

Single-Handing a Dinghy Workshop

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1. Introduction
 - a. Objective of workshop
 - b. What are your goals?
 - c. What are you worried about?
 - d. What do you think is the hardest thing about single-handing?
 - e. This is how I do it. There are other ways. Watch others and talk to them.
 - f. Overview of workshop
 - i. Ground school – setting up the boat
 - ii. Launching
 - iii. Docking
 - iv. Hiking, balance, and tiller demo/practice
 - v. Tacking
 - vi. Gybing
 - vii. Using your weight
 - viii. When the wind picks up
 - g. Mechanics for non-rated students
2. Setting up the boat
 - a. Tiller extension
 - b. Jib sheets
 - c. Vang/Gnav
 - d. Dock line/bow painter
3. Launching
 - a. Principles
 - i. Boat should be ready to go
 - ii. Pull the jib furling line through the cleat
 - iii. Set up the tiller
 - iv. Push off and get on board
 - v. Get control of the boat quickly
 - vi. Backwards sail backing the main if necessary
 - vii. Get the jib out and back it if necessary
 - viii. Don't oversheet
 - ix. Deal with the bow painter later
 - b. Launching Sideways in West Wind (if you have room)
 - c. Backwards (crowded Saturday)
 - d. Backwards in north wind
 - e. Forewards in south wind
4. Docking

- a. Preparation
 - i. Far enough out
 - ii. Jib furled
 - iii. Dock line ready (think about which side of the boat)
 - iv. Main setup for slow sailing
 - b. Normal slow-sailing
 - i. Do it the way you normally do
 - ii. When you have the dock made, run forward and step off (tricky in Bahias with lower shroud obstacles)
 - iii. Abort by sailing backwards, going out, and retrying (missed approach)
 - c. Sideways to dock
 - i. You can step off the side of the boat, if there's room (other boats)
 - ii. In the preparation step, think about which way you'll turn (turn south if there's any doubt)
 - iii. Carry more speed than usual
 - iv. Quick turn just before you hit the dock, and step off
 - d. Exceptions (but no different from docking with crew)
 - i. Low tides – you can't slow sail
 - e. Practicing on the water with safety person on the dock
5. Position in the boat
- a. Hiking
 - i. $\text{Moment} = \text{Weight} \times \text{Distance}$. The farther out you get your weight, the more effect it has (think lever)
 - ii. Back of thighs on the gunwhale (not your butt)
 - iii. You can hold on with the mainsheet
 - b. Forward/aft balance
 - i. Upwind –forward (plus you can see the jib tell-tales)
 - ii. Downwind - back
 - c. Proper tiller grip
 - d. Low wind position – leeward and forward
6. Tacking
- a. A real dance, as you need a couple of more arms – tiller, mainsheet, and jibsheet
 - b. My technique (I'm not saying it's the best)
 - i. Blow the jib as you turn into the wind (coming out of a tack with a backed jib in high winds means capsize; also, at a certain point, the jib inhibits your tack).
 - ii. Tack as you normally would with crew. Change hands on the mainsheet and tiller, and get your weight out to the same position on the other side of the boat.
 - iii. When you're set on the new tack, set the jibsheet
 - c. Key points
 - i. Keep control of the tiller and the mainsheet
 - ii. Be ready to ease/dump the main after the tack if there's a puff

- iii. As you're learning, uncleat the main and never lose control of the tiller. So if you lose the main, it will run free (unless you're stepping on it or it's wrapped around something or the falls are fouled)
- 7. Gybing
 - a. Piece of cake, compared to tacking (well, maybe...)
 - b. Gybe as you normally would do with crew. Don't worry about the jib, as a backed jib after a gybe does no harm.
 - c. Deal with the jib when you're done.
- 8. Capsizes
 - a. You're on your own.
 - b. If you can get into the boat when it comes up, it's much easier. Throw a leg over instead of trying to belly-flop into the cockpit. You can adjust the timing of the boat coming up to make this easier.
 - c. If you don't make it into the cockpit on the recovery, make sure you are connected to the boat, as it could sail away from you.
 - d. In big winds and seas, anchor. Drop the main, if necessary, prior to the recovery.
 - e. Use a stirrup (I carry a rope that can be used as a stirrup in my Senior Kit).
 - f. According to James Clarkson, leave the jib sheeted so you don't tack after the recovery.
- 9. Using your weight maneuvering
 - a. In a tack, you have to hold your weight until the sail depowers, and then you have to get it quickly to the same place on the other side of the boat
 - b. If you want to turn downwind, hike out.
- 10. When the winds come up
 - a. Design speed
 - i. You're in a weight deficit. At a certain wind speed, you must depower the sails, and this speed is lower than with crew.
 - ii. The more effectively you use your weight, the higher winds you can handle.
 - iii. Don't give up on weight out – you'll be amazed how far the boat will heel and not capsize
 - iv. Depower the sails smoothly.
 - b. Puffs versus increased steady wind
 - c. Downwind sailing – broad reach "death zone"
 - d. How to depower the sails and still keep moving, and more importantly, tack
 - i. Flatten the main: tighten outhall, cunningham, vang/gnav
 - ii. Loosen the vang/gnav to depower the top of the sail
 - iii. Carry some luff in the main by easing the mainsheet
 - iv. Pinch (effectiveness depends on boat, not so effective for JYs)
 - v. Ease the jib to depower the main (it's amazingly effective)
 - vi. Raise the centerboard (not all the way up windward)
 - vii. Reef
 - viii. Furl the jib

- ix. In extreme circumstances, drop the main and sail with jib only (you had better have practiced this, 'cause it ain't easy)
 - e. Your gybe had better be good, because you may not be able to tack
 - i. Centerboard up
 - ii. Vang/gnav loose
 - iii. Time the gybe to when the boat starts surfing the wave
 - iv. STOP THE TURN immediately
11. Next steps
- a. Go out and do it! You'll become a better sailor and develop a lot more confidence.
 - b. Single-handing on the trapeze – Advanced Dinghy Classes will start again this Spring