



Introduction to Sailing a '303' Dinghy

Names of parts on a 303

The corners of the sail

The head is the very top of the sail.

The tack (noun) is the name for the lower forward corner.

Not to be confused with a tack which describes which side of a sailboat the wind is coming from while under way—port or starboard.

The clew is the bottom aft corner of the sail.

The sides of the sail

The foot is the bottom edge of the sail from the tack to the clew. The foot of a sail attaches to the boom.

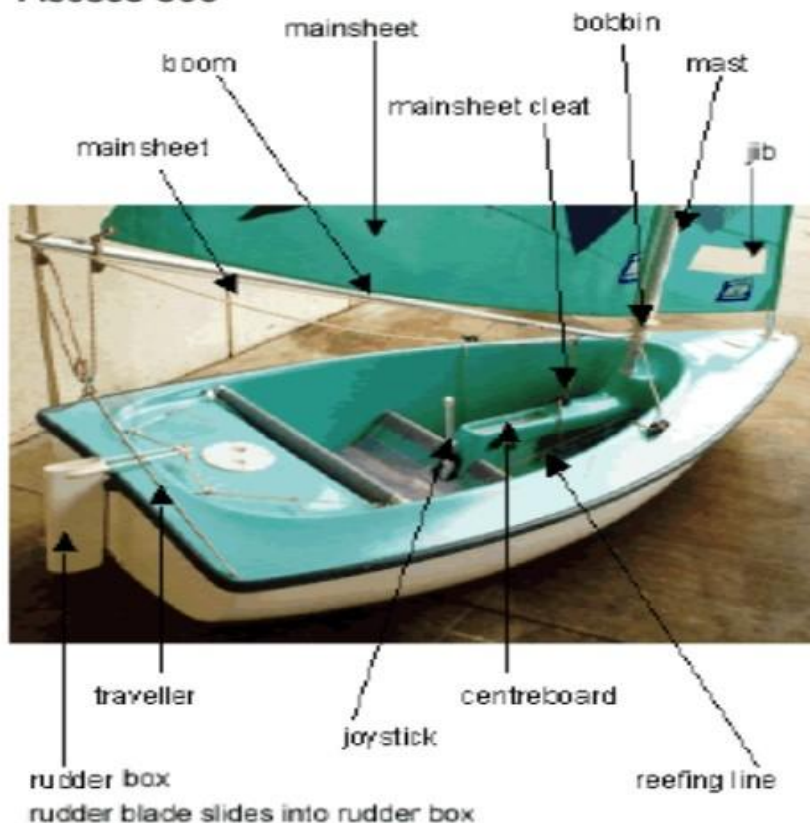
The luff is the forward or leading edge of a sail.

The leech is the aft edge of the sail.

Outhaul

This is the line that tensions the foot of the mainsail

Access 303



foremast reefing drum



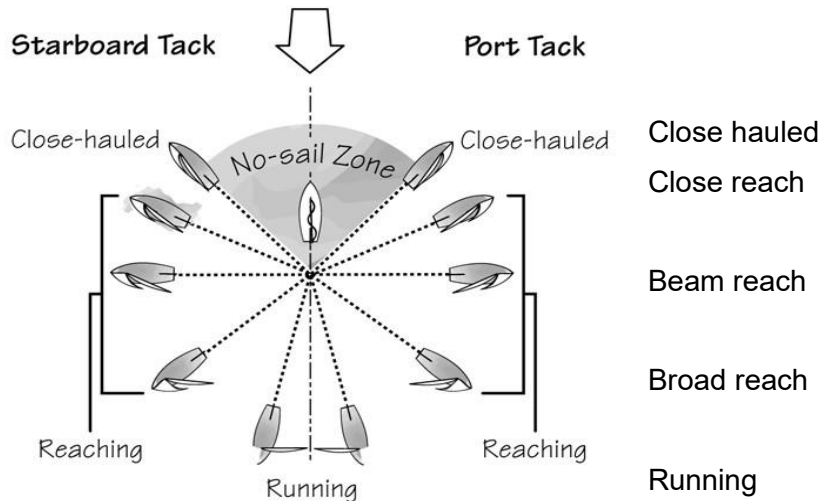
knurled knob
under main reefing drum



Points of sails and Their Names

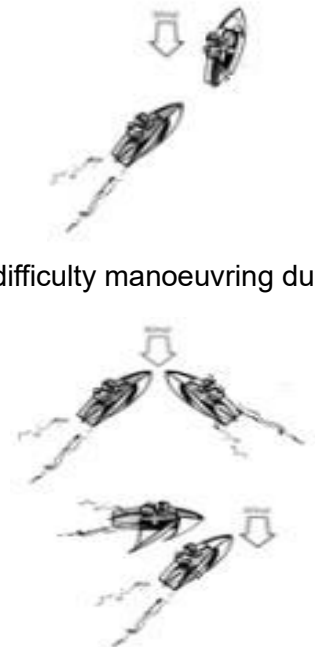
When you're sailing, you use specific terms to describe the position of the sail — along with calling the left side of the boat port and the right side starboard. Check the following figure for the terms that indicate different sail positions.

Please note the tack is defined from **where the wind is coming from**.



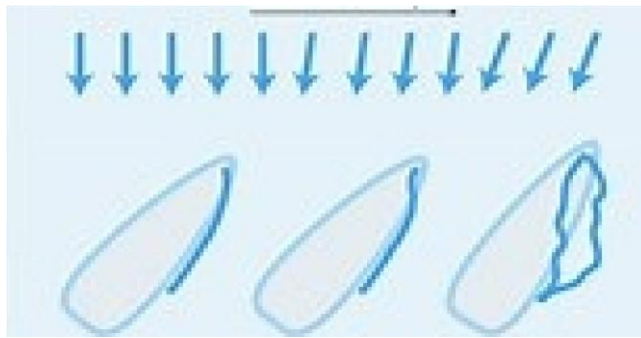
Collision regulations (Qld)

- Approaching head on to another boat
 - Each boat alters course to starboard (right) and passes port to port (left). Always assume this situation exists.
- Overtaking
 - If you are overtaking a boat, you can do so at either side of the boat you wish to pass.
- Sailing boats and power-driven boats
 - Power usually gives way to sail, except for those that have difficulty manoeuvring due to their size or configuration.
- Sailing boats
- When two sailing boats have wind on different sides, the boat with the wind on the port side must give way.
- When both boats have the wind on the same side, the boat to windward shall give way to the boat to leeward



Some sailing terms

Proper trim of sails between beam reach and close hauled

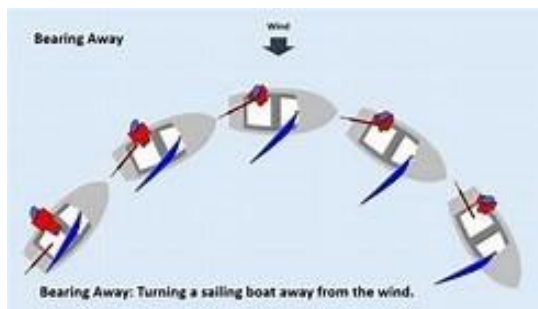


Proper trim

luffing

flapping

At a reach or running you try to set the sail perpendicular to the wind as far as possible.



Bearing away is turning away the boat from the wind as shown in picture above.

Pointing is the opposite and turning the boat towards the wind.

Where does the wind come from

Sailors always need to know where the wind is coming from, and have various methods for working it out:

- Feeling the wind on the face and ears is the quickest and easiest, with practice. If you aren't sure, turn your face from side to side until you can feel the wind equally on both ears.
- Mast head wind indicator
- Compare with other sailing boats that are moving well
- Flags and surrounding trees
- Waves on the water

The wind is always changing direction, particularly if you sail in more enclosed water with trees or buildings. You will need to use all these methods at some point, and they all get easier with practice.

If it is not too cold or wet, it is better not to sail with a hood so that your ears can feel the wind, particularly if you are sailing with the wind behind you.

Assessment of basic achievements

Steering the boat

To change direction push the joystick in the direction you want the boat to sail.

Left to go left, right to go right.

If the sail is luffing or flapping

Pull the main-sheet in (the main rope that controls the sail). Pull it just far enough until the sail just stops luffing.

If the sail is pulled tight in and it is still flapping

You are in the no-sail zone. To make the sail stop flapping, bear away to port or starboard into the direction you want to go. Bear away until the sail stops luffing.

If the boat heels over too far

“Too far” means when you are not comfortable, or if water is coming into the boat!

Let out the main-sheet until the you are comfortable. If the sail is then luffing, consider reducing the sail area (reefing).

When the wind is coming from behind you, or over your shoulder

Let the sail out till it is perpendicular to the wind, up to 90 degrees.

Problem solving on the water

How do I know if the sail is set right?

You need to be moving. Get some speed before you try to turn.

My steering isn't working.

Look back and check the traveler is not caught under the tiller

My steering is sluggish.

Let the main sheet out until the sail luffs- that will reduce the power in the sail. Reef if persistent.

The boat keeps tipping over!

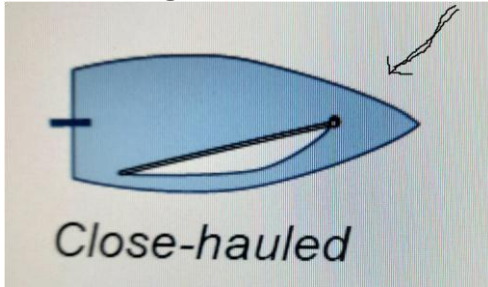
Look at the wind indicator at the top of the mast- the stick bit points where the wind is coming from.

I can't tell what the wind is doing.

Or feel the wind on your face.

Let the sail out until it starts to luff. Then pull it in until it just stops luffing. Perfect!

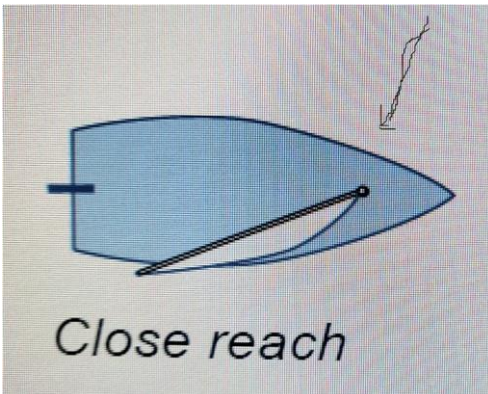
Sail setting for the points of sail



Close-hauled is sailing as close to the wind as possible, with the sail pulled ("hauled") in close to the centre of the boat.

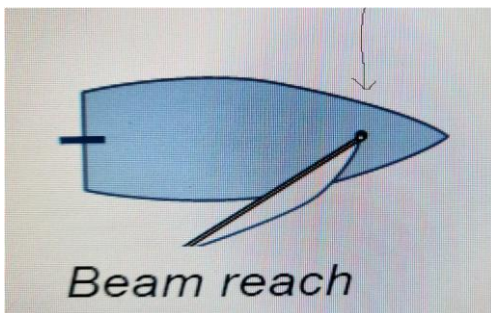
Used to sail towards where the wind is coming from, or upwind as sailors call it.

If sail luffs, bear away till it just not luffing anymore.



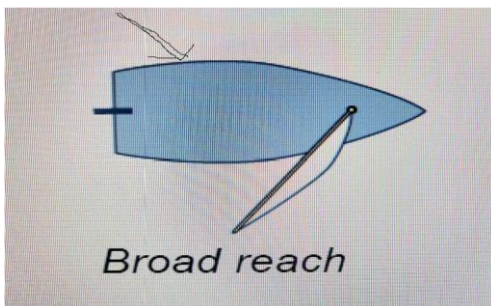
Close reach is in between close-hauled and a beam reach. The sails are let out slightly compared to their close-hauled position.

With this course you are apparently heading for a certain point on the horizon. If the sail luffs, than haul in the sheet till the sail just does not luff anymore.



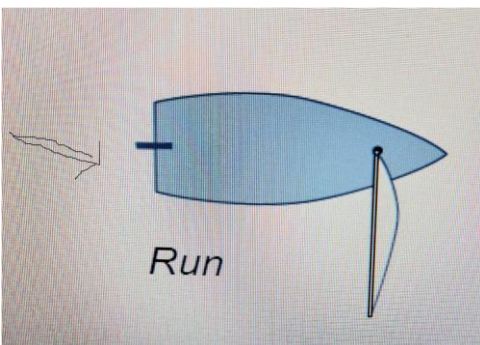
Beam reach is sailing across the wind (with the wind at right angles to the boat).

The sail is let out to about 45 degrees from the centre of the boat.



Broad reach is in between a reach and a run.

To adjust the sail for these points of sail, make sure the wind is perpendicular on the boom.



Run is sailing with the wind behind the boat, or sailing downwind as sailors call it.

The sail is let out until it is at nearly 90 degrees to the boat if possible, to catch as much wind as possible.

Reefing

The aim of reefing is to lessen the heel of the boat and making it safer and easier to control the boat in stronger winds.

The full (unfurled) mainsail should have a gentle curve, about 4 inches (10 cm) deep in the middle. In strong winds a bit less, in light winds a bit more, up to about 6 inches. The control the curvature is done with the out-haul, which controls the curvature at the foot of the main sail. The curvature has little effect on heeling.

With stronger winds the boat will heel more and you certainly should reef before the boat should take in water over the lee side. However it is mostly out of consideration for piece of mind of the client onboard you will consider reefing. Both you as a skipper and the client have to be confident everything is under control.

Reefing is done by furling the sail, which is nothing more than wrapping the sail round the mast. Both the jib and mainsail can be furled.

In general we only will reef the mainsail. The jib is most important sail for developing the speed while the mainsail is more responsible for the heel of the boat.

Procedure

We normally will reef prior to leaving the dock. When Support measures strong winds they will advice to go back a.s.a.p. But they take into account that we can be on the water because we reef. Don't look what others are doing: your client, your skills, your physical abilities, your experience are not the same as the others.

Reefing while still attached to the pontoon is easy. Just take your time to partly furl your sail and tension your out-haul so you have little curvature. Check the tension of the out-haul frequently because it can slip, make sure you know how to tighten it.

If the wind picks up once you are on the water or if you misjudged the wind while still on the pontoon, no panic!!

1. Steer your boat to a close reach and keep the boat on this course during this procedure,
2. make sure your jib is set properly on this course,
3. let the main-sheet out so the sail flaps,
4. undo the out-haul,
5. furl the mainsail till you think it has been reduced enough,
6. tighten the out-haul till you have a flat sail again,
7. pull in the mainsail till the mainsail is full again.

If the boat is still heeling too much or you and/or your client still not feeling comfortable, repeat the above steps. If that still doesn't solve it, you might ask assistance from Support to bring you to the dock safely.

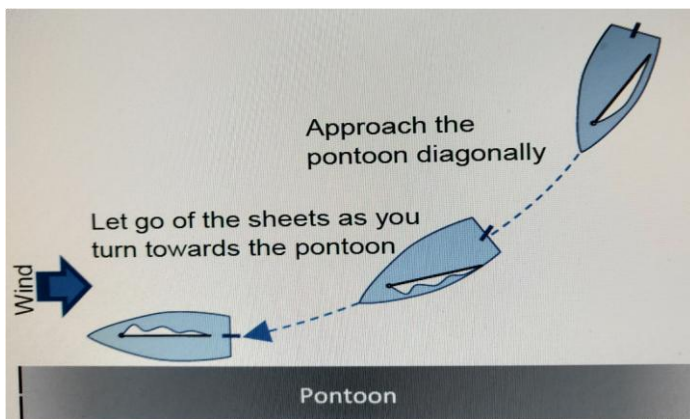
Returning to the pontoon

Sailing boats don't have brakes to slow down, so they have to use wind and water resistance.

To return to the pontoon and stop without assistance, the boat needs to be facing into the wind as much as possible with the sails flapping.

To avoid the unwanted distraction and pressure from the jib, it is best to furl the jib on approach so your final approach is on the main sail alone.

Final approach with (North) Westerly winds



Final approach the dock diagonally on a close reach. To reduce speed let the mainsheet go till it flaps. Don't be afraid to do it to early, if you need some more speed at some stage, pull on the main-sheet till the sail fills again and you gain some more speed. Repeat if necessary.

Stay seated in the boat until you are tied up, keeping hands clear of the edges.

The above situation is applicable for Sailability Gold Coast if we have a westerly wind, which is mostly for a couple of months in winter. Our prevailing winds are either North Easterly (NE) or South Easterly (SE) winds.

Approach with (South) Easterly winds

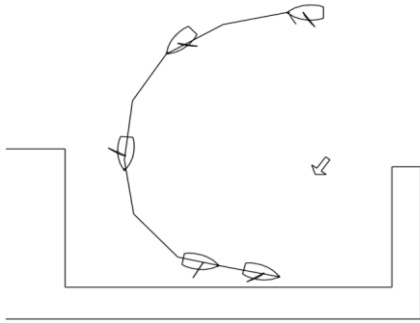
The principle or each final approach stays the same, ***come in on a close reach***.

The approach with SE winds is pretty straight forward. You come in on a close reach over port and aim straight for the point on the dock you want to 'kiss' the dock so the dock hands can grab your painter.

Reduce speed in time by letting the main sail flap. If you need an extra push, pull in the main sail again to increase speed. Repeat if necessary.

If you don't have any assistance available to grab your painter, steer parallel to the dock and grab one of the cleats on the dock.

Approach with North Easterly winds



The principle again stays the same, your final approach to the pontoon is on a close reach so you can reduce speed by letting the main-sheet out.

Be aware of the shallows in front of the boat ramp, in particularly at a low tide.

Radio procedure

Switch on radio

1. Push 'on' button and hold till beeps and display comes up
2. Set radio to channel 10 by using 'up' and 'down' buttons of channel selector 3. Push 'lock' button and hold till beeps and display shows locked

Network

Call sign

1. OOD Officer Of the Day and controller of network
2. Support Skipper of support boat
3. vessels Individual call sign is the name of the boat (Mandy, Hope, Freedom etc.)

Call procedure

1. Radio check on departure compulsory
2. When you need assistance of support boat
3. All other necessary calls
4. Keep communication short and clear

To start a communication

1. Listen if network is free (no communication can be heard)
2. Push PTT (Push To Talk) button on side of radio to transmit

Returning radio

- 1 Unlock the radio by pushing the 'lock' button again till it beeps
- 2 Turn of radio by pushing the 'on' button again till display is blank
- 3 Place it in the container with the other radios on the dock

Examples of communication

1. The black fields indicate the radio station
2. The orange fields how to start a communication by calling up the station you want to talk with (3x) followed by the identification of your self by naming your call sign (3x)
3. The yellow field 'Over' is used to indicate you expect the other station to answer
4. The white fields are for the body of your message
5. The red field '(call-sign) Out' is used to indicate station is finishing communication

This first example is one you can use for the compulsory radio check. To keep the communication as short as possible, you can state the reason of your call 'radio check please'.

Ship station Vessel Mandy	Coast station OOD
OOD, OOD, OOD this is Mandy, Mandy, Mandy Radio check please over	
	Mandy, Mandy this is OOD receive you loud and clear over
OOD this is Mandy Receive you loud and clear Mandy out	
	OOD out

This second example is a communication when you have a medical emergency onboard. The first call in this case should go to OOD, so they can contact the carer and see if she/he has information how to deal with your first aid.

In some situations it is recommended you call Support, in particularly if you need help to get back to the dock. If need assistance from Support identify your self not only by your call sign but also give the colour of your sail and the sail number. You also can use your red flag carried on each 303 aft deck or waving with both hands in the air to attract attention of Support.

Ship station Vessel Mandy	Ship station Support
OOD, OOD, OOD this is Mandy, Mandy, Mandy over	
	Mandy, Mandy this is OOD go ahead over
OOD this is Mandy My client went into a fit Need help from Support to get ashore Sail number *****, color of sail ***** Contact carer for assistance over	
	Mandy this is OOD Romeo will contact carer for instructions Support out
Mandy out	