

Where Next?
Sailing Skills You Need to Have



Dinghy use

- ❑ How to properly secure dinghy at the dock
- ❑ How to use and tow the dinghy



The dinghy chain should be pulled through the eye ring on the side of the post and locked as loose as possible with the dock line on top.

Leaving the dinghy at the mooring is not allowed. Dinghies are shared and must be returned and locked at the dock when not in use.

You will be given the combination after successfully completing your check out.

Always take the oars out of their locks, so as not to scratch the boat. Tow the dinghy on the opposite side you intend to dock to the wall on.

When towing the dinghy keep the line away from the propeller by attaching it to the winch with line running forward of the stanchion.



Motoring skills *--topics on checkout sheet--*

- ☐ Ability to lower and lift motor



-Lift the throttle arm up and out of the way when lowering and raising the motor.

-When preparing to bring the boat to the wall, lower the motor into the water and start the motor. Let the motor idle while you prepare the rest of the boat for moving to the wall.

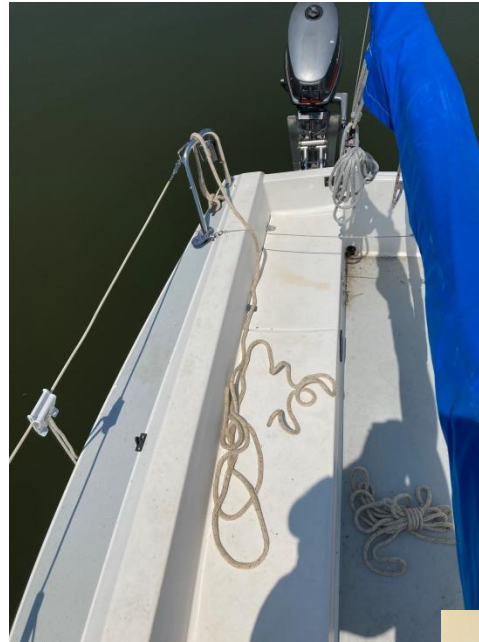
Remember to check the fuel before you leave for the lake. Extra fuel is under the port side locker.

-After the sail remember to attached the tiller cover. The line should attach on each side to assure that the rudder stays in a neutral position.

Preparing to leave the Mooring

-Before leaving the mooring set the dock lines out and position the fenders.

-Remember to place the hatch covers in their case.



Docking on the Wall



- Return the dinghy to its locked post.
- Make sure there is a PFD fitted to each individual sailing.
- Check the handheld marine radio to assure that it is operational.

***Note-** the fenders are place at both ends of the boat name.



Motoring skills *--topics on checkout sheet--*

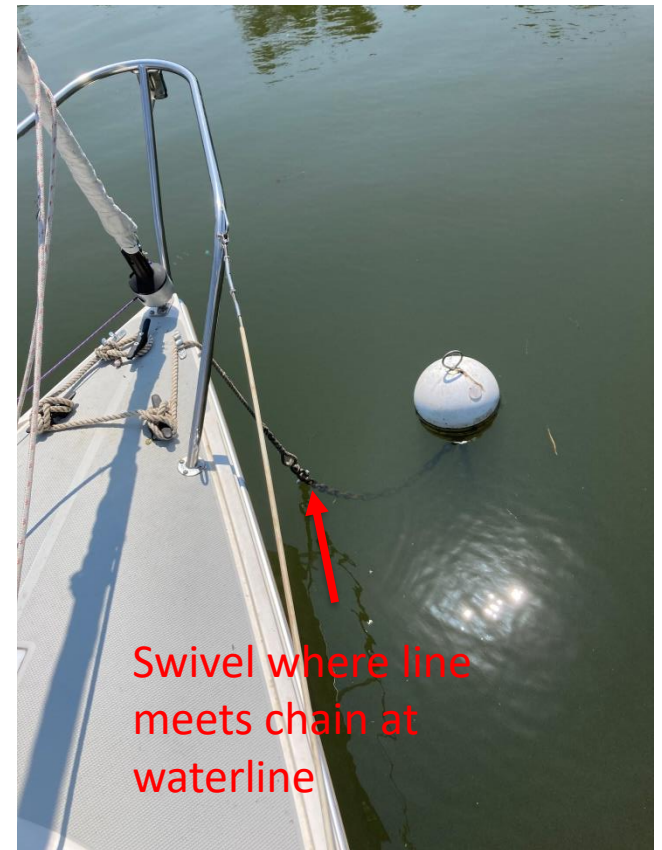
- Ability to drive the boat with motor
- Ability to stop at a mooring buoy and properly tie up
- Ability to leave and return to the dock safely under control



The mooring line should be cleated to at least all three cleats.

-You should have a second person with you when going out to the mooring. It makes things much easier when docking at the wall and catching the mooring tackle.

-The swivel should be at the water line when tying up at the mooring.



Sailing Skills

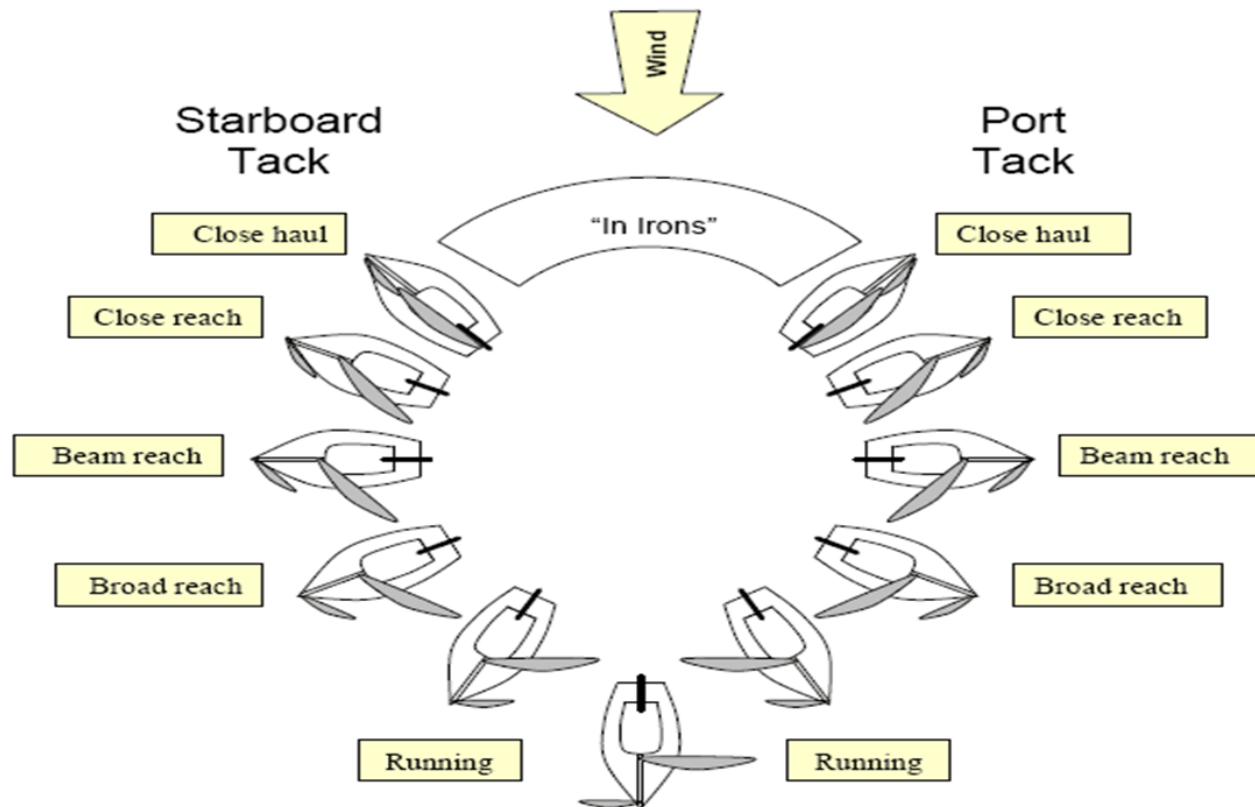
--topics on checkout sheet--

- Identify wind direction
- Understand points of sail and show proper trim
- Tack in control
- Gybe in control
- Heave-to and/or safety position explained
- Familiarity with rigging including how to reef sails
- Overboard rescue methods (quick stop, figure 8 and how to safely bring a person back on board)

Sailing skills

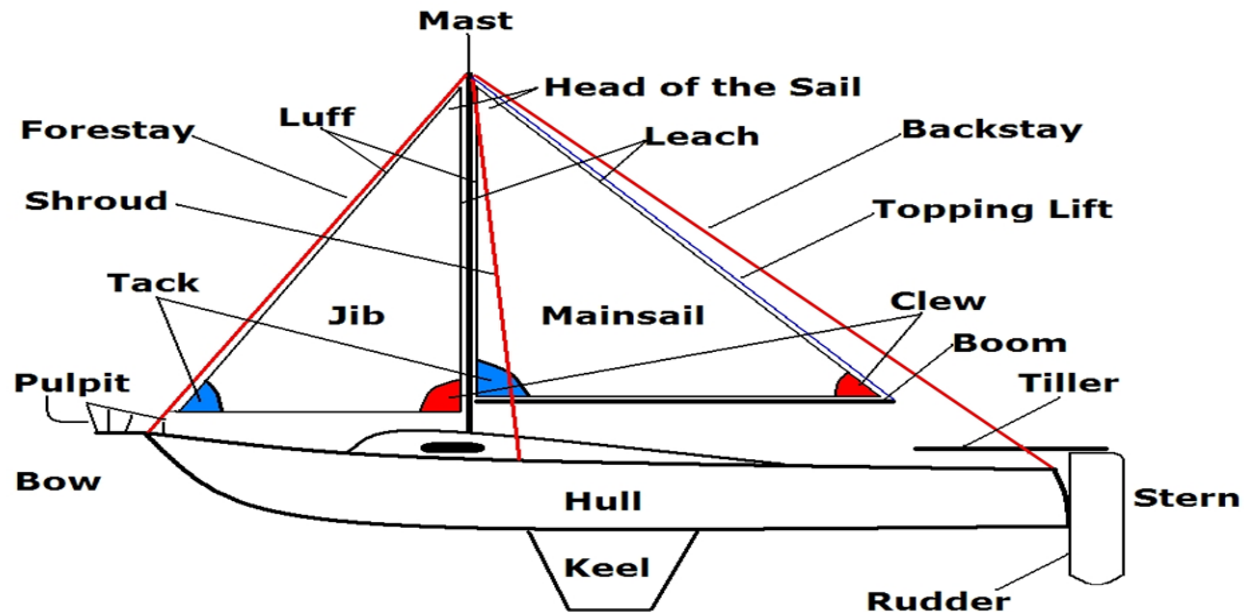
- ❑ Identify wind direction and your point of sail at that wind direction
 - Understanding your point of sail helps you efficiently set the sails.
 - *Note how the sails are set differently at different points of sail.
 - When sailing in a “Running” point of sail, it is very important to maintain a steady hand on the tiller and a close watch on the main sail to avoid the main from accidentally jibing.

Points of Sail



Sailing Skills

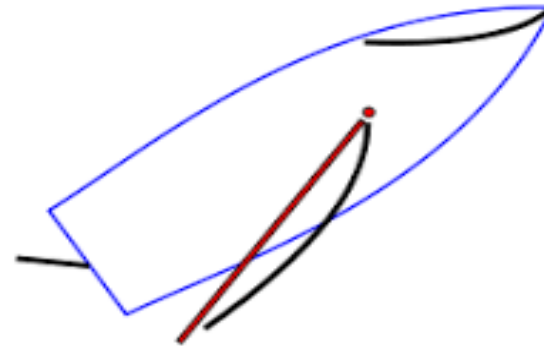
- ❑ Familiarity with rigging including how to reef sails



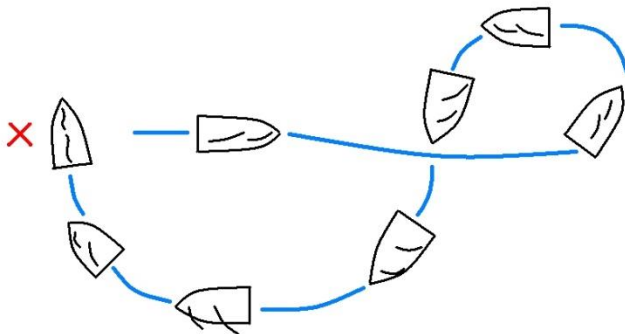
Sailing Skills

- Heave-to and/or safety position explained
- Overboard rescue methods (quick stop, figure 8 (reach and reach), how to safely bring a person back onboard.

-There is a ladder in the cabin to aid in getting someone back on the boat should they fall in.
-Swimming is not permitted.

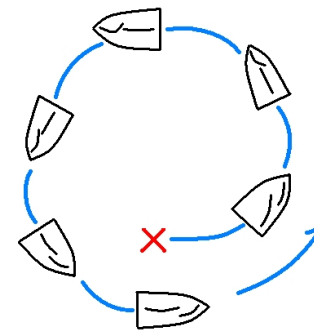


Man Overboard
(Reach and Reach Method)



X = Man Overboard

Man Overboard
(Quick Stop Method)



X = Man Overboard

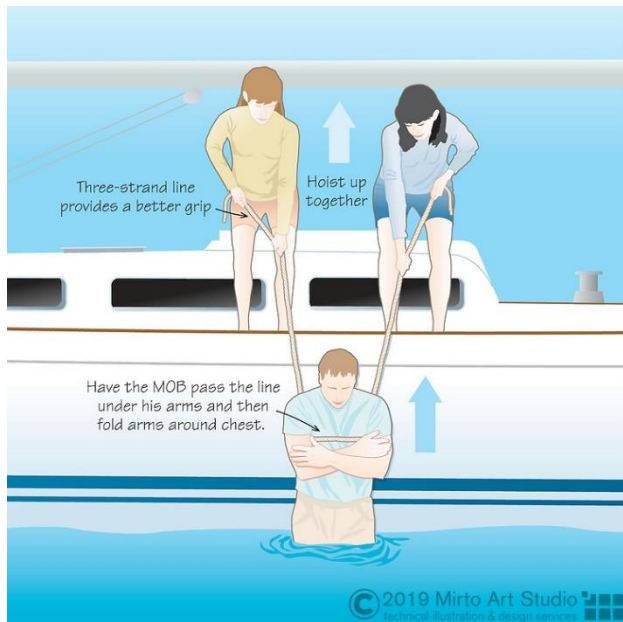
Sailing Skills

- ❑ Overboard rescue methods (quick stop, figure 8, how to safely bring a person back on board.

http://sailing.mit.edu/wikiupload/4/42/Man-Overboard_Retrieval_Techniques_-_Practical_Sailor_Article.pdf

Stored below in the cabin is a small ladder.

80% of overboards occur while a person is trying to relieve themselves.
Solution – don't pee in the lake!!!!



General Boating Knowledge

- Knowledge of weather (cell phone apps)
- Knowledge of right of way, navigational markers, navigational hazards
- Able to tie basic sailing knots and use cleats properly
- Correct use of fenders
- Appropriate dress
- Able to deploy anchor and technique for emergencies
- Able to use VHF radio
- Able to use navigational lights
- Emergency procedures and able to locate on-board emergency equipment
- Able to return boat to mooring ball, secure and stow all equipment, sails and lines
- Demonstrates appropriate “decision making abilities”













General Boating knowledge

☐ Knowledge of weather (cell phone apps)

- NOAA Weather
- The Weather Channel
- WeatherBug

BASIC CLOUD TYPES

Illustration Courtesy of NOAA

 <p>Cirrus Wispy, feathery, composed entirely of ice crystals. Often first sign of approaching warm front.</p>	 <p>Cirrostratus Widespread, veil-like layered clouds. Cirrus clouds tend to thicken into cirrostratus as a warm front approaches.</p>	 <p>Circumcumulus Thin, white patch, sheet, or layered clouds. Composed of small elements often arranged in grains or ripples.</p>	 <p>Altostratus Flat, uniform textured mid-level clouds. Frequently indicate approaching warm front. Can thicken and lower into Stratus.</p>
 <p>Alto cumulus Heap-like clouds with convective elements. Possible precursor to storms. Can align in rows and often indicate elevated instability.</p>	 <p>Stratus Uniform, horizontally layered clouds that can create a featureless "grey" sky. Often formed when low level cold air moves through.</p>	 <p>Strato cumulus Strato cumulus can be thought of as a layer of cloud clumps with thick and thin areas. These clouds appear frequently either ahead of or behind a front.</p>	 <p>Nimbostratus Formless cloud layer almost uniformly dark grey with rain. Occurs along a warm front and can produce an "all-day" rain.</p>
 <p>Cumulus "Puffy" clouds that may appear by themselves, in lines, or in clusters. Can develop into larger cumulus nimbus.</p>	 <p>Cumulus Congestus Gathering cumulus clouds that signal atmospheric instability. Watch carefully for further development into storms.</p>	 <p>Cumulonimbus Thunderstorm - Seen here from a distance with signature "anvil" top. Can produce heavy rain, wind, lightning and hail. Seek Safe Harbor Or Reef Sails</p>	 <p>Wall Cloud A rain-free base of a thunderstorm, Wall Clouds develop beneath large cumulonimbus clouds and often produce strong winds & lightning.</p>

Photos Courtesy of NOAA/0314

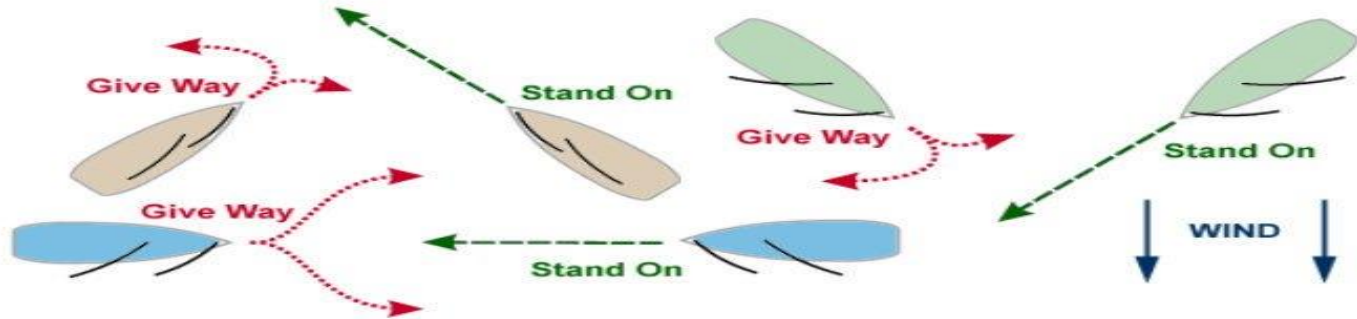
-Always a good idea to check your weather app once or twice during your sail.

-If you error and are on the water and can see a Wall Cloud coming, get the motor running and the sails down. Just before the wall of wind hits you should steer directly into it until the wind slackens. Than get to nearest safety, ASAP.

General Boating knowledge

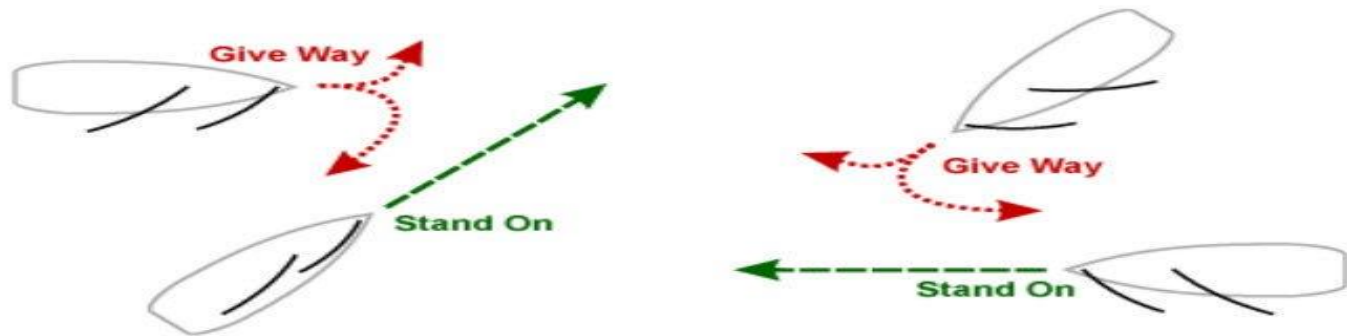
- Knowledge of right of way

Port Tack vs. Starboard Tack



Anytime Two Sailboats Are On Opposite Tacks – The Boat On Starboard Tack Has The Right Of Way

Windward vs. Leeward



Anytime Sailboats Are on the Same Tack The Boat Most To Leeward Has Right of Way

General Boating knowledge

Knowledge of right of way

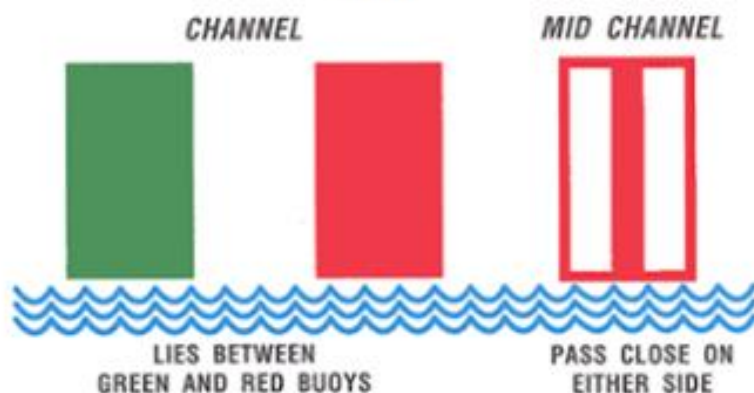
1. Anytime two sailboats are on opposite tacks – the boat on starboard tack has right of way
2. Anytime two sailboats are on the same tack, the boat most leeward has right of way
3. Anytime any boat (power boat, kayak or sailboat) is overtaking another boat the boat astern must keep clear
4. A power driven vessel must give-way to a sailing vessel (exception in # 3)
5. If the give-way vessel fails to take actions to stay clear the skipper of the stand-on vessel must take evasive action by either stopping or altering course to starboard
6. A departing vessel has right of way over an arriving vessel

General Boating knowledge

Navigation markers and boat lights

<https://www.safeboater.com/learn-the-rules/rules-of-the-road.html>

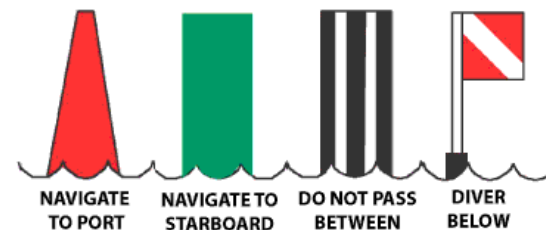
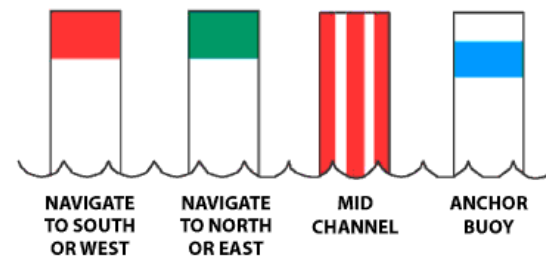
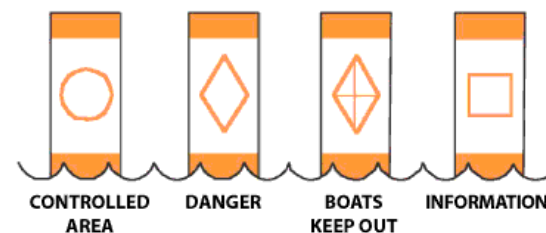
Remember, Red is on the right when you are returning from the sea!



NAVIGATION RULES

1. OVERTAKING - PASSING: Boat being passed has the right-of-way. KEEP CLEAR.
2. MEETING HEAD ON: Keep to the right.
3. CROSSING: Boat on right has the right-of-way. Slow down and permit it to pass.

STANDARD RESERVOIR MARKERS



General Boating knowledge

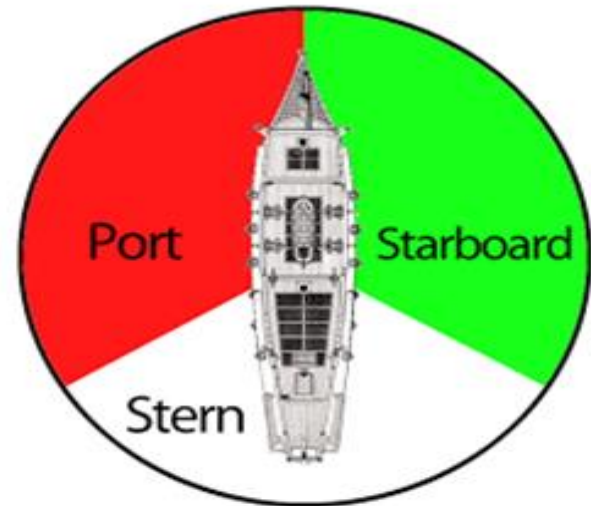
☐ Navigation markers and boat lights

While the rule for *Where Next?* is **no night sailing**, these facts are always good to know:

You can tell the direction of a boat by what lights you see as it moves across the water.

- You see Red and Green; the boat is moving towards you. There may be a possible collision course, watch closely.
- Green and white; the boat is moving away and to your starboard.
- Red and White; the boat is moving away and to your port.
- Only green; the boat is moving from port to starboard, possible collision course, watch closely.
- Only red; the boat is moving from starboard to port, possible collision course, watch closely.

Navigation Lights on a Boat



General Boating Knowledge

Basic sailing knots and use of cleats

-7 Knots every sailor should know

Correct use of fenders and lines

-Fenders are pre-set to hang on Life Lines at correct level for Neenah wall

Anchor deployment and other emergencies considerations

-The anchor is stowed with fenders and lines in starboard locker.

-The anchor should be at the ready at the first sign of trouble.

-Your cell phones and 911 works on the lake

-If an ambulance must be meet, do so at Rec Park boat launch

Use of VHF radio

-16 is the hailing channel, you than change channel as instructed

-Keep conversations short on 16

example: (you) *Where Next?* calling the Lake Fly, *Where Next?* calling Lake Fly (then wait 20 seconds before repeating)

(response) *Where Next?*this is the Lake Fly please go to channel 71 (you say) Roger, *Where Next?*to channel 71

(then turn to channel 71 and conduct your business)(after you are done return to 16)

Navigation lights

-If you think it might be dark enough to turn them on, do so and head in

Night sailing is a sport best saved for experienced sailors and is not

permitted with *Where Next?*

General Boating knowledge

❑ Demonstrate appropriate “decision making ability”

-When renting *Where Next?* you become the skipper of the boat and need to think about what the others on the boat need to know and/or do.

- Instruct your crew on safety measures and safety equipment before leaving the dock.

For example:

- Where the boarding ladder and anchor are located
- General procedure if someone inadvertently goes overboard
- If a life is in danger and 911 is called

- Instruct your crew on what you need them to do, prior to doing it. Waiting until the last second to give an order gives your crew zero time to process, prepare, and react.

Some examples are:

- Docking / returning the boat to its mooring
- Raising / lowering sails / tacking / jibing
- Coming in from the lake

- Remember to check weather while sailing. A forecast is a best guess. A prudent sailor checks the weather every couple hours.

Rental Agreement

GUIDELINES FOR USE

- Primary renter, minimum age 18
- **Minimum 2 people*, maximum 6** (but not to exceed 1000 lbs.)

Safety

- All passengers must wear a correctly fitting **life jacket**
- Must **carry a functioning cellphone** –and be able to access weather and wind speed
- Renter must have knowledge of boater safety, navigational rules, and navigational hazards
- No sailing when sustained winds exceed 17 mph or lightning within 30-mile radius.
- No swimming from boat
- No sailing after sunset
- No alcohol, tobacco, or other prohibited substances on board
- No rafting with other boats
- No firearms or fireworks on board
- No fishing
- No pets allowed
- Not available for NNYC racing
- **For recreational use only, no commercial use**

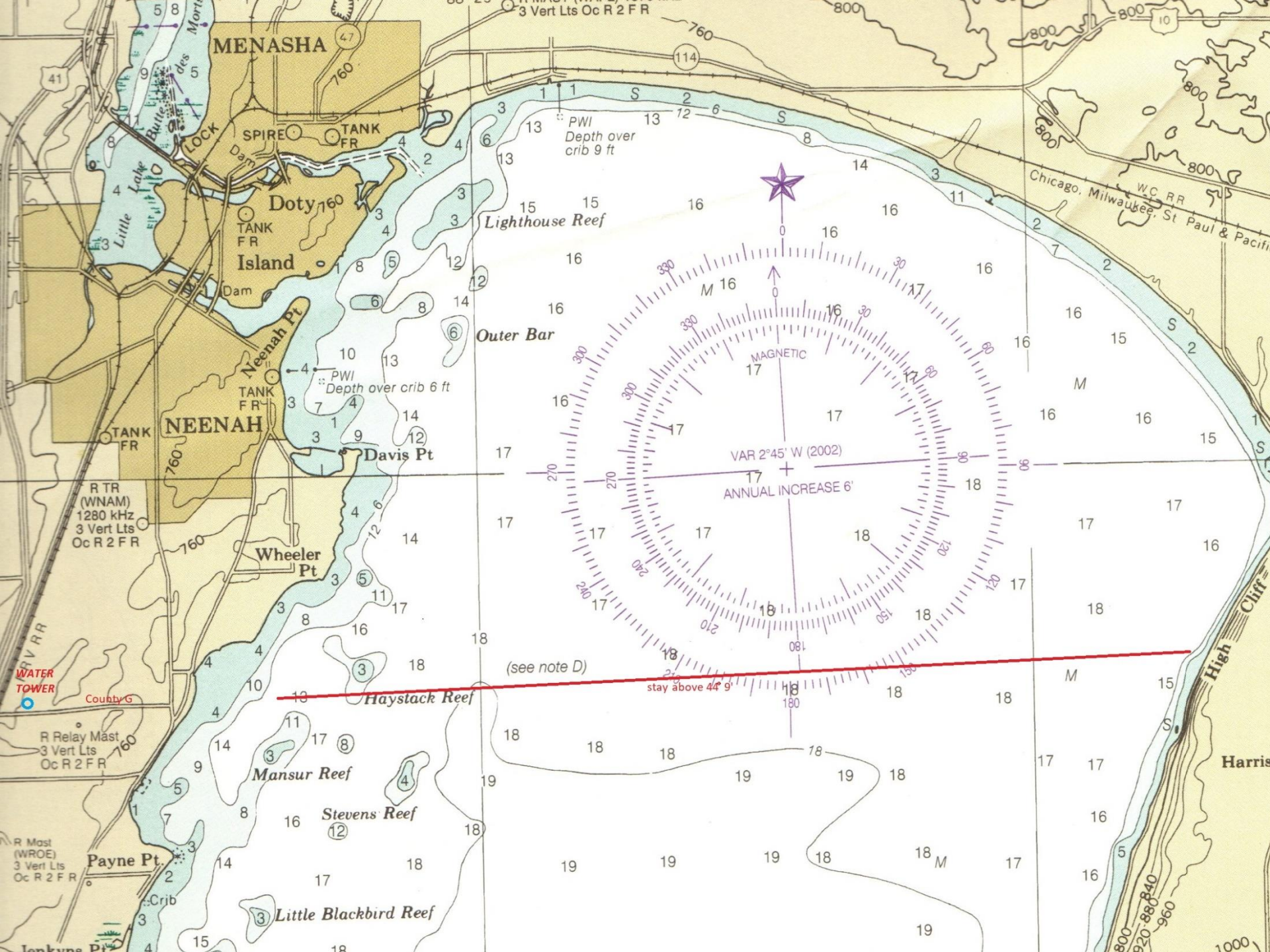
Boundaries

- In harbor- stay in channel or to the east of the mooring. Do not go west of the mooring towards the dam.
- In lake- stay outside of lighthouse reef; No Menasha harbor entry (however, red buoy to LEFT on entering Menasha harbor); avoid reefs/shallow hazard locations; No sailing south of Stevens Reef buoy; Refer to chart in boat.

Navigational Tools

- If you have a smart phone you can have a chartplotter for under \$20.00
- A chartplotter gives you your location, hazards, and direction traveling on the water in real time.
- Navionics, iSailor, SeaNav all are popular apps.
- <https://www.sailmagazine.com/diy/navigating-the-app-world>

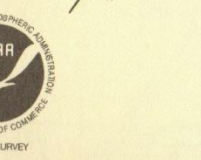
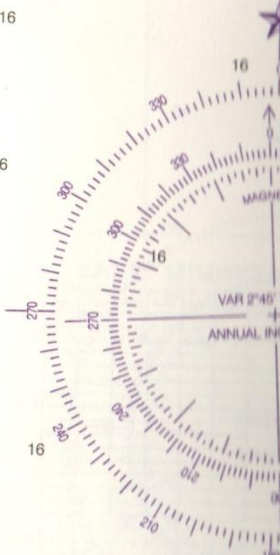






MENASHA

Doty Island



WISCONSIN DEPARTMENT OF COMMERCE
BUREAU OF SURVEYING AND MAPPING

SCALE 1:10,000

NEBAGO

(see note D)

Depth over
crib 6 ft
PWL 10

SPECIAL
ANCHORAGE
AREA
110.79a, 110.1
(see note A)

DEPTH OVER
ALL LOCK
LENGTH 134.9
WIDTH 14.4
FT

PROJECT DEPTH
6 FEET (see note B)

PWL 10
Depth over
crib 9 ft