

Typical Sailing Dinghy

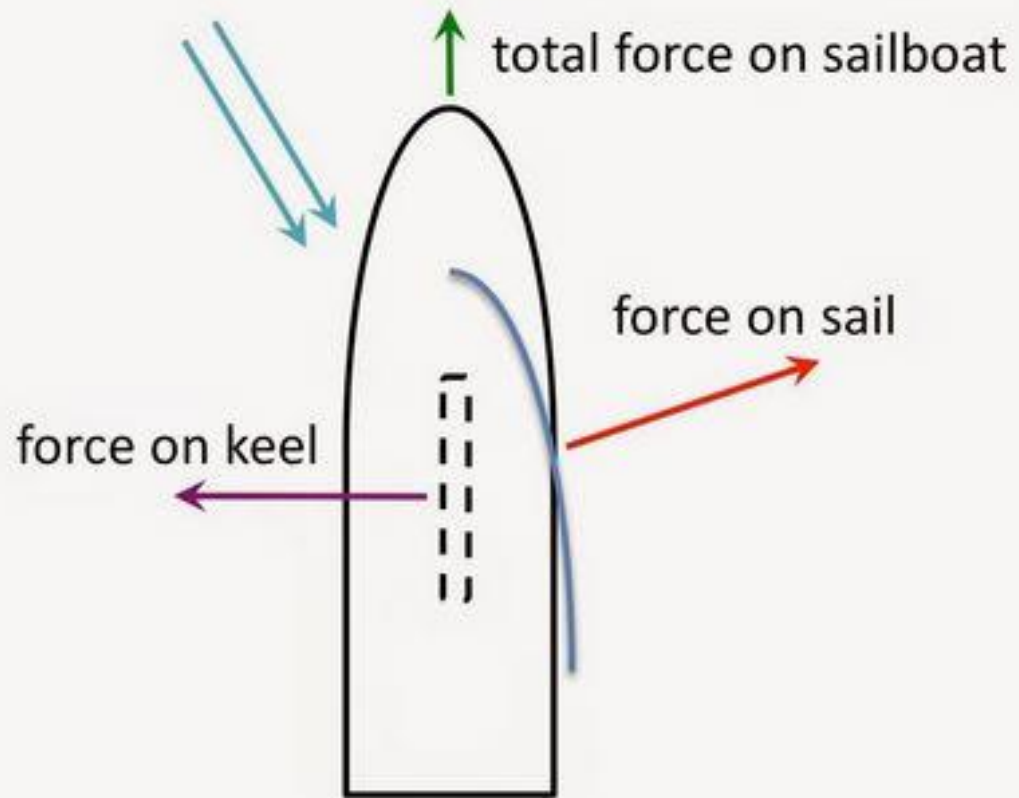


Function of Boat Parts

- Sails – Power the boat
- Centreboard – provides counter force to the sails to allow directional control
- Note: *In Access dinghies the centerboard also counterbalances the tipping moment of the wind on the sails. In most dinghies the sailor provides this*
- Rudder – provides directional control
- Sheets – provide control of the set of the sails

Aerodynamics

- A sail is similar to an airplane wing. When pointing into the wind the sail must maintain an “angle of attack” to the wind in order to fill the sails and move the boat. The boat is sucked along by the wind not pushed.
- Because the force on the sail is not straight ahead the resistance of the centreboard in the water is needed to counteract the sail force.



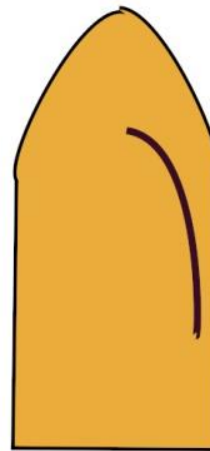
Points of Sail

- Close hauled – pointing the boat as close to the wind with the sails full and the boat moving forward.
- Reaching (close & broad) with the wind at between 45 – 90 degrees off the bow
- Running with the wind from 90 – 180 degrees off the bow
- In Irons (luffing) pointing into the wind so the sails do not fill or power the boat

Points of Sail



Port

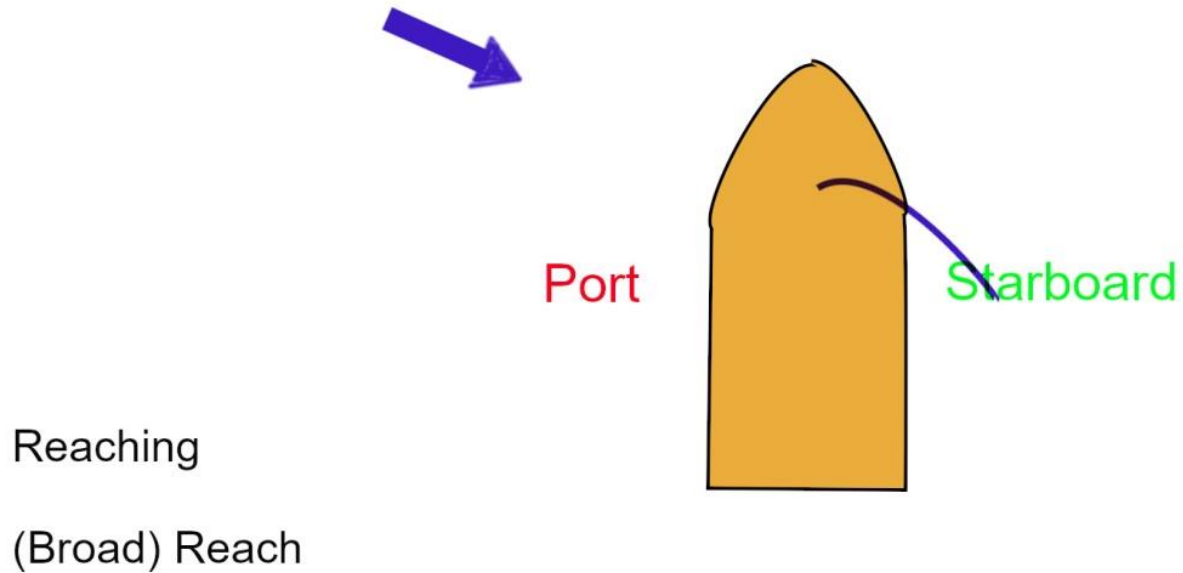


Starboard

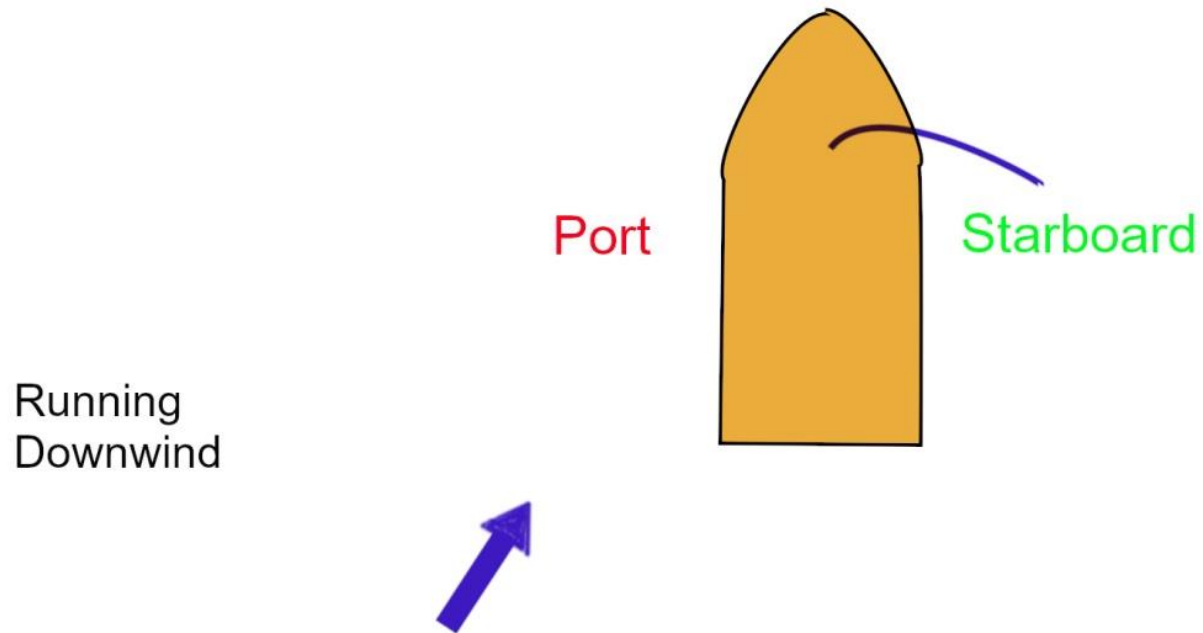
Beating
Hard on the wind
Close Hauled
Going to windward

This boat is on Port Tack

Points of Sail



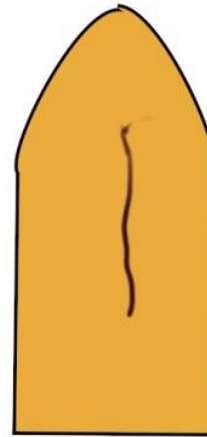
Points of Sail



Points of Sail



Port



Starboard

Luffing
In Irons

How you stop the boat

Changing direction

- With the wind from any direction, if the bow of the boat is brought through the wind. This is known as tacking
- If the boat is turned so the wind passes the stern of the boat, this is known as gybing
- In both instances the main sail will shift to the opposite side of the boat and the gybe sheet must be re-cleated on the leeward side

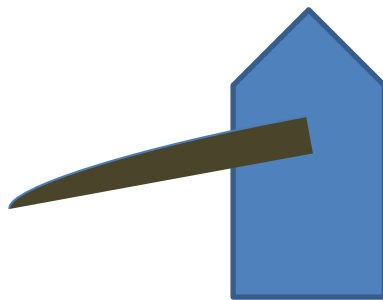
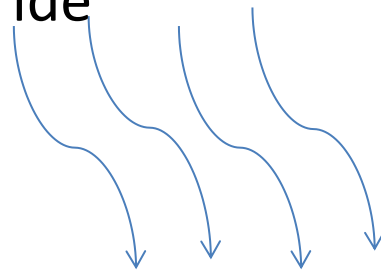
Sail Handling

- When sailing “on the wind” the optimum position of the sail is apparent by observing the telltales on the sail. If the outer telltale is streaming horizontally, it means the wind is flowing smoothly over the sail and you are getting maximum lift.
- If the wind gets strong and the boat is difficult to control, partially furl the main sail. The boat will handle better and move just as well.

Common Sailing Conditions

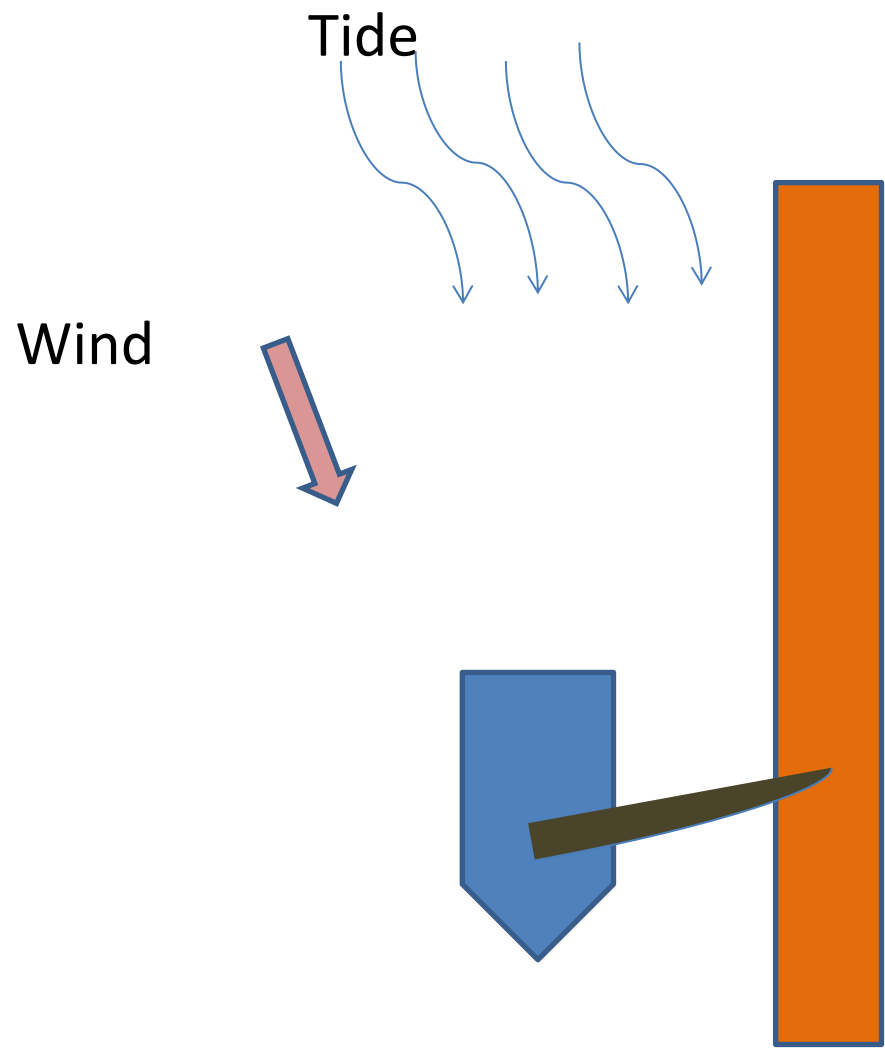
- It is always important to be aware of both the wind and tide direction and strength.
- Particularly when docking and close to fixed objects
- Always allow adequate space to tack or gybe to avoid an obstacle

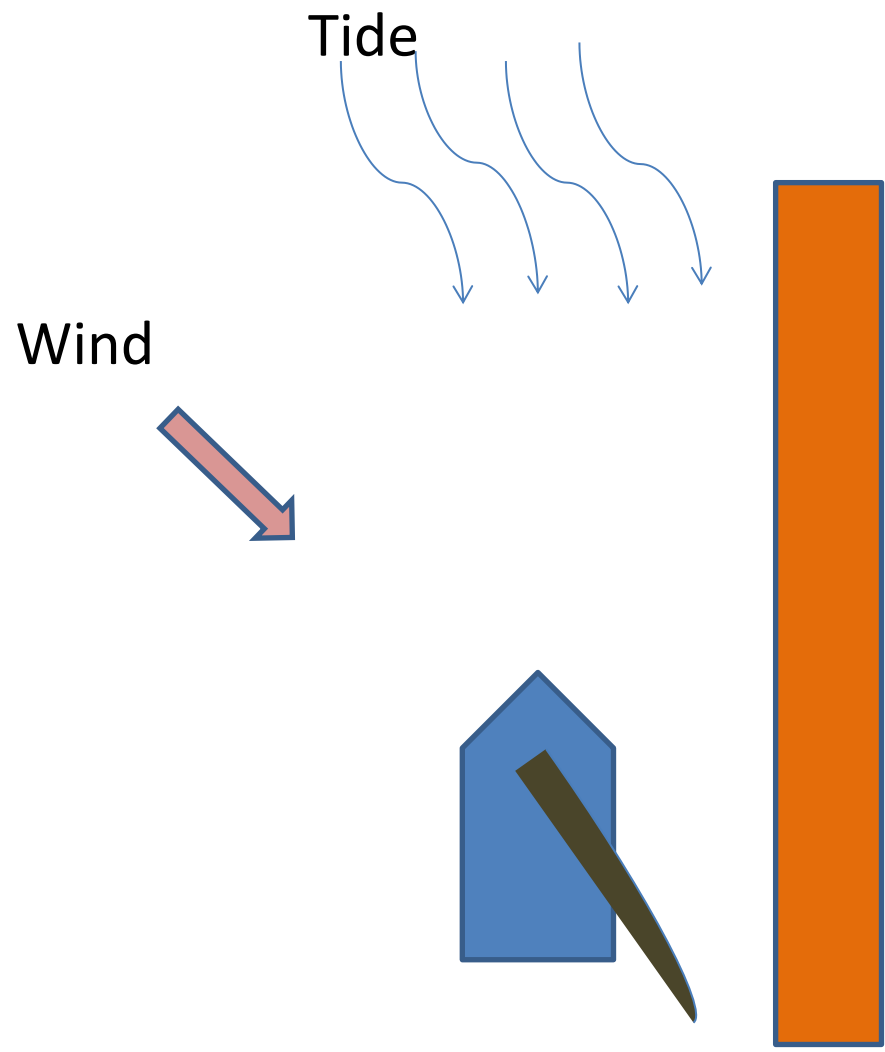
Tide



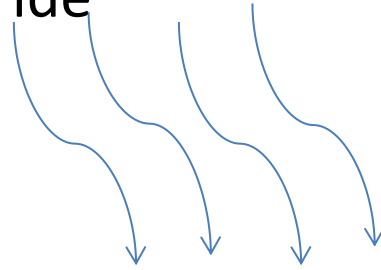
Wind



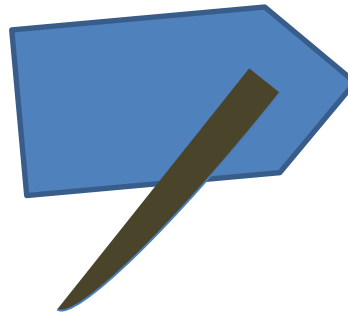
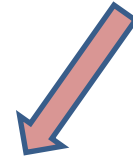




Tide



Wind



Obstacle

Our Sailing Area

- The channel is marked by red markers on the right (leaving the creek) and green on the left.
- Our outer limit toward the bay is the first green marker.
- Up stream we go to the first bend in the creek
- Basically, we stay in easy reach of the safety boat.
- At low tide the sail area can be quite reduced

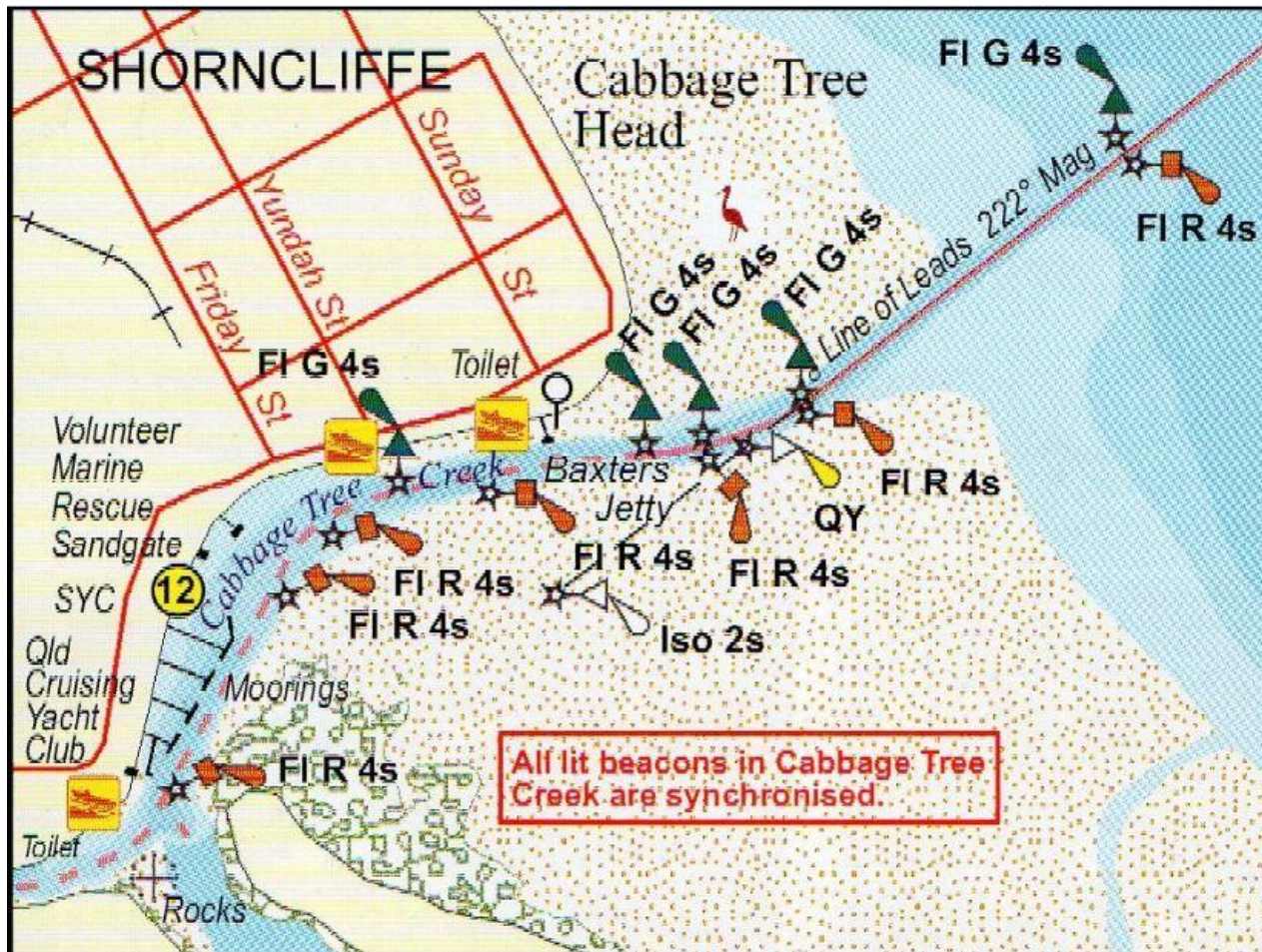
Sailing Area

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Cabbage Tree Creek Boat Harbour



Map 70 Insert



Sailing Area

- QCYC does not like us sailing between the fingers.
- You will run aground. (everyone does at some time)
For the most part the bottom is soft and will not damage the boat.
- Do not try to lift the centerboard to get off.
- Furl your sails
- Call the safety boat.

Sailing Area

- These are not racing dinghies. Sail comfortably. If the wind increases and the basin gets choppy, reduce sail and if the client is getting splashed come back up the creek.
- If there is a strong outgoing tide and strong northerly wind the whole creek may become uncomfortable, and sailing will be terminated



Unique Features of Access 303

- Weighted Centreboard
- Roller Furling on Gybe and Mainsail
- Tandem seating in the Cockpit
- Joystick steering

Sailing on the Day

- Make sure you have a life jacket and radio
- Make sure (the radio is tuned to channel 20. Get a radio check from the pontoon)
- Check tide and wind
- Check leaving time from the pontoon (try to return promptly after half an hour)
- Generally, we dock head to wind but if there is a strong tide and little wind it may be safer to head up into the tide.
- It is good practice to reduce sail before docking
- The client must always arrive at the dock on the inboard side
- When docking watch that the client's hands are inboard

Sailing with Clients

- Most clients cause no problems. If a client is a danger to himself, you or the boat, call the pontoon and safety boat to let them know you are returning to the pontoon.
- Occasionally a client may ask to be returned to the pontoon early or you may feel they should. This is your decision.
- Some large clients make it impossible to move the joystick in their direction and so tack in that direction. The solution is to gybe. This takes more space than tacking so make sure you have room.

Rules of the Road

- At all times avoid collision
- Pass an approaching boat on the right
- Sail has right of way over power (but don't be stupid about it)
- A sailboat with the wind coming from the right side is on starboard tack. A boat on starboard tack has right of way over one on port tack