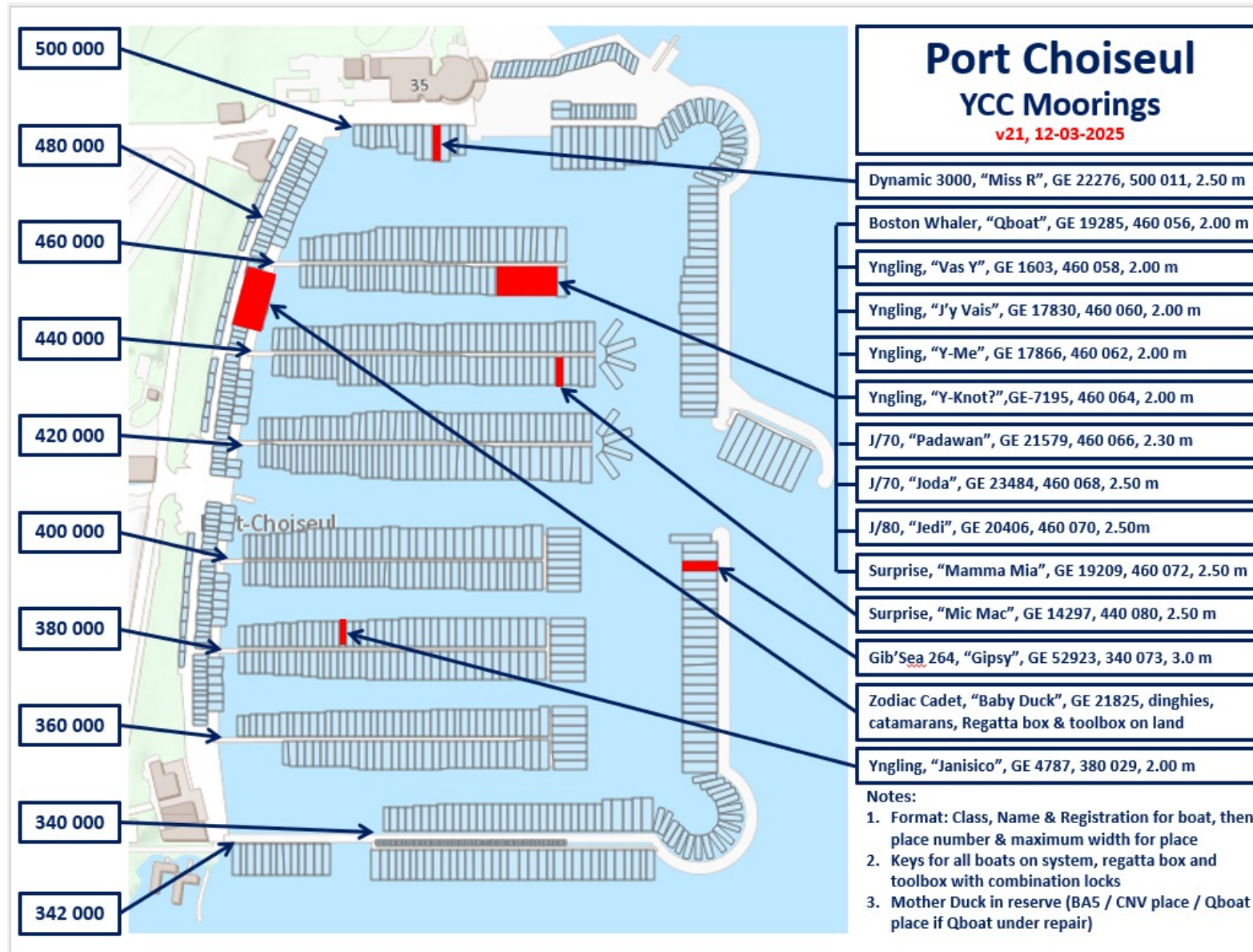


Short introduction to YCC Competent Crew course

The basics to know before going out on the lake

Marco Silari

https://yachting.web.cern.ch/courses/competent_crew_course.html





We will be sailing on three types of boat

	Length (m)	Beam (m)	Draft (m)
Surprise	7.65	2.48	1.60
J80	8.00	2.49	1.50
GibSea	7.80	2.92	2.00 (0.80 lifted)

Main differences:

- The GibSea has a mobile keel
- The GibSea has an inboard engine, the Surprise and J80 have an outboard engine
- To reduce the headsail
 - you can half-furl the genoa only on the GibSea
 - on the Surprise and J80, you have to change the headsail
- Install/remove main sail on Surprise and J80, it stays in place on the GibSea



- Remove cover of the headsail, and from the main sail on the GibSea, fold and store them in the cabin
- On the Surprise and J80: mount main sail making sure it is not twisted
- Rig the sheets on main sail and headsail (jib or genoa, according to the wind conditions)
- Prepare the reefing lines on the main sail even if the forecast is for light wind
- **Never let a halyard flying loose, keep it in your hand until it is securely fixed somewhere**
- Remove chain from the engine, attach the petrol tank
- Lower the engine into the water, check that the gear is in neutral, start it and check that cooling water flows out of it
- Take the hook on deck, it may turn useful
- Before leaving the mooring, check where the wind is coming from (look around you)

Leaving the mooring and the harbour

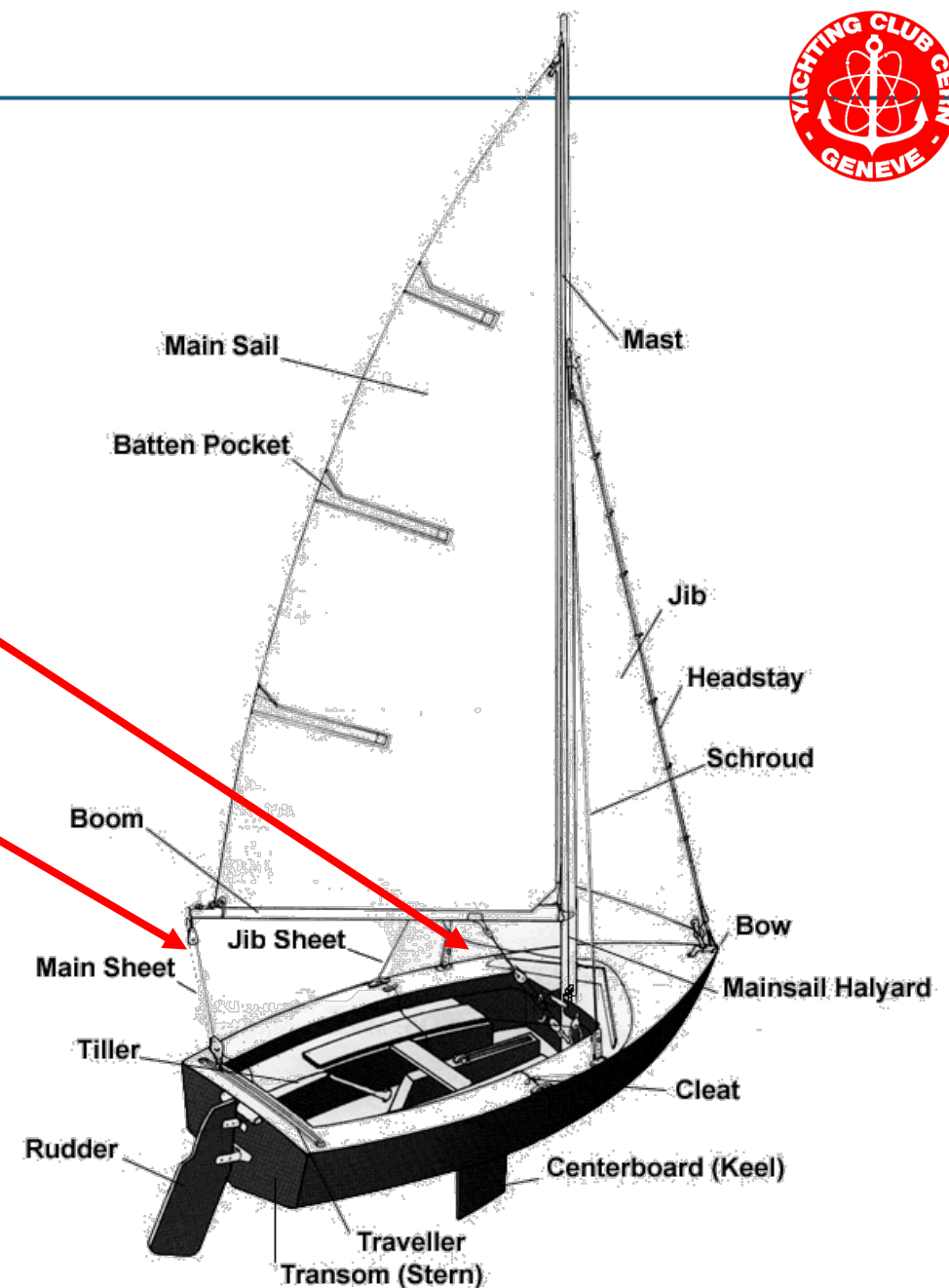
- On the GibSea, lower the keel while leaving the harbour
- As soon as you are out of the harbour, remove the fenders
- First hoist the main sail, then open the genoa or jib
- Before hoisting the main sail, release everything that pulls the sail **DOWN**:



Credit: Wikipedia

- Boom vang (or kicker)
- Main sheet
- Cunningham
- Reefing lines

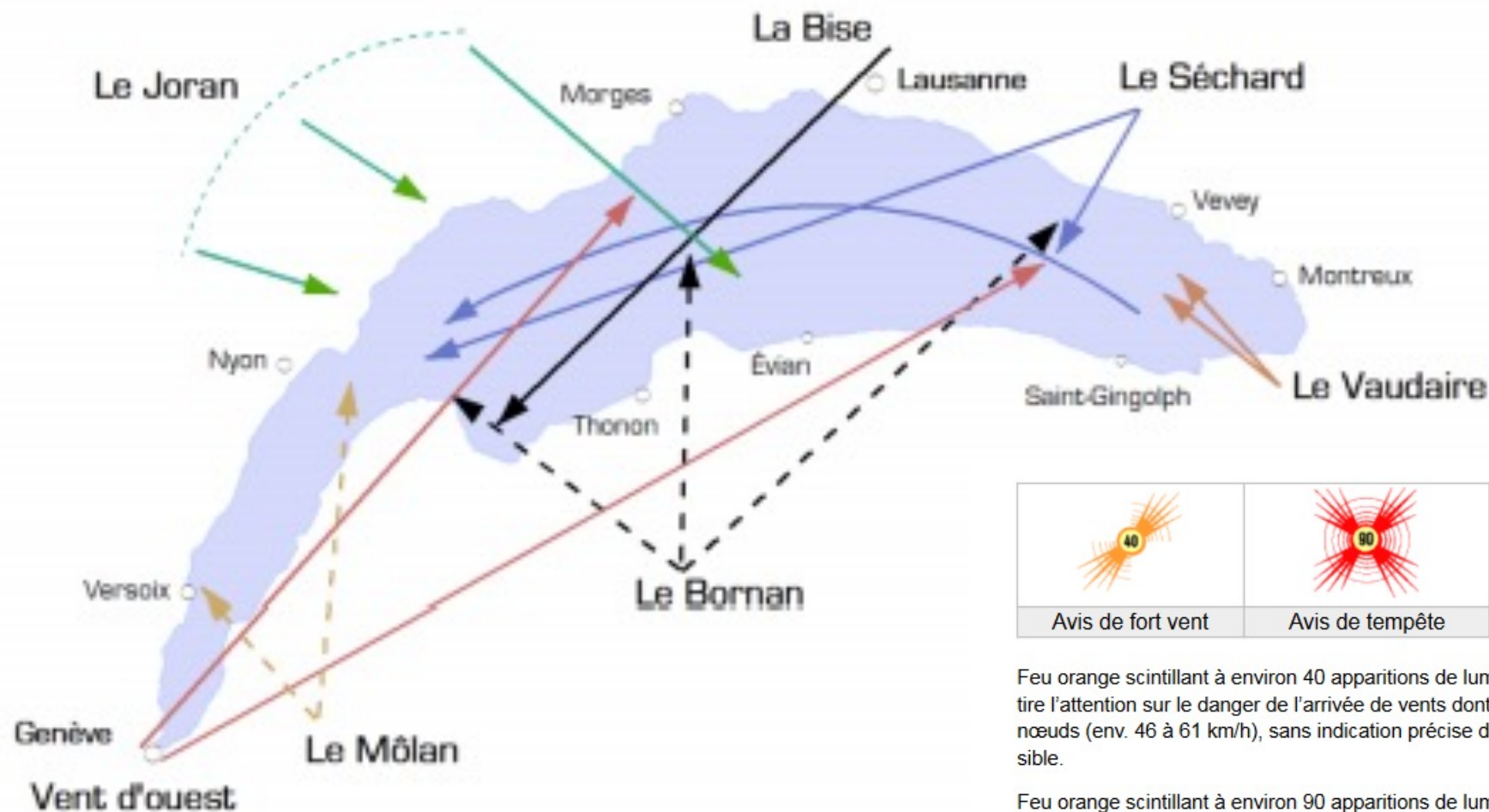
- Switch the engine off (gear in neutral first) only after the sails are up and working, and pull it out of the water





- Always look around for other boats, and keep the person at the helm informed (*no one on board is just a passenger*)
- Respect priority rules (we will discuss them while sailing) but remember that the basic rule is: avoid collisions, irrespective of whom has priority!
- Watch out for the boom, especially while sailing with wind astern (*a good rule is to keep your head always below the boom height*)
- While moving on the boat, always hold yourself somewhere (*one hand for oneself and one for the ship*)
- Wear life jacket if the wind conditions require so (or if your teacher tells you)

- Lower the engine into the water and start it before lowering the sails (always have one source of power on)
- Take the sails down (first the genoa or jib, then the main sail)
- Put fenders out
- Take the hook on deck, we will need it for mooring
- On the GibSea, take the keel half-the way up while entering the harbour
- With (strong) wind in the harbour, leaving and returning to the mooring may be difficult (especially with the GibSea with the keel half-the-way up)
- When unrigging the boat:
- Remove sails and store them properly
- Make sure there is a good knot at the end of the main sail outhold and reefing line(s) to avoid them “disappearing” into the boom
- Remove the petrol tank and store it properly, lift the engine out of the water, put chain
- Leave the boat tidy, coiling all ropes properly

Vents dominants

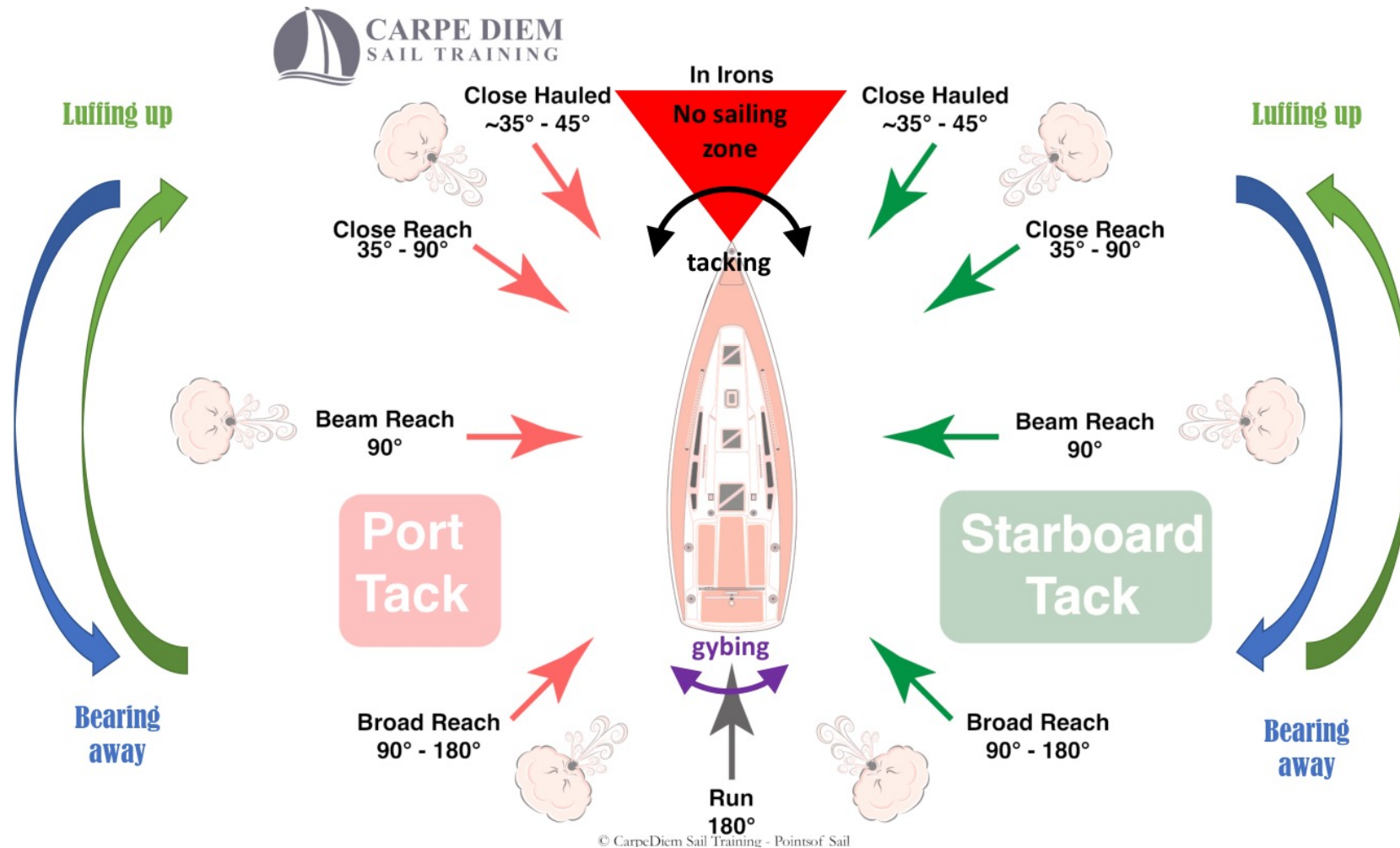


	
Avis de fort vent	Avis de tempête

40 flashes/minute
90 flashes/minute

Feu orange scintillant à environ 40 apparitions de lumière par minute : L'avis de fort vent attire l'attention sur le danger de l'arrivée de vents dont les rafales peuvent atteindre 25 à 33 nœuds (env. 46 à 61 km/h), sans indication précise de l'heure. Il est émis aussi tôt que possible.

Feu orange scintillant à environ 90 apparitions de lumière par minute : L'avis de tempête attire l'attention sur le danger de l'arrivée de vents dont les rafales peuvent dépasser 33 nœuds (env. 60 km/h), sans indication précise de l'heure.

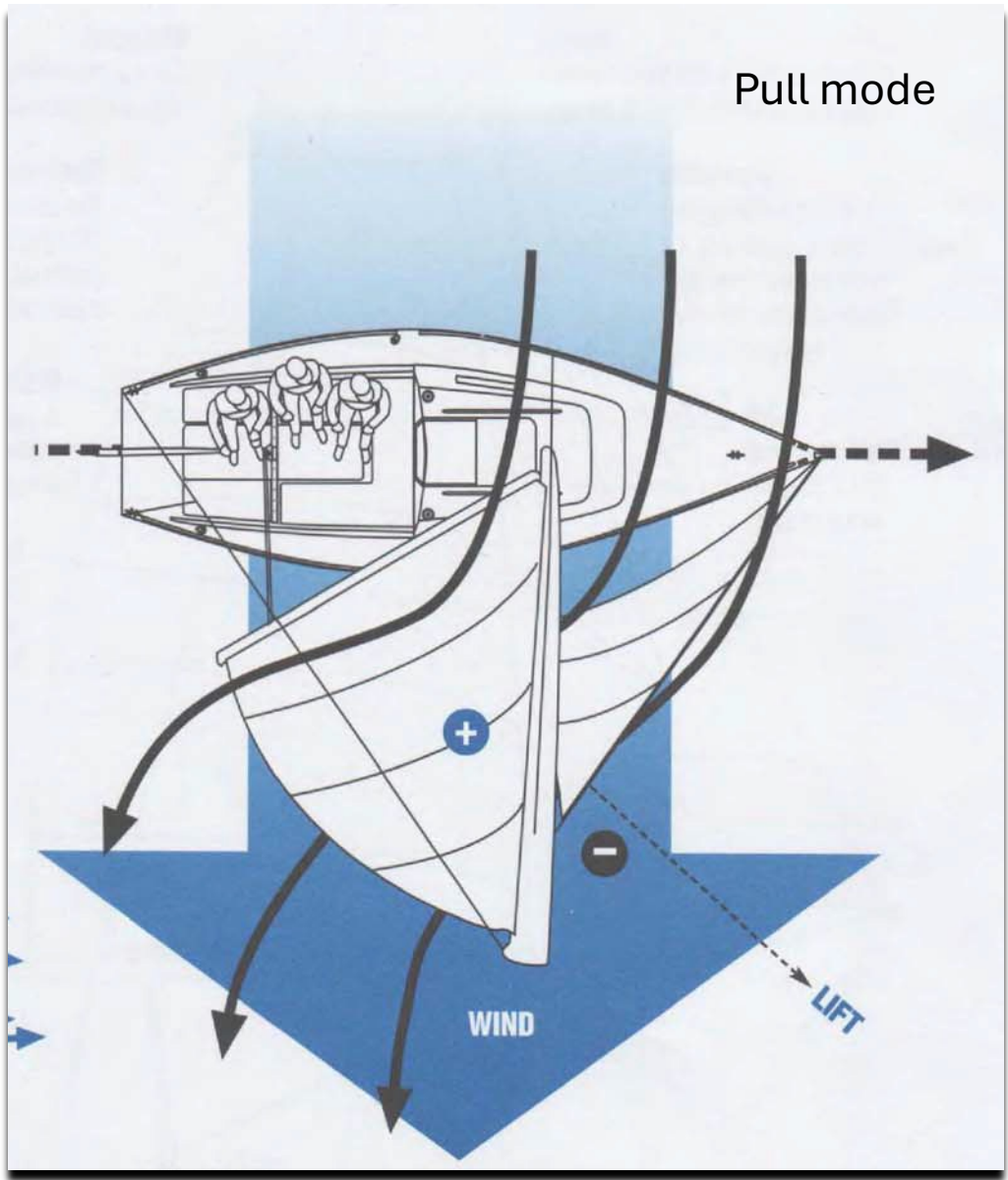


https://yachting.web.cern.ch/documentation/general/Illustrations_for_teaching.pdf

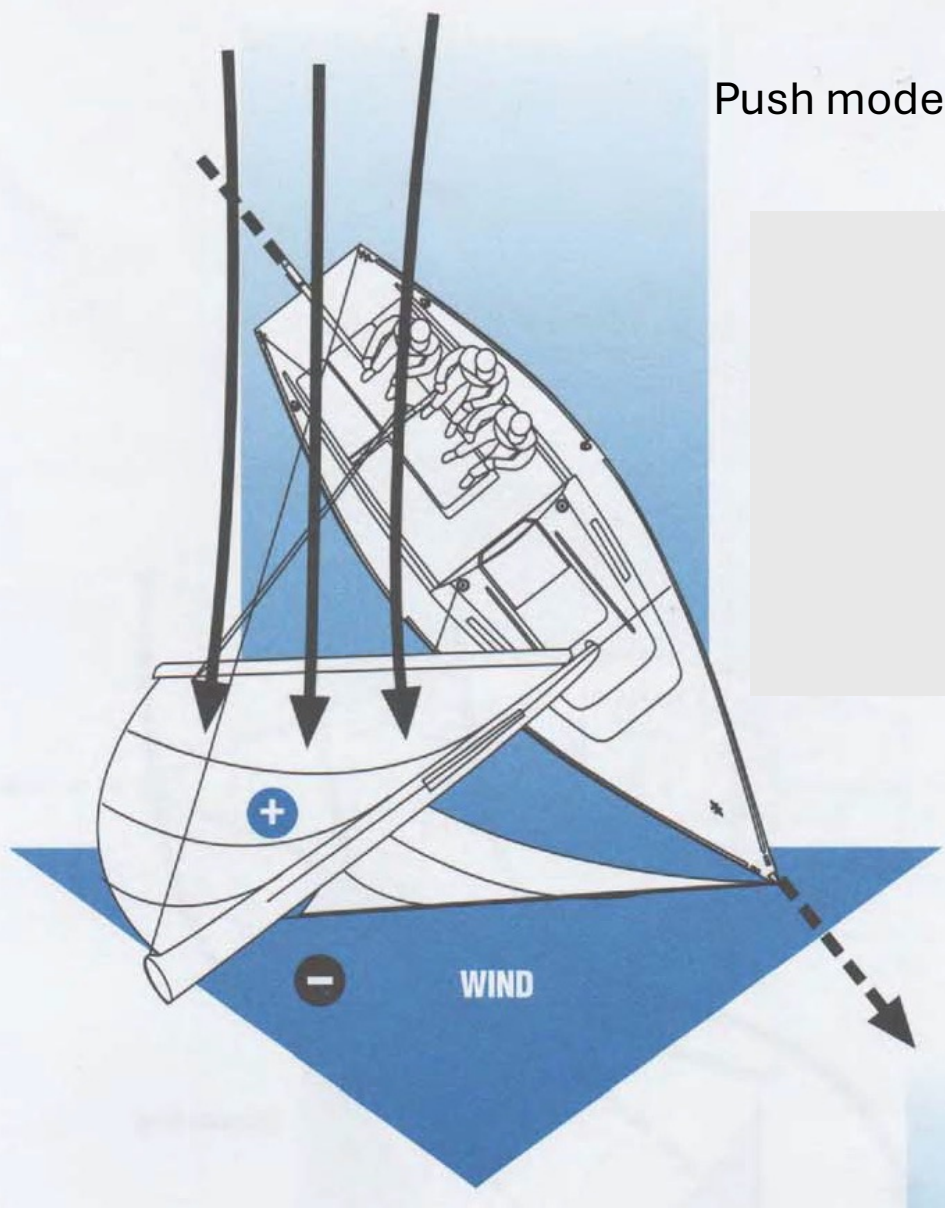
How the wind acts on the sails



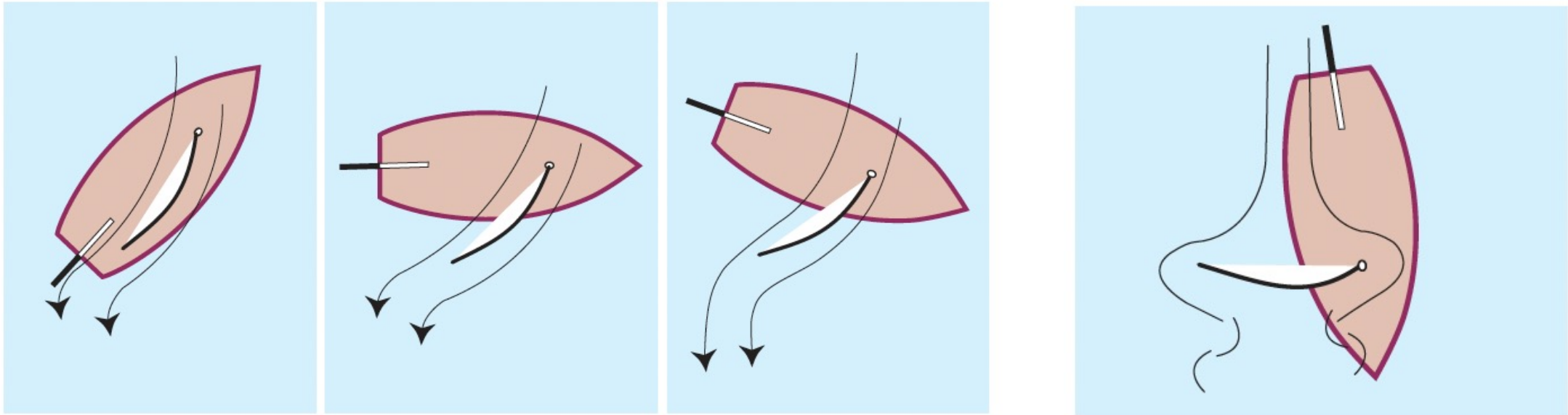
Pull mode



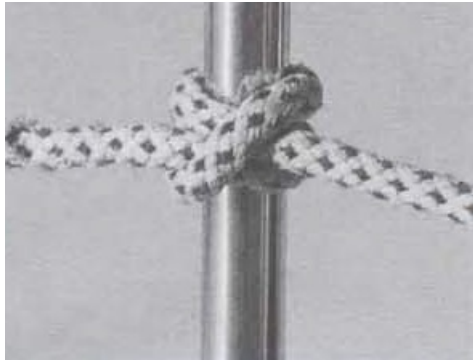
Push mode



Credit: US sailing, Basic keelboats



Since the position of the sails with respect to the wind **must not** change (if the wind is constant), if you want to change route (either luffing or bearing away), then the position of the sail with respect to the boat **must** change



Clove hitch



Round turn and
two half-hitches



Coiling a line



Bowline

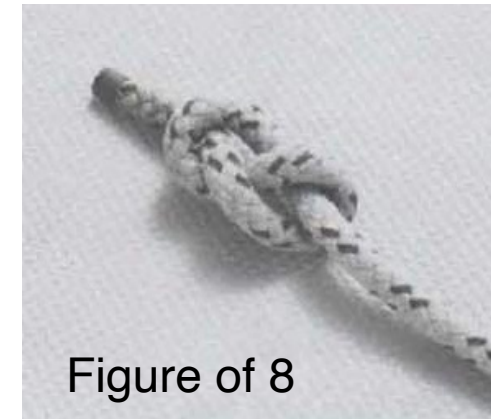


Figure of 8



Credit: US sailing, Basic keelboats

Procedure

- The candidate contacts the [CC test coordinator](#) to request a test. The test coordinator will appoint an examiner. For CC course students, normally the examiner is **not** your teacher
- Upon successful completion of the test, the examiner issues a report to the test coordinator, who when satisfied that all the requirements have been met (which include **three helper's sessions**), will award the key.

The test consists in demonstrating the knowledge and skills listed below during a test outing on a Surprise, J80 or GibSea:

- Sailing terminology and parts of a keelboat
- Rigging and de-rigging a keelboat
- Essential knots and their correct use (figure-of-eight, bowline, clove hitch, round turn and two half hitches, reef knot)
- Handling sails (hoisting, lowering, reefing and trimming on all points of sail)
- Boat manoeuvres (tacking, gybing)
- Entering and leaving the port
- Helming to hold a course under motor and sail
- Heaving to – actions for jib and mainsail
- Man-overboard procedure – actions for crew
- Basic rules of the road, keeping a lookout, safety
- General usefulness: lowering keel, bringing fenders in, keeping cockpit tidy

That's all for now
Let's go out on the lake and have fun!