Above this line is the VISION nonprofit organization logo in a stylized font.

VISION

VIP User GUIDE TO BASIC SAILING TERMS, BASIC SAILING SKILLS, WITH INCORPORATED LESSON PLAN.

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# Introduction.

VISION is an acronym which stands for the name of the nonprofit organization which compiled the following information. Visually Impaired Sailing Institute and Organization of North America, Inc.

There is a brief summary of the VISION organization guiding principles, then a glossary of sailing terms which blind sailors might find useful as they develop their sailing skills, then a summary of basic sailing skills, and finally a lesson plan to teach various basic sailing skills.

How to use this VIP User guide to Blind Sailing . This guide can be used in many ways. Blind sailors can read the materials prior to going to a sailing clinic or a sailing adventure to better familiarize themselves with sailing terms and what sailing skills they may want to practice while out on the water. The guide can also be used as a reference tool to teach sailing terms before and after going out on the water. Lastly, the guide can be used as a lesson plan to highlight various aspects of sailing while on the water by novice to advanced blind sailors who want to learn or test their skills in an organized practice session fashion. Most importantly, however, this guide should not be thought of or used as a comprehensive ‘here is everything you need to know about sailing or safety while out on the water’ booklet. There is no substitute for appropriately trained instructors to make sure that on water sailing experiences are safe for all involved. Sailing is an inherently dangerous activity and should be performed only by those able to understand the risks involved and how to minimize them. In the end, readers of this VIP User Guide to Blind Sailing assume all responsibility for their own actions while on and off the water, and for how they end up using this guide.

Note for visually impaired readers. This document has been created with heading designations for various sections so that the reader may use the ‘find headings’ feature of the Microsoft Word® program to quickly locate and go to anywhere in the document.

Vision and Mission Statements

# Sailing Program Vision Statement.

To provide and promote sailing educational opportunities for visually impaired individuals at all levels from cruising to racing.

# Sailing Program Mission Statement.

To provide both theoretical and practical sailing opportunities for visually impaired individuals and their support personnel. From a Theoretical perspective, VISION, will endeavor: (1) to create or support the development of educational materials suitable for the visually impaired to enhance the sailing educational process; (2) to host and support seminars, lectures and presentations to teach sailing theory to visually impaired sailors; and (3) to develop and support adaptive tools, technologies, and other equipment which can enhance the safe sailing experiences of the visually impaired. From a practical perspective, VISION will endeavor to host, sponsor, and support hands on events such as learn to sail clinics, sailing seminars, racing clinics, racing regattas, and the like to allow visually impaired individuals the opportunity to challenge their physical limitations through the education of sailing. Creating, supporting, and developing a structured environment, while learning how to sail, will encourage self-confidence and create a navigational map for all of the future endeavors of all the visually impaired individuals who would benefit from VISION.

# VIP Fitness Initiative Program Vision Statement.

To enhance the lives of persons with vision impairments by creating educational resources and promoting educational fitness oriented activities involving affordable, independent, mobile exercise and physical fitness activities.

# VIP Fitness Initiative Program Mission Statement.

The VIP Fitness Initiative endeavors to promote educational activities in the areas of Raising awareness of the value of: (1) how fitness plays a part in overall wellness; (2) how regular physical exercise enhances self-confidence, sense of self- accomplishment, sense of independence and sense of relevance within a community, and quality of life for persons with vision impairments, their families and their care givers on both a theoretical and practical basis. On a theoretical basis, the VIP Fitness Initiative will endeavor to create accessible educational resources such as text-based user guides to enhance access to using mobile, affordable exercise equipment and to use a network of blind VIP Fitness Ambassadors to promote the value of regularly engaging in physical exercise with emphasis on a by the blind, for the blind approach. On a practical basis, the VIP Fitness Initiative will endeavor to hold mini-clinics, seminars, demonstrations, and presentations on using mobile, affordable exercise equipment, partnering with relevant fitness equipment manufacturers and International, National and local community based blindness orientated organizations as appropriate to enhance hands on educational knowledge transfer on ways to keep physically active, focusing on a by the blind, for the blind approach.

GLOSSARY

# Glossary of boat Terms. Alphabetical Order.

# A

Abeam - off the side of (at right angle to) the boat.

Aboard - on the boat.

Adrift - a boat drifting without control.

Aft - at or toward the stern or behind the boat.

Aground - a boat whose keel is touching the bottom.

Amidships - toward the center of the boat.

Apparent wind - the wind aboard a moving boat.

Astern - behind the stern of the boat.

Athwartships - across the boat from side to side.

# B

Backstay - the standing rigging running from the stern to the top of the mast, keeping the mast from falling forward.

Back - to stop or to propel a boat backward by holding the clew of a sail out to windward.

Bail - to empty a boat of water.

Balance - the capability of a boat to sail straight without changing the tiller position.

Ballast - weight in the keel of a boat that provides stability.

Barometer - a weather forecasting instrument that measures air pressure.

Batten - a thin slat that slides into a pocket in the leech of a sail, helping it hold its shape.

Beam - the width of a boat at its widest point.

Beam reach - (point of sail) sailing in a direction at approximately 90 degrees to the wind.

Bear away - to fall off, head away from the wind.

Bearing - the direction from one object to another expressed in compass degrees.

Beating - a course sailed upwind.

Below - the area of a boat beneath the deck.

Bend - to attach a sail to a spar or a headstay, or to attach a line to a sail.

Bight - a loop in a line.

Bilge - the lowest part of the boat’s interior, where water on board will collect.

Bitter end - the end of a line.

Blanket - to use a sail or object to block the wind from filling a sail.

Block - a pulley on a boat.

Boat hook - a pole with a hook on the end used for grabbing hold of a mooring or retrieving something that has fallen overboard.

Boat speed - the speed of a boat through the water.

Bolt rope - the rope sewn into the foot and luff of some mainsails and the luff of some jibs by which the sails are attached to the boat.

Boom - the spar extending directly aft from the mast to which the foot of the mainsail is attached.

Boom vang - a block and tackle system which pulls. the boom down to assist sail control.

Bottom - 1. - the underside of the boat. 2. - the land under the water.

Bow - the forward part of the boat.

Bow line (BOW - line) - a line running from the bow of the boat to the dock or mooring.

Bowline - (BOE-line) - a knot designed to make a loop that will not slip and can be easily untied.

Breast line - a short dock line leading off the beam of the boat directly to the dock.

Broach - an uncontrolled rounding up into the wind, usually from a downwind point of sail.

Broad reach - (point of sail) sailing in a direction with the wind at the rear corner of the boat (approximately 135 degrees from the bow).

Bulkhead - a wall that runs athwartships on a boat, usually providing structural support to the hull.

Buoy - a floating marker.

Buoyancy - the ability of an object to float.

By the lee - sailing on a run with the wind coming over the same side of the boat as the boom.

# C

Cabin - the interior of a boat.

Can - an odd-numbered, green, flat-topped buoy marking the left side of a channel as you return to port.

Capsize - to tip or turn a boat over.

Cast off - to release a line when leaving a dock or mooring.

Catamaran - a twin-hulled sailing vessel with a deck or trampoline between the hulls.

Catboat - a boat with only a mainsail and the mast located at the bow.

Centerboard - a pivoting board that can be lowered and used like a keel to keep a boat from slipping to leeward.

Centerline - the midline of a boat running from bow to stern.

Chafe - wear on a line caused by rubbing.

Chainplates - strong metal plates which connect the shrouds to the boat.

Channel - a (usually narrow) path in the water, marked by buoys, in which the water is deep enough to sail.

Chart - a nautical map.

Charter - to rent a boat.

Chock - a guide mounted on the deck through which dock lines and anchor rode are run.

Chop - rough, short, steep waves.

Cleat - a nautical fitting that is used to secure a line.

Clew - the lower, aft corner of a sail. The clew of the mainsail is held taut by the outhaul. The jib sheets are attached to the clew of the jib.

Close-hauled - the point of sail that is closest to the wind.

Close reach - (point of sail) sailing in a direction with the wind forward of the beam (about 70 degrees from the bow).

Coaming - the short protective wall surrounding the cockpit.

Cockpit - the lower area in which the steering controls and sail controls are located.

Coil - to loop a line neatly so it can be stored.

Come about - see tack.

Companionway - the steps leading from the cockpit or deck to the cabin below.

Compass - the magnetic instrument which indicates the direction in which the boat is headed.

Compass rose - the twin circles on a chart which indicate the direction of true north and magnetic north.

Course - the direction in which the boat is steered.

Crew - besides the skipper, anyone on board who helps sail the boat.

Cunningham - a line running through a grommet about eight inches up from the tack of a mainsail that is used to tighten the luff of the sail.

Current - the horizontal movement of water caused by tides, wind and other forces.

Cutter - a single-masted boat with the mast near the middle that is capable of flying both a jib and a staysail.

# D

Daysailer - a small sailboat.

Dead downwind - sailing in a direction straight downwind.

Deck - the mostly flat surface area on top of the boat.

Depower - to release the power from the sails by allowing them to luff or making them flatter. This is done to reduce heel.

Dinghy - a small sailboat or rowboat.

Displacement - the weight of a boat; therefore the amount of water it displaces.

Dock - 1. - the wooden structure where a boat may be tied up. 2. - the act of bringing the boat to rest alongside the structure.

Dockline - a line used to secure the boat to the dock.

Dodger - a canvas protection in front of the cockpit of some boats that is designed to keep spray off the skipper and crew.

Downhaul - a line used to pull down on the movable gooseneck on some boats to tighten the luff of the mainsail. The Cunningham has the same function on other boats.

Downwind - away from the direction of the wind.

Draft - the depth of a boat’s keel from the water’s surface.

# E

Ease - to let out a line or sail.

Ebb - an outgoing current.

# F

Fairlead - a fitting that guides a jib sheet or other lines back to the cockpit or along the deck.

Fairway - a channel.

Fake - to lay out a line on deck using large loops to keep it from becoming tangled.

Fall off - see Head down.

Fast - secured.

Fathom - a measurement of the depth of water. One fathom equals six feet.

Fender - a rubber bumper used to protect a boat by keeping it from hitting a dock.

Fend off - push off.

Fetch - a course on which a boat can make its destination without having to tack.

Fitting - a piece of nautical hardware.

Figure-8 knot - a knot designed to act as a stopper in the end of a line that takes the form of an eight.

Figure-8 rescue - a maneuver used to return to a person or object in the water.

Flood - an incoming current.

Flooding - a vessel taking on water.

Following sea - waves hitting the boat from astern.

Foot - the bottom edge of a sail.

Fore - forward.

Forepeak - a storage area in the bow (below the deck).

Foresail - a jib or a genoa.

Forestay - the standing rigging running from the bow to the mast to which, the jib is hanked on.

Forward - toward the bow.

Fouled - tangled.

Foul-weather gear - water-resistant clothing.

Freeboard - the height of the hull above the water’s surface.

Full - not luffing.

Furl - to fold or roll up a sail.

# G

Gaff - on some boats, a spar along the top edge of a four-sided sail.

Gear - generic term for sailing equipment.

Genoa - a large jib whose clew extends aft of the mast.

Give-way vessel - the vessel required to give way to another boat when they may be on a collision course.

Glide zone - the distance a sailboat takes to coast to a stop.

Gooseneck - the strong fitting that connects the boom to the mast.

Grommet - a reinforcing metal ring set in a sail.

Ground tackle - the anchor and rode (chain and line).

Gudgeon - a fitting attached to the stern of a boat into which the pintles of a rudder are inserted.

Gunwale (GUN-el) - the edge of the deck where it meets the topsides.

Gust - see puff.

# H

Halyard - a line used to hoist or lower a sail.

Hank - a snap hook that is used to connect the luff of a jib onto the forestay.

“Hard a-lee” - the command given to the crew just prior to tacking.

Hard over - to turn the tiller as far as possible in one direction.

Hatch - a large covered opening in the deck.

Haul in - to tighten a line.

Head - 1. - the top corner of a sail. 2. - the bathroom on a boat. 3. - the toilet on a boat.

Headboard - the reinforcing small board affixed to the head of a sail.

Header - a wind shift which makes your boat head down or sails to be sheeted in.

Heading - the direction of the boat expressed in compass degrees.

Head down - to fall off or bear away, changing course away from the wind.

Head off - see head down.

Head up - to come up, changing course toward the wind.

Headsail - a jib, genoa, or staysail.

Headstay - the standing rigging running from the bow to the mast.

Head-to-wind - the course of the boat when the bow is dead into the wind.

Headway - progress made forward.

Heave - to throw.

Heave-to - to hold one’s position in the water by using the force of the sails and rudder to counter one another.

Heavy weather - strong winds and large waves.

Heel - the lean of a boat caused by the wind.

Helm - the tiller.

Helmsman - the person responsible for steering the boat.

High side - the windward side of the boat.

Hike - to position crew members out over the windward rail to help balance the boat.

Hiking stick - see tiller extension.

Hiking strap - a strap used by people hiking out that holds their feet.

Holding ground - the bottom ground in an anchorage used to hold the anchor.

Hove-to - a boat that has completed the process of heaving-to, with its jib aback, its main loosely trimmed, and its rudder securely positioned to steer it close to the wind.

Hull - the body of the boat, excluding rig and sails.

Hull speed - the theoretical maximum speed of a sailboat determined by the length of its waterline.

# I

Inboard - inside of the rail of a boat.

In irons - a boat that is head-to-wind, making no forward headway.

# J

Jib - the small forward sail of a boat attached to the forestay.

Jibe - to change direction of a boat by steering the stern through the wind.

“Jibe-ho” - the command given to the crew when starting a jibe.

Jiffy reef - a quick reefing system allowing a section of the mainsail to be tied to the boom.

Jury rig - an improvised, temporary repair.

# K

Kedge off - to use an anchor to pull a boat into deeper water after it has run aground.

Keel - the heavy vertical fin beneath a boat that helps keep it upright and prevents it from slipping sideways in the water.

Ketch - a two-masted boat with its mizzen (after) mast shorter than its mainmast and located forward of the rudder post.

Knockdown - a boat heeled so far that one of its spreaders touches the water.

Knot - one nautical mile per hour.

# L

Land breeze - a wind that blows over land and out to sea.

Lash - to tie down.

Lay - to sail a course that will clear an obstacle without tacking.

Lazarette - a storage compartment built into the cockpit or deck.

Lazy sheet - the windward side jib sheet that is not under strain.

Lead (LEED) - to pass a line through a fitting or a block.

Lee helm - the boat’s tendency to turn away from the wind.

Lee shore - land which is on the leeward side of the boat. Because the wind is blowing in that direction, a lee shore could pose a danger.

Leech - the after edge of a sail.

Leeward - the direction away from the wind (where the wind is blowing to).

Leeward side - the side of the boat or sail that is away from the wind.

Leeway - sideways slippage of the boat in a direction away from the wind.

Lifeline - wire supported by stanchions, around the outside of the deck to help prevent crew members from falling overboard.

Life Jacket - is piece of equipment designed to assist a wearer, who may be either conscious or unconscious, to keep afloat.

Lift - 1. - the force that results from air passing by a sail, or water past a keel, that moves the boat forward and sideways. 2. - a change in wind direction which lets the boat head up.

Line - a nautical rope.

Low side - the leeward side of the boat.

Lubber’s line - a small post in a compass used to help determine a course or a bearing.

Luff - 1. - the forward edge of a sail. 2. - the fluttering of a sail caused by aiming too close to the wind.

Luff groove - the slot into which the luff of a sail is inserted.

Luff tape - an attachment to the luff of a sail consisting of a small, internal boltrope inserted into the luff groove on a roller furling system.

Lull - a decrease in wind speed for a short duration.

# M

Magnetic - in reference to magnetic north rather than true north.

Mainmast - the taller of two masts on a boat.

Mainsail (MAIN-sail) - the sail hoisted on the mast of a sloop or cutter or the sail hoisted on the mainmast of a ketch or yawl.

Mainsheet - the controlling line for the mainsail.

Marlinspike - a pointed tool used to loosen knots.

Mast - the large aluminum or wooden pole in the middle of a boat from which the mainsail is set.

Masthead - the top of the mast.

Masthead fly - a wind direction indicator on top of the mast.

Mast step - the structure that the bottom of the mast sits on.

Mizzen - the small aftermost sail on a ketch or yawl hoisted on the mizzen mast.

Mooring - a permanently anchored ball or buoy to which a boat can be tied.

# N

Nautical mile - a distance of 6076 feet, equaling one minute of the earth’s latitude.

Navigation Rules - laws established to prevent collisions on the water.

No-Go Zone - an area into the wind in which a boat cannot produce power to sail.

Nun - a red, even-numbered, cone-shaped buoy marking the right side of a channel as you return to port. Nuns are usually paired with cans.

# O

Offshore wind - wind blowing off (away from) the land.

Offshore - away from or out of sight of land.

Off the wind - sailing downwind.

On the wind - sailing upwind, close-hauled.

Outboard - 1. - outside the rail of a boat. 2. - a portable engine.

Outhaul - the controlling line attached to the clew of a mainsail used to tension the foot of the sail.

Overpowered - a boat that is heeling too far because it has too much sail up for the amount of wind.

Overtaking - a boat that is catching up to another boat and about to pass it.

# P

Painter - the line attached to the bow of a dinghy.

Pay out - to ease a line.

Pinching - sailing too close to the wind.

Pintle - small metal extensions on a rudder that slides into a gudgeon on the transom. The gudgeon/pintle fitting allows the rudder to swing back and forth.

Point - to steer close to the wind.

Points of sail - boat directions in relation to wind direction, i.e., close-hauled, beam reaching, broad reaching, and running.

Port - 1. - the left side of a boat when facing forward. 2. - a harbor. 3. - a window in a cabin on a boat.

Port tack - sailing on any point of sail with the wind coming over the port side of the boat.

Prevailing wind - typical or consistent wind conditions.

Puff - an increase in wind speed for a short duration.

Pulpit - a stainless steel guardrail at the bow and stern of some boats.

Pushpit - a stainless steel guardrail at the stern of some boats.

Push-pull principle - the explanation of how sails generate power.

# Q

Quarter - the sides of the boat near the stern.

Quick stop rescue - a maneuver used to return to a person or object in the water

# R

Rail - the outer edges of the deck.

Rake - the angle of the mast.

Range - the alignment of two objects that indicate the middle of a channel.

Reach - one of several points of sail across the wind.

“Ready about” - the command given to the crew to prepare to tack.

“Ready to jibe” - the command given to the crew to prepare to jibe.

Reef - to reduce the size of a sail.

Reeve - to pass a line through a cringle or block.

Rhumb line - a straight course between two points.

Rig - 1. - the design of a boat’s mast(s), standing rigging, and sail plan. 2. - to prepare a boat to go sailing.

Rigging - the wires and lines used to support and control sails.

Right-of-way - the right of the stand-on vessel to hold its course.

Roach - the sail area aft of a straight line running from the head to the clew of a sail.

Rode - line and chain attached from the boat to the anchor.

Roller furling - a mechanical system to roll up a headsail (jib) around the headstay.

Rudder - the underwater fin that is controlled by the tiller to deflect water and steer the boat.

Run - (point of sail) sailing with the wind coming directly behind the boat.

Running rigging - lines and hardware used to control the sails.

# S

Sail cover - the protective cover used to preserve sails when they are not in use.

Sail ties - pieces of line or webbing used to tie the mainsail to the boom when reefing or storing the sail.

Schooner - a two-masted boat whose foremast is usually shorter than its mainmast.

Scope - the ratio of the amount of anchor rode deployed to the distance from the bow to the bottom.

Scull - to propel a boat by swinging the rudder back and forth.

Scupper - cockpit or deck drain.

Sea breeze - a wind that blows over the sea and onto the land.

Seacock - a valve which opens and closes a hole through the hull for saltwater needed on board or discharge.

Secure - make safe or cleat.

Set - 1. - the direction of a current. 2. - to trim the sails.

Shackle - a metal fitting at the end of a line used to attach the line to a sail or another fitting.

Shake out - to remove a reef and restore the full sail.

Sheave - the rotating wheel inside a block or fitting.

Sheet - 1. - (noun) the line which is used to control the sail by easing it out or trimming it in. 2. - (verb) to trim a sail.

Shoal - shallow water that may be dangerous.

Shroud - standing rigging at the side of the mast.

Singlehanded - sailing alone.

S-Jibe - the controlled method of jibing with the mainsail crossing the boat under control and the boat’s path making an “S” shaped course.

Skeg - a vertical fin in front of the rudder.

Skipper - the person in charge of the boat.

Slip - a parking area for a boat between two docks in a marina.

Sloop - a single-masted sailboat with mainsail and headsail.

Snub - to hold a line under tension by wrapping it on a winch or cleat.

Sole - the floor in a cockpit or cabin.

Spar - a pole used to attach a sail on a boat, for example, the mast, the boom, a gaff.

Spinnaker - a large billowing headsail used when sailing downwind.

Splice - the joining of two lines together by interweaving their strands.

Spreader - a support strut extending athwartships from the mast used to support the mast and guide the shrouds from the top of the mast to the chainplates.

Spring line - a dockline running forward or aft from the boat to the dock to keep the boat from moving forward or aft.

Squall - a short intense storm with little warning.

Stability - a boat’s ability to resist tipping (heeling).

Stanchions - stainless steel supports at the edge of the deck which hold the lifelines.

Standing rigging - the permanent rigging (usually wire) of a boat, including the forestay, backstay, and shrouds.

Stand-on vessel - the vessel or boat with the right-of-way.

Starboard - when looking from the stern toward the bow, the right side of the boat.

Starboard tack - sailing on any point of sail with the wind coming over the starboard side of the boat.

Stay - a wire support for a mast, part of the standing rigging.

Staysail (STAY-sail) - on a cutter, a second small “inner jib,” attached between the bow and the mast.

Steer - to control the direction of a boat, using the tiller or wheel, in order to maintain the desired course.

Stem - the forward tip of the bow.

Step - the area in which the base of the mast fits.

Stern - the aft part of the boat.

Stow - to store properly.

Swamped - filled with water.

# T

Tack - 1. - a course on which the wind comes over one side of the boat, i.e., port tack, starboard tack. 2. - to change direction by turning the bow through the wind. 3. - the lower forward corner of a sail.

Tackle - a sequence of blocks and line that provides a mechanical advantage.

Tail - to hold and pull a line from behind a winch.

Telltales - 1. - pieces of yarn or sailcloth material attached to sails which indicate when the sail is properly trimmed. 2. - wind direction indicators attached to standing rigging.

Tide - the rise and fall of water level due to the gravitational pull of the sun and moon.

Tiller - a long handle, extending into the cockpit, which directly controls the rudder.

Tiller extension - a handle attached to the tiller which allows the helmsman to sit further out to the side.

Toe rail - a short aluminum or wooden rail around the outer edges of the deck.

Topping lift - a line used to hold the boom up when the mainsail is lowered or stowed.

Topsides - the sides of the boat between the waterline and the deck.

Transom - the vertical surface of the stern.

Traveler - a track or bridle that controls sideways (athwartships) movement of the mainsail.

Trim - 1. - to pull in on a sheet. 2. - how a sail is set relative to the wind.

Trimaran - a three-hulled sailing vessel.

True wind - the actual speed and direction of the wind when standing still.

Tune - to adjust a boat’s standing rigging.

Turnbuckle - a mechanical fitting attached to the lower ends of stays, allowing for the standing rigging to be adjusted.

# U

Underway - to be under the power of sail or engine.

Unrig - to stow sails and rigging when the boat is not in use.

Upwind - toward the direction of the wind.

USCG - abbreviation for United States Coast Guard.

# V

Vang - see boom vang.

Vessel - any sailboat, powerboat or ship.

# W

Wake - waves caused by a boat moving through the water.

Waterline - the horizontal line on the hull of a boat where the water surface should be.

Weather helm - the boat’s tendency to head up toward the wind, which occurs when a sailboat is overpowered.

Weather side - see windward side.

Whip - to bind together the strands at the end of a line.

Whisker pole - a pole, temporarily mounted between the mast and the clew of a jib, used to hold the jib out and keep it full when sailing downwind.

Winch - a deck-mounted drum with a handle offering mechanical advantage used to trim sheets. Winches may also be mounted on the mast to assist in raising sails.

Windward - toward the wind.

Windward side - the side of a boat or a sail closest to the wind.

Wing-and-wing - sailing downwind with the jib set on the opposite side of the mainsail.

Working sails - the mainsail and standard jib.

Working sheet - the leeward jib sheet that is being used to trim the jib.

# Y

Yawl - a two-masted boat with its mizzen (after) mast shorter than its mainmast and located aft of the rudder post.

BASIC SAILING SKILLS

# Basic Sailing Skills to be Mastered.

Assume you are in and around a basic keelboat which is 18 to 27 feet long and is a sloop style The following is a basic list of skills a blind sailor should know.

# Practical Skills

Preparation to Sail:

1. Demonstrate ability to recognize and forecast prevailing local weather conditions.

2. Demonstrate how to properly board a boat.

3. Perform a pre-sail check for the boat’s flotation integrity, safety and legally required equipment, and crew indoctrination.

4. Demonstrate the proper rigging of the sails, halyards, sheets, blocks, and winches.

5. Check all other equipment specific to your boat not indicated above.

# Crew Operations and Skills:

6. Demonstrate how to put on a life jacket.

7. Demonstrate tying and use of knots: stopper knot, bowline, cleat hitch and square knot.

8. Demonstrate the use of these sail controls: halyards, sheets, Cunningham/downhaul and outhaul.

# Leaving the Dock or Mooring:

9. Demonstrate appropriate helmsman and crew coordination and skills for departure suitable to the conditions: raising sails, line handling, casting off and boat handling.

# Boat Control in Confined Waters:

10. Demonstrate in close quarters under sail: starting, stopping, speed control, tacking, jibing, steering control, sail luffing, the No-Go Zone, getting out of irons, backing the jib, and crew coordination and communication.

11. Demonstrate sailing a predetermined closed course and maneuvering around obstacles.

# Navigation:

12. Point out Aids to Navigation in the harbor and local waters that you are sailing, and respond accordingly.

# Navigation Rules, International-Inland:

13. Demonstrate use of Navigation Rules while sailing.

# Boat Control in Open Water:

14. Demonstrate proper sail trim with accurate sheet adjustment of the main and headsails. Make use of the sail telltales and identify points of sail.

15. Perform a heaving-to maneuver.

16. When appropriate, demonstrate sailing “by the lee” and explain the inherent dangers involved.

# Heavy Weather Sailing:

17. Demonstrate how to reef and/or depower sails.

# Overboard Rescue Methods:

18. Properly demonstrate one of the overboard rescue methods, which is most appropriate for: your sailing ability, boat type, crew experience, wind and sea conditions, and maintaining constant visual contact with the PIW.

# Safety and Emergency Procedures:

19. Explain the proper procedure for using an approved distress signal.

# Returning to the Dock or Mooring:

20. Demonstrate appropriate helmsman and crew coordination and skills for arrival under sail and/or power suitable to the conditions: boat handling, deploying fenders, stopping, tying up and lowering sails. Explain at least two different approach plans for other conditions.

# Securing the Boat Properly:

21. Demonstrate stowing of sails, rigging and equipment. Thoroughly clean the boat, and install any covers.

22. Check both the electrical and bilge systems for dock operation if required.

23. Check the locks on companionway, lockers and hatches. Make a final check of dock lines, spring lines and fender placement.

# Basic Sailing Skills Lesson Plan

The following is a lesson plan which might prove useful when teaching blind sailors the basic seamanship skills needed to successfully and safely sail a small keelboat . Remember rule number 1: Your skills have to rise to the level of the occasion because the occasion will not lower itself to your skill level.

The sailing skill drills list I created, and present below, focuses on the basics of navigating around on a sailboat. To be a racer, you need the basic skills down so you can optimize them in a race.

# Seamanship Skill Drills Lesson Plan

This lesson plan assumes you already know the vocabulary of sailing in a 5 meter to 8 meter sloop keelboat  with basic sail controls (sail sheets, back stay, Cunningham, vang, outhaul and halyards. ., A good sailor should be able to jump into any position on such a sailboat and contribute as a member of the crew. If on the helm, be aware of your surroundings on the water, ask for traffic updates regularly from your sighted tactician, if you are not already getting such data, and focus on the wind—from where is it coming, how strong, how variable is the direction of the wind. In the end, the wind is the power you are harnessing to move in any direction, and this lesson plan focuses on points of sail, for the most part, as being able to move where you want no matter from where the wind is coming is important. I do not say any of these things lightly as being blind myself, it takes tremendous concentration to keep things straight when it seems that 14 other things are demanding your attention. The more you practice, the better you will become, and the less you will be dependent upon others, knowing that their sight will always be an asset on the boat into which you will tap as the need arises.

#  Points of Sail Skill Drills:

1. Confirm you are in clear water with someone always looking out for traffic.
2. Confirm relatively fixed sail controls are set
	1. Jib Halyard tension.
	2. Main halyard tension.
	3. Outhaul.
	4. Cunningham
	5. Vang.
	6. Backstay.
	7. Other Controls.
3. Be prepared to work variable sail controls
	1. Jib sheet tension
	2. If applicable, Barbara hauler tension
	3. Main sheet tension
	4. Back stay tension
4. Bring her up to close hall on starboard tack for at least 60 seconds.
	1. Optimize sail controls.
5. Oscillate between close haul, pinching and head to wind to find the groove on starboard tack.
6. Fall off to close reach on starboard tack for at least 60 seconds.
	1. Optimize sail controls.
7. Fall off to beam reach on starboard tack for at least 60 seconds.
	1. Optimize sail controls.
8. Fall off to broad reach on starboard tack for at least 60 seconds, all the while being mindful of accidental jibes.
	1. Optimize sail controls.
	2. Watch out for accidental jibe.
9. Fall off to a dead downwind run on starboard tack for at least 60 seconds, always being mindful of the accidental jibe.
	1. Optimize sail controls.
	2. Work into a wind on wind sail configuration on starboard tack for at least 60 seconds.
	3. If applicable deploy the whisker pole efficiently to hold out the jib. .
	4. Watch out for accidental jibe.
10. Jibe onto port tack while still in dead downwind run and resume wing on wing position.
	1. Retract whisker pole, if applicable.
	2. Carefully and in a controlled manner pull in main and then let her out so no slamming of the boom will occur.
	3. Pull jib over to port side and resume wing on wing position.
	4. Redeploy whisker  to hold out jib, if applicable.
11. Prepare to come up
	1. Retract whisker pole, if applicable.
	2. Pull jib onto starboard side.
12. Head up to a broad reach on port tack for at least 60 seconds.
	1. Optimize sail controls.
	2. Watch out for accidental jibe.
13. Head up to a beam reach on port tack for at least 60 seconds.
	1. Optimize sail controls.
14. Head up to a close reach on port tack for at least 60 seconds.
	1. Optimize sail controls.
15. Head up to close haul on port tack for at least 60 seconds.
	1. Optimize sail controls.
16. Oscillate between close haul, pinching and head to wind to find the groove on port tack.
17. Tack onto starboard tack close haul for 60 seconds, then tack back to port tack close haul for 60 seconds and repeat three times for six total tacks.
	1. Optimize sail controls throughout each tack.
	2. Work on not going too deep on each tack.
	3. Work on getting into groove as quickly as possible on each tack.
18. Fall off to a dead downwind run on port tack, stabilize boat and then  execute six jibe maneuvers
	1. Optimize sail controls throughout fall off procedure.
	2. Work on very controlled jibes with no boom slamming.
	3. Slight helm control is crucial as is working the main sheet in and out for each jibe.
19. Come up to a close haul on starboard tack.
20. Stop the boat as quickly as you can by heading up into the wind without tacking onto port tack.
	1. Try staying in irons directly into the wind for at least 60 seconds.
	2. Fall off to a close haul on port tack.
21. Stop the boat as quickly as you can by heading up into the wind without tacking onto starboard tack
	1. Try staying in irons directly into the wind for at least 60 seconds.
	2. Fall off to a close haul on starboard tack.
22. From close haul starboard tack, execute a 360 degree circle, ending up close haul on starboard tack.
23. From close haul starboard tack, execute a 270 degree circle, ending up close haul on port tack.
24. From close haul port tack, execute a 360 degree circle, ending up close haul on port tack.
25. From close haul port tack, execute a 270 degree circle, ending up close haul on starboard tack.
26. From a close haul starboard tack position, heave her to for at least 60 seconds.
	1. Back the jib.
	2. Ease the main until boat stabilizes.
27. Fall off to a broad reach on port tack and then execute a 360 degree circle by tacking, falling off, and then jibing to end up on a broad reach on port tack.
28. From a broad reach on port tack execute a 270 degree circle by tacking and falling off to end up on a broad reach on starboard tack.
29. From a broad reach on starboard tack execute a 360 degree circle by tacking, falling off, and then jibing to end up on a broad reach on starboard tack.
30. From a broad reach on starboard tack execute a 270 degree circle by tacking and falling off to a broad reach on port tack.

# Practice person in water drills.

1. Randomly pick a point of sail.
	1. Review crew functions in drill (spotter, grabber, boat hook person.
	2. Throw out a floaty
	3. Execute figure 8 maneuver to pick up floaty.
	4. Key is to stop the boat on the windward side of floaty with the floaty right at the mast.  The boat should be moving so slow that it should take 5 seconds for the floaty to travel from the mast to the transom.
	5. Pick up floaty.
	6. Repeat as many times as necessary.
2. Restart person in water drill from other tack.

# Practice reefing the main sail if the boat is equipped with reefing capabilities.

# Practice Heaving To.

1. From a close haul port tack position, heave her to for at least 60 seconds.
	1. Back the jib.
	2. Blow the main.
2. From a close haul starboard tack position, heave her to for at least 60 seconds.
	1. Back the jib.
	2. Blow the main.
3. Confirm that boat is stable and monitor direction of drift to make sure boat does not become a navigation hazard while heaved to.

# End of VIP guide to Blind Sailing.