

NYACK  BOAT CLUB

Ideal 18 Handbook

**NYACK BOAT CLUB
IDEAL  SAILING
PROGRAM**



Table of Contents

Table of Contents	2
Welcome	3
Program Overview	3
What is an Ideal 18	5
The Nyack Boat Club Ideal 18 Programs	6
Open Sailing	7
Qualification Checkout	9
Sailing To and From a Mooring	11
Sailing Safely on the Hudson River	12
Crew Overboard Procedures	14
Emergency Action Plan	15
Ideal 18 Damage Policies	15
Tips for Sailing the Ideal 18	18
Upwind sailing	18
Downwind Sailing	19
Hoisting and Dousing the Spinnaker with 2 People	19
Hoisting and Dousing the Spinnaker with 3 People	20
Boat Setup Tips	21
Links for further information	22
Sailing Area	23

Welcome

Dear Nyack Boat Club Ideal 18 Fleet Member:

Welcome to the 2018 season! With a fleet of six Club-owned Ideal 18s, the NBC has the most comprehensive adult sailing program of any sailing club on the Hudson River. In addition to recreational sailing, we have clinics on weekdays and weekends and casual sailing or competitive racing. We plan to add family events during the season and participate in nearby Ideal 18 regattas.

Our vision is for the NBC Ideal 18 fleet to create opportunities for members who are boat owners and non-boat owners alike to pursue social enjoyment of the NBC and development of their pleasure sailing and/or racing skills.

This handbook is intended to give you information on the various aspects of the program. You may have other questions and we encourage you to contact the Ideal 18 Committee to answer them. We look forward to sailing with you this summer and we wish you a great summer of warm breezes, companionship and fun.

The NBC 2018 Ideal 18 Committee

Program Overview

The Ideal 18 fleet at the Nyack Boat Club is a new fleet we are adding to our well established one design program. Membership in the fleet offers the benefits of programs and the flexibility of having a boat in the water ready to sail. We expect as the fleet matures it will develop its own personality and traditions. Many solid friendships have been made through membership in the NBC where serious sailing fun is the rule.

The program is designed to accommodate sailors of all abilities. It has something for everyone. Beginning sailors will benefit from the knowledge of more experienced sailors. Instruction on the water and in the clubhouse will improve everyone's skills.

The Ideal 18 program is open to all NBC members. Skippers must be 18 or over, unless special permission is given by an Ideal 18 Committee member. Current NBC members may join by submitting an application with their annual bill or they may submit their application separately but no later than March 1st. Members of the community may join the fleet by submitting an application to the NBC for a Special Activities Membership (SAM). This is an annual individual (not family) membership. The SAM membership may be renewed once. After 2 years as a SAM member sailors may continue to enjoy all the benefits of the NBC and the Ideal 18 fleet by applying for traditional membership in the NBC.

The boats will be available for sailing from Memorial Day weekend through mid-October, except when reserved for organized sailing programs. Ideal 18 fleet memberships for the season include recreational (or open) sailing, sailing programs and racing. Private lessons are available from the Director of Sailing for an hourly fee.

The boats will be inspected and maintained by the Director of Sailing. Some of the larger maintenance chores will be outsourced.

The boats are kept on moorings and available to fleet members when they are not in use for programs or regattas. They are available during the launch operating hours and must be returned to their mooring before sunset. They are sailed from the mooring and returned to the mooring. They are to be sailed only in the area designated on the "sailing boundaries" chart.

What is an Ideal 18

The Ideal 18 (I-18) keelboat was designed by Bruce Kirby as a strict one-design, accessible to sailors of all ages, weights, skill levels and competitive backgrounds. The emphasis is on strategy, tactical skills and boat handling, rather than on tuning or special rigging.

Some design specifications: 18 ft. length overall, 14.2 ft. length at the waterline, 1240 lbs. displacement, 700 lb lead keel. The keel makes it a stable boat. The elliptical, narrow keel and rudder give the boat good handling and pointing ability. The boat remains dry even when heeling 20 degrees.

The sail area is 168 sq. ft. (main and jib) and the spinnaker is 240 sq. ft. The jib is self tacking and roller furling. When sailing to windward the jib has a sheeting angle of about 8 degrees. The spinnaker is small for an 18 foot boat and is easily handled by a crew member of any size. It has standard tweakers (or twings), a topping lift, foreguy, and Spectra sheet/guy. The spinnaker is stored in a mesh bag on the port side of the cockpit, just in front of the seats.

The Ideal 18s are comfortable and easy to sail upwind. No hiking straps are provided or allowed; in fact sailors are required to keep their legs inside the boat. Handholds are provided for safety when sitting up on the deck.

Because of the no hiking rule and heavy keel, a larger range of weights is competitive. Total weights of class winning teams range from 260 lbs. to more than 400 lbs.

The Ideal 18 is agile, more like a centerboard dinghy than a keelboat. It will turn a 360 degree circle in little more than its own length. It is perfect for sailors who spend their time thinking about wind shifts rather than the mechanics of sailing the boat. The boats are identical and are even in speed. They go around the racecourse like they “are tied on a string.” At national regattas seven or eight boats will finish within a 30-second period, on a two mile course. The racing is competitive and boat tactics are important.

The complete Owner’s Manual and Rigging instructions can be found at:

www.shumwaymarine.com/ideal18/Ideal18_Manual_Rigging_Tuning.pdf

The Nyack Boat Club Ideal 18 Programs

The NBC I-18 program will be administered by our Director of Sailing. The I-18 fleet membership is a one year membership for the season that includes recreational sailing, sailing programs, and private lessons available from the Director of Sailing for an hourly fee.

Sailing Programs

To reserve a spot in an offered sailing program it is essential to log into the NBC website, select the "Ideal 18" tab and register for the programs that interest you. Your intention to attend a program must be indicated weekly. Please arrive at the boat club 15 minutes prior to the start time of the activity. If you are not there you may lose your position to another member of the fleet.

The Director of Sailing will organize participants and direct them to the boats. You will be instructed on needed equipment to bring aboard. Two PFDs (commonly known as lifejackets) are provided per boat, however participants are strongly urged to bring their own PFDs. Non-marking shoes or boat shoes should be worn on the boats. Dark soled shoes mark the decks. We strongly suggest bringing along sunglasses, a hat, sunblock, and drinking water. Sailing gloves are essential and everyone should have their own.

The following programs are planned:

- 1) Women's Sailing - Tuesday evenings
- 2) Spinnaker Racing - For experienced sailors during the NBC Wednesday evening club racing.
- 3) Casual Sailing - Friday evenings and Sunday mornings. Interested members will be matched by the Director of Sailing for relaxed sailing on the Hudson River. Dinner and drinks are available on Friday evenings from the Galley for purchase. Sunday mornings the Galley has breakfast for sale.
- 4) Learn to Sail - Saturday mornings. To teach basic boat handling skills. If the weather does not accommodate the time will be spent in classroom instruction.
- 5) Advanced Sailing - Saturday afternoons. To improve boat handling, racing skills and tactics.
- 6) Non-Spinnaker racing - Sunday afternoons during the One Design racing at the boat club.

As the season progresses other programs are anticipated and will be tailored to the Ideal 18 fleet membership. Programs to be considered are Parent/Child sailing, one day fleet regattas and participation in Ideal 18 Class regattas. The Ideal 18 North American Championship is planned for September 22-23 at the Larchmont Yacht Club.

Open Sailing

When the boats are not in use for planned programs and regattas they will be available to qualified "Checked out" Ideal 18 fleet members for open sailing, during the hours the launch is in service and only until sunset. The launch hours are posted to the NBC website. The boats do not have running lights and may not be used for sailing after sunset. During open sailing Ideal 18 fleet members may take non-members for a sail, i.e. family and friends.

In the Ideal 18 area, the member will find a sign out book, a maintenance log, necessary equipment for the boats, spinnaker, and radio. The procedure for signing out a boat is as follows:

- 1) THE BOATS MUST BE SIGNED OUT IN THE SIGN OUT BOOK AND RESERVED ON-LINE EVERY TIME THEY ARE SAILED. The on-line reservation is important to signal to other fleet members who may not be at the club that the boat is in use. We recommend making reservations in advance, but if a boat is not reserved when you arrive you may reserve it at the time and take it out.
- 2) In the Ideal 18 sign out book the member will sign their name, the names of their crew, the time they are taking the boat out and the sail number of the boat. Check the maintenance log to be certain no parts of the boat are broken or missing.
- 3) The boats may be sailed in 4 hour blocks or until the time they are needed for a program or sunset. They are to be sailed from a mooring and returned to the same mooring. They must always be back on the mooring by sunset. If there will be a significant delay in returning the boat to the mooring on time, please notify the launch on Channel 9 or call the Director of Sailing. DOCKING THE BOATS IS NOT ALLOWED.
- 4) In the Ideal 18 area, the skipper will find a spinnaker and spinnaker sheets if desired. A RADIO SHOULD BE TAKEN FROM IT'S CHARGER AND BROUGHT TO THE BOAT. It is the responsibility of the member to take a radio and return it to the charger at the end of sailing. It is also the member's responsibility to verify that the necessary equipment is on the boat. Each boat should have aboard: a pump, paddle, bucket, sponge, anchor and attached line, and 2 PFDs. Please use the onboard checklist to be certain all equipment is there. SAILORS ARE STRONGLY ENCOURAGED TO BRING THEIR OWN PFDs.
- 5) The boats may only be sailed in the designated NBC sailing area which is that area north of the Tappan Zee/Governor Mario Cuomo bridge work zone and south of Hook Mountain.
- 6) Members will be taken to the boat and retrieved at the end of sailing by the NBC launch which can be called by radio on Channel 9. Once aboard, the member will remove the covers from the mainsail and the jib and stow them below the deck. They will sail away from the mooring and at the conclusion of their sailing period will return the boat to the mooring. The mainsail will be flaked, aligning the battens with the

boom, tied with sail ties and the cover replaced. The jib will be furled (rolled) and covered. The jib cover is hoisted with the spinnaker halyard. Be certain the bailers are open. The spinnaker and sheets and the radio will be taken off the boat. Please leave the boat the way you would like to find it.

- 7) Once back ashore, the radio should be returned to its charger and the time recorded in the sign out book. If the spinnaker is wet it should be hosed down and dried by spreading it on the lawn in the picnic area. The spinnaker and sheets should be placed in a spinnaker bag and returned to the Ideal 18 area.
- 8) In the maintenance log book please record any damage or missing items whether this whether this happened before or after your sail.

Qualification Checkout

Members of the Ideal 18 fleet must do a short competence exam with the Director of Sailing in order to be able to sign out an Ideal 18 for open sailing. This exam will qualify you to operate the boat safely and return it in safe condition for the next user.

If you have completed a certified sailing course in the past, the competence exam will be a brief interview with an instructor prior to sailing. The minimum skills that are required to safely operate the boat are outlined below.

PREPARATION:	Check weather and tide reports. Safely board the boat. Pump bilge water. Conduct a general overview of the boat and report any deficiencies. Locate safety equipment.
MAKING READY:	Describe sailing plan (where you are sailing and how long). Check for local hazards.
KNOTS:	Figure 8, Bowline, Round turn and two half hitches, clove hitch, reef knot.
GETTING UNDERWAY:	Communicate to crew the plan for leaving the mooring. Rig the boat. Cast off from the mooring and sail safely through the mooring field.
MANEUVERING UNDER SAIL:	Sail a close-hauled course, a downwind course, and round a mark. Complete a controlled tack and gybe. Sail into and out of irons.
EMERGENCY RESPONSE:	Discuss what to do if skipper or crew falls overboard Discuss what to do if there is an emergency on the water.
RULES OF THE ROAD	Look out and avoid collisions. Know the right of way rules as they apply to power vessels, barges, and less maneuverable vessels. Know right of way rules regarding port, starboard, leeward, windward, and overtaking boats.
MOORING:	Demonstrate slow speed approach to a mooring. Secure the Ideal 18 to its mooring. Properly de-rig the boat.
PUT AWAY	Return VHS radio to its charger. Return spinnaker. Indicate return in sign out book. Indicate maintenance issues in the log book.

Ideal 18 Set-Up

Once you have signed out your Ideal 18, rigging the boat will be your responsibility.

The mainsail is already rigged on the boom of the Ideal 18. The jib is also rigged and furled. Both sails are covered and these covers must be removed and stored below deck. The spinnaker halyard is used to hoist the jib cover. As this cover is removed be sure to hold tight to the spinnaker halyard and attach it to the mast. Check your sheets and halyards. Make sure all are accessible and not chafed. Make sure the bilge is empty. Use the bilge pump if necessary. Check your safety equipment.

Ideal 18 De-Rig

Once back on its mooring, the Ideal 18 must be de-rigged and readied for the next sailor. The jib is furled, usually prior to reaching the mooring. The jib cover is hoisted using the spinnaker halyard. The main sail must be flaked neatly along the boom. Be sure to avoid any creases and tie it snugly but not too tightly with a minimum of three sail ties, forward, middle and aft. Then put on the sail cover. The spinnaker and spinnaker sheets will be packed into the spinnaker bag neatly and ready for easy rigging by the next user. Lastly, be sure to center the tiller and secure the ends of the light retaining line to the pad-eyes on the stern.

Sailing To and From a Mooring

The Ideal 18 fleet at the Nyack Boat Club will be kept on moorings in our mooring field. The launch drivers will take you to the boat. It is your responsibility to rig the boat for sailing, to sail away from the mooring and to return the boat to the mooring at the end of sailing.

A mooring is an anchor attached by chain to a floating mooring buoy. The line meant to secure the mooring to the boat is called the pennant. At the NBC, our mooring buoys are shaped like a barrel and the pennants can be conveniently coiled and left on top of the barrel when sailing away.

When skipper and crew first reach the boat, they should ready it for sailing. Review the checklist and inspect the boat to be certain all you need is aboard. Uncover the mainsail and the jib and put the covers below deck. Review the wind and the tide to understand the direction the boat will likely go once released from the mooring. Try to determine the direction of both wind and current.

Leaving a mooring - If the wind is from ahead of the beam (the widest point of the boat) usually you would leave under mainsail only or mainsail and jib if the wind is light. When the skipper is ready at the helm, the mainsail is hoisted; the bow person frees the boat from the mooring and leaves the pennants coiled on the mooring buoy. When the wind is aft of the beam, unfurl the jib and leave the mainsail down. The bow person will take the pennants off the deck cleats and drop the pennants in the top of the mooring buoy. The bow person then returns to the cockpit of the boat and trims the jib. Sail to a clear area. Turn the boat head-to-wind (pointing directly into the wind) and hoist the mainsail. You are now underway!

Returning to a mooring - This requires some practice and is an essential skill to sailing. The Director of Sailing is skilled in these techniques and will teach these skills to all fleet members. Again, discerning tide and current is important. It is very helpful to observe how the boats in the mooring field are lying. It is best to approach a mooring as slowly as possible while still maintaining steerage. Generally, when the wind is forward of the beam, approach under mainsail alone to keep the foredeck clear of a flapping jib. The buoy is approached on a close reach, easing or trimming the mainsail to control speed. Let the mainsail flap in your final approach to depower and stop the boat. The bow person lies on the deck and grabs a mooring pennant from the top of the mooring buoy and quickly puts it around a deck cleat.

If the wind is aft of the beam when approaching, sail upwind of the mooring, lower the mainsail, and sail slowly toward the spot using the jib alone. If the wind is strong the jib can be progressively furled to slow the boat. If the boat is still moving too fast, the jib can be completely furled.

Remember, mooring a boat takes practice and even experienced sailors may need to make several attempts to stop the boat at a mooring buoy. The skipper needs a plan in the event the first approach to the mooring is unsuccessful. The drill must be repeated until the bow person can grab the pennants.

Sailing Safely on the Hudson River

Safe sailing on the Hudson River requires planning and attention to details. We recommend:

- 1) Beginners should plan to sail in light wind, no more than 10 knots.
- 2) Check the tides and the wind forecast. These can be found on the club website. SailFlow is a useful app to download. Our nearest weather station is Tarrytown, NY.
- 3) Sail within the sailing boundaries. Keep a large distance away from the Tappan Zee Bridge work zone. If you get too close the Coast Guard will intervene.
- 4) These are keelboats that draw 3.3 feet. Do not sail near the shore as you could run aground. Consult the map of the sailing boundaries or ask if unsure of where to sail.
- 5) Plan to return to the mooring a few minutes before sunset. The wind can become lighter as the evening moves on and this may take longer than you think. You will not be left stranded for the night, however you may be charged if a search party has to be sent out or a towing service is needed to bring you back.
- 6) Do not sail in the shipping channel. You may cross it, but it must be kept clear for the large barges that travel the Hudson River. They cannot and will not give you the right of way.
- 7) PFDs must be worn by everyone 16 and under when on the docks or on the water. There must be a PFD on board for every sailor. Adults are encouraged to wear them as well, for safety and to set a good example. **IF THE WIND PICKS UP EVERYONE SHOULD PUT ON THEIR PFD!!**
- 8) No alcohol is allowed on board. Bring plenty of water. Dehydration can be dangerous.
- 9) When tacking or gybing stay at least a boat length away from another vessel
- 10) Large sailboats or motorboats under power often lack mobility. Smaller sailing craft should keep clear as best as possible. **IT IS THE RESPONSIBILITY OF ALL VESSELS TO AVOID A COLLISION.**
- 11) Communicate your intentions to your crew and other boats.
- 12) Stay away from larger sailboats that might blanket your sails or cause the wind to vary.
- 13) Sail cautiously in the mooring field.

Running aground – Ideal 18 draws 3.3 feet, which means that at low tide in shallow water it is possible to run aground. Please familiarize yourself with the attached map of the Hudson River detailing areas to be avoided, especially at low tide.

In the event you run aground, first try to steer or paddle the boat away from the area so that it is pointed toward the middle of the river. Then heel the boat way over by getting all your weight on the leeward side. The crew may have to stand on the leeward rail and lean way out holding onto the shrouds. Trim the sails fast while doing this. **Please refrain from using the spinnaker pole to push off as the mud damages the equipment.**

With an outgoing tide, it is imperative to get your boat off as quickly as possible. If you cannot get off by the above means, flag down a motorboat to try to help you and call the Sailing Director or launch operator at the NBC on channel 9. If a boat should throw you a line, you can attach it to your mast with a bowline. Never let a boat be towed off sideways - always pull straight off the bow. Stay clear of the towline while being rescued.

A Word on Anchoring

Though often forgotten, each boat has an anchor below the floorboards. Hopefully it will not be needed, but the wind is not always accommodating and there can be times when the tide is stronger than the wind. In this situation an anchor is useful. Rather than being carried by the tide, it is wise to consider throwing out the anchor until the wind picks up or the tide turns. The anchor has an attached line. Tie the line to a cleat on deck or the mast and drop the anchor. Enjoy some conversation with your crew and enjoy the beautiful views. Conditions are always changing.

Crew Overboard Procedures

There are several procedures for Crew Overboard. A simple and commonly referenced procedure recommended for the NBC is the Reach/Tack/Reach method.

After a crew falls in the water, the first action is to designate a spotter to keep an eye on them. The spotter should try to determine if they are okay. The spotter should hail, "Are you okay?" The skipper should sail a course to approach the crew overboard at low speed from the leeward side. When the boat is in close proximity to the crew overboard, she or he should swim to the boat and re-board via the stern, using a loop tied with the assistance of the skipper.

The skipper (or another person on board) should use the following procedure:

- 1) Hail "Crew Overboard" and throw a buoyant object into the water.
- 2) Confirm the crew overboard is okay.
- 3) Change direction to a beam reach and adjust sheets as required
- 4) Sail to the nearest point where you can maneuver back to the crew overboard
- 5) Tack the boat
- 6) Ease sheets and bear away to a broad reach.
- 7) Sail toward the crew overboard approaching on their leeward side. As you near, release the sheets and head towards a close reach course so that the boat stops near the person in the water.
- 8) The crew will then position themselves to enter the boat via the open stern. The skipper can assist by pulling on the straps of the crew's PFD or clothing. Alternatively, the skipper can tie a loop using either the mainsheet or spinnaker sheets for the crew overboard to use as a foot hold. It is recommended that the sheets be removed from their position (main blocks or spinnaker), and red around the shroud with a loop created in the free end.

Emergency Action Plan

All persons sailing an NBC owned boat must have a VHF radio with them and it is suggested to bring a cell phone (in a watertight case) aboard. They shall make sure the battery is charged. The VHF radio is wholly your responsibility.

Should an emergency occur, please follow the following emergency action plan:

- 1) Designate a charge person (usually the most senior sailor on-site)
- 2) The charge person assesses situation and designates a call person to call for help. Based on the situation phone 911, reach the Coast Guard on channel *16, call the Nyack Boat Club launch on channel 9, or call the Director of Sailing at _____
- 3) An NBC member will wait at the entrance to the club to allow access and direct emergency vehicles.
- 4) If the emergency has occurred on the water, the skipper and crew will be instructed in the best and fastest way to approach the dock at the NBC.
- 5) First aid equipment and an AED (automated external defibrillator) are stored in the closet at the foot of the stairs in the dry sailing area. There is an AED in the meeting room of the clubhouse as well.
- 6) The charge person should stay with the victim until emergency personnel arrives.
- 7) An incident form should be completed.

Ideal 18 Damage Policies

The Ideal 18 Program absorbs the cost of repairs to the boats and replacement of lost or broken equipment due to normal wear and tear. The I-18 program does not absorb the cost of repairing substantial damage or loss of equipment, including damage that:

- 1) requires immediate repair or
- 2) may compromise the structural integrity or watertight seal of the hull or deck or
- 3) is a substantial break to the gelcoat - more than a minor nick.

After any incident causing damage, **immediately** inform or leave a message for the Sailing Director. He shall then talk with the skipper and others to determine the relevant facts for the purpose of determining fault and responsibility for the cost of repairs. If fault is not clear, the NBC may require that the costs of repair be shared or another arrangement be made.

There is a \$500 deductible per skipper per incident. Other deductibles may apply if property is damaged that is not covered under the NBC policy. It is the Club's policy that the deductible applies to incidents involving damage to the I-18, unless the skipper at fault has repeatedly caused damage or has displayed reckless behavior or overt disregard for property, in which case he or she will be responsible for the full repair cost.

Under all circumstances, the burdened skipper is responsible for the full costs of the repairs until such costs are reimbursed by the insurance company, if applicable.

The US Sailing Association Racing Rules shall be used, whether through a formal protest or not, to determine fault when appropriate, and rules of good seamanship shall be used to determine fault when the Racing Rules do not apply.

The total cost of repairs may not be known until spring of the next calendar year, depending on completion of the repair work, and will be billed to the burdened skipper(s) when completed.

Docking Guidelines

The Ideal 18 boats are NOT PERMITTED to be taken to the docks at the NBC. It is expected they will be sailed off a mooring and returned to the mooring. Docking the boat can lead to damage or injury. However, in recognition that emergencies arise and that sailing at other boat clubs may necessitate docking, this section is included. Docking a boat is an important skill. Many of the slow speed skills required to moor a boat will be helpful. The best plan when docking is to keep the boat moving fast enough so that you can steer, but slow enough that if something does go wrong, you will have time to do something about it.

Docking safety tips:

- First, no jumping! There is an increased chance of injury with docking maneuvers that require acrobatics to get the boat to the dock.
- Second, never put any body part between the boat and the dock or piling. Even a relatively light and small boat will out-match fingers and hands should a wave or gust of wind send the boat against these permanent structures.
- The secret to perfect docking is to anticipate the boat movements and to practice.

There are many different situations you will encounter when approaching or leaving a dock. Only experience will equip you with all the skills necessary to handle the more complex ones. Here are a few key steps:

- 1) In the absence of tide or current, make your final approach to the dock as near to head-to-wind as possible, and leave in the same way. If the current is strong, make your approach and departure pointing into the current.
- 2) Always examine the situation beforehand and check the directions of wind and tide relative to the boat and the dock.
- 3) Always choose a leeward (on the side sheltered from the wind) position if possible. A windward spot is more difficult to approach and more difficult to leave.
- 4) Plan to have an escape route when approaching a dock so that you can return to safe water if you need to abort the maneuver at the last minute.
- 5) Brief your crew on the maneuver and give them their jobs. Dock lines should be attached to the cleats at the bow and the stern. As when approaching a mooring, the jib is usually furled prior to approaching the dock to decrease speed.
- 6) Go slowly when approaching, but fast enough to be able to steer.

Tips for Sailing the Ideal 18

Upwind sailing

Crew weight While sailing upwind in light winds, a leeward heel of 5-7 degrees is best. If sailing in winds above 8 knots, it is best to sail the boat as flat as possible. The skipper and crew should sit close together about 6-8 inches in front of the main sheet only moving back when the breeze builds.

Direction The boat can tack through 80 degrees, but it is usually better to foot by easing the sails a bit and sailing lower than a close-hauled course, particularly when the waves build up.

Sail trim and controls Mainsheet trim is more important than jib sheet trim in all conditions. Keep the boom vang loose in light air. When sailing in more than 15 knots, pull the vang as hard as possible and be prepared to use the sheet aggressively. The tight boom vang will bend the mast and open a narrow slot between the mainsail and jib. In all wind conditions, keep the outhaul tight. The cunningham should not be set tight but may need tightening as wind builds to prevent creases from forming in the luff on the mainsail. The fixed, non-adjustable bridle should be centered above the centerline of the boat.

Jib set up The jib sheet should be set so the clew board is about 1 1/2 to 3 inches from the traveler block. The location of the jib sheet attachment to the clew board adjusts the jib in two ways - it changes the twist of the leech and the tightness of the foot. Attach the jib sheet to the top hole of the clew board for wind conditions between 0-3 knots, second hole from 4-8 knots, middle hole for 8-18 knots, and fourth hole for 18+ knots. The jib halyard tension normally is set when commencing sailing, but it can be adjusted on the water if required.

Sheeting while sailing the main is large enough that in winds above 12 knots the boat may not bear off if the main is sheeted in. If you find it hard to bear away on mark rounding or ducking another boat ease the mainsheet before the turn. In addition, minor course corrections may require aggressive sheeting of the mainsail in puffy conditions. In puffy conditions with winds above 15 knots, it is faster to ease the sheet and allow the mainsail to luff. This will keep the boat driving faster than feathering up (sailing above a close hauled course with the mainsail sheeted all the way in).

Downwind Sailing

Sailing without a spinnaker Sailors often will heel the boat approximately 10 degrees to windward. The heel will help balance the helm, allowing the boat to sail straight and fast. As the wind builds, the Ideal 18 may want to roll from side to side; should this occur, increase boom vang tension and sail the boat without windward heel. Crew weight should be forward of the middle of the boat for all wind conditions, but the crew may move back in stronger winds or if water comes over the bow.

Sailing with a spinnaker The spinnaker pole should be set square to the apparent wind. Keep the spinnaker in front of the boat and out from behind the wind shadow created by the mainsail. If the spinnaker repeatedly collapses, try squaring the pole by adjusting the tension on the guy while easing the spinnaker sheet. If the boat is rolling too much in heavy breeze, ease the pole forward and trim the leeward twicker to gain more control. Also move crew weight aft.

Gybes with the spinnaker flying The crew will hand the spinnaker sheets to the skipper, release the guy from the pole and pull the boom vang to gybe the mainsail. While the crew is doing this, the skipper will free-fly the spinnaker and moves it across the boat in sync with the mainsail movement. The skipper will also be steering the boat, keeping clear of nearby boats.

Hoisting and Dousing the Spinnaker with 2 People

Hoists

- 1) Crew sets the pole on the final approach to the windward mark (make sure twicker is set on the guy and the pole is 90 degrees to the mast.)
- 2) Skipper bears off around the mark and lets the main sail out while the skipper has both spinnaker sheets and the crew hoists the spinnaker.
- 3) Once the spinnaker is flying, the crew furls the jib
- 4) The crew cleats the guy and plays the sheets on the spinnaker.

Douses

- 1) Put the sail controls back on that were left off.
- 2) The crew unfurls the jib and cleats for a windward position.
- 3) The crew gathers the foot of the spinnaker on the port side of the boat and releases the spinnaker halyard.
- 4) The crew pulls the spinnaker down into the bag, making sure the port side of the spinnaker goes into the bag first.
- 5) The skipper heads up around the mark and trims in the main (the crew may need to help trim in the main.)
- 6) The crew stores the spinnaker pole or just puts it into the boat to stow later.

Hoisting and Dousing the Spinnaker with 3 People

Hoists

- 1) Bow crew sets the pole on the final approach to the windward mark. Make sure the tweaker is set on the guy and the pole is 90 degrees to the mast.
- 2) Bow crew feeds the spinnaker tack out of the bag and the middle crew pulls the spinnaker clew to the leeward side of the jib.
- 3) The skipper bears off around the mark and lets the mainsail out while the middle crew takes both spinnaker lines and the bow crew hoists the spinnaker.
- 4) Once the spinnaker is flying, the bow crew furls the jib.
- 5) The middle crew cleats the guy and plays the sheet on the spinnaker.
- 6) The bow crew “cleans house” and adjusts the sail controls. accordingly.

Douses

- 1) Put sail controls back on that were left off.
- 2) The bow crew unfurls the jib.
- 3) The bow crew puts the pole away while the middle crew free flies the spinnaker.
- 4) The middle crew then gathers the foot of the spinnaker on the port side of the boat.
- 5) The bow crew releases the spinnaker halyard once the middle crew calls for it and the spinnaker is taken down quickly.
- 6) The skipper then heads up around the mark and trims in the main sail (or the middle crew can help with the main trim). The bow person trims the jib.

Boat Setup Tips

Tweakers/Twings Always use them. Those who don't are constantly reaching up to push the pole forward on the guy to keep it close to the tack of the spinnaker. The tweaker will ensure the pole stays forward. Using the tweaker removes the need to use the pole downhaul, simplifying dealing with the pole. Leeward tweaker is free and clear before hoisting the spinnaker. Make sure the pole is "jaws up".

Jib Halyard Most people pull on the jib halyard at the beginning of their sail and leave it there for the day. It is an important control of jib draft (maximum point of sail depth). Too much halyard tension (lines perpendicular to the luff) in stronger breeze allows the draft to move too far back. Make sure your halyard system allows you from the foredeck to adjust the halyard before a race, between races, or even during a race. A good general rule is to set the tension to just take out the horizontal wrinkles. The amount of tension to do this will be dramatically different out on the race course than it is when the boat is first cast off the mooring.

Main Halyard Pull it as hard as you can. You are not pulling against the luff of the sail but against the shrunken bolt rope in the luff.

Battens Sailing downwind with the top batten popped the wrong way is very slow. Always look up, especially after a light air gybe when the batten may not pop on its own.

Spinnaker Pole Placement Storing the pole on the starboard side of the boom is a good idea in most wind conditions. In very light air (1-5 knots), consider not storing it on the boom as the weight of the pole will tighten the mainsail leech a little bit which is not appropriate for very light air conditions.

Spinnaker Takedown Unfurl the jib and take the pole down early. Free fly the spinnaker and then douse the spinnaker. If you are rushed, don't bother to attempt to store the pole on the boom. Throw it in the bottom of the boat. It is important to douse the spinnaker before the mark, do a nice rounding and then stow the pole on the boom on the beat to windward when you have a chance.

Jib Furler Always furl your jib downwind. You need to make sure that the furling line and the jib sheets below deck are set up so that all of the jib will furl. Sailing downwind with two or three feet of jib pulled straight back in the middle of the foredeck is not good for the spinnaker.

Sail Control	0-4 Knots	5-10 Knots	11-16 Knots	17+ knots
Jib Clew	3 rd hole down	4 th hole down	5 th hole down	6 th hole down
Upper Shroud Tensions	180 lb	180 lb	200-220 lb	250 lb
Lower Shroud Tension	Just hand tight	Hand tight plus a ¼ turn	160-180 lb	220 lb
Heel Angle	5-7°	5°	Flat less steep chop then 2-5°	As flat as possible

Links for further information

Ideal 18 Owner's Manual:

http://www.shumwaymarine.com/ideal18/Ideal18_Manual_Rigging_Tuning.pdf

How to use a Loos Gauge:

<https://www.youtube.com/watch?v=kyv0EfR5xRg>

The 2017 Racing Rules of Sailing:

<http://www.sailing.org/40174.php>

Basic Knot Video:

<https://www.youtube.com/watch?v=NRrVyz9cVtU>

Sailing Area



NBC SAILING AREA 41 5.015 N -> 41 7.564 N

Northern boundary is defined by Green Buoy 11 41 7.564 N

[G FL G 4S AIS] Green lateral buoy (can, i.e. cylindrical shape) "11" having green flashing light with a period of 4 seconds. 41 7.564 N 73 52.859 W

Southern Boundary is The Tappan Zee Bridge Work Zone

Special Purpose Buoys 41 5.015 N