
Introduction

Welcome to the CANSail course at Mooredale Sailing Club! In this document you will find general information about the CANSail program, key CANSail 1 and 2 skills, basic boat terminology and the Mooredale rigging guide.

This document is meant to supplement but not replace what you learn in class. If there are any conflicts between what's in the document or what's online and what your instructors say, always follow instructions from your instructors as they are more tailored to the situation on hand (Also let them know about the conflict please).

You'll note that this document does not explain how to sail. There are many useful books on the topic (that can be found via the useful links section) and there's no substitute for learning to sail on the water! You'll also find lots more information about the club (social and racing events, special training etc) online at www.mooredalesailing.com

Here's wishing you lots of fun and good learning!

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1) CANSail Program overview

What is CANSail?

CANSail refers to Canada's updated sailor training standards. CANSail Dinghy is CYA's dinghy program for clubs to deliver across Canada. CANSail is a leading sail training initiative to foster performance in sailing and life-long participation in the sport.

The CANSail Program

Wet Feet - Programming specific to ages 5-8 years, in an Optimist Dinghy. Active Start stage of the Long Term Sailor Development (LTSD).

CANSail 1 & 2 - Fundamental skill acquisition in any type of boat (single / double handed). Fundamental stage of the LTSD.

CANSail 3 & 4 - Applied skill acquisition in any type of boat (single / double handed). Learn to Sail Fast stage of the LTSD.

CANSail 5 & 6 - Applied skill consolidation in any type of boat (single / double handed). Learn to Train stage of the LTSD.

Chutes & Wires - Specialized double handed performance skill consolidation. Learn to Train stage of the LTSD. Chutes and Wires may be delivered concurrently with other levels in the CANSail program.

2) Key CANSail 1 and 2 Skills

The list below is based on the official Sail Canada list of skills that a sailor at the CANSail 2 level should demonstrate. To pass the course you must demonstrate competency on all skills at the CANSail 1&2 level

You will receive regular feedback from your instructors on your progress throughout the course. Do reach out to them with questions at any time.

CANSail 1&2 Skill Checklist

Balance

- 1- Sail using correct body positioning/posture
- 1- Adjust body to keep boat flat
- 2- Sail consistently with less than 15% of heel

Sail Trim

- 1- Trim sails accurately while sailing to a point
- 1- Luff tell tales fly more than 50% of the time
- 1- Luff sails to depower
- 1- Trim sails for a close hauled course for 5 minutes
- 2- Luff tell tales fly more than 90% of the time
- 2- Sail trim/heading for wind shifts
- 2- Adjust sail trim for puffs and lulls
- 2- Trim sails accurately on all points of sail
- 2- Trim sails while steering (double handed sheeting)

Direction

- 1- Steer to keep tell tales flying while sailing
- 1- Sail within defined boundaries
- 1- Control steering with intentional movements
- 1- Identify and sail within 3 boat lengths of a point
- 1- Manoeuvre to avoid boats and hazards
- 2- Steer to keep tell tales flying 90% of the time
- 2- Adjust sail trim within 5 seconds of course change
- 2- Use body weight to assist with steering
- 2- Identify and sail within 1 boat length of a point
- 2- Manoeuvre to avoid boats and hazards
- 2- Identify wind direction while sailing

Head Up

- 1- Head up to close hauled from any point of sail
- 1- Trim mainsail using double handed sheeting
- 1- Steer boat smoothly while heading up
- 1- Keep boat flat while heading up
- 2- Head up within one boat length of a mark

- 2- Trim sails to keep them full while heading up
- 2- Jib and main are trimmed at the same rate
- 2- Keep boat balanced while heading up

Bear Off

- 1- Bear off from a close hauled course
- 1- Ease sails while bearing off
- 1- Steer boat smoothly while bearing off
- 1- Keep boat flat while bearing off
- 2- Bear off from close hauled to a run and to the lee
- 2- Bear off to within 15 degrees of chosen course
- 2- Bear off within 1 boat length of a mark
- 2- Ease sails & adjust foils while bearing off
- 2- Clear sheets to bear off
- 2- Keep boat flat while bearing off

Tack

- 1- Check for other boats before tacking
- 1- Communicate tack to sailing partner/other boats
- 1- Tack from gunwale to gunwale
- 1- Switch jib as front 1/3 of sail backs while crewing
- 1- Cross boat facing forward with aft foot first
- 1- Sit on new gunwale and straighten out boat while helming
- 1- Switch the tiller after tack is complete while helming
- 2- Sight new course to tack into
- 2- Communicate tack to sailing partner/other boats
- 2- Perform all steps in correct sequential order
- 2- Boat is controlled and balanced through tack
- 2- Correct body position is maintained through tack

Go/Accelerate

- 1- Trim sails to accelerate from a stop
- 1- Skull to close reach from irons
- 2- Accelerate from irons, close hauled, and a reach
- 2- Adjust boat and sail trim as boat accelerates from a stop

Seamanship

- 1- Launch a boat safely out of the sailing facility
- 1- Dock or land a boat safely at the sailing facility
- 1- Rig sails, foils, and control lines on training boat
- 1- Identify wind direction while sailing
- 1- Right a capsized boat
- 1- Select appropriate clothing and PFD for sailing
- 1- Receive and secure a tow line and tow behind coach boat
- 2- Launch and dock boat safely at sailing facility
- 2- Tie a reef knot, figure 8, and bowline while rigging
- 2- Identify local hazards and describe how to avoid them
- 2- Right a turtled boat and continue sailing
- 2- Describe how to identify and treat hypothermia & heat stroke
- 2- Apply the following rules: S/P, LW/WW, Overtaking, Tacking

Physical Literacy

- 1- Store a water bottle in training dinghy each day
- 2- Demonstrate proper nutrition & hydration for training
- 2- Engage in daily games which promote flexibility

Gybe

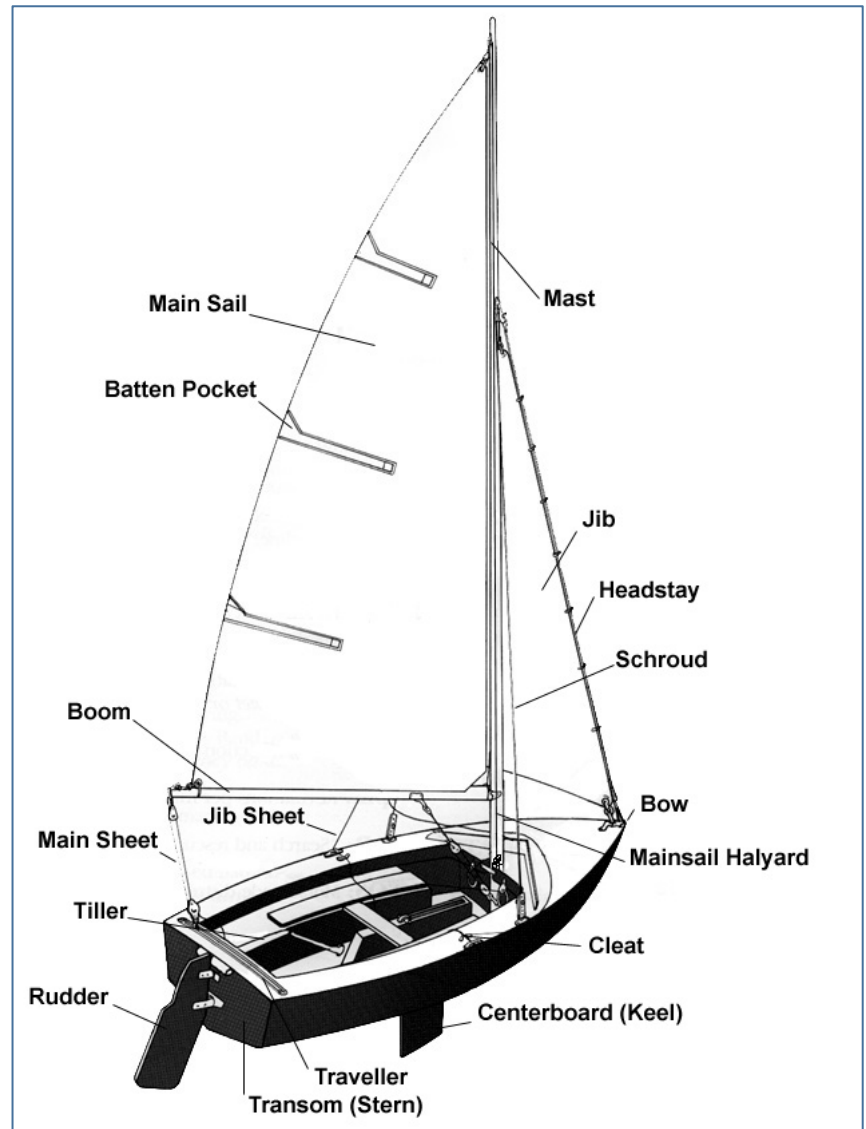
- 1- Check for other boats before gybing
- 1- Communicate gybe to sailing partner/other boats
- 1- Switch the jib as it backs while crewing
- 1- Pre-gybe the tiller extension while helming
- 1- Straighten course as boom crosses boat while helming
- 1- Cross boat facing forward with aft foot first
- 1- Switch the tiller after gybe is complete while helming
- 1- Gybe boom as wind crosses leech of main
- 2- Sight new course to gybe into
- 2- Communicate gybe to sailing partner/other boats
- 2- Perform all steps in correct sequential order
- 2- Boat is controlled and balanced through tack
- 2- Correct body position is maintained through gybe

Stop

- 1- Stop boat intentionally by easing sails
- 1- Stop boat intentionally by steering into irons
- 1- Slow boat while sailing downwind
- 2- Stop boat intentionally within 1 boat length of a mark
- 2- Stop boat intentionally by heading up and backing main
- 2- Stop boat to leeward of coach boat and receive instruction

3) Basic Boat Terminology

- Main sail- "catches" the wind to move the boat forward
- Boom- Holds the foot of the sail, keeps the sail in place, and allows the sail to swing from one side of the boat to the other without losing shape
- Main sheet- line (rope) that is used to trim the sail in or out (trim- bring the boom closer or let the sail out)
- Tiller- used to turn the rudder to steer the boat
- Rudder- fin protruding from the stern of the hull that steers the vessel
- Centerboard- a fin on the bottom of the hull that keeps the boat from sliding sideways
- Jib sheet- allows the jib to be trimmed in or out
- Cleat- allows a rope or line to be kept from slipping. This device allows a user to pull the line easily from one direction, while the rope will stay completely locked in place if it moves the other way
- Mainsail halyard- a line used to quickly raise a sail up the mast
- Bow- the front of the boat
- Shrouds- lines that support and keep up the sail
- Headstay - a supporting line in the front of the boat
- Jib- secondary sail on the front of the boat
- Mast- large vertical pole that holds both sails up



- Hull- main body of the boat
- Bow- front; Stern- back
- Port- left (same number of letters); Starboard right

4) Mooredale Rigging Guides

Rigging can be a daunting process for beginners, but gets much easier and much quicker over time. The guides below list the steps to rigging an albacore (both on and off the water). It will take you longer to read the guides below than it will eventually take you to rig a boat, so don't let any of it scare you!

We will provide a few copies of the guide below for your initial classes, but encourage you to print out your own copy for the first few lessons.

Some common beginner rigging problems and how to avoid them

- Unfurling the main and jib sails before sliding the main onto the boom. (Unfurl the sails AFTER sliding the boltrope on the bottom of the main into the slot in the boom)
- Twisted lines – you want to make sure lines aren't twisted around other lines (or themselves) before and while you're rigging the boat. Twisted lines make it much harder to rig a boat and control it when on the water e.g. outhaul not twisted around itself before attaching to main clew, jib purchase system not twisted around itself or vang before attaching the jib halyard.
- Rigging the jib sheets incorrectly (correct way is INSIDE the shrouds, through the blocks and then knotted in a figure 8). Outside the shrouds makes it much harder to sheet in when sailing upwind
- Poor control over the boom. Lower gently.
- On water rigging: Fitting the boom into the gooseneck before raising the main - it should always be after sail is raised
- On water rigging: Sailing with a rudder that is not secured in the vertical position (Slide the pintle and gudgeon on the rudder into the pintle and gudgeon on the boat. Missing one makes for MUCH harder sailing and there's a possibility that you lose the rudder entirely!)
- Derigging: Forgetting to unplug the buoyancy tank plugs after sailing – trapped air in the tanks results in cracks in the buoyancy tanks (that are very hard to fix) and eventually leads to the boats taking on water. Always make sure to unplug all three plugs

And finally....a video

A useful video on Albacore rigging can also be found on the link below. (Credit TISC) The steps are very similar to those described above, so the video will help give a visual illustration of the steps above. The only major exception is we have a different style of rudders at Mooredale and require you to rig them while on the water (never on land)

<http://www.youtube.com/watch?v=dDOccJ5w2rI>

RIGGING THE ALBACORE FOR CANSAIL

Land Rigging

- 1) Two people per boat, change partners every class
- 2) Tag out boat & sign out in log book
- 3) Gather jib sheets, sails & rudder for correct boat
- 4) Check for paddle, whistle, bailer and PFD
- 5) Remove rain water from boat, sponge boat clean
- 6) Ensure automatic bailers are closed, close transom bailers & plugs
- 7) Loosen lines (main sheet, boom vang, rig tension, outhaul and Cunningham)
- 8) Remove sail cover & tie to boat hitch
- 9) Slide with sail still furled, mainsail bolt rope into Boom (clew end first.)
- 10) Attach out haul shackle to clew grommet
- 11) Unfurl main sail and remove Jib
 - A) 1. Attach main halyard to head of main sail
 2. Slide luff bolt rope into the mast
 3. Raise main sail 2" – 8" (5 – 20cm)
 4. Cleat the halyard to the starboard jib cleat
 - B) 1. Attach jib halyard to head of the jib
 2. Attach tack of Jib to bow plate shackle (pin)
 3. Feed jib Cunningham – Leave loose
 4. Attach Jib sheets to Jib clew ring
 5. Feed jib sheets through fairleads
 6. Tie figure of 8 knot to end of jib sheets
 7. Attach jib halyard to port jib cleat over loose jib sail

Launching

- 12) Check main & jib halyards for rope tangles
- 13) Launch boat on leeward side of dock
- 14) Don't scrape the boat on the concrete
- 15) Return boat dolly to boat location

On Water Rigging

- 16) Boats are tippy, sit on bow and swing feet into boat
- 17) Put center board ½ down
- 18) Locate jib halyard and raise jib. Put wire loop on jib Halyard into rig tension hook
- 19) Locate main halyard, raise main sail and cleat
- 20) Insert gooseneck into boom
- 21) Coil & stow all lines
- 22) Install rudder with tiller under bridle, clip to transom
- 23) Cleat all lines and adjust controls from bow to stern
 - i.e.: Rig tension (tight)
 - Jib Cunningham (remove wrinkles)
 - Main Cunningham (remove wrinkles)
 - Mast pre bend (snug)
 - Hiking straps (cleated)
 - Outhaul (snug)
 - Boom vang (snug)
 - Main sheet (loose)

As wind increases, tighten controls

Important: Have fun sailing every day!

Rev. E

RIGGING THE ALBACORE FOR CANSAIL (Detailed)

Preliminaries

- Find an unused and in-service boat on the peg board and put your tag on it. Ensure that the boat you think you're taking and the boat you're actually taking are one and the same by checking the number carved inside the transom.
- Sign out in the boat log.
- Gather Sails, Rudder and Jib Sheets at your boat ensuring Sails and Rudder belong to that boat and that paddles are in the boat.
- Place rudder in boat carefully with the blade facing forward such that the boom cannot fall on it. Place tiller and extension under the boom.
- To make rigging easier, plan ahead.
 - i.e. Tripping over the boom, stepping on the sails, slipping and crashing while your aim is to put the rudder in place before raising the sails, is not thinking ahead.
 - Pulling the boat (containing water) out of the lake with the transom flaps still closed just makes extra work.
 - Plan a rigging and de-rigging sequence. When rigging in the water, start at the bow and work towards the stern when de-rigging, reverse the sequence.

1. Land Rigging

- Drain any rainwater by raising the bow being careful not to scrape the transom on the ground. Ensure buoyancy tanks are empty.
- Move boat back from the fence a few feet without blocking driveway. Ensure that Jib will not be shredded on the barbed wire at the top of the fence.
- Plugs and Transom Flaps. (Missing plugs can often be found on the grass in the vicinity of the transom.) Do not take plugs or parts from other boats.
- Ensure bailer, whistle and PFD's are present.
- Ensure automatic bailers are closed.
- Place boom into boat gently by removing the boom from the Main halyard. Hold on to the halyard so that it does not run up to the top of the mast, then tie it to the shroud. Remove boom from gooseneck and again place gently into the boat.
- Uncleat and free all control lines (Main sheet, outhaul, boom vang, Main Cunningham, rig tension etc. – Not hiking straps! Remove Jib Cunningham from cleat – do not untie from bow.) If the slide which attaches the boom vang to the boom has a wingnut, loosen it a turn or two and let it slide forward.
- Remove sail from bag and secure bag to the fence or post near sail number. With the sails still furled, locate the Clew (the corner which goes to the aft end of the boom) and slide it into the boom from front to back. Have your partner pull while you feed.

- Attach the outhaul to the clew. Slightly tension outhaul.
- Unfurl the sail to remove the Jib and find the Head (top) of the Main. Secure the Main halyard to the Head. Start the Main into the mast slot, pull it up 5 - 20cm using the halyard, then cleat the halyard onto the starboard Jib cleat near the starboard shroud so you can find it later. If the main halyard runs through a self-cleating cleat (on the mast, midway between the deck and the mast step), free it from the cleat. Check that the number on the Mainsail is the number you were expecting.
- Attach the wire loop at the tack of the Jib to the forward clevis pin located on the assembly at the bow. Ensure that the bungee cord (elastic) attaching the forestay to that same pin is still attached when finished. Check that Jib halyard is not twisted around the forestay. Attach the Jib halyard to the head of the Jib using the shackle.
- The end of the Jib halyard will exit the mast just under the port deck. Place the loose jib into the cockpit and the Jib halyard over the loose jib and place in port jib cleat, so you can find it later and the sail doesn't end up in the water.
- Run Jib Cunningham up from bow plate, through the grommet at the tack of the Jib, back down under the aft clevis pin on the bow plate, then aft to the cleat on the deck near the mast.
- Rig Jib sheet. Put the loose end through the fairlead and tie figure of eight knot to end of jib sheets.
- Do not untie the lines for the whisker pole (used by experienced racers.)
- Do a final recheck before launching.



2. Launching

- Keep the bow low when transporting the boat, stern first, to the ramp. This will prevent the hull from scraping on the ground or the ramp.
- Launch on the leeward side (the side where the wind is blowing to) of the dock.
- With one partner on the dock holding the painter, roll the dolly into the water until the boat is semi-buoyant. Push bow firmly while pulling the dolly towards you. The boat should launch easily. If not, move the dolly further in to the water.
- Move up the dock by holding onto the shroud to keep the boat off the dock while your partner stows the dolly out of traffic.
- Secure the painter (bow line) to a ring with a round turn and two half hitches keeping clear of boats already tied up.

3. On Water Rigging

- When boarding, step carefully over the buoyancy tank directly into the bottom of the boat. If you have access over the deck, crawl or slide on your bum – do not walk on the deck.
- Put a little centerboard down to stabilize boat while rigging.
- Take Jib halyard line out of port jib cleat. Raise the Jib by pulling its halyard until the wire loop appears out of the mast. Attach that loop to the hook on the rig tension line.
- Release the mast pre-bender.
- Remove luff sag (loose jib) by tensioning the rig tension line.
- Locate Main halyard (from the starboard Jib cleat?) and begin hoisting the Mainsail by feeding into the slot with one hand and hauling with the other.
- When the Main is about $\frac{3}{4}$ up, it will begin to lift the boom. Ensure that both ends of the boom are free of obstruction (e.g. caught under the inside lip) while continuing to hoist. Raise the Main to top – have your partner on the dock confirm that you are in fact all the way up. If you have trouble raising the Main all the way, ensure the boom vang is fully free and the Mainsheet is uncleated. Cleat or tie off the Main halyard.
- Place plastic ‘car’ in mast slot
- Insert gooseneck into the boom by exerting downward pressure on the boom (if necessary.)
- Coil and stow Jib and Main halyards neatly under the deck.
- Move boom vang slide back to its original position (if you moved it in Step 2) and tighten it.
- Rig Main Cunningham after first pulling it out to its maximum extension.
- Install rudder under the Mainsheet bridle and tie it off loosely (such that it can swing freely). Ensure the tiller and extension are free. Clip or tie rudder to boat. Cleat and check all lines systematically (i.e. Front to back.)
- Even up controls on both sides of the boat and cleat them.

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- Tension boom vang to a middling setting.
 - Stow any personal items (preferably tying them in).
 - Do a final recheck before casting off.
 - Adjust controls to the wind direction.
 - Cast off keeping the centre board $\frac{1}{2}$ way until all weeds are clear and free.
 - Finished! It should take less time to actually do this stuff than it took to read it.

4. On-water De-rigging

- Dock boat shore side of boats going out, off-shore of boats going in. Move in to allow other boats to dock.
- De-rigg from stern to bow
- Remove rudder and place in the boat as placed when rigging the boat (a helpful hint : Blade forward)
- Untie rudder safety line.
- Release transom flaps.
- Uncleat all control lines.
- Raise centerboard and run pennant around hook at front end of centerboard trunk then back to cleat.
- Ensure automatic bailers are closed.
- Remove the plastic car from the mast slot.
- Retrieve the Main halyard and undo any tangles.
- Uncleat or untie it but maintain some tension so that boom does not crash in to the boat.
- Remove the boom from the gooseneck and let the Main drop slowly while controlling the boom. Place boom carefully in the bottom and drop the rest of the Main until it is only just in the slot.
- Drop the Jib.
- Step directly on to the dock bypassing the buoyancy tanks or crawl/slide over the deck.

5. De-Launching

- With partner holding dolly well into the water (such that dolly strap is submerged) walk the boat down the dock using the shroud to keep the boat clear while controlling the bow with the painter. When close to the dolly (a boat length) push the boat squarely away from the dock towards to the dolly and throw the painter to partner. If your aim is bad, your partner will have to wade in to prevent damage.
- Pull boat onto dolly and secure painter to dolly with two figure eights and a reverse hitch.
- Haul dolly up ramp once again keeping bow as low as possible to prevent damage. If there is a lot of water in the boat pause on the ramp until it has mostly drained.
- Return boat to parking spot, again staying a few feet away from the fence.

6. On-land de-rigging

- Reverse the rigging process and try to leave the boat in the same condition in which you found it.
- Release Jib Cunningham from cleat on the deck near the mast, reverse the process of rigging it, and re-cleat.
- Release all controls (outhaul, rig tension, boom vang etc.)
- Free Main outhaul from the clew and ‘car’ from mast if you forgot it before.
- Remove the sails being careful to hold on to halyards and to secure them to shroud.
- Release pre-bender.
- Ideally sails should be clean and dry when stored. Roll the jib and the main on clean part of the lawn starting at the top of the sail. Roll the main along the leech so the leech edge is parallel. Put the main in the sail bag leech (batten) end first and return to the corresponding rack in sail shed
- Return rudder to proper rack (blade on floor)
- Coil jib sheet and return to sail shed
- Remove personal items.
- Release transom flaps, if you forgot them before.
- **RELEASE PLUGS!!** Air buoyancy tanks will expand and may rupture tank. This is very important.

7. Leaving boat ‘Boat-shape’

- Generally leave the boat the way you found it.
- If the boom was attached to the main halyard, run the outhaul at the end of the boom through the Main shackle (or a bowline loop). Raise the boom using the Main halyard which is then cleated. Take up the slack of the Mainsheet and cleat if on the Main block. Do not pull it tight – this bends the mast as does the pre-bender or the boom vang. Release the mast pre-bender.
- Try to leave sheets and lines in a position where they can dry, including main Cunningham.
- Sponge out excessive sand or mud and rinse with a bailer.
- Hang boat up on fence or post so rain water will drain.
- **CHECK THAT PLUGS HAVE BEEN RELEASED!!**
- Sign in.
- Remove tag from the peg board.
- Report boat deficiencies in log.
- **CHECK THAT PLUGS HAVE BEEN RELEASED!!**

5) Top 10 list of how to keep our Albacores in good condition and ensure smoother sailing

1) The Rudder – Do not nick or damage the blade. Place the rudder in the boat in such a way so that the boom, if accidentally dropped, will not damage the blade (i.e. blade towards the bow)

All rudders are to be securely fastened by a working clip or a line to the boat.

NB; The rudder is either in the sail shed or in the boat – never on the ground where it may get stepped on or rolled over by a dolly wheel or car.

2. The centre board – do not nick or damage the blade.

a) Before launching the boat make sure that the pennant (line) goes around the front hook before going back to the jam cleat and be **TIGHTLY CLEATED**

b) After launching put the centre board $\frac{1}{2}$ down while rigging on the water. (shallow water can damage and break the centreboard)

c) Before bringing the boat out of the water, make sure that the centreboard is all the way into the centreboard trunk. Dragging the centreboard on the ground or allowing it to bang against the ramp or dolly causes unwanted damage. The centre board pennant should go around the front hook before going back to the jam cleat and be **TIGHTLY CLEATED**.

3. Jib: Move boats from the fence out 5 feet (1 $\frac{1}{2}$ meters) before rigging: this is to prevent the sails from ripping on the barbed wire fence. Leave the sails in the boat until the boat is in the water at the dock and both sailors are ready.

4. Jib: Fasten the tack of the jib to the shackle on the bow plate (if there is one) or front clevis pin. Fasten the jib halyard to the jib extension, this has been previously measured to ensure the correct length.

5. Main Sail: When raising the main sail ensure that it is all the way up and cleated before placing the boom in the gooseneck.

Ensure that the plastic car on the sail is in the mast slot and Cunningham is tightened to prevent ripping the sail, before out haul is tightened.

6. Ramp damage: Our boats are made of fibreglass, covered with gel coat, standing on the deck can cause unwanted deck cracking. Scraping the boat on the launching ramp results in additional boat damage.

7. Boom: Never let the boom drop into or on the boat.

a) When launching the boat, the boom should not be in the gooseneck.

b) When de-rigging, loosen the outhaul first to release the plastic car at the tack of the sail, then lower the sail and place the boom gently in the boat.

c) When putting the boat away :fasten the halyard to the clew end of the boom before lifting the tack end into the gooseneck and ensure that all lines are left loose and uncled. There should not be any tension on any of the standing or running rigging.

8. Sails should not be left up and flapping when the boat is unattended on land or in the water. After sailing; mainsail comes down immediately, jib if necessary and centre board comes out of the water. Sails are used for approximately 10 years. Please roll with few wrinkles.

9. Prebend – if left on, can permanently bend the mast in an undesirable position – when de-rigging, release pre bend and loosen boom vang.

10. All buoyancy tank plugs must be unscrewed to allow the tanks to breathe when the boat is not in the water. Sealed tanks expand in hot weather causing them to rupture.

Useful Hints – After docking its easier if you work from stern to bow; remove rudder, without nicking the blade, place blade forward, release transom flaps, magic box, vang, outhaul and ensure elvstrum bailers (automatic bailers) are closed, lower main sail, raise centre board with pennant around front hook before being tightly cled and release front buoyancy tank plug, before bringing boat out of the water.

NB: Use of Sails -

Sails in blue bags are to be used for lessons and social sailing.

Sails in dark brown bags may be used in races, light brown bags club-sanctioned races. (Friday Night, Harbour Masters and Regattas)

Damage to boats after white sail incurs a \$100.00 fine, per boat.

Always tag out and tag in when you go sailing.

Inform boat captains of any damage not immediately fixable.

Enjoy sailing every day you can.

6) What to wear when sailing in Lake Ontario?

In brief

Dress for comfort and manoeuvrability. Always wear a PFD/lifejacket. Always bring a change of warm dry clothing. May to Mid-June wear layers of neoprene, fleece, wool, gortex and rubber as needed. July to August wear a windbreaker, shorts, t-shirt.

Other useful items include a hat, sunglasses, sunscreen, and water. Extend your Wardrobe! Don't throw out those old shorts! Wear them as clothing can get ripped on boat fittings.



Rule of thumb

If the water is cold, always wear a wetsuit, even if the air is warm.

If it is windy or can get windy, always wear your foul weather gear (top and pants) and bring a winter hat with you.

Visit the following link for more detailed information on what and where to buy

<http://www.mooredalesailing.com/sailing-lessons-toronto/what-to-wear-faq>

7) Safety policy and procedures

No club boats may be sailed without a qualified skipper (Skipper A or B qualification) or instructor on board. Club lessons under the supervision of an instructor are the only exception to this rule.

No boats are allowed out sailing unless one of the club's motorboats is rigged and ready to operate.

A boat sign-out system has been developed to help ensure the safety of club members.

- Skipper, crew and guests must record their full names, the boat's sail number, time out and destination in the log book before leaving the dock. Boats must be signed back in upon return.
- When signing out a boat you must also transfer your name tag to the "Boat Sign Out Board" located just above the log books: Peg your name tag beside the number of the boat you will be sailing.
- Remember to sign in and transfer your name tag back to the name tag board when you return.
- Boats tagged 'out of service' must not be sailed.

This system allows club members to quickly identify who is out on the water and how long they have been gone. If members don't return in a reasonable time-frame, or bad weather rolls in, rescue procedures can be initiated.

If you are the only person(s) around the club and you plan to go sailing, we recommend that you call another member and let them know you will be on the water and the time you plan to come ashore. A list of members and their phone numbers is posted at the club. Remember it is your responsibility first and foremost to let others know your sailing plans.

Check the weather forecast for now and note any expected changes: can you handle what is coming.

Dress appropriately for the weather and prepare for coming weather. PFDs are required when on the docks or on the water.

Check the boat has two paddles and a bailing bucket attached before leaving.

More info: read the MSC's Handbook at www.mooredalesailing.com

8) Useful links

Rigging

<http://www.youtube.com/watch?v=dDOCcJ5w2rI> (credit: TISC)

Knots

<http://www.apparent-wind.com/knots/>

<http://www.thepirateking.com/knots/>

http://www.sealairyachts.com/images/pics/boat_knots.gif

Points of sail

<https://sites.google.com/site/princetonsailing/sailing-tips/sailingtipspoints-of-sail/points%20of%20sail.gif>

Instructional Sailing Books

<http://www.amazon.com/b?ie=UTF8&node=290126>

Racing

<http://www.macgregor.net/sailing/SailGame.html>

Sailing Simulator

<http://www.nationalgeographic.com/volvoceanrace/interactives/sailing/index.html>

9) Key Contacts

Training Director: training@mooredalesailing.com

Instructor Rachel: Rachel@mooredaleSailing.com

Instructor Ron: Ron@mooredaleSailing.com

Instructor Sarah: Sarah@mooredaleSailing.com

Commodore: commodore@mooredalesailing.com

Club's phone number: (416) 461-3660

Emergency phone contact:

Emergency: 911

Toronto Police Marine Unit: (416) 808 – 5800

Commodore: (647) 203-0353

Vice-Commodore: (647) 918-5235