



Learn to Sail

CANSAIL PARA I AND II THEORY

Association Québécoise de Voile Adaptée (AQVA)



LEARN TO SAIL

Module 1: The Proper Equipment for Sailing

CanSail Para I and II Theory

Association Québécoise de Voile Adaptée
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THE PROPER EQUIPMENT FOR SAILING

Before setting up your boat and going out on the sea, a sailor must dress appropriately. Here is some information that will help keep you comfortable and safe on the water:

Hat

The face must be well protected, whether it is a simple cap or a wide-brimmed hat, which will give you shade and a little freshness. It is important to attach it securely to your life jacket. In cold weather, a hat can come in handy because we lose a lot of our heat from the head.

Sunglasses

It is important to choose some good quality sunglasses; the surface of the water is very reflective, the rays of sun perceived at sea are doubled compared to those perceived on land. It is recommended to choose polarized or UV400 lenses and to tie on a rope to keep them from falling into the water.

Sunscreen / lip balm

A sunscreen with a sun protection factor (FPS) of at least 30 should be preferred. The sunscreen should be applied generously and evenly, at least 15 minutes before exposure to the sun. You will need to reapply the sunscreen if you sweat or if you wipe yourself with a towel. It is also important to protect your lips: look for lip balms with SPF. Look for the terms "water resistant" or "sport" on the product label. The sunscreens that carry these labels hold better on your skin when in the water or when you are sweating.

Swimsuit / change of clothes

Whether you plan it or not, it is always possible to get wet on a boat. It is therefore advisable to wear a swimsuit. Also bring a towel and a change of clothes so you can be dry when you return to land.

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Shirt

Protect your skin as much as possible. Wear a light color shirt to keep your body temperature from getting too high. Materials such as wool and polyester will keep you warm even if you are wet. Avoid wearing cotton clothing as this material retains moisture and takes time to dry. In case of colder temperatures, we advise you to layer clothing: a base layer to absorb sweat (polyester), one second layer to conserve heat (wool) and a third layer protecting from wind and water (windbreaker).

Life jacket / personal floatation device (pfd)

By law, you must be wearing a life jacket or some sort of personal flotation device. The life jacket is your best defense against hypothermia. Research shows that an unexpected immersion in cold water can seriously endanger the life of boaters who were not wearing a flotation device. A sudden fall in cold water can severely affect breathing, nerves and muscular strength. A life jacket provides thermal protection and also keeps the person floating on the surface of the water.

Whistle

It is also important to keep a whistle attached to your life jacket or the individual wearing the life jacket/(PFD). It is also important for each individual to have a whistle within reach of the mouth. The whistle is the main tool of communication between boats that are nearby in case of an emergency.

Closed shoes

In order to avoid cuts and bruises, it is advisable to wear closed, slip-resistant and water-resistant shoes.

Water bottle

It is important to stay well hydrated, so be sure to drink lots of water before and during the sail.

Take a moment to assess whether your condition could influence the choice of your clothing. Does your temperature need to be regulated? Will thick clothing interfere with your sailing experience? Could a particular garment save you from bruises or cuts? If in doubt, discuss it with your instructor.



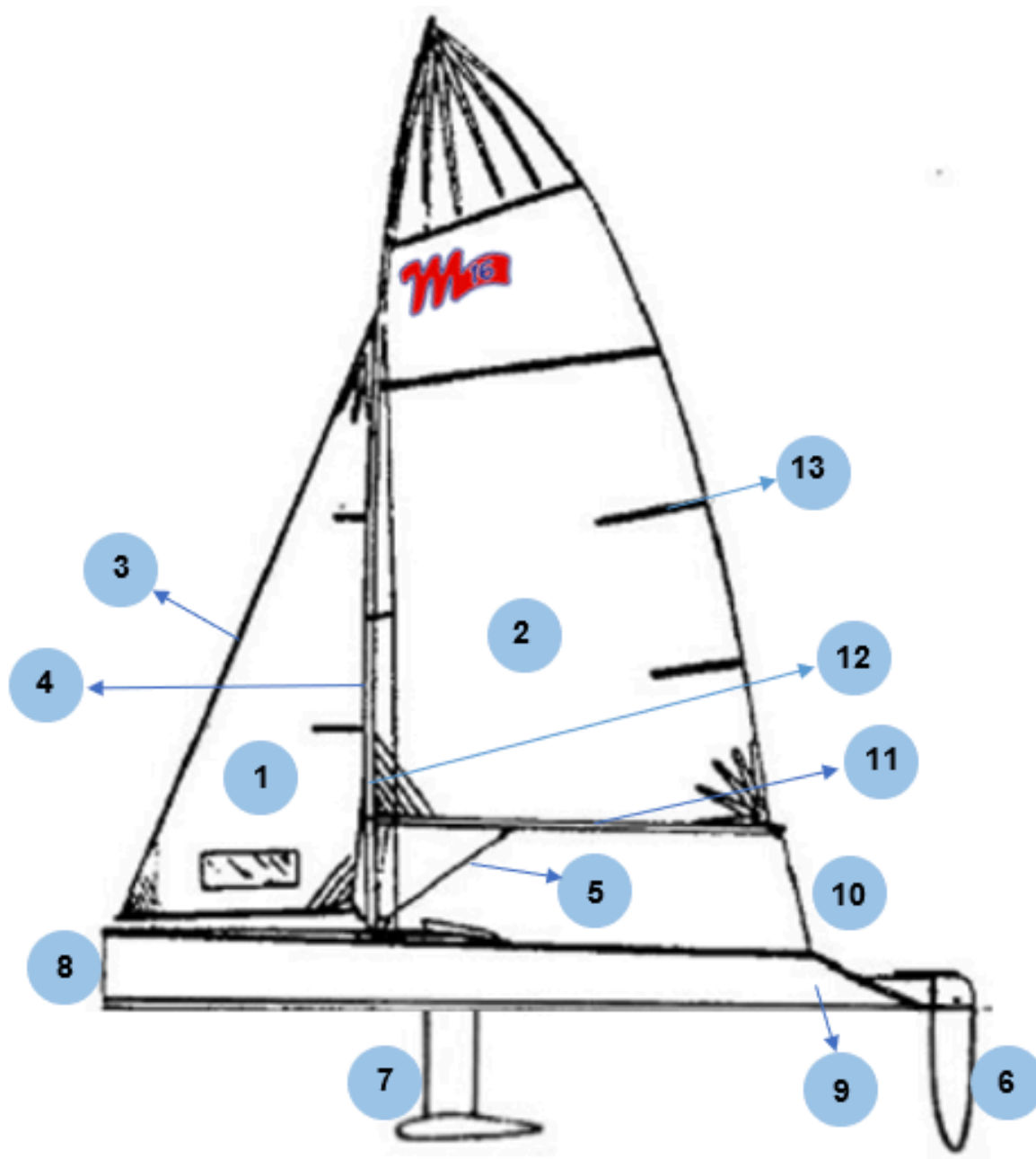
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Module 2: Martin16 Components

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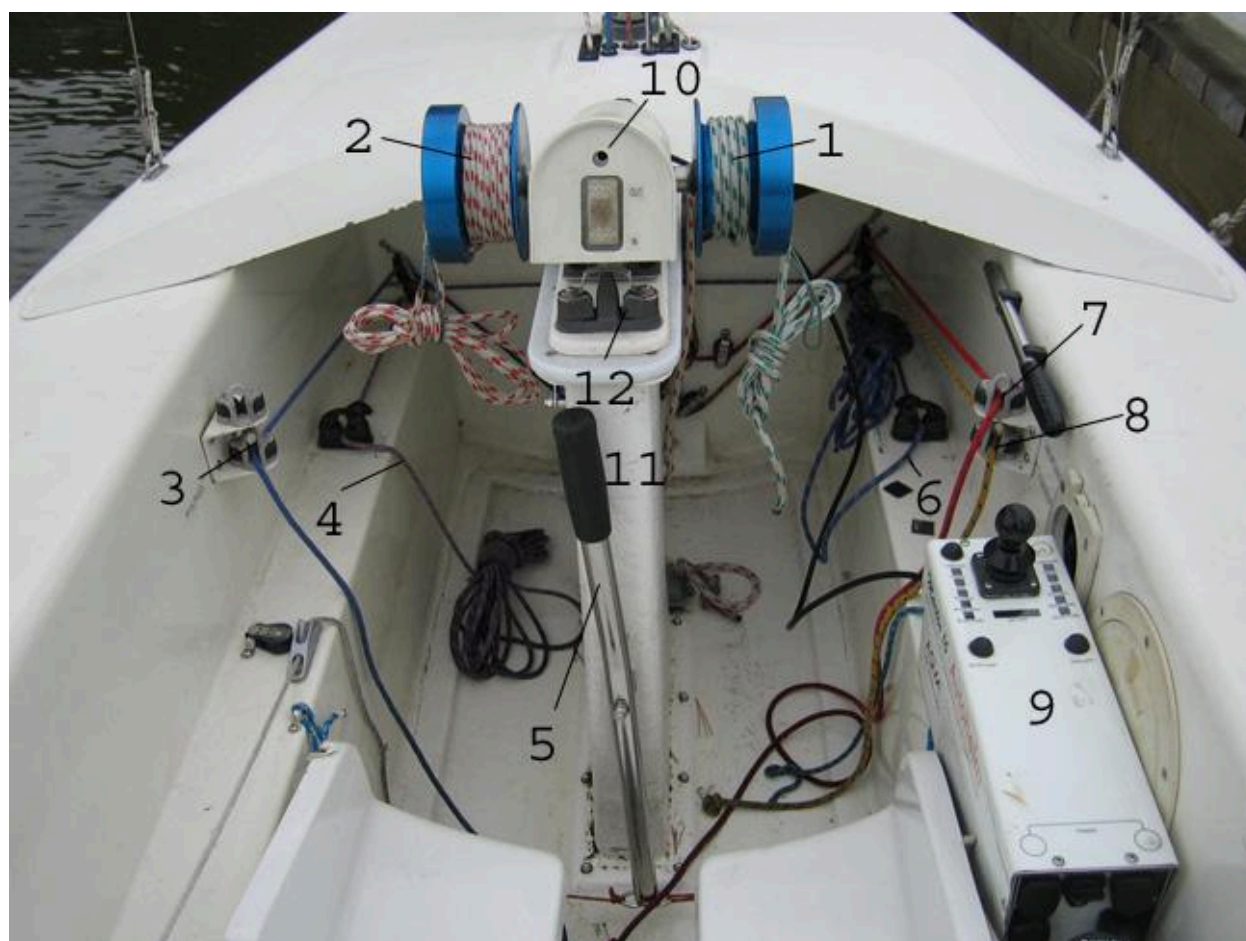
To be a good sailor, you must know your boat from stern to bow, as well as all the functioning of its different parts. Knowing every part of your sailboat will allow you to fully exploit its potential. Here are some components of the Martin16, which are the same for most sailboats.



THE MARTIN16

1. Jib	Triangular sail in front of a sailboat.
2. Main sail	Main sail on a single mast sailboat.
3. Forestay	Holds the mast forward.
4. Shroud	Holds the mast laterally.
5. Boom-vang	Rope that pulls the boom down.
6. Rudder	It is a "wing" which turns to allow the boat to be controlled and turned left and right.
7. Keel	Allows the sailboat to remain balanced thanks to the bulb . The bulb is a counterweight when the boat leans.
8. Bow	Front of the boat.
9. Stern	Back of the boat.
10. Bridle	A length of rope attached on two points to the stern of the boat that connects with the main sheet at a midpoint. It is designed to distribute the load in two directions.
11. Boom	Horizontal bar, connecting to the base of the mast, which allows greater control of the mainsail. Some Martin16s have a jib boom, while others don't.
12. Mast	Long pole mast erected vertically on the deck of a sailboat toward the bow, maintained by shrouds and intended to hold the sails.
13. Batten	Rigid batten is placed on the fabric of the mainsail to improve your profile. The batten is placed in a batten sheath.

MARTIN16 COCKPIT



1. Main sheet	Rope which allows you to change the sail trim of the main sail. The more slack we leave, the more the sail opens up. You will adjust it depending on the angle the wind is hitting you.
2. Jib Sheet	Rope used to change the sail trim of the jib. The more slack we leave, the more the sail opens up. You also adjust it depending on the angle the wind is hitting you.
3. Outhaul	Rope that connects the clew of the sail to the end of the boom which allows you to stretch the foot of the sail. This changes the shape of the sail.
4. Jib halyard	Rope that connects to the head of the jib. It allows you to raise and lower the jib.
5. Tiller	Stick that allows you to control the direction of your boat.
6. Mainsail halyard	Rope that connects to the head of the mainsail. It allows you to raise and lower the mainsail.
7. Boom-vang	Rope that connects the boom to the mast which allows you to change the shape of the sail. It changes the tension in the leech of the mainsail.
8. Cunningham	Rope to adjust the tension in the luff of the sail.
9. Autohelm	Electronic equipment added to the sailboat for automatic steering.
10. Windlass	Electronic equipment added to the sailboat allowing you to sheet in and out. This results in adjusting the sails of the sailboat.
11. Keel well	Slot in which the keel is located.
12. Halyard cleat	When the <i>windlass</i> is not added to the sailboat, the cleats are used to keep both sails raised.



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Module 2 : Martin16 Components

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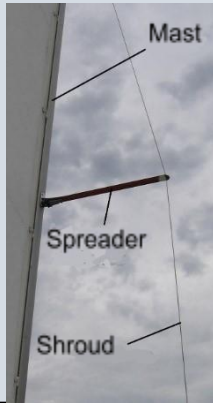
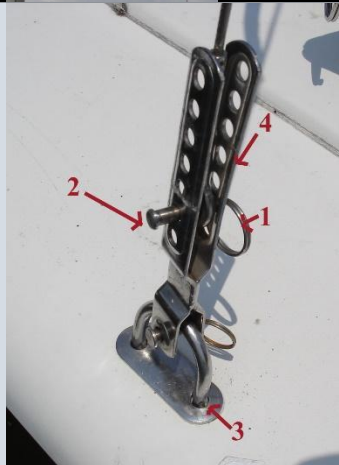
THE SAILS





All sails have these points in commun:



OTHER COMPONENTS OF THE MARTIN16

The Martin16 includes other components such as :

Single block	Pulley through which can pass a rope.	
Shackle	Part used on a sailboat on the head and the tack of a sail.	
Spreader	Keeps the shrouds further away from the mast to increase the strength of the shrouds.	
Chainplate	<p>Piece that links the shroud to the hull of the boat.</p> <p>The chainplate includes :</p> <ol style="list-style-type: none"> 1. Split ring 2. Pin 3. Chainplate 4. Stay adjuster 	

Rudder	<p>Located at the stern of the boat. It allows the boat to change direction.</p> <p>The rudder includes several parts :</p> <ol style="list-style-type: none"> 1. Pintle 2. Gudgeon 3. Rudder chainplate 4. Rudder pin 5. Saffron 	
Gooseneck	<p>Used to hold the boom to the mast and allows it to move freely.</p>	
Bailer	<p>Device allowing for the water to be drained out the bottom of the boat when water is accumulating. The Martin16 is equipped with a manual bilge pump for pumper water when needed.</p>	
Foot of the mast	<p>Base on the deck of the boat on which rests the foot of the mast.</p>	

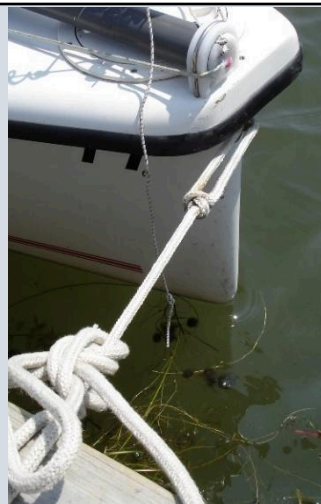
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Mooring line

Rope used to hold the boat to the dock. The Martin16 has two mooring lines : one at the bow and one at the stern.





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Module 3: Rigging and de-rigging the Martin16

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Proper rigging technique is vital to avoiding equipment failures and ensuring that time on the water is used effectively. Even if your boat is already ready, checking the rigging of your sails before going on the water is a good habit to have.

If your disability does not allow you to rig on your own, basic knowledge of these terms and techniques is still required to give proper instructions to your sailing companion.

RIGGING THE JIB

1. Locate the jib halyard and screw the shackle to the jib head.



2. Use the jib boom's shackles to connect the jib tack and clew to the jib boom.



Jib tack



Jib clew

3. Hoist the jib as high as possible, and make sure nothing is tangled.

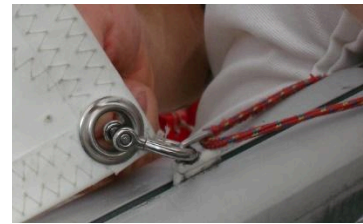
RIGGING THE MAINSAIL

1. Attach the main halyard to the head of the mainsail.

2. Attach the mainsail tack and clew to the boom using respectively a pin and a shackle.



Mainsail tack



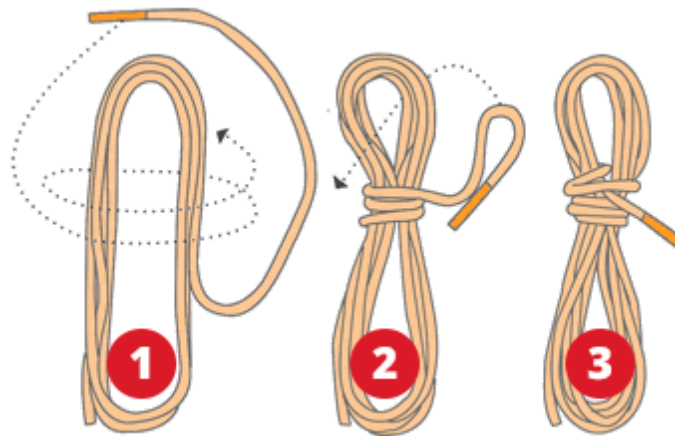
Mainsail clew

3. Hoist as high as possible, making sure nothing is tangled.
4. Attach the Cunningham to the eye at the foot of the sail.

After the sails are rigged, it is very important to coil both halyards. This prevents tangling or accidental uncleating of the halyards and makes de-rigging much simpler.

COILING

Coiling is the preferred method to properly store ropes and to avoid tangling.



1. Arrange the "coils" of the rope in same size.
2. Close to the end of the rope, start wrapping the rope around your coils tightly and run the very end of the rope through the middle upper part.
3. Pass the end of the rope used to wrap the coils through the last wrap. Now, your ropes are safe and sound!

DE-RIGGING THE SAILS

De-rigging is as easy as simply reversing the rigging steps. If sails are wet, they must be dried before being rolled or folded. This prevents damaging your sails. Ask for help if needed!

DAILY MAINTENANCE (“SHIPSHAPING”)

Ensuring that the boat is properly put away after sailing is vital to keep it in good shape.

1. Make sure the inside of the boat is dry. Use the pump if necessary.
2. Don't forget any personal items and make sure the boat is free of garbage.

Make sure that the ropes are not left tangled or uncoiled in the bottom of the boat.
3. Instead, leave them along the sides to prevent them from molding in the bottom of the boat.



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Module 4 : KNOTS

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Knowledge of basic knots is essential to becoming a good sailor.

BASIC VOCABULARY

Working End

End of a rope used to tie a knot; it is the opposite of the standing end.

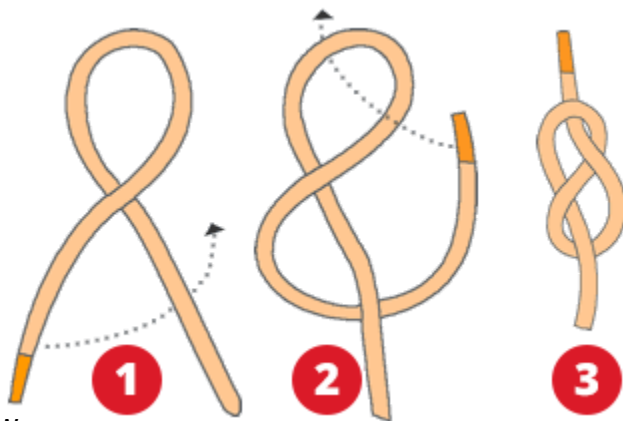
Standing End

End of a rope that is chosen to be fastened. It can be tied to any rigging piece to facilitate tying. It is the opposite of the working end.

SAILORS KNOTS

EIGHT KNOT

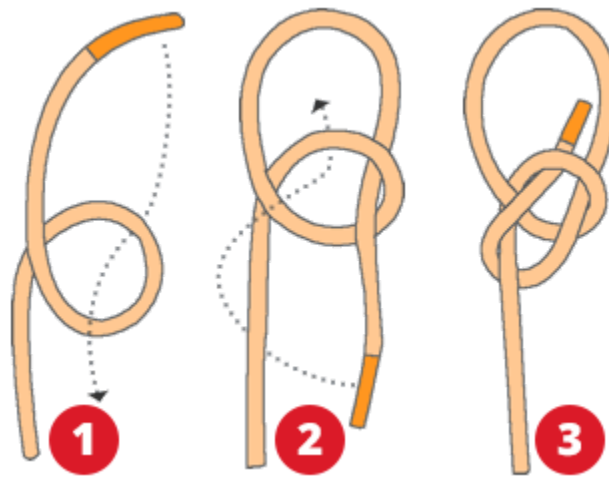
The eight knot is used as a stopper; it is used to block the rope from further slipping out of a pulley or a slot. On a sailboat, it is typically used to prevent the main or jib sheets from slipping out of their pulleys, thus preventing the unravelling of the rigging of the sails. Tying the knot 20cm away from its working end gives a safety buffer when an agitated sail tugs on its sheets.



1. Make a bow shape.
2. Form an eight using the end that is in the front of the bow.
3. Tighten the knot and you're done!

BOWLINE

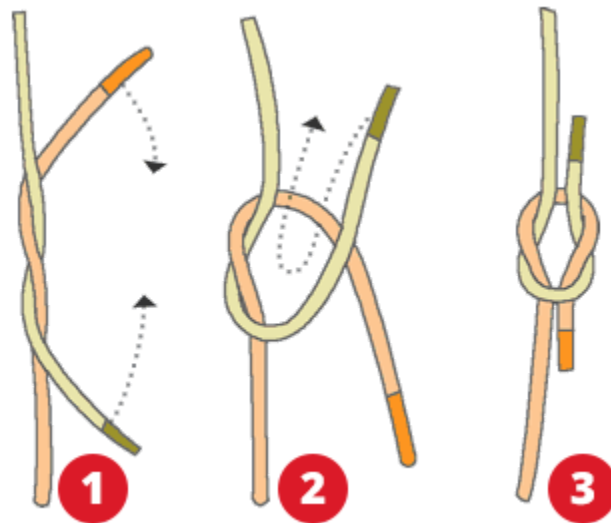
This knot is typically used to tie the ends of a sail, like for halyards or main and jib sheets. It can also be used to safely moor a boat, or even to tow a boat. It is known as a reliable knot, as it is a strong knot, but isn't difficult to untie. It doesn't come undone on its own, thanks to the knot's loop that acts as a lock, as seen in 3 on the figure below.



1. Make a loop. Important reminder: the bow is towards the right, and the working end is over the standing end.
2. Pass the working end through the loop, coming from under the loop and out towards you.
3. Then, loop the working end from under the standing end towards the left, and bring it back into the loop, away from you.
4. Tighten the working end and the standing end, then it's done!

REEF KNOT

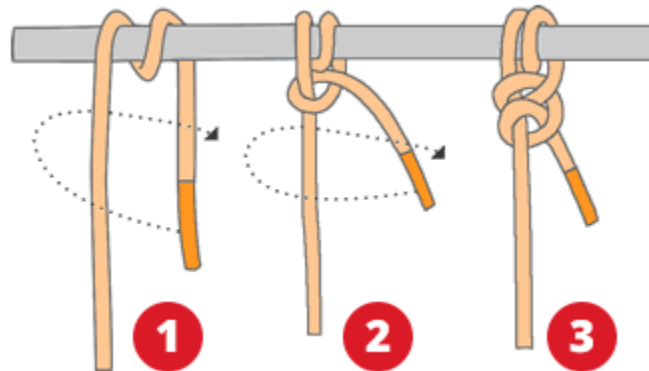
The reef knot is used as a junction knot that ties two different ropes of the same diameter.



- Make a classic knot, like the one you make first before tying a bow on your shoelaces (called a half-hitch), as you usually would, passing the right end over the left end.
1. shoelaces (called a half-hitch), as you usually would, passing the right end over the left end.
 2. Then, pass the left end over the right end and repeat the same classic knot.
 3. Tighten and it's done!

ROUND TURN & TWO HALF HITCHES

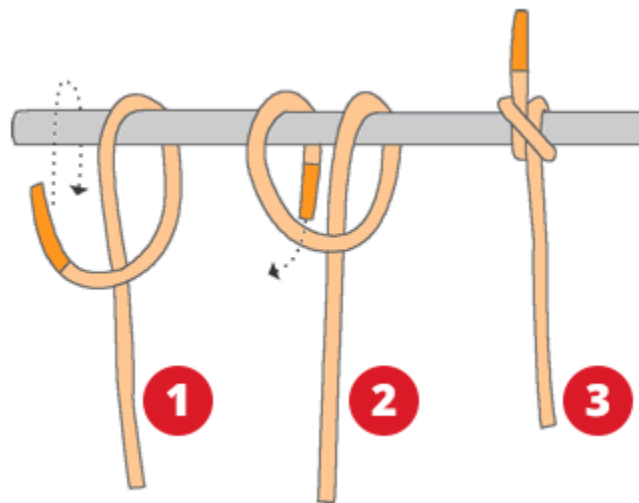
This essential knot is typically used to moor (park) the boat. It is a simple knot that can be easily undone, and is ideal for tying a rope to a post or a ring.



1. First, pass the rope twice around the post, ring, or anything similar to the latter. This is what we call a **round turn**; it will form one loop around the object. In this example, a horizontal post is used. This step is essential, as it takes the strain of the rope's tensions and allows you to tie a knot.
2. Make a first half-hitch, the "classic knot", around the standing end. Then, tighten it; this fastens the round turn.
3. Make a second half-hitch as a safety in the same direction, then tighten. Now it's done!

CLOVE HITCH

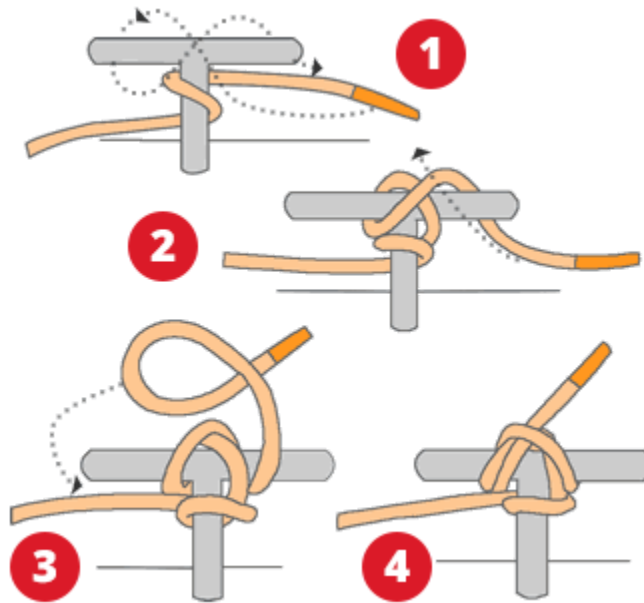
This knot is typically used to tie fenders (the buoys that protect the sides of a boat from dock collisions) when docking. It can conveniently be done using a single hand, for instance, holding the fender with one hand and tying the knot with the other. However, it can come undone on its own when there isn't enough tension in the rope, so it is not ideal for overnight docking or other purposes.



1. Make a round turn around the post, ring, or slot by passing the working end around the bar twice. Do not tighten it, as this will leave a loop around the post.
2. Make a second-round turn, this time pulling the working end towards you, through the loop that was made around the post.
3. Tighten to complete!

CLEAT KNOT

This knot is used on a cleat, which is a handy mechanism that is usually found along docks or sometimes on boats. It can be undone easily but is still relatively sturdy.



- Make a round turn around the vertical component of the cleat. This is essential, as
1. when you pull on the working end, it will relieve the tension in the working end of the rope.
 2. Pass the working end to the opposite side of where it is after the round turn, and form a figure 8 around the cleat.
 3. Make a loop with the working end, and place it over the eight knot on the cleat.
 4. Tighten to complete the knot!



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Module 5 : The Wind in your Sails

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Without wind, a sailboat won't be propelled forwards. While this seems obvious, it isn't always easy to understand how the sail must receive wind to move in the desired direction. A sailor must be able to recognize where the wind is coming from. Then, through learning the different points of sail, you will be able to adjust your boat's direction and sail positioning to best use the wind to gain speed. As these concepts are mastered, you will learn to make the most of your sail-powered boat!

WHERE IS THE WIND COMING FROM?

On land, there are ways to identify where the wind is coming from:

A flag

It can be located near a building or on a boat.

A wind indicator

Installed at the top of some sailboats, these indicators point towards the wind direction.

There are other methods that you can intuitively apply to identify the wind's direction, but these are not always worthwhile. For instance, throwing dried grass into the wind and seeing where it lands or trying to feel the wind on our face may give us a general idea, but is not the most precise method. Some mobile meteorological applications can tell you the direction of the wind, and this can also give you a general idea. However, the location of the wind indicator used to collect the information you find online must be near your location and near the water.

STARBOARD / PORT

To identify the left and the right, the nautical terms **Starboard** and **Port** are used.

These aren't always easy to remember, but **PORT** has four (4) letters, and **LEFT** also has four (4) letters, so remembering this can help you associate the two terms.

Another trick given to racing sailors is that the starboard tack has the **RIGHT** of way, and it is on the **RIGHT**.

WINDWARD / LEEWARD

Imagine a line from the stern to the bow of your boat that is splitting your boat into two parts (such as the dotted line in the figure below).

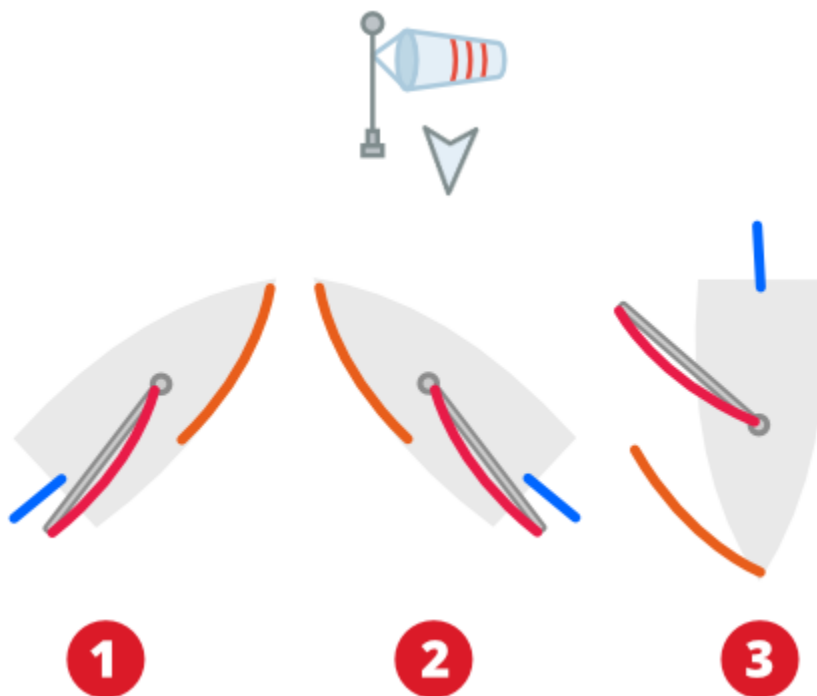


- 1. Windward** Being on the side closest to the wind.
- 2. Leeward** Being on the side that is furthest (opposite) to the wind.

STARBOARD TACK / PORT TACK

Your tack is the side of the wind you are sailing on. According to which side the wind is closest to, a sailboat can be on the **starboard tack** or on the **port tack**.

What about when you find yourself in between two tacks, and the wind is closest to your stern rather than a side of your boat? Your tack is the side opposite to where your sails are, which is the side that the sails are being pushed to by the wind.



1 **Stardboard tack**

2 **Port tack**

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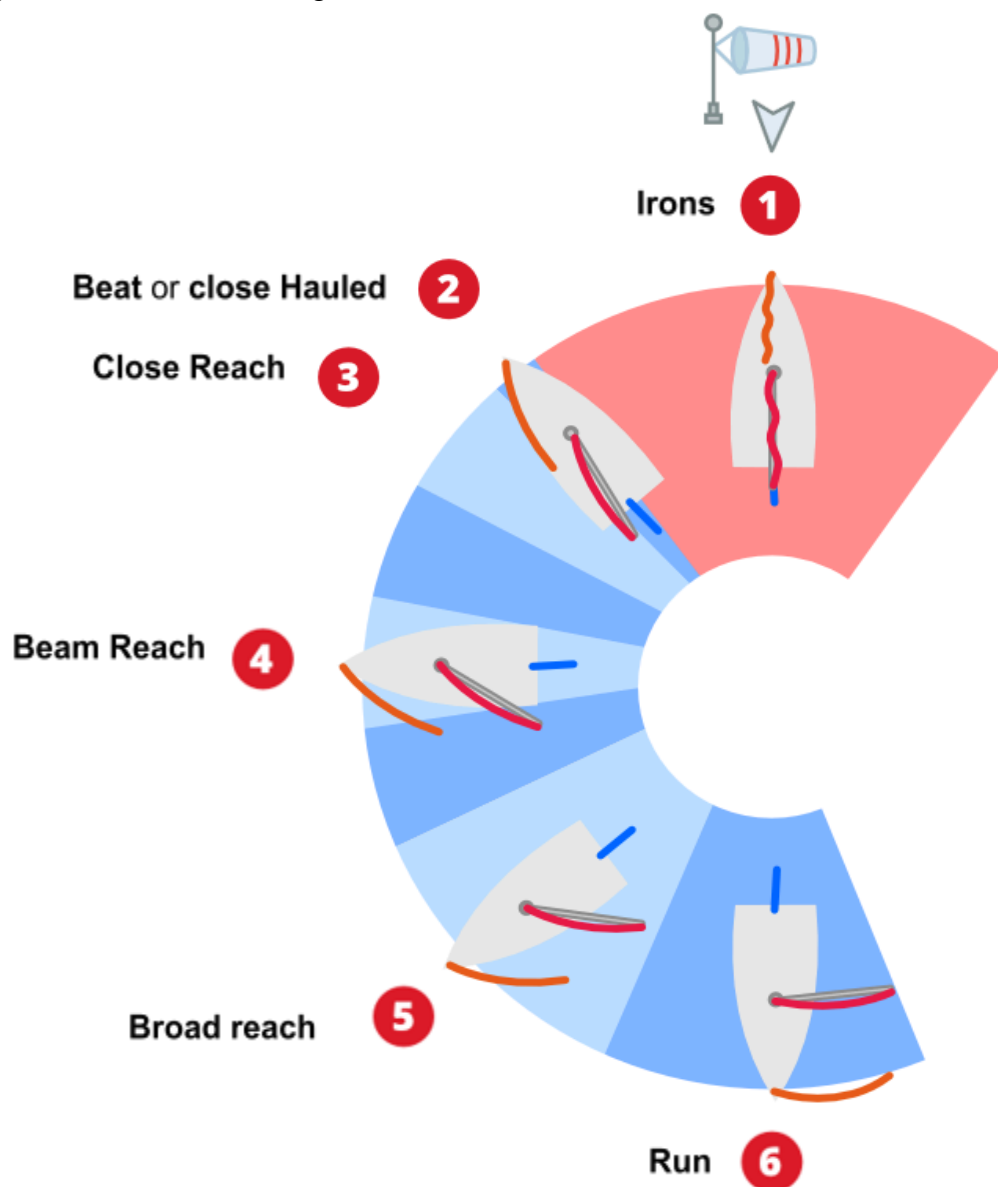
Module 5: The Wind in your Sails

CANSail Para I and II Theory

3 Starboard tack

POINTS OF SAIL

The point of sail is the direction to which a boat is pointing relative to the wind. In the figure below, the wind is indicated by the blue arrow. Each point of sail, indicated by different boats, requires a different sail adjustment. The jib and the mainsail should be placed at the same angle.



DIRECTION ADJUSTEMENT AND SAIL TRIM

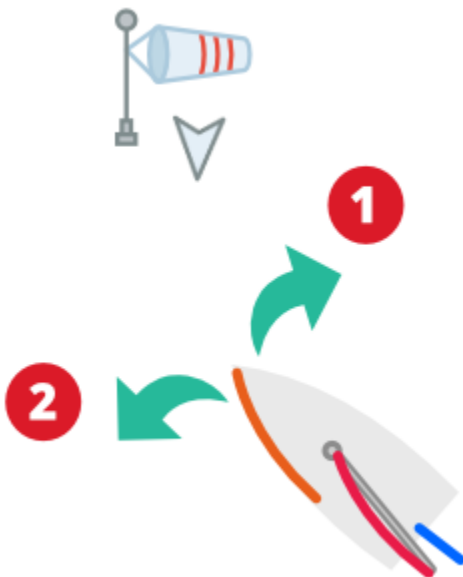
Sheeting in Pulling in the sails.

Sheeting out Letting out the sails.

These adjustments are essential to sailing. It is important to know the little details of these adjustments to direction. There are many more details to adjusting to each point of sail, but these are further discussed in CANSail Para III et IV. Let's start with the basics!

- | | |
|--------------------------------|--|
| 1. Irons | This is the “no go zone”, as there is no way to move forwards in irons. The sails will luff , meaning that they will move erratically, similar to a flag. The boat will not move forwards or take in any wind, thus making irons an ideal point of sail to stop or to lower the main if needed. |
| 2. Beat or Close Hauled | The sails must be sheeted in as much as possible, and this is the point of sail where the boat will have the most leeward heel (heeling to the side of the sail). |
| 3. Close Reach | |
| 4. Beam Reach | The sails are sheeted in so that the sails are at about half of their capacity. |
| 5. Broad Reach | The sails are sheeted in so that the sails are at about three quarters of their capacity. |
| 6. Run | The sails are completely let out. The wind is coming from behind, so there is less tension in the sails and there is a sensation of lower speed. |

HEADING UP / BEARING OFF



- 1 **Heading up** When the boat changes directions towards the wind.
- 2 **Bearing off** When the boat changes directions away from the wind.



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Module 6 : Change Course

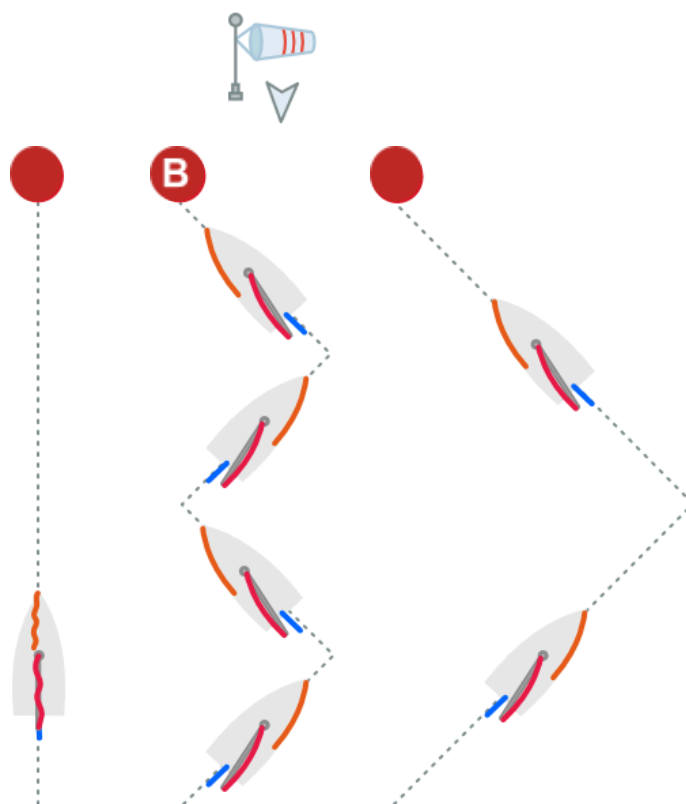
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Tacking

Sailboats cannot sail in irons, but when changing from the starboard tack to the port tack, one can go through irons to do so. This is called **tacking**. It is an essential skill to sailing.

Tacking is required, for instance, when a boat goes from the port tack to the starboard tack (C). It is simply when the bow of the boat crosses the line, and the sail consequently changes sides. A sailboat must have a good amount of speed to complete a tack to avoid stopping during the tack and staying in irons (A).



Here are the three steps to completing a tack :

1. First, ensure that your surroundings are clear, to avoid colliding with other boats or any obstacle that may be around. Then, communicate: ask your companion if they are also ready to tack.
2. If your companion replies “*Ready*”, respond “*Tacking*”. You can now begin to head up until your boat tacks.
3. Once the sails begin to luff, your boat will be in irons. Afterwards, when the sails switch sides and begin to fill back up (they stop luffing), bring your tiller back to the center, so that it forms a straight line with the rudder.

Gybing

Gybing is quite similar to tacking, but instead of crossing through irons to change tacks, your bow will cross through a run and change tacks. In higher wind conditions, it is always best to gybe at the top of a wave to prevent rocky or unstable gybes.

Here are three steps to complete a good gybe :

1. Again, ensure that there are no surrounding obstacles or boats that are obstructing the course on which you plan to gybe. If the coast is clear, ask your companion : *“Ready to gybe?”*

2. If your companion says *“Ready”*, respond *‘Gybing’*. Then, gently bear off to gybe.

3. Unlike tacking, the sails will not luff before changing sides, but will abruptly cross over and quickly fill back up with wind. Once the sails are on the other side, bring the tiller back to the centre and make sure that you are continuing in a straight course.



When the winds are high, the gybe will cross over quite abruptly. Therefore, it is possible to gybe smoothly by slowly pulling in the sail as you gybe to ensure a further gentle crossing of the sail. Feel free to ask your instructor about this or any gybing techniques!

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Module 6: Change Course

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Module 7 : Sail Adjustments

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There can be two goals when keeping your sails well adjusted:

<ul style="list-style-type: none"> • When your goal is sail power : 	For instance, in low winds, well adjusted sails maintain a fast yet stable boat; this is key to boat speed.
<ul style="list-style-type: none"> • When your goal is control : 	For instance, in high winds, well adjusted sails allow you to manage the boat and wind better, and help to allow you to head up or bear off without losing the fluid control of your sails.

Sail adjustment

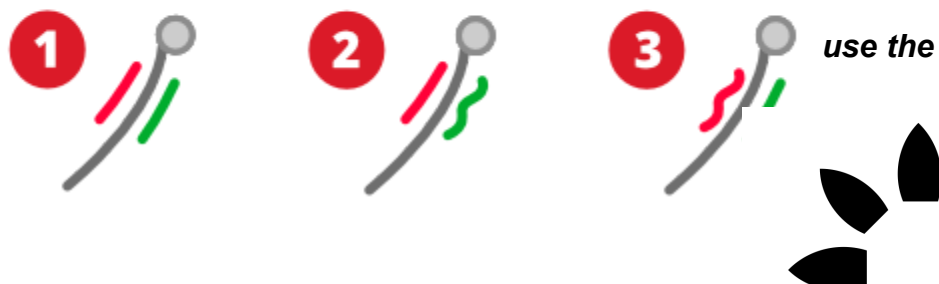
We adjust our sails based on the **angle of incidence**, which corresponds to the angle at which you can place your sails based on the desired point of sail. To adjust the sails, you can let out or pull in the mainsail and the jib to the appropriate angle.

The **ticklers** are indicators of when it is necessary to adjust your sail trim or your boat's direction to reach the correct point of sail. The ticklers are on each side of your sail and are pieces of string that are meant to fly straight when the sail is properly filled with air. On the right side of the sail (starboard), the tickler is green, whereas on the left side of the sail (port), the tickler is red.

Windward tickler : Tickler that is visible and closest to the sailor and wind.

Leeward tickler : Tickler that is less visible (behind sail), furthest from the sailor and wind.

How do you ticklers?



WHEN?

The ticklers best indicate the proper sail trim when sailing upwind, from a beat to a beam. After this point, they are less accurate.

WHY?

Straight flying ticklers are happy ticklers! When the ticklers are well adjusted, this indicates that the boat's pointing is correct and that the sail trim is well adjusted to allow the wind to travel fluently through the sail. When the tickler is oscillating, the wind is not travelling across the sail in a harmonious manner and the pointing of the boat or the sail trim needs to be adjusted.



HOW?

If the windward tickler oscillates, the sailor should either gently head up or pull in their sail, until the ticklers both fly straight.

If the leeward tickler oscillates, the reaction should be the opposite: the sailor should gently bear off or let out their sail, until both ticklers fly straight.

Happy ticklers mean a fast sailboat! One can master their ticklers with practice, and understanding the changes in the ticklers can allow sailors to recognize and associate the other effects of a change in air mass in the sail, such as the change in the sail's shape, or a sudden loss of boat speed. Recognizing this helps to avoid losing speed, and sailing faster!



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Module 8 : Rules of Sailing

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A. Priority Rules of Sailing

Just like on the road, there are rules of the road when on the water! This avoids collisions, and enables safe sailing for all sailors!

1. A boat that is on the **starboard** tack has the priority over one that is on the **port** tack.

Thus, if *S* is on starboard and *P* is port, *P* must avoid *S* so that *S* does not need to change her course.

2. A boat that is **leeward** has priority over a boat that is **windward**.

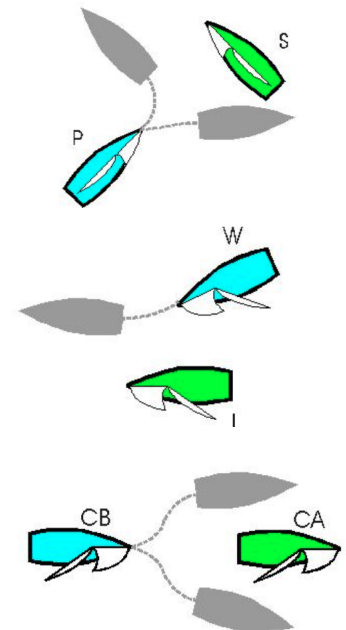
Thus, if *W* is windward whereas *L* is leeward, *W* will need to change her course to avoid *L*.

3. If two boats follow each other on the same tack, the **faster** moving boat must avoid the one that is moving **slower**.

Thus, if the boat *CB* is moving faster than the boat *CA*, *CB* must keep clear of *CA* by moving over to the left or to the right.

4. A boat that is tacking or gybing must stay away from the other boats; before initiating a tack or a gybe, the sailor must check that the coast is clear!

5. Above all; **avoid collisions!!!** In any situation, to protect our beloved boats and sailors, collisions should always be avoided, even by those who have the right of way!






B. The Basic Racing Rules of Sailing

🏆 *Calling all fast boaters!* 🏆

A race is a predetermined course that at least two boats must complete. The first to the finish is the winner! At the start signal, typically a horn, whistle or gunfire, the sailors can start at the same time. As they follow the course, indicated by buoys, the sailors will travel with the goal to arrive first to the finish.

The rules covered in section A are essential to respect the other sailors, but in the racing world, a few other rules come into play! Here are some important ones:

<p>1. The one minute rule: If you are over the start line when there is one (1) minute to the start signal, there can be consequences. This depends on which flag is flown by the Race Committee.</p>	<p>a) I-Flag: You must round the pin (buoy that indicates the start line) or the Race Committee. </p> <p>b) Black Flag: Retire from the race; you are disqualified. </p> <p>c) P-Flag: Go back under the line and be sure to be under at the start signal! </p>
<p>2. If you touch, hit or have any contact with any buoy on the race course (pin or other)</p>	<p>Penalty! The sailor must do a 360° as soon as possible, while keeping clear of other boats.</p>
<p>3. Lorsqu'on entre en contact avec un autre marin avant le départ ou pendant le parcours et qu'on a pas la priorité.</p>	<p>If you are in the wrong: penalty! This is cause for a 720°. Thankfully, the Martin 16 class exceptionally asks for a 360° for any penalty.</p>

Do you want to race? After your White Sail course is completed, feel free to sign up to the racing program to experience your sailing passion with the adrenaline of racing!







LEARN TO SAIL

Module 9 : Know Your Waters

CanSail Para I and II Theory

Association Québécoise de Voile Adaptée
(AQVA)

Speed in km/h	Speed in Knots	Wave appearance
0 to 9	0 to 5	No waves, "mirror" 
9 to 19	5 to 10	Small waves 
19 to 28	10 to 15	Medium sized waves, some white caps 
28 +	15 +	Big waves, many white caps 

Maritime dangers

Like on any other lake, there are dangers on Lac Saint-Louis!

- a. **CURRENT:** The current on Lac Saint-Louis goes towards east (Towards Montréal city). Just like when you throw a ball at a specific place but the wind deflects it, current can deviate your boat's trajectory when trying to reach a specific destination. We have to adapt to the current whether we like it or not! For example, if you're trying to go towards a buoy but the current pushes you to the left of that buoy, you'll simply have to aim to the right of the buoy. Then, the two forces will balance each other out and you'll go straight forward.
- b. **SHALLOW WATERS:** Sometimes there are obstacles underwater that you can't see. Generally, buoys tell us where its places are to avoid them. Note that white buoys with a yellow diamond between two yellow lines indicate the presence of an obstacle or shallow water.

Obstacles to look for on our lake:

- Shallow waters to the left of the marina's exit
- Sandbank in the middle of the channel (near the two large lighthouses)
- Lighthouse sunk between PCYC and the Club Royal Saint-Laurent
- Any visible rock



c. THE CHANNEL

Although there is a maritime rule that indicates that sailing boats have priority over motor boats, it is always better to avoid the channel.

A boat sailing **upstream** (against the current) must keep the red buoy of the channel to their right and the green to its left.



A boat sailing **downstream** (with the current) must keep the red buoy of the channel to their left and the green to its right.



So, when we see a channel buoy, which looks like the image on the left, or sometimes is white with a green or red strip, we must make sure not to be between two of these green and red. It is better to stay away from these buoys.



LEARN TO SAIL

Module 10 : Know Your Waters

CanSail Para I and II Theory

Association Québécoise de Voile Adaptée
(AQVA)

How do I Choose The Right Life Jacket?

Wearing a lifejacket on the water is essential; it has the power to save our life in a dangerous situation. However, not every life jacket is made equal. This means that choosing a life jacket that is the right style and fit for you is paramount. Here are a couple basic guidelines to making the right decision.

- Make sure the life jackets max weight capacity is higher than your weight
- Coast Guard certified life jackets are preferred
- Comfort! The lifejacket should comfortably hug your body and be relatively easy to get on and off.

Some kind of Personal Flotation Device (PFD) is necessary on the water. If your disability does not allow you to wear a life jacket other kinds of PFD's are available. Communicate with the AQVA to find a better option.

What happens if the boat capsizes?

Boats without a keel can capsize. This does not happen with the Martin 16, but if it does with other sailboats, sailors must use their weight to right the boat. Here's how to do it:

- Make sure you are not injured or entangled in the boat's lines.
- Communicate with your partner to confirm that they are also not injured or in danger.
- Ensure that the sail is not cleated.
- Position the boat so that the bow is pointed into the wind. This prevents the boat from stalling once it is righted.
- One of the sailors must climb onto the centerboard to help right the boat.
- As the boat comes up, hold onto it and make sure it remains facing into the wind.
- Once the boat is upright, sailors can climb back on board from the stern.

What should I do if there is a person overboard?

If your companion falls into the water, you must turn around and approach them sailing into the wind. Make sure to pick them up on the windward side of the boat, and never lose sight of them. As you get close to the person in the water, ease your sails to reduce speed.

What should I do if I am being towed?

If the wind dies down or a storm is approaching, a boat will tow you back to the dock. If you have a towing line of at least 15 meters of floating rope, it will be used for this purpose.

What are the different types of boats?

The Martin 16 is a keelboat because it has a keel that prevents it from capsizing. A boat without a keel but with two sails and a fixed centerboard is called a dinghy. A catamaran has two hulls and is usually faster. The Laser and the Byte are single-sail dinghies. The fastest type is the windsurfing board. Finally, the Sloop-rigged boat, once very popular, is equipped with a keel that runs almost the entire length of the boat.

What is hypothermia?

When a person is exposed to cold for a long period, their internal body temperature drops. This can be very dangerous if not treated. It is best to dress warmly when going sailing. Some symptoms of hypothermia include blue lips, loss of sensation in the extremities, shivering, fever, and difficulty speaking. If you experience these symptoms, return to shore as quickly as possible and get warm!

Is safety equipment required when sailing?

Yes! The Canadian Coast Guard requires you to carry the following items: a towing line (15 meters of floating rope), a whistle, a life jacket, a flashlight, a paddle, and a bailer. These items are mandatory for any boat at least 6 meters long.