

Refresher for North Shore
Yacht Club
Boat Share Participants
May 12, 2022

Overall, we believe the program is doing very well.

People new to sailing are learning how to sail and experienced sailors are getting opportunities to sail.

Everyone is improving their sailing abilities and some people are racing.

The boat has generally been available to Skippers on an acceptable basis.

The Boat Share people are an asset to the Club

BS people are getting opportunities to sail on other members boats.

Hopefully the BS members are enjoying the comradery, activities and facilities of the Club.

Our disappointments are that more BS Participants have not stepped up to actually run the program and care for the boat.

That more BS members are not yet buying their own boats and moving up to Active membership.

A few new requirements:

- All Boat Share Participants (BSP) must have their own PFDs and wear them from the time they walk down our dock to the time they return to the clubhouse.
- All Skippers must have their own portable marine radios, fully charged and carry them when on the BS boat.
- The Hold Harmless Agreement, which must be signed by all Skippers each year raises to \$500. (one half of the Club's insurance deductible) the dollar value up to which the Skipper is responsible in the event of damage to the boat while under their command.
- Previously approved Skippers must be requalified by taking and passing the New York State Safe Boating Class and obtaining a NYS Boating Safety Certificate before they have the right to reserve and take out the Boat Share boat. Those BSP who are seeking qualification as Skipper for the first time in 2022 or thereafter must have a NYS Boating Safety Certificate before they may schedule a Skipper qualification sail.

- The Club will only respond to requests for assistance or tows if the boat is within the Club mooring area.
- The Club has subscribed to a towing/emergency response service: SEA TOW , which can be reached by calling _____ on channel 16, by cell phone by calling the direct local line at: 1-914-698-6523 or 1-800-4SEATOW (473-2869. Although the Club has paid for the underlining subscription, the Skipper calling for assistance is responsible to the Club for any and all towing or assistance response costs from Sea Tow.

New procedures:

- **Radio:** The primary radio to be used for communication is the onboard marine radio, not the Skipper's portable, which is designated as a backup radio.
- - Main Electrical Switch is to be turned ON when you open the companionway hatch and turned OFF before closing the companionway hatch before leaving the boat.
 - The Radio circuit breaker switch on the electrical panel is to be left ON and the radio ON/Off/Volume switch is to be left On. The radio ON/Off is controlled by the Main Switch.

- **Motor:** The motor is to be started and run for several minutes to warm it up while you are rigging the boat just to be sure it is working properly.
 - Refer to the Motor Operation document for Starting the Motor but also:

- Check the gas level in the tank by looking at the gas gage. Get more gas before going out if it is less than 1/3 full. Get more gas from Capt. Vic or the launch operator before going out.
- The fuel line should be connected. If not connect it and open the gas tank air vent. Do not disconnect the fuel line when leaving the boat - leave it connected but do close the gas tank air vent.
- Always try to Start the motor without squeezing the primer bulb.
- If you smell gas do not prime with the primer bulb.

- . If the motor is warm to the touch DO NOT prime it with the inline fuel primer bulb; be sure it is in neutral, and the throttle is in the Start position and pull the starter cord to Start.
- If the motor is cool to the touch prime the motor by giving the inline fuel primer bulb a couple of squeezes until it become fairly hard, but not rock hard. Then start the motor.
- If the motor does not start, pull cord few pulls, wait 2 full minutes and then try again to start.
- ***R - Refer to the Document as necessary***

Review and Refresh a few things:

○ Weather:

- Check it out on the dock before going out to the boat.
- I use The Weather Channel App - it gives hour by hour forecasts of temperature & wind for PW.
- I use RadarUS+ App - for rain and thunderstorms. Use the “moving weather” feature when using radar feature for look-back/look-forward .
- Marine radios weather channel is Weather Channel WX channel 1.
- Check weather before you cast off.

- **Bill on Weather:**
- **Planning ahead**
- **How to get home without a tow**
- **Other words of wisdom.**

- Plan ahead
- Beforehand, do your homework on weather apps and radar, esp hour-by hour and moving radar weather looking ahead by several hours.
- Be totally aware of actual or potential for light air, thunderstorms, lightning and strong wind. If a slight potential, don't go far or consider not going at all.
- Rehearse reefing before you have to.
- Know your crew and/or passengers. Operate within the limits of all.
- Where's the paddle? Quick access?

- How much fuel do you really have?
- Be aware of other Club members out sailing...know your towing options.
- Be aware for the potential “Southerly” ...can be a plus or a minus.
- Continuously, study the water, the wind and the experiences of other sailboats where you’re going, where you went, around you and changing conditions.

- Dying or increasing breeze, storms approaching?
- Whitecaps form around 13 knots).
- Stay alert to wind velocity extremes.. no wind.. strong wind. If in doubt, head for home and sail closer to the club until you're comfortable that you can venture further.
- Don't assume that the motor will save you under extreme wind conditions...either no wind, strong wind, or storms. It's a sailboat

- **Rigging the Boat:**
 - Go through the Rigging the Boat Sheet

RIGGING & DE-RIGGING THE BOAT SHARE BOAT

***** RIGGING *****

Before going to the boat:

Assure your entire party is wearing PFDs

The weather, and its forecast, is within the program's tolerance as well as your own.

You have brought your fully-charged VHF handheld radio (none will be provided)

Determine crew assignments.

- **Upon arrival at the boat:**
- Quick look to assure that everything is as it should be & weather is within tolerances
- Remove tiller cover and sail cover.
- Store in starboard berth below.
- Remove hatch covers... **(Lock combination 1871)**...Store below just left of cooler. Secure with shock cord. Hang lock on bungee cord.
- Solar Panel...Place on forward berth.
- Turn Battery Panel.....ON

- Boat Motor...Check for:
 - secure installation on boat's OB bracket --security lanyard installed.
 - Fuel tank at least 1/3rd full
 - lower the engine into the water
 - Start engine and idle while rigging boat .**
- Turn off later if sailing off mooring

- Bilge... do NOT touch auto switch. Leave on
- Auto. **Prime hand pump in cockpit and pump**
- VHF Handheld Radio.... On & tuned to Ch78
- Mooring line... Remove only one mooring line

Sail Prep...

--Remove sail tie from Jib, store in lazarette --Main Sail ties to Starboard lazarette --Attach main halyard
--Loosen mainsheet, outhaul and vang

Crew....Review hoist and underway positions previously assigned

Main Sail Hoist...With clear crew assignments, raise the main.
Then adjust the outhaul, vang & downhaul.

Backstay.....Pull moderately taut

Traveler.....Snug to centerline

- **Traffic...** Familiarize entire crew with other
- moored boats, and to call traffic at all times
- Cast-off 2nd mooring line and place loop over
- pin, main sheet trimmed, start sailing, and leave the mooring field. **Don't run over mooring line.**

• *Keep the mainsheet tight vs a bit loose.*

P/C Lloyd Herman on causes of wear and tear on the sails.

- **Sailing the Boat:**

- Go through Sailing the Boat Share Boat document.

SAILING THE BOAT SHARE BOAT

With a properly rigged boat and crew in proper positions, cast-off remaining mooring line, start sailing and leave the mooring field.

CAUTION - DO NOT RUN OVER THE MOORING LINE

Jib - When safely underway and clear of traffic, pull out and trim.

Sailing Area - Stay within the Restricted Areas. See onboard chart.

Crew - ...Assign initial responsibilities for tiller, main halyard hoist, mainsheet, mooring cast-off and then. Entire crew reports traffic throughout the sail.

If wind is over 15 knots –reef the main or furl the jib

Return to the mooring immediately: If wind is over 20 knots, there are thunderstorms, or if they are imminent, or if there is heavy fog.

Timing...Return to mooring in time to de-rig and put the boat to bed before the session ends.

Jib...Furl upon or before entering the mooring field.

Crew...Assign responsibilities for mooring pick-up, main sheet, main halyard and when.

Approach to mooring... Steer into-the-wind and pick-up mooring.

Thereafter, refer to the “De-Rig” Checklist.

- Be aware of Tides and Currents.
 - I use Tide Graph App for tides and currents.
 - Remember we have an approximate 6 ' tide.
 - Currents of .1kn to .5kn in the bay and around 1 to 1.5kn on the Sound.
 - You can check the direction of the current as the water flows by the mooring or any fixed object on the water.
 - When passing a marker on the Sound pass down current of the marker or give it a lot of room if you are up current of the marker, particularly if there is light wind. You do not want to be swept into markers, monuments or anything that is fixed.

- Emphasize:
 - Go over the chart.
 - Stay away from Tom's Point- rocks.
 - Stay 200 yds off all shores.
 - Do not go too far south in the bay.
 - Honor C "3", G "1" Green Flasher, Racing mark P.
 - 5' spot NW of G "1".
 - Stay seaward of all docks and piers.
 - Do not go between Barkers Point and Success Rock or Gangway Rock G "27".

- Do not go east or southeast of CBRA racing mark “I” off Barkers Point.
- Talk about Success Rock
- Stay north of Gangway Rock G “27” and G “29”.
- Do not go south of the imaginary line between G “29” off Hewlett Point and Stepping Stones Light house.
- Do not go east of RG Nun west of Execution rocks.
- Do not go north of the lines between RG Nun west of Execution Rocks, Gong G “1” east of Hart Island, Flashing Red monument “46” south of Hart Island and N “46A” southwest of City Island.
- Do not go west of the line between N “46A” southwest of City Island and Stepping Stones Lighthouse.

Tugs, barges, and other commercial traffic.
They have right of way.
They move faster than they appear to be moving.

- Easterlies-waves high and steep.
- There is a paddle on the boat-if there is no wind consider paddling before calling for assistance or if you are not in or near the mooring field.
- Consider hailing a passing boat, preferably a Club member, for a tow.
- Be careful about who you allow to tow you.
- Make sure they know to tow gently and slowly. You do not want to pay for a turn out cleat.

Picking up the mooring.

If conditions are OK for picking up the mooring under sail, before entering the mooring field it is best to:

- Furl the jib.

- Designate who will go forward to actually pick up the mooring and who drops the main and when. Be sure that they understand that they:

 - Pick up the pickup stick

 - Take the loop of the “lazy pennant” off the pickup stick by lifting it over to top of the pickup stick.

 - Drop the pickup stick.

 - Quickly put the loop of the lazy mooring pennant over a bow cleat.

 - Call out “fast”

Approach the mooring on a close reach or close hauled with the main partially luffing unless there is very light wind.

If other boats are moored nearby, look how they are pointing into the wind for a confirmation of “upwind”...

When 1-3 boat lengths (depending on the strength of the wind and the speed of the boat) directly downwind of the pickup stick go directly head to wind and have the designated person pick up the pickup stick and go through the preceding sequence.

Roughly..light air..one boat length..heavy air, 3 or more boat lengths

- On the skipper's command:
- Quickly drop the mainsail and helped down as needed.
- If the mooring pennants are twisted or crossed, untwist or uncross them before mousing the loops with the pickup stick line.

- If you are alone, it is generally best to:
 - Drop and furl all sails before you are in the mooring area.
 - Motor slowly directly into the wind just fast enough to maintain steerage.
 - Shift to neutral and allow the boat to glide forward.
 - Walk forward carefully while holding on to pick up and pick up the pickup stick.
 - Talk about rotating the tiller 180* to be close to the engine controls. But then steering is backwards.

- **Storage: Go over Storage -on the Boat Share Boat.**
 - Explain why it is important.

STORAGE – ON THE BOAT SHARE BOAT

On Deck:

Cockpit lockers:

Starboard: 2 orange PFDs, fire extinguisher, sail ties, tiller cover.

Port: Docking lines and fenders.



Below:

Cooler: Cleaning supplies, Flares, First Aid Kit, Copy of NYS Registration.

Bucket: Winch handles, Horn, Flashlight, Onboard Docs.

Under cockpit sole: Tool box-tools, extra electric fuses, knives, key to motor lock. “House” Battery.

Forward berth: Spinnaker Pole, manual pump, Boat Hook-hung, Paddle

Starboard: Sail cover.

Port: Throw/cockpit cushions in plastic carton, Blue PDFs in canvas bags, extra line bag, Hatch boards-secure with bungee next to mast.

- **Remove all trash and personal belongings from the boat as you leave.**
- ***Onboard laminated documents are:***
 - ***Chart***
 - ***Rig-Derig***
 - ***Sailing the Boat –Storage***
 - ***Starting and Operating the Motor.***
- **Questions???**