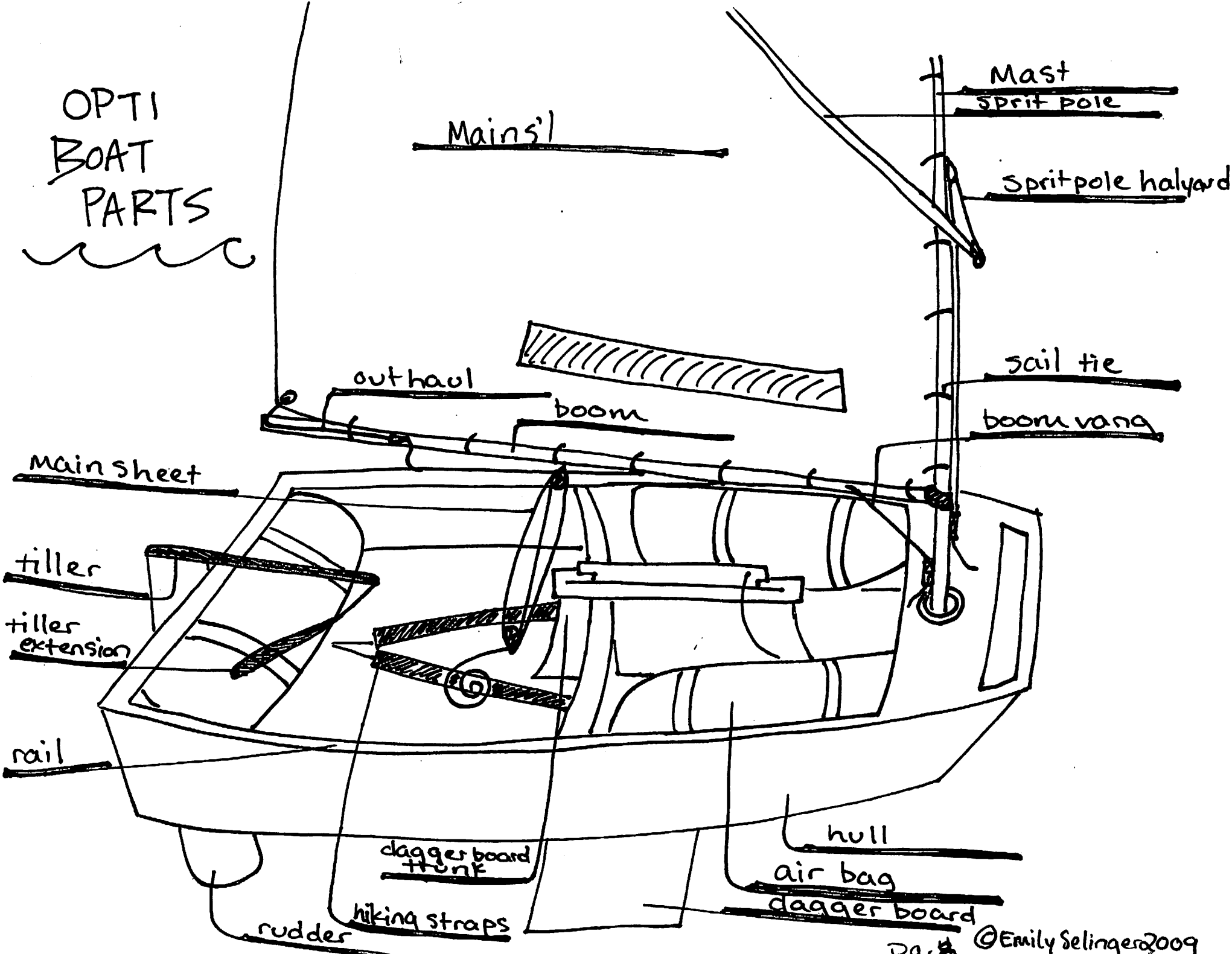
# JY BOAT PARTS



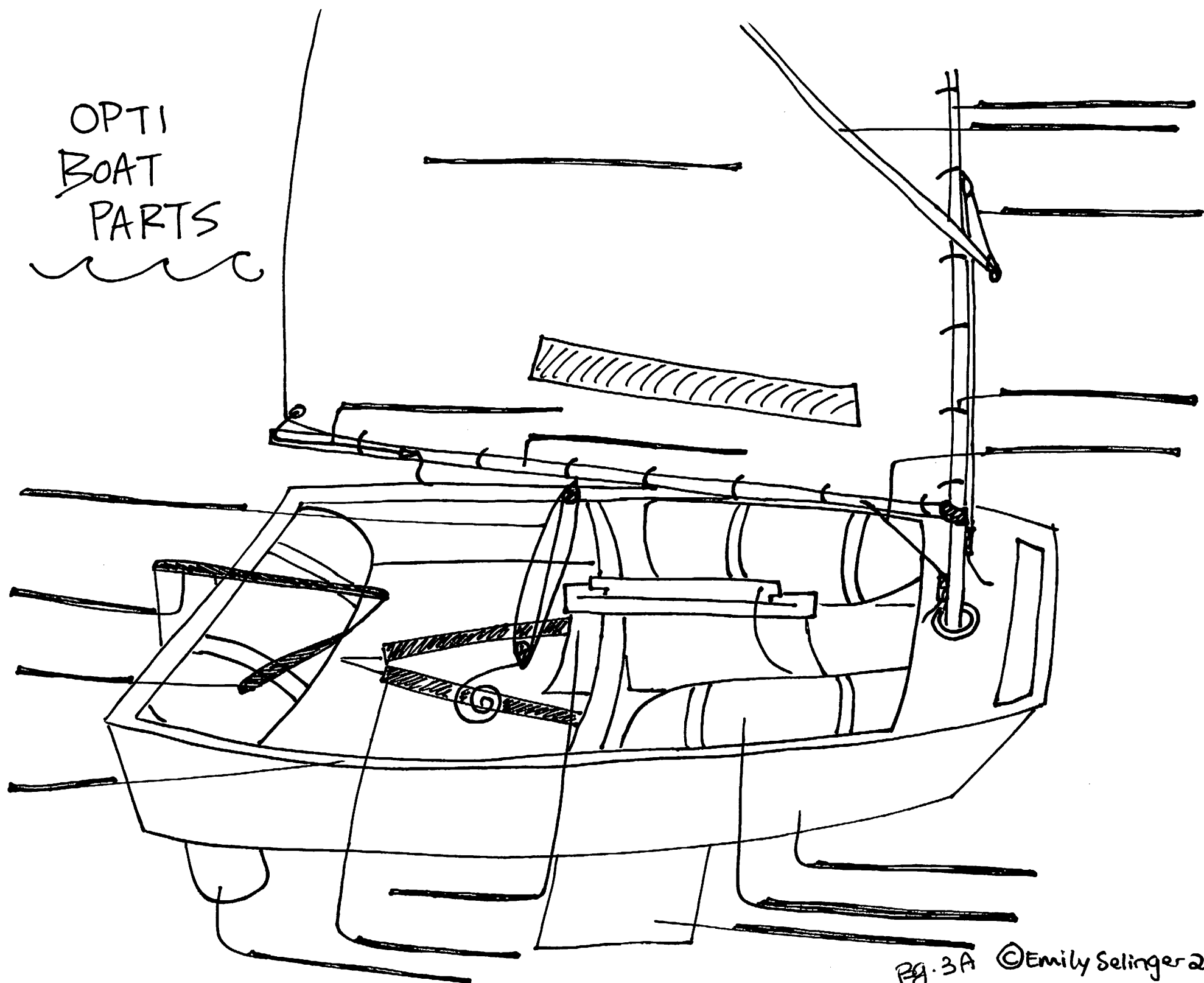
JY BOAT  
PARTS



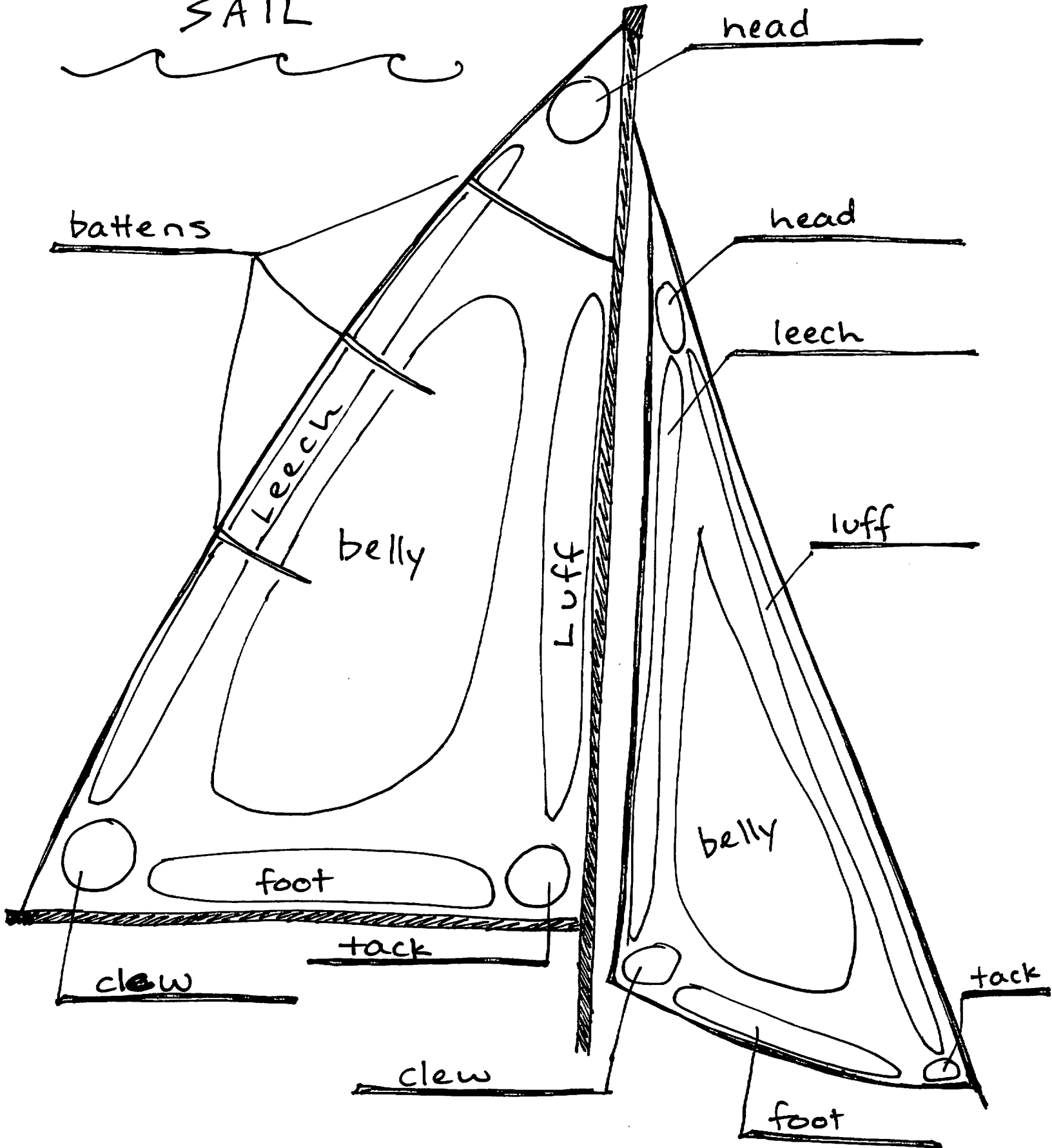
# OPTI BOAT PARTS



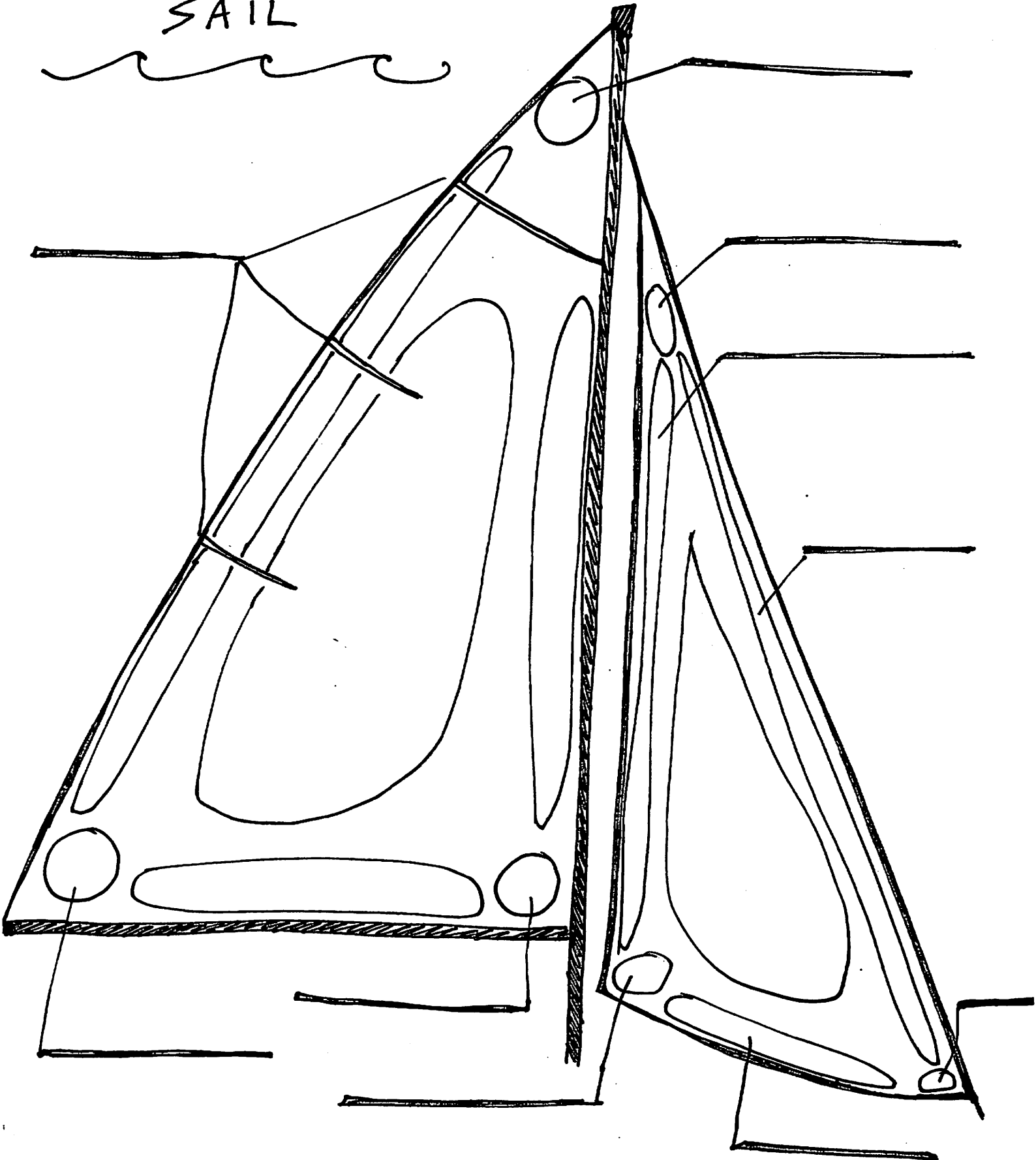
OPTI  
BOAT  
PARTS



# PARTS OF THE SAIL



# PARTS OF THE SAIL





# ESSENTIAL HARBOR RIGHT- OF-WAY-RULES



- As a small sailboat, you have the right-of-way over most vessels.

HOWEVER, for the sake of safety...

- ALWAYS avoid lobster boats, ESPECIALLY when they are pulling/setting traps.
- Stay out of the channel as much as possible.
- Stay out of the anchorage as much as possible.
- ALWAYS do as you are told by the instructors! If we say it is time to head in, because, for example, a thunderstorm is approaching, DO IT AS FAST AS POSSIBLE! Be alert and helpful, especially when being towed.
- ★ • REMEMBER: ★

|| TILLER TOWARDS TROUBLE!!

# USEFUL BOAT LINGO

- STARBOARD - right
- PORT - left
- WINDWARD - the side of the boat the wind is coming over (the side the skipper should ALWAYS sit on)
- LEEWARD - (pronounced LOO-WARD) the side of the boat not directly exposed to the wind (the side the boom is closest to)
  - Starboard tack - You are on a starboard tack when the WINDWARD side of the boat is the STARBOARD side
  - Port tack - You are on a port tack when the WINDWARD side of the boat is the PORT side.
- "HEAD UP" - means to change your point of sail to one closer to the direction from which the wind is coming. From the windward side, you push the tiller away from you to do this.
- "HEAD DOWN" - means to change your point of sail to one farther from the direction of the wind. From the windward side, you pull the tiller towards your body.
- AFT - Refers to the Stern-ward area of the boat
- FOREWARD - Refers to the bow-ward area
- AMIDSHIPS - Refers to the central area of the boat
- LINE - Line is the sailor's word for "rope". There are no "ropes" aboard a sailboat.
- HALYARD - A halyard is a line that is used to hoist a sail
- SHEET - A sheet is a line that is used to trim a sail
- SAIL TRIM - Refers to how your sails are positioned in relation to the direction from which the wind is coming.

# TACKING

• Tacking is when your BOW crosses the wind.

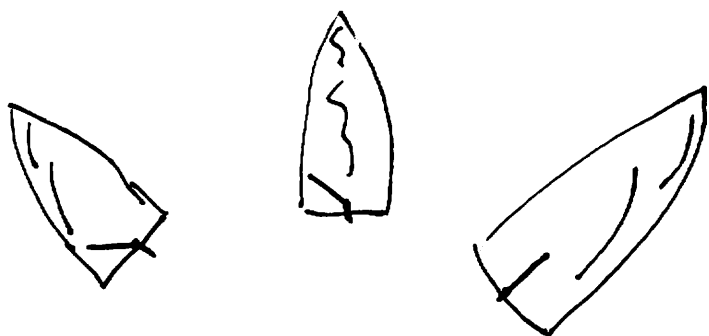
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Step 1: Warn your crew by saying 'READY ABOUT!'

Step 2: Push the tiller all the way to the LEeward side of the boat. Say, 'HARD ALEE!'



Step 3: Keep the tiller hard over until the bow of the boat has passed COMPLETELY through irons to the close hauled course on the new tack. All crew members switch sides of the boat, and the skipper should complete the proper behind-the-back tiller pass demonstrated in class.

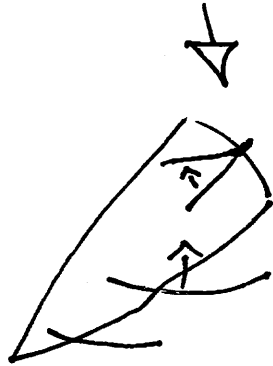


Step 4: once on the new point of sail, the skipper should straighten the tiller and sails should be trimmed accordingly.

# JIBING

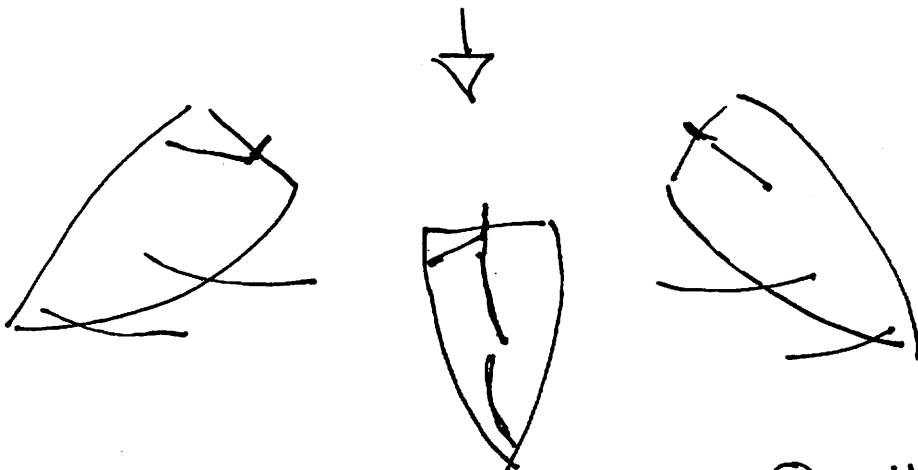
- Jibing is when your STERN crosses the wind.

Step 1: Warn your crew by saying 'PREPARE to JIBE!'  
Step 2: Pull the tiller towards the windward side of the boat SLOWLY. say 'JIBE HO!'



Step 3: In preparation, the skipper should pull the mainsail into the boat, to prevent the boom flying dangerously across.

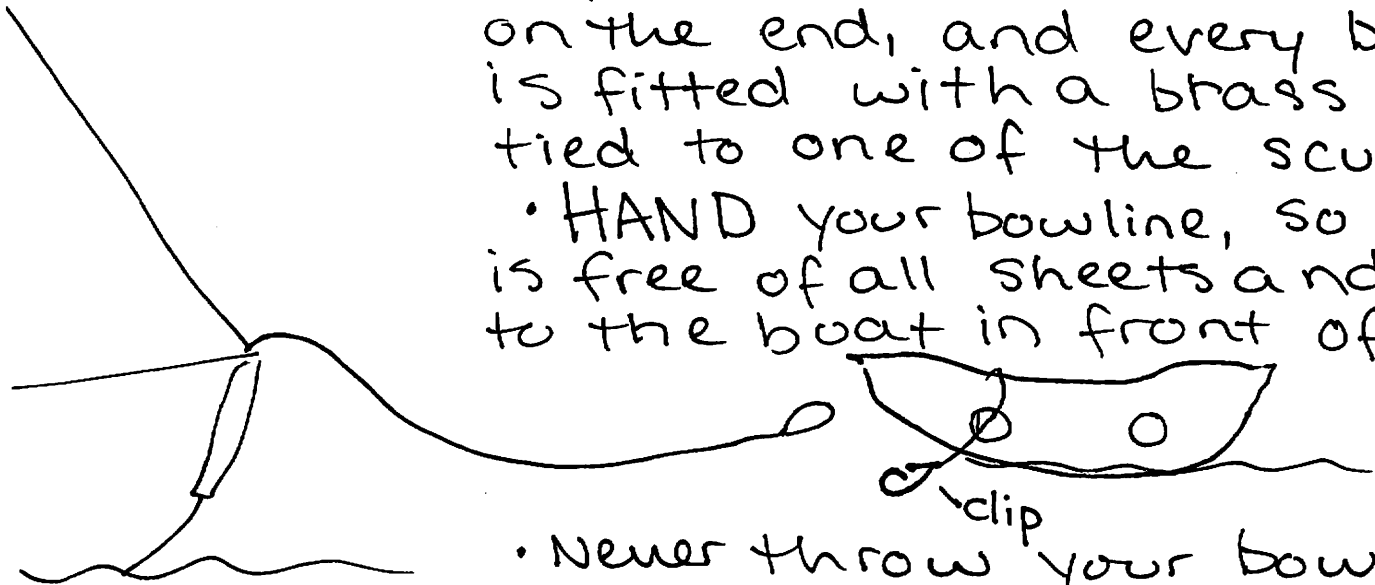
Step 4: Keep the tiller over until the boat passes through dead-down-wind, and reaches the new point of sail. The skipper should ease (or trim) the sail according to the new course. All crew members should switch sides, the skipper completing the behind-the-back tiller pass.



# TOWING

JY'S

- Your bowline has a loop on the end, and every boat is fitted with a brass clip tied to one of the scuppers.
- HAND your bowline, so it is free of all sheets and stays, to the boat in front of you.

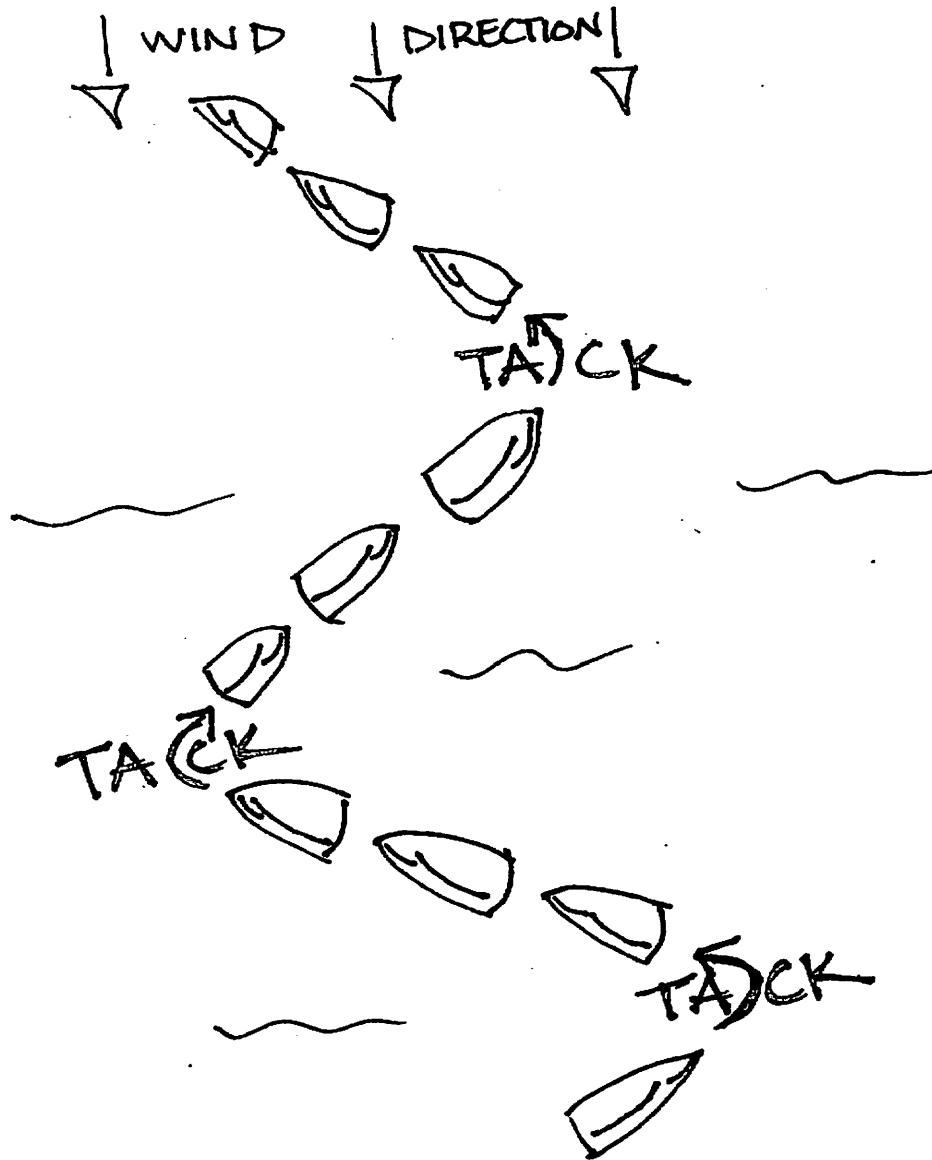


- Never throw your bowline, as it is too short to make it!

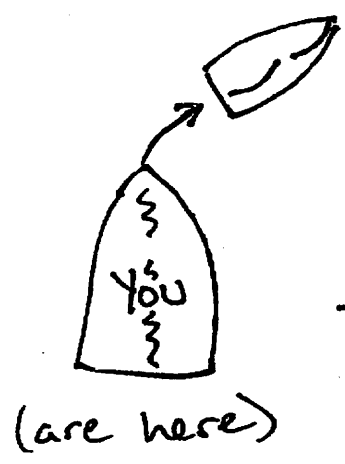
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OPTI'S

- The instructors will set up the opti towline for you.
- To help us out, though, you can make sure that your bowline isn't wrapped around any of your rigging. There is a loop tied at the end of the bowline.



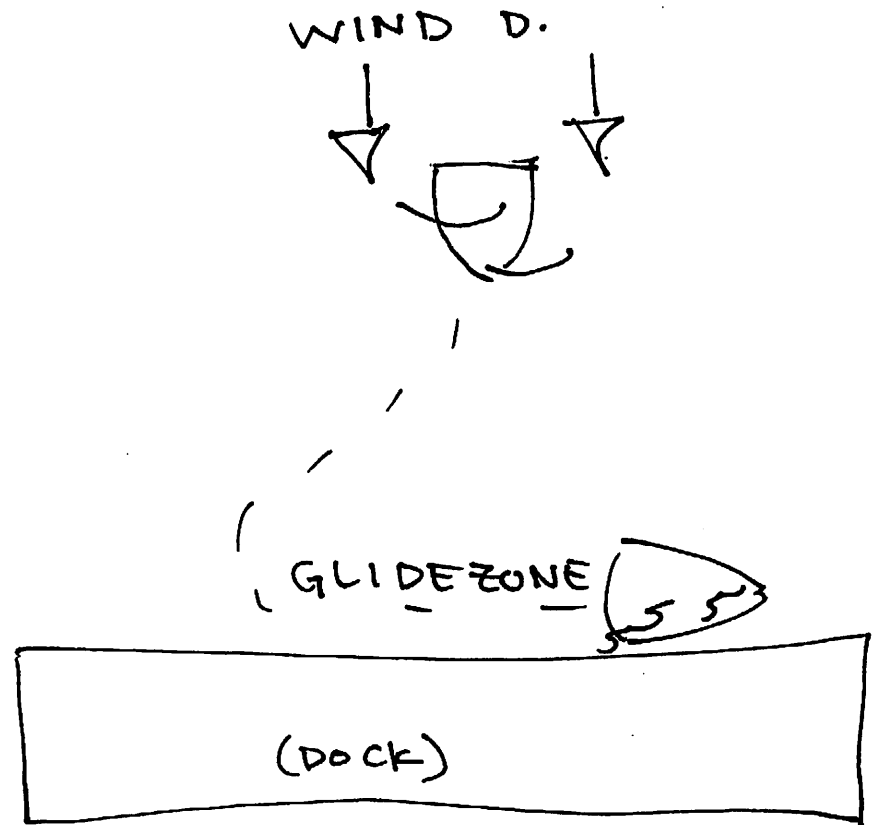
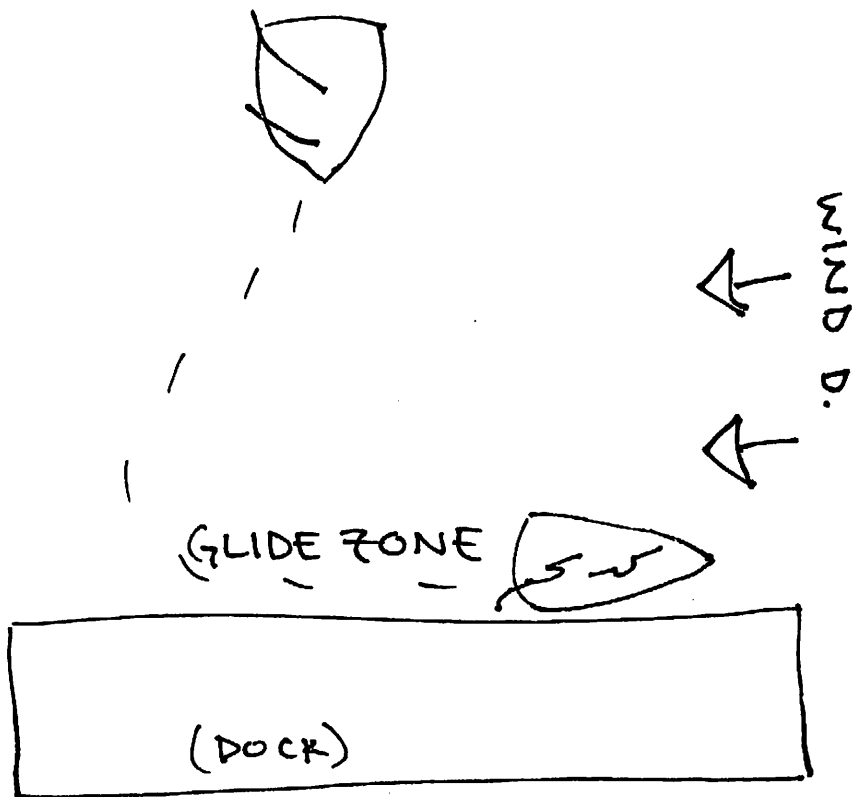
UPWIND  
SAILING



(are here)

• To reach a destination that is directly UPWIND of you, you must sail a **CLOSE-HAULED** course, tack from one side of the wind to the other to avoid **RONS**.

# DOCKING



- When docking your boat, you want to come up to the dock in, or as close to IRONS as possible.
- As you turn parallel to the dock, ease your sails all the way out to decrease your SPEED. ALWAYS allow yourself enough room to glide to a stop.
- PASS your bowline hand-to-hand with someone on the dock. Or, step off your boat with the bow-line in hand.

# CAPSIZE PROCEDURE

So. It's a Blustery, Shifty day, and you're blasting along in a JY with your friends. Suddenly a big gust takes you and your crew by surprise, and before you can dump your sails and throw yourselves to the windward rail, you're all in the water.

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**Step 1:** MAKE SURE EVERYONE IS OKAY. Do this by yelling, "IS EVERYONE OKAY?!"

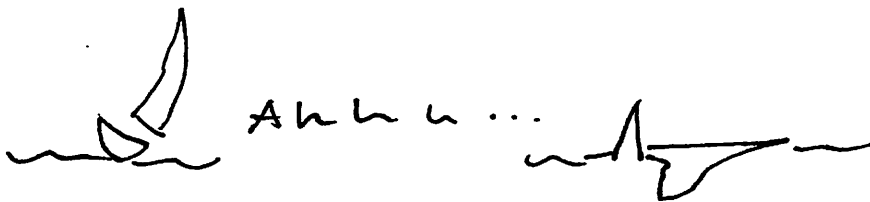
**Step 2:** Position yourselves. The smallest person should grab hold of the lower hiking strap, without pulling, and wait to be swept into the boat when it is righted. The others should swim to the centerboard, and get as much of their weight as possible onto the very end of the board.

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★ BE VERY CAREFUL not to apply any weight to the rigging. Make sure the mast does not start to sink from the surface — a turtled boat (when the centerboard sticks straight up towards the sky) is MUCH HARDER TO RIGHT.

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**Step 3:** Crew members on the centerboard should be able to right the boat. The person on the hiking strap needs to hold on and pull themselves into the righted boat. Then, they help remaining crew back aboard.

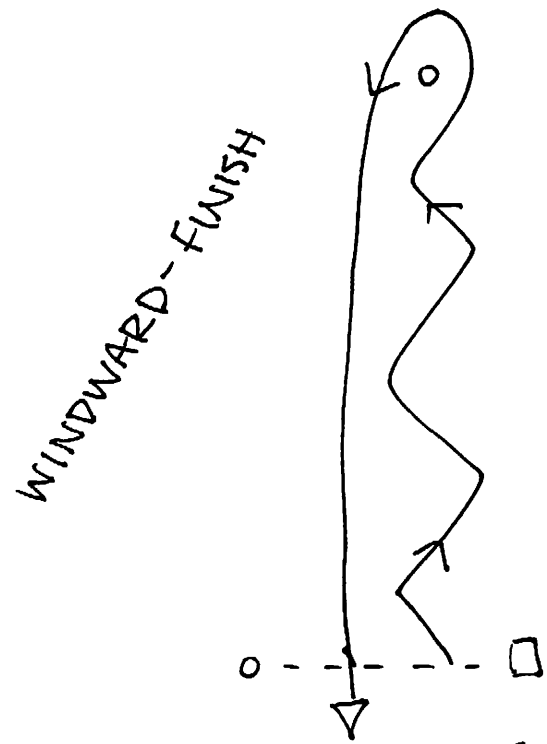
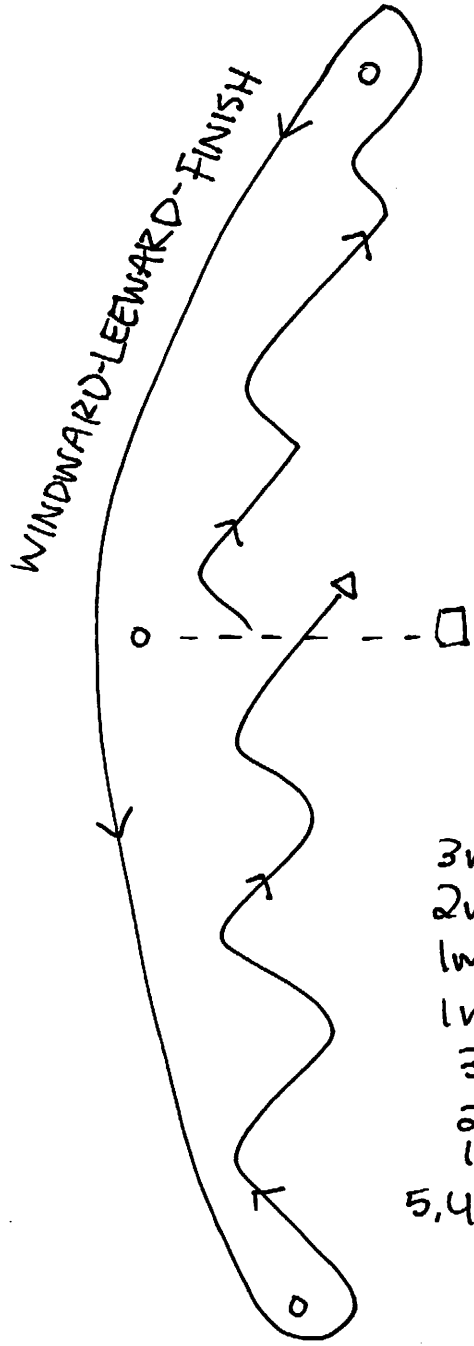
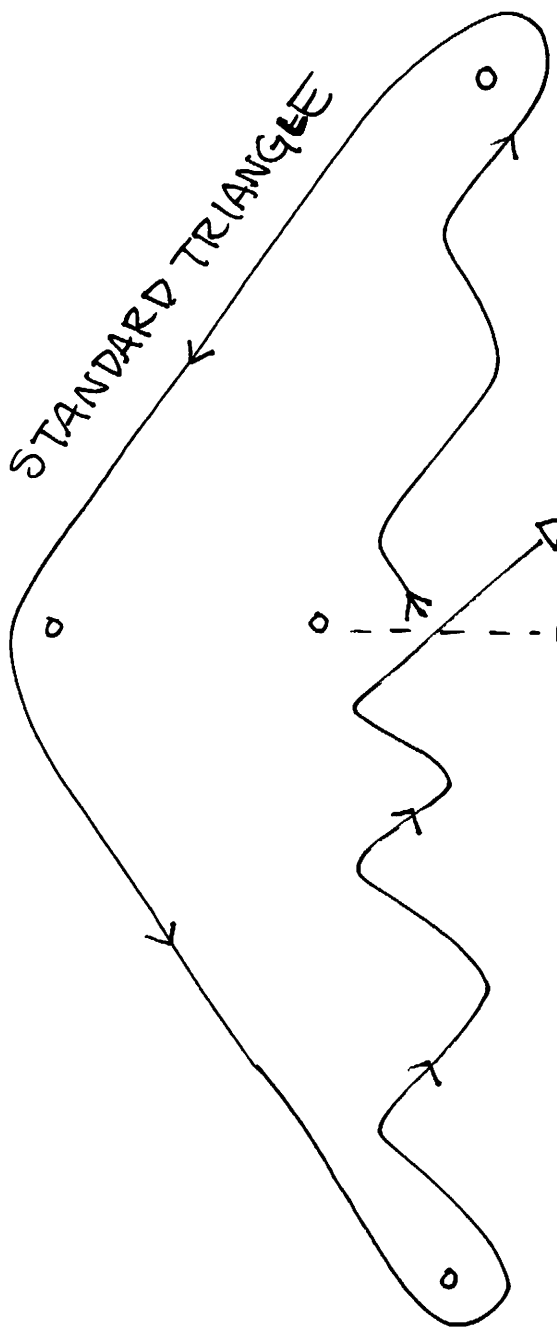


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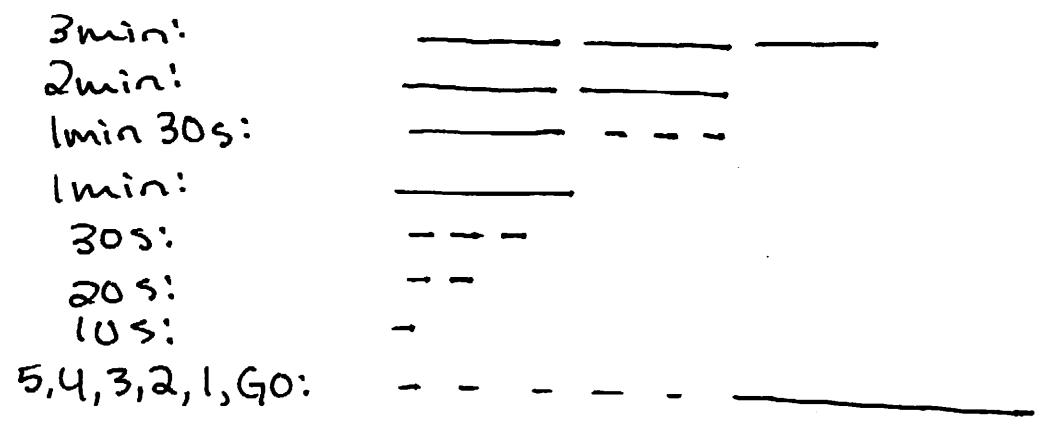
★ DON'T WORRY. We will practice capsizing. Also, an instructor will ALWAYS be there to help right your boat.



# BASIC RACE COURSES



3-MINUTE START SEQUENCE:  
(whistles)



# RIGGING A SPINNAKER

- Spinnaker is rigged on the PORT side of the boat
- Sheet is attached to the port clew with a stopper knot, and then led OUTSIDE the shroud, through the eye-loop on the port gunwale, across the boat FORWARD of the mainsheet block, through the starboard gunwale eye-loop, outside the shroud, and tied off on the starboard clew with a stopper knot.

- HALYARD is attached with a small bowline
- When setting chute, the pole is rigged by first clipping to the windward spin sheet, then the topping lift, then to the ring on the mast.

(WE WILL DO A DEMO OF THIS)

