

CBI Harbor Trip Skipper Class Notes

(Skipper Class briefly covers the basic information you need to be a safe and effective Harbor Trip Skipper. We include many topics. Most could be a class or course just by themselves. This class is only a step on your way to becoming a more proficient sailor. Keep on sailing, keep on learning!)

1. **Role of the Harbor Trip Skipper** - Skippers are responsible for the safe and efficient operation of their boats, and for doing what they can so their crewmembers have a safe and enjoyable trip.
 - a. Show up at CBI on time, to prepare your boat for the trip and to help Harbor Trip Committee volunteers with other trip preparations.
 - b. Cooperate with and follow directions from the Launch Captain, who represents CBI.
 - c. Observe safe procedures aboard your boat and be sure your crew does, too. Instruct your crew to maintain a lookout all around your boat, including aft, while you are under sail. (See 3.a. below.)
 - d. Know where you are at all times, and where you are headed. Don't just play "follow-the-leader".
 - e. Share the helm and rotate sailing duties among all sailors in your boat who are interested. Find out what the sailing experience of your crew is, including who has a Harbor Trip Crew rating, and use their skills. Mix fun and learning.
 - f. Skippers are responsible for clean up and return of equipment following a trip. Check with a Harbor Trip Committee representative before leaving CBI at the end of a trip to see what still needs to be done.

2. **Float Plan** - Your boat is small and the ocean is big. Someone on shore should always know where you are headed, and when you might report your arrival or return. If you don't show up on time (within a reasonable margin), the Coast Guard can be alerted.
 - a. On CBI harbor trips, the float plan consists of the launch captain's report, before leaving, of the trip destination, plus a copy of the boat roster left in the office. CBI staff already knows the boats involved, their equipment, and the approximate time of return.
 - b. If you are sailing independently, your float plan should include as a minimum:
 - (1) Vessel name (and registration number, if any)
 - (2) Vessel description (type, color, length)
 - (3) Point of departure
 - (4) Expected route
 - (5) Destination
 - (6) Estimated time of arrival
 - (7) Number and names of persons aboard
 - (8) Safety equipment aboard
 - (9) Communications equipment, including radio frequencies (channels) which will be monitored and cell 'phone number (if any).
 - c. Coast Guard provides a more-elaborate float plan report. (Which see.)

3. **Avoiding Collision** - Note: There are no "right of way" rules applying to boats, in the sense that a boat with "right of way" may proceed with impunity and other boats must avoid collision with it. Navigation rules (also known as "collision regulations" or "COLREGS") define which boats should "stand on" and which boats should "give way" in potential collision situations, but *each* boat in *every* situation remains obliged to avoid collision.
 - a. To avoid collision, you must know what's around you with which you might collide. Maintain a lookout all around. A tanker going 12 knots can come up from behind you very quickly. If you have crew, assign the lookout duty to them, while you concentrate on driving the boat. The *responsibility* for the lookout is still yours, though.
 - b. Risk of collision exists if it is obvious or if the bearing of the other vessel does not change. If you are in doubt, assume that there is a risk of collision.
 - c. If you are sailing without using a motor, you are the "stand on" boat relative to motor powered boats (including excursion boats and sailboats that are motoring) that aren't restricted in their ability to maneuver around you. You are the "give way" boat relative to:
 - (1) Boats that are anchored, drifting, or powered by oars or paddles. Keep a sharp lookout for kayaks!
 - (2) Boats that are fishing or tending traps.
 - (3) Vessels that can only navigate within the confines of a channel that is narrow compared to *their* size or maneuverability. This includes large ocean-going vessels and tugs with and without barges. Don't tangle with tankers or argue with the Subaru container ship!
 - (4) LNG tankers. By regulation, you are *required* to stay clear at least two nautical miles forward, one behind, and 500 yards to either side. They're big and tall and surrounded by escort vessels with flashing lights. In the Inner Harbor, inside the airport, the 500 yard lateral restriction may force you into a quite narrow sailing channel, where you may not be able to tack. Be prepared to hold position, duck into a pier area, or even to sail away from the direction you wish to go. Do whatever it takes to keep the escort vessels happy.

- d. For other sailboats, if they're not motoring, the usual rules apply (starboard over port; leeward over windward).
- e. *Any* overtaking vessel must give way to the vessel being overtaken, regardless of its motive force or yours (oars, sails, motor).
- f. If you are the "give-way" vessel, required to alter course to avoid collision, make your change early and large enough to be readily apparent to the other vessel. You must use your boat to show your intent.
- g. If you are the "stand-on" vessel, maintain course until you see what the other vessel is going to do. If the give-way vessel does not yield, you must take measures to avoid collision. If you can't see the other boat's crew or they don't acknowledge your presence, assume they don't see you and won't give way. (Yells, screams, or five short blasts on your horn or whistle are in order here.) If you must turn to avoid collision, turn *away* from the other boat (Tiller Toward Trouble).

4. Charts - Use your waterproof chart of Boston Harbor to keep track of where you are and what's around you, friend or foe.

- a. Aids to Navigation. They come in several colors and may be lighted or unlighted, floating (buoys) or firmly attached to the seabed or land (daymarks, beacons, lighthouses).
 - (1) Most buoys and daymarks mark channel limits and are RED or GREEN. RED aids are always even-numbered. They mark the starboard side as you sail from seaward toward a harbor. (Remember: *RED RIGHT RETURNING*.) GREEN aids are odd-numbered. Keep them to port as you sail from seaward. The charts show aid locations and descriptions. The identifying marking actually on the aid is shown in quotes on the chart.
 - (2) Unlighted buoys
 - (a) RED buoys are pointed on top and are called "Nuns".
 - (b) GREEN buoys are drum or can-shaped and are called "Cans".
 - (3) Lighted buoys have similar shapes whether they are red or green and may also have sounds (for example, a bell).
 - (4) Buoys are shown on charts as circles with diamond shapes on top. Unlit buoys have open, uncolored base circles. Lit buoys have a purple circle over the base circle. For red or green buoys, the diamond is colored to match.
 - (5) Marks on the chart looking like exclamation points (solid black dot with a purple stroke) show fixed aids (for example, lighthouses, daymarks, beacons).
 - (a) RED daymarks have triangular dayboards, pointed up, like nuns.
 - (b) GREEN daymarks have rectangular dayboards, square on top, like cans.
 - (c) Daymarks that mark dangers, rather than channel limits, usually have black and white dayboards. They usually have letters on the dayboard ("SL" for Sunken Ledge, for example). If you are close enough to read the letters with the naked eye, you are probably too close, however.
 - (d) Daymarks around the harbor are often attached to dolphins (clusters of piles connected together). Sometimes people use the word "dolphin" to mean "daymark". The terms "daybeacon" or "beacon" are also used for fixed aids, whether they are lighted or not.
 - (6) Examples of aid designations: *G C "5A"* means an unlit green can buoy with "5A" on it. *G "17" Fl G 2.5s* means a green lighted buoy with "17" marked on it and a light that flashes green every 2.5 seconds. (If no color is given for a light, it is white.)
 - (7) Numbers on aids increase from seaward. Numbers on aids repeat within Boston Harbor, because there are many different channels in the harbor. Sometimes, as with Buoy "5A" above, an aid has been added to an existing sequence. Rather than renumbering the whole string of aids, the previous number is repeated, with the "A" added. In other cases (for example, Daymark 2A on False Spit) the "A" designates an aid that marks a danger close to, but outside of, a marked channel. Always read your chart to know what it is that you are seeing.
 - (8) Other kinds of aids:
 - (a) Yellow buoys mark special areas (for example, anchorages).
 - (b) Junction buoys show horizontal red and green stripes. The top color indicates the preferred channel (i.e., red means treat it like a nun; green means treat it like a can), but both channels are passable.
 - (c) Unique Nixes Mate
 - (d) Historic Boston Light
- b. Numbers scattered over the Boston Harbor chart show water depths in feet at average low tide. (Other charts may have a different unit of depth – meters, fathoms, etc. Always look for the marginal note that tells you what the chart unit of depth measure is.)
- c. Colors on the chart have meaning: Brown = dry land, Greenish-brown = you can plow it at low tide, Blue = shallow water, White = deep water, Asterisks = rocks (Watch out!)
- d. Popular run-aground spots in Boston Harbor. Find these on your chart, not with your boat.

- (1) Area between Castle Island and number "5A" green can (mud flat and rocks).
 - (2) Lower Middle and Governors Island Flats off the east end of Logan Airport.
 - (3) Area between Deer Island and Deer Island Light.
 - (4) Ram Head Flats, the entire east side of Lovell's Island.
 - (5) Shoals and rocks between red nun "10" and Lovell's Island, at the north entrance to The Narrows.
 - (6) Great Brewster Spit, extending west a mile from Little Brewster and Great Brewster Islands toward Lovell's. It's a sand spit. Over the years it has moved, so don't depend on it being exactly where it is shown on the chart.
 - (7) Sunken Ledge and Hangman Island in Quincy Bay.
 - (8) Harry's Rock off south side of Peddocks Island.
 - (9) Governors Island shoal, at the southeast corner of Logan Airport. (This one isn't clearly shown on the usual Boston Harbor waterproof chart)
- e. If you are tacking home, your best bet is Boston Main Channel.
 - f. Lower Middle (Small Ship) Channel is a quicker route in and out of the harbor if you don't have to tack, but it can be hard to find.
 - g. Find Hospital Shoal, between Rainsford and Georges Islands (closer to Rainsford). What special precautions, if any, should CBI sailors take in this area?

5. Tides and Current

- a. *Average* tidal height variation in Boston Harbor is about 9½ feet, but tides can be as much as 12 feet above and 2 feet below the water depths shown on chart. (The water depth *datum* on the chart is the average of the low tide levels of the lower of the two tides each day.) (See charts and tide tables.)
- b. Actual water height can vary from the predicted tidal height if there are strong winds.
- c. Tide is not just a raising and lowering of the water surface, but also an increase and decrease in the total amount of water in the harbor. As water flows in and out, tidal currents are created. During *flood* (close to, but not exactly the period from low to high tide), the currents flow into harbor; reverse during *ebb* (approximately from high to low tide). Around high and low tide times, as the currents start to reverse, the water is *slack* (little current). Tidal currents are strongest when the tide height variation is greatest, also at narrow points in harbor entrances (between Deer and Long Islands, between Little Brewster and Point Allerton, through Hull Gut). (See tidal current charts)
- d. Tidal currents near the surface can be affected by wind.
- e. Times of high tide (and low tide) vary within a narrow range (less than 10 minutes) throughout the Boston Harbor sailing area. For example, if the tide chart shows a high tide at 10:13 am, the actual time of high tide at any point in the harbor will be within 10 minutes of that. Times of peak and slack currents vary much more. Current can be slack at Deer Island when it is still ebbing at 0.6 knots through Hull Gut. Don't depend on a tide table to be your guide for the exact times of peak and slack currents. Even published "Boston Harbor Current" tables try to predict current only at Deer Island.
- f. A 2-knot current ebbing by Deer Island, coupled with a 10-knot westerly breeze, can guarantee that you won't be able to sail into the harbor from the east.
- g. The wind is easterly at 15 knots and the tide is flooding as you start sailing from Charlestown at 10am. The tide chart shows a high of 11 feet at 1:30pm. What's a good route to sail to avoid spending your day tacking?

6. VHF Radio Operations (The following applies to CBI's Standard Horizon HX460S transceivers. Other radios will be similar in general, but different in details. Read the instruction manual.)

- a. Keep your radio secure! Tie the radio's lanyards to the stainless wire tether attached to the boat or attach radio to **you** (for example, wear the lanyard around your neck or tie the lanyard to a belt loop). Never rely on belt clip alone to secure radio.
- b. Basic handheld radio controls:
 - (1) On/Off/Volume (VOL) - Knob on top of the case. Set for wanted listening level.
 - (2) Squelch (SQL) - Smaller knob on top of the case. Reduces (squelches) static and interference by reducing the sensitivity of the radio receiver. Set squelch as low as possible, to keep from missing weak calls you may want to hear. Turn squelch counterclockwise to minimum (continuous static), then turn it up until radio is just quiet most of the time.
 - (3) ▲ ▼ - Keys to change channel up and down - Select channel on which you will communicate, one way at a time (not like a telephone; on VHF radio you have to stop talking to hear the other person). The up-down buttons allow you to select lots of channels on which you are not allowed to operate plus a few which are ok for recreational boaters. (See below.) Some channels will show an "A" after the channel number; ignore this.
 - (4) Press-to-Talk - A large unlabeled squeeze pad on the left side of the case. Press to transmit, release to listen. When transmitting, hold the grilled area at the side of your mouth, right side of radio against your cheek. This

avoids “breath blast” into the microphone. Speak slowly and clearly, and no louder than would be necessary for someone next to you to hear you.

- (5) H/L – Press this button to choose high, medium or low transmit power. Always use low for close-by communication, medium or high only if you need it.
- c. Other controls:
- (1) 16/9 - Press this button to go directly to Channel 16, the general-purpose hailing and emergency call channel. Coast Guard and all boats that are required to have radios monitor 16. Press and hold to access Channel 9 (this was the boat-hailing channel which the CG wanted recreational boaters to use, but none did, so now it’s a normal recreational boat talk channel). The 16/9 button is a toggle. Press again to go back to your previous channel.
 - (2) PRESET - We’ve programmed this button. A press takes you to Channel 72, used by CBI.
 - (3) WX - Selects the weather channels (listen only). Boston weather, including marine, is on WX 3. (WX4 provides marine forecasts only, useful mainly for off-shore vessels.)
 - (4) SCAN - Press this to scan through a programmed group of channels (WX3, 13, 16, 72), stopping when a signal is found (signal plus emergency tone on weather channel). This is a toggle; a second press stops scanning.
 - (5) MEM - Selects/deselects channels to be scanned. Please leave programming as-is.
 - (6) LAMP - Press to light the screen for a few seconds. (Uses up batteries really fast.) Press and hold to lock the controls so that only volume, squelch, and press-to-talk operate.
- d. Operating, General
- (1) Marine VHF radio is a shared service, intended for brief messages related to operation or use of the specific boat or boats that are communicating. Jokes and general chatter don’t belong; obscenities and false distress messages will get the FCC’s and Coast Guard’s adrenaline pumping.
 - (2) Marine VHF radios may be used only on vessels that are afloat, and from licensed shore stations which serve those vessels. Communications must be between vessels or between vessels and shore stations.
 - (3) Boats and shore stations usually hail (call) on Channel 16. Once contact is made, the calling boat directs the called boat to another appropriate channel, where the actual conversation takes place.
 - (4) Recreational boaters may communicate on Channels 9, 68, 69, 71, 72, and 78. (See channel use chart)
 - (5) Use Channel 16 for calls to the Coast Guard. They will acknowledge and most times switch you to Channel 22 for the actual communication.
 - (6) Large ships use Channel 13 for intership navigational safety (collision avoidance). Ship-to-drawbridge communications are also on 13.
 - (7) During CBI harbor trips, we communicate on Channel 72.
- e. Making a Call
- (1) Listen to channel on which you intend to call. Wait until it is not in use.
 - (2) Press your PTT key and say, “(name of boat or shore station you are calling - say this two or three times) *THIS IS* (your boat name or i.d.), *OVER.*” Repeat this hailing sequence at least twice. You may repeat this for up to 30 seconds (but if you don’t listen you won’t know if there is a response). If there is no response, you may call again after a 2-minute pause, then again after another 2-minute pause. After three calling cycles, wait 15 minutes before trying again.
 - (3) During a CBI harbor trip, you would contact the launch by saying “*CBI LAUNCH, CBI LAUNCH, THIS IS RHODES NUMBER* (sail number). *CBI LAUNCH, CBI LAUNCH, THIS IS RHODES NUMBER* (sail number).” The launch is required to monitor Channel 16. Usually it has a second radio tuned to Channel 72; if not, call it on 16, then switch to 72 to talk.
 - (4) When you complete your conversation, it would be appropriate for you to say, “*THIS IS* (your boat i.d.) *STANDING BY ON 72*” to indicate that you are done transmitting and will be resuming monitoring Channel 72.
- f. Emergency Calling
- (1) If the CBI Safety Launch can solve your problem, call it on Channel 16 or 72.
 - (2) If you face a *life-threatening* emergency, call on Channel 16. (Loss of your boat is a life-threatening emergency if it would put people in the water.) Speak slowly, clearly, and calmly. While you are calling, check that all aboard have put on life jackets. (Coast Guard will ask you about this.)
 - (3) Say “*MAYDAY, MAYDAY, MAYDAY.*”
 - (4) Say “*THIS IS COMMUNITY BOATING RHODES 19 NUMBER* (sail number).” (Repeat boat identification 3 times).
 - (5) Say “*MAYDAY* (boat i.d.)”.
 - (6) Tell where you are.
 - (7) Describe your problem and the kind of assistance you need.
 - (8) Briefly describe your boat (“*WE ARE A 19-FOOT OPEN SAILBOAT WITH A WHITE HULL NUMBERED*”).

- (number) *AND WITH THE NUMBER* (number) *ON THE MAINSAIL.*”)
- (9) Say, “*I WILL BE LISTENING ON CHANNEL 16. THIS IS* (boat i.d.), *OVER*”.
 - (10) Release PTT key and listen.
 - (11) Wait for a response. If none, repeat call starting at (3) above.
 - (12) If the emergency situation is serious, but not life threatening, call as above, but say “*PAN PAN*” (rhymes with conn-conn) instead of “*MAYDAY*”.

7. Anchoring

- a. Be sure that you and your crew handle and stow the anchor bag carefully, to keep it from being torn.
- b. During the trip, get the anchor bag out early. Have your crew take the float and security line out of the bag and pull out enough rode so that they can tie the security line around the mast. Use a knot similar to the CBI dock tie up knot or any other secure knot that you know (a turn and two half hitches or a bowline would be good). Have them cleat the rode on the foredeck, also. Be sure that all anchor lines pass *under* the jib sheets.
- c. If you are the first boat to arrive, sail through the anchorage checking things out. Avoid getting too close to other boats. Don’t sail across someone else’s rode. REMEMBER: Anchored boats swing in circles with the tide and wind. Think about what the tide will be doing while you are anchored. Choose a spot for anchoring. All CBI boats should anchor in the same area, relatively close to the dock, to keep launch runs and waiting time to a minimum.
- d. Drop the jib. Approach the anchorage spot on a close reach; not close-hauled. Turn sharply into the wind to stop.
- e. When you stop, tell your crew to pay out the anchor line hand-over-hand as quickly as possible. You may ask the foredeck crew to stop temporarily when the anchor hits the bottom (by feeling the reduced pull on the line) and estimate the distance from the deck to the bottom, using the nearest visible rode marker. We usually anchor in about 10 feet of water and have about 150 feet of rode. Allow a scope of about 7:1 at high tide. (Scope is the ratio of rode length to distance from the deck to the bottom.) CBI Harbor Trip rodes have footage markers to help you.
- f. Once you are head to wind, the boat will drift backward, especially in high winds. REMEMBER: Steering is reversed when you’re sailing backward. Steer to keep the boat headed to windward. Backwind the main to drive the anchor into the bottom.
- g. Check to see that the anchor is dug in; give it a tug. Wait a few minutes until you’re sure that you are not moving. (Take a bearing on something on shore. If the bearing changes, you are moving.)
- h. When you are sure that you are securely anchored, drop the main and furl it. Furl the jib on deck. Secure the tiller (with bungee loop or take a turn around the tiller with the mainsheet). Check again that you are not moving.
- i. You have securely anchored. Another CBI boat sails up. It has lost its anchor or for some reason can’t lower it. How do you help the other boat?

8. Getting under way again

- a. Check out the situation and decide which tack you’re leaving on. **Tell your crew about it!**
- b. Instruct a crewmember on the foredeck to be ready to pull the anchor up over the port bow if the boat is leaving on port tack; over the starboard bow if on starboard tack, but not until you (the skipper) give the signal.
- c. Raise the mainsail.
- d. Tell the foredeck crew to pull on the rode until the anchor is still on the bottom, right below the boat, then shout “Straight up and down” and wait for your instructions. (You should tack upwind if the crew can’t pull the boat forward manually.)
- e. When the boat is on the desired tack, shout, “Weigh anchor” to signal your crew to pull up the anchor.
- f. Instruct your crew to shout, “Anchor’s aweigh” when the anchor is free of the bottom.
- g. If the anchor is snagged, sail over it and pull from the opposite direction. If you still can’t raise it, ask the launch for help. If the launch isn’t available and you must abandon an anchor that doesn’t have a buoy secured to the end of the rode, tie a life jacket firmly to the end of the rode. In any case, let the launch know as soon as possible where you left the anchor. Anchors and rodes are costly and can usually be retrieved if the end of the rode is floating and visible, but not if the end of the rode has simply been dropped overboard.
- h. Trim the mainsail when the boat is moving; raise and trim the jib as soon as possible without endangering the foredeck crew.
- i. Have the crew slosh the anchor up and down to wash the mud off it before bringing it aboard
- j. *Early* on the return trip put the anchor assembly back into its bag. Feed the rode hand over hand back into the anchor bag. Don’t bunch the rode up and just stuff it into the bag; also, don’t coil the rode. (Not *too* sloppy, not *too* unnecessarily neat.) Finish by placing the chain into the bag, followed by the anchor, large end down, then put the float and security line in last. The anchor assembly is then ready to hand in at the end of the trip or can be deployed in an emergency or if directed by the launch captain. Stow the anchor bag carefully out of the way.

9. Magnetic Boat Compass

- a. Shows *heading* (direction boat is pointed) relative to direction of magnetic North Pole.
- b. Compass circle is evenly divided into 360°. North at 0°, East at 90°, South at 180°, West at 270°. True North Pole and magnetic North Pole are not in the same place. The difference between true north and magnetic north varies, depending upon where you are. (For example, in Boston, magnetic north is about 16° west of true north; in Seattle, magnetic north is about 19° east of true.)
- c. Compass roses, sprinkled about nautical charts, show *variation* between magnetic and true north. If you communicate a *bearing* (compass direction from one location to another) to someone else, always state whether it is a “magnetic” or “true” bearing. If you are going to navigate using a compass, it’s best to always use magnetic bearings, both on the compass (that’s automatic) and on your charts (you have to remember to do that).
- d. Some objects on a boat (for example, ferrous metals, motors, loudspeakers) may have their own magnetic fields that can cause the compass to *deviate* from pointing to magnetic north. As the boat heads in different directions, sometimes the local magnetic field adds to the earth’s magnetic field, sometimes opposes. This makes the deviation not a fixed amount, but different in different directions. (CBI’s compasses are not corrected for deviation, but there probably isn’t much on our boats. If you keep radios and cell phones away from the compass, there should be no problem. Just be aware that the compass information may not be perfectly accurate.)
- e. Boat compasses don’t use a magnetic needle balanced on a pivot. Instead, slim magnets are attached under the floating card that is inscribed with the compass directions. An index line (*lubber’s line* or *lubber line*) attached to the compass frame shows the boat’s heading.
- f. When you are steering a compass course (keeping the boat on a particular heading), it’s sometimes confusing to know which way to push the tiller to stay on course. Remember that the compass card is (magnetically) attached to the real world; the compass case and lubber’s line are attached to your bobbing boat. If you are off course, you have to move the lubber’s line back to the correct heading.

10. Navigating with Chart and Compass

- a. Sight over compass to find bearings to two points which you can identify on chart. (Best if bearings are close to 90° apart. Why?) Transfer bearings to chart to *fix* boat location at their intersection. (For example, after a squall you find yourself 20°m from high span of Long Island Bridge, 135°m from daymark “HM”. Where are you, and can you sail directly to the bridge, or should you sail toward a channel buoy you can see at about 90°m?)
- b. Instead of just sailing from buoy to buoy, you can sail on a compass course from a known position until you have a predetermined bearing to a known object, then turn onto another compass course. (For example, sail out South Channel, taking Buoy 9 close on starboard and then heading 95°m toward Hypocrite Channel Nun 2 (small and hard to see). Maintain heading until Boston Light bears 170°m, then turn to 230°m to sail down Black Rock Channel - but keep a sharp lookout for red Nun 2B off Lovells and Beacon 4 at the end of Great Brewster Spit.)

11. Sailing to Rendezvous and Heaving To - To allow the launch captain to keep track of the CBI flotilla, we usually sail to rendezvous points, where the lead boats circle around until the rest of the fleet catches up. The launch captain will let you know what the next rendezvous point is. (For example, Beacon 5 just beyond Castle Island.)

- a. If the wind is up and the water is choppy, you may wish to heave to, rather than circling. You learned heaving to in Jib Class, but here’s a reminder of one way to do it:
 - (1) On a close haul, sheet jib in tight, then tack the boat, leaving the jib on the old tack.
 - (2) Sail about 40°-60° off the wind. Push or lash tiller to leeward; adjust mainsheet until boat just jogs along. There will be little forward motion, but some leeway.
- b. Rhodes 19's can also be almost stopped by heading into the wind with the main sheeted in amidships and the tiller left unattended. The boat will sail a bit on one tack, then gently veer to the other (if the boat is reasonably balanced). If your stop is more than momentary, center the jib, too, or drop it; don’t let it flog.
- c. Remember these techniques and use them also if you need to take time-out from sailing to deal with equipment or people problems on board.

Links: See <http://users.rcn.com/dhkaye/> for links to pictures and charts shown in this class, an in-depth discussion of collision regulations from the point-of-view of sailboat sailors, and web access to tide and current tables.