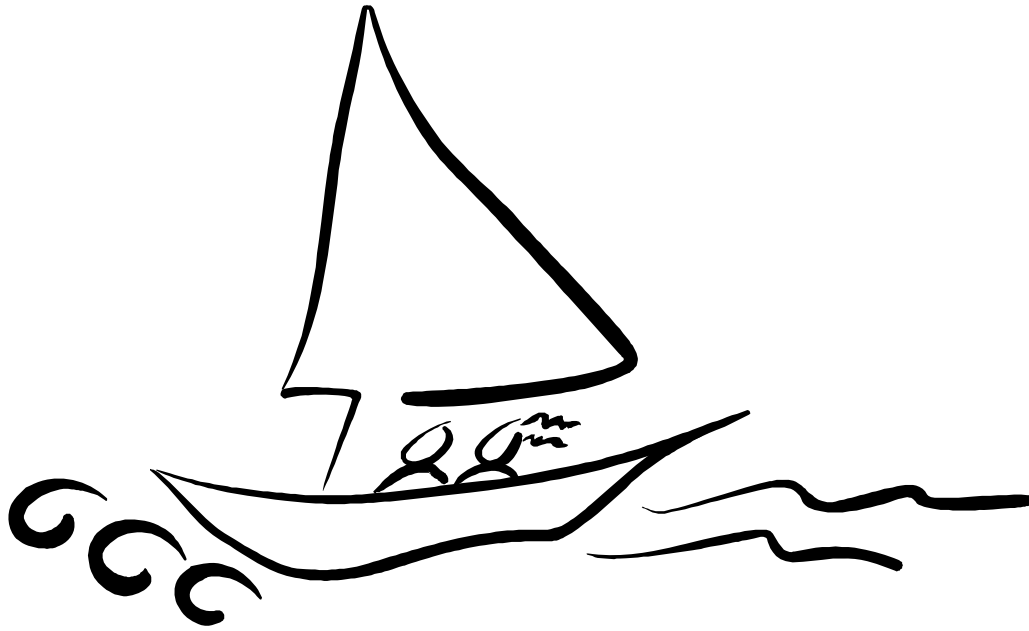


WELCOME TO

Regatta Point Community Sailing



Sailing for all!

Regatta Point Community Sailing is a 501(c)3 charitable non-profit organization, committed to providing high quality learning and recreational experiences for both children and adults from the Greater Worcester area.

About our organization...

Regatta Point Community Sailing (RPCS) operates in partnership with the Massachusetts Department of Conservation and Recreation (DCR). Located in the Allan E. Fearn Boathouse within the Quinsigamond State Park, RPCS offers;

- Sailing lessons
- Membership programs
- Racing
- Deckhands after school program
- Summer Day Camp
- Kayak and paddleboat rentals

RPCS is overseen by a Board of Directors. Current (2010) Board officers are;

- Tim Woodcome, President
- Billy Kitchen, Vice President
- Fran Reardon, Treasurer
- Norine Elliott, Secretary

Introducing our staff...

John Mullaney – Executive Director - John is an avid outdoorsman, running a Children's Ski Program in Vermont during the winter, and operating RPCS during the spring, summer and fall. John is a certified skier, rock climber, and challenge ropes course facilitator. He lives in Leominster.

Casey Duva – Assistant Manager – Casey is a lifelong sailor and US Sailing certified instructor. When not at the boathouse or on his wooden sloop, Casey works as a teacher.

Lucas Markgren – Adult Program Manager – Luke is also a teacher, working in the Worcester Public School System. In addition to running the Adult Program, Luke is the Girls novice crew coach for Worcester High.

Joel Martineau – Camp Director – Joel has spent many summers sailing on Cape Code as well as springs and falls here at Regatta Point on the St. John's Sailing Team. This winter, Joel was on ski patrol at Wachussett Mountain and working on the fleet here at Regatta Point. Last year, he worked for the Department of Conservation and Recreation as the Head Life Guard.

Steve Scanlon - Weekend Manager – Steve learned to sail at Regatta Point and has been down here for 10 years.

Programs – RPCS offers the following Programs;

Adult Member Program – Become a member to take advantage of our all-inclusive membership. Take out any of our boats, or take any class. Join in our Thursday Night races or come to one of our social events.

Junior Member Program – for kids ages 13 and up. If you have basic sailing skills you can become a Junior Member and enjoy lessons, racing, and other special events.

Camp – Our popular "Learn to Sail" day camp operates eight one-week sessions Monday through Friday from 9 – 4:30. Swimming, kayaking, cooperative games, and crafts complement daily sailing instruction and practice.

Boathouse Policies, Rules and Regulations

The following rules are designed to make the sailing experience at Regatta Point enjoyable and safe for all! These rules are generally consistent throughout the sailing industry and have shown to be important in aiding in the safety of our members and the preservation of our equipment.

General Rules:

1. Everyone must wear a lifejacket while on the dock or in a boat.
2. Swimming and or jumping off of the docks or boats is prohibited.
3. Landing anywhere other than Regatta Point, except for emergency, is prohibited.
4. Picking up guests from anywhere other than Regatta Point is prohibited.
5. There is no smoking while in the boathouse or while handling sails.
6. Shoes must be worn at all times in and around the boathouse and on the docks.
7. Pets are not allowed in the boathouse or in the boats.
8. Members are responsible for de-rigging and making fast their boat.

Guidelines

1. Please take good care of the sails. They are expensive and fragile. Don't leave them on the dock or the floor of the boathouse, and please don't step on them. It is okay to place them on the seat of the boat. If you bring your boat in for more than a minute, drop the sail and furl it.
2. Help us keep the boats in good shape. Don't allow the boats to bang against each other or against the dock. When returning boats to slip, make sure all lines are hung to dry, mainsheet is cleated, and boats are fastened fore and aft. Do not tie boats too tightly, give them a little room to move on the waves.
3. Try to use the sail and tiller number matching your boat.

In case of emergency

Your boat needs help – lower your sail halfway

You see another boat that needs help – lower your sail halfway

Running Aground – stay in the boat, leave your centerboard down, remove rudder, lower sail halfway

Capsize – stay with the boat, move away from sail and rigging, hang on centerboard

Swamping – stay with boat, use your bailer, sail to shore if you can.

Man overboard – sail into stays, lower your sail halfway

Frequently asked questions

1. Who may sail? All members that are capable swimmers and in good standing at Regatta Point may sail during our operating hours under the restrictions of each individual's certification. Non-members may sail after checkout.

2. Where may I sail? Helmsman may sail anywhere in between the Rt.9 and Rt.290 Bridge. Members with their Solo rating may sail between the Rt. 9 Bridge and the end of the beach. (Soloing members must stay within view of the boathouse at all times). Stay at least 100 feet away from shore and bridges.

3. What are my guest privileges? Adult Helmsman may bring guests sailing. Junior Helmsman may bring guests over the age of 18 sailing. They may bring guests under the age of 18 with a signed waiver by that guest's parent/guardian.

Points of Sail

Close Hauled- 1. The point of sail at which the boat is sailing as close to the wind as possible with out the main sail back-winding.
2. When the wind is coming over the front corner of the boat and the sail is not being back-winded.

The telltales will be streaming towards the back corner of the boat.

Things to remember while sailing close hauled:

Sit forward and opposite the sail

Trim in sheet until boom is over corner of the boat

Find the groove: head up until the sail just starts to luff and then bear off until it stops.

Reaching- 1. The point of sail at which the boat is moving approximately perpendicular to the wind.
2. When the wind is coming over the side of the boat. There are three types of reaches:
1.) close reach- wind from just forward of the side. 2.) beam reach – wind directly from the side. 3.) broad reach – wind from the rear quarter.

The telltales should be pointing at the back corner of the boom

Things to remember while sailing on a reach:

Sit forward and opposite the sail

Point boat in direction you want to go

Optimizing trim: Ease out the sail until it just starts to luff and then trim in until it stops.

Running- 1. The point of sail at which the boat is moving in the same direction as the wind
2. When the wind is coming from approximately behind the boat.

The telltales will streaming directly forward and they will not be as effective.

Things to remember while sailing on a run:

Sit forward and opposite the sail and watch for accidental jibes

Ease out mainsheet all of the way

Bear off until the boom just begins to bounce and head up until it stops

Stays – The point of sail at which the wind is approximately in front of the boat
The telltales will be streaming straight back and the sail will be fluttering

Turning

Heading up – Turning the boat towards the direction of the wind. Done by pushing the tiller *toward* the sail.

Bearing off – Turning the boat away from the direction of the wind. Accomplished by pushing the tiller *away* from the sail.

Coming about- The process of turning the boats bow through the wind from an angle at which the sails are full on one tack to one at which they are full on the other tack. Move the tiller *toward* the sail and the bow turns *upwind*.

Things to remember while coming about:

Push the tiller away from the sail until the bow comes into the wind

Switch tiller hand with mainsheet hand behind your back and always look forward

Continue pushing tiller in the same direction until sail is full and pulling. Do not overtake.

Jibing- Turning the stern of the boat through the wind with the sails changing the side they fill on. Move the tiller *away* from the sail and the bow turns *downwind*.

Things to remember while jibing:

Trim in sail until it is all the way in

Get onto the leeward side of boat in the center and push tiller away from sail

As boom comes over let out the mainsheet until it is all the way out on the new side.

Sudden Emergencies

Capsize- When the boat flips over. Stay with the boat!!!!!! Help will not be far off.

Heeling too much- Three things can be done, and should be done in this order, 1. move weight to the high side of the boat, 2. ease the sail out and, 3. push the tiller towards the sail.

Sudden Squall- If you see one coming, try and get back to Regatta Point. If you cannot make it back, sail to the side of the lake and let your sail down all the way.

Going Aground – Leave the centerboard down! This keeps the *boat* off of the rocks. Remove the rudder. Lower your sail halfway. Stay in the boat. Get ready to hand off a line or receive a line.

Breakdown- If any part of your boat breaks that makes it impossible to continue sailing safely, lower your sail and wait for help. If you are in a boat and you see another boat with its sail down you should lower your sail so that it is easier for staff to notice the problem.

Man Overboard- Sail away close hauled from the victim about two boat lengths and slowly go onto a run. Once you are abeam the victim, jibe and slowly head into a close-hauled position. Aim for a spot one to two boat lengths downwind of the victim. Once down wind of the manoverboardee, head up into irons with the victim on the windward (same as you) side and pull the victim in over the transom.

Rules of the Road

Plan ahead and try to avoid collisions. Alter course early and stay clear of other boats. Sailboats have the right of way over motorboats and jet skis. Sailboats need to give way to oar propelled boats, disabled boats, and boats towing or being towed. Always err on the side of caution.

KAPOW- Stands for **K**ee**A**way **P**ort **O**vertaking **W**indward. Port tackers must keep clear of starboard tackers, the overtaking boat must keep away from the overtaken, and the windward boat must steer clear of the leeward boat.

Definitions

Cats Paws or Puffs- Ripples on the water that indicate the direction and intensity of the wind.

Stays or Irons- A boat pointed directly into the wind.

Windward- The side of the boat closest to the wind.

Windward Boat- In a series of boats on the same tack: The boat closest to the wind.

Leeward- The side of the boat that the boom is on.

Leeward Boat- In a series of boats on the same tack: the boat furthest away from the wind.

Port- The left side of the boat while facing the bow.

Port tack- When the wind blows over the port side of your boat and the boom is on the starboard side.

Starboard- The right side of the boat when facing the bow.

Starboard tack- When the wind blows over the starboard side of your boat and the boom is on the port side.

Trim- to pull in, as in "trim the sail"

Heading up- To alter your course so the bow moves toward the wind.

Bearing off- To alter your course so that the bow moves away from the wind.

Sailing Free- Any position of sailing except close hauled and stays.

Coming about- Pushing the tiller towards the sail so that the bow of the boat passes through the wind and the sail switches sides.

Jibing- Turning the stern of the boat through the wind with the sails changing the side they fill on.

Accidental Jibe- Accidentally pushing the tiller away from the sail so that the stern of the boat accidentally passes through the wind and the sail switches sides.

Helmsman- The person who steers the boat.

Crew- The person (or people) who assist the helmsman by trimming the sails

Landing a Boat- Approach the landing, preferably Close Hauled. Aim for a point, a few boat lengths downwind, to be the position at which you intend to land. Slowly start to push the tiller towards the sail and let the sail out. Once you are next to the dock, be sure to be in stays and have no headway speed. Step out of the boat and tie it up.

Helmsman Test

Boat Care – Demonstrate your ability to perform the following:

1. Rig a White 14
2. Unrig your boat in the correct order, returning all equipment to the proper place, and return the boat to its proper mooring spot, secure it.
3. Roll you sail in the correct manner for storage and explain how to hang a wet sail for drying.
4. Tie and break a bowline, figure 8, and square knot. Explain uses for each knot. Demonstrate cleating.

Oral Test – Describe or explain the following:

1. What do you do in the following situations? Capsize, excessive heeling, sudden squall, going aground, breakdown, man overboard
2. What is meant by...? Cats paws or puffs, stays or irons, windward, windward boat, leeward, leeward boat, port, port tack, starboard, starboard tack, close hauled, heading up, bearing off, sailing free, coming about, jibing, accidental jibe, landing a boat
3. Describe sail trim for
 - a. Reaching
 - b. Running
 - c. Close hauled
4. Identify boat parts from parts diagram

Sailing Test – demonstrate the following maneuvers:

1. Check boat for proper rigging and sail away from the landing unassisted
2. Proper sail setting for all points of sail
3. Proper methods of sail and tiller handling when sailing upwind
4. Coming about from close hauled and from sailing free
5. Jibing
6. Man overboard recovery
7. Dock approach and landing

Regatta Point Community Sailing Rigging

Prepare to rig

- Move boat to the deep water side of the dock
- Lower centerboard
- Release mainsheet
- Install rudder/tiller

Rig mainsail

- Connect main halyard to head of sail
- Insert boltrope in mast slot and raise sail three feet, cleat off
- Run hand along boltrope to ensure there are no twists
- Connect tack of sail to boom
- Insert clew slide in boom slot, pull clew slide to end of boom
- Run outhaul through pulley and back to jam cleat
- Insert battens

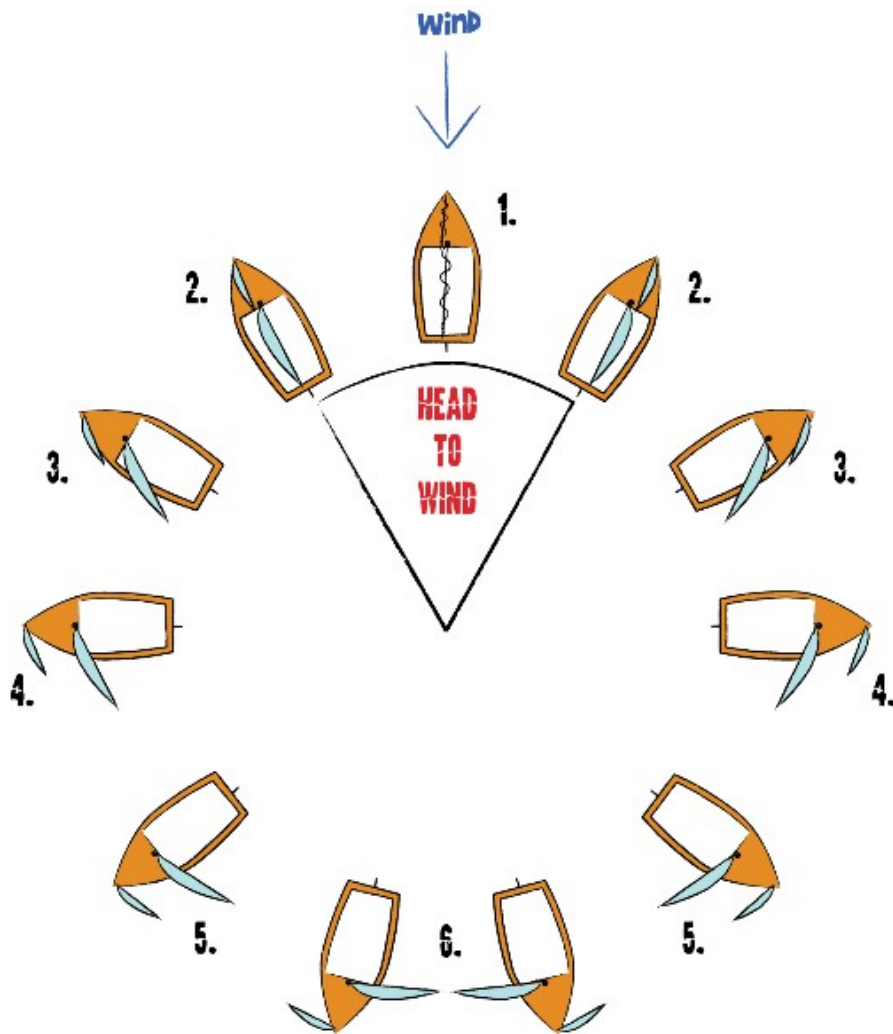
Raise mainsail

- Ensure downhaul and boom vang and downhaul are free
- Support boom and raise mainsail to the top of the mast, cleat off
- Connect downhaul and tighten
- Connect boom vang and tighten.

Derigging

- Reverse above order
- Snug mainsheet so boom can't swing
- Butterfly mainsheet and hang to dry
- Hang boom vang to dry
- Move boat to dock slips
- Secure bow of boat with eyesplice over the horn cleat
- Connect hook to the aft port corner.

Points of Sail Diagram



1. **Head to Wind** -Also known as in irons, or the no-go zone, there is a 45 degree wide band around directly upwind into which a boat cannot sail. When you're in this zone, your sails will flap, and you will not sail anywhere fast!

2. **Close Hauled** -This is the point of sail when the boat is headed as close to the wind as it can while still maintaining power in the sails. This is typically 45 degrees off the wind. When a boat is heading just to either side of the no go zone it is considered to be close hauled. When a boat is close hauled the sails should be trimmed in tight. The dagger board should be all the way down. On this point of sail, the boat exclusively through lift generated by the sails, much like an airplane wing.

3. **Close Reach** - Halfway between close hauled and a beam reach, sailing on a close reach is a comfortable point to sail to be in, with plenty of options either way. The sails should be trimmed in slightly less than when close hauled.

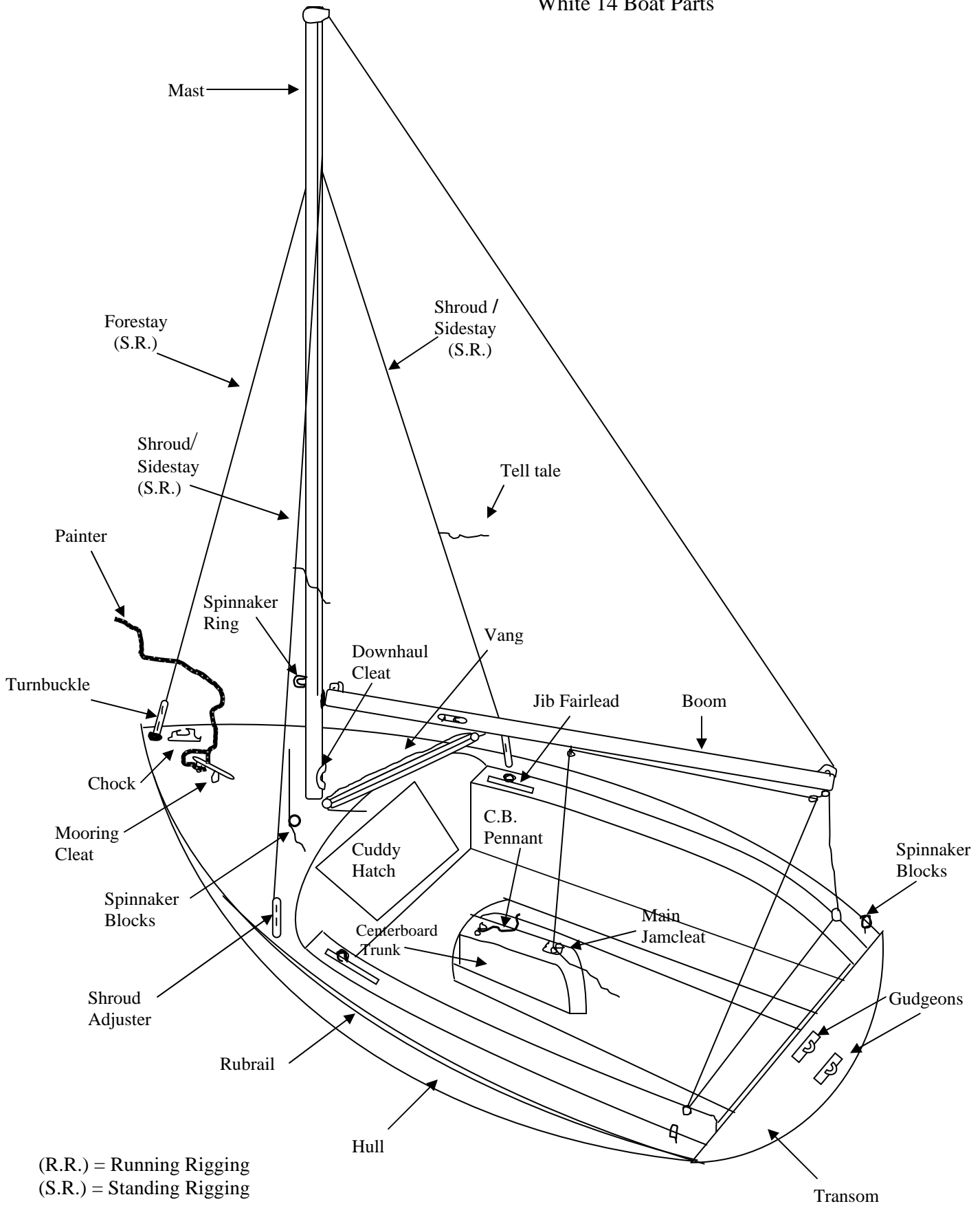
4. **Beam Reach** - The point of sail where a boat is headed 90 degrees off the wind, or directly across it. When a boat is on a beam reach, the wind is blowing across the side, or beam, of the boat, hence the name beam reach. When one is on a beam reach, the sails should be trimmed about halfway. On this point of sail, the boat is still mostly using the lift principle to move. On many boats, the beam reach is the fastest point of sail.

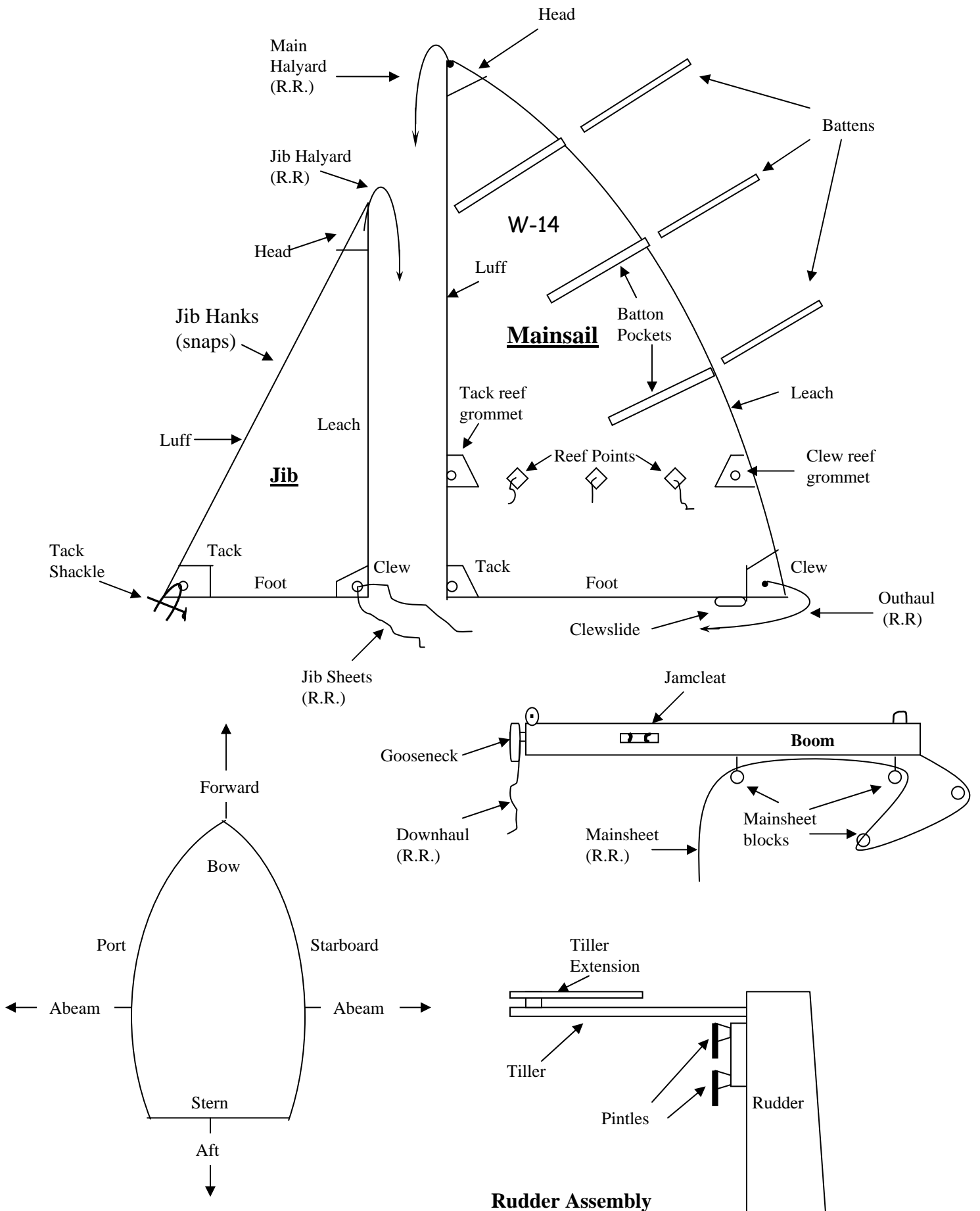
5. **Broad Reach** -When a boat is headed so that the wind is hitting the boat on one of its back corners. On a beam reach, a boat should have its sails about $\frac{3}{4}$ of the way out. On this point of sail, a combination of lift, as well as the pushing force of the wind is moving the boat.

6. **Run** - There are two slightly variations on the run. On a training run, the boat is aimed 5-10 degrees off of a true run (directly downwind); this is much safer, because you are less likely to accidentally jibe. The sails are eased out as far as they can be.

On a dead run, you are sailing directly downwind; the main sail can be on either port tack or starboard tack.

White 14 Boat Parts





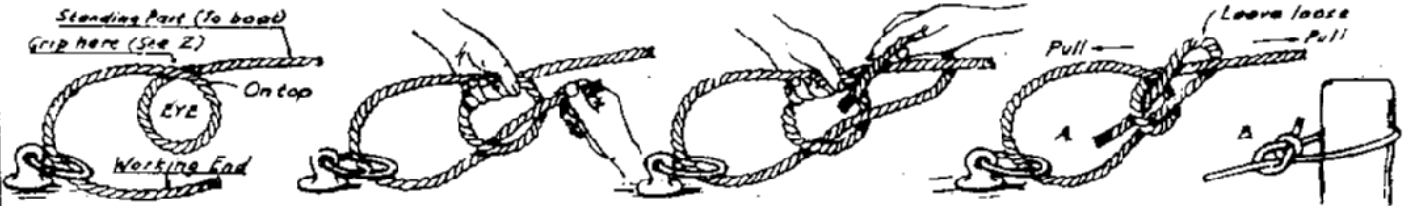


The BOWLINE

—AND HOW TO MAKE THE OTHER ESSENTIAL HITCHES

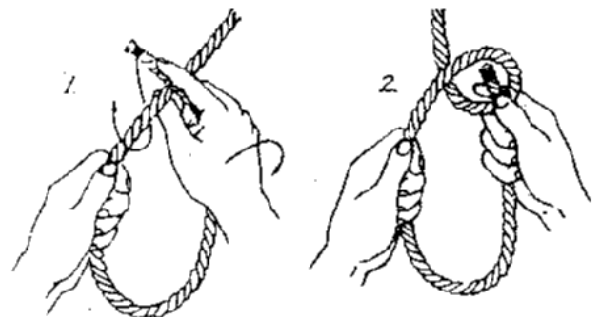


The BOWLINE makes a non-slipping loop, easy to untie, most useful on sea and land. Its structure and basic method of tying are shown below. Note that prime feature is an eye with an end coming up thru.



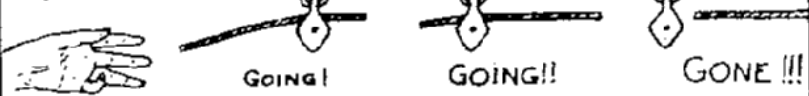
1. MAKE AN EYE AS ABOVE.
2. BRING WORKING END UP THRU EYE.
3. CARRY END AROUND THE STANDING PART AND DOWN THRU EYE BESIDE ITSELF.
4. FINISH AS ABOVE, LEAVING LOOP LOOSE FOR EASY UNTIING. A. TIED THRU A RING B. TIED AROUND OR DROPPED OVER, A POST

SEAGOING FOLKS TIE A BOWLINE THIS WAY:



1. CROSS END OVER STANDING PART, THUMB AND FOREFINGER AS SHOWN. IN ONE MOTION, ROLL HAND A HALF TURN, SWEEPING END DOWN, UNDER AND UP TO GET 2. FINISH AS IN BASIC 3 & 4.

THE "FIGURE EIGHT" KNOT IS A "STOPPER" TO PREVENT DEVELOPMENTS SUCH AS THIS:



HERE'S HOW:

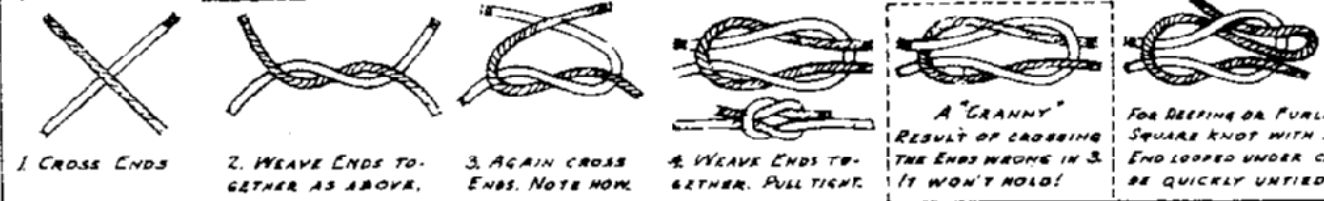


1. REMEMBER THE FIGURE 8 WEAVE THE LOOPS, WITH END GOING ALTERNATELY UNDER AND OVER. 4. PULL TIGHT.

BEWARE

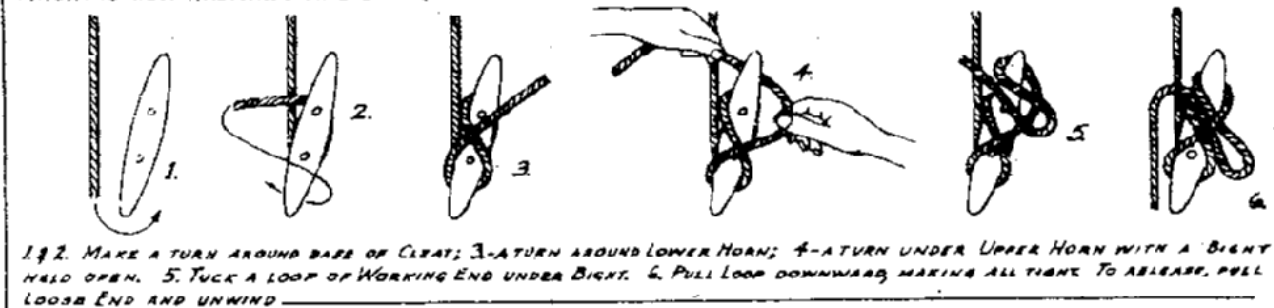
NEVER MAKE THIS FOR A FIGURE EIGHT. IT CAN'T BE UNTIED!

THE SQUARE OR REEF KNOT TIES TOGETHER TWO LINES OF THE SAME DIAMETER ONLY (NOTE: LINES OF DIFFERENT SIZES MAY BE JOINED BY TWO BOWLINES LINKED TOGETHER)



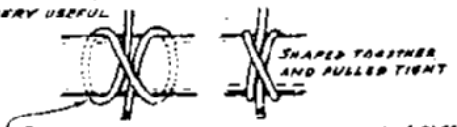
A "CRANNY" RESULT OF CROSSING THE ENDS WRONG IN 3. IT WON'T HOLD! FOR REEFING OR FURLING, SQUARE KNOT WITH AN END LOOPED UNDER CAN BE QUICKLY UNTIED.

KNOWING HOW HALYARDS AND OTHER LINES ARE MADE FAST TO SMALL CLEATS IS A MUST



1. 2. MAKE A TURN AROUND BASE OF CLEAT; 3. A TURN AROUND LOWER HORN; 4. A TURN UNDER UPPER HORN WITH A BIGHT HELD OPEN. 5. TUCK A LOOP OF WORKING END UNDER BIGHT. 6. PULL LOOP DOWNWARD, MAKING ALL TIGHT TO ABLEASE, PULL LOOSE END AND UNWIND.

A. CLOVE HITCH (TWO HALF HITCHES) AROUND A POST, SPAR, SIDESTAY, ETC. IS VERY USEFUL.



THIS FORMATION CAN ALSO BE MADE IN ANY PART OF A LINE AND DROPPED OVER A POST

TWO TURNS AND TWO HALF HITCHES



A GOOD TIE-UP

