

Welcome to the yacht Riparian

– Please read before arriving at dock

First some key terms:

- Bow – Front of Boat
- Stern (Aft) – Back of Boat
- Starboard – Right side facing forward
- Port – Left side facing forward
- Line – a rope used to control a sail (ours are green)
- Mast – The big pole coming out of the center of the boat
- Boom – The horizontal beam at the bottom of the Mainsail (Look out for the Boom)
- Main Sail – The fixed sail aft of the mast (Main)
- Stay Sail – sail midway between the headsail and the mast (great for strong winds)
- Headsail – sail at front of boat in our case that is the one that rolls up. (Jib or Ginny)
- Deck – topside of the boat typically not including the cockpit
- Cockpit – The safe protected area on deck where the boat is steered from
- Wheel – how we steer the boat in case of failure in it's linkage we have a emergency tiller in port forward lazaret
- Helmsman – The person who is steering the boat (in our case the Tiller holder)
- Casting off – the act of releasing the dock lines (ropes) holing the boat to the dock
- PFD – Personal Floatation Device (in our case we have automatic PFD's which inflate to keep a 250# person afloat the moment they hit the water)
- Boat Hook – long pole used to catch or place the docking lines when coming out or in.
- Lean – Boats tend to lean over when the wind is strong to one side, the amount of lean can be controlled by letting out (Easing) the mainsail. The boat is like a wobbling toy it will lean over and then just pop back up when the pressure on the main is relieved.
- Head – The bathroom (always sit down when underway as the boat may rock)
- Motor (D-Sail or Iron Genny) – Our fall back propulsion system
- Radios – Our VHF communication system see guide below
- Fuller – The roll up unit that holds the Ginny, a purple/yellow line control it. Pull the line in rolls up the sail, release and it comes out)
- Capt. Ron – Our auto pilot – Ron has two modes Auto and Standby (In Auto mode Ron will keep the boat on a bearing which can be controlled from the yellow remote control)

Rules:

1. The Captain is always right
2. Before we leave the dock, everyone needs to know what they can and cannot do.
3. Safety is always first! We go out and come back with same number of people every time.
4. PFD – should be worn or kept close at hand
5. On Riparian unless we are on a Beam Reach (Wind at our back) we stay off the deck unless we need to, and then only with Captains ok.
6. When moving around the boat we always keep one hand on the boat, regardless of where we are to avoid some bump knocking us around.
7. Rules of the road (or Water) are any boat under sail has right away over any non-commercial power boat. What that means is that boats under power have to avoid striking or impinging on boats under sail. **And yes, they will see us, our sails are big white sheets 50 feet up in the air.**

The Radio:

- We always keep the radio on channel 16 (This is the alert, distress channel)
- We do not play with the radio!
- In the event of a distress call by another boat we are required to help out if we can.
- The Coast Guard will inform us of anything we need to be aware of and we should pay full attention to anything they say.
- Should we find ourselves in need of help the rules are simple.
- On channel 16, first indicate the type of message, they are:

Mayday – Imminent threat to life

- Say loud and clearly “**Mayday, Mayday, Mayday. This is sailing vessel Full Sail.**”
- **Repeat three times.** • Repeat Mayday and your boat’s name once again 3x.
- Provide your exact position (how good it is to have a GPS) in degrees of latitude and longitude. The Garmin in the hatch way displays these at all times.
- Describe our boat. We are a Sailing sloop, 29 ft white hull.
- Say how many people are on board. (They ask how many souls are aboard).
- **Give concise information** about the nature of your distress. Are you sinking? Is someone injured? Do you have fire on board? Has crew fallen over board? What kind of equipment do you need to control the situation (medical advice or support, fire extinguisher, pumps etc.)?
- If your boat is in danger of sinking, indicate how much time you think you have left.
- At the end of the transmission say “Over” and listen for a response. Let a minute go by before you repeat the entire process.

Pan Pan (Pahn Pahn)– Urgent assistance needed (loss of control, power)

Follow as above just say Pan Pan

By the way there is a boat tow service that will bring us back in should we need it.

Securité (Say-cure-It-tay) – This is a safety message

Example: Big ship moving, debris in water, weather warnings, events like race or swimming in open water that might affect normal traffic etc.

OH Shit – Something just happened and I don't know what to do (The RED BUTTON TIME)

Thankfully the radio people thought ahead.

At each radio location (the Cockpit on the mic and Nav Station below deck on the radio), there are RED buttons (I call them the Oh Shit Button).

Press and hold the RED BUTTON for over 3 seconds and it will alert everyone around us and the Coast Guard that we are in distress and give them our location to within 3 feet. Normally they will call the boat in distress, alert other boats close to us and send help (we have seen their airplanes and cutters come to distressed calls).

What to bring:

Come prepared for weather changes, we have plenty of room below deck for extra jacket and such as well as changing room. It can be hot, warm or cool so bring attire for whatever might happen, we have PFD, hats, sun screen, a spare jacket along with bottled water. Snacks and other drinks are up to you unless told otherwise. If we are going out afterwards some place nice the shore bathrooms or our head have full facilities and we carry bathing supplies (a-la Marriott brands).

How will the day go?

What will happen first:

1. After the introduction to the boat brief and Q & A. We remove the covers (Sail) and stow them below decks. Install the radio handset in the cockpit, bring out the flag, wench handles and autopilot controller and remove and stow the dash board covers and install the motor key.
2. Once things are in place we will remove the shore power connection and stow it on the dock
3. Now we will do a quick brief as to the workings of the boat and controls and repeat of the safety brief
4. Quick shore side bathroom break
5. Now we can cast off
 - a. First we start the motor
 - b. One person will proceed to the bow and man the docking lines.
 - c. The Helmsman will release the stern (aft) lines and throw them on the dock
 - d. On command the person in the bow will release the docking lines one at a time (the helmsman will tell which to do first) and toss or place them on the docking piers
 - e. Once all lines are released we are "At Sea", and the helmsman will engage the motor to guide us out of the dock.

At Sea:

We will stay under motor until we reach a comfortable safe location to raise the main.

- Once we have reached a safe location the helmsman will point the boat into the wind (so the wind blows in our face), and the captain or first mate will unzip the sail bag and raise the mainsail. At this point we may also unwind the headsail.
- Now we are under sail, if we are happy with our progress we may turn the motor off and just enjoy the pleasure progress. (Once under sail, unless there are very strong winds, things get very safe and easy, we go fairly slow maybe 5 to 8 mph at best, even with swells the boat is fairly stable).
- At this point the cocktail hour may begin if desired.
- Our normal route takes us out of Selby Bay, where the winds are confused due to the land on either side and into "The Bay" where we will go one way or another for a while depending on the wind. We try and swing around the Thomas Point light house as it is landmark that can only be seen from the water.
- When we feel like it we head back in, hopefully under sail but if the wind is not our friend we fire up the motor (we carry fuel for about 80 hours at full throttle), and can cross the Bay in less than an hour under power.

What to worry about:

- Running aground, is our biggest threat, the water looks deep but in fact places like Selby Bay are less than 5 feet deep in many places. We stay between the red and green markers (red on left going out, green on right).
- Watching out for other boats, (hey you said sail boats have right of way). There are other rules and sometimes there are people who do not follow rules (The water police issue DWI's all the time).
- Falling overboard, typically children and drunks fall in, if anybody will. In the last 6 years we only had one overboard and that was a hat. However, during the safety drill, you will be told what to do in case this happens.
- Getting caught in a storm, we stay on top of weather but we have been caught out. Everyone but the working crew will go below to the cabin. The working crew will "clip in" (put on a harness and attach to the safety lines). We reef the sails down or even take them down and run on motor power. As long as we don't run ashore, we will be fine. Should things get too dicey we call for a tow boat to bring us back via radio (ask for tow USA on the radio and they will come for us). However, our passage from St. Thomas to Edgewater was over 1500 miles of open sea and we ran into 35kts and 12' seas and she was bouncy but very safe.

Coming Home:

1. Returning requires a keen eye, entering the Selby bay channel can be busy and there are crab pots all around. We all follow a well-marked path which other boats will be coming and going some generating strong wakes which can rock us (don't worry it is just a bounce and maybe spray if you are in the bow).
2. As we enter our section of Selby Bay we will bring in the sails and engage the motor, The Captain or mate will lower the Main sail and wind up the head sail..

3. Now we work our way back to our slip. When we get close, one person will man the bow with the boat hook to grab the docking lines under direction of the helmsman. This can be a confusing time as the wind may try and push the boat around but it is short lived event and has yet failed to be accomplished even with only one person on board.
4. We now clean up the boat put on the covers and have another cocktail period to discuss the day and plan our next adventure or dinner.

The true purpose of sailing is to go someplace or just take a ride. We have a good time and enjoy each other's company; I often say sailing is like sitting on the back porch and fiddling with things. Sometimes it is exciting and challenging other times it can be downright peacefully but always fun.

Often sails end with a meal and libations, and if you over indulge and need a place to stay, the boat offers overnight accommodations for up to four below decks.

We hope you enjoy the sail and have a great day "At Sea".