



## Important Information for YCC Yngling skippers and crew members

### WHEN GETTING THE KEY FROM THE COMPUTER

Please take note if recent boat users have left a yellow warning sign on the boat log:  
Check recent entries on the log to see what the problem has been.



### MOVING FROM THE MOORING SPACE TO THE RIGGING BUOY IN THE CHANNEL

Unless you are very experienced, do not hoist either of the sails until you have reached one of the blue Greement Buoys in the main channel.

Slow the boat as you approach the buoy on your leeward bow. If it is windy, the wind can push you toward the buoy, rather than away from it. Have your crew simply loop the tail of the painter through the ring on the buoy and wait for the boat to stop moving against the buoy. Once the boat is stable, they can loop the painter back under the bar on the bow of the boat, and tie a bowline.

### Rigging and Hoisting the Jib

Usually, the halyard becomes twisted over time with repeated use, and becomes shorter and shorter as the twists become tighter. This means that it can easily get stuck while raising or lowering the jib. To solve this problem, lower the jib, undo the shackle at the head of the sail, and untwist the halyard many, many times until the halyard is flatter and evens out. It should then be easy to raise/lower and also to hook the second loop to the downhaul hook at the base of the mast. If you still have difficulty, please let us know.

### Returning to Port after your outing

You stop at the rigging/de-rigging buoys by moving into the wind (like stopping at the buoy when you are outside the port). Therefore, when you come back with wind from Lausanne, you may need to go around and below the buoy, then luff up and come back into the wind to stop. Do not attempt to capture the buoy as you pass by going downwind - it is too difficult to stop from this direction! Also, your crew should not hold

the ring of the buoy with their hand, especially to stop the boat! They risk falling in the water or injuring themselves. Go as slowly as you can, and just fast enough to stop quietly at the buoy!

Do not yet put the wooden boom support in place, but wait until you are back in the mooring place at the jetty. It can otherwise fall into the water and also you cannot properly steer the boat.

## BACK IN PORT AFTER SAILING

### Skippers, please check that your crew has properly derigged and tidied the boat, before leaving to go home

- Be sure to ease the following, to ensure the rig and sails are *not left under tension when the boat is not being used*:
  - **Backstay**
  - **Outhaul**
  - **Vang**
- Sails
- Halyards
- Mooring lines all carabiners attached to the boat
- Self-bailers, **always open** before you leave the boat.
- Fenders tied properly, *even if they have slipped before you first arrive* (see below). Do not tie fenders to the shrouds, unless you have to, and then, only at the very base. There should be no pulling on the shrouds!


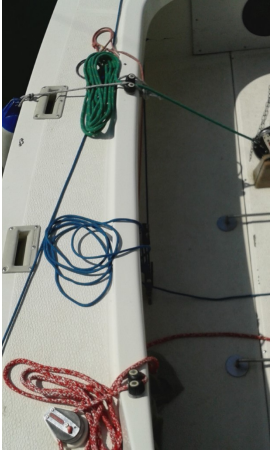

### Putting away the Mainsail

You can either roll the mainsail starting at the head (try to keep the sail from twisting/crinkling) or if your crew can use accordion folds for the mainsail, wrap the top/last meter or so of the sail entirely around the whole sail to secure it (not too tightly). Then, tie with elastic cables.

### Before putting the cover on the boat...

Please coil and suspend the mainsheet from under the boom (or from the vertical mainsheet) so that it stays off the cabin floor and therefor drier.

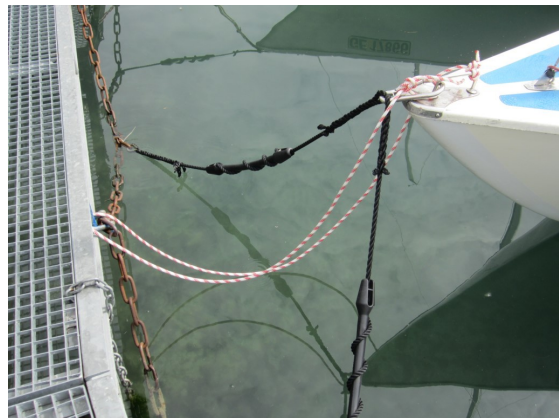
The boat cover should be tied to the mast and boom end, using square knots. Before leaving the boat, please check that there are six small fenders (three on each side), two paddles and three life jackets.

		
<p>Coiling and hanging the mainsheet from under the boom</p>	<p>Coiling sheets and laying on side of deck</p>	<p>Please leave cabin floor tidy</p>

## 'Painter' Jetty Cords

The 'painters' (cordages that help crew get on/off the boats and that run from the bow to the jetty pole, lying in between the black tension mooring cables) are installed on all of the Ynglings. When back in port, please check that your crew uses this line correctly as described below.

One end of the painter should already be tied with bowline to the bow, close to the end of the line with a bowline. In port, the painters are looped around the pole, then back to the small bar on the bow, before being tied with a bowline (just as when tying up to the rigging buoy). NOTE: This painter should be as slack as possible so that no tension is put on it.





- Please be sure that you are in the correct parking space, as each boat has its own place that is colour-coded on the jetty pole, inside the boat and on the rear mooring buoy

## Additional, important information you need to know about sailing the Ynglings

- Boats without engines (like the Ynglings) are not allowed to go anywhere close to Geneva, because one can get caught in the strong current and won't be able to come back.
- Boats without lights (like the Ynglings) are not allowed to be on the lake after sunset.
- Ynglings are not equipped with an anchor as they are not required by law for this size of boat and there is insufficient space to store them safely on board.
- If you want to stop the boat and swim, do a heave-to. **At least one person has to stay on board at all times. Please be aware that if there is no ladder, getting back into the boat is not easy for many people!!!** Make sure the person on board is able to recover you, or, at least, hold a rope connected to you. Take into account that an hove-to boat can still drift much faster than you can swim.

## Leaving a comment on the boat log

When putting the key back into the computer closet, it is your responsibility to leave a note that includes the names of your crew, sailing conditions, if this is a private outing (with friends/family), and especially any potential problems that others sailing the boats should be aware of.

## Sail Repair Kit

If you see that the sails need repair, please take responsibility for helping to fix them. There should also be a spare shackle in this kit. If you use the spare shackle or if the roll of tape is coming to the end, please buy a replacement from Moby Dick or SUI 46.16 on the YCC account. The reference information is on the card in the box.

	
<p>There is a sail repair kit for each Yngling.</p>	<p>Spare shackle</p>

When you earn your Yngling key, we hope that you have fun sailing with our club.

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