



WOMEN ON WATER, TAURANGA, NZ

Intermediate Skills Night



TAURANGA YACHT
& POWER BOAT CLUB

Introduction

- Helen
- Lisa
- Nicola

Sailing Instructions

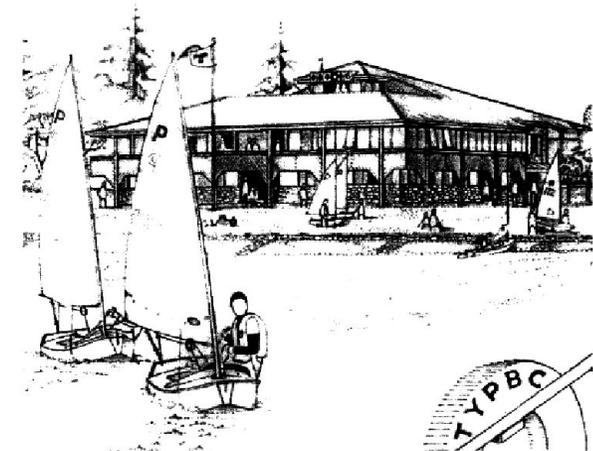
<https://yacht.org.nz/media/1041/83367-typbc-sailing-instruction-booklet.pdf>

Tauranga Yacht
and Power Boat
Club



SAILING INSTRUCTIONS AND NOTICES OF RACE

2022 - 2023 Summer Season and 2023 Winter Series
Keeler, Multihull and Trailer Yacht Divisions



Topics

Safety	Boat Handling	Sailing in Tauranga
<ul style="list-style-type: none">• Person Overboard Procedure• Using a VHF	<ul style="list-style-type: none">• Tacking Procedure• Gybing Procedure• Speed vs. Sail Angle	<ul style="list-style-type: none">• Harbour layout• Typical courses

Safety



Person Overboard Procedure

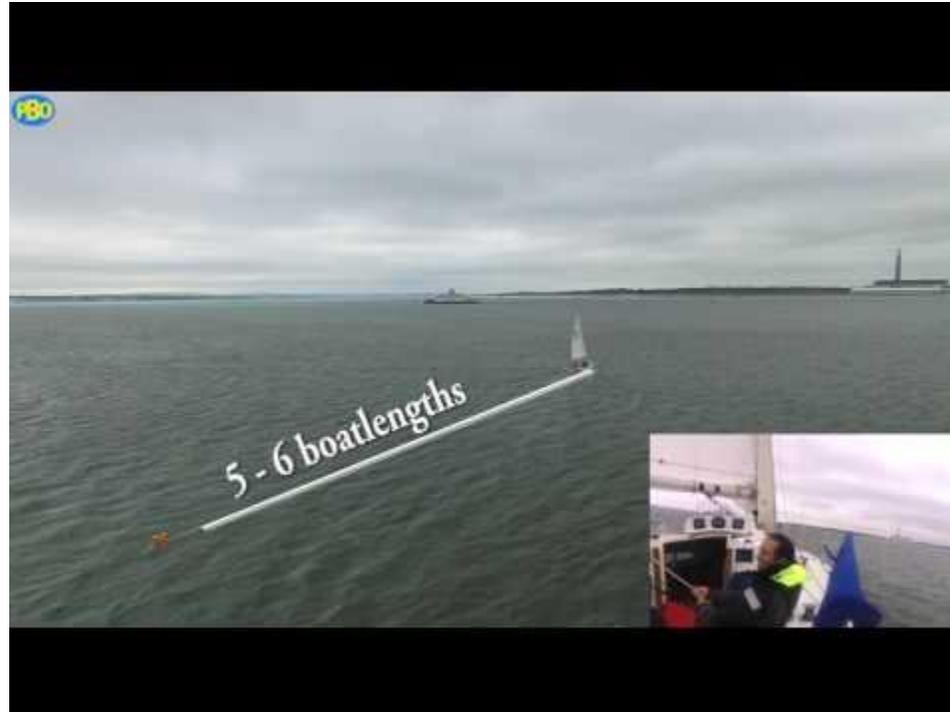
- Shout 'Person Over Board'
- Point at the person
- Throw a floatation device
- Press MOB button on the GPS
- Call a Mayday



Person Overboard – Under Engine



Person Overboard – Under Sail



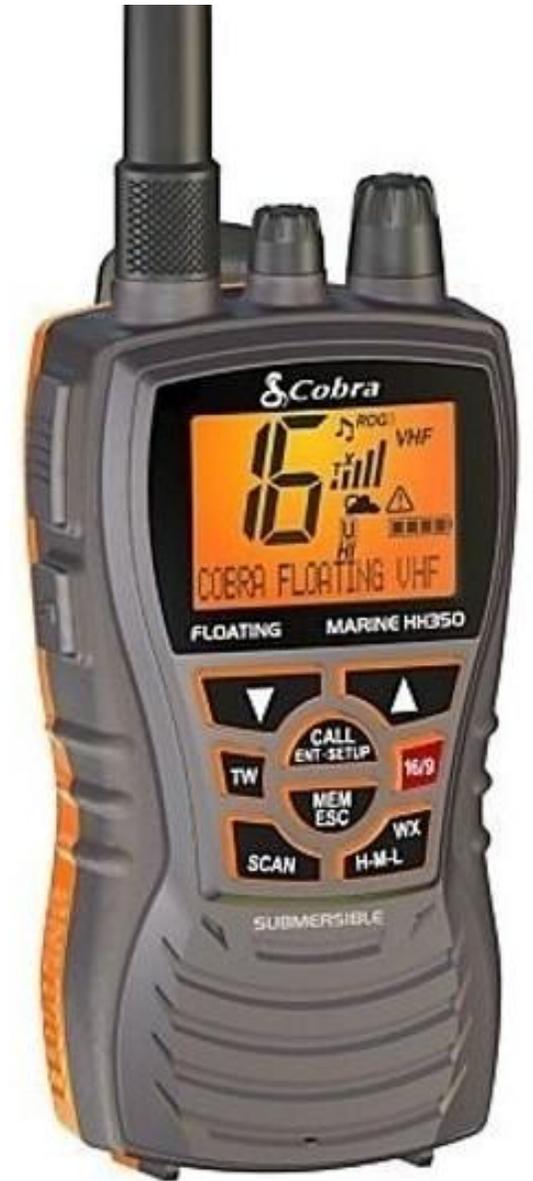
Person Overboard – Keep it Simple!

- Stop or slow the boat
- Turn on the engine
- If easy, drop the headsail
- Establish wind direction
- Turn around and drive upwind of the person
- Stop and slowly drift downwind onto the person – side on

Person Overboard – back onto the boat

- If person is ok / minor injury?
 - Swimming ladder
- If person is seriously injured (back or leg)?
 - Call the police (111)
 - Call the coastguard (channel 16)
 - Use lifejackets to support person in water

VHF



VHF – example call for WOW

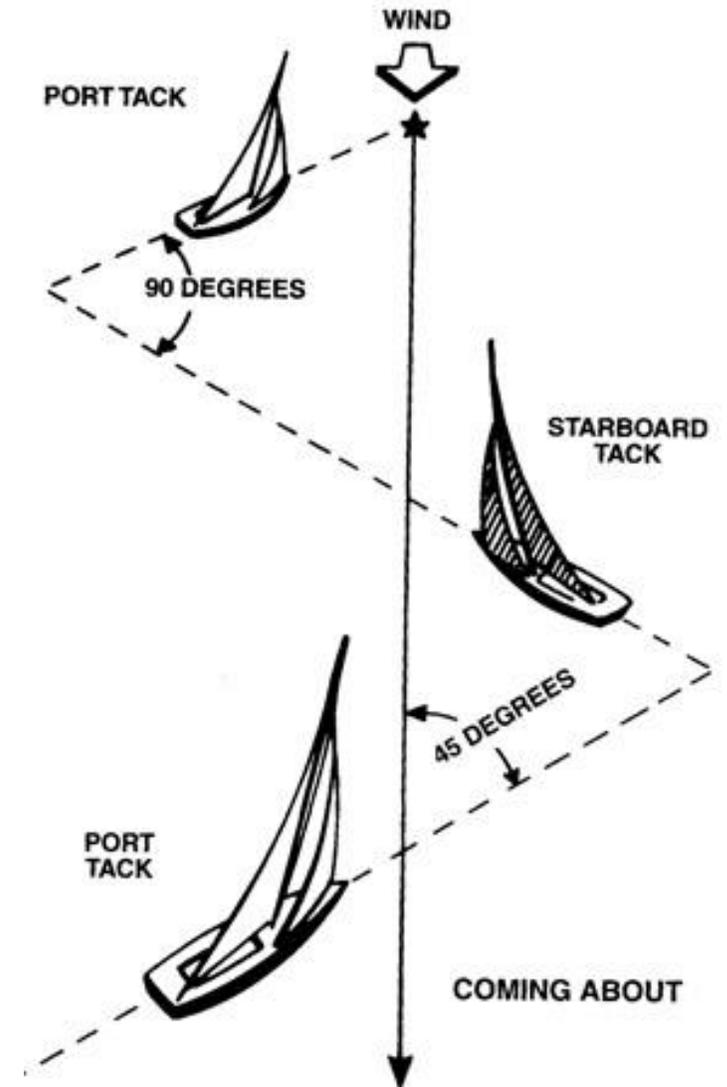
- Channel 77:
 - Tauranga Sport, Tauranga Sport, this is Firsty, Firsty, over
 - Tauranga Sport receiving Firsty, go ahead, over
 - Tauranga Sport, this is Firsty, we have 8 POB, please advise start time and course, over
 - Firsty confirming you have 8 POB, start time 1800 and course 3, over
 - Thank you Tauranga Sport, Firsty standing by

Sail Handling



Tacking

- Tacking is the sailing manoeuvre used to change a boat's direction through an oncoming wind.
- Tacking a sailing boat calls for the crew to work as a co-ordinated team and is one of the first sailing skills to learn.
- When a sailing boat is heading in the direction that the wind is coming from, it has to sail a zig-zag course in order for the sails to work.
- This is known as beating to windward and the point of sail is referred to as close-hauled, where the boat is sailing as near as possible towards the wind.



Tacking Procedure



Tacking Procedure

- The procedure of tacking can involve two or three crew members and goes as follows:
- The skipper or helm decides it is time to tack and alerts the crew.
- One or two crew members are put in control of each jib sheet winch, depending on the size of the boat and number of crew available.
- The skipper ensures that the new course is clear and everyone is ready.
- The helm calls “ready about”. A crew member then puts two turns of the slack or “lazy” jib sheet around the winch (A) on its side of the cockpit and pulls in the slack. Another crew member uncleats the “working” jib sheet, keeping it tight on the winch (B).
- The helm calls “lee-oh” and turns the boat towards the wind. As the headsail starts to flap the crew on the working sheet eases and releases the sheet from winch (B).
- The boat continues to turn through wind and the jib blows across to the new side, flapping a little as it goes.
- The crew on winch (A) then pulls in the new working sheet. The winch handle is inserted into the top of the winch, the crew winches in the sheet and the sail is trimmed for the new course.

Tacking Tips

Port and starboard tacks

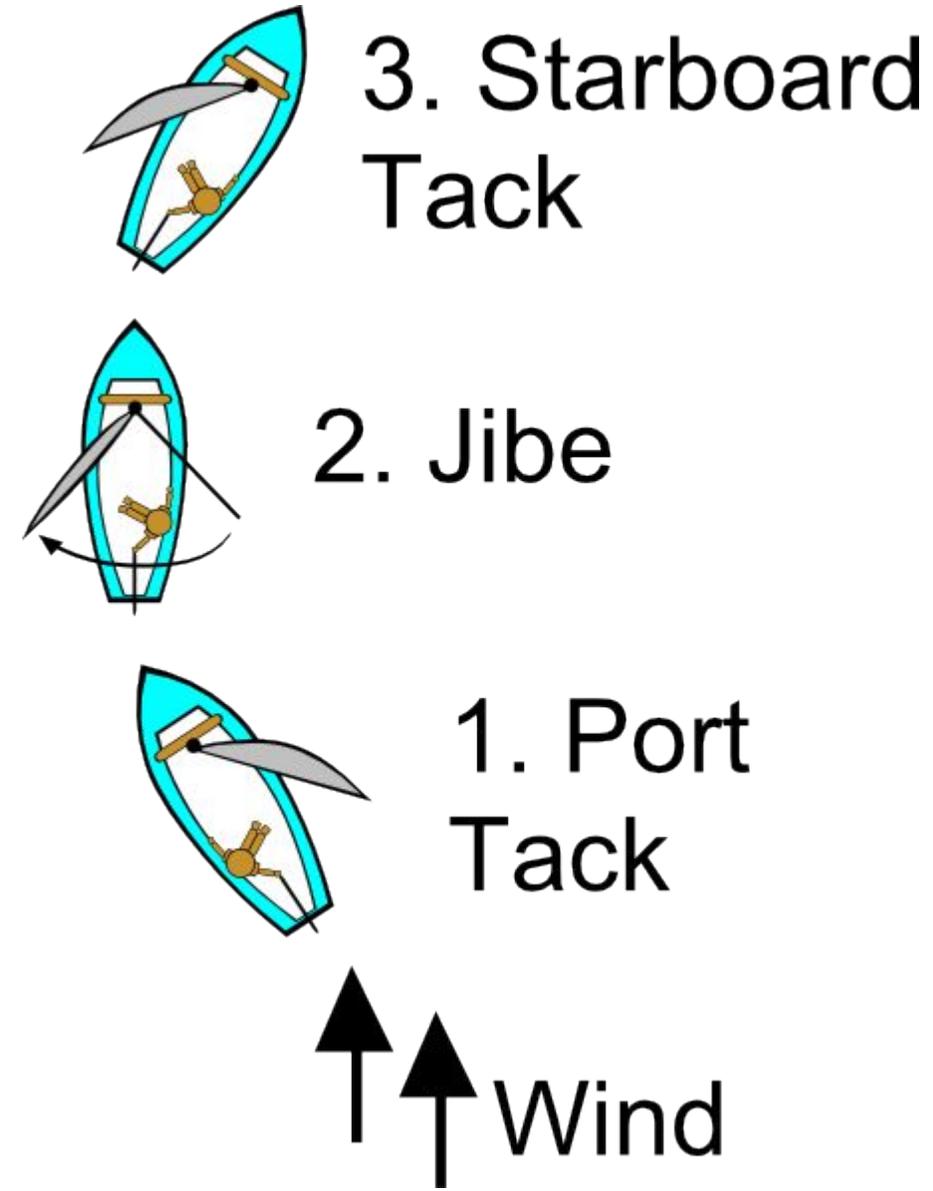
- If the wind blows over the left hand side of a sailing boat it is said to be on a port tack. This might appear a little confusing at first as a boat on port tack will be heading towards the right hand side of the desired course.
- In the same way, a boat on starboard tack will have the wind blowing over its right hand side and it will be heading towards the left hand side of its zig- zag course

Terms

- The terms “ready about” and “lee-oh” may sound strange commands to those not used to sailing, but in reality these instructions do help the crew to get co-ordinated and acting in unison.
- Sailing cockpits can feel very crowded places when a yacht is beating to windward and lots of instructions are being given.
- As the boat goes through each tack, the boom will swing across and then the boat will heel over as the wind fills the sails and now blows from a different direction.

Gybing Procedure

- Gybing is the sailing manoeuvre used to change a boat's direction through a following wind.
- As with the tacking manoeuvre, gybing a sailing boat calls for the crew to work together as a team and is one of the first sailing skills to learn.
- When a boat is sailing downwind, with the wind blowing from behind the yacht, it may need to alter course so that the stern goes through the wind.
- This requires a sailing manoeuvre called a gybe, where the sails move from one side of the boat to the other.



Gybing Procedure



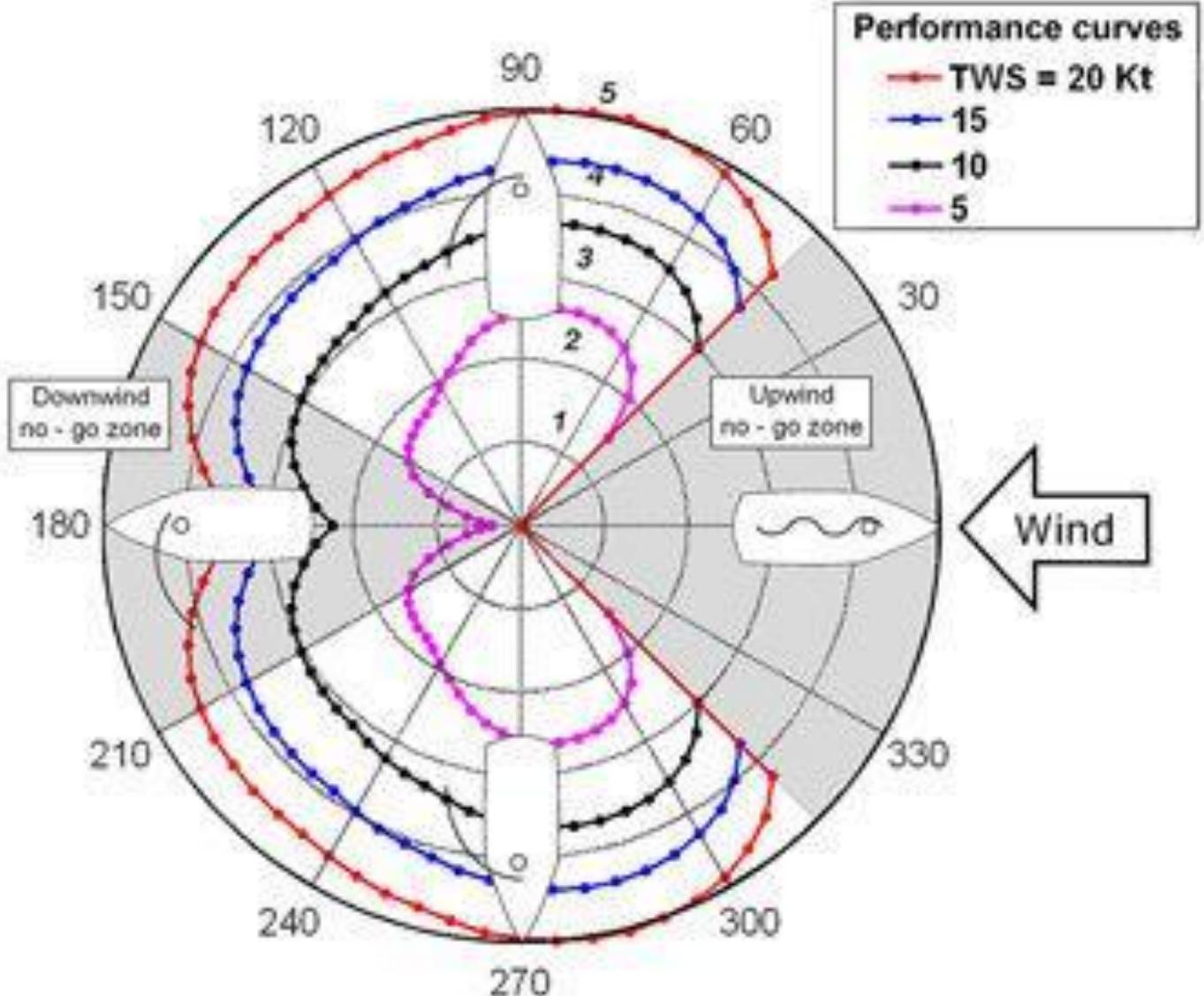
Gybing Procedure

- The gybe manoeuvre can involve two or three crew members and goes as follows:
- The skipper or helm decides it is time to gybe and alerts the crew.
- Helm calls “Ready to gybe!”
- The mainsheet is pulled in to bring the boom to the centre line.
- If there is a mainsheet traveller, this is cleated to hold the boom in place.
- One or two crew members are put in control of each jib sheet winch, depending on the size of the boat and number of crew available.
- A crew member then puts two turns of the slack or “lazy” jib sheet around the winch (A) on its side of the cockpit and pulls in the slack. Another crew member un-cleats the “working” jib sheet, keeping it tight on the winch (B).
- The helm turns the boat slowly to allow the wind direction to pass from one side of the stern to the other. Once the turn is complete the helm calls “Gybe-oh!”
- As the boat turns, the headsail blows from one side of the bow to the other. The crew on the working sheet eases and releases the sheet from winch (B).
- The crew on winch (A) then pulls in the new working sheet. The winch handle is inserted into the top of the winch, the crew winches in the sheet and the sail is trimmed for the new course.
- The helm steers the boat onto its new course and the mainsail is let out on the new side.
- Both sails are then trimmed for the new course.

Gybing Tips

- It is very important to sheet in the mainsail to the centreline before gybing, to prevent the boom swinging across in a dangerous, uncontrolled manner.
- All crew should keep their heads well down away from the boom during a gybe in case it swings across unexpectedly.

Speed vs. sailing angle



Sailing in Tauranga



Tauranga Harbour Tides

- Tauranga Harbour is a large tidal estuary covering an area of **218 square kms**
- To drive from one end of the harbour to the other takes about one hour and covers more than 60 kms.
- Has a tidal range up to 1.98 metres
- 290,000 tonnes of water flows through entrance everyday
- Link to [harbour conditions](#) - current tidal flow
- Link to [tide times](#)

Outgoing Tide



Outgoing Tide



Incoming Tide



Incoming Tide



Tide Tips

- What the tidal flow is doing the time we are sailing depends on the best place to sail.
- Tauranga has a large sandbank in the middle of where we race. This means that some yachts can not sail over the sandbank due to the depth of their keel.
- The wind direction and tide direction can change the sea state.
 - Incoming tide in strong westerly wind will cause waves.
 - Outgoing tide in a strong westerly wind the sea will be flat.
- Need to know how deep the keel is on the boat and when you need to go into deeper water.
 - Most boats have a depth sounder to tell you how deep it is under the boat.
- Have a plan before sailing. Where will be the best quickest place to sail once the course has been decided by the race officer.

Typical Courses

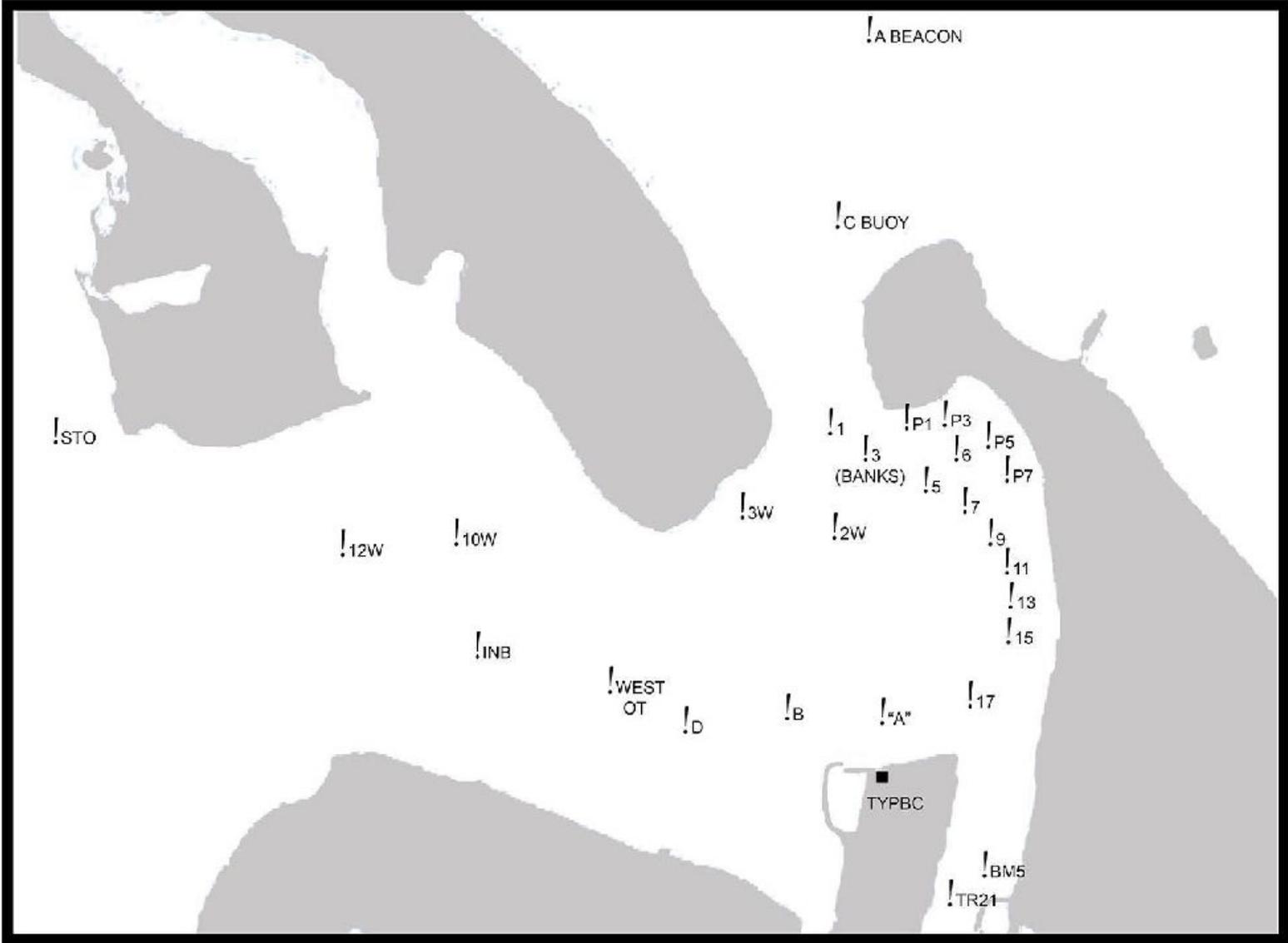
- Courses are decided by the race officer.
- The list of courses are set out in the TYPBC current [sailing instructions](#)
- Normally decided depending on the wind and how much water is in the harbour. This is so boats can complete a race and get a placing in the race
- Sometimes the wind changes after the course is set so the race officer will radio up the yachts and advise a new course to sail

Typical Courses

ATTACHMENT B – COURSES 2022 / 2023

1	S	17(p)	P7(p)	BM5 (p)	Finish								3.8
2	S	17(p)	P7(p)	BM5 (p)	P7(p)	17(s)	Finish						5.8
3	S	17(p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	Finish						7.1
4	S	17(p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	Finish				10.3
5	S	17(p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	P7(p)	BM5(p)	F		13.6
6	S	17(p)	P7(p)	BM5 (p)	P7(p)	Banks(p)	10W(p)	Banks(s)	P7(s)	17(s)	F		9.8
7	S	17(p)	P7(p)	BM5 (p)	P7(p)	Banks(p)	12W(p)	Banks(s)	P7(s)	17(s)	F		10.8
8	S	17(p)	P7(p)	Banks(p)	W.Ot (p)	Banks(s)	P7(s)	17(s)	Finish				5.8
9	S	17(p)	P7(p)	Banks(p)	10W(p)	Banks(s)	P7(s)	17(s)	Finish				6.5
10	S	17(p)	P7(p)	Banks(p)	12W(p)	Banks(s)	P7(s)	17(s)	Finish				7.5
11	S	17(p)	P7(p)	Banks(p)	12W(p)	10W (p)	12W(p)	Banks(s)	P7(s)	17(s)	F		8.5
12	S	17(p)	P7(p)	Banks(p)	RAS (p)	Banks(s)	P7(s)	17(s)	Finish				11

Typical Courses



Questions?

