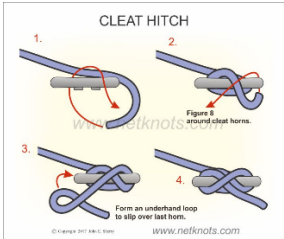
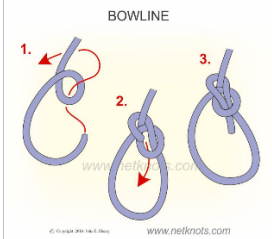
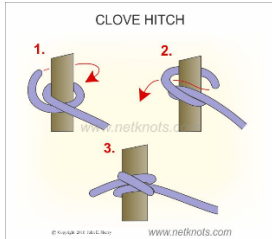
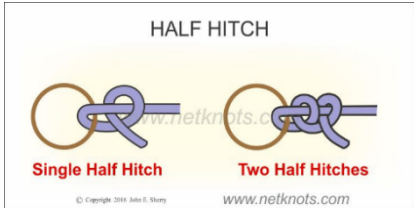



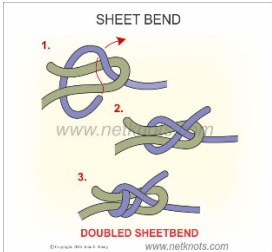
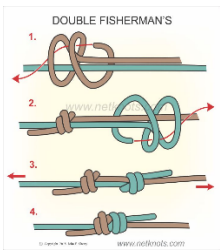














<p><b>Cleat knot</b></p>	<p><b>Bowline knot</b></p>	<p><b>Clove hitch</b></p>
		
<p>To attach anything to a cleat, typically mooring lines</p>	<p>Go to knot to attach anything/everything (main halyard, sheets, ...)</p>	<p>Tie a rope around a pole or an object</p>
<p><b>Half hitch</b></p>	<p><b>Halyard Hitch</b></p>	<p><b>Clove Hitch – Loops</b></p>
		
<p>To tie a rope around something less solid (e.g. fender around life lines)</p>	<p>Compact knot to join halyard to a shackle at top of a sail.</p>	<p>Simple (weak) hitch to attach a rope to a pole or ring</p>
<p><b>Reef (or square) knot</b></p>	<p><b>Single and double sheet bend</b></p>	<p><b>Double Fisherman's knot</b></p>
		
<p>Binding knot for non-safety critical, holds only as long as under tension</p>	<p>Joins two ropes of equal size (single) or different sizes (double)</p>	<p>Securely joins two ropes of similar size</p>
<p><b>Slip Knot</b></p>	<p><b>Figure eight</b></p>	<p><b>Double Overhand Stopper</b></p>
		
<p>Simple loop in rope's end - loosens when tail end is pulled.</p>	<p>Non-binding, quick and convenient stopper knot</p>	<p>Makes a reliable, moderately large, stopper knot</p>

			
Cleat	Cam cleat	Jam or V cleat	Rope clutches

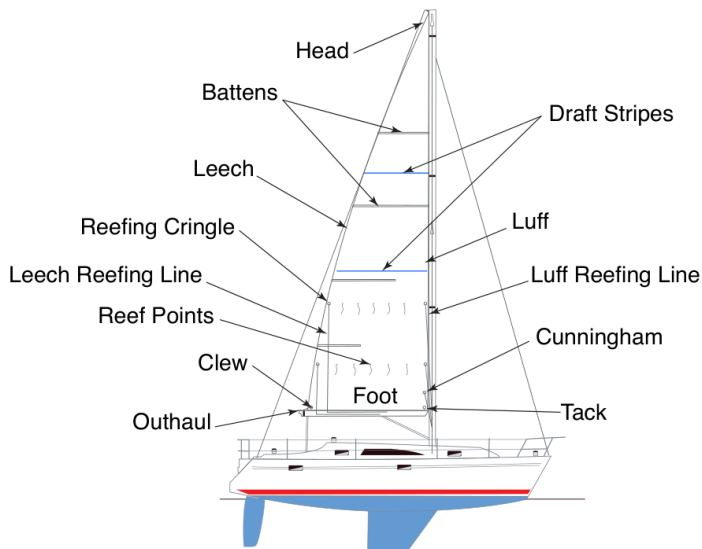
			
Mooring hook	Safety snap hook	Swivel	Pad eye

			
Snap Shackle	Key pin shackle	D shackle	Soft shackle

	<p>Closed body:</p>  <p>Open body:</p> 		
Pin and split ring	Turnbuckle	Jib tensioner	Grommet

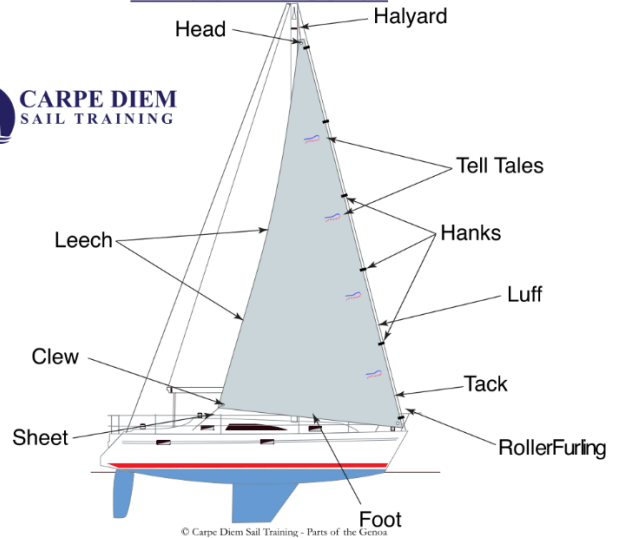
Credits: <https://www.defender.com/> // <https://marine.wichard.com/>

## Mainsail and Genoa/jib

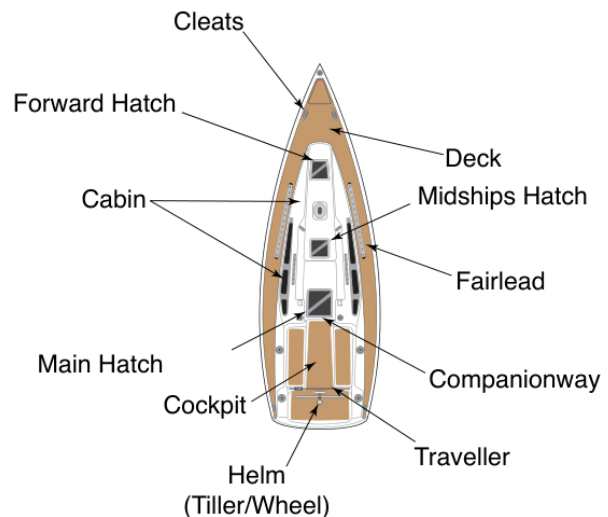
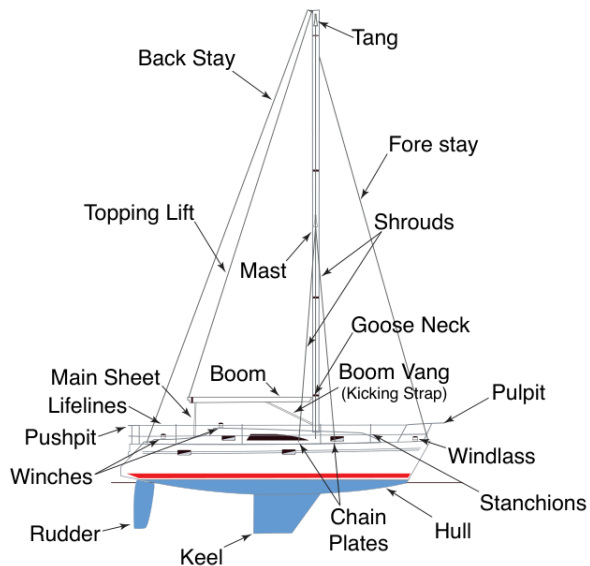


CARPE DIEM  
SAIL TRAINING

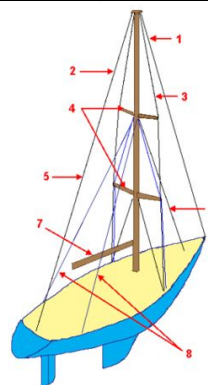
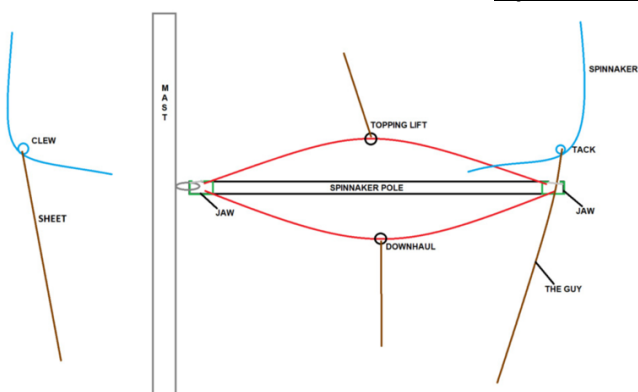
## Parts of the Genoa



## Boat



## Spinnaker and boat (in french)



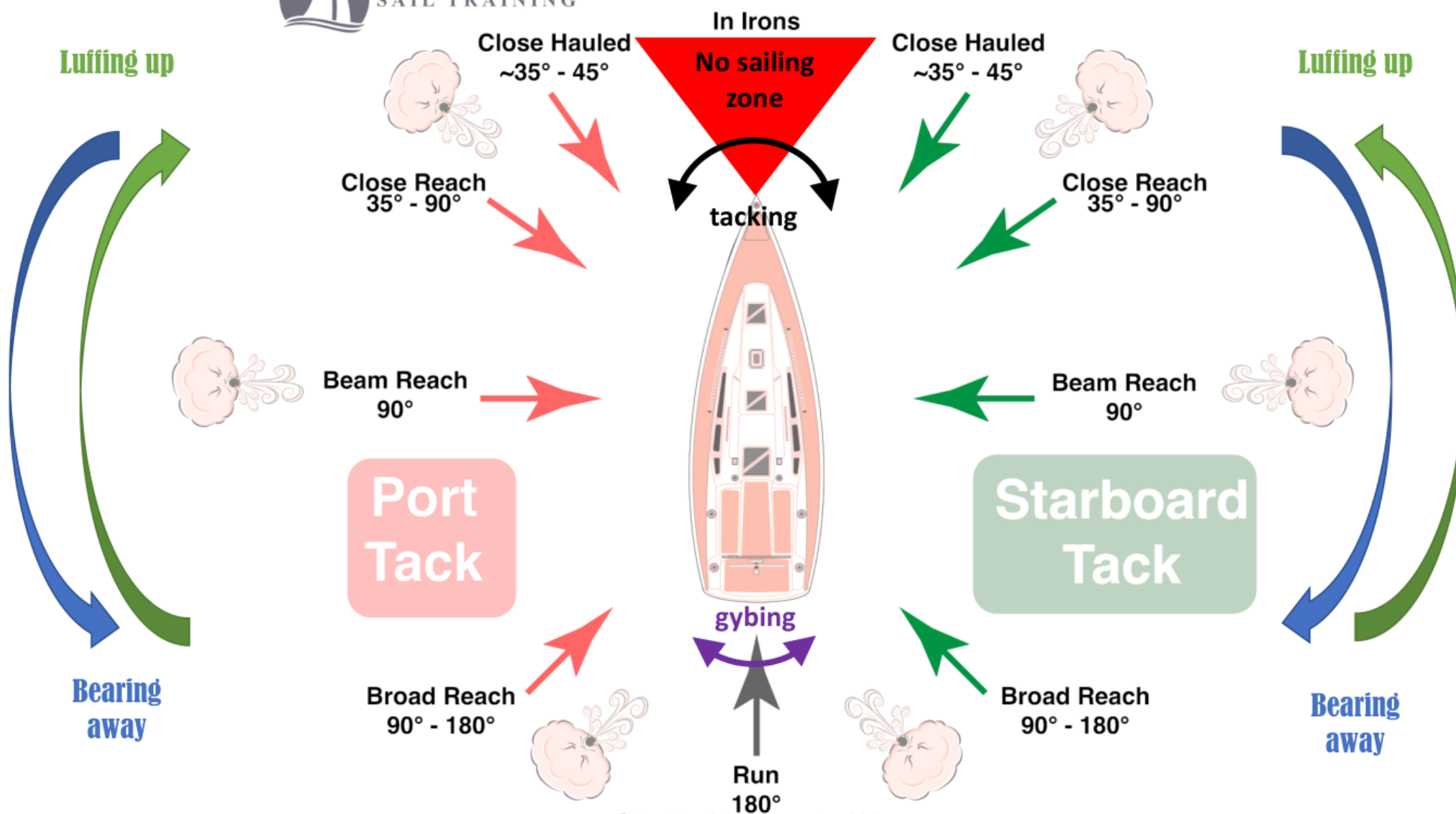
- 1 : **L'étai.** Permet de maintenir le mat vers l'avant du bateau
- 2 : **Le patacas:** Permet de maintenant le mat vers l'arrière du bateau.
- 3 : **Les haubans:** Permettent de maintenir le mat latéralement.
- 4 : **Les barres de flèches:** Permettent de mieux tenir le mat et soulage la compression sur le mat.
- 5 : **Le patacas:** Permet de maintenant le mat vers l'arrière du bateau.
- 6 : **Les bas-étais:** Permet de maintenir le mat. Les bas-étais peuvent être largables.
- 7 : **La baume.**
- 8 : **Les bastaques:** Permet de tirer la voile vers l'arrière lorsque nous sommes au près. Ils sont généralement deux.

Credits: <https://www.carpediemsailing.com/> // <https://en.wikipedia.org/wiki/Rigging>

# Points of Sails



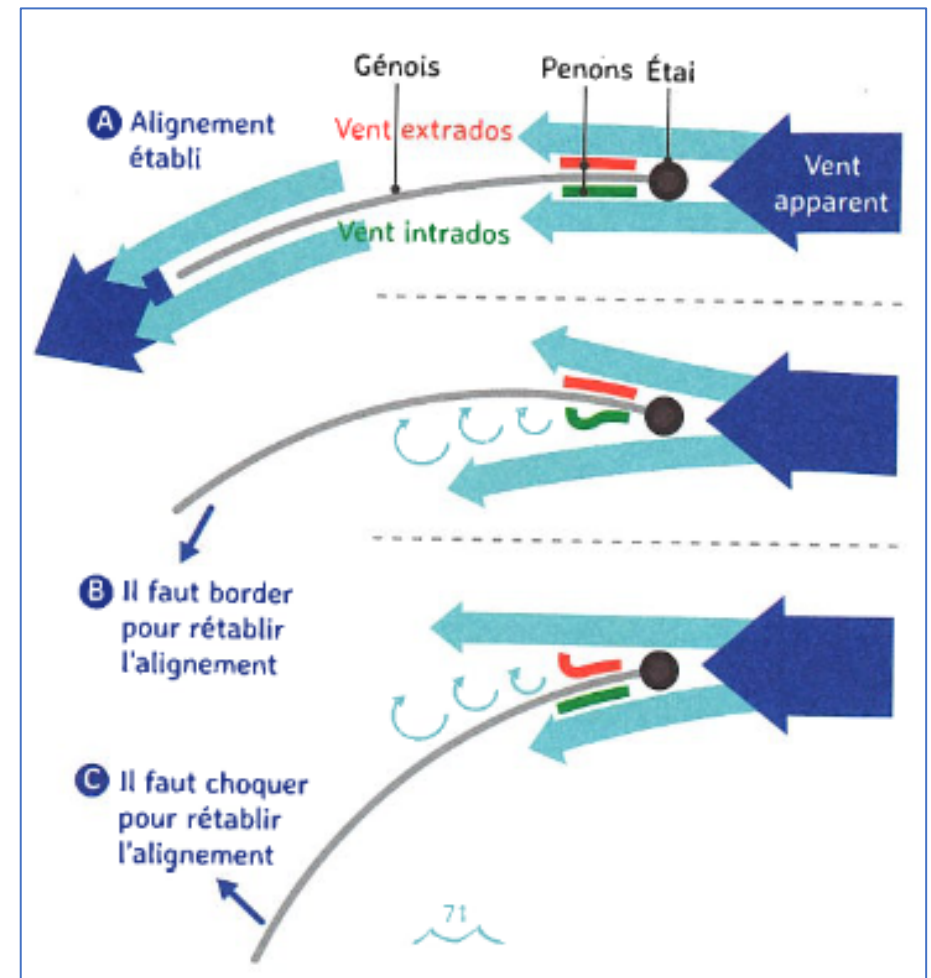
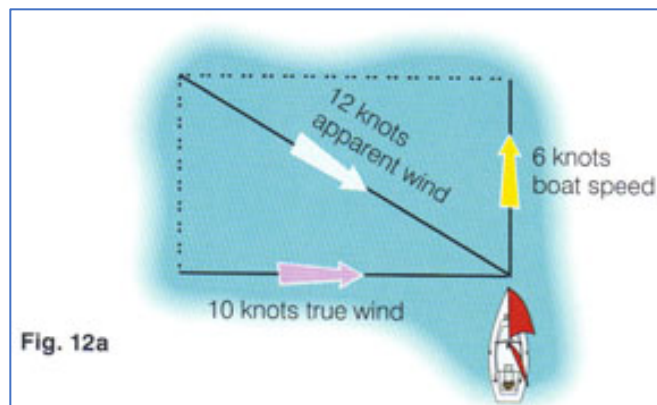
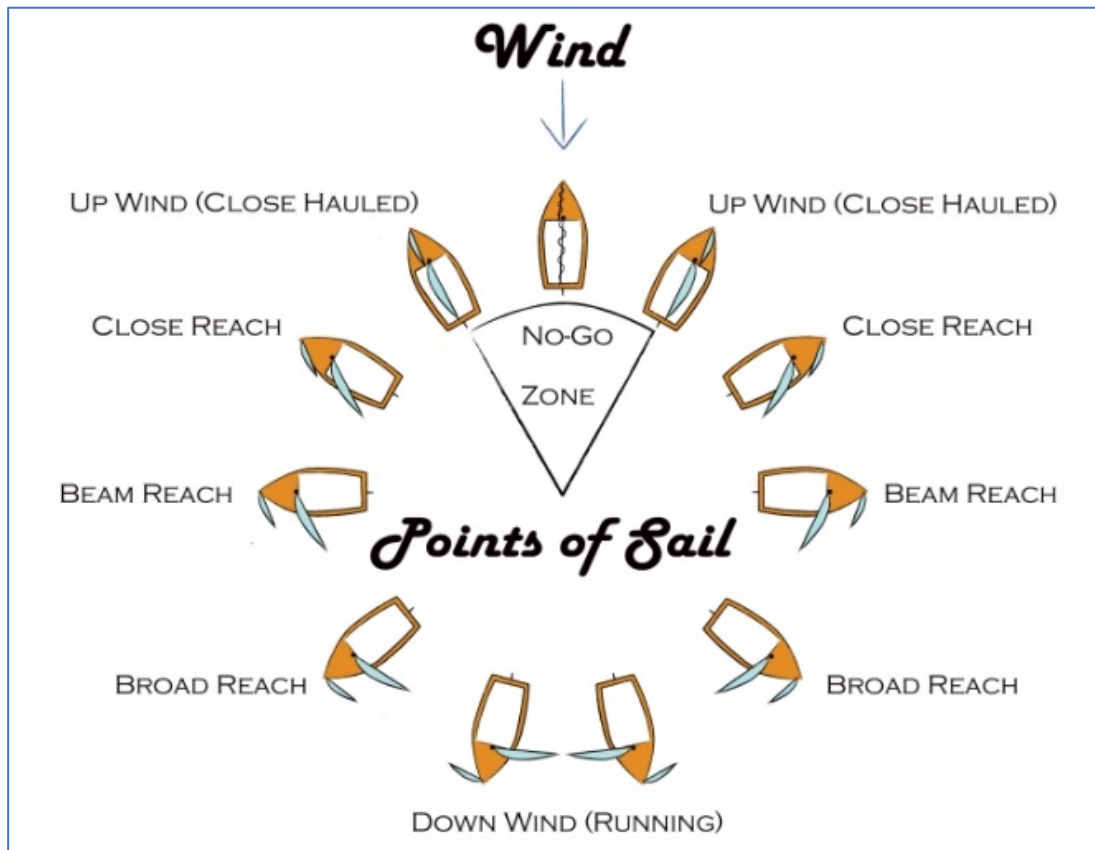
**CARPE DIEM**  
SAIL TRAINING



© CarpeDiem Sail Training - Pointsof Sail

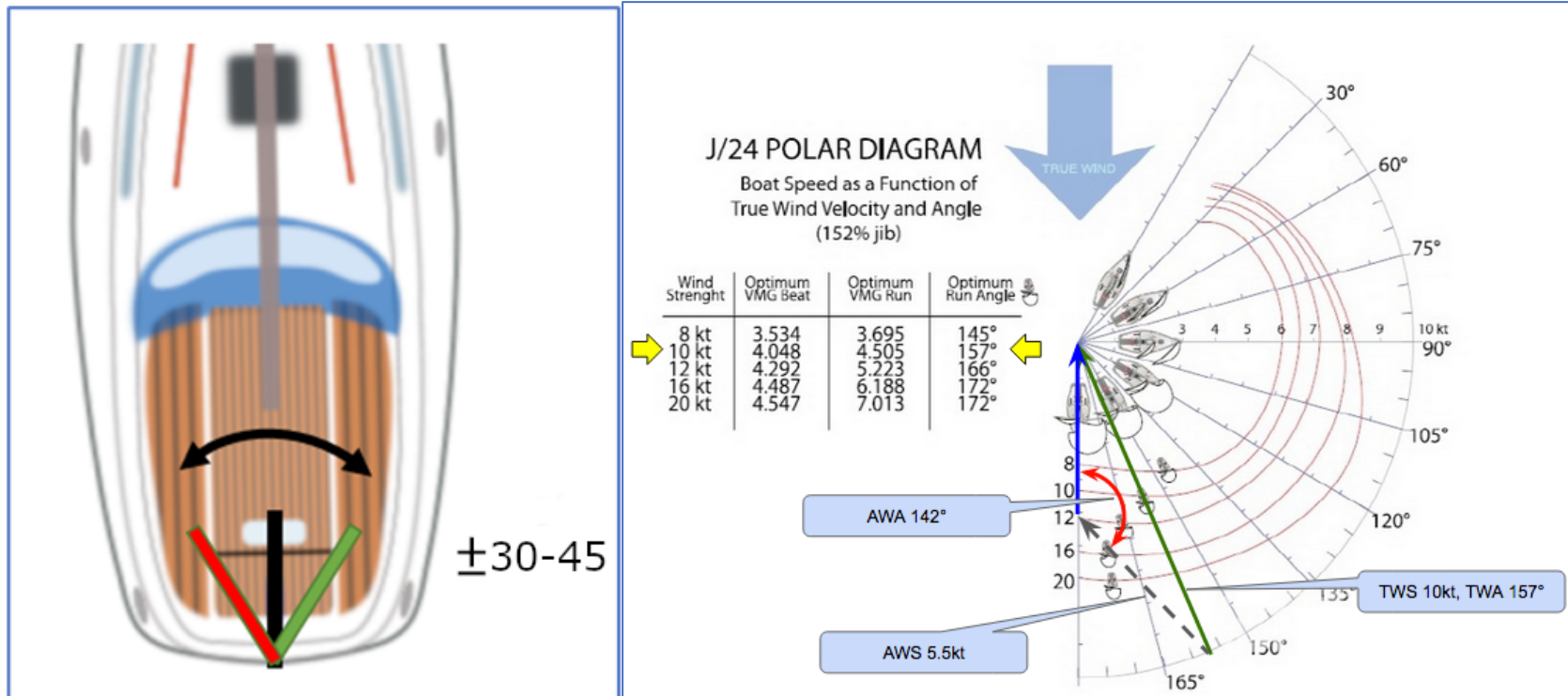
Credits - Image from Carpe Diem Sailing - <https://youtu.be/4Dp4F-5Qu0o>

## Trimming the sails



<https://sailtrain.org.uk/apparent-wind-explained/>  
 « Le guide pratique des voileuses » de Julia Mira





How a boat can be steered using the sails alone: <https://youtu.be/8rM0srat55c>.

Credits: <https://classej24france.webnode.fr/news/polaire-de-vitesse/>

## Sailing with strong winds

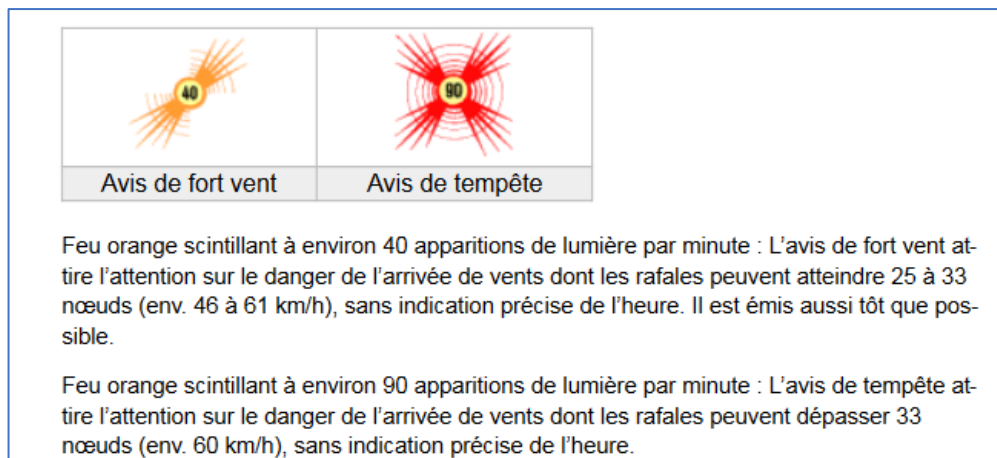


Figure 1 - Meaning of the warning lights - frequency of 40 flashes per second = strong wind (25-33 knots) - 90 flashes per second storm (>30 knots) = take shelter

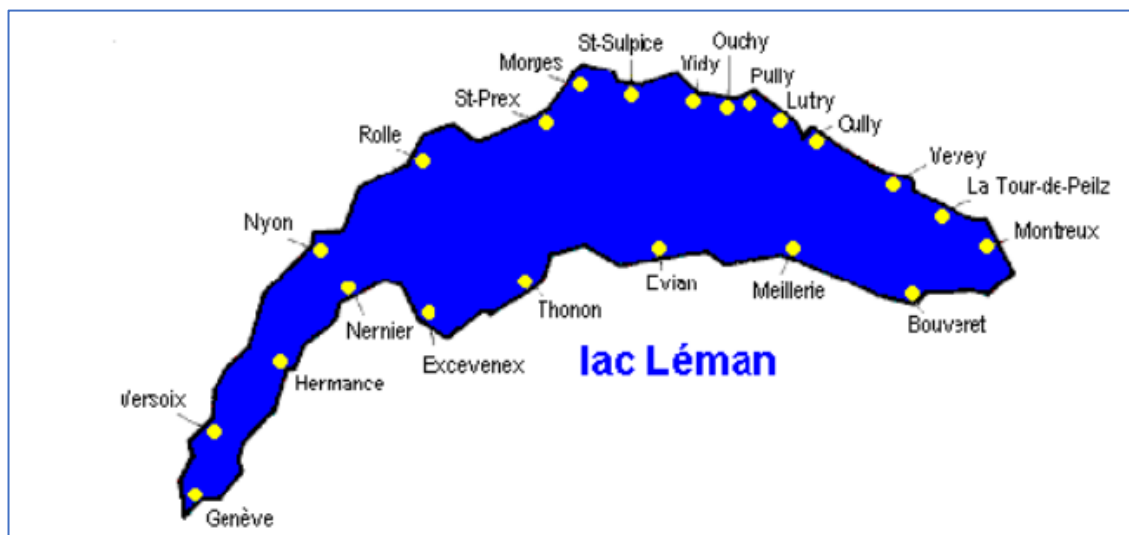
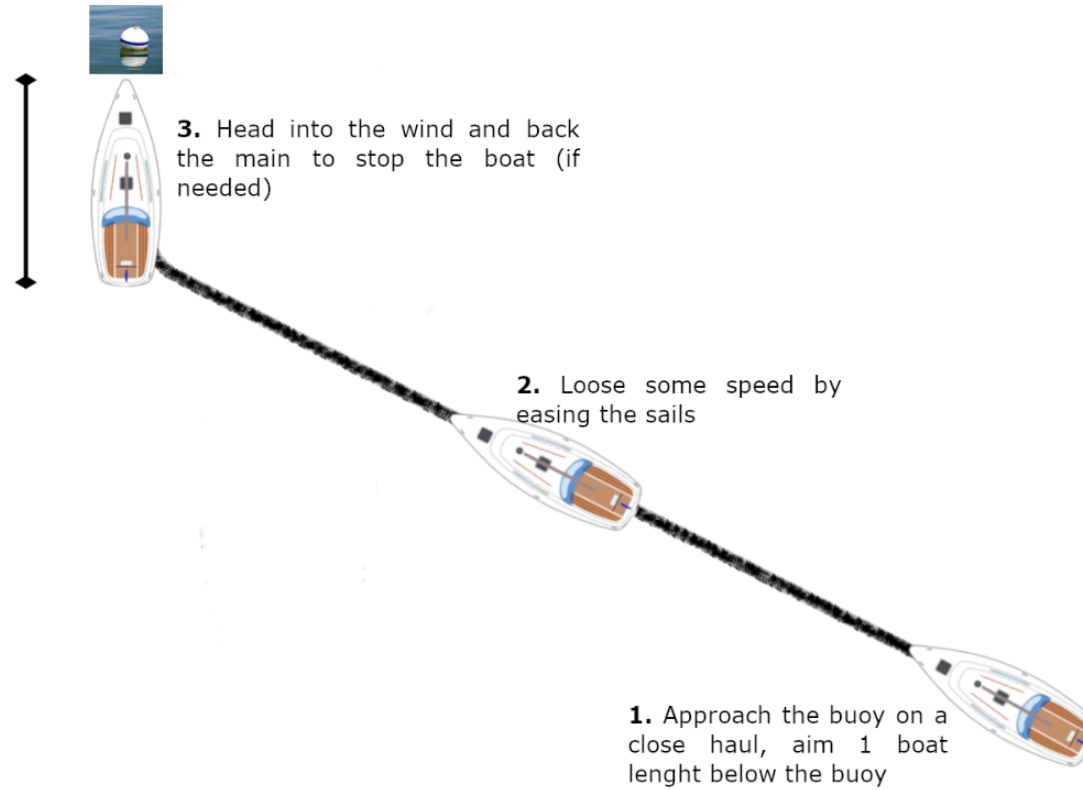


Figure 2 - Location of the warning lights on the Léman

- Tips for sailing in strong winds (from <https://www.skippertips.com/public/1091.cfm#>). The points below are alternatives but can be used together:
  - “Pinch up” in a gust → go a bit into the wind and let the front of the main sail flutter.
  - “Slack” the mainsheet → release the sheets of the mainsail to reduce the heeling.
  - Put the mainsheet car downwind → if there is a mainsheet traveler (not present on all Ynglings), put it more on the leeward side of the boat.
  - Additional alternatives can be found on the link but might be less applicable to Ynglings.

## Stop at the buoy on a close hauled

wind direction





## Stop at the buoy on a run

wind direction



**1.** head to the buoy on a run approx.  
1 boat length away from it, stay  
between half and 1 boat length away  
from the buoy

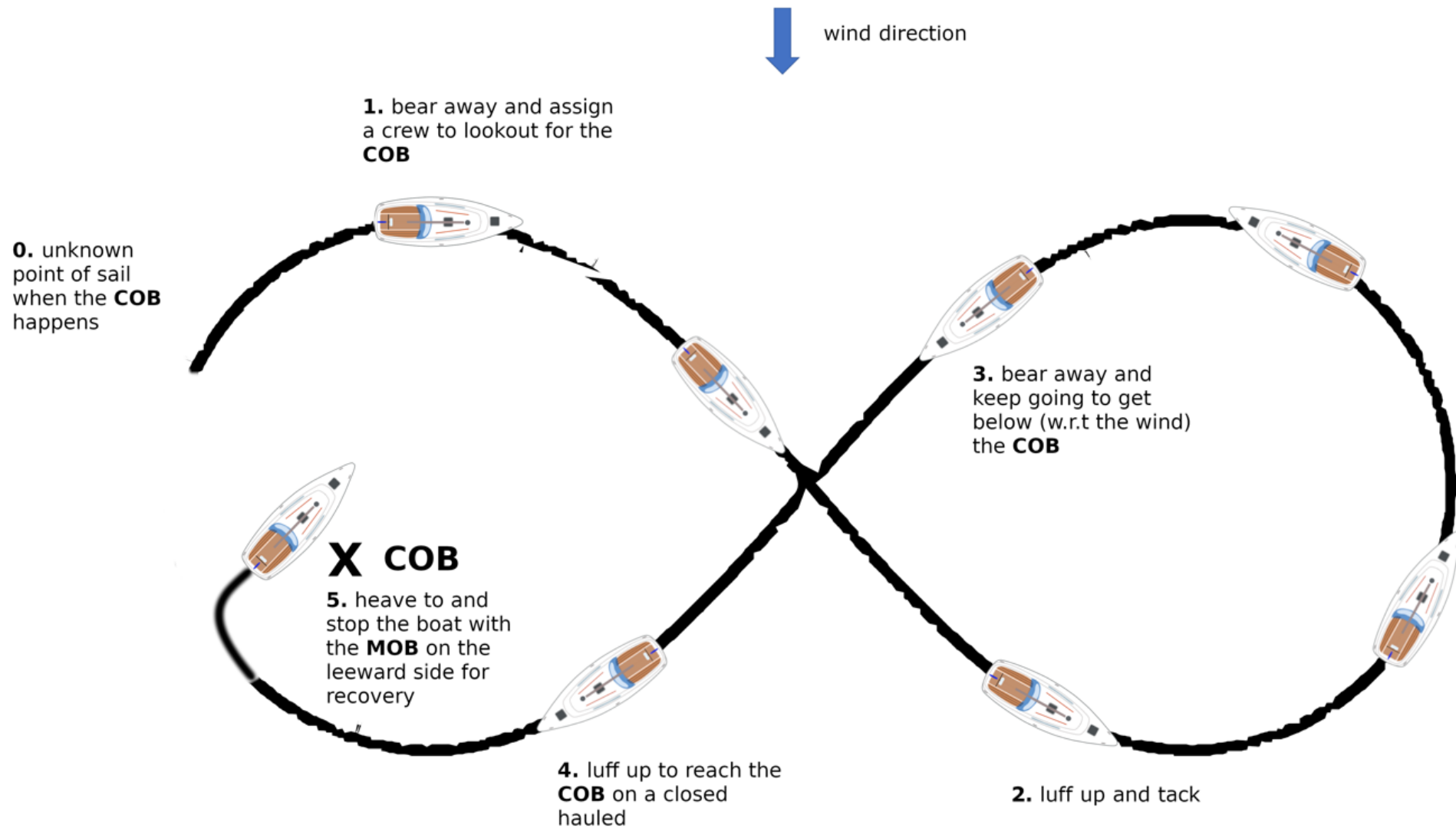


**3.** The boat will lose its  
speed in the manoeuvre and  
stop in front of the buoy

**2.** Once the boat stern has  
passed the buoy, quickly luff  
up into the wind



## Crew OverBoard (COB) manoeuvre without gybe and stopping with heave to



Additional methods can be found here: <https://sailingmagazine.net/article-1343-crew-overboard-recovery.html>

## Heave to

Watch Heave-To video from Carpe Diem Sailing ([https://youtu.be/lg\\_di8FuaT0](https://youtu.be/lg_di8FuaT0))

TO BE DONE