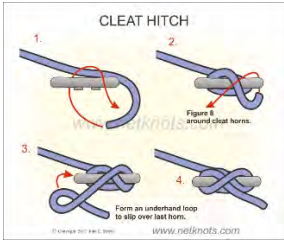

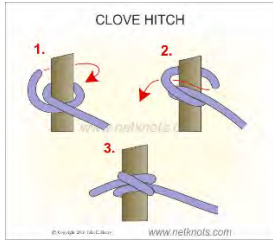




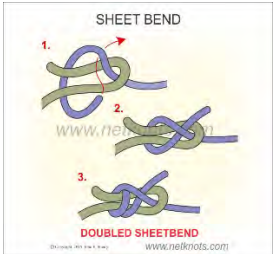
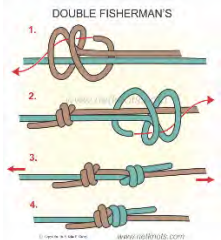










<p align="center">Cleat knot</p>	<p align="center">Bowline knot</p>	<p align="center">Clove hitch</p>
		
<p>To attach anything to a cleat, typically mooring lines</p>	<p>Go to knot to attach anything/everything (main halyard, sheets, ...)</p>	<p>Tie a rope around a pole or an object</p>
<p align="center">Half hitch</p>	<p align="center">Halyard Hitch</p>	<p align="center">Clove Hitch – Loops</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 align="center">Reef (or square) knot</p>	<p align="center">Single and double sheet bend</p>	<p align="center">Double Fisherman's knot</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 align="center">Slip Knot</p>	<p align="center">Figure eight</p>	<p align="center">Double Overhand Stopper</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>

Credits: <https://www.animatedknots.com/boating-knots> // <https://www.netknots.com>

			
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

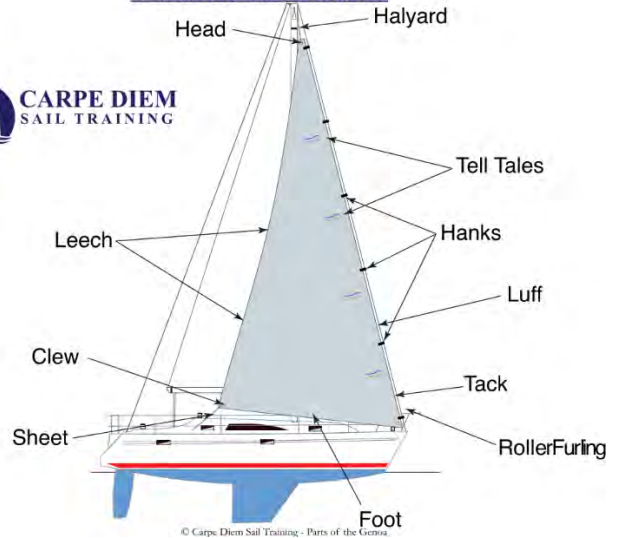
	<p>Closed body:</p>  <p>Open body:</p> 		
Pin and split ring	Turnbuckle	Jib tensioner	Grommet

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

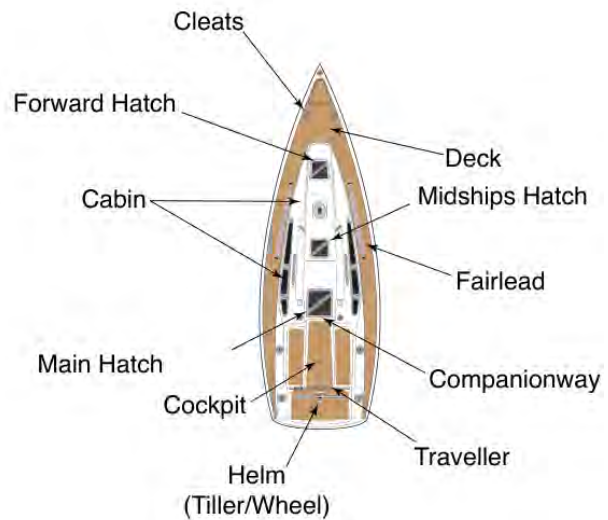
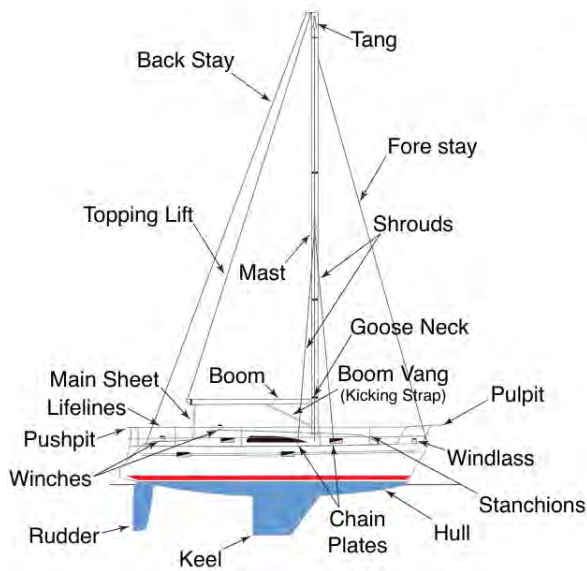
Mainsail and Genoa/jib



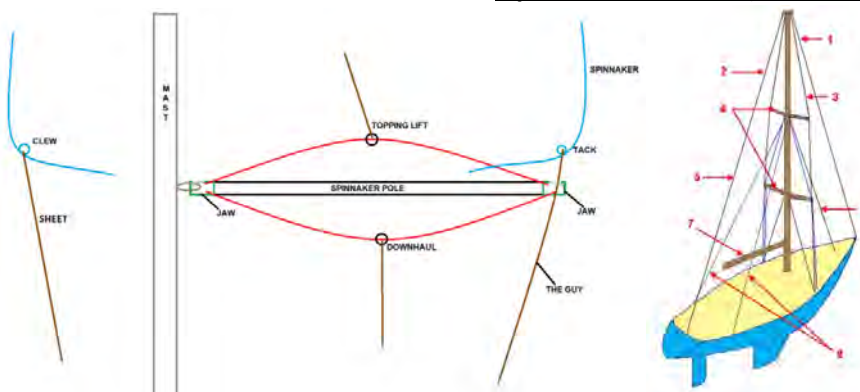
Parts of the Genoa



Boat



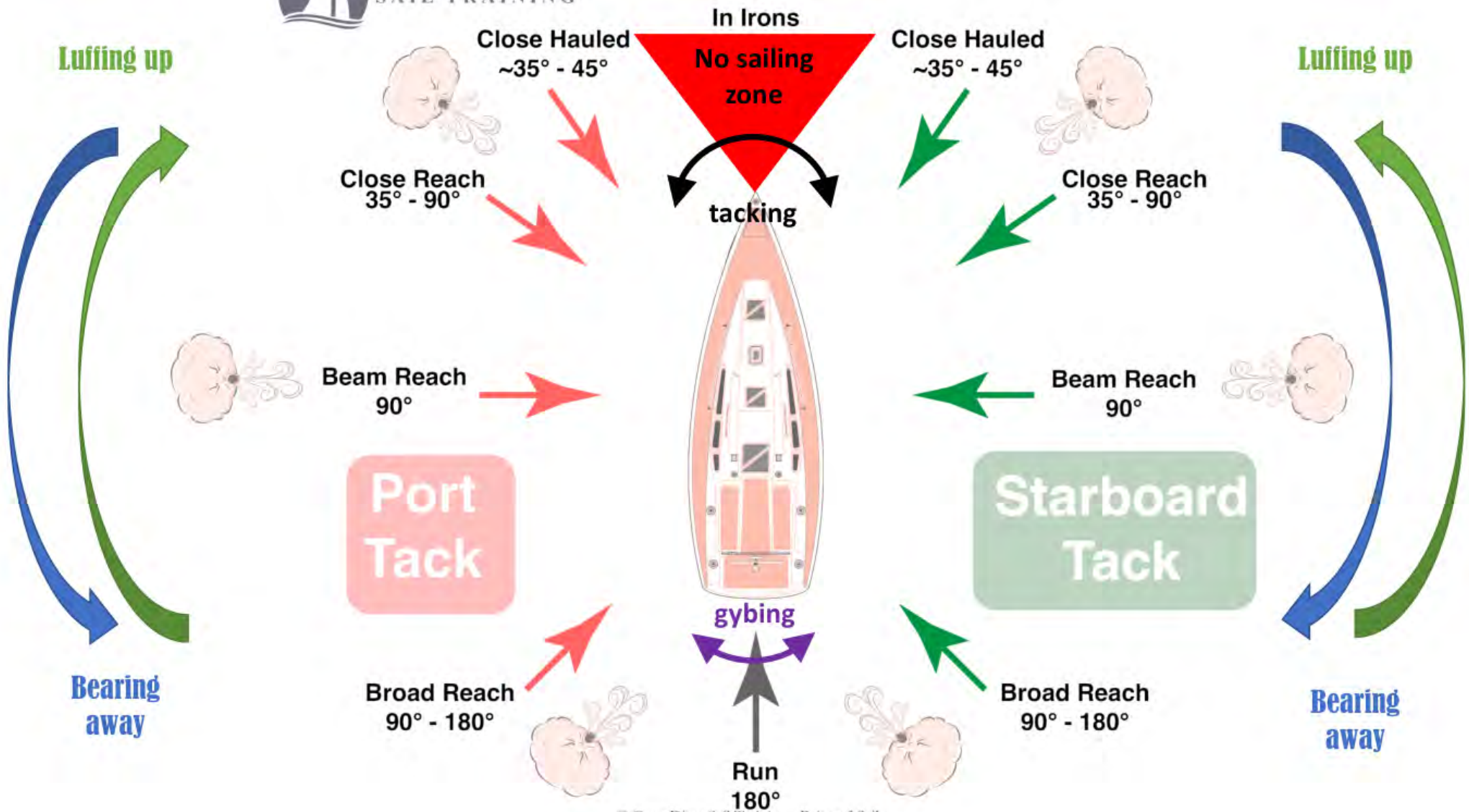
Spinnaker and boat (in french)



- 1 : **L'étau.** Permet de maintenir le mat vers l'avant du bateau
- 2 : **Le pataras.** 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 pataras.** 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>

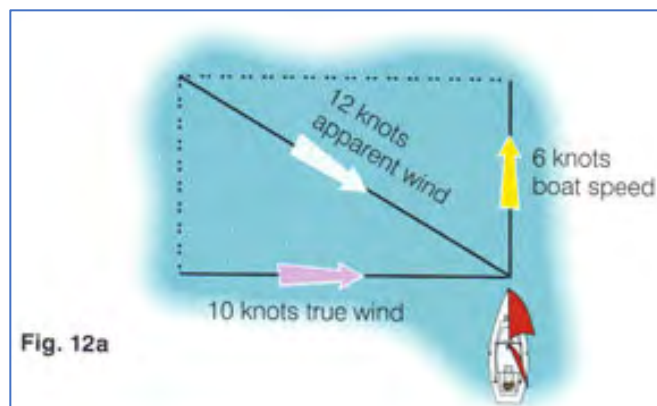
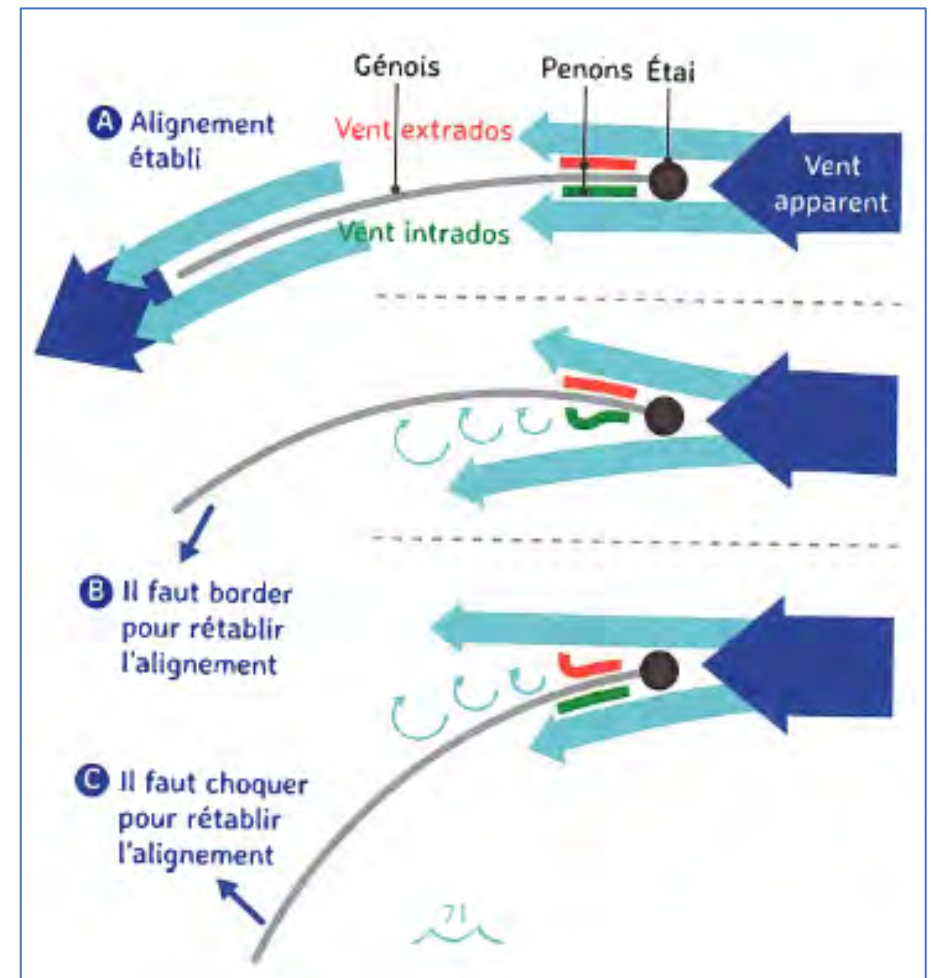
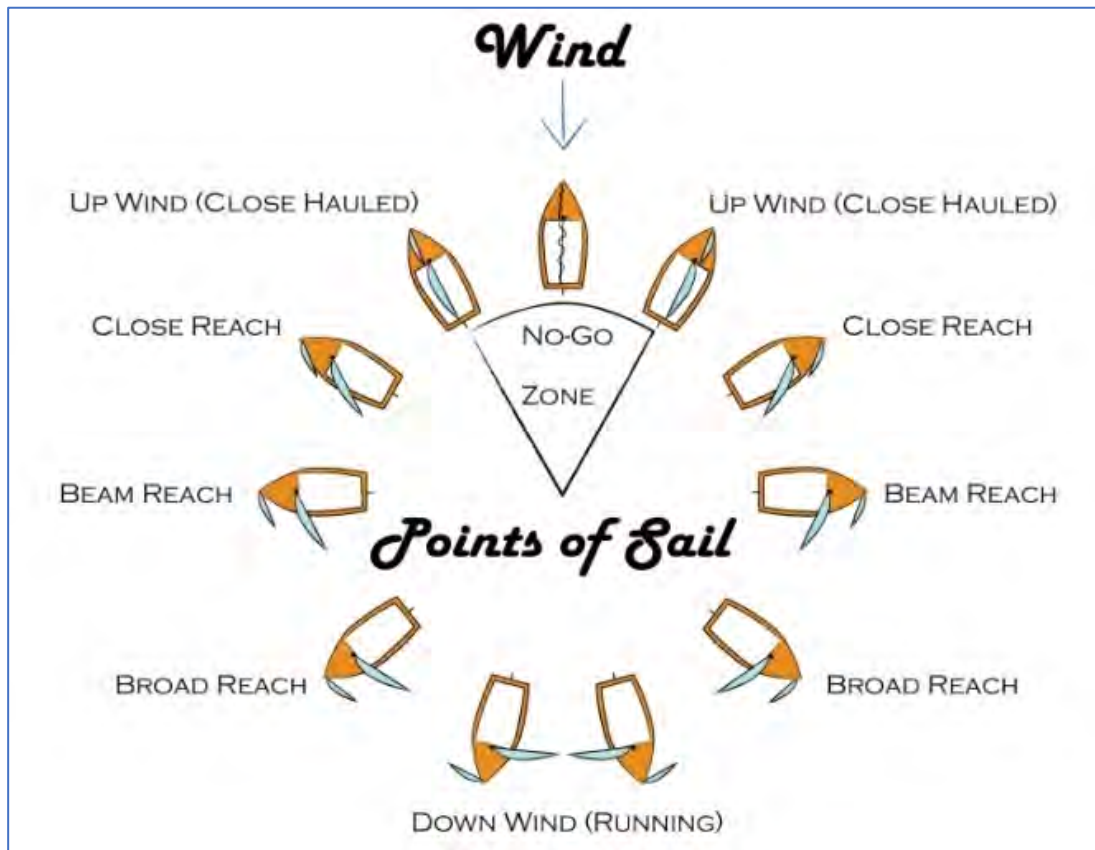
Points of Sails



© 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

Sailing with strong winds

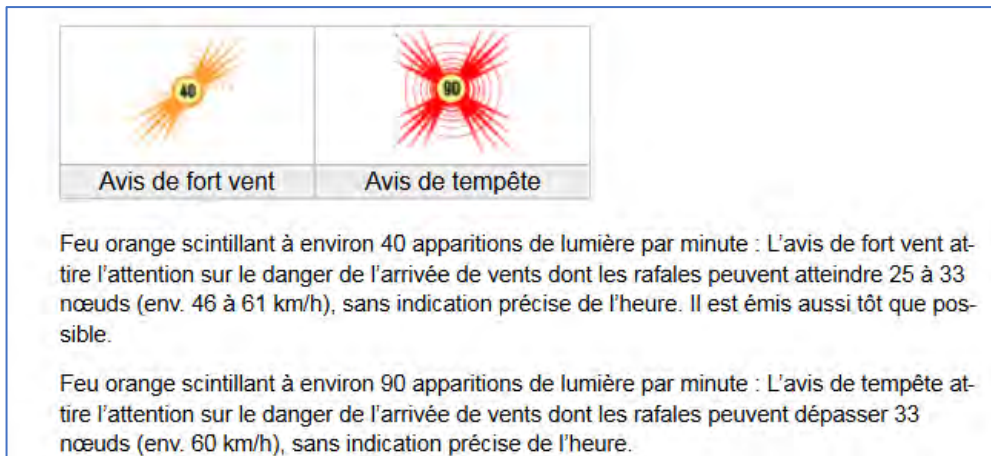


Figure 1 - Meaning of the warning lights - frequency of 40 flashes per second = strong wind (25-33 knots) - 90 flashes per second storm (>30 knots) = take shelter

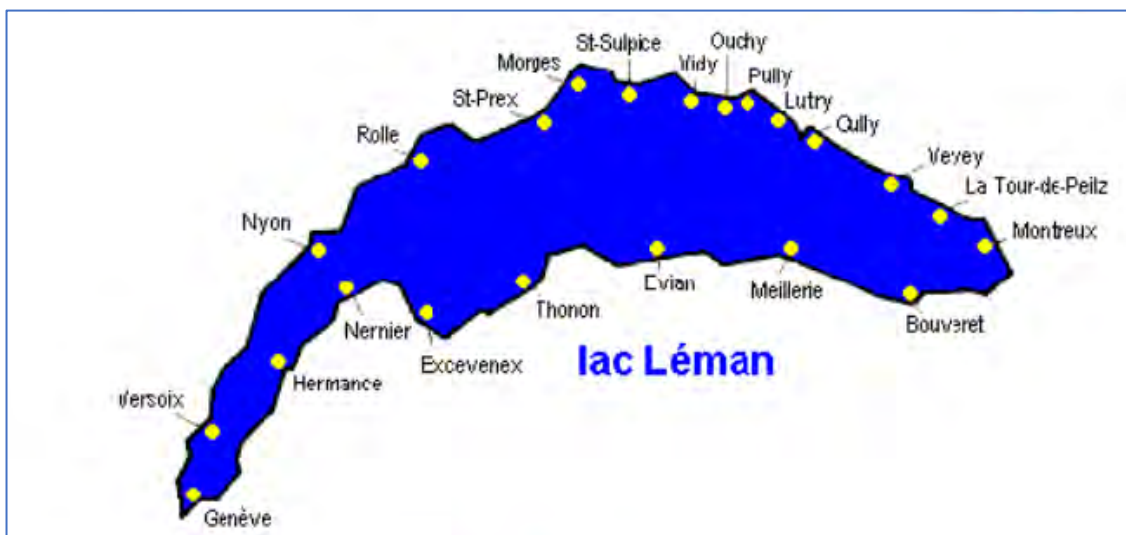
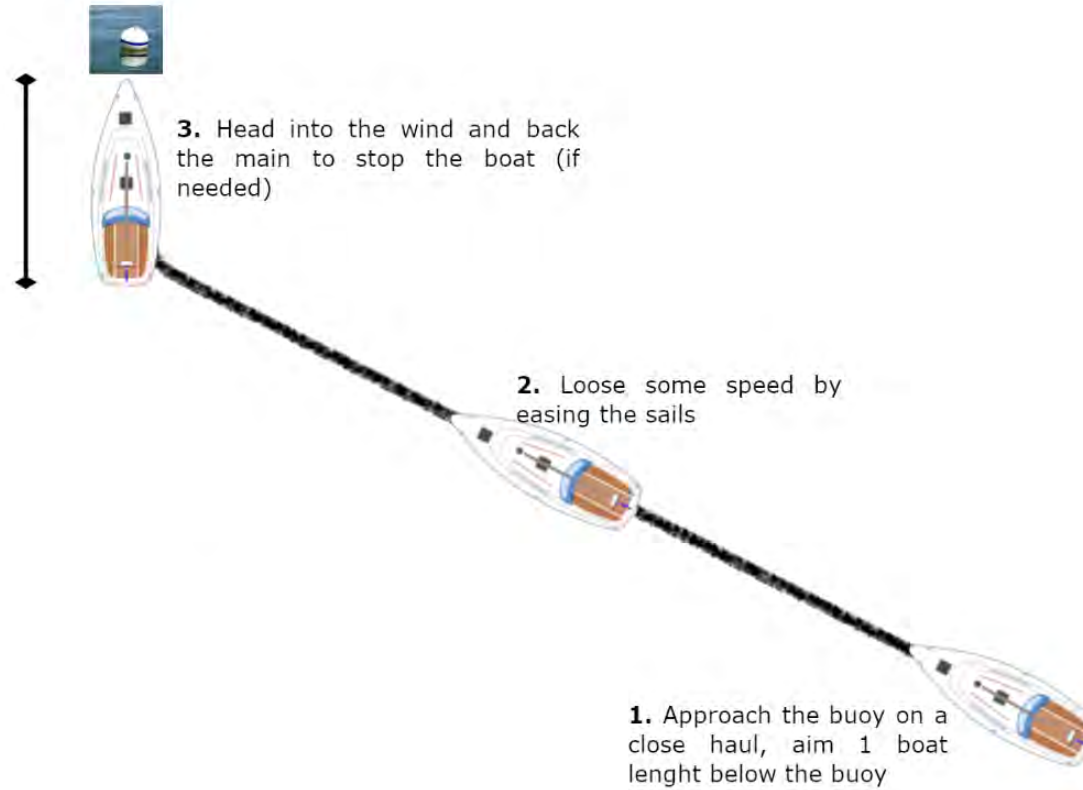


Figure 2 - Location of the warning lights on the Léman

- 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

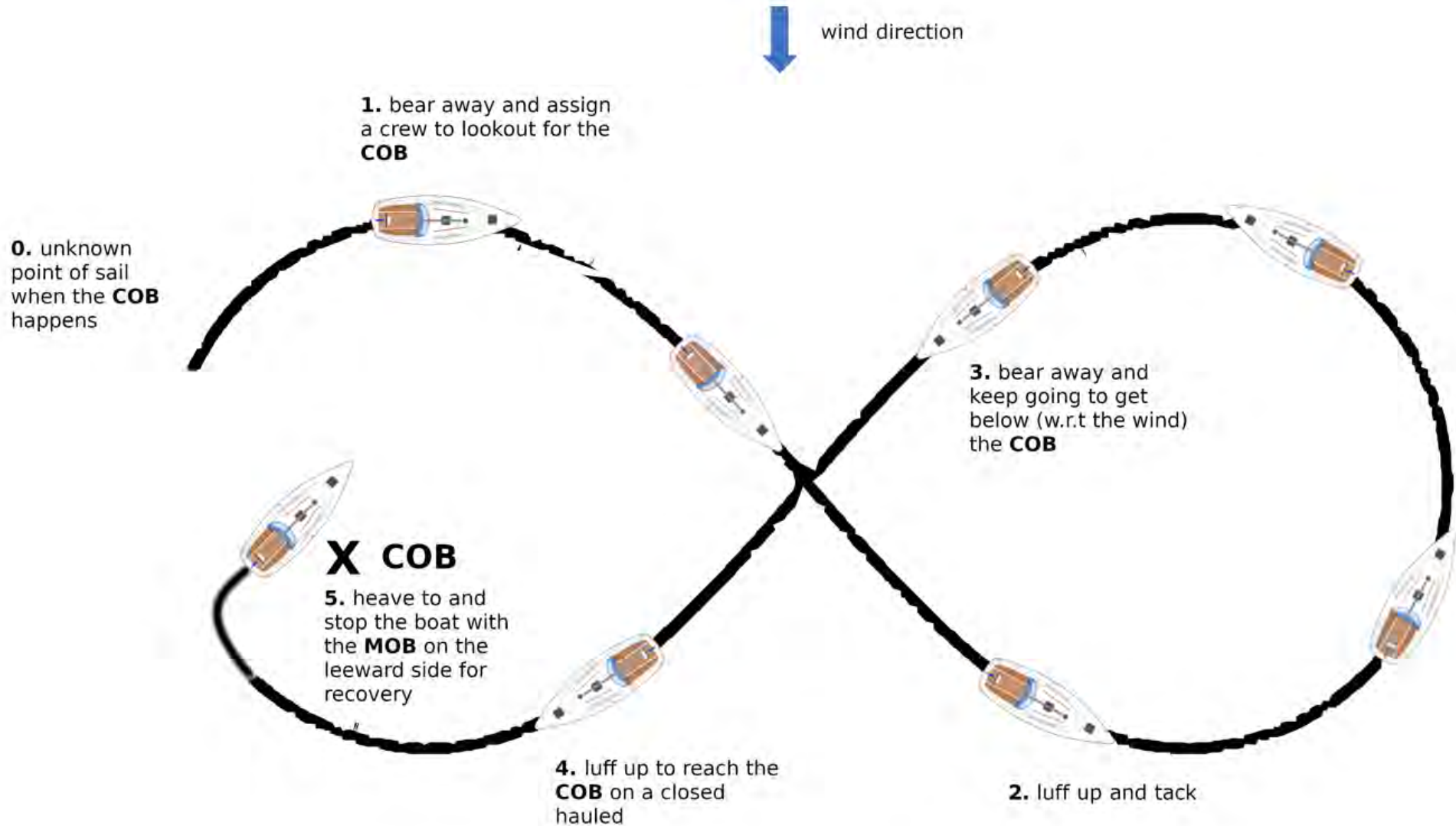


3. The boat will loose its speed in the manoeuvre and stop in front of the buoy



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>