

Sailing and Maneuvering
for the YCC

some notes by
Luigi Gallerani

Here some practical notes,
that comes from my experience in
sailing boats, expecially at the YCC

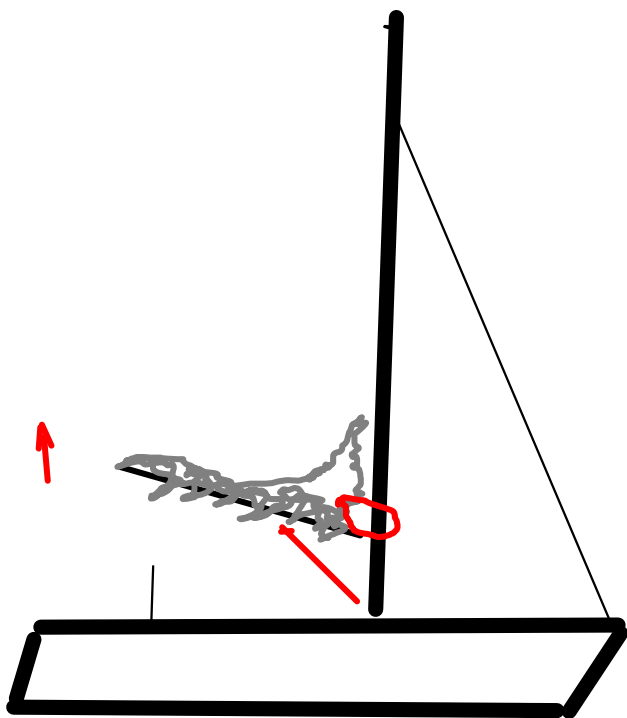
Each sailor has always his own different approach
and most of the time, all of them are equally valid and good.

The notes, are NOT intended to replace in any form
the procedures described in ycc sailing courses,
the procedures required for ycc exams,
or to teach how to do to other sailors

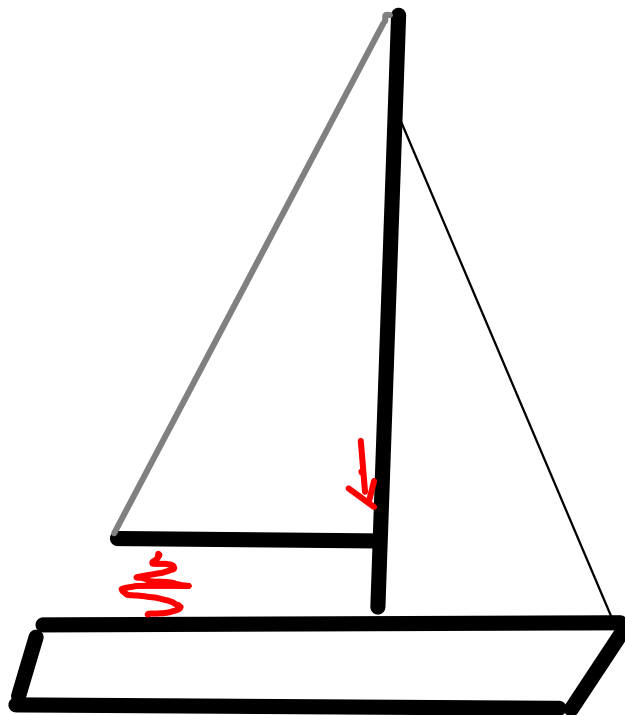
Are just notes to share

a possible way of sailing
my way of sailing

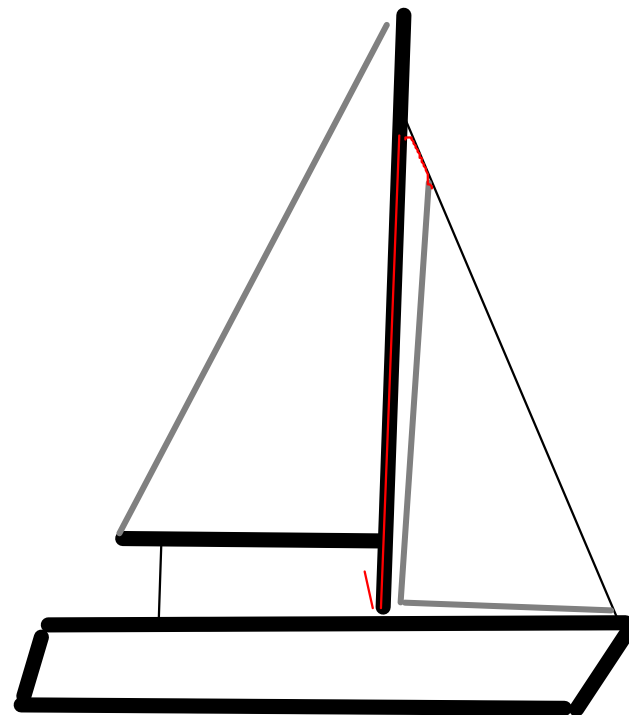
My way of hoisting the main and the jib on the Y



lift the boom up
release the Vang
Disconnect the
TACK POINT shackle!

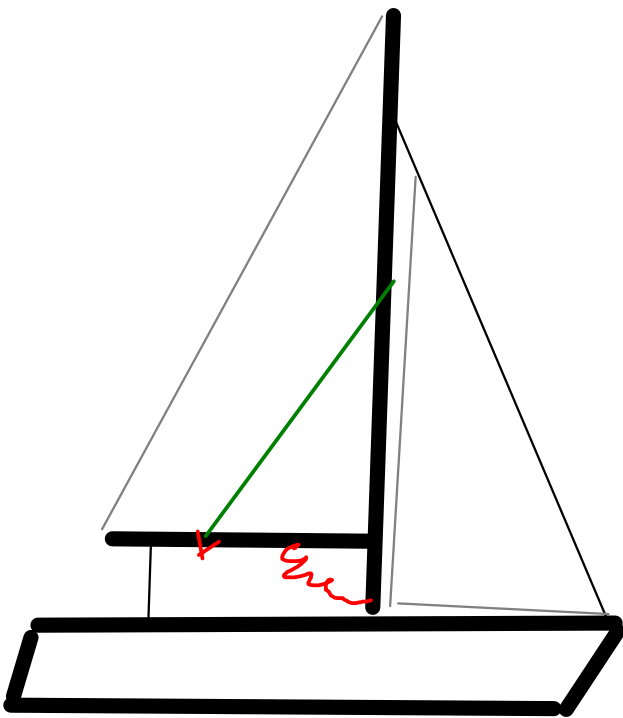


main fully up,
then with the
CUNNIGHAM you
add tension, and
reconnect the tack
point shackle.

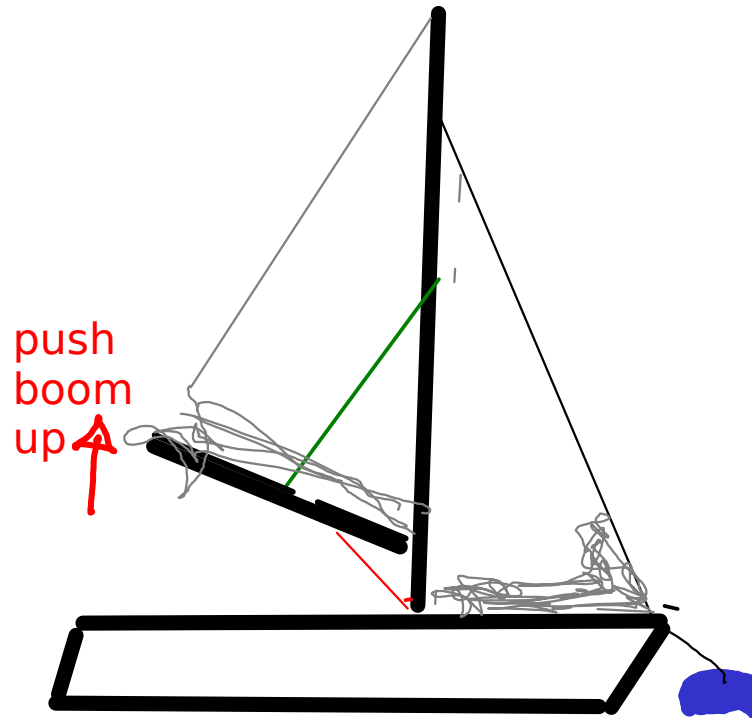


Hoist the jib,
getting the
dyneema halyard
in the hook, only
there you tension
the backstay

My way to depower the Y after mooring at the buoy

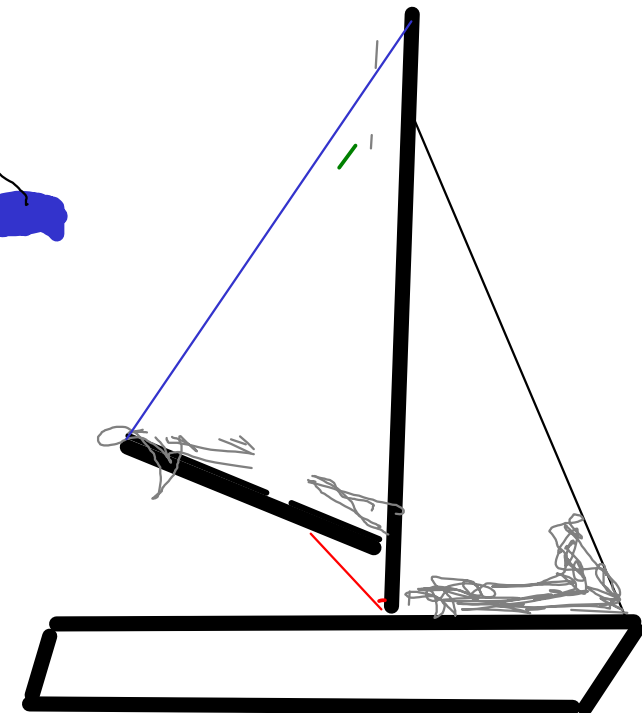


Before mooring,
I prepare the spi pole halyard
and I attach it to the center of the
boom. Easy completely the kicker
and almost full released the jib halyard

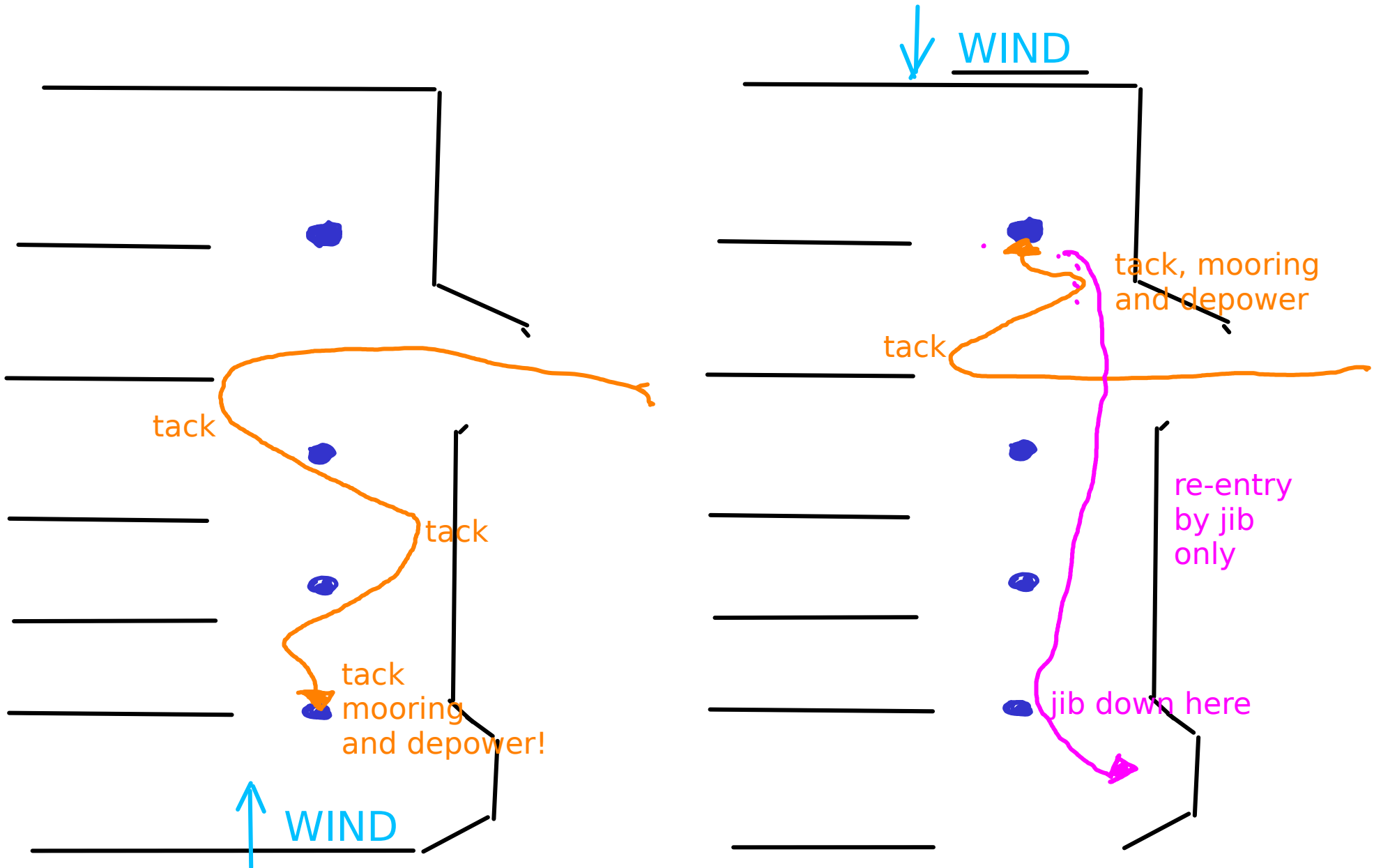


Jib down
spi halyard keep
boom up
main sheet loose

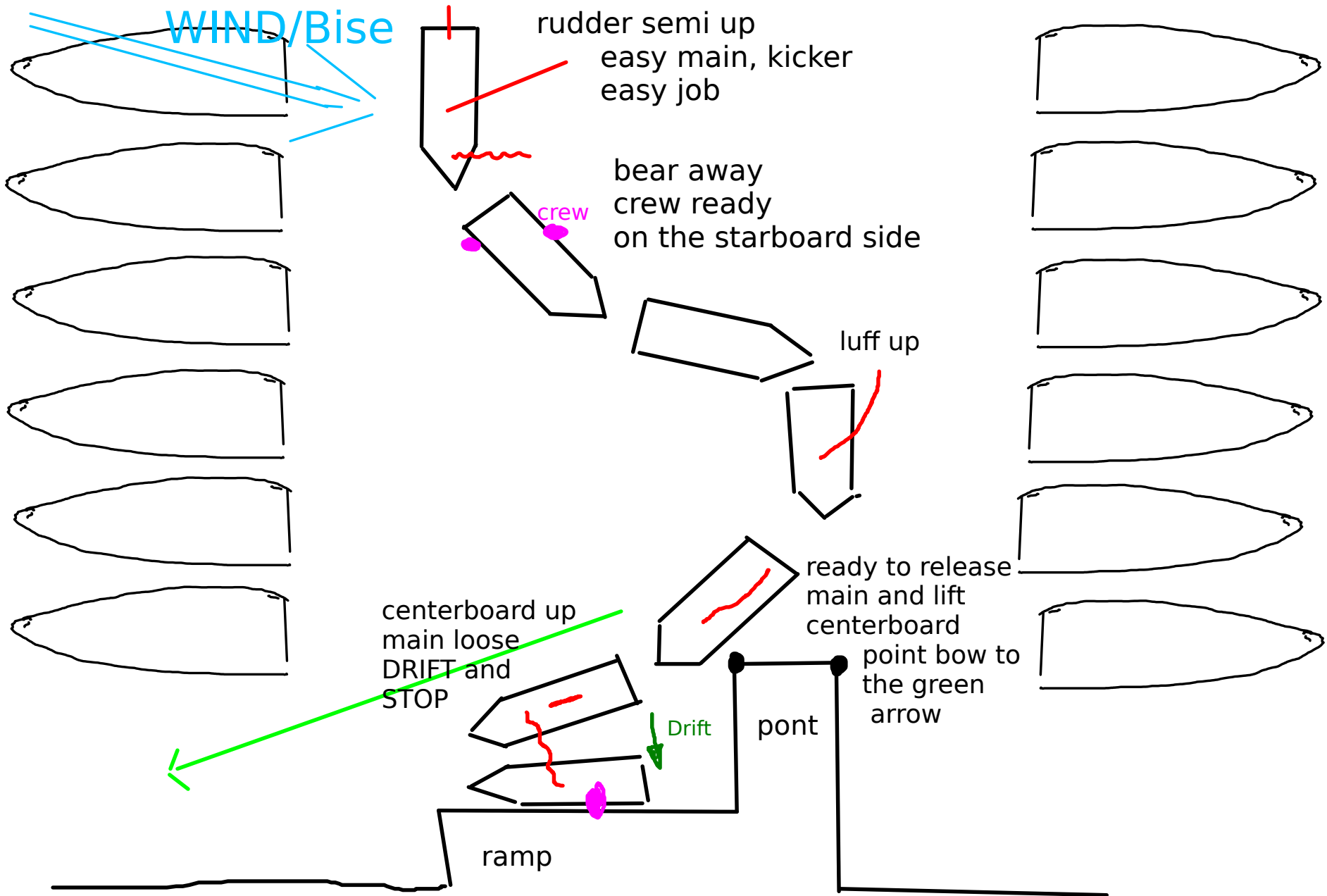
main down
main halyard
disconnected
from main head
and holds the
boom, releasing
the spi halyard.



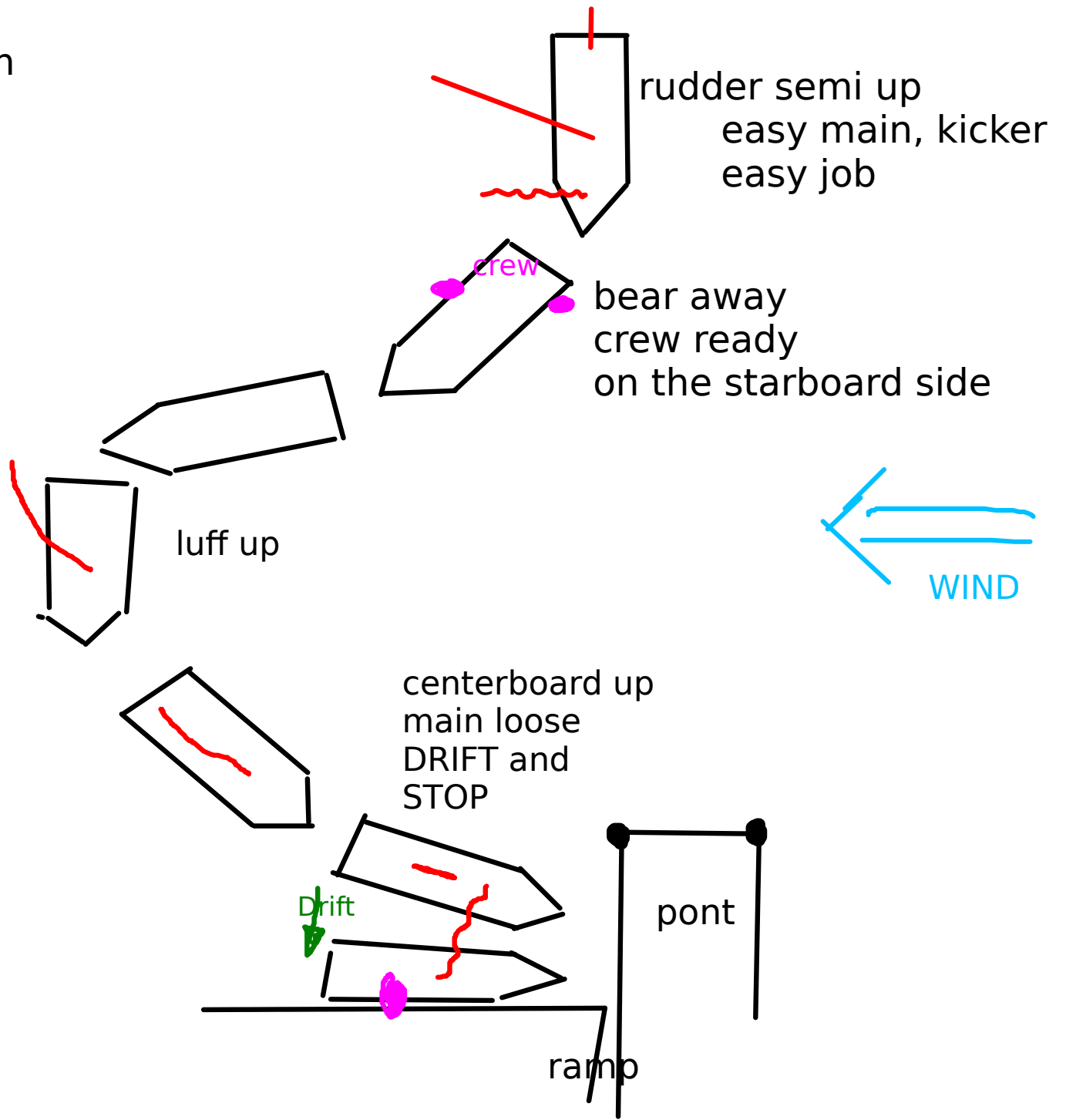
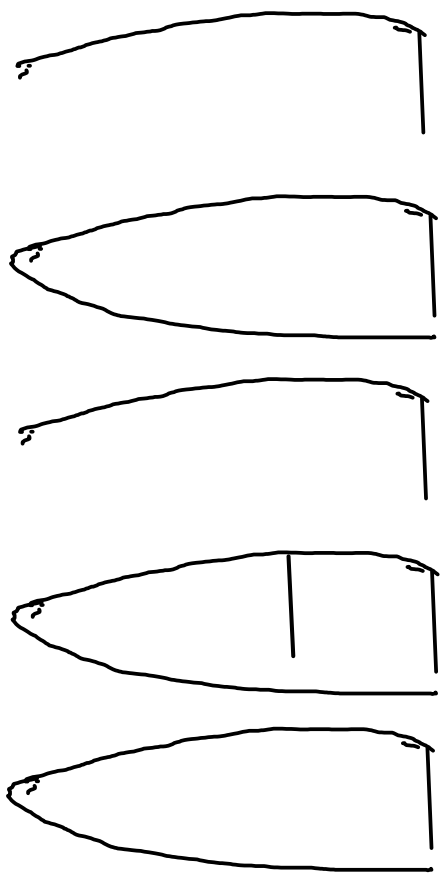
Re-entry with the Yngling... choose the upwind buoy!
no reason to gybe!



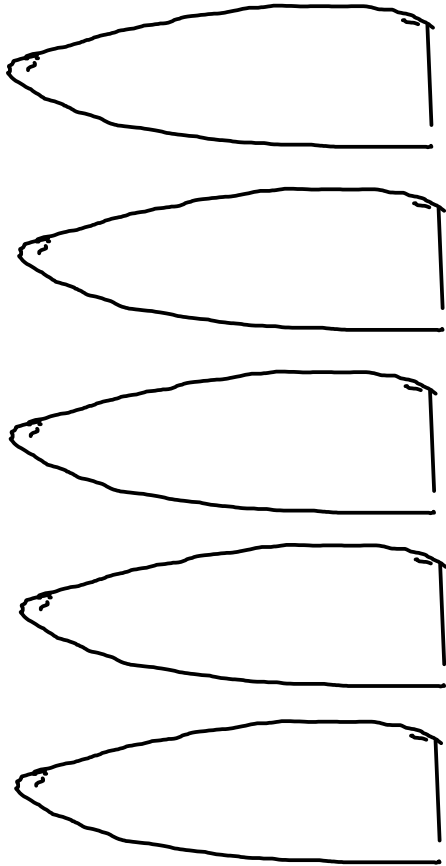
DINGHY RE-ENTRY MANOUVER... some cases



Re-Entry, wind from Geneve



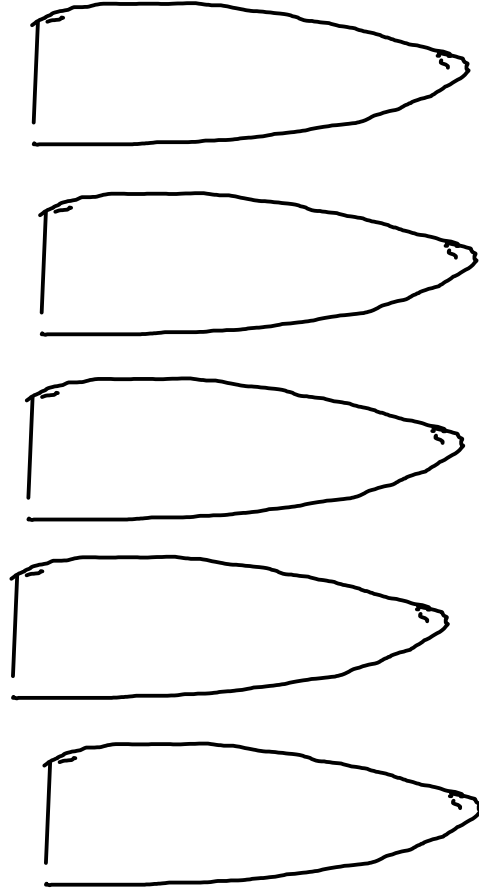
Wind from Jura



WIND



a series of large tack
never loose speed

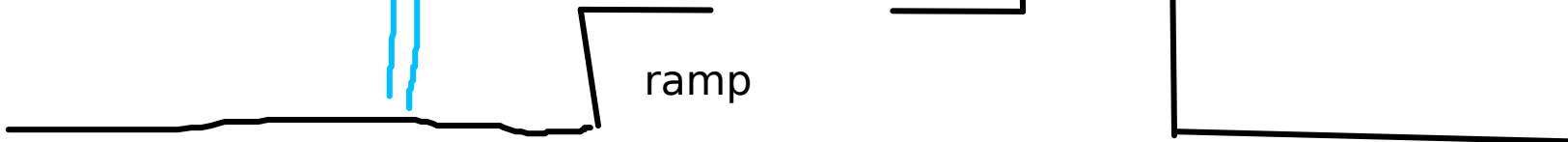


stop facing the wind
centerboard up
at the end

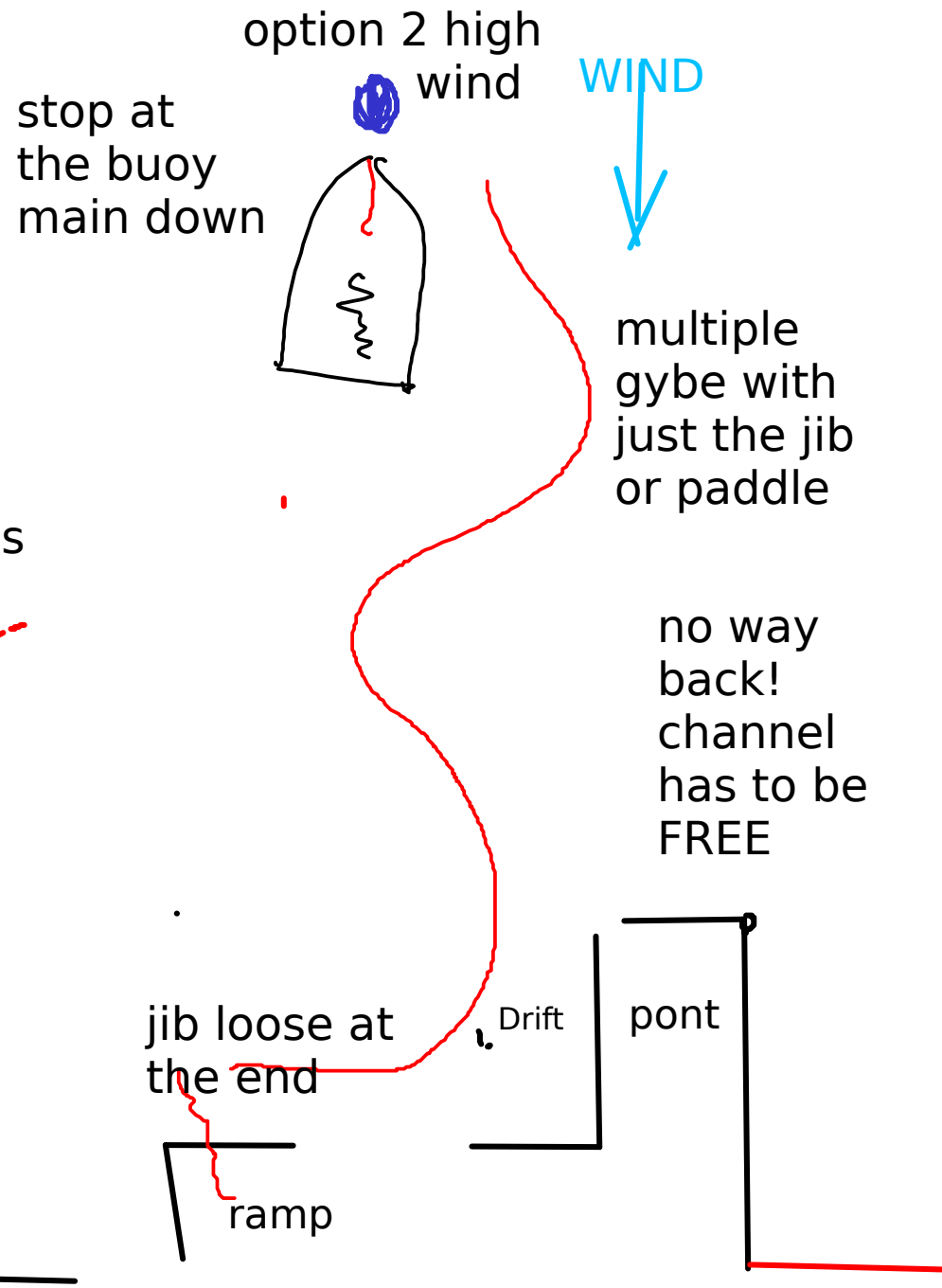
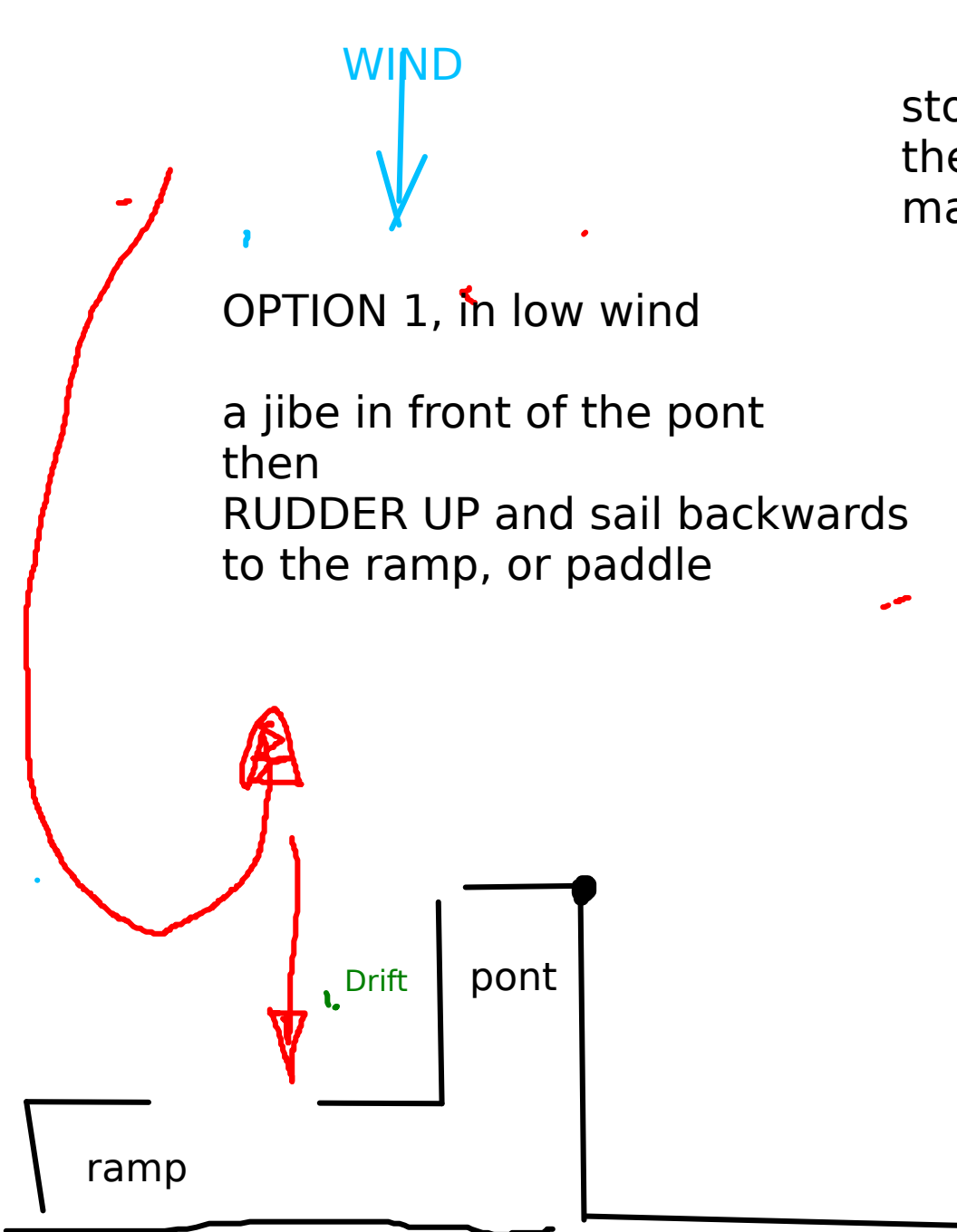
Drift

pont

ramp



Wind from the Entrance (E)



A view of the port,

cnv

low wind area
idea for CAT/dinghy
with strong bise

ramp

ramp

wind turbulence
here

bouy

Imminent (2h) high wind 40hz
Imminent (2h) storm 90hz

keep right

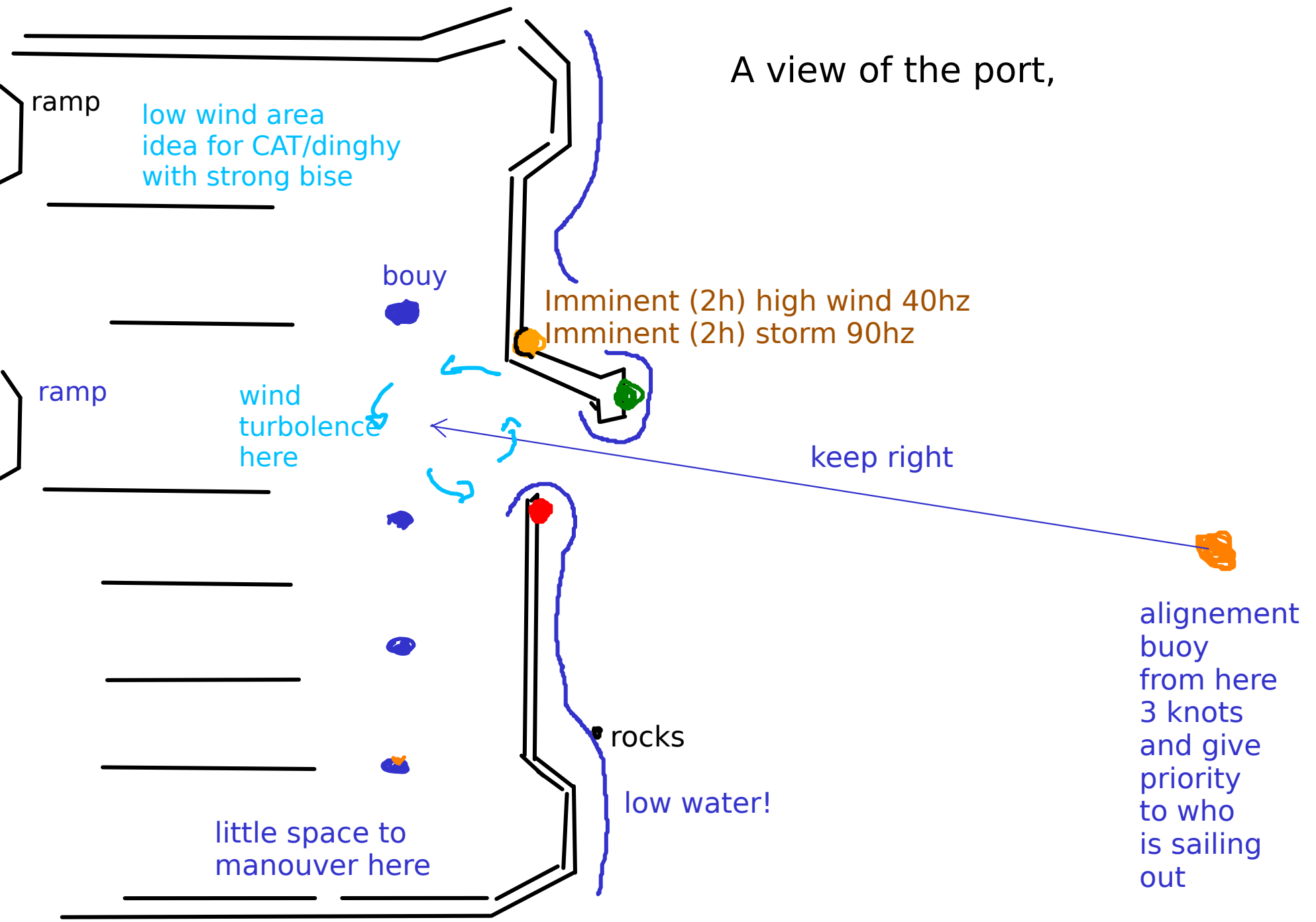
alignement
bouy
from here
3 knots
and give
priority
to who
is sailing
out

rocks

low water!

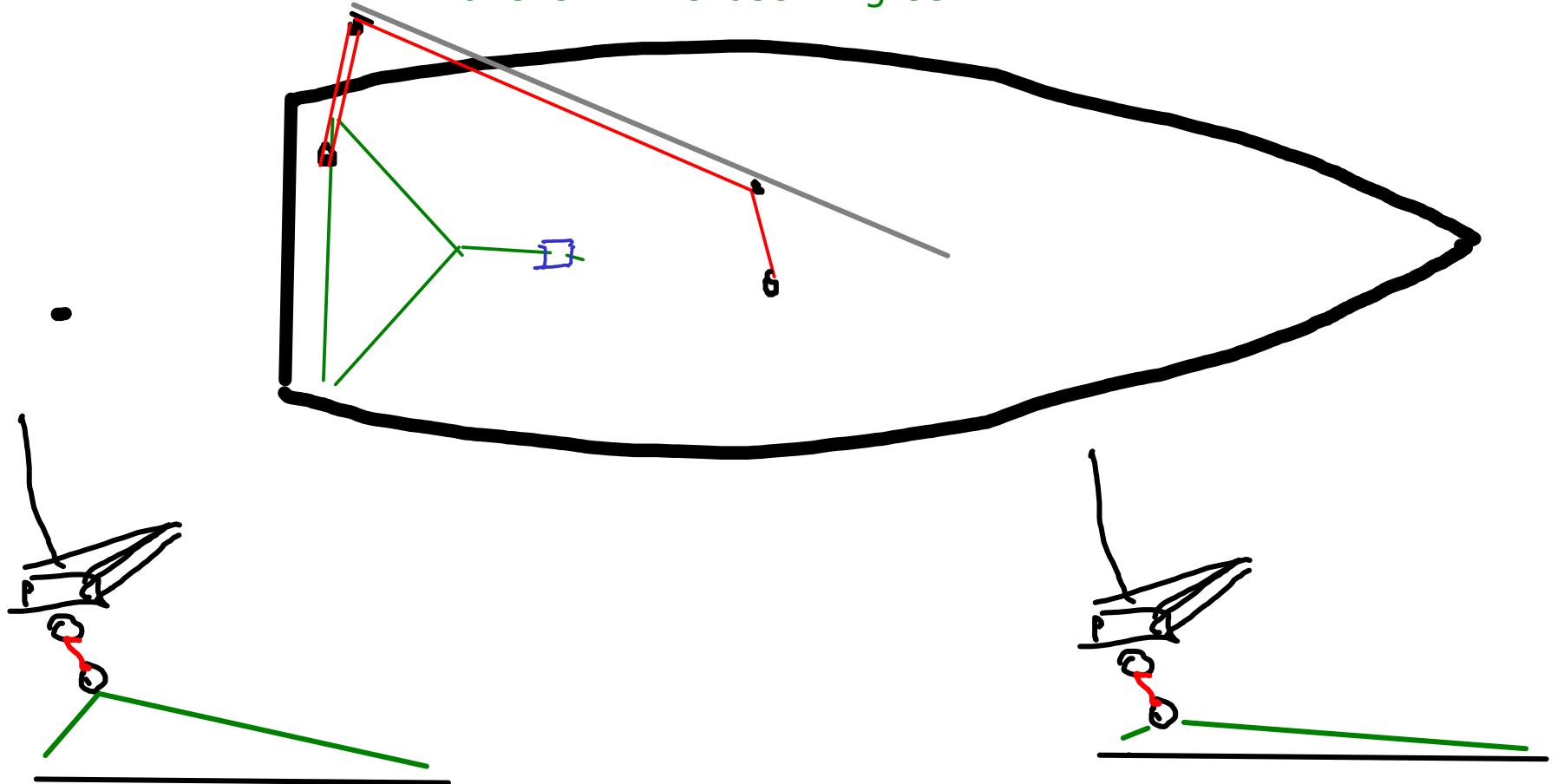
little space to
manouver here

bouvette



Laser... the unknown traveller

Traveller in the laser in green

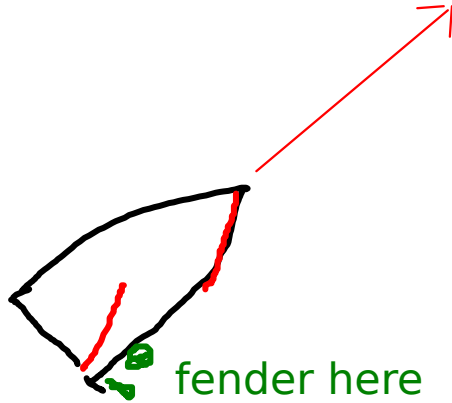


a bit open, keeps the main more into the center, and the mast is less bended when going upwind. LITTLE WIND... Easy the traveller! I also want it open in very strong gusty wind.

More wind and general sailing conditions, we want it close.

Approach while sailing (accosto)

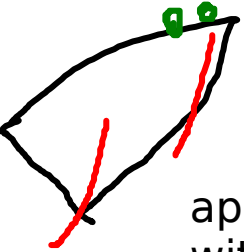
approach such that a crew can jump from a boat to the other



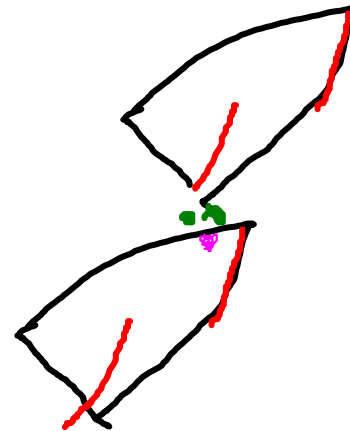
fender here

first boat SLOWS down and KEEP close reach

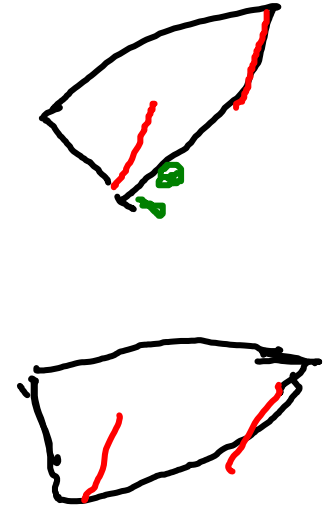
fender here



approaching boat set the speed with the main, and does most of the manouvering



Approaching boat get closer and from the bow the crew can pass an object or a member.



then bear away

Find an empty water area, and sail CLOSE REACH

Fleet navigation - The Line!

BEST UPWIND

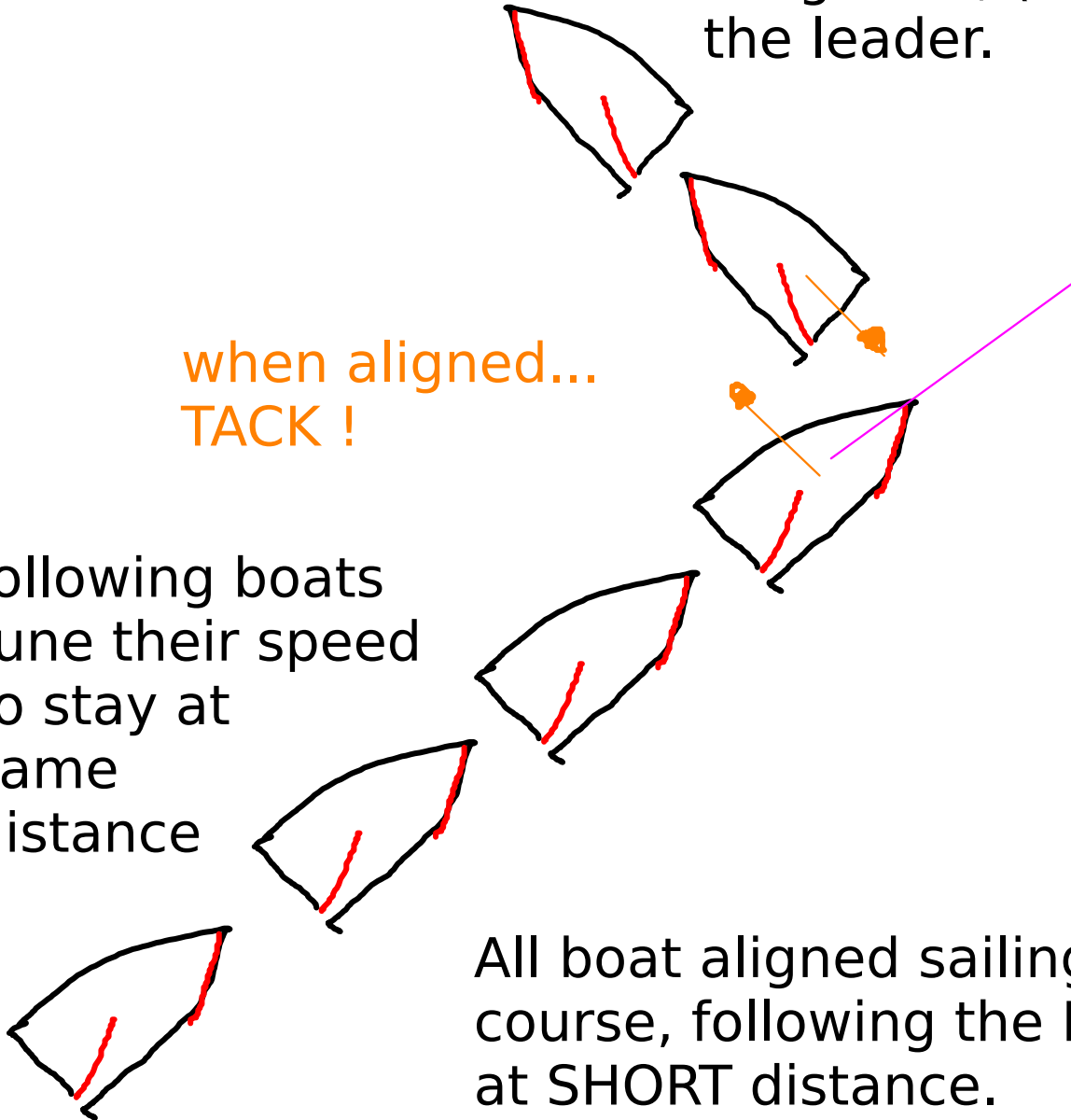
Leading Boat, (slowest) should be the leader.

when aligned...
TACK !

Tack! the following boat tacks when the midship and boat keel are aligned

following boats
tune their speed
to stay at
same
distance

All boat aligned sailing the same
course, following the LEADING boat
at SHORT distance.

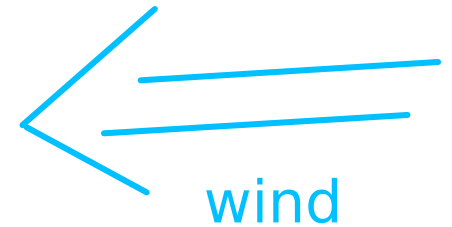
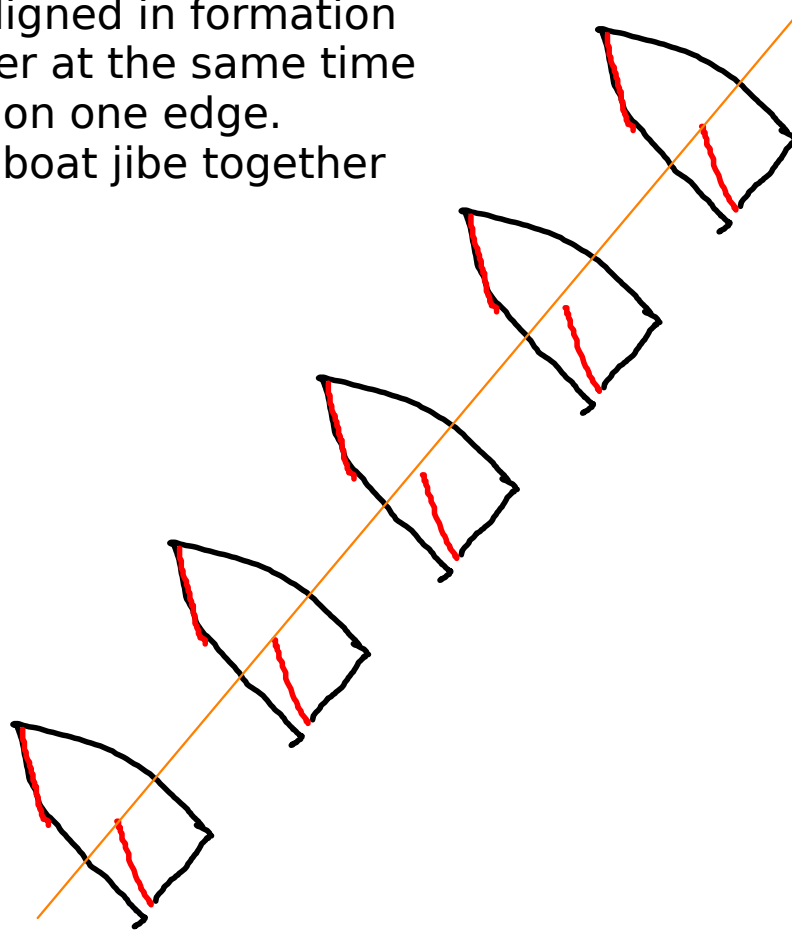


BEST DOWNWIND

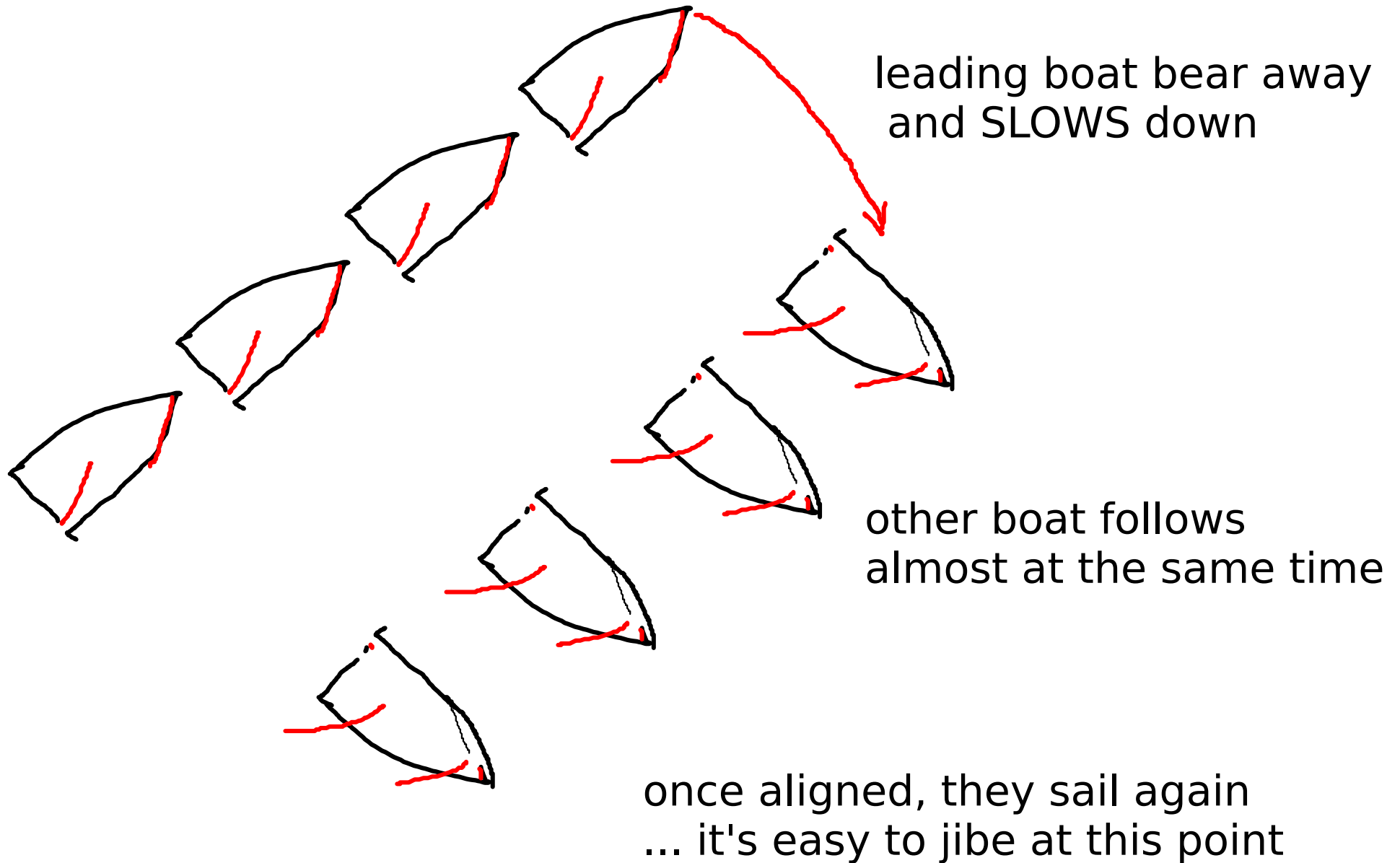
Fleet navigation - The formation

boat are all aligned in formation
they manouver at the same time
Leading boat on one edge.
When Jibe all boat jibe together

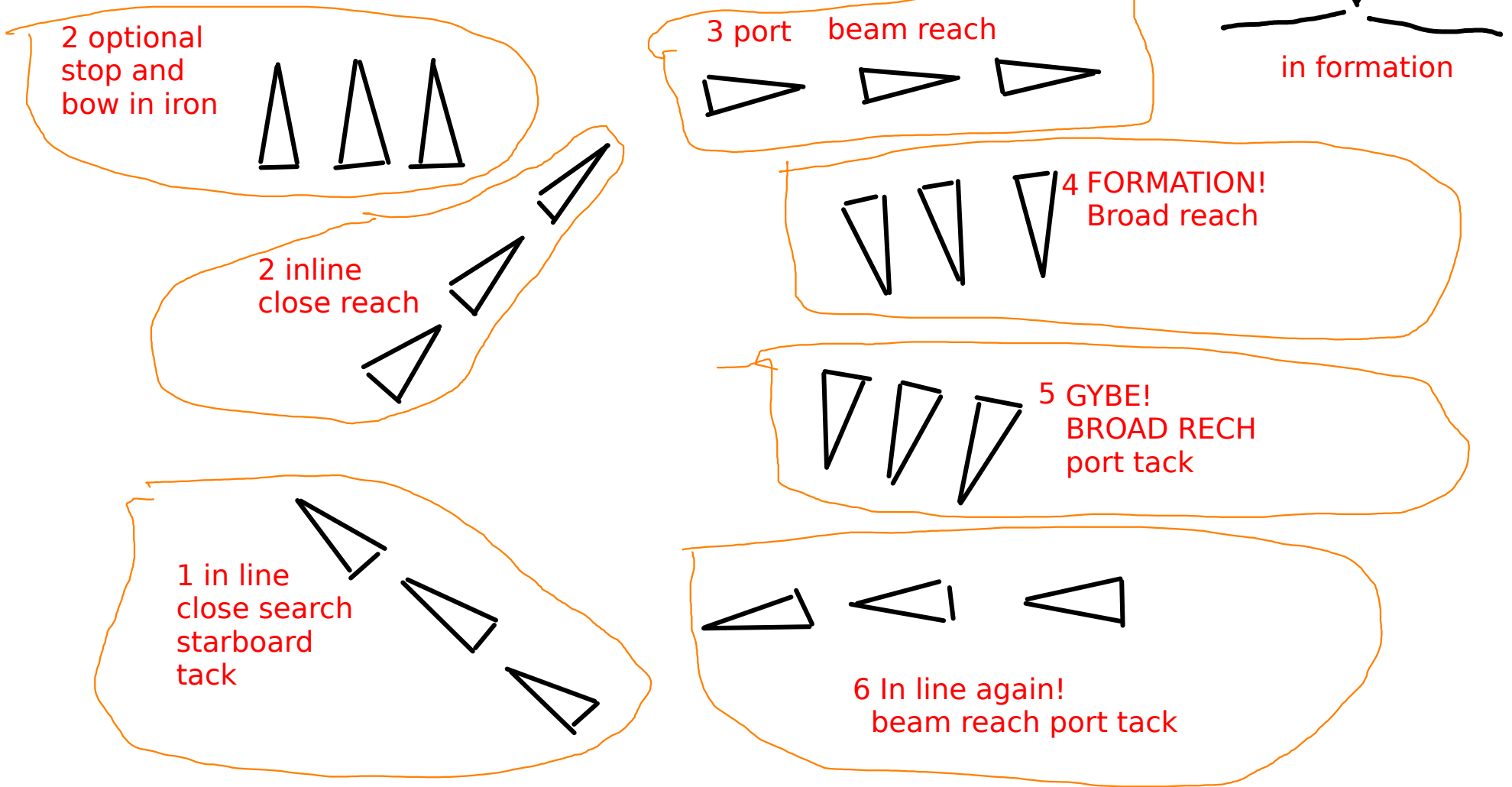
Leading
Boat



Fleet navigation - From Line to Formation



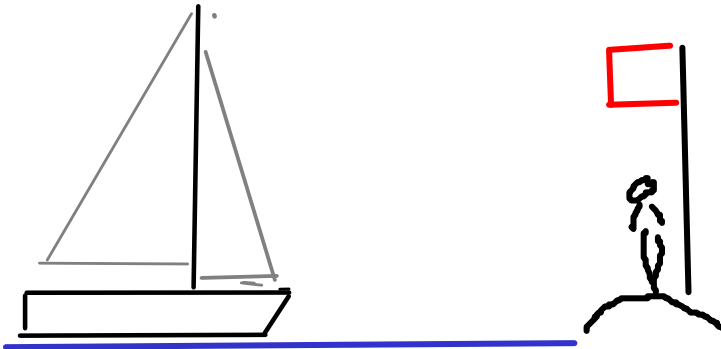
Fleet navigation manouver sequence.



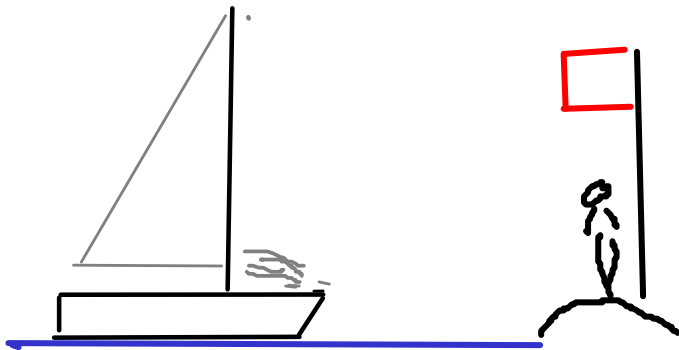
- With this sequence, the leading boat becomes the last one after the gybe:
- Before the gybe the leading boat can in beam reach switch position to keep leadership
 - always 2 gybe are performed to avoid in the line the leading become last

Inchino a Vela (bow while sailing)

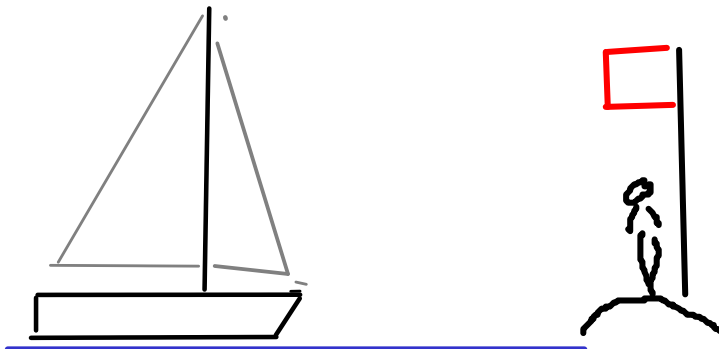
to homage someone usually watching from ground or other boat*



Sail upwind to close to the ground/ person you want to homage



Fast stop, one long whistle and jib down (FAST) standing still for few seconds everyone on board is standing



Another whistle, jib up and bear away

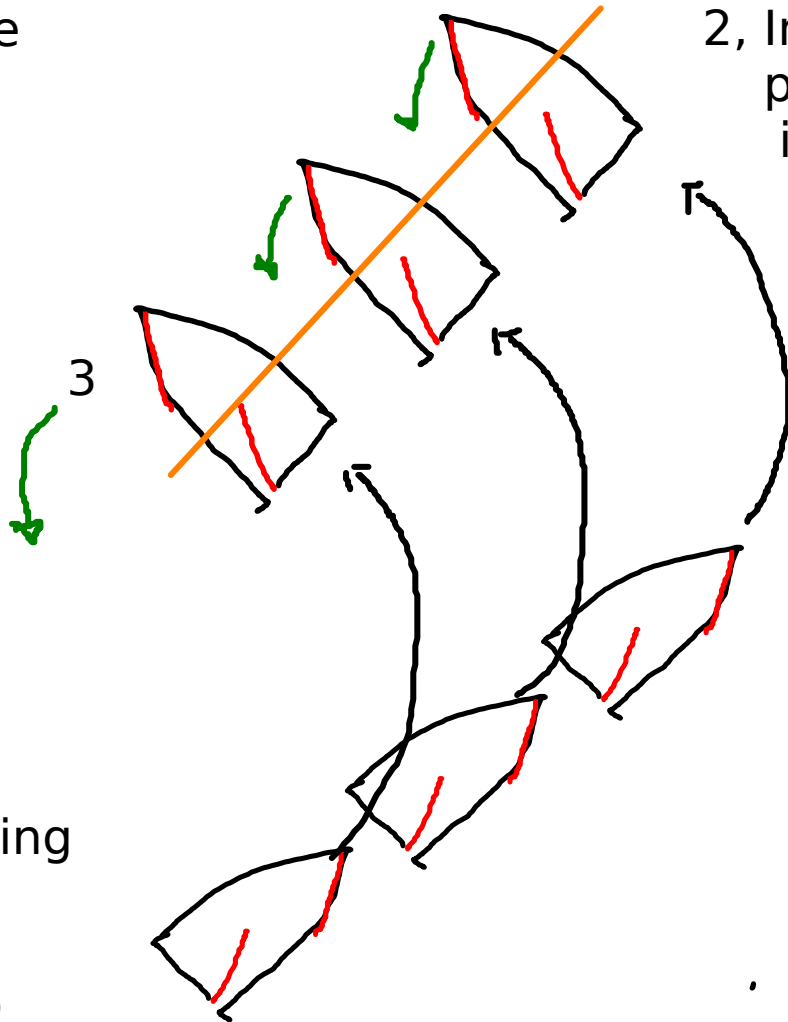
*mandatory when approached by a military/war vessel

wind



Inchino a vela, with the full fleet !

point
to homage

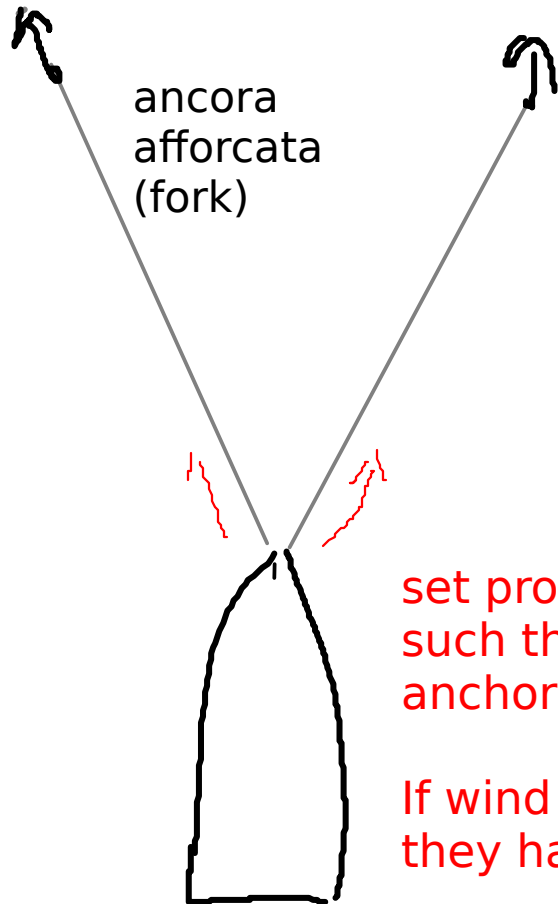


2, Inchino: all together they put jib down and jib up again, here is it critical to be not perfectly into the wind, so leading boat should find the good alignment

1: boat sailing in line, than tack together to be into the wind in formation

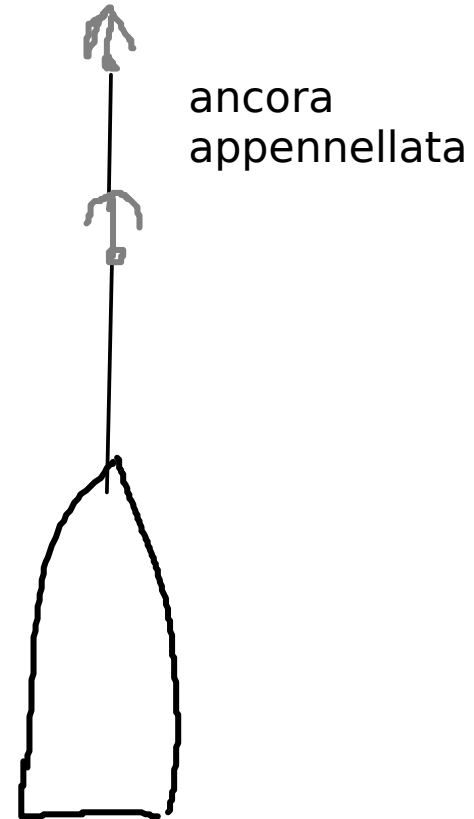
3: The LAST boat bears away after it, and the other ones follow getting again in LINE

Anchorage, (afforcate, appennellate)



set proper length
such that both
anchors are working.

If wind change direction
they have to be tuned



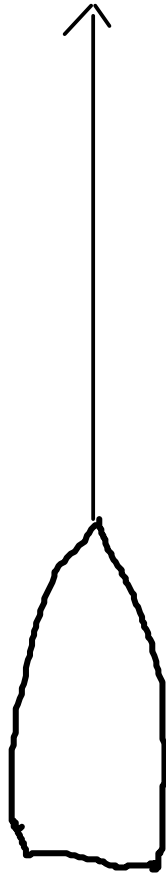
wind



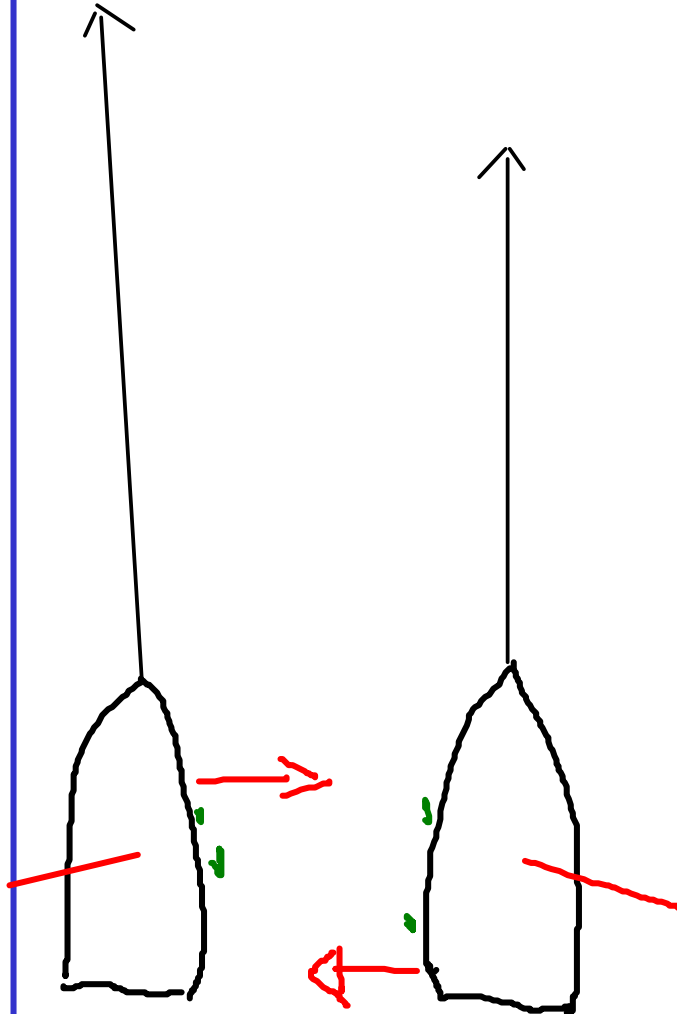
Multiple boat anchorage manouver



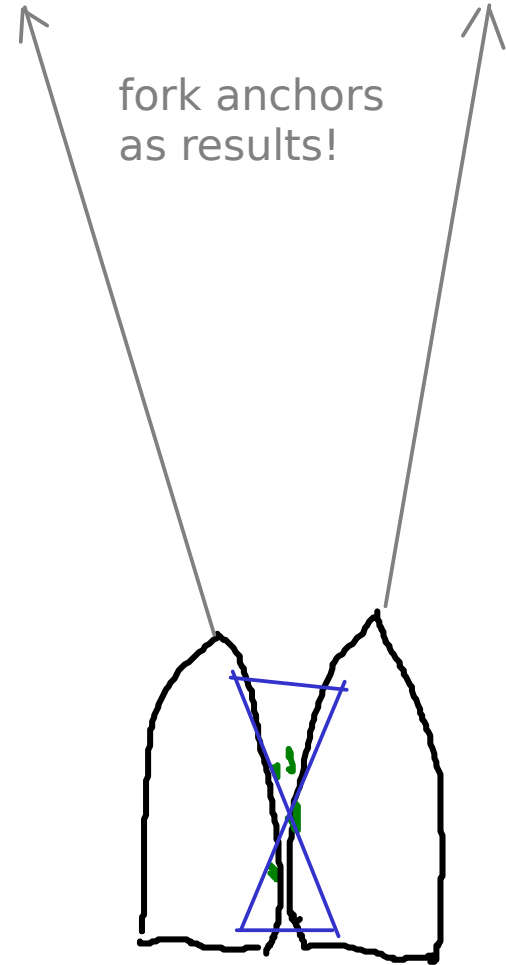
parallel anchorage



foward boat elongate the chain and counter push the main



fenders!



fork anchors as results!

springs!

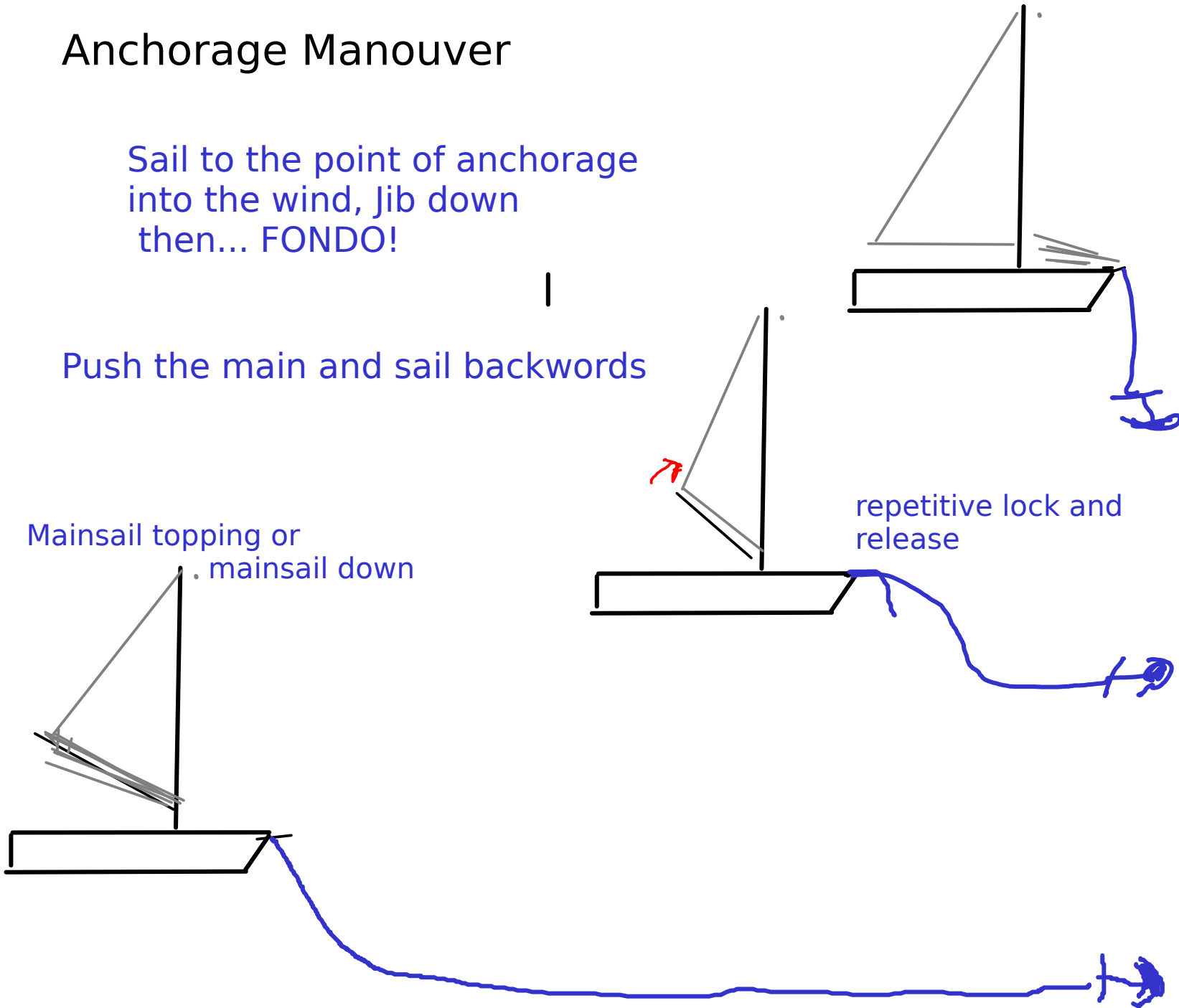
Anchorage Manouever

Sail to the point of anchorage into the wind, Jib down then... FONDO!

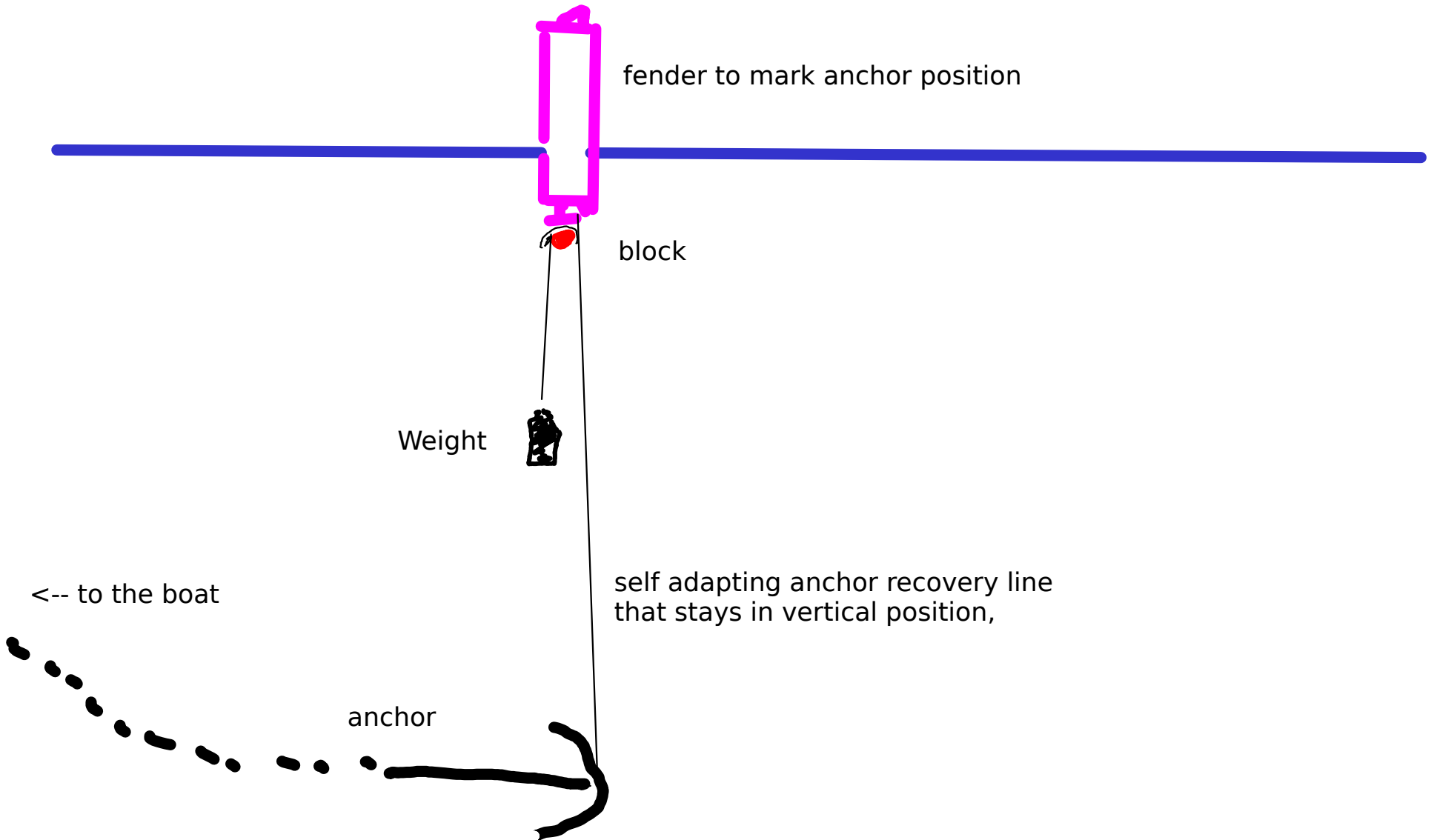
Push the main and sail backwards

Mainsail topping or mainsail down

repetitive lock and release



Anchorage position marker and recovery system



Hull Speed, displacement

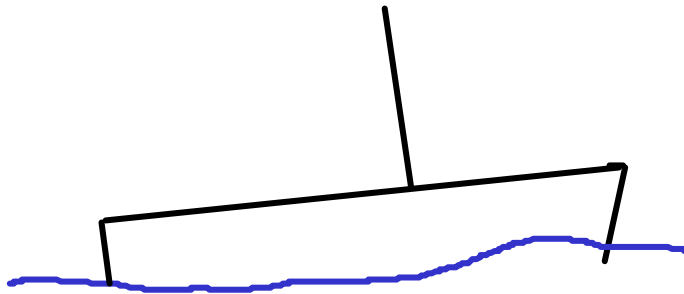
$$\text{HullSpeed} = 1.34 * \text{sqrt}(Lwl)$$

knots feet

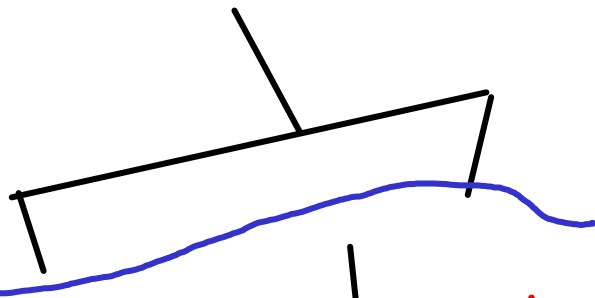
j80 Hull speed, LWL= 6.71m 22feet

$$6.2\text{knots} = 1.34 * 4.7$$

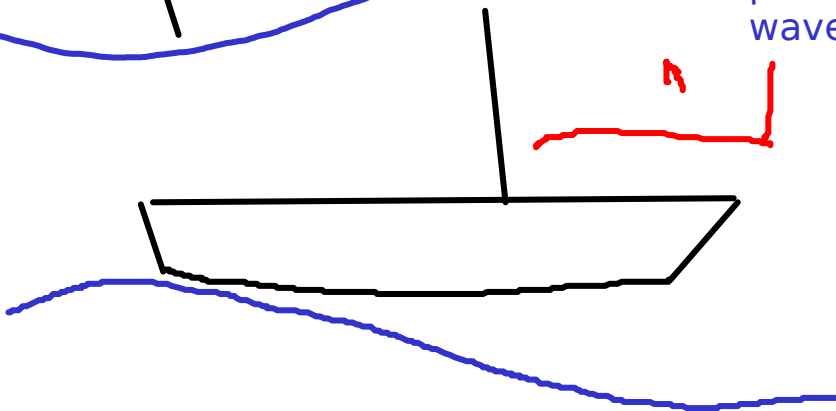
But we can go faster!



wave displaced by the hull,



at hull speed, the wave generated becomes so high that the boat can not climb it, no matter how much power you get, you will generate even higher hull wave to climb.

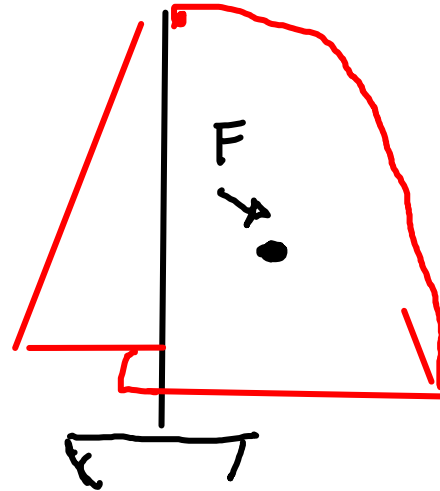
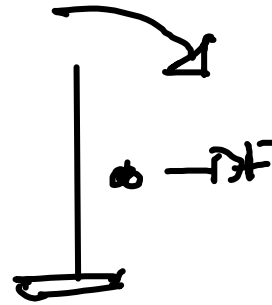
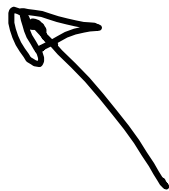


the spi is made to LIFT up the boat, and make it lighter (less displacement)

light sailboat, lifted UP by the spinnaker, with a surfing flat hull, can SURF on the wave, overcoming to the hull speed. Also a narrow bow design, allows to displace less water.

Not possible on heavy displacement hull.

Cynese Gybe

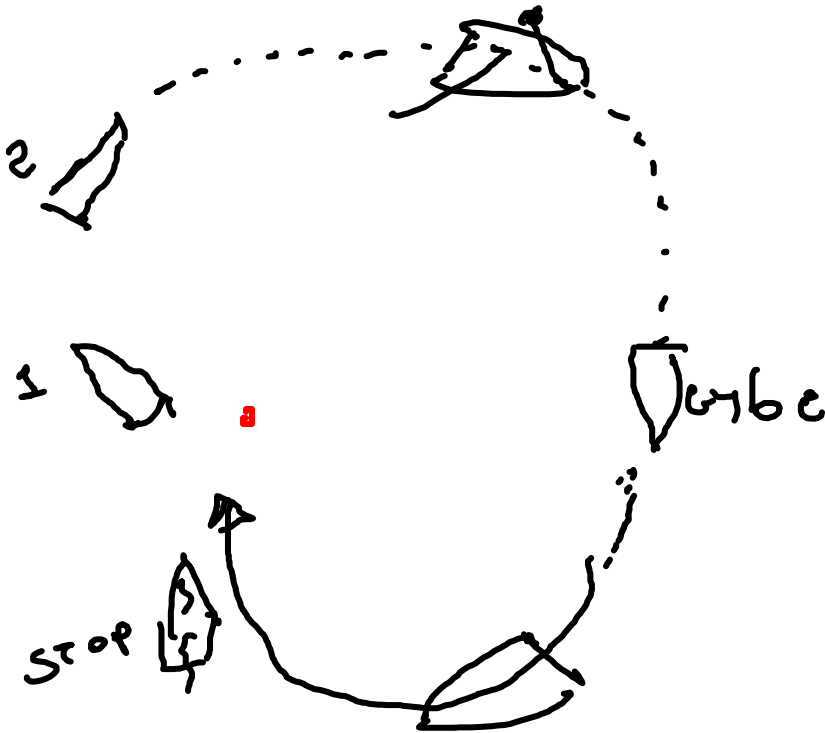


usually happen
when the centre
of sail is very
unbalanced
so the boat
turns itself
into a gybe

and the forces
are much greater
than the ones
compensated
by the rudder.

Keeping the center
of sail in the center
of the boat
shold avoid that.

Man Overboard - QuickStop



This is recommended by ORC after 20 years of investigation. It fits perfectly with small boats in low wind (less 24m).

Large vessel in strong wind and modern sailing foiling boats, also consider the "just stop the boat" and rescue by engine.

The advantage of the QuickSTOP is:

- it is always the same starting sequence whatever is the wind: MOB!, TACK!

- Can be (should be) performed alone, without touching the sail forgetting about boat performance

Radio on Board

PMR/Licence free
446 Mhz

1km, 0.5Watt

VHF Portable 0.5-6.0 Watts

VHF Fixed VHF with DSC up to 25 Watts
~156Mhz

LW,MW,SW receiver with SBB and a laptop:
NAVTEX 490/518 khz messages (lw sbb)
RTTY Meteo messages (sw sbb)
METEOFAX images

