

Sailing Director

Overview

Sailing is one of the most popular activities at camp and can be enjoyed by campers and staff of all ages. Whether you are a beginner or an advanced sailor, the thrill of cruising on the lake is no different. While sailing is reliant on the weather, there are always fun and creative things you can do with campers to help them learn and appreciate sailing regardless of the winds. Just remember to be creative, be energetic and have fun!

Daily Tasks

Each morning one staff member is responsible for driving the putt-putt to the sailing docks and returning it to the transportation dock at the end of each day. All sails must be rigged and de-rigged each day with each sail properly tied to each dock position. The docks, "Beachers" and sail shed should also be checked for lost and found each day.

Programming

Sailing is dependent on the weather, therefore programming will change from day to day or even multiple times throughout the day (Algonquin weather is highly unpredictable and fluctuates regularly on any given day!).

On light wind days, the Opti's should be rigged for younger campers and Hobie Cat for older kids. Light wind days are a great chance for beginner sailors to get a feel for the water and various crafts and for more advanced sailors to practice maneuvers or even teach younger kids basic skills.

On high wind days, JT's or very beginner sailors should be accompanied with older campers or staff. All boats must include an able sailor at all times.

Throughout the summer try to plan several rest hour regattas and at least one surf and sail day each month. Ensure in advance that you have adequate staff in camp to help run both of these events.

Sailing can still continue during light rain however if and when the weather turns stormy, please get all boats off the water as quickly as possible.

Awards

Kids love to earn awards and are a great way for them to set personal goals each summer. Individual choice periods are ideal for award work as they can be broken out into different skill levels.

Low to mid level sailors can be taught basic skills by any sail staff or even senior campers however, high level awards should be taught and supervised by experienced staff or the director.

Staff

There are typically 7-8 staff and usually 2-3 CITs assigned to sailing for the summer. The number of staff will vary throughout the summer due to days off and trips however if at any time you are too low on staff, please inform the program or camp director and other staff will be reassigned whenever possible for the day.

Sailing requires a lot of supervision, hands on teaching, and lifeguarding – all of which cannot be done by one sailing director! Motivate your staff to get involved in all aspects of sailing and switch things up from day to day. Try to rotate positions for each staff so everyone has a chance to be teaching in boats, watching the lake and taking over putt-putt duty. CITs should help in getting campers set up in boats and teaching low level awards.

Once one boat has left the dock, one staff member must be on tower duty surveying the water and counting heads/boats at all times. Two staff members are also required in the putt-putt to help assist campers when needed.

It is important that campers know how to call the attention of the boat driver, and also know when to call for help. Decide amongst your staff signals that will be used on the lake. Be sure to discuss with the Sail Director to not confuse the campers

1 arm wave = minor emergency - i.e. Scrape, bump, bruise, etc... please come

2 arm wave = major emergency - i.e. I hit my head, I saw someone else pass out, I am gushing blood.

Be sure all campers and staff know these signals so you and your staff can assist in a problem as fast as possible.

You will go over many more safety rules for life guarding and lake management during pre-camp. If you have any questions or concerns, don't hesitate to ask.

Safety

While we always encourage campers and staff to have fun at everything they do, safety is paramount. The staff member on tower duty must be watching the water at all times. Staff members in the putt-putt should be checking on all sailboats throughout the period and should be at any tipped sailboat right away. Assist in getting the boat back up and make sure all campers within the boat are safe and unharmed.

Sailboats should always sail in front of the islands and never around the bend unless it is during a planned "all-day surf and sail".

Sailboats should never be on the water during heavy rain or in the presence of lightning and lifejackets must be worn at all times while on the water.

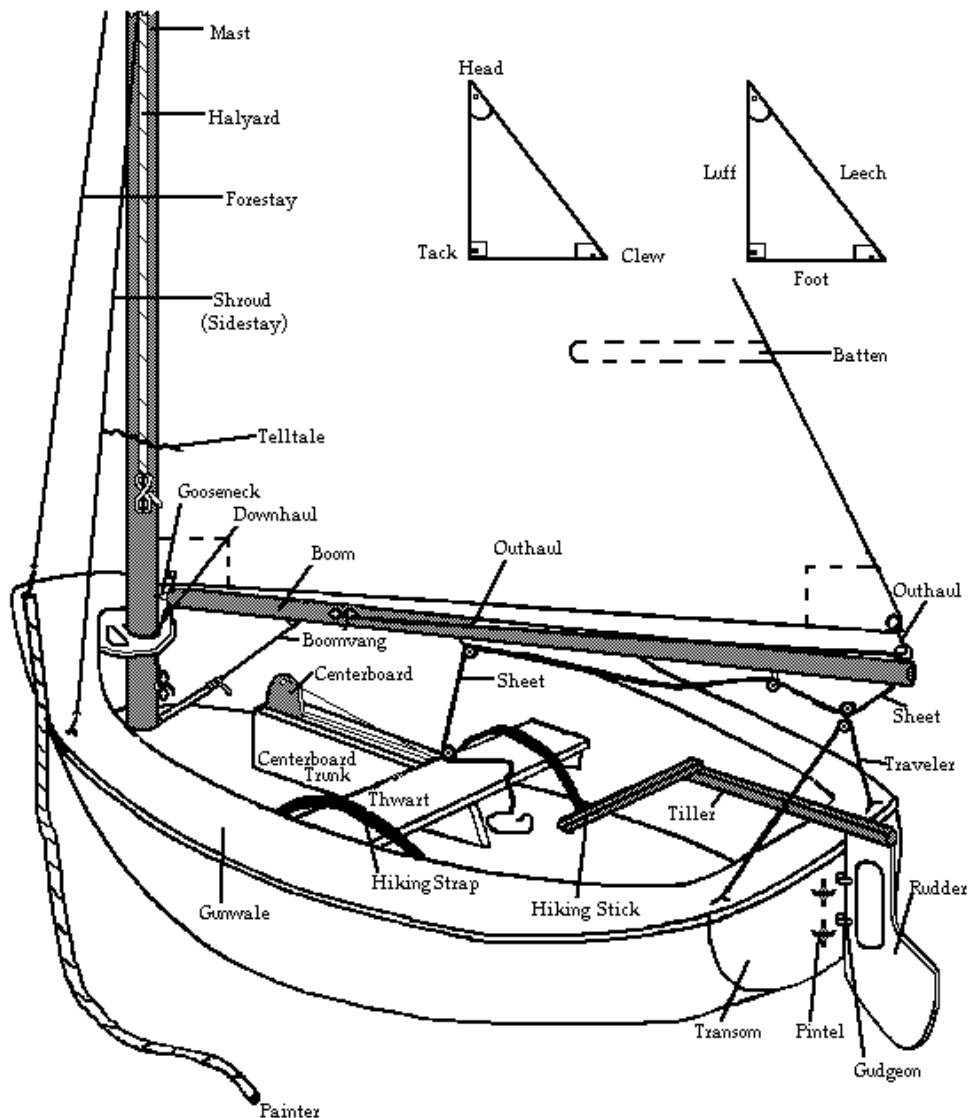
(SEE Putt Putt driving guidelines)

Teaching Material

Below you will find some useful information to help advance your sailing program. Be sure that your staff knows this information as well, so they will be able to teach the campers too!

First, some parts of the sail boat. This will be helpful when rigging your boats.

Parts Of A Sail Boat



Rigging a JY

Tuning the rig:

Set the forestay as long as possible.

Set the shrouds on the second hold down from the top in the "gross adjuster".

1. Put one chock behind the mast and one in front, and with someone hanging on the main halyard to pull the tip of the mast toward you, attach the shrouds to their deck eyebolts.
2. With the forestay lever tensioned, and the boom off the mast, center the mast in the partner and sight up the sail track. The mast should be straight sideways. If it isn't, then one shroud is probably longer than the other. Adjust the relative tensions until the mast is straight.

With this setup, your shrouds should have approximately 250 lbs. of tension. This is a good all purpose rig setting. If you are not quite at these numbers, try adjusting the fine tuning holes on your shroud adjusters.

You can fine-tune the rig for special conditions: light or heavy air.

-For light air, try loosening the shrouds one diagonal hole on the "fine adjuster", and putting both partner chocks behind the mast.

-In heavy air you can tighten the shrouds one diagonal hole from your all-purpose setting, and put both chocks in front of the mast.

- In windy, flatter water conditions, try leaving the chocks centered and tighten two "fine" holes.

Although adjusting the shrouds is not recommended while you are out on the water, don't be afraid to move any chocks, as my adjustment is of benefit.

Sailing Lessons

Mainsheet Trim

-Tension the compression batten gently, so that there aren't any significant wrinkles in the sail along the length of the batten.

- Be careful of over tensioning the batten as this can make the top of the sail too full and the batten to difficult to tack in light winds.

- Take a piece of dark tape, or a magic marker, and make a dark strip of the last 12" of the batten pocket's length. This gives you a trim reference.

-When trimming the mainsail, tension the sheet so that this last 12" of the batten are parallel to the boom. You will have to get down under the boom and sight up the leech to get a feel for this trim. The sail will look quite twisted to the eye and the top telltale will always stream aft, except in near drifting conditions.

-If the top telltale stalls, you are drastically over trimmed. Take your jib sheets and either sew or tie them permanently to the clew of your jib.

-Next, take a ruler and measure from the center of your clew grommet along the jib sheets. Mark each sheet at 17 ½", 19", 20 ½", and 52".

-Your first three marks are used for reference for primary sheet tension. When these marks become just visible as they pass out of the aft side of the ratchet block, you are at each trim setting.

-The fourth mark, at 52", is used for "weather sheeting". In light to medium air, take the weather jib sheet, and trimming through the weather ratchet block, tension it so that the mark is centered in the weather cleat.

Jib halyard Trim

Mark the jib halyard and put a scale on the side of the mast. The total range of jib halyard tension is 2". Set it loose in light air and gradually tension it as the wind increases. Set the halyard so that you just pull out the scallops that appear between the jib luff hanks.

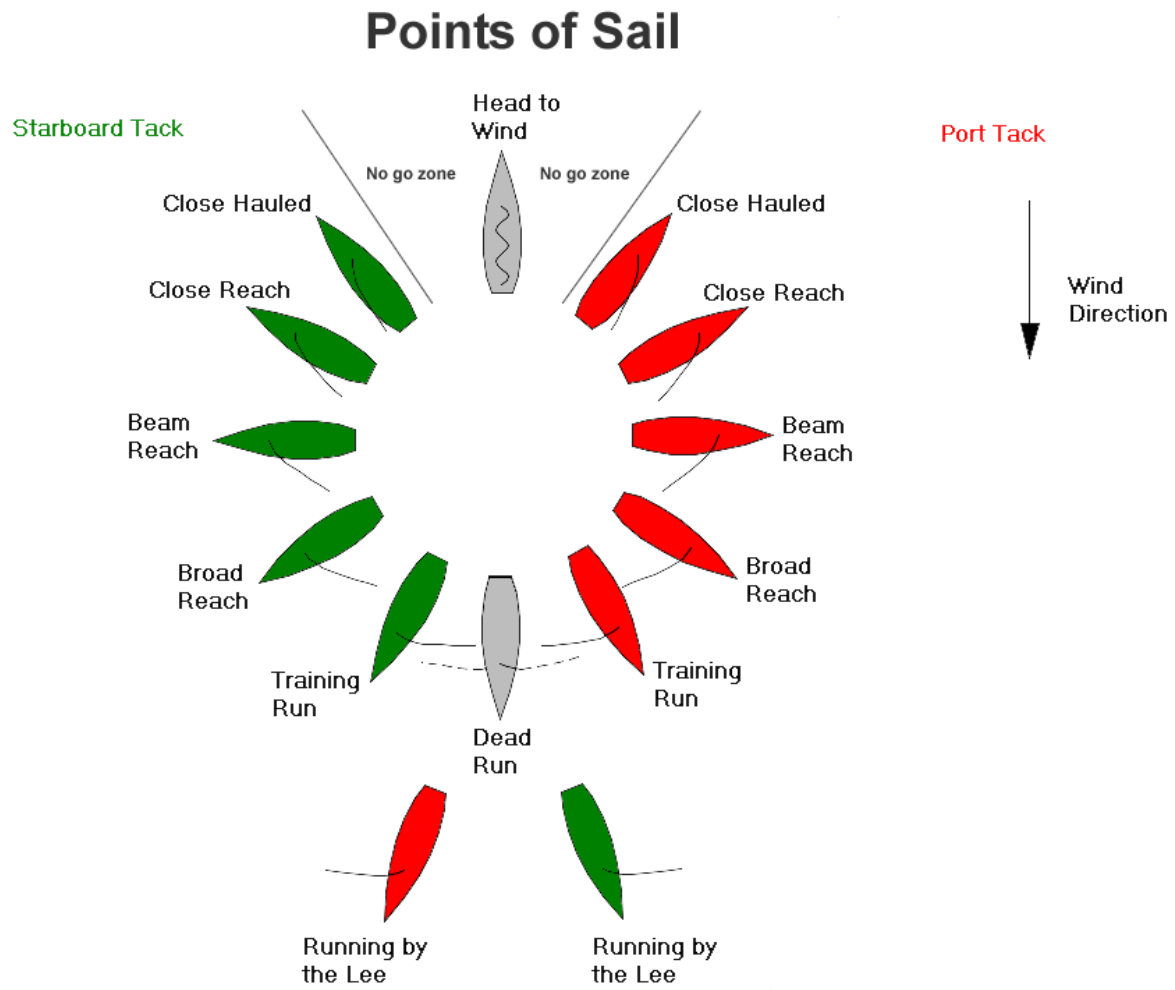
Reaching

When sailing downwind, keep the weight well forward in the boat. When racing, set the vang to make your 12" batten mark parallel to the boom. Hold the jib sheet by hand to leeward. Position your hand so the sail luffs evenly from top to bottom when the boat is turned into the wind.

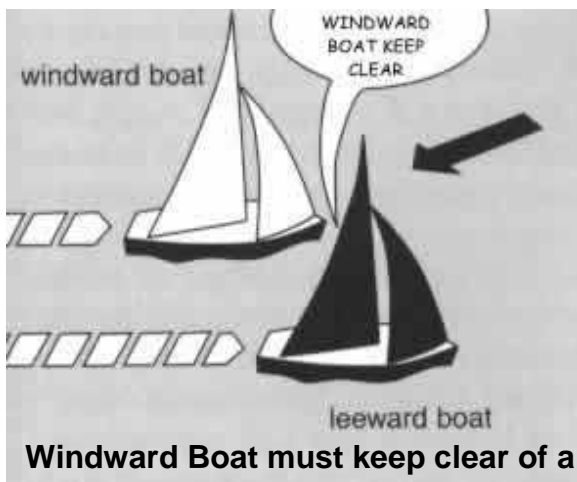
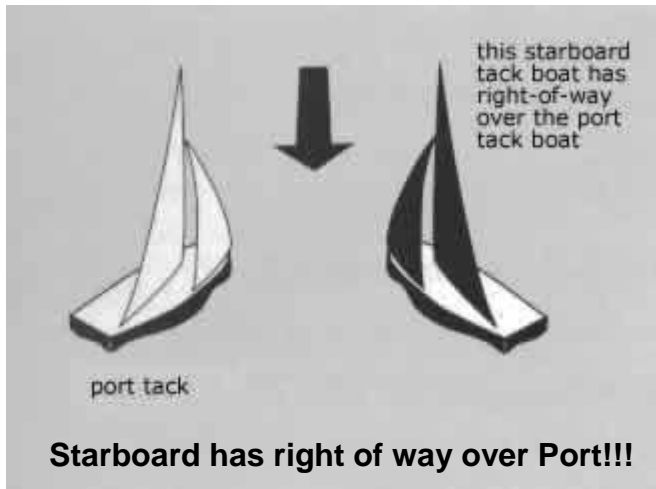
Running

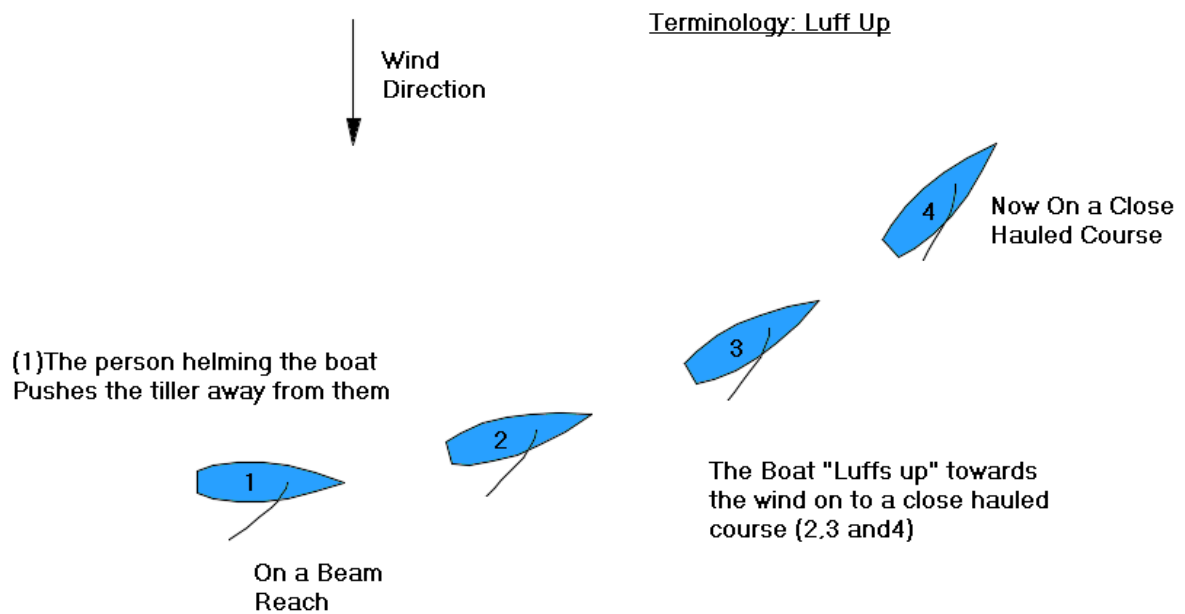
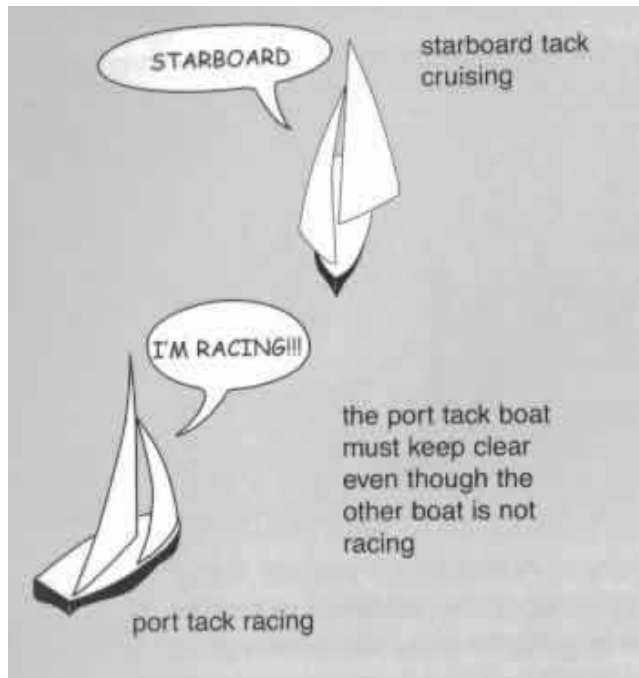
When running, ease the vang more, so that the top batten is perpendicular to the wind. Even though the boom is restricted from being let out by the shrouds, you can still "let out" the upper half of the sail by easing the vang. Be careful not to over ease the vang in heavy air, and make sure the crew has a hand on the centerboard, ready to put it down before you lose control in the biggest puffs. Wing the jib to the weather side. In winds under 5 knots, easing the vang will not open the upper leech due to the weight of the sail and the boom. In these conditions, you should not wing the jib, but instead sail on a broad reach with the jib trimmed to leeward, and jibe back and forth to the leeward mark.

Points of Sail



Rights Of Way

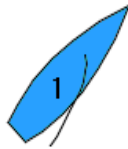




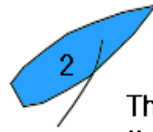
Terminology: Bear Away



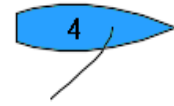
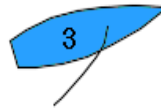
(1) The person helming the boat
Pulls the tiller towards them



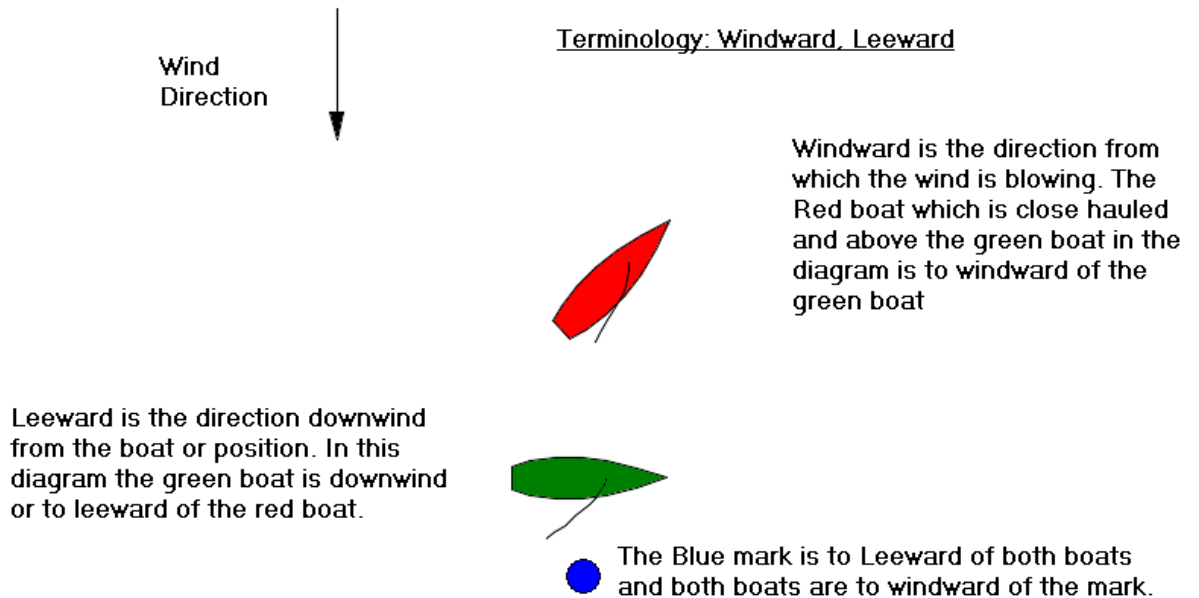
On a Close
Hauled Course



The Boat "Bears Away" from
the wind on to a reach (2,3 and 4)



Now On a
Beam Reach



Note:

The side of a boat which is towards the windward is the "Weather side."
The side of the boat towards leeward is the "Lee Side."

Terminology

AFT The back of the boat

ASTERN Behind the boat

BEAM Width of the boat

BEAT To sail upwind on a zigzag course

BOOM Horizontal spar that is attached to the bottom of the main sail and is used to help pull the sail in and out

BOW The front of the boat

BOWSPRIT A spar that comes out from the front of the boat

CATAMARAN A twin-hulled boat

CENTREBOARD Moveable board that comes out from below the hull and helps prevent sideways drift

CLOSE-HAULED To sail upwind with the sails fully pulled in

CREW An additional person on the boat who helps maintain the boats speed by controlling the sails. The crew is also responsible for flying the spinnaker and for helping with race tactics.

DINGHY A small sailing boat with a centreboard or dagger board

DOWNWIND To sail away from the wind

EASE To let out on a rope, as in to 'ease the sails'

EBB A receding or falling tide

FOILS The rubber and centreboard/ keel

GENNAKER An asymmetric spinnaker

GUNWALE The side of the boat

GYBE To change direction by turning the stern of the boat through the wind

HALYARD A rope used to pull up a sail

HEAD TO WIND When the bow of the boat points into the wind

HEAD UP To sail closer to the wind another term for Luff Up

HEEL The way a boat tips to one side as it sails

HELM The person who steers the boat

HIKE To use crew weight to keep the boat flat by leaning out of the boat.

HOIST To raise a sail

HULL The body of the boat

IN IRONS Occurs when the front of the boat is pointing into the wind

JIB The smaller sail at the front of the boat

KEELBOAT A boat with a weighted keel below the hull, instead of a centre board/dagger board

KITE A spinnaker

KNOT Measurement of speed referring to nautical miles per hour. Used to refer to boat speed and wind strength

LEE/ LEEWARD The side of a boat furthest away from the wind; the sheltered side of a boat.

MAIN The principal sail on a boat

MAINSHEET The rope that adjusts the main

MONOHULL A single hulled boat

MULTIHULL A boat with more than one hull, like a catamaran

ONE-DESIGN A class of boat that requires all boats to be identical

PLANE The skim over the water when the hull lifts out of the water

PORT The left side of the boat when facing forward

REACH Sailing across the wind

RUDDER A flat structure attached to the back of the boat and sits in the water and is used to help steer

SHEET Rope used to pull the sails in or out

SPINNAKER A large sail (symmetric or asymmetric in shape) used when sailing down wind

STARBOARD The right side of the boat when facing forwards

STERN The back of the boat

TACK To turn the bow of the boat through the wind

TILLER The handle used to move the rudder

TOE STRAPS Straps in the boat that crew can use to secure their feet

TRAMPOLINE The mesh area between catamaran hulls

TRANSOM The back of the boat

TRAPEZE A wire and harness system that allows crew to hike out while standing on the side of the boat

UPWIND Sailing towards/into the wind

WINDWARD The side of the boat closest to the wind

Characteristics Of A JY15

The JY has a smallish centerboard. Because of this:

1. If you heel the boat upwind, the centerboard is less effective. You must sail the boat flat, especially in a breeze.

For a small centerboard to be effective, you must get water flowing over it. You need to ease the mainsail and foot; you must keep the boat moving fast. If you try to pinch, not only will you be moving slower, but your leeway will increase as well.

The JY does not have an adjustable traveler. Because of this:

1. The traveler is always centered. Also, the mainsheet has 3:1 purchase. These factors make it very easy to over trim the mainsail. You have to keep the sheet eased and the boom at least halfway between the centerline and the leeward quarter. Otherwise, you cannot foot the boat and you will be forced to pinch which will tend to stall the centerboard.
2. Since you can't trim the mainsail hard, the only way to control forestay sag as the wind increases is by tightening the shrouds and adjusting the mast chocks.

Sailing the boat "loose and level" leaves the helm feeling "mushy".

1. Very slight weather helm is fast when sailing to weather because it means the rudder is generating lift. But you cannot get weather helm by heeling the boat or over trimming the mainsail because this has been proven to be slow.
2. The best way to generate a slight weather helm is to sail with as much rake as possible. This is why you set your head stay as long as possible.

Traveler

Check the length of your traveler. The length of the rope, before knots are put in it, should be the maximum allowed 48". This raises the height of your traveler and allows you to sheet the sail without as much leech tension. This is important for light air speed.

Main Halyard Tension

Lead the main halyard down the front of the mast so that the halyard is forward and inside the shroud. This minimizes the tendency for the halyard to go slack as the mast bends. Mark the halyard and put the scale on the side of the mast. The total tension range is 3", with the tension gradually increased as the wind builds. Set the halyard so that there are small wrinkles in only the lower third of the sail's luff. A cunningham may be rigged in case the wind comes up suddenly, but otherwise should not be needed.

Outhaul

Tension the outhaul until a small fold just begins to appear in the bolt rope tape in the foot of the main.

Vang Tension

Put the mainsail up on the shore in calm conditions. Reverse the vang so that the cleat is at the boom. Take all the slack out of the vang, but put no tension on it. From this position in the cleat, make four marks on the tail of the vang. The first mark is 1" from the slack position followed by marks at 3 ½", 5 ½" and 8".

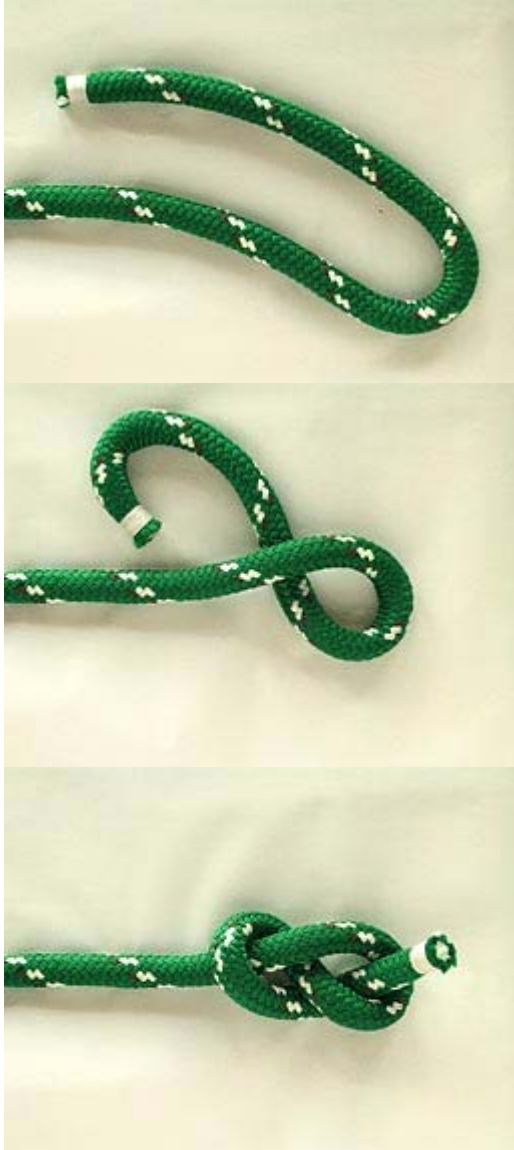
Jib Sheet Trim

One advantage of sailing with a lot of rake is that the foot of the jib lays closer to the deck. This provides a better end plate for the sail and makes it more efficient. The extra rake, however, does make the bottom of the jib sheet rather flat. We compensate for this by pulling approximately 2" on the weather sheet in light to medium winds. This deflects the clew of the jib about 1" inboard and adds curvature to the bottom of the sail.

Knots

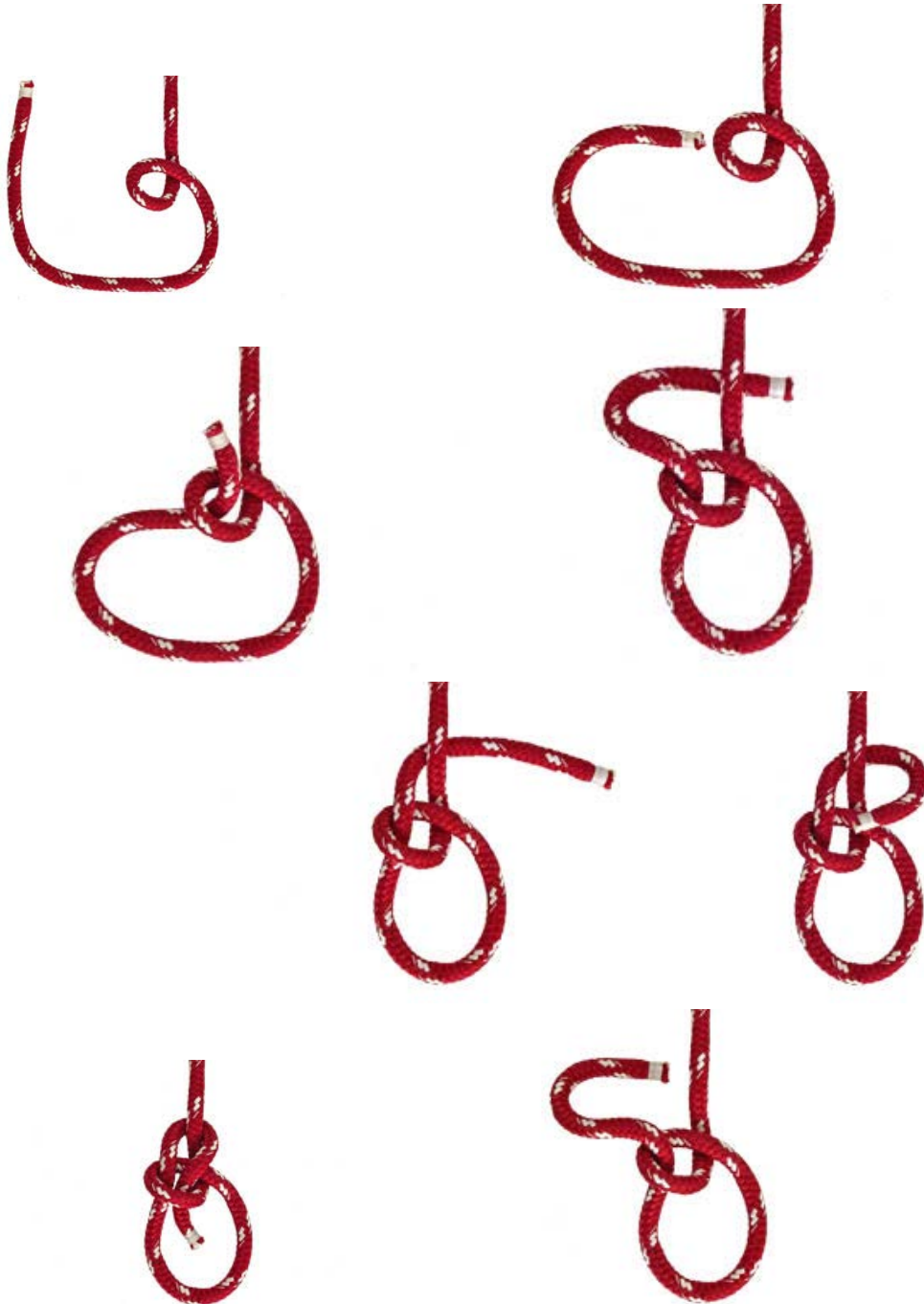
The Figure Eight Knot

Uses - The Figure Eight provides a quick and convenient stopper knot to prevent a line sliding out of sight, e.g., up inside the mast. Its virtue is that, even after it has been jammed tightly against a block, it doesn't bind; it can be undone easily. This virtue is also, occasionally, a vice. The figure of eight can fall undone and then has to be retied.



The Bowline Knot

The Bowline makes a reasonably secure loop in the end of a piece of rope. It has many uses, e.g., to fasten a mooring line to a ring or a post. Under load, it does not slip or bind. With no load it can be untied easily. Two bowlines can be linked together to join two ropes. Its principal shortcoming is that it cannot be tied, or untied, when there is a load on the standing end. It should therefore be avoided when, for example, a mooring line may have to be released under load.



The Clove Hitch

The Clove hitch was, originally, included here with the intention of condemning it. It does have two major failings: it slips and, paradoxically, can also bind. However, it does have at least one excellent application (though NOT in boating!):



The Round Turn and Two Half Hitches

A Round Turn and Two Half Hitches is ideal for attaching a mooring line to a dock post or ring.



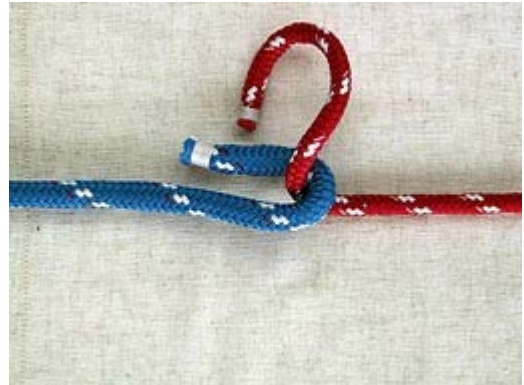
The Rolling Hitch

The Rolling Hitch attaches a rope (usually smaller) to another (usually larger) when the line of pull is almost parallel. It can also be used to attach a rope to a pole (see below).



The Sheet Bend

The Sheet bend is recommended for joining two ropes of unequal size. The larger rope must be used for the simple bight as shown. It works equally well if the ropes are of the same size. It would replace the Reef (Square) knot except for the awkward fact that it has to be tied with both ends loose in your hands with no load on the ropes (The reef - with all its faults - can be tied tight against a sail, or parcel, and usually stays tight while the second half hitch is tied).



The Reef (square) Knot

The Square (Reef) knot has a (small) place on your yacht: you can tie the sail cover on to the mainsail or mizzen; you can tie the string on the present that you send home to make someone jealous; and you can tie the laces on your deck shoes (if they still come with laces). More importantly, the experience of tying a reef knot teaches the fundamental process of tying a half knot or half hitch.



Summary

We know this is a lot of information. We do not expect you to memorize all of it. We do expect you to read it, take notes, and ask questions! We hope you are as excited as we are to have you with us on South Tea!

SAILING RULES

- -Campers may ONLY use sailboats with a staff member's permission
- -Everyone must wear fastened lifejackets when in a sail boat
- -There is no running allowed on the Sail dock
- -Staff members in the lifeguard chair must be 100% attentive
- -Campers may ONLY be on the dock while a staff member is present
- -There must be a staff member in the lifeguard chair when campers get into boats
- -The crash boat (Putt-putt) must always have a driver and a rescuer
- -This is not a swim area
- -Be sure to put all equipment away after using it
- -In higher winds, only qualified sailing campers may sail alone without a staff
- -Maximum number of people in a JY is 4 campers plus 1 staff
- -No leaping out of a boat
- - No standing in the boat
- -Small, non-maneuverable boats have the right of way

For Staff

- -Only trained staff may drive the putt-putt
- -When a boat tips, putt-putt-must go inspect