



Dockland Sailing School

Man Overboard Drill

1. Analysis: key is reacting quickly & not panicking

- Beforehand, develop analysis:
- How strong is wind & how high waves?
- How cold is water in terms of hypothermia?
- At outset, inquire if crew can swim & experience
Importance of practicing man overboard drill –
Importance of PFD (Personal Floatation Device)

2. Inside the boat commands

- Yell "man overboard"
- Throw flotation devices immediately
- Spot man overboard & assign spotter
- Put tiller to leeward immediately

3. Plan recovery

- Head up into wind, come about, backwind jib
- Approach target; throw lifesling, horseshoe, line tied to seat cushion, or line
- Heave to (slow a stop facing into the wind)
- Approach from windward so victim can be brought aboard from leeward quarter(opposite side from wind direction)
- In heavy seas, approach from leeward if danger of boat coming down off wave onto victim
- Avoid jibing in rough sea or wind as may be dangerous in a panic situation
- Instead of circling victim, come from "inside"
- Elegance of quick stop: after tacking, by pushing tiller "hard alee" second time, have quick heave to "on top of" victim

4. Hauling aboard-may be most difficult part

- Haul aboard off cockpit since bow & stern see- saw more so as to come down on top of victim
- Swim ladder-may be best & easiest way
- Hand over hand along gunwale to stern if swim ladder there & if victim & conditions permit
- Life sling or rope using block & tackle
- Foot or knee loop (bowline)
- Use of jib if victim unconscious



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Raising & Lowering Sails

1. Plotting a course

- Allowing sea room for mishaps

2. Preparing sails for hoisting

- Shackling halyard on correctly-its importance
- Check halyards for fouling & securing with bungie
- Positioning topping lift to be clear when main is up

3. Hoisting mainsail & jib

(Conventional: point & motor into wind)

- Alternative useful for jiffy reefing: hoist jib first and sail on jib alone

4. Reefing main-Point & motor into wind

(Sail close-hauled on jib, luffing main)

- Drop main halyard to reefing point
- Tighten jiffy reefing line (or tie leech reefing cringle down & back with line)
- Some boats: take out sail slides, reset stop and/or attach luff cringle to reefing hook
- Rehoist main halyard

5. Sail selection as wind increases

- Analysis again of "not being overpowered"



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Pure Sailing

Sailing as a series of control stages

1. Safety issues

- **Danger of accidental jibe**
- **Danger when boom on same quarter as wind**
- **Keeping out of boom path**
- **Use of preventer**
- **Centering main while keeping same relation to eye of wind**
- **Danger of accidental tack**
- **Be vigilant when oncoming traffic**
- **Correct helm and / or release backwinded jib sheet**
- **If tack, choice of coming up or 360' turn**

2. Importance of maintaining a course

- **Fundamental: sailing in relation to eye of wind**
- **Eye is true wind (Flag Flapping)**
- **Apparent wind is vectored forward by boat's own speed-created wind(Flag from moving car)**

3. Circle exercise-understanding close-hauled v. running

- **Figure 8 exercise-understanding points of sail**
- **Series of quick tacks & jibes-confidence at the tiller**

4. The captain's overview

- **Helmsman's 3 fold job-monitoring helm, traffic & depth**
- **Balancing the helm**
- **Steering by mainsheet with helm tied down**
- **Release mainsheet if puff (temporary overpowering) threatens accidental tack**
- **Single handing exercise**