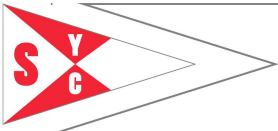


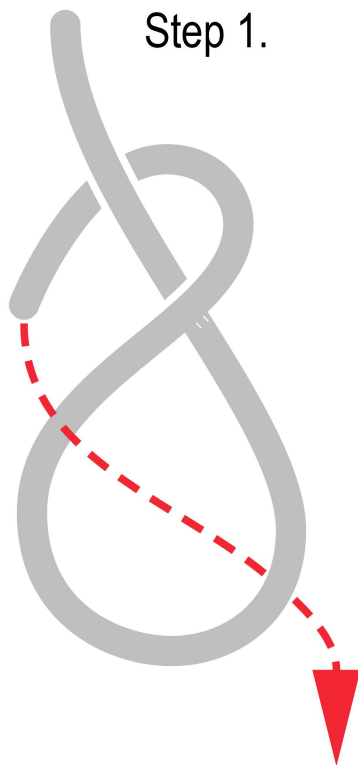


# JR SAILING PROGRAM





## FLEMISH BEND FIGURE EIGHT / STOPPER KNOT



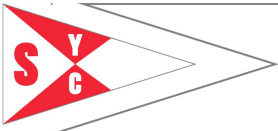
Pass the tail over itself to form a loop. Continue under and around the standing end. Complete the knot by passing the tail down through the loop.

The 'Figure 8 Knot' 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, unlike a 'Overhand Knot'. However, a 'Double Overhand Knot' is another stopper knot used often in sailing.

Used on Sunfish on the end of the main sheet line.

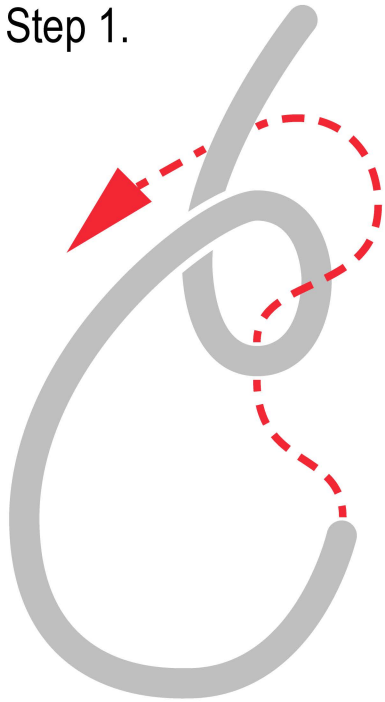


Why don't sailors like buying new hats?  
They're afraid of cap sizing.

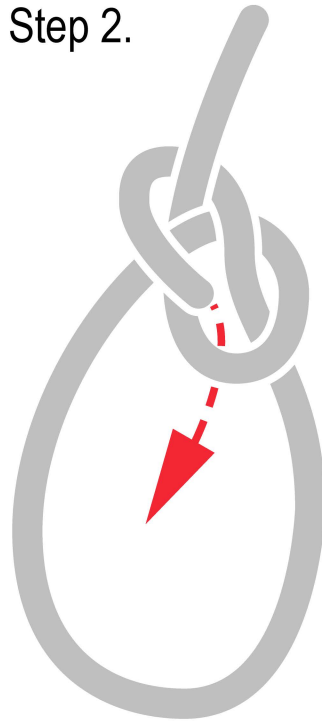


# BOWLINE

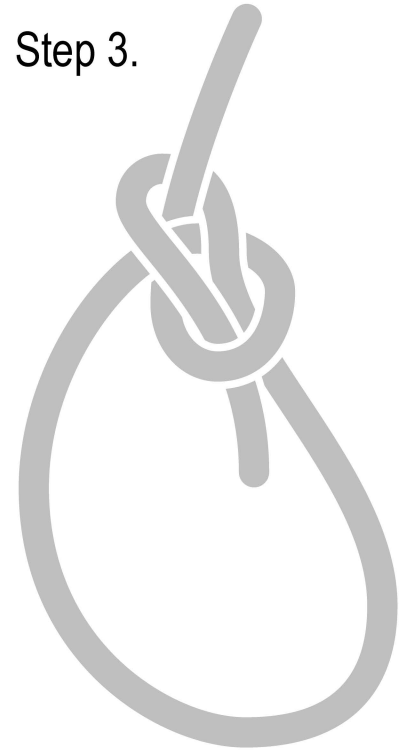
Step 1.



Step 2.



Step 3.



1. Pass the tag end through the rope loop.
2. Pass it behind the standing part and through the loop again.
3. Hold the loop and tag end and pull to tighten.

A bowline knot is a knot that creates a fixed loop at the end of a line of rope. It is easy to tie and untie, which makes it a useful knot in a variety of situations. It is a popular knot used to bear heavy weights, which is why it is popular in boating. Sometimes called the king of knots, the bowline is resistant to slipping and jamming.

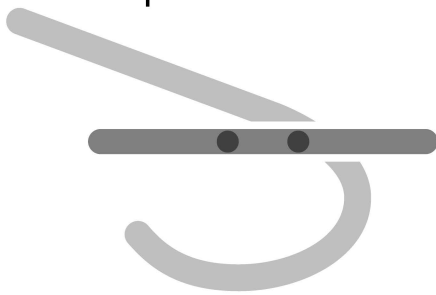


What would you get if you crossed a sailor and the Invisible Man?...  
Sailing like no one has ever seen.

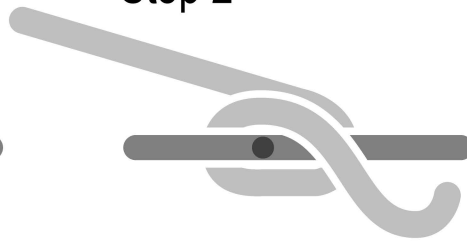


## CLEAT HITCH

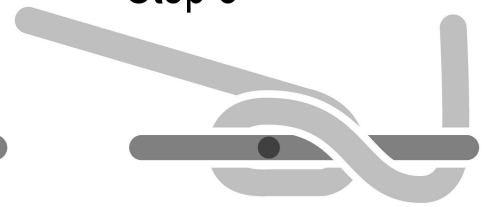
Step 1.



Step 2



Step 3



Step 4



Step 5



Step 6

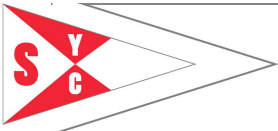


- (1) Take the rope around the far horn.
- (2) Wrap it around the near horn and take it to the back.
- (3) Pass it to the front from the back.
- (4) Make a loop.
- (5) Slide the loop through the near horn.
- (6) Pull the tag end to complete the hitch.

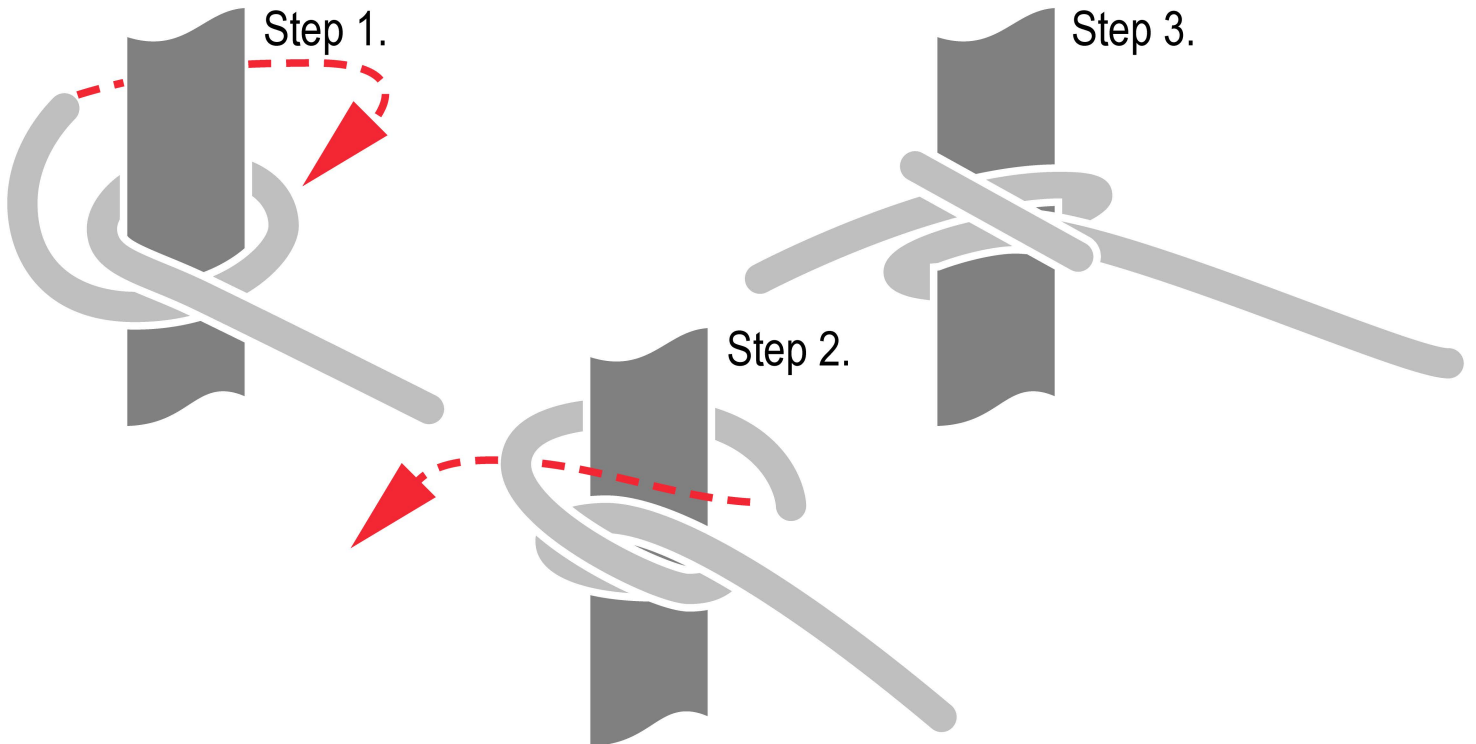
The cleat hitch is the perfect knot for securing the boat to the dock, but it is also used when securing the halyard in place on the Sunfish.



How do you know when a boat is feeling affectionate?...  
When it hugs the shore!



## CLOVE HITCH



Wrap the free end of a rope around a post. Crossover itself and around the post again. Slip working end under last wrap. Pull tight.

A simple all-purpose hitch. Easy to tie and untie. The 'Clove Hitch' is a good binding knot. However, as a hitch it should be used with caution because it can slip or come undone if the object it is tied to rotates or if constant pressure is not maintained on the line.

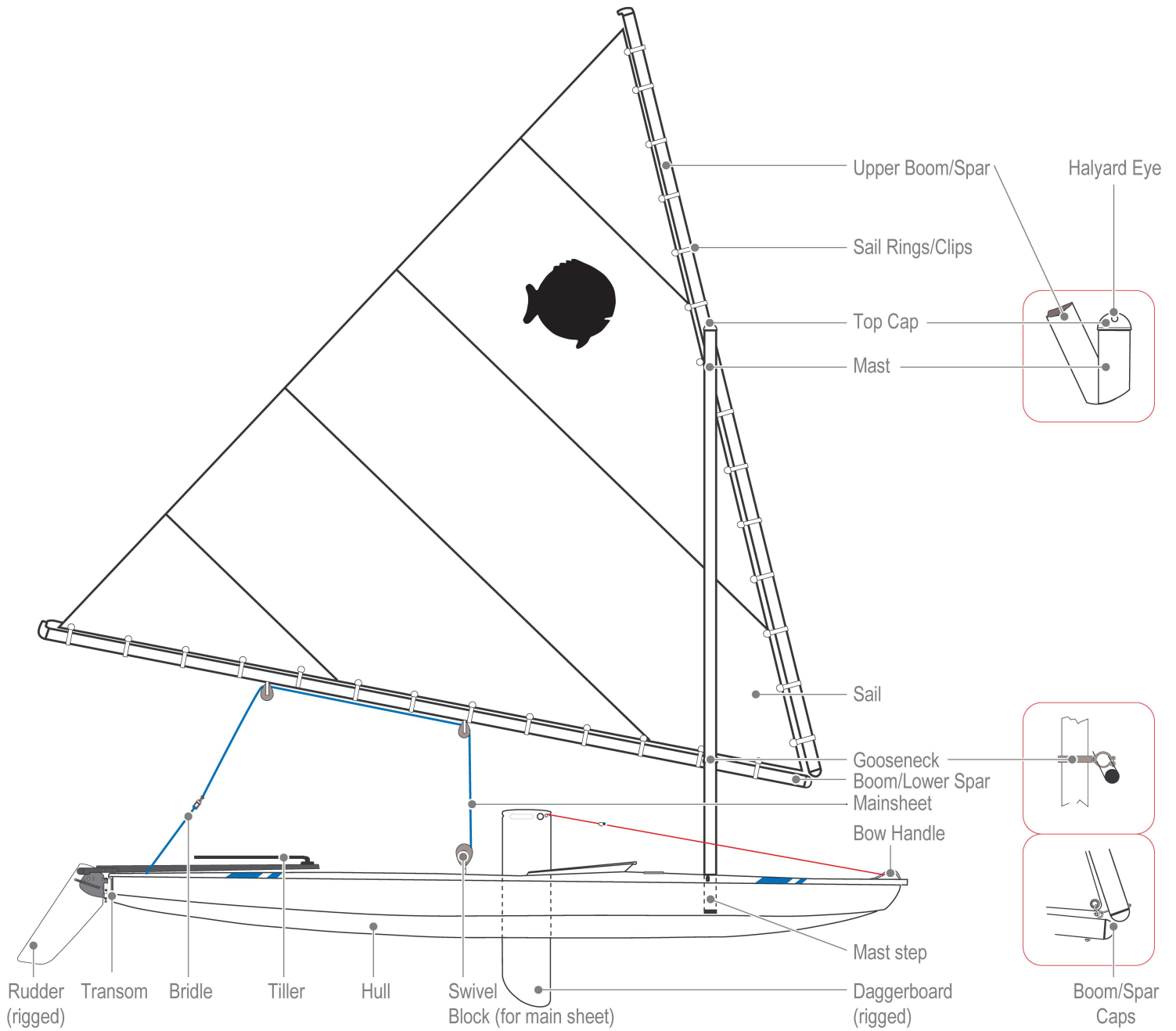
Used on a Sunfish to attached halyard line to upper boom/spar.



At the sailing race, the blue sailboat hit the red one...  
They were marooned!



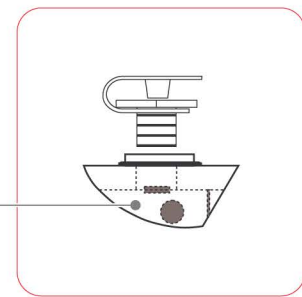
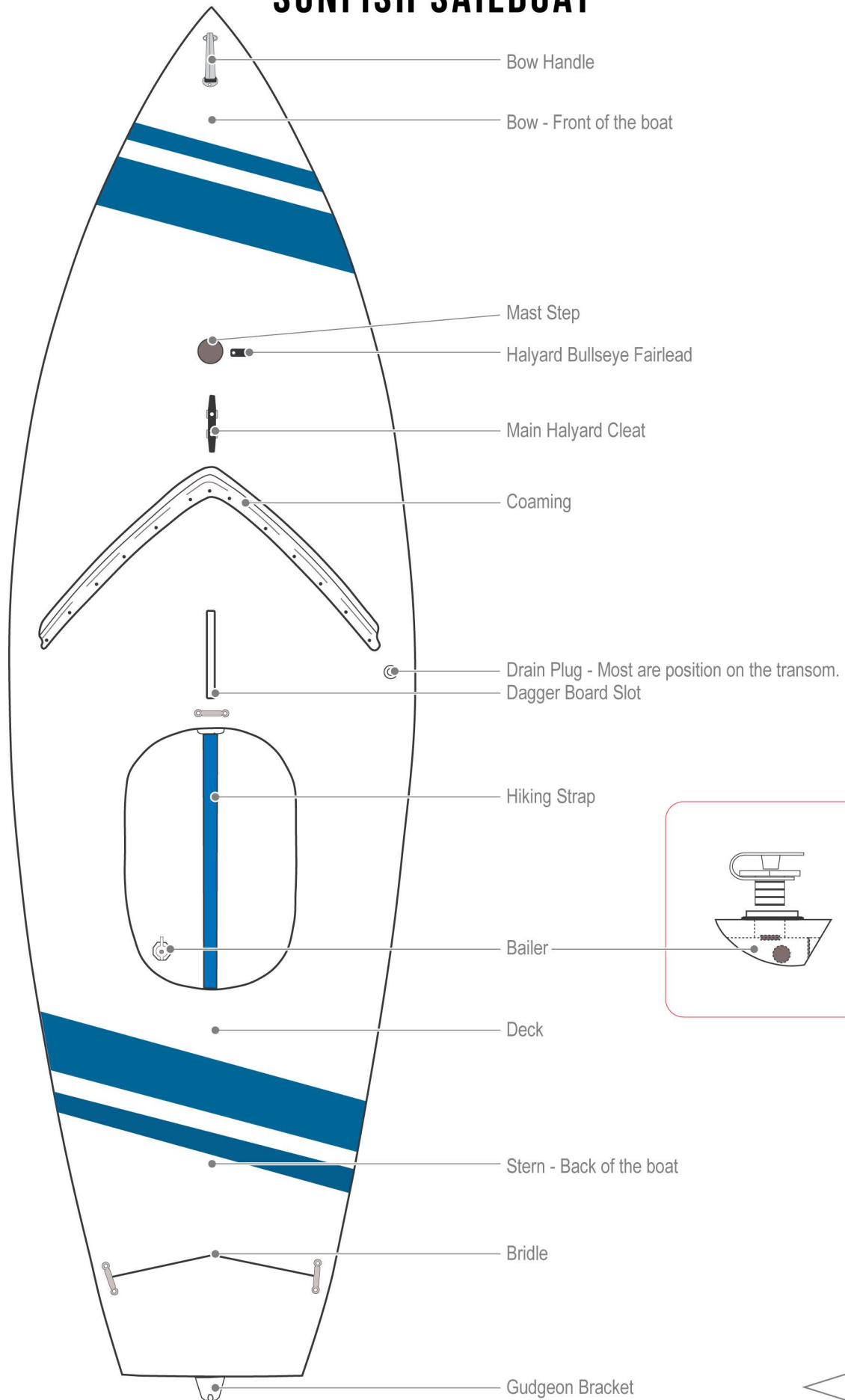
# SUNFISH SAILBOAT

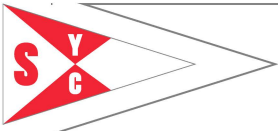


Why do pirates have such a hard time remembering the alphabet?...  
They get lost at "C".

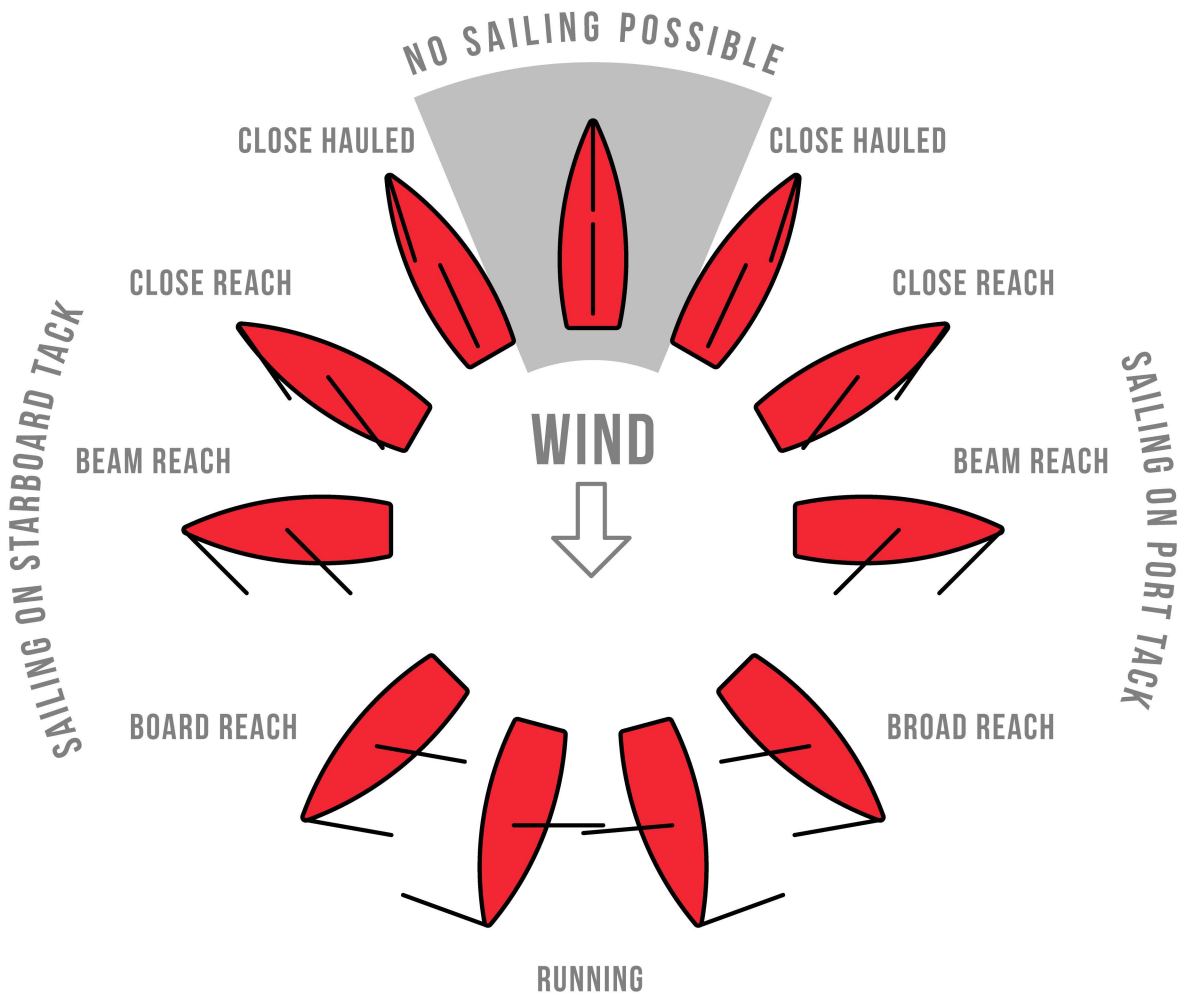


# SUNFISH SAILBOAT





# POINTS OF SAIL



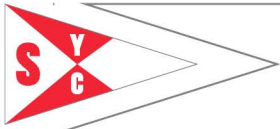
Being able to recognize the points of a sail and the angle is another element of sailing that you will need to master so that you can harness the full power of the wind.

Being able to position the sail correctly according to the points and angle of the sail is a huge aspect of proper navigation and just pointing the vessel where it needs to go.



Did you hear about the pirate that was furious everytime his ship floated away. He had to go to 'anchor' management classes.





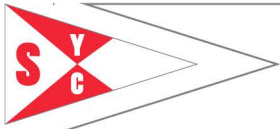
## GENERAL RULES OF SAILING

Here are Five Basic Navigation Rules for Sailing Situations:

1. Port-tack boat gives way to the starboard-tack boat – upwind or downwind.
2. Avoid collision at all times, even if you have right of way. The other boat may not have seen you. If port boat is close, call 'STARBOARD' loud and clear.
3. Windward boat gives way to the leeward boat on the same tack, whether sailing upwind or downwind.
4. Overtaking boat gives way to the vessel ahead, whether a sailboat or a powerboat.
5. Recreational powerboats generally give way to sailboats. It's true most of the time. Stay away from working power vessels, fishing boats, ferries, tugboats, barges, and ships, especially in navigational channels.



Don't worry. Schooner or later, you'll learn to sail!



## SAILING TERMINOLOGY

**Starboard:** Right side of the boat.

**Port:** Left side of the boat

**Upwind:** The direction of movement toward the wind.

**Downwind:** The direction of movement with the wind coming over the stern.

**Windward:** The direction, in relation to the boat, from which the wind is blowing.

**Leeward (pronounced "lou-ward"):** The direction, in relation to the boat, opposite that from which the wind is blowing.

**Port Tack:** When the wind is coming from the port side (with sails to starboard).

**Starboard Tack:** When the wind is coming from the starboard side (with sails to port).

**Tacking:** Changing tacks when sailing upwind.

**Jibing:** Changing tacks when sailing downwind.

**In Irons:** Also called 'Into the Wind', when you are head to wind and not sailing anywhere.

**Puffs:** Increases in wind velocity.

**Lulls:** Decrease in wind velocity.

**Sail trim:** Trim in/Sheet in (pull in the sail) or Ease out Sheet out (let out the sail).

**Sheets:** Move sails in and out.

**Lufting:** Fluttering of the forward edge of the sail, happens when sail is not trimmed correctly, or when you are tacking and bow is head to wind through the tack, or if you wish to slow the boat down you can let the sails.

**Heading Down or Bear(ing) Off/Away :** Steering away from the wind, tiller is pushed towards wind direction.

**Heading Up:** Steering up into the wind, tiller is pushed away from wind direction.

**Halyards:** Used to raise and lower the sails.

**Telltale:** Yarns/ribbons to show airflow over both sides of the sail.

**Trim In:** A command for pulling in a sheet to trim a sail.

**Ease Out:** A command for letting out a sheet to adjust a sail.



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