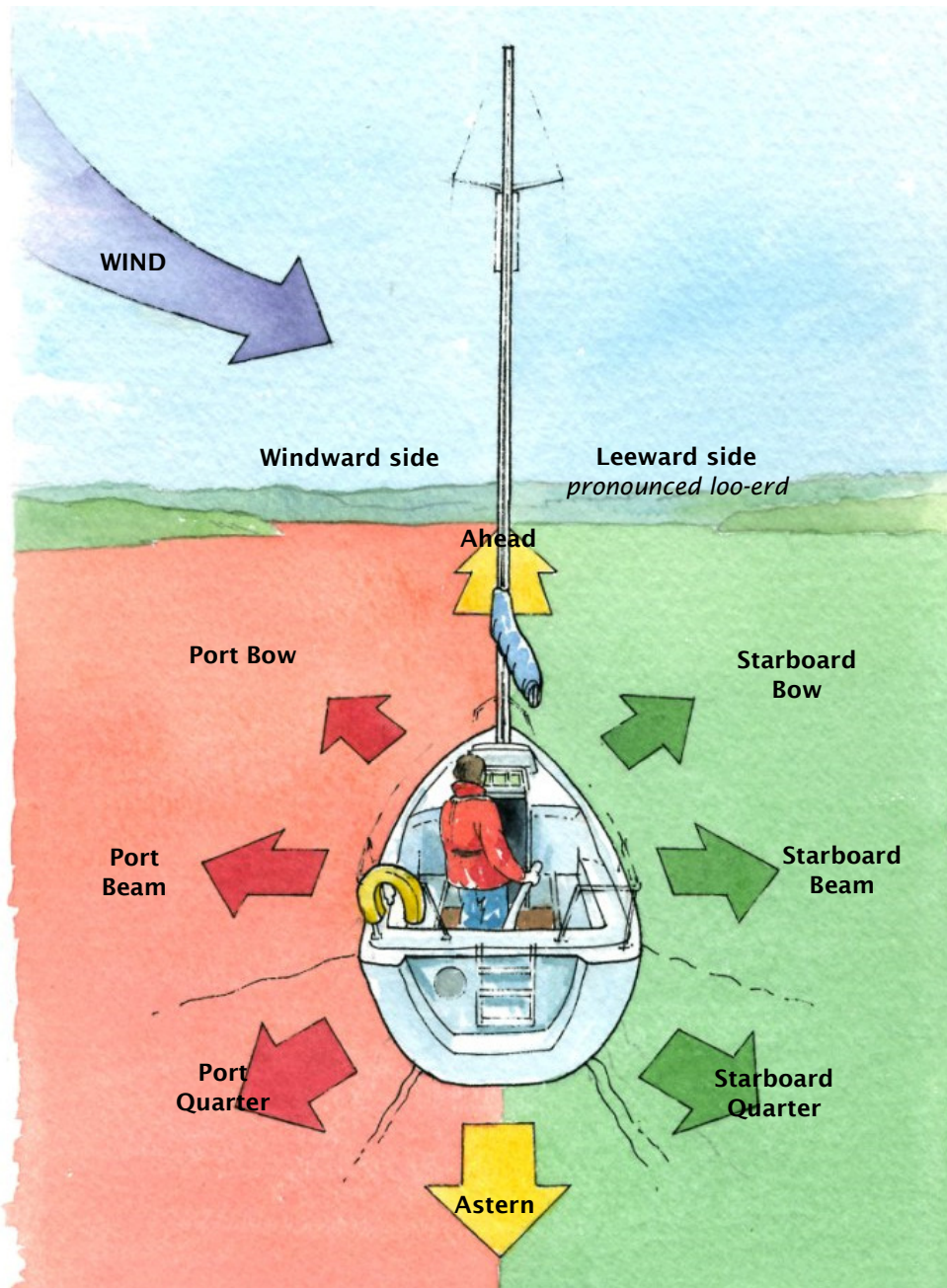


Thank you for booking your Start Yachting course with Endeavour Sailing

The following literature has been designed to help you learn some of the terms that you are going to hear during your course. Please do not worry though if you cannot remember it all as you will be taught these terms and many more during your time with us.

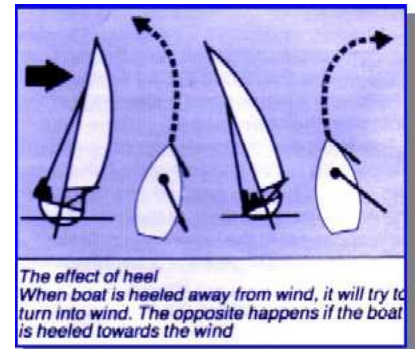


Four Essentials of Sailing

When sailing there are four basic points you need to constantly aware of. These are listed below. While you are sailing you should be continuously checking that all four are correctly adjusted for your current sailing direction relative to that of the wind.

1. Balance - side to side balance

Keeping the boat, starboard and port, level i.e. not letting it tip. This means leaning out (hiking) in a gust and keeping in when the wind dies (and while on a run). If you are leaning out as far as possible and the boat keeps tipping up, this is the time to let out a bit of mainsheet to 'spill' wind. If you want to go as fast as possible when the wind increases in strength you should throw your weight out as far as possible (using the toe straps if applicable) and then use the mainsheet to trim the boat to keep it level. Remember a sailing vessel should be sailed flat, not healing over, even though it is fun

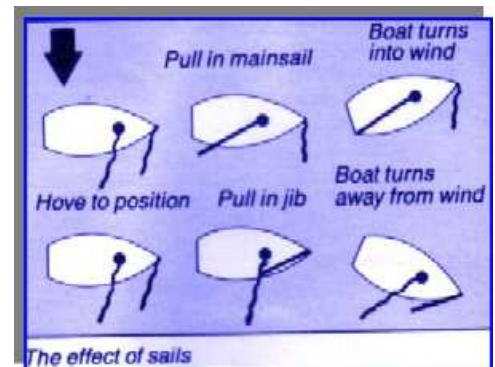


2. Boat Trim - fore and aft boat pitch

Keeping the boat, fore and aft, level. With some smaller dinghies (and this definitely includes the topper) you have to sit in different positions depending on the point of sail (sit forward on a beat, in the middle on a reach and at the stern on a run). The point of doing this is to prevent the boat dragging in the water. If the stern of the boat is low in the water and the bow is high then there is a lot of drag. If the bow is low and the stern is high there is less drag but it is very unstable at high speed. When the wind blows from behind it tends to push the front of the boat down and so it is necessary to sit well back (especially in strong winds) to stop the bow from submerging in the waves.

3. Sail Setting - setting of sails relative to the wind

Use the mainsheet to keep the sail in the most efficient position. It should not be flapping (too loose) " a flappy sail is an unhappy sail" and it should not be 'over sheeted' (too tight) "if in doubt let it out". If you let the mainsheet out slowly, the first part of the sail to start flapping is the luff. If the luff is flapping then pull the mainsheet back in until it just stops flapping (and no further). This gives you the best position for the sail and a trim sail. Whilst you are sailing you should be continuously adjusting the mainsheet to be sure that it is not 'over sheeted' i.e. let it out a bit until the luff just begins to flap and then pull it back until it stops. If you are sailing on a beat then continuously adjust but in a different way - you keep the mainsheet tightly in and adjust by turning the boat closer to the wind until the luff begins to flap and then turning back until it stops.



4. Course Made Good - choosing the most appropriate course

If you are sailing between 2 points, A and B, you might not want to sail to point C first. Aim to sail boat smoothly in a steady direction to take the shortest route between two points. You may also need to compensate for other factors that could affect your course e.g. tide and leeway (wind). If the tide is sweeping you sideways as you try to sail between points A and B and you simply point you boat directly at B whilst you sail, you will end up sailing in a curve. If however, you point a little up into the direction of the tide you will actually sail straight for point B. One way to check on your actual direction is to take transits. If there is a buoy at point B you may be able to line it up with something beyond (a tree on the shore or something). If this is so then as long as the buoy stays in line with the tree as you sail towards it, your course is correct. If it does not then either tide or leeway is affecting you course and you should make corrections to it.

