

NYACK BOAT CLUB



Ideal 18 Handbook

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Welcome

Dear Nyack Boat Club Ideal 18 Fleet Member:

Welcome to the Fun Fleet! With a fleet of club-owned Ideal 18s, the Nyack Boat Club (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. Every year, we plan for a daysail up the Hudson River to Hook Mountain which is well received by all. The club has family events during the season and we try to participate in nearby Ideal 18 regattas.

Our vision for the NBC Ideal 18 programs is to create opportunities for members to pursue social enjoyment of the NBC and development of their pleasure sailing and/or racing skills whether they own a boat or not.

This handbook is intended to give you information on the various aspects of the program. It is quite comprehensive so if you are new to sailing, do not be intimidated by the wealth of information or feel you must memorize it all before sailing. You may have other questions and we encourage you to contact the Ideal 18 Committee or the Director of Sailing to answer them. We look forward to sailing with you and we wish you a great season of warm breezes, companionship and fun.

The NBC Ideal 18 Committee

Mission Statement

The Ideal 18 fleet was created to enhance sailing experiences at the Nyack Boat Club and improve its members' sailing abilities and introduce individuals to the beauty and enjoyment of sailing on the Hudson River, highlighting the benefits of membership in the Nyack Boat Club. It was created to benefit both members of the Nyack Boat Club and potential members from the broader community. The Nyack Boat Club Ideal 18 fleet is unlike any other fleet on the Hudson River. We offer a sailboat in the water and a warm, welcoming membership for all to enjoy.

The Ideal 18 fleet provides both sailing programs and sailboat availability to its members. It is a cooperative fleet, meaning all members share crew positions on the boats while sailing. We encourage everyone to learn all aspects of sailing including being a skipper, a tactician, a spinnaker flyer, or a trimmer.

Program Overview

The Ideal 18 fleet at the Nyack Boat Club was started in 2018 under the tutelage of Bill Mann and Holly Cullen with the purchase of 6 Ideals from Shumway Marina. The fleet quickly established itself as the most unique of the NBC one-design fleets. Membership in the fleet offers the benefits of programs and the flexibility of having a boat in the water ready to sail. The fleet is maturing and developing its own personality and traditions. Many solid friendships have been made through membership in NBC where serious sailing fun is the rule.

Professional Instruction

The program is directed by a full-time Director of Sailing who coordinates fleet programming and provides in-depth, personal instruction through a variety of weekly programs. Instruction focuses on the two primary goals of skills improvement and enjoyment on the water. **This is the only fleet at the Club with full-time courses dedicated to learning to sail, learning to race, and advanced racing techniques.** Small class size ensures sailors' needs are met through a dynamic classroom and on-the-water learning environment. Sailors benefit from professional coaching in addition to the knowledge of more experienced sailors in the fleet.

Learn to Sail Courses

At the beginning of the Ideal season, comprehensive Learn to Sail courses will be offered. This program is designed to take sailors from square one to safely cruising in an Ideal 18. Instruction will be a combination of time in the classroom and practice on the water with member instructors assisting. Other learning opportunities will continue through the season.

Weekly Programming for All Levels

The program is specifically designed to accommodate adult sailors of all abilities. Program dates and times will be sent out to the entire fleet as well as published to a special Ideal Fleet online document at the beginning of the season as well as more in-depth program descriptions.

Sailing Practice with the Director of Sailing	This program is designed to provide sailors with the opportunity to practice newly learned skills and to reinforce sailing knowledge. Tuesdays through Saturdays throughout the season.
Weekly Fleet Racing	Both spinnaker and non-spinnaker racing opportunities. Tuesday/Wednesday evenings and Sunday afternoons. Monday Evening is for Advanced Racers.
Women's Sailing Night	Women only! Casual sailing followed by refreshments on the patio. Thursday evenings.
Casual Cruising	Crew pairings assembled for some casual cruising. Friday evenings.
Open Sailing	Reserve and take a boat out on your own! See more below.

Our season begins the Tuesday after Memorial Day and runs through September 30th. Ideal 18 fleet memberships for the season includes recreational (also known as “open”) sailing, instructional programming, and racing.

Membership

The Ideal 18 program is open to all NBC members who join the fleet. Skippers must be 18 or over, unless special permission is given by an Ideal 18 Committee member.

Ideal 18 Membership Fee Policies

The Ideal 18 Program at the Nyack Boat club has been very successful in providing instruction and sailing opportunities to its members and has been fully subscribed since its inception in 2018. Sailors from outside NBC who are interested in joining may go on the NBC web pages and submit an interest form at <https://www.nyackboatclub.org/ideal-sailing> to designate interest and join the mailing list for future information sessions.

Fees for participation in the fleet will be due annually in the spring and change annually to cover the costs of running the program. An Ideal membership is for a full season only and partial season memberships are not available. These fees are non-refundable.

Payment of fees for membership in the Ideal fleet by SAMS and Regular NBC members are due on the date that the Nyack Boat Club requires payment of the Annual Bill. Statements are sent out in January and the date for payment generally is in February. Non-payment of fees by this date will result in removal from the fleet.

Special Activity Members (SAM)

Someone from outside NBC may join the fleet by submitting an application for a Special Activities Membership (SAM) and going through the interview process. Fleet membership as a SAM is by invitation and not guaranteed. The SAM membership is a one-year individual (not family) membership. After a year as a SAM, in order to continue in the Ideal Fleet, you must apply for general membership in Nyack Boat Club and be accepted. You can then enjoy all the benefits of NBC and the Ideal 18 fleet.

Boat Availability

The boats are inspected and maintained by the Director of Sailing and the Ideal Committee. Fleet members are asked to be diligent in using the boats as a club resource but are not required to spend time maintaining them.

The boats are kept on moorings and are available daily from 9:30 AM to sunset (unless otherwise utilized for programming). They must be returned to their mooring before sunset and are to be sailed only in the area designated on the “sailing boundaries” chart. See more information in the Open Sailing section.

Program Logistics

To reserve a spot in an offered sailing program members are required to use the online Google Schedule shared at the beginning of the season. Your intention to attend a program or sailing slot must be indicated clearly with your name and the name(s) of your crew. 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.

Boats must be reserved for programs at least one day in advance of the start of a program. If all boats are not reserved 6 hours prior to the start of the program the Director of Sailing will notify the fleet that they are available for open sailing.

The Director of Sailing will organize participants and brief the participants on the planned schedule of activities. Personal Floatation Devices (commonly known as lifejackets) must be worn. Two PFDs 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, sun block, lip balm, and drinking water. Sailing gloves are also essential and everyone should have a pair.

As the season progresses, other programs are anticipated and will be tailored to the Ideal 18 fleet membership. These may include spinnaker clinics, family sailing, home and away regattas.

Boats and Teams are reserved for fleet events and Club Regattas on the Regattas/Events Sign-up Tab

- 1) We open the columns for signups about one month before the event and let you all know via email
- 2) Three members per boat is the goal to maximize our attendance and fun for all that wish to participate
- 3) Please enter only one name in each box in the skippers and crew sections
- 4) Regattas: The boat you use will remain the same throughout the regatta so the Race Committee can score you consistently.
- 5) A regatta skipper should be scheduling first in the skipper section and must pay the boat entry fee when registering via instructions in the Notice of Race.
- 6) Crews sign up in the below section of the sheet and register for their own dinner plans by registering separately for dinner only via instruction in the Notice of Race.
- 7) Skipper will sign up for a specific boat and provide the sail number (it is listed in the sheet) when they register.
- 8) The DOS will create teams to encourage diversity and match the sailors across the field.
- 9) If you have preference as to who to sail with, please email the DOS and he will try to make this happen unless he may need to rebalance the teams.
- 10) Be nice to each other. There is plenty of opportunity to take part in our regattas/events this year!

Private Instruction

Private lessons are also available from the Director of Sailing for an additional hourly fee. These should be arranged between the member and the Director of Sailing.

Questions

Feel free to contact either the Director of Sailing or Ideal 18 Committee Members with any questions or concerns regarding the Ideal 18 Program.

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 mostly 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, fore guy, 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.

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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. 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

Open Sailing

When the boats are not in use for planned programs and regattas they will be available to Ideal 18 fleet members from 9 A.M. to sunset. An Ideal Certified skipper must be aboard. 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.

All non-member family and friends must sign a waiver to sail on the Ideal 18’s. For individuals under the age of 18 a parent or legal guardian must sign. A link to the waiver forms can be found on our website and by the boat sign out book. The waiver once signed is good for the entire season.

In most cases, you will sign-out an Ideal 18 and be taken to the moored boat by the Launch or the Director of Sailing when the Launch is not running at the DOS’ discretion. When neither is available you and your crew may be taken to the mooring by a club member using a tin boat.

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 AND reserved online every time they are sailed.** The online 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. Reservations must be made 6 hours in advance.
- 2) In the Ideal 18 Sign-out Book the member will sign their name, the names of their crew, the time of departure, and the hull number of the boat. Ensure you are not planning to take out a boat that is reserved for maintenance.
- 3) The boats may be sailed in 2-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 any open 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 storage locker, the skipper will find a spinnaker. **A radio must be taken from its charger onto the boat – make sure it is charged.** 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, throw cushion, and a whistle. Please use the onboard checklist to be certain all equipment is there. Sailors must wear PFD's and are 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 and south of Hook Mountain. (see Map on Page 24).
- 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 **VHF Channel 9.**

Rigging Guide

- Wear your life jackets, have a radio with you (Channels: DOS 68, club launch 9, Coast Guard 16), and be sure you signed the boat out.
- Unstrap the Velcro tiller extension holder from boom, unclip tiller keeper line and tiller cover and stow them in a pocket of the spinnaker basket. Doing this first keeps you from tripping over it when moving back in the boat.
- Check below deck equipment (cushion, anchor, paddles, bilge pump, bucket)
- Remove bilge cover and pump out the bilge if there is water down by the keel.
- Remove boom cover clasps and untie the back. Roll the cover over the boom from back to front and finish by using the forward Velcro straps from around the mast to keep it together. Stow forward below deck
- Uncleat the red spinnaker halyard and proceed to the bow to lower the jib sock. Unzip the bottom portion first. Note that there is a pocket on the inside bottom section that you can stuff the jib sock into as you lower it. Unclip the red spinnaker halyard and attach it to the mast ring on the front to the mast, and tighten the halyard. Store the packed jib sock forward down below deck.
- Find the jib sheet shackle about a foot back from the bow on the red jib sheet. Attach the shackle either to a middle setting on the jib clew board hole, or the single clew ring on the jib, next to where the sheet is tied onto the jib.
- Prepare the mooring lines. Find the pick-up stick and unclip its line from around the mast. Go onto the foredeck and undo both mooring line loops from the cleat and loop one of them back around the cleat. Pass the free mooring line around the forestay to the other side so both loops are on the same side of the boat. Ask your mate to hand you the pick-up stick. Holding its line, you may put it in the water on the same side as the mooring lines. Pass its line through both loops, and clip it to its own line, creating a loop. With one loop on the cleat, you are in cast-off mode.
- Ease the main halyard down slowly to detach it from the back of the boom and reattach it to the head of the sail. Remove sail ties along the boom and store them in the basket pocket.

- Uncleat the boomvang and raise the mainsail pulling the black main halyard. The boat will swing into the wind direction. Pull on some outhaul to take vertical wrinkles out of the sail, and add a little boomvang tension, just enough to keep the boom from rising.
- Grab the tiller and mainsheet. Have your crew uncleat furling line. Unfurl the jib by pulling on both jib sheets, then cleat one jib sheet.
- Cast off by having forward crew free the mooring line from the cleat, retract the cleat down flush to the deck, and backwind the jib to steer the boat onto the tack which want to proceed on out into the river.

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 downhaul will be looped around the jib sock and clipped to itself. The jib cover is hoisted with the spinnaker halyard. Make sure it is cleated. The spinnaker sheets and twings should be neatly coiled and stored in the port basket. Be certain all lines are cleated with the exception of the Outhaul. This line should be left open. The mooring pick-up stick should be looped around the mast onto itself.

Be certain the bailers are left open by pressing downward toward the deck. The spinnaker and the radio will be taken off the boat. **Please leave the boat the way you would like to find it.** If there are any questions about how to leave the boat please ask the Director of Sailing.

- 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 should be placed in a spinnaker bag and returned to the Ideal 18 area. Spinnaker sheets remain on the boat.
- 8) In the sign-out book please record any damage or missing items whether this happened before or after your sail. For any injury or damage incurred, an incident report shall be filled out and submitted to the Director of Sailing. Don't hesitate to email or tell an Ideal Committee member of damage.
- 9) Solo sailing is not allowed.

Certification Sail

For experienced skippers, a brief certification sail is required for anyone intending to use the boats for open sailing and all programming. Certification is to demonstrate proficiency in boat handling and understanding of the Ideal safety policies. Certification can be scheduled throughout the season with the Director of Sailing.

Sailors who have certified twice need not recertify. Yet *any* level of certification may be temporarily suspended if our Director of Sailing observes that more practice and competency is required for a skill or process by the member. All other Ideal 18 fleet members 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 or programmed sailing (other than Learn to Sail). This exam will ensure you have the skills to operate the boat safely and return it in proper 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. If you are rusty or otherwise unsure about your ability to properly complete the certification sail, consider attending Learn to Sail classes or schedule a private lesson with the Director of Sailing.

The minimum skills that are required to be certified and safely operate the boat are outlined below.

PREPARATION:	Know weather forecast for possible changes coming during your sail. 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.
REEFING:	Demonstrate proper reefing mechanics. Discuss when reefing is necessary.
GETTING UNDERWAY:	Communicate with crew the plan for leaving the mooring. Properly 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. Confidently complete a controlled tack and jibe. Sail into and out of irons.
ANCHORING:	Along with dousing sails, anchoring the boat is an immediate task required when hit with a storm, or adverse conditions arise, until help can reach you.
EMERGENCY RESPONSE:	Discuss what to do if skipper or crew falls overboard. Discuss what to do if there is an emergency on the water. Demonstrate a Crew Overboard drill.
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 when boats meet regarding port, starboard, leeward, windward, and overtaking boats.

MOORING:	Demonstrate proper approach to the mooring. Land the Ideal 18 at its mooring and douse the sails. Properly de-rig and secure the boat.
PUT AWAY:	Turn off and return VHS radio to its charger. Fold and return spinnaker to locker (or how know to if not using) Indicate return in sign-out book. Indicate maintenance issues in the sign-out book.

Ideal 18 Set-Up and De-Rig

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 ring. Check your sheets and halyards. Make sure all are accessible and not chafed. Make sure all lines have stopper knots on the ends. Make sure the bilge is empty. Use the bilge pump if necessary. Check your safety equipment: throw cushion, whistle, anchor, and paddles.

Ideal 18 De-Rig

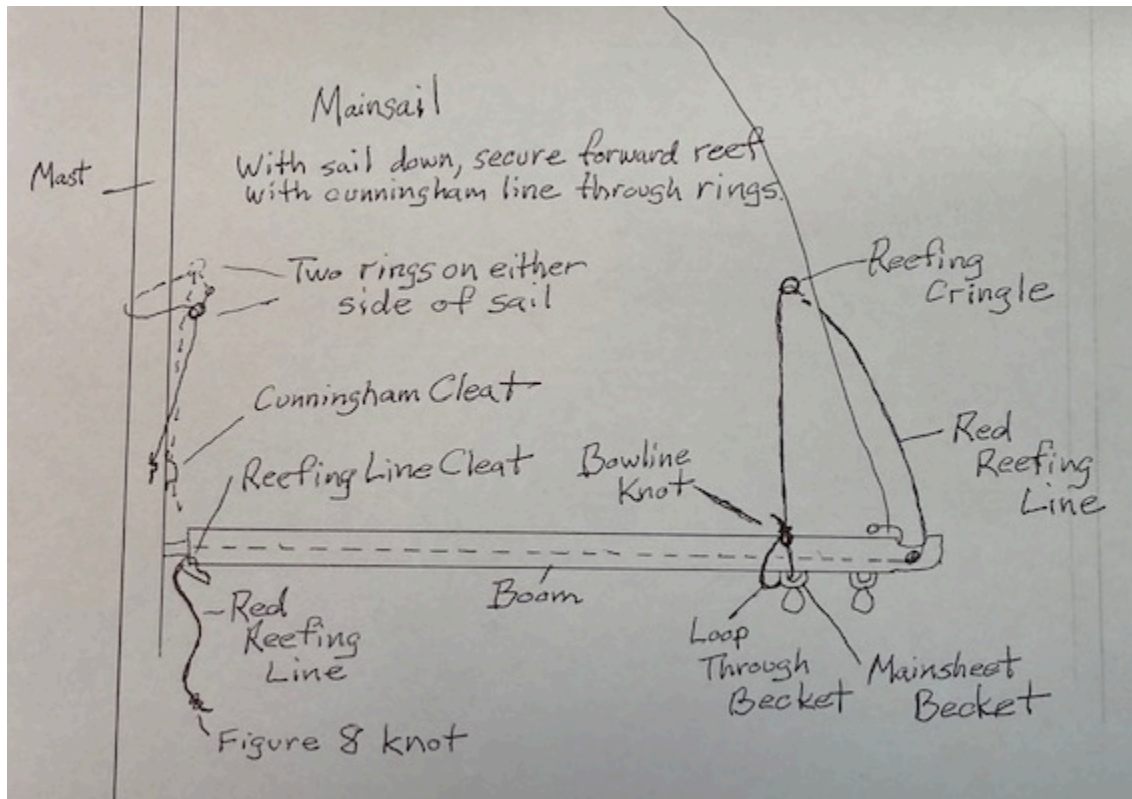
Once back on its mooring, the Ideal 18 must be de-rigged and readied for the next sailor. The jib is furled. The jib cover is hoisted using the spinnaker halyard and zipped above and below the jib clew. The main sail must be flaked neatly along the boom. Be sure to avoid any creases and tie it snugly but not too tightly with a minimum of three sail ties, forward, middle and aft. Then put on the sail cover. Again, make sure all working lines have knots and will not undo themselves during the sail. The spinnaker sheets are coiled and placed into the spinnaker bag neatly and ready for easy rigging by the next user. Lastly, be sure to center and cover the tiller and clip the ends of the retaining line to the pad-eyes on the stern. Secure the tiller extension vertically to the boom cover with the velcro strap.

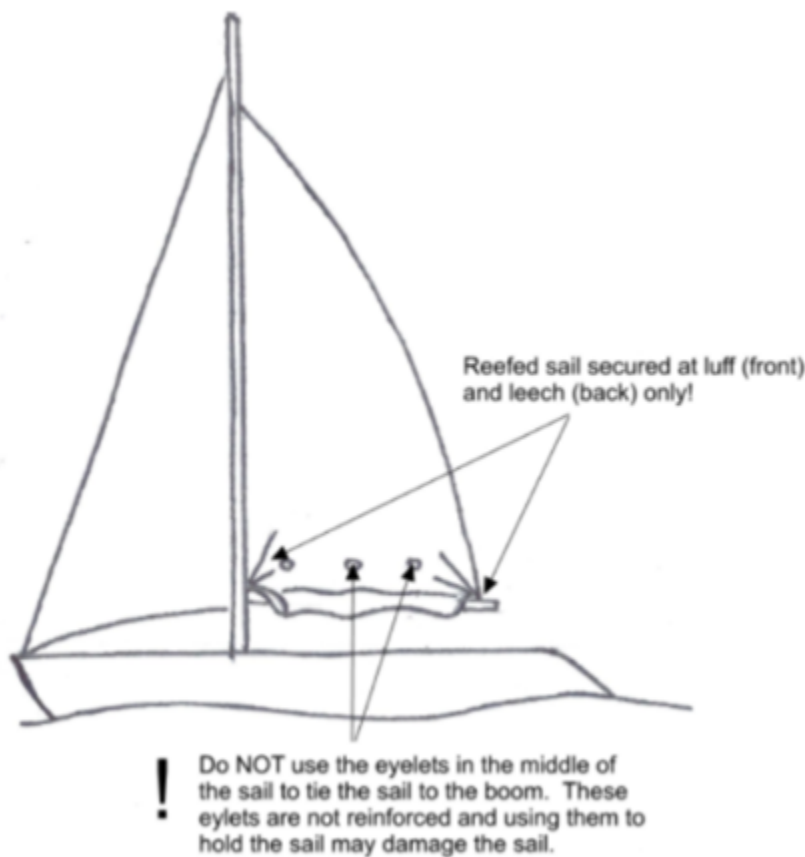
Setting up a Reefed Mainsail on the Ideal 18

“When in doubt, reef it out...” You should always consider reefing if you are unsure whether the wind will build to the point where your sails are overpowered. Generally, this will be above 10Knots. Below is an image of the method we teach at NBC:

1. Take the main down and furl the jib so you focus only on rigging the reef.

2. The red reefing line comes out of the end of the boom up to and through the reef cringle.
3. The line passes under the boom, and looped through the forward of the aft two mainsheet becket.
4. A short-looped bowline knot is tied to secure the reefing line to the becket.
5. Pull the red reefing line tight from the front of the boom and cleat it off.
6. The cunningham line is removed from the cleat and sail, passed through the forward port side reef cringle, passed around the front of the mast, put through the starboard side reef cringle, then put back through the cleat, tightened and secured.
7. The mainsail is raised to the new reduced position. Trim the main halyard so the sail has a snug luff and the boom hangs evenly with the sail with no vang tension on.





Sailing To and From a Mooring

The Ideal 18 keelboats at the Nyack Boat Club are 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 for the Ideal 18's are neon yellow/green balls.

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, the jib, and the tiller 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.

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 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 with the jib furled to keep the foredeck clear of a

flapping jib. However, if it is gusty and shifty, you are more likely to miss the mooring on your first approach and having the jib out in these conditions is better to regain control of the boat by back winding the jib to quickly get you out of irons. If the wind is pretty steady and moderate or light and you are more likely to nail it, you can furl the jib beforehand.

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 de-power and stop the boat. The bow person lies reaches forward on the approaching side of the boat and grabs the tall buoy (or pick up stick) and quickly puts just one mooring line loop around a deck cleat as a temporary step to secure the boat.

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 – Recommendations, Rules and Conduct

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

- 1) Beginners should plan to sail in lighter wind, no more than 10 mph which is when white caps usually form on the waves.
- 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.
- 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) When tacking or gybing stay at least two to three boat lengths away from another vessel.
- 6) 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.
- 7) Communicate your intentions to your crew and other boats.
- 8) Stay away from larger sailboats that might blanket your sails or cause the wind to vary.
- 9) Sail cautiously in the mooring area. Avoid sailing across the mooring field until you are confident sailing around other boats. Please be careful with current and favor going behind boats rather than crossing bows, especially if it looks close.
- 10) When setting up for a tow, use one of the spinnaker sheets to tie a bowline around the mast just above the deck as the towing point. This is a very strong place to pull the boat. It is also safer than getting up on the deck to the mooring cleat. If towing in a line, and a boat behind gets in on it, have them throw you their line and tie a bowline with their tow line to the loop you made for your tow line. This puts minimal stress on the boats as they are towed in succession.



Everyone must adhere to the following Rules:

- 1) **No alcohol is allowed on board.** Bring plenty of water. Dehydration can be dangerous.
- 2) Plan to return to the mooring fifteen (15) 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.
- 3) New York State law requires that all children under 12 years of age wear a USCG approved PFD while on board any vessel less than 65 feet in length. There must be a PFD on board for every sailor. The Ideal 18 Fleet requires everyone to wear a PFD.
- 4) 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.
- 5) Sailing may be cancelled at the Director of Sailing's discretion if the Director deems the sailing conditions unsafe such as, but not limited to 20+ knots of wind thunderstorms, or boat damage. Large waves can also make it unsafe to board the boats.
- 6) At least 2 sailors must sail the Ideal 18. No solo sailing.

Members of the Ideal Fleet must adhere to personnel conduct:

- 1) Policy on Discrimination. As a fleet within the Nyack Boat Club, Ideal 18 members are required to adhere to all of the club's policies. The NBC is committed to providing an environment that is free

of unlawful discrimination and harassment. This includes harassment based on any of the following categories: race, color, religion, gender, sexual orientation, familial or marital status, disability, national origin, ethnicity or ancestry, age, veteran status, or any other factor or class protected under Federal, state or applicable local laws.

- 2) Policy on Harassment. In particular, sexual harassment is defined as any unwelcome conduct that would not have occurred but for gender, including but not limited to sexual advances, requests for sexual favors, and other verbal or physical conduct of a sexual nature that is directed toward a participant in the Ideal 18 fleet and substantially interferes with the participant's ability to enjoy and learn from sailing in the programs offered at the NBC. Harassment includes slurs, epithets, threats, derogatory comments, unwelcome jokes, teasing and other similar verbal, written or physical conduct.

Any Ideal 18 fleet member who feels they have been harassed or discriminated against by a Nyack Boat Club member or employee should immediately report the facts of the incident(s) to the Ideal Committee Chair or a Flag Officer of the Nyack Boat Club. Members who report such facts should not fear any reprisal. Reports of discrimination or harassment will be investigated by the Ideal Chair, Commodore and Flag officers of the NBC. If a member is found to be responsible for acts of discrimination or harassment they may lose their membership in the Ideal 18 fleet and/or Nyack Boat Club.

- 3) The Ideal 18 fleet provides both sailing programs and sailboat availability to its members. It is a cooperative fleet meaning that all members need to share crew positions on the boats during programming. It is essential to the spirit of the fleet that all members experience all the different roles on the boat during programs. Any individual who is unwilling to follow this philosophy might be excluded from registering for programs.

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 (aka Figure 8 Rescue). This will be taught in the Learn to Sail Program.

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) Shout "Crew Overboard" and throw a buoyant object into the water.
- 2) Confirm the crew overboard is okay.
- 3) Change direction to a broad reach or run and adjust sheets as required to position the boat to leeward of the person in the water.
- 4) Sail to the nearest point where you can maneuver back upwind to the crew overboard
- 5) Trim sheets to and tack the boat if required.
- 6) Ease sheets when approaching the person in water to slow the boat down. Communicate to those on board, and the person in water, which side you will approach.
- 7) 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 use a loop we have on board, secured to the mast, for the crew overboard to use as a foot hold.

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 and safety aboard the vessel is entirely the sailors' responsibility.

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

- 1) Designate a person to be in charge (usually the most senior sailor on-site)
- 2) The charge person assesses the situation and designates a call person to call for help. Based on the situation, hail the Coast Guard on VHF channel 16, call 9-1-1, call the Nyack Boat Club launch on VHF channel 9, or call the Director of Sailing. If the Coast Guard or Police are called for an emergency, please also notify the Club via the launch or Director of Sailing.
- 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. This is the only time the boats are allowed to sail to the dock. The spinnaker sheets can be used as dock lines.
- 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 person in charge 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 and fill out an incident report (kept by the sign out book). The Director of Sailing 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 Ideal-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. Sails need lowering upon your approach.
- 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 using spinnaker sheets 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. Remember to ease the vang before easing the main sheet. 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 Nyack Boat Club Ideal 18s do not have adjustable clew boards. If one finds themselves on another Ideal 18 with a clew board the following information can be useful. 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 twerker to gain more control. Also move crew weight aft.

Jibes 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 jibe the mainsail. While the crew is doing this, the skipper will free-fly the spinnaker and move 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 twing 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.

Running aground

The 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 current, 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

Each boat has an anchor and attached anchor line stored inside a black bag stored in the bow. Anchoring is a very important safety exercise that is part of skipper certification. A sudden storm or

increase in wind where you lack control in sailing is a possibility on the Hudson. Dousing sails and anchoring clear of other boats is the appropriate first reaction to be prepared to wait out a storm, squall or until help can safely reach you. Also, wind is not always accommodating and there can be times when the current is stronger than the wind. In this situation an anchor is also useful. Rather than being carried by the current, it is wise to consider throwing out the anchor until the wind picks up or the current 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 the beautiful views. Conditions are always changing.

Boat Setup Tips

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 twing will ensure the pole stays forward and helps keep the pole from rising. Using the twing most often removes the need to use the pole downhaul, simplifying rigging. Leeward twing is free and clear before hoisting the spinnaker. Make sure the pole is "jaws down".

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 jibe 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, then release the pole from the spinnaker sheet and take down and stow on boom. 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

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

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.

Links for further information

Ideal 18 Owner's Manual:

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

Davidson Laboratory: Urban Ocean Observatory (NY Tides & Current Predictions)

<http://hudson.dl.stevens-tech.edu/maritimeforecast/>

Windfinder/Weather

https://www.windfinder.com/forecast/nyack_tappan-zee

The 2017-2020 Racing Rules of Sailing:

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

Wind Apps:

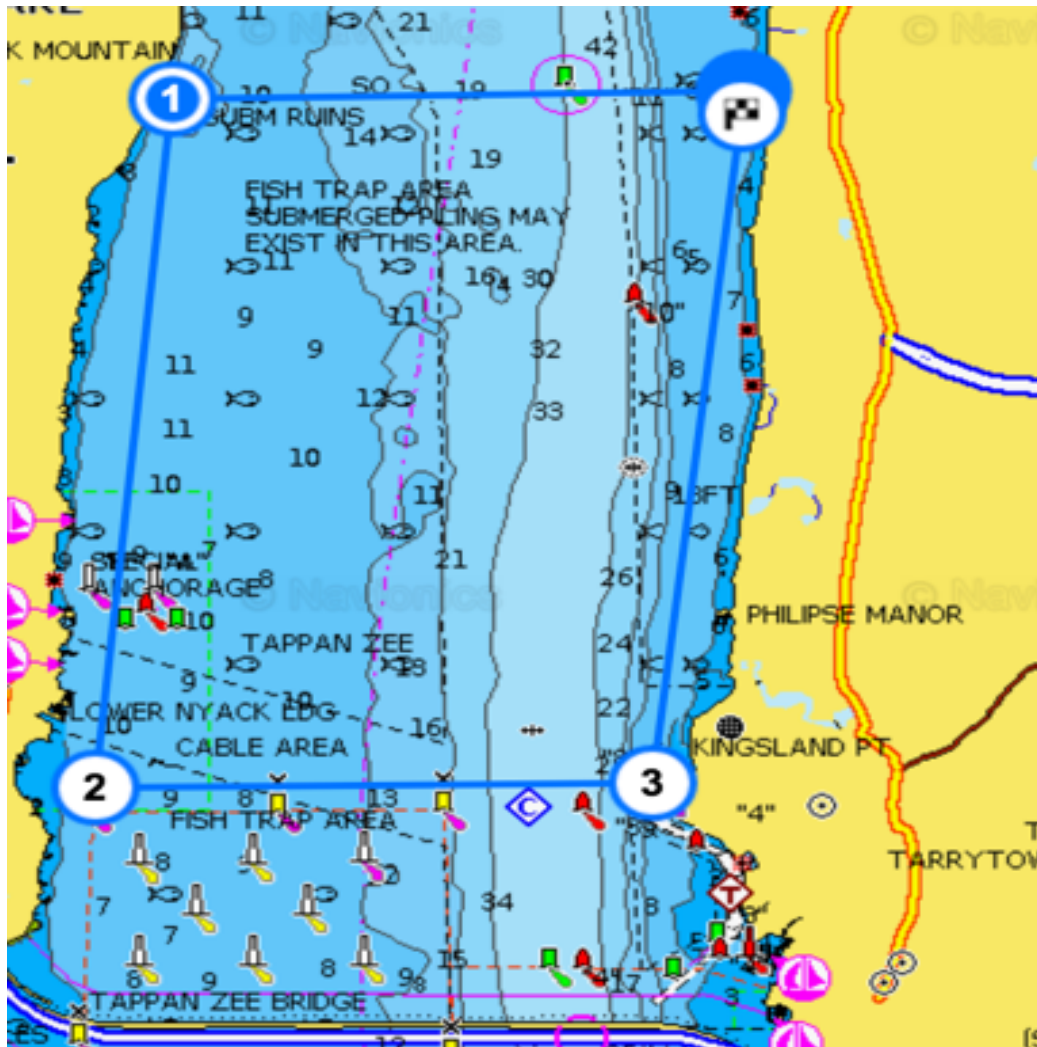
Sailflow

Windy

Basic Knot Video:

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

Sailing Area



NBC SAILING AREA 41 5.015 N to 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