

sailing checklist

<i>Pre-departure</i>	Notes
Verify required items present	
PFDs for each person aboard	
Sound producing device	Whistle and horn
Navigation light checks	
Fire extinguisher	Mounted on wall w/ life vests
Visual Distress Signals	Flares
First aid kit	
Tool kit	
Rope ladder	
Sun hats	
Hand crank light	
Fuel system sniff	
Fuel levels	2 stroke mix : 3 oz. Oil to 1 GAL Fuel
Anchor and rode	
Food and water	
Binoculars	
2 knives with dull points	
Sunglasses	
Engine start spray	E.g; ether spray from Kragen's or PepBoys
Oar	Bow storage, port side shelf
Push pole	Starboard side lazarette
Dispose of trash items	
No black shoe soles	
VHF radio weather check	
Jackets	
VHF radio "on" to channel 16	
GPS and charts for trip	
Disconnect battery charger	
File float plan	
Clear cabin aisle	
Wallets, keys, personal items stowed below	
PFDs on bunks within reach (adults)	
PFDs on all children	
Sun screen applied	
Gloves on	
Mount flags/pendants	

sailing checklist

<i>Leaving the dock</i>	
Power off 110VAC devices	
1) Lamps	
2) Battery charger	
Hoist mainsail	
1) Lamps	
2) Chargers	
Remove Shore Power	
1) Coil cord and set on dock box	
Crew	
Start engine	
1) Open tank vent	
2) Pump bulb	
3) Lower engine	
4) Verify neutral gear	
5) ½ Choke	
6) 1/3 Throttle	
7) Pull start	
8) Adjust choke and throttle as engine warms	
9) Check Fwd/Reverse gears	
10) Verify rudder clear and working	
Crew	
1) Hold spanner line	
Skipper	
1) Remove dock lines	
2) Begin departure	
Crew	
1) Verify clearances	
2) Assist if necessary	
3) Board when clear	
4) Fasten and check fence rail	
5) Pull fenders aboard	
<i>Entering Open Water</i>	
Unfurl jib	
Stop and raise engine	
Close fuel vents	

sailing checklist

<i>Pre-arrival</i>	
Skipper	
1) Enter irons	
Crew	
1) Start engine	
2) Lower fenders	
3) Open fence rail	
4) Insure all lines free	
5) Insure spanner line over rail	
<i>Docking</i>	
Skipper	
1) Enter dock at low speed	
2) Release all sails	
3) Engine to neutral	
Crew	
1) Hold spanner line	
2) Jump to dock	
3) Use spanner to hold boat in position	
Skipper	
1) Attach lines to dock	
Crew	
1) Stop and raise engine	
2) Close fuel vents	
3) Attach shore power	
<i>Final cleanup</i>	
Furl jib	
Lower and pack mainsail	
Throw out trash	
Wash boat and engine	
Pack personal items	
Lock cabin	
Lock fence rail	

sailing checklist

VHF Channel 16 emergency example

Mayday-Mayday-Mayday

This is Cherry Migration-Cherry Migration-Cherry Migration

Point Loma bears 185 Degrees Magnetic, distance two miles.

Struck floating object

Need pumps medical assistance and tow

Two adults on board

One person compound fracture of arm

Estimate can remain afloat two hours

Cherry Migration is a 26 foot sailing sloop with a white hull and gray decking

Over

(Repeat at intervals until answer is received)

Note : use PANPAN-PANPAN-PANPAN for urgent (non-emergency) assistance.

Note : use SAYCURITAY-SAYCURITAY-SAYCURITAY to report dangerous conditions.

VHF Channel 9 communication example

Any vessel, any vessel, this is Cherry Migration over

(Repeat twice max. at 2 minute interval max. each 10 minutes)

Aboat : Cherry Migration, this is Aboat over

Cherry Migration : switch to 78 alpha over

Aboat : 78 alpha

(Continued on working channel 78A if clear or return

To 9 and try last two steps again on another channel)

Cherry Migration : Aboat this is Cherry Migration, over

Aboat : Cherry Migration, this is Aboat, over

Cherry Migration : Could I have a radio check, over?

Aboat : your signal is 5x5 over.

Cherry Migration : roger 5x5. Cherry Migration out.

Aboat : Aboat out.

Note : working channels are : 68, 69, 71, 72, and 78A

sailing checklist

Sound Devices

Short blast : approx. 1 second

Long blast : approx. 4-6 seconds.

1 S: head-on boats alter to starboard, showing port side.

1 S: overtaking boat passes showing starboard.

2 L, 1 S: overtaking boat passes showing starboard.

2 S: head-on boats alter to port, showing starboard side.

2 S: overtaking boat passes showing port.

2 L, 2 S: overtaking boat passes showing port.

3 S : powering astern (backing up)

5 S: In doubt or danger ahead.

1 L : leaving dock or entering blind area.

Fog:

1 L : under power and making way in fog. Two minute intervals.

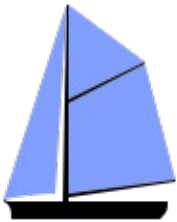
2 L : stopped in fog. Two minute intervals.

1 L, 2 S : sailing and making way in fog. Two minute intervals.

1 L, 3 S : towed vessel in fog. Two minute intervals.

2 S: I am altering course to port.

Boat Rigs



Sloop

a Bermuda or gaff mainsail lifted by a single mast with a single jib bent onto the forestay, held taut with a backstay. The mainsail is usually managed with a spar on the underside called a "boom." One of the best-performing rigs per square foot of sail area and is fast for up-wind passages. In modern times by far the most popular for recreational boating because of its potential for high performance. On small boats, it can be a simple rig. On larger sloops, the large sails have high loads, and one must manage them with winches or multiple purchase block-and-tackles.

sailing checklist



Cutter

like a sloop with two jibs (a staysail and a yankee) in the foretriangle. Better than a sloop for light winds, it's also easier to manage. It has slightly less up-wind ability than a sloop because it has more windage



Ketch

like a yawl, but the mizzenmast is often much larger, and is located forward of the rudder post. The purpose of the mizzen sail in a ketch rig, unlike the yawl rig, is to provide drive to the hull. A ketch rig allows for shorter sails than a sloop with the same sail area, resulting in a lower center of sail and less overturning moment. The shorter masts therefore reduce the amount of ballast and stress on the rigging needed to keep the boat upright. Generally the rig is safer and less prone to broaching or capsize than a comparable sloop, and has more flexibility in sailplan when reducing sail under strong crosswind conditions – the mainsail can be brought down entirely (not requiring reefing) and the remaining rig will be both balanced on the helm and capable of driving the boat. The ketch is a classic small cargo boat.



Yawl

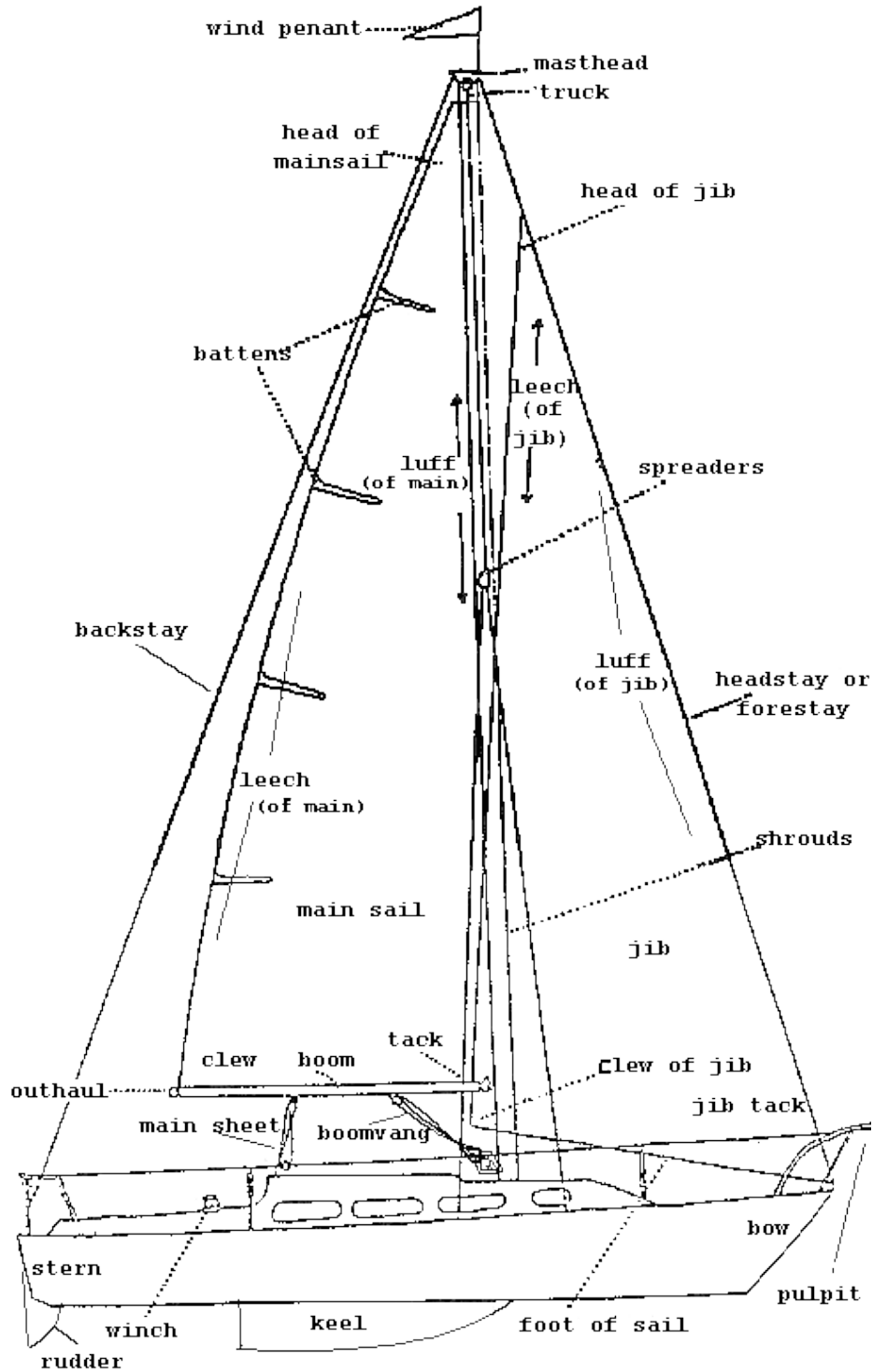
like a sloop or catboat with a mizzen mast located aft (closer to the stern of the vessel) of the rudder post. The mizzen is relatively small, and is intended to help provide helm balance.



Schooner

a fore-and-aft rig having at least two masts, with a foremast that is usually smaller than the other masts. Schooners have traditionally been gaff-rigged and in small craft are generally two-masted, however many have been built with Marconi rigs (and even junk rigs) rather than gaffs and in the golden age of sail vessels were built with as many as seven masts. One of the easiest types to sail, but performs poorly to windward without gaff topsails. The extra sails and ease of the gaff sails make the rig easier to operate, though not necessarily faster, than a sloop on all points of sail other than up-wind. Schooners were more popular than sloops prior to the upsurge in recreational boating. The better performance of the sloop upwind was outweighed for most sailors by the better performance of the schooner at all other, more comfortable, points of sail. Advances in design and equipment over the last hundred years have diminished the advantages of the schooner rig. Many schooners sailing today are either reproductions or replicas of famous schooners of old.

Boat Nomenclature



sailing checklist

Abeam - At right angles to , or beside, the boat
Aboard - On or in the boat
Aft - Toward the stern
Aground - When the hull or keel is against the ground
Aloft - overhead, above
Amidships - the middle of the boat
Anchor - An object designed to grip the ground, under a body of water, to hold the boat in a selected area
Apparent Wind - the direction of the wind as is relative to the speed and direction of the boat
Astern - behind the boat
Backstay - a support wire that runs from the top of the mast to the stern
Bail - to remove water from the boat
Ballast - weight in the lower portion of a boat, used to add stability
Battens - thin, stiff strips of plastic or wood, placed in pockets in the leech of a sail, to assist in keeping its form
Beam - the width of the boat at its widest
Beam reach - a point of sail where the boat is sailing at a right angle to the wind
Bearing - a compass direction from one point to another
Belay - to make secure
Bight - a loop of line or rope
Bilge - the lowest part of a boat, designed to collect water that enters the boat
Block - a pulley
Boat Hook - a device designed to catch a line when coming alongside a pier or mooring
Bolt Rope - a rope sewn into the luff of a sail for use in attaching to the standing rigging
Boom - the horizontal spar which the foot of a sail is attached to
Boom Vang - a line that adjusts downward tension on the boom
Bow - the front of the boat
Bowspirt - a spar extending forward from the bow
Breast line - a docking line going at approximately a right angle from the boat to the dock
Broach - to spin out of control, either causing or nearly causing a capsize.
Broad reach - a point of sail where the boat is sailing away from the wind, but not directly downwind
Buoy - an anchored float marking a position or for use as a mooring
By the Lee - sailing with the wind coming from behind, and slightly to the side, that the sails are on
Can - a kind of navigation buoy
Capsize - to turn a boat over
Cast Off - to release lines holding boat to shore or mooring, to release sheets
Catboat - a one sail sailboat
Centerboard - a fin shaped, often removable, board that extends from the bottom of the boat as a keel
Chafe - damage to a line caused by rubbing against another object
Chainplates - metal plates bolted to the boat which standing rigging is attached to
Chock - a guide for an anchor, mooring or docking line, attached to the deck
Cleat - a fitting used to secure a line to
Clew - the lower aft corner of a sail
Close hauled - a point of sail where the boat is sailing as close to the wind as possible
Close reach - a point of sail where the boat is sailing towards the wind but is not close hauled
Cockpit - the area, below deck level, that is somewhat more protected than the open deck, from which the tiller or wheel is handled
Displacement - the weight of the water displaced by the boat
Dock - the area a boat rests in when attached to a pier, also the act of taking the boat to the pier to secure it
Downhaul - a line, attached to the tack, that adjusts tension in the sail

sailing checklist

Draft - the depth of the boat at its lowest point, also the depth or fullness of the sail
Drift - the leeway, or movement of the boat, when not under power, or when being pushed sideways while under power
Ease - to loosen or let out
Fairlead - a fitting used to change the direction of a line without chafing
Fathom - a measurement relating to the depth of water, one fathom is 6 feet
Foot - the bottom part of a sail
Forward - toward the bow to the boat
Foremast - the forward mast of a boat with more than one mast
Foresail - the jib
Fouled - entangled or clogged
Freeboard - the distance from the highest point of the hull to the water
Furl - to fold or roll a sail and secure it to its main support
Genoa - a large foresail that overlaps the mainsail
Gimball - a device that suspends a compass so that it remains level
Gooseneck - a device that connects the boom to the mast
Ground Tackle - the anchor, chain and rode
Gunwale - the railing of the boat at deck level
Halyard - the line used to raise and lower the sail
Hard Alee - the command given to inform the crew that the helm is being turned quickly to leeward, turning the boat windward
Head - top of the sail
Head to Wind - the bow turned into the wind, sails luffing
Headsail - a sail forward of the mast, a foresail
Headstay - a wire support line from the mast to the bow
Headway - forward motion
Heave To - to stop a boat and maintain position (with some leeway) by balancing rudder and sail to prevent forward movement, a boat stopped this way is "hove to"
Helm - the tiller or wheel, and surrounding area
Helmsman - the member of the crew responsible for steering
Heel - the leeward lean of the boat caused by the winds action on the sails
Hike - leaning out over the side of the boat to balance it
Hoist - to raise aloft
In Irons - having turned onto the wind or lost the wind, stuck and unable to make headway
Jib - a foresail, a triangle shaped sail forward of the mast
Jibe - a change of tack while going downwind
Keel - a fin down the centerline of the bottom of the hull
Ketch - a two-masted ship with a small mast mounted forward of the rudder post
Knot - a unit of speed, one knot=6,076 feet per hour
Lanyard - a line attached to any small object for the purpose of securing the object
Lazarette - spaces below the deck that are designed for storage
Leech - the back edge of a sail
Leeward - downwind
Lifeline - a cable fence that surrounds the deck to assist in the prevention of crew falling overboard
Line - rope or cordage
List - the leaning of a boat to the side because of excess weight on that side
Luff - the front edge of a sail, and the flapping in the wind of the front of the sail (luffing)
Mainsheet - the line that controls the boom
Mizzen - the shorter mast behind the main mast on a ketch or yawl
Mooring - an anchor or weight, permanently attached to the sea floor, with a buoy going to the surface, used to hold the boat in a certain area

sailing checklist

Nun - a kind of navigational buoy
Outhaul - the line that adjust tension along the foot of the sail along the boom
Painter - a line tied to the bow of a small boat for the purpose of securing it to a dock or to the shore
Pennant - a triangular flag
Pinch - to sail as close as possible towards the wind
Point - to turn closer towards the wind (point up)
Port - the left side of the boat
Port tack - sailing with the wind coming from the port side, with the boom on the starboard side
Privileged vessel - the ship with the right of way
Reach - sailing with a beam wind
Ready about - prepare to come about
Reef - to reduce the size of a sail
Rhumb line - a straight line compass course between two points
Rigging - the standing rigging is the mast and support lines, running rigging is the lines with which you adjust the sails
Rode - the line and chain that connect the anchor to the boat
Rudder - a fin under the stern of the boat used in steering
Running - a point of sail, going directly downwind
Scull - moving the rudder back and forth in an attempt to move the boat forward
Shake out - to release a reefed sail and hoist the sail aloft
Sheave - the wheel of a block pulley
Sheet - a line used to control the sail
Shrouds - support wires for the mast
Spinnaker - a large, light sail used in downwind sailing
Spreaders - struts used to hold the shrouds away from the mast
Spring line - docking lines that keep the boat from drifting forward and back
Starboard - the right side of the boat
Starboard tack - a course with the wind coming from starboard and the boom on the port side
Step - the frame that the bottom of the mast ends into
Stern - the back of the boat
Stow - to put away
Tack - the front, lower corner of the sail, also course with the wind coming from the side of the boat, also to change course by turning into the wind so that the wind comes from the other side of the boat
Tender - a small boat used to transport crew and equipment from shore to a larger boat
Tiller - controls the rudder and is used for steering
Topping lift - a line that holds up the boom when it is not being used, also the line that controls the height of a spinnaker pole
Transom - the back, outer part of the stern
Traveler - a device that the mainsheet may be attached to which allows its position to be adjusted
Trim - to adjust the sails, also the position of the sails
Tuning - the adjustment of the standing rigging, the sails and the hull to balance the boat for optimum performance
Wake - the swell caused by a boat passing through water
Whisker pole - a light spar which holds the jib out when sailing downwind
Winch - a metal drum shaped device used to assist in trimming sails
Windward - upwind