

Garvey Crew Training Notes

Thomas A. Gibson

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Who Should Read These Notes, and When

The way to learn sailing is to go sailing with someone who knows how. You must experience it. Therefore, don't worry about this book, or read it, until you've been with us in the garvey at least twice. Our entire garvey crew training program is experiential. If you read these notes before you have been sailing in the garvey, you will get a jumble of facts and strange words in your head without a frame of reference to file them away. So don't do that. Come sailing with us.

When you've done a few jobs, when you've observed a lot of others, when you've seen how the whole day goes and the sails are rigged and the boat sails in various directions and heard several words, **then** read these notes. These are the reinforcement of the experience, not the prerequisite to going sailing.

Garvey Crew Training Notes

This document is aimed at novices who are studying to learn garvey sailing. But it does not describe details which can be learned from commonly available sailing books. There are several good books available at any book store. Get one on basic sailing, not an advanced one. Learn these fundamentals:

- directions: port, starboard, forward, aft, windward, leeward.
- names of things: spars, mast, boom, mainsail, mizzensail, sheets, leeboard, bow, stern, transom, rudder, tiller, thwart, deck, topsides, bottom, floor, dinghy, painter, mooring; that should be enough.
- generally how things work: sailing on a reach, a beat, a run, on a tack, tacking, jibing, how to lower an anchor, how to weigh an anchor, how to stow an anchor line, faking down a line, and how to tie three knots: bowline, reefing, and rolling half hitch. Also learn a proper tie to a cleat and a bit.

The Equipment

Know the equipment by its proper name. There are several words that describe the equipment better than, "that rope, the one by your left foot."

I will describe the equipment as it exists today, stored and cared for as I want it to be today. But things do change over a season, for example, the lines may someday be stored in other than a "red nylon bag," and this document will possibly not be updated. But overall things are simple enough I expect you will have no trouble adjusting.

Spars

The ***spars*** are the six long wooden sticks. In fact ***sticks*** is another quite proper nautical name for them; on the plans we worked from

they are labeled "sticks." There are three for each sail. The front sail and its three spars and associated equipment together are the **main sail** sometimes called the **main**. The back sail is the **mizzen**. But we don't say front and back on a boat. We say **forward** and **afterward**, or simply **fore** and **aft**. So the main sail is forward, and the mizzen is aft.

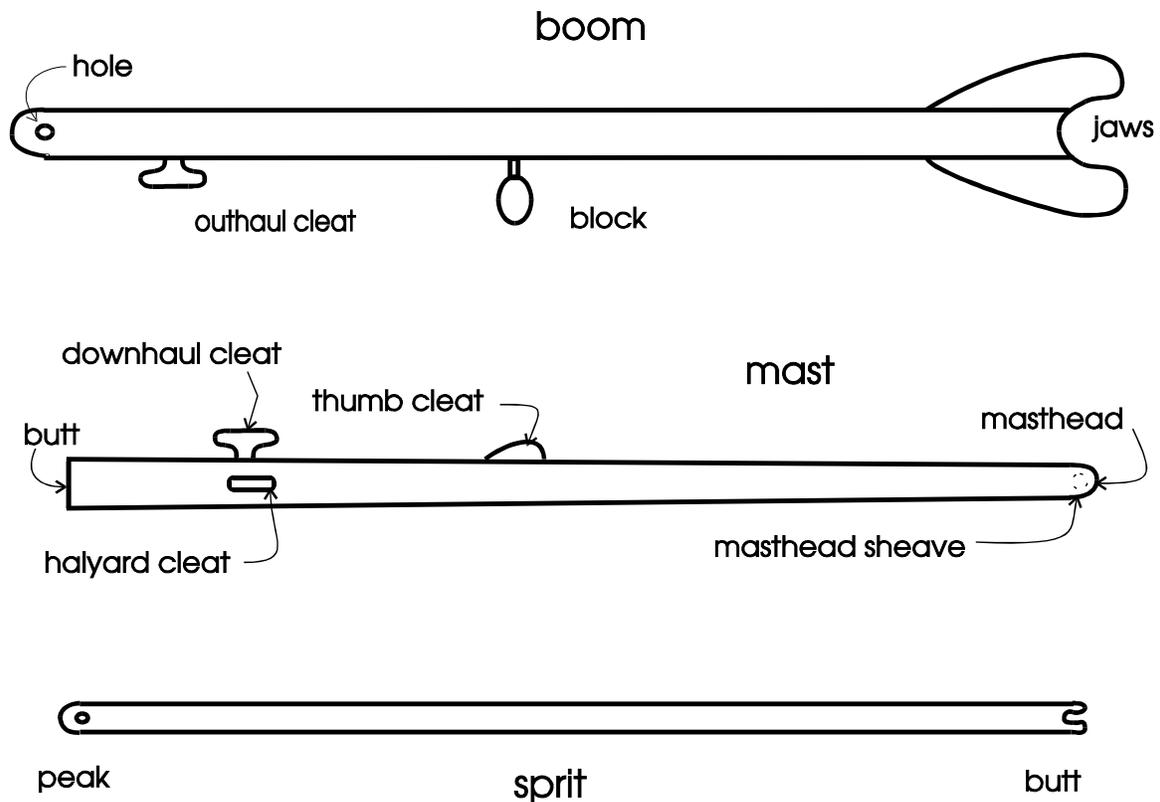


Figure 1 - Three Spars

Each sail has three spars. In the order they are put together, these are:

The Mast

Goes upright into the the hull. The place it goes into is call the **mast step**. The mast is square on one end, then rounded to the top. The square end is the **butt**, and the top is the **masthead**. Near the masthead is a carved out opening with a pulley wheel mounted inside. A pulley wheel is called a **sheave**, and this one is the **masthead sheave**. About six or eight feet above the butt of the mast is a small button of wood screwed on. That is the **thumb-cleat**. And a bit below that is a standard cleat, called the **halyard cleat**. When the mast is up, the thumb-cleat is aft and the halyard cleat on the starboard side of the mast.

The Boom

Goes along the bottom of the sail. It has a heart shaped pair of **jaws** at its forward end. These hug the mast while sailing. Back a ways a pulley is mounted. But we don't say pulley, we say **block**, and you will notice it is really a block of wood with a sheave mounted inside, hence the name. Back still further is a standard cleat. And at the aft end is a large hole.

The Sprit

This is a long stick unadorned by blocks, sheaves, or cleats. It is used to push the peak of the sail up, this being the highest point of the sail. It has a hole at the peak end, and a notch at the butt end.

The spars are stored on the **benches** tied down so they won't rattle when the boat is jostled by waves. They are fastened down with straps or lines at the end of the day.

Sails

The **sails** are made of dacron, a material chosen because it does not stretch. The sailmaker sews a slight belly shape into the sail, and is relying on this no stretch property. Three of the edges are roped, and these are called **bolt-ropes**. All four corners have large brass grommets very strongly mounted (study how the sailmaker does this, sometime), and two of the roped edges have a series of smaller grommets mounted every 12 or 15 inches along the edge just inside the rope. To all these grommets except one, a short line has been attached, some are double ended. There is a sailmakers label in one corner. That particular corner is called the **tack**. In fact every corner, and every edge has a name. That makes eight names to learn to describe a sail. The four corners are:

The Tack

The lower forward corner, where the boom meets the mast. This is where the sailmaker puts his or her label.

The Throat

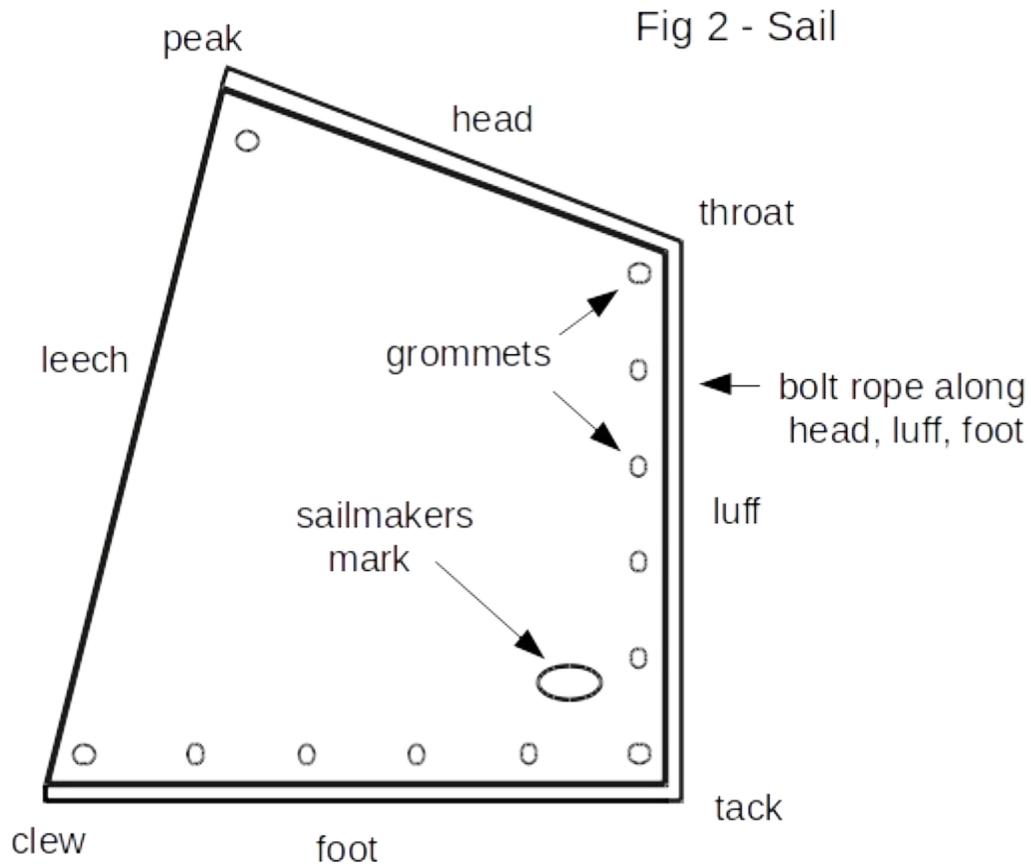
The upper forward corner, at the top of the mast. This corner has a very obtuse angle, about 150 degrees.

The Peak

The upper most corner of the sail, held up by the sprit. A line about eighteen inches long is attached to the large grommet at this corner, and is called the **peak uphaul**.

The Clew

The lower aft corner, at the end of the boom, and held out by the boom. A line about two or three feet is attached here, and is called the **clew outhaul**.



The four edges are:

The Luff

Along the mast from the tack up to the throat. It is roped, and has grommets and the mizzen has double ended short lines used to tie this edge to the mast. The main uses a different technique.

The Head

The top, from the throat to the peak. It is roped, but has no grommets and therefore no lines.

The Leach

The aft edge, unroped, from the peak to the clew.

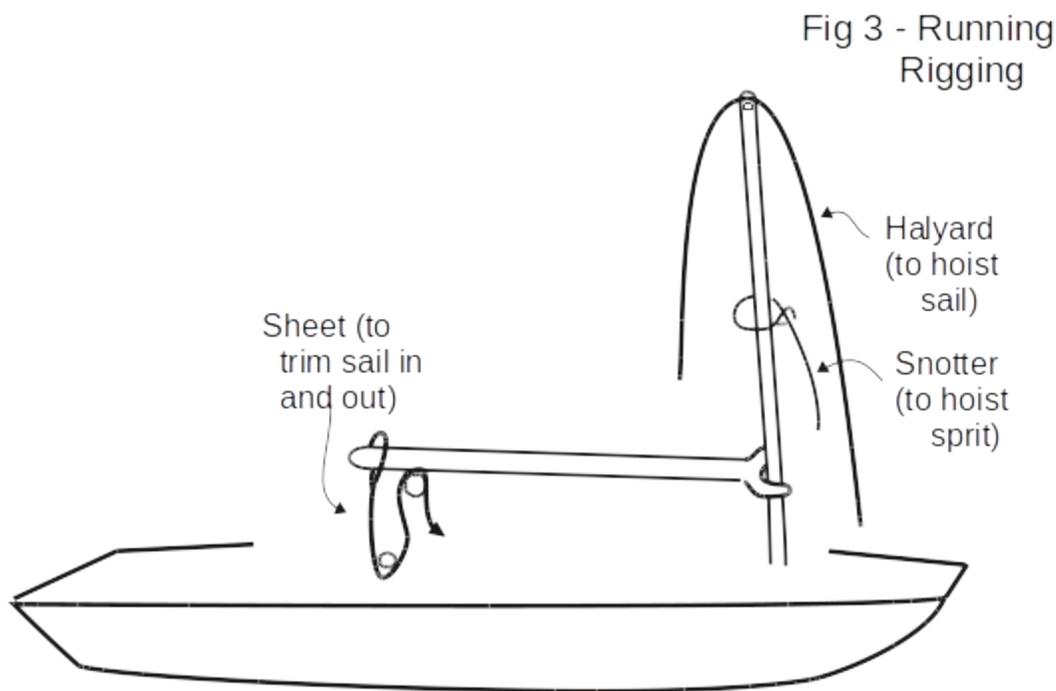
The Foot

The lower edge along the boom. Roped, has grommets and lines. Each sail has a sail bag, and at the end of the sail they are removed from the spars, folded, and put into the respective bag. The lines for the sail properly hanked down go into the same bag. Folding and hanking is described later.

I would suggest you sit down and draw a picture of the sail, and label its parts. Try to get the angles and proportions correct. Fasten it to your cereal box and read it every morning with your breakfast.

Running Rigging

Later on I'll explain how to rig and hoist the sail. But to continue with the equipment we come next to halyards, sheets, and snotters. These collectively are called the **running rigging**. Running rigging is used during sailing to hoist the sails, and to adjust the trim of the sails to the wind. In the order in which they get attached when hoisting sail, the running rigging is:



Not shown: Mizzen Sheet, Halyard and Snotter.

They are like the ones for the main. The block is on the tiller.

The Halyards

These hoist the throat of the sail to the top of the mast. A halyard is about twice the length of the mast. When the sail is down the halyard runs from the cleat on the starboard side of the mast up and through the mast head sheave, and back down and onto the other cleat.

When the sail is hoisted, the halyard is tied to the throat grommet, through the mast head sheave (all this is at the top of the mast), and down the mast to the cleat, where it is firmly attached. About 15 or 20 feet of "extra" line, called the **free part** is neatly coiled and hung from the cleat, or laid on the deck or thwart.

The Sheets

These lines are used during sailing to adjust the trim of the sails to the wind. One end is tied to the boom. It runs through blocks on the boat and the boom and ends up in the hand of a crew member whose job is to trim that sail. Sheets are long, because when the sail is all the way out it takes a lot of sheet.

The Snotter

This is a very specially made line that is characterized by having a stainless steel eye spliced into its middle. It is short, only 5 or 8 feet long. It is used to hoist the sprit.

All these lines are kept in a red nylon bag.

Other Equipment

Life Jackets

The **life jackets** are stored forward under the deck. Open the storage locker to get to them.

The wearing of life jackets is compulsory at certain times. I'm a conservative on this, because life is involved. If conditions are nice, wearing jackets is optional. If I order them put one, they will be put on. In either case, if you cannot swim reasonably well in water over your head you will wear them during the entire sail. There is nothing wrong with this; old time sailers for the most part could not swim. I put on my jacket when conditions suggest something **might** happen. That's a long time before conditions get dire, or downright frightening. That's when I'll usually order everybody else to do likewise. Age 12 and under wear life jackets always.

Bailing and Cleaning Equipment

There is a bailer, a bucket, and a sponge. The bailer is tied to a string near the front of the cockpit. It is just a gallon plastic jug with the bottom cut off. The others are stored under the fore deck.

Anchor

The **anchor** is a fourteen pound Danforth anchor, shackled to eight feet of chain, shackled in turn to 50 feet of 1/2 inch nylon line. By all measures, this is a very adequate and safe anchor for any conditions the garvey will ever be in, picnic anchoring, overnight, or storm. But because it is adequate, it is also sizable and a bit of a pain. The anchor is stored forward on the floor, in a special way, ready for instant use on order. A section below gives all the details how it is stored, as well as how to use it.

Docking Lines and Fenders

Docking lines are used to tie the garvey to a dock. They are stored under the aft deck.

Fenders are white rubber tubes about 4 inches diameter by 12 inches long with an elbow at the top. A 10 foot line is spliced to that elbow. When at a dock you hang them over the side to absorb blows from the dock, or pilings, or ugly iron often bolted to the sides of docks or pilings. The long lines are there to give lots of adjustment options. Fasten to cleats, to benches, to masts, or to anything handy. One fender without elbow is used outside the leeboard which would otherwise rub the dock.

When not in use, they are stored under the after deck.

Other Stuff

A large plastic jar has tools, spare bottom plugs, wax, spare stuff like small lines and cord for repairs, etc. It is stored in the forward locker.

The **rudder** is in the back, and is attached to the boat with stainless steel hardware called **gudgeons** and **pintles**. The aluminum blade does the actual steering, and pivots up in shallow water.

The **tiller** is the long stick from the rudder forward into the boat. It should be left tied very tightly between the two aft benches so it doesn't swing back and forth as the boat rocks at the mooring. Note that it hinges upwards on the rudder and has the **uphaul line** to pull the rudder blade up.

The registration should be stored in the waterproof tool jar.

Personal Equipment

Wear clothes that you would work in. Sailing is a hot and sweaty activity. They will get wet with salt water, too. Wear sneakers or other rubber soled shoes. The sun can be very hot on the water. You may want to consider a hat, sun glasses, sun lotion, and a long sleeved light colored shirt. I also bring a complete suit of rain gear, and my own life jacket. (We have life jackets on board, but they are not the most comfortable type.)

A Day on the Water

You arrive at Oyster Point, and park on the road in a proper place. (Don't use a numbered space.) If you're early, check the tidal currents and the wind. The currents can be judged by looking at water flowing past the dock.

The first crew to arrive does these tasks:

- open the gate for others
- go aboard, loosen the aft lines and tighten the forward lines (this makes it easier for others to come aboard)
- unlock the lockers, and get out the sail bags
- start rigging (see section below on rigging)

When rigged, then others can board and we leave the slip. This is easy if the tide is on the **ebb** (out bound). But with a **flood tide** (in bound) the current forces the boat stern north possibly swinging the boat before it is out of the slip. The crew knows the drill, so give them room to do their thing. If they need help you will get instructions. (Section below has details.)

We leave the slip, row out a bit, and then hoist sail. A sail up and down the river is very pleasant and relaxing. Our experienced crew members will teach the new members several useful jobs, starting with easy ones and advancing at the individual learning pace of each crew member. The first job is how to rig the sails, and hoist them. While sailing you may adjust the trim of the sail, that is, its angle to the wind. To do this you use a line called the **sheet**, in laymans terms a rope to pull on or let out. Almost all "ropes" on a boat are called **lines**. The only rope that is a rope is the bolt rope. (Actually I read a list of nine ropes called ropes on a ship. One is the bell rope, but I forgot the others.) On just about every boat you'll ever be on these days, all ropes are lines: the anchor line, etc. Now all these lines have names, depending on their purpose: halyard, sheet, anchor line, traveler, outhaul, downhaul, snotter, and so forth. Probably the first a new crew member becomes familiar with is the sheet. It connects you, a person who pulls on it, to the boom, the stick along the bottom of the sail. There are a few pulleys along the way. They are there to make the pull easier if it is blowing hard and the sail has a lot of wind pressure you are pulling against.

Even if you have a job while sailing, and its more fun if you have a job, look around and enjoy the river. The Navesink river is shaped like an hour glass. It has a tide normally about three feet from mean high to mean low tide. There are buoys around, some placed by the government and some by private organizations. Learn by asking. Notice the tide flowing by a buoy. Notice the variation in the wind as we sail through the narrow portion of the river, I call it the "gut", that

separates the upper from the lower river. Notice the anchorages, the houses, the docks. Look at all the little beaches, all private unfortunately, and some are the exposed portions of sandbars that jut out into the river quite a ways. We must know where these places are, especially at low tide. Notice where the government channel is. It is heavy with traffic, especially motorboats. There are large open areas of water where the traffic is practically nil, these are where we like to go. Red Bank is a nice place to go to. It has a nice riverside park, and a very nice anchorage to sail round. My club, the Monmouth Boat Club, is there with a beautiful old fashioned club house, with three white painted railed porches on three decks, and blue awnings. They donated our mooring, saving Clearwater much bucks. Sailing down the river we go by the osprey nest. Further down McLees creek is an interesting place.

And finally back to Oyster Point. Before entering our slip we must drop the sails, then start rowing. The crew knows the drill, and you may be asked to help.

Once secure in the slip, we unrig the sails, pass them forward to someone on the dock, fold them and bag them. We bag the lines, stow all gear where it goes, remove personal stuff, and make a final check that everything is ok.

Now the work is done, and we may all leave. Or maybe we'll all go somewhere and recap the sail, or just talk.

Skills

Knots

The whole idea behind proper knots is that they should be easy to **untie** even after strong tension is applied. You only need to know a few. Learn to do them quickly and properly. And **always** use the knot other sailors would use in that situation, so they are not fooled if they must untie your work in the dark, or when the lines are wet and tight.

You can learn these from any good sailing book:

Bowline

The sailor's basic knot for putting a loop in the end of a line. This is used in very numerous places: the halyard to the throat, the peak of the sprit to the peak of the sail, and lots of other places. Used to attach the painter to the dinghy. It's not a slip knot, and will retain the loop length you put into it.

Reefing Knot

Also called a square knot. It is used for attaching the sails to the booms and masts, and as a general purpose tie for two lines meeting end to end. Sailors always call it a reefing knot. Only

landlubbers call it a square knot. It is easy to tie this wrong, and end up with a "granny" knot, which will cause a lot of misery when you need to untie it. So learn this one very well, and learn to recognize when it is right and when it is wrong.

Constrictor

Used when you want to snug a loop around a stick. We use it for attaching sheets to the booms, for example.

Rolling Half Hitch

Also called a fisherman's knot. It is a slip knot and is used when you want to snug a loop around the article being tied to. It is an alternative to the constrictor for attaching sheets to the booms, and has other uses.

Tie to a Cleat

Technically not a knot, it is the proper way to attach a line to a cleat. A cleat is the block of wood with two horns on the side of the mast, and a few other places. There are two iron cleats on the after deck. A bit, aka Samson Post, is a variation, the square post of wood with the dowel through it on the foredeck. You must know how to tie lines to these so they will be easily and quickly untieable when needed.

That's all you need to know, these five.

Garvey Skills

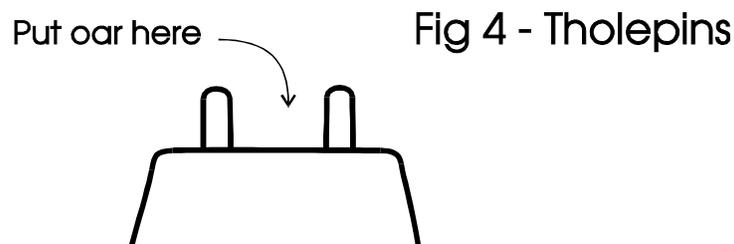
On the boat you will need these skills.

Rowing

There is a variety of oars varying by length. Two of each: eight, nine, and ten feet. Which to use depends on the rowers strength.

There are four rowing positions. They are far apart because we do not do synchronized rowing on a work boat. When rowing just pull at your personal normal pace.

The stronger rowers should get the longer oars, and the less experienced the short ones. The eight footers are good for kids about 10 years or so.



Somebody must steer when the boat is being rowed.

If only one or two people row they should be the most experienced, and they should use the long oars at the forward station. If more are rowing, then include the short oars at the aft station. You can row sitting down facing aft, or standing up facing forward.

The important thing to accomplish rowing is to give the boat thrust. You needn't steer, using traditional rowboat techniques, because that is done by the helm. But occasionally, the helmsman will call for help with one of these orders:

"pull starboard"

"back port"

"rest port"

As soon as you grab an oar and sit and start pulling, make yourself conscience of whether you are on the port or the starboard side. Remember, now, you are facing aft, so things are reversed from the usual slogan. Starboard is **left** when facing aft! As soon as you sit down, say to yourself, "I am on the starboard (port) side."

Pull means pull, or it may mean pull harder for a few strokes. It depends on the degree of urgency in the skippers voice. **Back** means to reverse row, i.e. lean backward, put oar in water, **push** oar hard, take oar out, repeat this until another order for your side. Just remember, **back** means **push** and you got it.

You will often have to row with sails and sprits and booms on the thwarts all around you in a seeming mess. You will often have to row with others working around you, dropping sails all over you. Enjoy it all!

The Lines

All the lines are stored in their respective sail bags. For rigging the sails, you will need to get these items out, and put them where they will be needed. Ask a crew which lines are which. They are not marked. So learn them by the type of rope and the size. The only way is to just learn which is which:

Halyards

A 3/8 inch twist line, probably already on the masts. Otherwise put on the thwart nearby, or go ahead and rig it on the mast.

Sheets

Large 3/8 inch braid line. Put it on the nearby thwart.

Snotters

Short 3/8 inch twist with two eyes spliced in. One eye in the lines middle has a metal eye, called a **hard eye**. The eye on the end is the **soft eye**. Put on the thwart nearby.

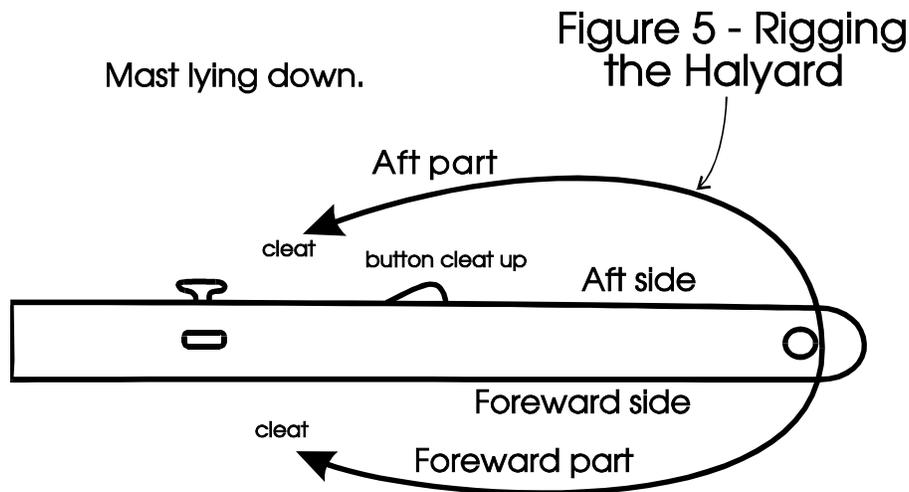
As you rig, everything is now handy where its needed.

Stepping the Masts

To **step a mast** is to raise it and put it into its upright position. The place it is put into is the **mast step**. So step is both a verb (to step, something you do) and a noun (a place in the hull where the mast is stepped.)

First, find the halyard for the mast you are about to put up.

Look at the mast. It has a butt, the square end, a masthead, the thin end with a built in sheave, halyard cleats, and a button cleat. When the mast is up, the halyard cleats must end up on the starboard and aft side of the mast, and the button cleat on the aft side.



Rig the halyard first. Run the halyard through the mast head sheave half its length. Bring both ends down to the halyard cleats. The two ends you have in your hands are called the **parts** of the halyard, you have a forward and an after part. The **forward part** comes out of the forward side of the sheave, the **after part** comes out of the after side of the sheave. Cleat them, one end to each cleat.

Now you are ready to raise and step the mast. One person can step the mast if they know what they are doing. Two is better for the mainmast. Let's do the mainmast first. For safety, everybody gets out of the boat except the two who will step the mast. The mast should be laying down on the benches, its butt is forward and its head is aft, with the halyard rigged. Also check the mast step to be sure it is clear: no lines or debris. One person gets on the foredeck, and the other goes aft to the masthead.

Lift the mast from the thwarts. Put the butt on the foredeck up against the bit. Make sure the forward side is up. To check that, make sure the halyard cleat is to starboard, and the thumb cleat is down. Now your ready. Walk the masthead forward, raising the mast vertically on the foredeck, pressing it lightly against the bit. When vertical, the two of

you quickly lift it off the deck and drop it into the step. Getting it down quickly into the step is the secret of making it all easy. Don't let it start to lean over.

The mizzen mast is easier. When properly stowed, its butt is aft and head is forward, just the opposite of the mainmast. Rig its halyard. It is an easy one person job to lift it and step it. Make sure the cleat is on the starboard side, and the button cleat aft.

Bending the Sails

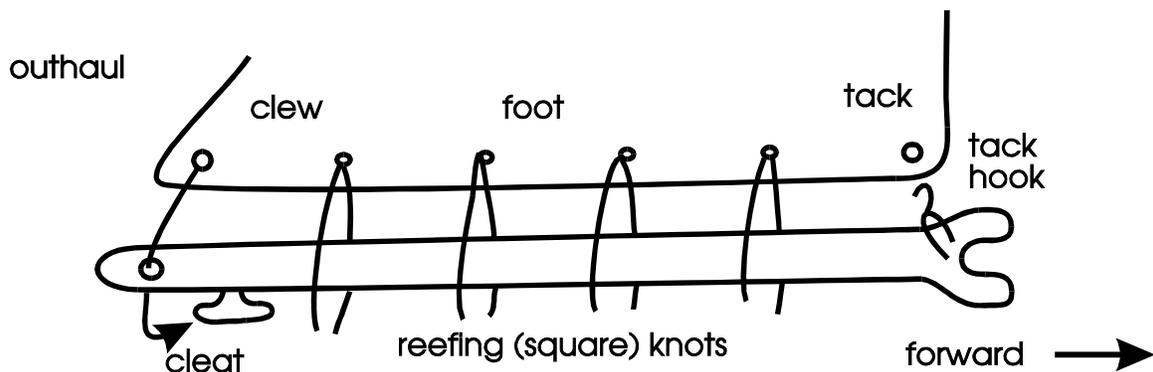
Bending means attaching the sails to the spars.

Look at the boom. It has **jaws** on one end, a big hole on the other. The jaws end fits around the mast. Properly stowed the jaws go forward, and the clew end is aft. There's a cleat, and a block, both on the bottom of the boom. Lay the boom out on the thwarts with the cleat and block down.

The two sails are in their respective sail bag. Take them out. The mainsail is noticeably larger (heavier) than the mizzen. Take that sail and unroll it. If it was properly stowed, it will unroll from aft to forward, that is from the clew end of the boom towards the jaws. Don't unfold it, just unroll it.

The first corner unrolled is the **clew**, the last is the **tack**. At the clew is a single ended line about two or three feet long, spliced onto a large brass grommet. At the tack is a large brass grommet. (If either of these corners don't match the description, then you have the wrong corners; the sail was not folded right. In this case, run you hand around the edge of the sail until you find the tack, and then back to the clew, and then sort things out before proceeding.) So now the situation is this: boom on the thwart, block and cleat down, sail unrolled along it clew aft and tack forward.

Fig 6 - Bending sail to boom



Tack hook first. Clew second, stretch foot and cleat.
Reefing knots along foot third.

There is a hook on the jaws, the **tack hook**. Hook it to the tack grommet.

Pull the sail out along the boom. When you reach the clew, pass the outhaul through the hole in the clew end of the boom. Pull it tight so it stretches the bolt rope. Fasten it to the cleat. Check that the tack hook is still hooked.

Tie the sail ties to the boom using reefing knots. This edge is called the **foot** of the sail. Tie each one moderately snug around the wood using reefing knots.

Note that for the mizzen this work is best done with the boom entirely in the cockpit. Also put the sheet on (described below) while it is easy to do so.

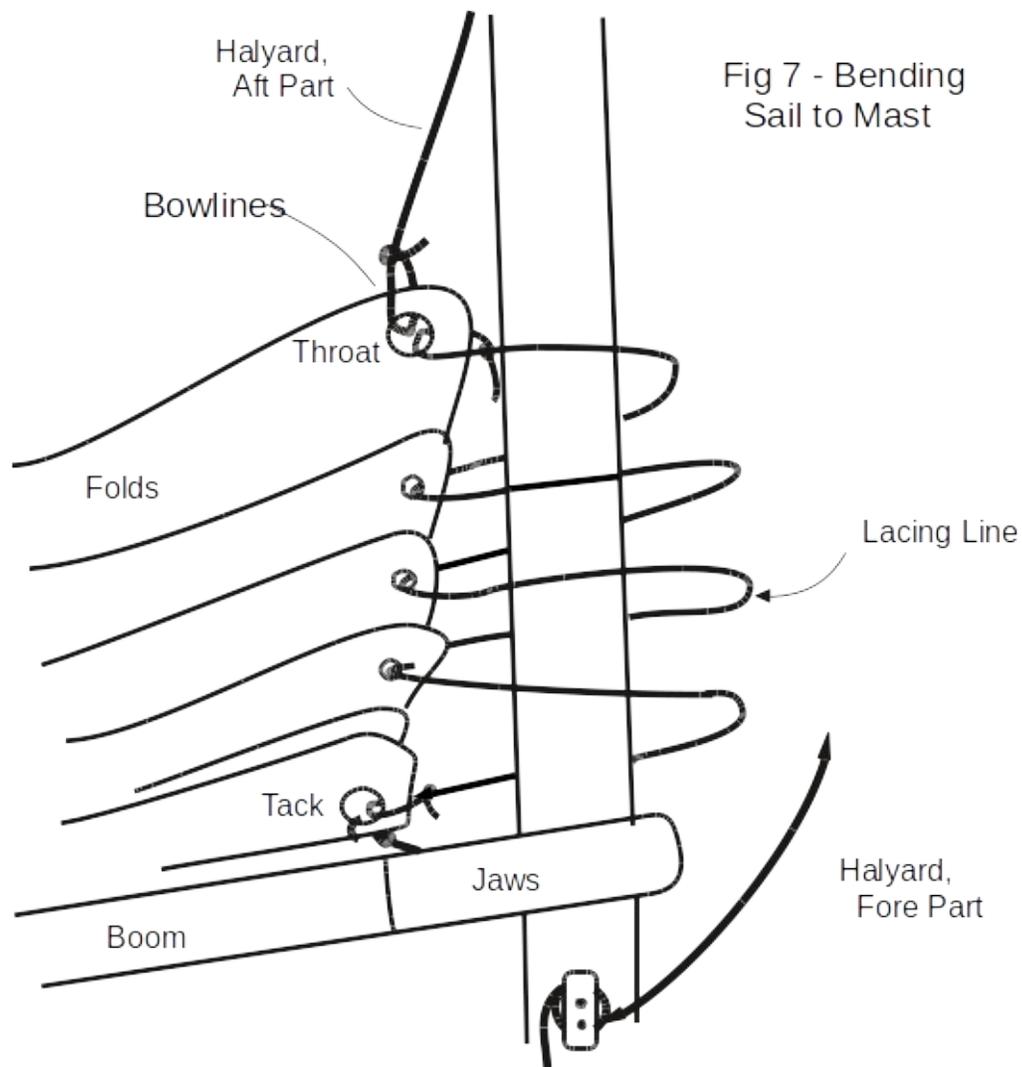


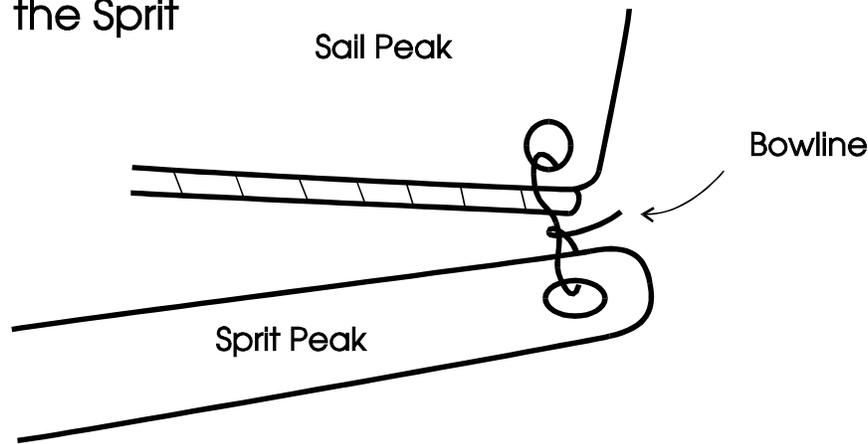
Fig 7 - Bending Sail to Mast

Put the jaws on the mast. If you are doing the mizzen, pick up sail, boom, and everything, and move it aft so it hangs over the after deck. Put the jaws above the halyard cleat. Now: (mizzen) start tying the sail ties to the mast; or (main) use the lacing line around and around the mast. Go from the tack of the sail, up the forward edge tying as you go. These can all be done one above the other down close to the jaws. You needn't stretch them up the mast, in fact you can't reach that high. So just stand by the mizzen mast, or sit on the deck by the main mast and tie/lace them. But be sure they are going on in the right order, and each above the previous. Tie them **inside** both parts of the halyard. When you reach the throat, there should be a large grommet with no line on it. Remove one part of the halyard from the halyard cleat. It should be the after part, i.e. coming out of the after side of

the masthead sheave. *Look up and verify this.* Tie it to the throat grommet with a bowline, small loop.

Now run your hand up the last bolt rope of the sail. It has no little grommets. At the end is the **peak** of the sail with a large grommet and a line about two feet long. Find your sprit.

Figure 8 -
Rigging
the Sprit



Sprit lying down with peak near mast

It has a butt end, with a notch in it, and a peak end with a large hole. The peak should be lying close to the mast, and the butt at the far end of the boat. Pass the peak line through this hole. Tie with a bowline leaving about four inches of line between the grommet and the hole of the sprit.

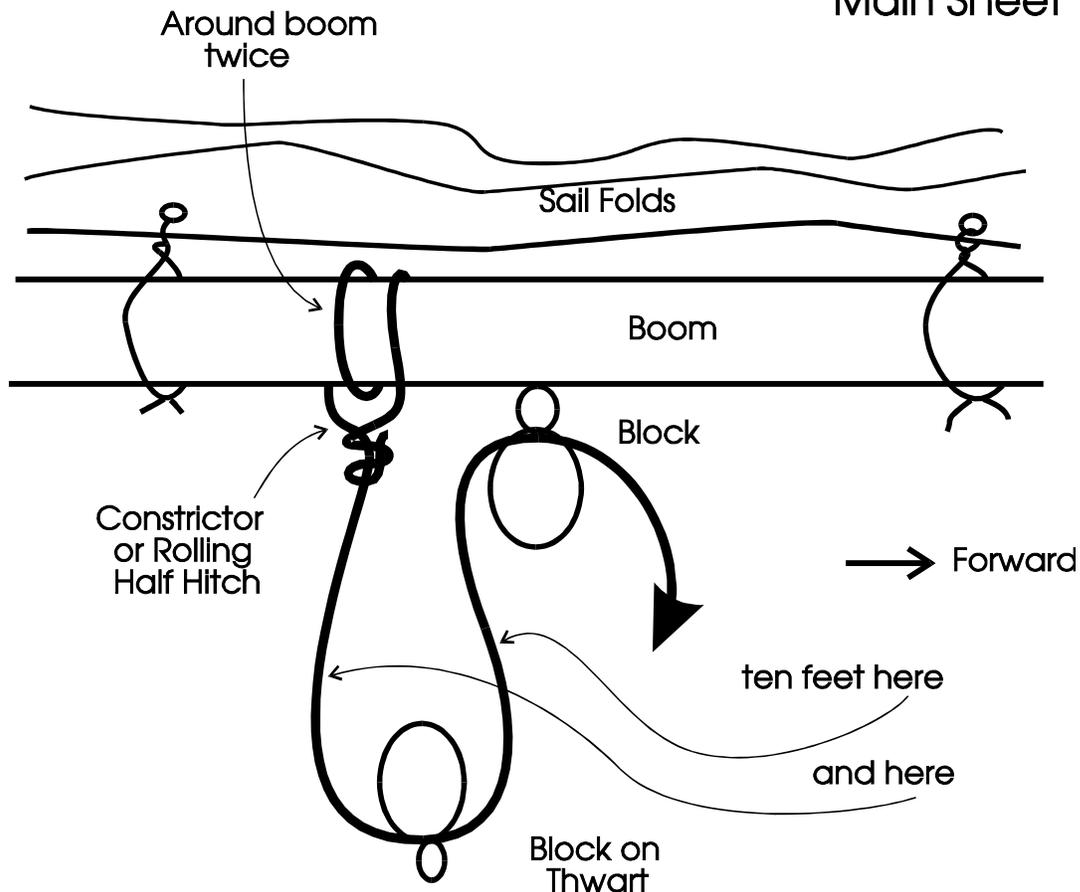
There is one job left to do. Actually this job can be done by a helper, if you have one, while you are tying the luff to the mast. This job is to rig the sheet for your sail. Each sail is done quite differently, so I'll write a section on each.

The Sheets

Tie one end of the sheet to the boom a few inches aft of the block. Pass it around the boom twice, and tie with a rolling half hitch, or if you know it, a **constrictor**. Snug the knot up close to the wood. I really do insist on a rolling half hitch here if you do not use a constrictor. A bowline won't snug up tight, and will let the hitch slide along the boom. That's bad. Another knot called a clove hitch is unreliable. Still another knot called a rolling hitch, and designed just for this, is really a fancy clove hitch. Not only is it hard to learn, but I personally don't think it's much better than a clove hitch. It will come undone while sailing. So we use two passes around the boom and a snugged up rolling half hitch, and I'm happy. If you know a constrictor knot, that's better.

Now get the other end of the sheet. Pass the whole sheet through your hands from the fastened end to the other, letting the parts drop loosely on the thwart or the floor. When you have the other end, lift up the block fastened to the aft thwart (main) or tiller (mizzen) and hold it upright. Pass the sheet through it fore to aft. Now find the block on the boom. Pass the sheet through it aft forward. Those directions are important, as they will avoid having a twist in the sheets when the sail gets hoisted. Now pull a lot of sheet through each block until you have ten feet of line on each part between the blocks. You are done.

Fig 9 - The Main Sheet



Double Check Everything

When you have been given the task of rigging a sail, you follow the above steps. Then double check your work. A quick memory aid is:

tack clew foot luff throat peak sheet snorter

If you look at the list it has four corners, two edges, and the sheet, listed in the order you rigged them. Plus the snorter, not yet rigged. Just check that it is ready on the nearby thwart.

After you've double checked everything, tell the skipper. Say, "Main (or mizzen) is ready." But don't hoist it. That requires another order from the skipper.

Hoisting Sail

When the order comes, hoisting sail should be done quickly. Properly done, the sail can be drawing within fifteen seconds, although we're not going to make a contest out of this. The promptness is desirable, but if you do things wrong because of unnecessary hurriedness, that is not desirable. So do things methodically, and you will see it just happens to go fast.

Be sure you left plenty of sheet between the various blocks. The idea here is that when the boom goes up, it needs to be free to swing about.

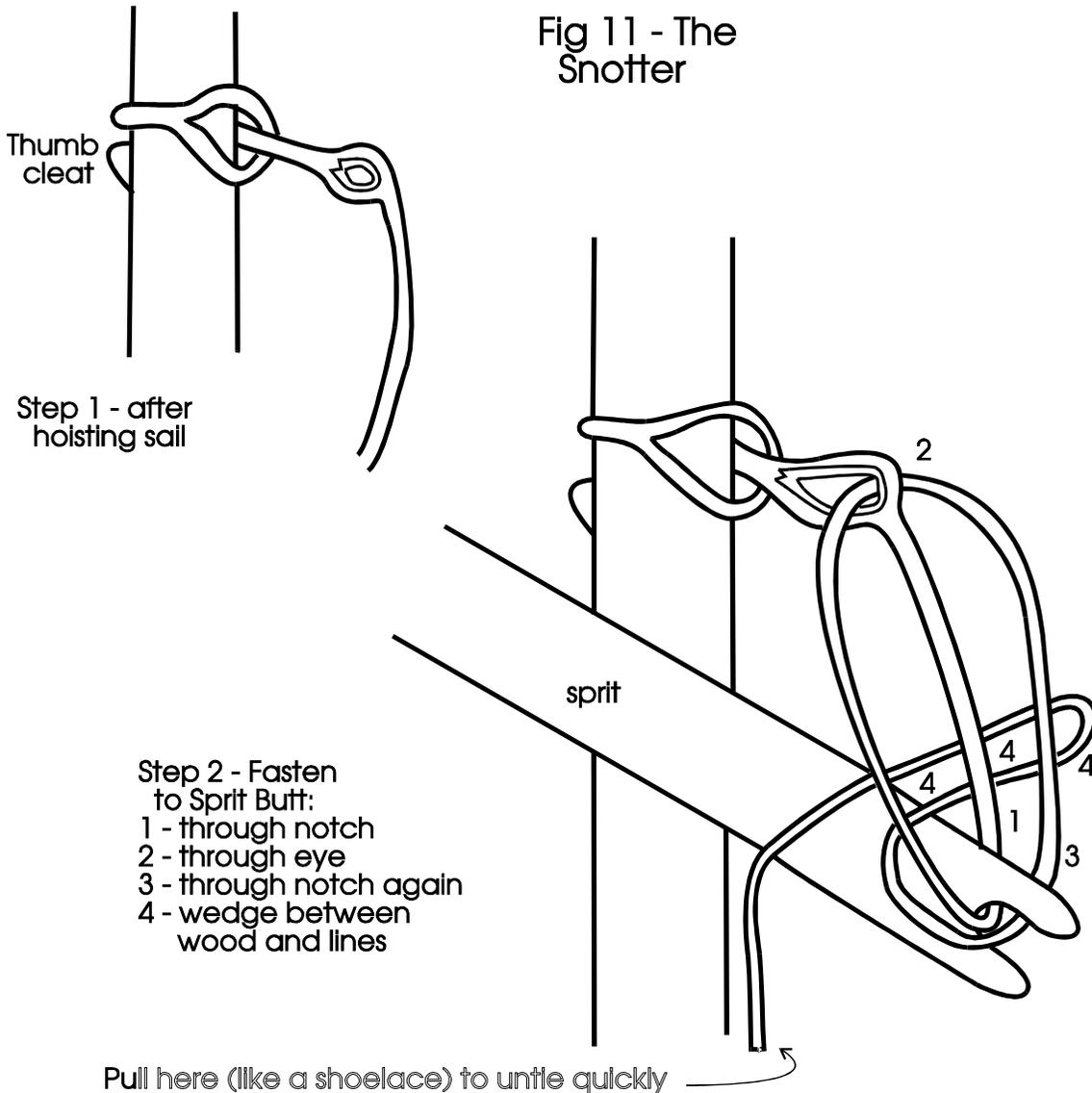
Be sure your snotter is handy.

Untie the halyard from the cleat. Look up and make sure it is not twisted around the mast. Warn everybody, because when you hoist others need to know to avoid the rising boom and sprit. After warning hoist away. As you hoist, the boom and the sprit will both lift off the thwarts. If you have a helper, the person can best help by lifting the boom just enough to take some pressure off the sail. Hoist to the very top, so the throat of the sail is right at the masthead sheave. Fasten the halyard to the side cleat on the mast. You will have fifteen feet or more of "free part" of the halyard. Let it drop on the floor for now.

Now stand up and rig the snotter. The soft eye goes around the mast just above the thumb cleat, and the entire snotter passes through the soft eye. Make sure the metal eye passes through, too. While your doing this, your partner should walk to the other end of the boat, get the butt end of the sprit, and walk it back to the mast. The secret here is to not fight it, it isn't a fishing pole. Just pick it up and walk it to the mast. Let the peak of the sprit go where it wants to go, which will be up in the air, because its tied to the peak of the sail. When you get to the base of the mast, the snotter tie-er should pass the free part of the snotter through the notch in the butt, and pull up. The sail is fully up, now. The sprit-walker is done. The snotter tie-er finishes the tie: pass the snotter free end through the metal eye, and then a second time through the notch. The "cleat" is the wedge formed between the wood of the sprit and the lines of the snotter. Tuck a loop of the free end into this wedge, and arrange it so that a pull on the free end pulls the loop out. The tie-er is done.

Now properly stow the halyard free part. Fake it down so it will run up the mast freely when we drop the sails.

Fig 11 - The Snotter



Dropping Sail

First undo the snotter. The sprit will come down quickly, so have an assistant handy to walk its butt to the far end of the boat and lay it down. Its peak will not come all the way down. While your assistant is doing this, reach up and remove the snotter from the mast, and drop it on the nearest thwart or the floor.

Next, undo the halyard from its cleat. Pull the luff of the sail down in large bunches, letting the halyard run up the mast. The ties should flow over the button cleat easily, but you may need to help them a bit. Don't lose the end of the halyard. Hold it until you can tie it to the cleat, or a sail grommet..

Leave things rigged, unless ordered to do otherwise. Neaten things up as much as you can so we can row, steer, or get around to do other jobs.

Sail Trim

As a new crew, this is likely to be your first assignment during the actual sailing. You will get detailed instructions from others. The important things are:

- the sail must be full of wind from luff to leech. When it is, it has a full curved shape.
- When not full, the luff (front edge) gets a back curl. This situation is called ***luffing***. It's not serious, we just lose a little horsepower. Your teacher will demonstrate luffing to you until you recognize it. When luffing happens, pull in a little until the sail is full again.

There is a limit, which we call ***block over the rail***. Pull the mainsail in until the block is over the coaming rail. Often the skipper will ask for "block over the rail." If you have the boom that close and the sail is still not full, just hold it there. It's the skippers job to correct the problem by steering a bit downwind to fill the sail. Block over the rail is used to move the boat upwind.

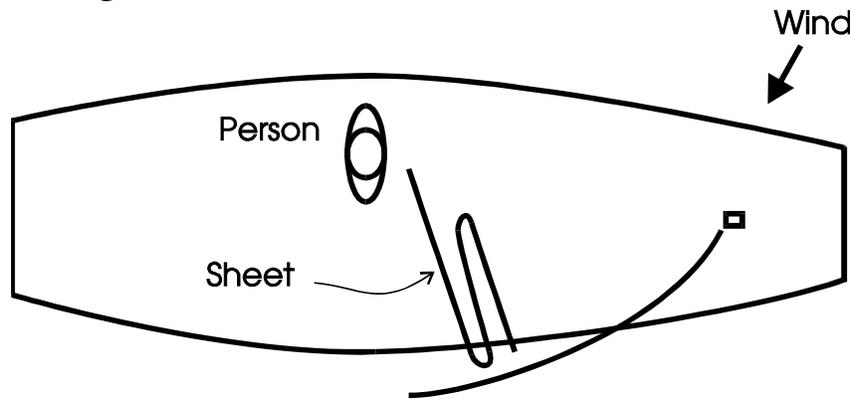
Otherwise, the sail should be out as far as possible without luffing. Out generates the maximum forward thrust.

So if you think about this a bit, out is good, luffing (too far out) is bad, and the wind is always shifting, so what do you do? The answer is *play it*. Run the sail in or out until its approximately right. Then ease it out two or three inches. Luffing? If so pull it in. If not ease another two inches. If still not luffing, ease another two. Keep doing this until you get an oh so gentle luff. Then pull in an inch or two.

If the wind is shifty, you may have to play your sail constantly. Also any time the skipper changes direction, you must ease or pull the sheet to compensate, then play it to find the edge of the wind again.

It takes a lot of experience to get the most out of a sail. But after even one sail, you should learn a lot, unless conditions are poor (no wind, or too much). It is a very satisfying skill to get the most out of a sail. And it makes you a valuable member of the crew.

Fig 12 - Sail Trim



Trim sail in or out with sheet

There are two other situations to be aware of. One is:

sailing to windward, also called
on a tack, also called
beating or
on a beat.

Four names for the same thing. What's happening is that we are trying to move the boat upwind. When on a beat, trim your sail all the way in to the limit, block over the rail, and just hold it. Don't over trim. Don't pull so hard you pull the mast down. Now when it luffs, it's the skipper's job, not yours, to fill the sail by steering off the wind a bit.

The second situation is maneuvers. You will often get explicit orders to ease or trim your sail. Ease is **out**. Trim is **in**. For some maneuvers we do over-trim briefly.

The Points of Sailing, and the Maneuvers

The points of sailing are: on a beat, reaching, and running. These terms describe the direction the boat is going relative to the wind. The maneuvers are tacking and jibing. They describe specific operations carried out on the boat to change its direction relative to the wind. Specifically, beating is to go upwind as best as possible. The other points are:

Reaching

Across the wind. Sails are out somewhat, and crew on the sheets should be playing the sails.

Running

Downwind. Sails are all the way out. Can't play them. On shifty days, watch out for a sudden jibe.

Tacking

When on a beat, shifting from one tack to the other. The boat is turned sharply upwind, through the "eye" of the wind, until it falls off with the sails filled on the opposite side.

To do this takes a cooperative effort by the helm (the person steering), and the two sail trimmers. You will be walked through your role.

Helm	First get a good speed on the boat. Choose a moment when the water is relatively smooth. Put the helm to leeward sharply, and tell other crew members, "Hard a'lee!"
Sail trimmers	At that moment, ease the mainsail sharply and a lot, and trim the mizzen to the limit.
Helm	Watch as the boat spins sharply into the wind. It will rapidly lose way, but if smartly done, it will come through the eye of the wind and fall slowly off on the other tack. The eye of the wind is when both booms are flapping right down the middle of the boat. Look at the mainmast and a point on shore. If you see even a small amount of turning in the right direction, hold on. You'll make it. If all seems halted, backwind the main, that is, push the main boom back from where it came from . That will kick the boat around. Then let go of the boom. It will swing over to the other side.
Trimmers	Adjust sails to the new tack. Play them until the boat has speed, then adjust block over the rail as the boat is rounded up.
Helm	Run the boat free a moment until it has good speed then round up onto the new tack.

Avoid back-winding the main (step 3 above) unless necessary. It kills all speed. If you do it keep it down to 3 to 5 seconds of backwinding, just enough to get the turning to resume. You will need a full minute to get boat speed up again.

Jibing

This maneuver switches the sails from one side to another when running downwind.

Helm	Turn downwind. Inform crew of intention to jibe, "Ready to jibe!"
Crew	Pull sails all the way in as the boat turns downwind. Everybody duck.
Helm	Watch the sails. Just as they start to come over, shout loud, " JIBE HO! " That's everybody's last chance to duck warning. Steer your new course.
Crew	As soon as the sail is over, let the sheet run out a lot quickly. Trim sails to the new course.

Anchoring

Very early during a sail, someone should check that the anchor is ready to use. The free end of the anchor line must be fastened around the mainmast step with a bowline. The line must be faked down so it will run out freely. The chain must be on top of the line. And the anchor itself on top of the chain. A neat little pile in front of the forward thwart on the floor.

If you are given the job of anchoring, here's what to do:

Crew	Check the anchor once again, as noted above. Especially check that the line is tied to the mast step. Pick up the anchor and put it on the thwart. Tell the skipper you are ready. Wait for further commands.
Skipper	Chose your spot and put the boat head to wind. When totally stopped tell the crew to lower the anchor. Keep the mizzen tight and the main loose, as that will keep the boat head to wind.
Crew	When ordered to lower the anchor, put it gently over the side. Be careful not to gouge the deck or the sides of the boat. Let the anchor down into the water letting the chain and then the line run through your hands. Lean over the side a bit while doing this. When the anchor hits bottom, inform the skipper, "On the bottom!" It is helpful if you can estimate how much chain and line went overboard. That way we know the depth we are anchoring in.
Skipper	Let boat drift backward.
Crew	The line will run through your hands only as fast as the boat drifts, which is slow. Do not tug on the line, as that would just drag the anchor across the bottom. Wait until some line is out, about three times the depth or more. Then give a tiny little tug. Feel what happens. Did the line firm up? If so, tug a little harder. If still firm, tug still harder. What your doing is setting the anchor. When really set, you will be unable to make it budge. Tell the skipper, "The hook is set!"
Skipper	Decide how much line to run out, based on proximity to things, the depth, and other factors. When the correct amount of line is out, have the crew fasten to the bit.
Crew	Fasten, and also put the line into the bow chocks.

Now sometimes when you tug what you feel is the anchor dragging along the bottom, sometimes bumpiness. Sometimes there is a momentary setting then a sudden collapse as it comes free. Report these problems to the skipper. Also let out more line and try again. If all fails, its the skippers problem, not yours. It often takes several tries.

Two things not to do. **Don't** give the anchor a mighty heave out over the water. Don't give it even a tiny little heave. Just slip it easily over the side. The skipper put the bow of the boat exactly where he or she wants the anchor down.

Secondly, if all the anchor line is out, **don't** omit the tie to the bit. It's tempting to think the tie around the mast step is good enough. It's

not. It will chafe very badly, wearing the line. Always make a proper fastening to the bit. Then put the line into the bow chocks.

To **weigh anchor** is to unhook it from the bottom, raise it, and get it back aboard the boat. It is done in a carefully designed series of steps:

When the order to weigh anchor comes, pull on the anchor line. (Leave it fastened to the bit as a safety precaution.) You will actually be pulling the boat up to where the anchor is set. This can sometimes be a hard pull, so if you need help, get some.

When you have pulled the boat up to the anchor, the line will be more or less straight up and down. Tell the skipper you have reached this point by saying, "**UP AND DOWN.**" You do **not** have to wait for a reply before proceeding, as you do with most other ready points. Continue pulling on the line. Now you are pulling to get the anchor flukes out of the bottom. This may be easy, but is usually medium hard, and sometimes very hard. Pull and pull. If you cannot "break out" the anchor, tell the skipper. He or she knows other possible maneuvers, and will take charge. But usually you will succeed. When the anchor is free from the bottom, tell the skipper **immediately**. The proper words are: "**ANCHOR'S AWEIGH!**" (Have you heard that one before?)

You're not done. Around you will be the bustle of the crew starting to row or to sail or raise sail. You, and maybe a helper, have the anchor line in your hands; over the side of the boat and down it goes and the anchor is hanging a foot or two above the bottom. Haul this up with reasonable dispatch. The more you've hauled it the more controllable the boat is.

As you start to haul chain, slow down a bit. Be careful here especially. That anchor can put a very nasty gouge in the bottom or sides of the boat. Lean out a little and haul up until the anchor is visible, and hold it away from the boat. Twist it if necessary until the flukes are hanging away from the boat sides. Don't bring it into the boat yet. You're still not done.

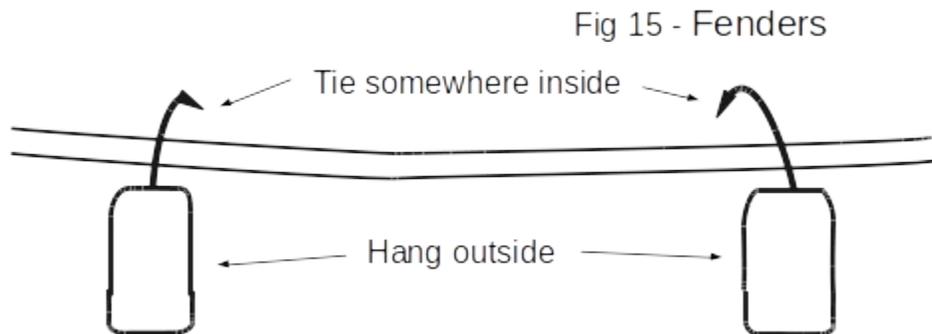
Notice anything messy? There's probably five pounds of muck in the flukes. Hang yourself overboard a bit and dunk the anchor several times until it is clean. If you must, use your hands to wipe it off. Then wash the final smears off. Wash the chain, too. There will be muck in the shackles, and the eyes. Only haul aboard what's clean. When the anchor is aboard, wash your hands. You're still not done.

The final job is to stow the anchor properly: line faked down starting at its mast step tied end to the chain, chain on the line, anchor on the chain, all a neat pile on the floor forward of the thwart. Now you're done!

Docking

The crew's job when approaching the dock is to make the skipper look brilliant. Truthfully, this will sometimes be very difficult.

Job one is to rig fenders on whichever side the skipper asks for them. Our fenders are very general purpose.



The fenders are white, tubular shaped, soft inflated plastic. Two have an elbow molded into the top. The elbow rests on the deck, the round tube hangs down outside the boat. One line needs to be tied, adjusting it to keep the fender snug. One fender does not have an elbow. That is used outside the lee board.

Second, rig at least two dock lines. One on the Samson post, another on the stern cleat the same side as the fenders. When rigged tell the skipper.

Nine times out of ten, the approach to a dock is uneventful. The boat coasts gently to the dock, somebody reaches out with a boat hook and hooks a dock cleat and holds on, somebody else steps onto the dock, takes the bow dock line and fastens it to a cleat on the dock. Fasten it with just enough length to permit the stern to be swung up against the dock, but not so much that the bow can swing out just a bit. If in doubt, make a quick guess on the long side, and shorten it later. The stern docking line is tossed to the person on the dock who pulls the stern of the boat up alongside and cleats it too. Then adjust the fenders for best protection.

That's how it goes usually. But sometimes the situation is difficult, a strong breeze, an adverse tide, other boats in the way, whatever. An experienced skipper knows that every approach is a new problem to be carefully planned and executed as skillfully as possible. Rule one is **don't offer suggestions!** Don't chatter or distract. This is a time to listen, and if given an order hop to it promptly. You may silently think through how you would make the approach, and then observe and learn. But even an experienced sailor will not tell a skipper how to approach a dock or slip unless asked for an opinion.

But alas, the best of plans and most skillful execution, things may not be as pleasant as above. The second rule, is **do what is expected, but don't be a hero!** Specifically:

On the approach to the dock, **do not** put your hands or arms or legs between the boat and the dock or any pilings. Assume the momentum of the boat is enough to crush you. On this boat, it is probably no problem, but this is just a good habit to get into. If you need to fend off a piling, put your hand (or if your sitting, your foot) on the piling **above** the level of the boat deck.

The job is usually to grab something and hang on. But don't hang on 'til your arms come out of their sockets. If forces get that high, let go.

This is one point where you do **not** have to tell the skipper everything happening, and it can be distracting to do so. The skipper will be very much aware of all the details, who has what line, who is holding, who cannot, etc. Do not talk! Listen for specific orders.

The general procedure is get ahold of something, and fasten with a line **quickly** before you cannot hold any longer. Having a helper close by with the line is a good idea.

Once one line is fast, the rest can usually be worked out with some leisure. The skipper will give orders, probably more slowly. Once two lines are fast, you're home free.

When boarding or leaving the garvey at a dock, step from a thwart to the dock. Don't step on the little side deck. It's sloped steeper than it looks, and your foot will slip off. Don't step on the coaming either. Step from thwart to dock, or dock to thwart. And wait until it is an easy step; **do not jump**.

To leave a dock, everybody gets in the boat except one person designated by the skipper, who stays on the dock. The skipper will order the release of each line, and inform the person on the dock where to get aboard. The skipper will be giving other orders, too, so again don't chatter and don't distract. Listen. If you're already in the boat you may be about to get a job.

Although not as difficult as an approach, leaving a dock can have its difficulties, too. So all the above rules apply. Don't offer your opinions unless asked, don't distract, do listen, hop to orders promptly, and don't be a hero.

Leaving the Slip

The strategy for leaving the slip at Oyster Point is determined by currents at flood tide. Flood tide means the current is coming in, right to left as you stand at the dock ramp. So let's discuss that current a bit.

Notice the lay of the shoreline here. It is practically a right-angled corner. When the tide comes in it sweeps along the east facing bank

from south to north. The current continues shooting past our slip, south to north. Look at the dock lines and you will see the two nearest the land are tight, and the two away from land are slack. But the current has a curl to it, too. The current is strongest at the outer pilings and beyond, and weakest at the dock. And the strong current is pretty strong.

So when we leave the slip, the current will take hold and turn the aft end north, towards Middletown.

Problem #1: We get swept down onto our neighbor boat.

Solution: Don't let go of the lines until the transom is outside the outer pilings.

Problem #2: The strong current outside the pilings sweep the aft end north, but the fore end doesn't get out. Instead the boat gets wedged between the outer pilings.

Solution: Shoot the boat out with **alacrity!**

So to do both the above we have evolved a choreographed exit from the slip. Notice the line tied between the south inner and outer pilings. That is the **spring line**, a critical player in our ballet. Two crew can do it. One must be stationed aft, so that is the skipper. The other must be stationed in the port-forward corner of the cockpit with a boat hook. That is crew. It goes like this (the emphasized instructions are important):

Crew	Hook the boat hook over the spring line near the dock, and hold on. Untie both forward dock lines, leaving them on the dock. Go back into the cockpit, still holding onto the spring line. Pull the boat sideways and get the spring line into your hands , and put the boat hook down. You won't need it anymore. Don't let go. And don't leave the forward corner of the cockpit.
Skipper and crew together	Work the boat aft, using the lines. Crew handwalks the spring line. Skipper pulls the aft port line keeping the transom between the two outer pilings, but lets the aft end slide towards the north piling. Get the transom clear out of the slip, and let the boat rest against the north piling. The crew at that time is about halfway between the dock and the outer pilings, <i>still holding onto the spring line.</i>
Skipper	Unfasten the north aft dock line and hang it on the hook on the piling. Now using the south dock line (still fastened to the boat) pull the aft end of the boat up to the south piling.

Crew	As the skipper pulls to the south piling you will need to work the forward end of the boat back into the slip a short ways.
Skipper	Hold onto the spring line with one hand and unfasten the docking line with the other, hanging it on the hook on the piling. Hold on. Move the tiller to starboard.
The Situation	The boat is totally untied. It is parallel to the spring line and maybe a foot or two of the aft end is outside the slip. All docking lines are properly stowed on dock or piling. Rowers may be ready, oars are not outside the boat yet, but they are handy. The rudder is cocked into the current.
Skipper	Check the situation is as described. Give the order, "Let's go!"
Skipper and crew together	Pull hard on the spring line shooting the boat aft. The crew has to do the most, because the skipper will be out of reach in about one second. Pull hard hand over hand all the way to the piling, then let go. The boat will shoot out of the slip and immediately curl left (despite the rudder being right) due to the current.
Crew (all crew, and guests too if they can row)	Get the oars out fast and start rowing forwards. The current will be sweeping you towards the bows of two large boats in their slips. But within two strokes you should be pulling away from them.

In fact all the above is pretty easy. It sounds bad, but it isn't. What is important is the coordination.

For an ebb tide it isn't necessary to follow these steps, but we do anyway to keep in practice.

Entering the Slip

To enter the slip is easier than leaving. The sails should be down. Crew and skipper are stationed as with leaving: forward port cockpit corner, and on the tiller respectively. Crew has a boat hook. Rowers are rowing until the skipper judges enough momentum to finish the maneuver.

Skipper	Approach the south east piling closely. Judge the current. Order the rowers to ship oars. Slide the bow into the slip a bit right next to the south piling so the crew can hook the spring line.
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Crew	Get the hook onto the spring line. Pull the boat in, and get a hand on the spring line. Unhook the boat hook and drop it into the cockpit. Hold on. By now the boat should be stopped, and is still entirely out of the slip. Get the aft southeast docking line off the metal hook, and still holding on pass it back to the skipper.
Skipper	Stop steering. Come forward if necessary to get the dock line, and walk it aft, or take it as it is handed back to you.
Crew and skipper together	Walk the boat half way into the slip hand over hand.
Skipper	Get the aft docking line onto its cleat. (Don't cross the lines yet, do that later.) Swing the aft end of the boat to the north piling, retrieve that line, and cleat that, too. Use a long oar against the south piling to push north, if necessary.
Crew (still holding the spring line)	Hand-over-hand the boat all the way into the slip, retrieve the docking lines from the dock, fasten them to the bit.

You are home. It is handy to shorten the forward dock lines to allow easy exit over the bow onto the dock. And there is work to do: unrig the sails and stow everything properly.

Beaching

Beaching is easier than docking. Basically you just sail or row until the bottom crunches up on the sand. But that doesn't mean we don't have some fine points to consider.

The technical details of beaching are:

- Make sure the oars are at their proper stations.
- As you approach the beach, the leeboards and rudder must be progressively raised.
- You can often sail all the way to the beach, but often not, too. Sometimes the last hundred yards or so are rowed. Sometimes more. Sometimes you sail and row. It all depends on wind and tide currents. Therefore, be ready for quick orders from the skipper to man the oars, to ship oars and drop the sails, to row with sails being dropped around you, or other fun and exciting stuff.

- Once beached, a few crew can jump out and haul the boat up a bit further. Read about beaching the dinghy. The same considerations apply here, too.

The tide is a consideration. On the ebb, it is possible to get the garvey stranded. On the flood it may float away if not tied with a line to a tree limb or something. Use the anchor if there is nothing else. The point is, don't beach without a knowledge of the tides and its consequences.

Leaving a beach is just a job of hauling the boat off, and either rowing or sailing into more open waters.

The End of the Day

Here is where everything gets stowed at the end of the day:

At the Slip

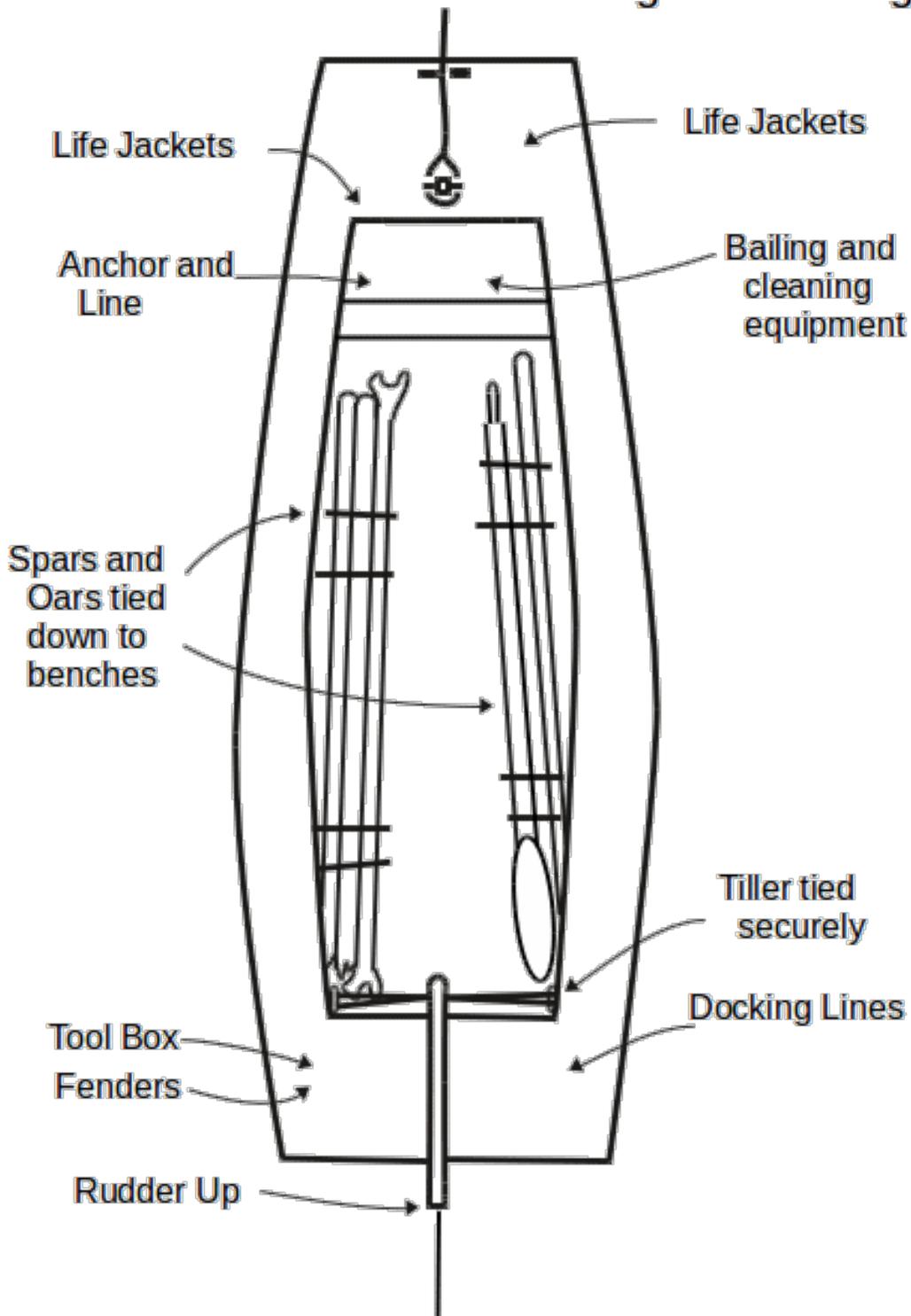
Proper stowage:

- Leeboards and rudder fully up.
- Spare docking lines under the aft deck.
- Fenders under the aft deck.
- Four spars and all oars on the thwarts along the sides fastened with lines or straps. Leave the masts up.
- Anchor and line in the forward locker, port side.
- One bailer is left in the forward cockpit tied to a string.; bucket and cleaning equipment in the forward locker.
- Tool jar in the bucket.
- Life jackets under forward deck.
- The tiller is tied to the centerline. Use a light line from iron cleat to tiller (double wrap) to iron cleat, then back again.
- Sails (properly folded) in respective bag and locker.
- Working lines (sheet, halyard if mast is down, snotters) in the respective sail bag.
- Next to last person off the boat puts the forward docking lines at their proper length. The last person off the boat crosses the aft dock lines: port line to starboard cleat and vice-versa. This assures the boat stays clear of the dock in a storm.

Removed from the Boat

- All private stuff, coolers, water jugs, clothes bags, private life jackets, trash.

Fig 16 - StowagePlan



Appendix A

For the first seven years of our program we moored the boat in the River Rats mooring area, off Fourth Creek, Fair Haven. We were guests of that club, and they were gracious hosts. We kept a dingy there, and used that to access the garvey. There are different skills and procedures when you are on a mooring. I documented these in 1986, and did not want to lose the information. So I reproduce two “historical” sections in this appendix.

Dinghy

An early job to do is to unlock the dinghy and move it to the beach, for loading. Its white with a red inside, and is stored in the back of the River Rats dinghy storage area. I have the only key, so you can't do it until I arrive.

The dinghy itself is lightweight, fairly broad, but short. It must be evenly loaded. Don't put all the weight in one end, or one side.

Maximum three people, or 400 pounds of gear is permitted. Usually that really means two people and a small amount of gear.

Get into the dinghy one at a time. The rower gets in first into the middle seat. That way the dinghy is balanced. Step gently to the bottom, and sit in the middle. Then load the after seat, then if a third person is coming the forward seat. That order really is the correct, safe way to do it. Scrambling around or stepping on a seat or loading in some foolish way is a good way to go swimming, or worse, get a crack on the head if the dinghy upsets and sends someone into the dock or the garvey.

Load gear in a balance way, and out of the way of the rower's motion. On the floor to either side of the rowers feet is ok, and also on the floor forward.

If heavily loaded all passengers must be very cognizant of the balance of the boat, and if you must shift a bit do so smoothly, not jerking around. This is true at the end of a row when you may get the job of **tying** to the garvey before anyone gets out, or moving the first gear out of the dinghy into the garvey.

The line tied to the front is the **painter**. Be sure it is **in** the dinghy when under way, not dragging along in the water. When you get to the dock or the garvey, it is usually best to tie the painter to a cleat either before getting out, or after one person is out. The main idea here is the dinghy **must** be securely attached **before** your attention turns to other things. It is embarrassing to be on the garvey at the mooring, or on the dock, and suddenly notice the dinghy is drifting away, perhaps with some of your gear on it, but no person.

There are two short oars for the dinghy. Learn to row with them. When not rowing the oars are removed from the oarlocks and laid totally within the dinghy (not half in and one end over the edge). The oarlocks are removed and hang by their little string inside the dinghy. This is to preserve the equipment should a little wave come along. We don't want to lose an oar, or snap off an oarlock. Also the oarlock can damage the side of the garvey.

If you load equipment, make sure the oars are easy to get to.

When shoving off: do check first that you have the oars. It is embarrassing to shove off without them. But the oars should still be laid within the dinghy, and the oarlocks still removed. Untie the painter. Shove off gently. Then as the dinghy drifts from the garvey rig the oarlocks and oars and set out. That is the proper sequence.

At the beach, just row right up onto the sand. Step out (everybody) and pull the dinghy a few feet further onto the sand. For a short stay, that's all the securing needed. For a long stay (half an hour) a tide or large wave could carry it off. So move it still higher. If you are leaving it unguarded for even a few minutes, move it higher. For real securing, tie the painter to something.

At the end of the day the dinghy goes on rack 45 and is padlocked through one of its transom handles. I have the only key, and you **must** return the key to me.

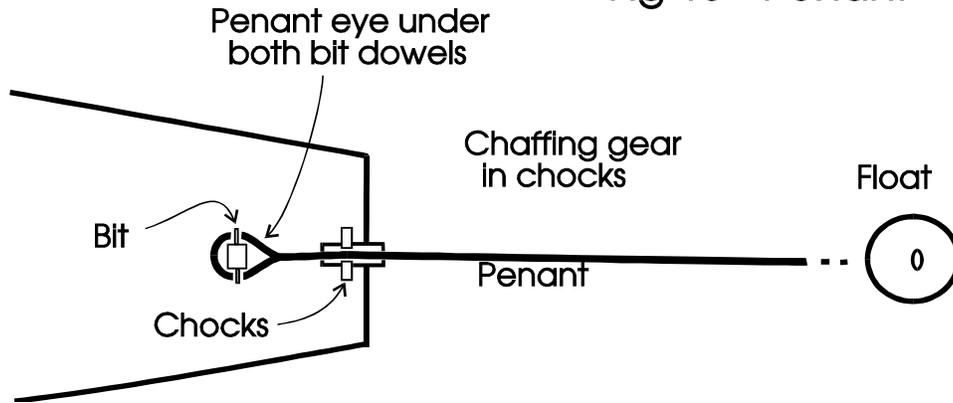
During a sail, the dinghy is left at the mooring, tied to the top ring with a bowline. Its oars are taken with us on the garvey, not left behind.

Mooring

The ***mooring*** (noun) is the equipment out in the river to which we tie the boat. It has a 200 pound mushroom anchor, thirty feet of chain, a buoy, and a 7/8 inch line called the pennant. To ***moor*** (verb) is to attach the boat to the mooring. To ***slip the mooring*** is to detach from the mooring.

So much for the English lesson. How do we do it. The pennant is a very heavy duty line. It has a rubber protection on it called ***chaffing gear***, to prevent wear where the pennant goes over the edge of the garvey. To moor, pull the pennant aboard onto the fore deck, and put the eye over the bit. First put it under one dowel, then over the square post and under the other dowel. Then put the chaffing gear into the chocks at the bow. Double check that the eye is under both dowels.

Fig 13 - Penant



If you get the job of rowing the dinghy out and rowing the garvey in, (usually two people,) then do this:

Tie the garvey painter to the top buoy ring using a bowline. Be sure it is secure.

Fig 14 - Mooring the dinghy



Bring the dinghy oars on board the garvey. Bring any other equipment on board.

Bail out if necessary. Get the garvey oars.

Unfasten the pennant from the bit. If the dinghy is being left at the mooring, then just lay the pennant in the dinghy. But if the dinghy is not being left at the mooring, e.g. we are towing it behind us for some reason, then form about two large loops with the pennant and tie the loops to the top of the float using the light line that's on the float. A single half hitch is sufficient.

Double check that you are ready to row, and the dinghy is secure.

Let go of the float, and start rowing.

At the end of the day the garvey is moored as follows:

Row out. As you approach, ship oars. One of the rowers leans over and grabs the ring on the top of the float. Do **not** untie the dinghy yet.

Get the pennant. If it was tied to the mooring, leave the light line on the mooring.

Hold on to the pennant. Let the float go back into the water. Position the pennant properly and fasten to the bit properly.

Stow the garvey oars under the sticks kind of out of sight. Tie down all the sticks and oars. Use the lines on the fenders for this. Stow all gear under the bow and stern decks, as described below. Put the dinghy oars aboard the dinghy.

Untie the dinghy from the float. One person holds this line, the painter, while others board the dinghy. Then people aboard the dinghy hold on to the garvey while the last person boards.

Double check you have the dinghy oars, shove off, **then** put in the oarlocks and row to the beach or dock. The reason for delaying insertion of the oarlocks is this: the dinghy does jostle about. With the oarlocks in the dinghy smacking the side of the garvey could snap off the oarlock. To drift for 15 or 20 seconds after casting off and before the oars are ready is harmless.

More historical stuff

The following applied to our first garvey, the Adam Hyler. Our new garvey has differences, but for the same reason as above I wanted to save these passages about the rigging, and the centerboard.

The Traveler

There is only one of these, and it is for the mizzen. It is a four foot long line with a soft eye spliced into each end. It is used to hold a block, called the traveler block, on the after deck. This block is needed for the mizzen sheet. This traveler is rigged to the two brass cleats on the after deck, and goes above the tiller. On it is a block on a stainless steel ring about two inches in diameter, the traveler line going through the ring. The purpose of the traveler is to let this block slide back and forth from starboard to port above the tiller.

The Mizzen Sheet

Fasten one end of the mizzen sheet to the boom just aft of the block. Pass it around the boom twice, and tie with a rolling half hitch or constrictor. Snug the knot up close to the wood. Now get the other end of the sheet. Pass the whole sheet through your hands from the fastened end to the other, letting the parts drop loosely on the thwart or the floor. When you have the other end, lift up the traveler block, orient it properly, and pass the sheet through from **aft to forward**. Now pass it through the block on the boom from **aft to forward**. Find a little metal block with a hook on it. Its stowed in the line bag. Hook it under the mizzen boom jaws to the tack lines, right beside the reefing knot. Pass the hook from aft to forward. Now pass the sheet through this block aft to forward, and finally through the plastic block on the thwart. Pull a bunch of sheet through, and make sure there is six feet between the two parts from the boom to the traveler block. You are done.

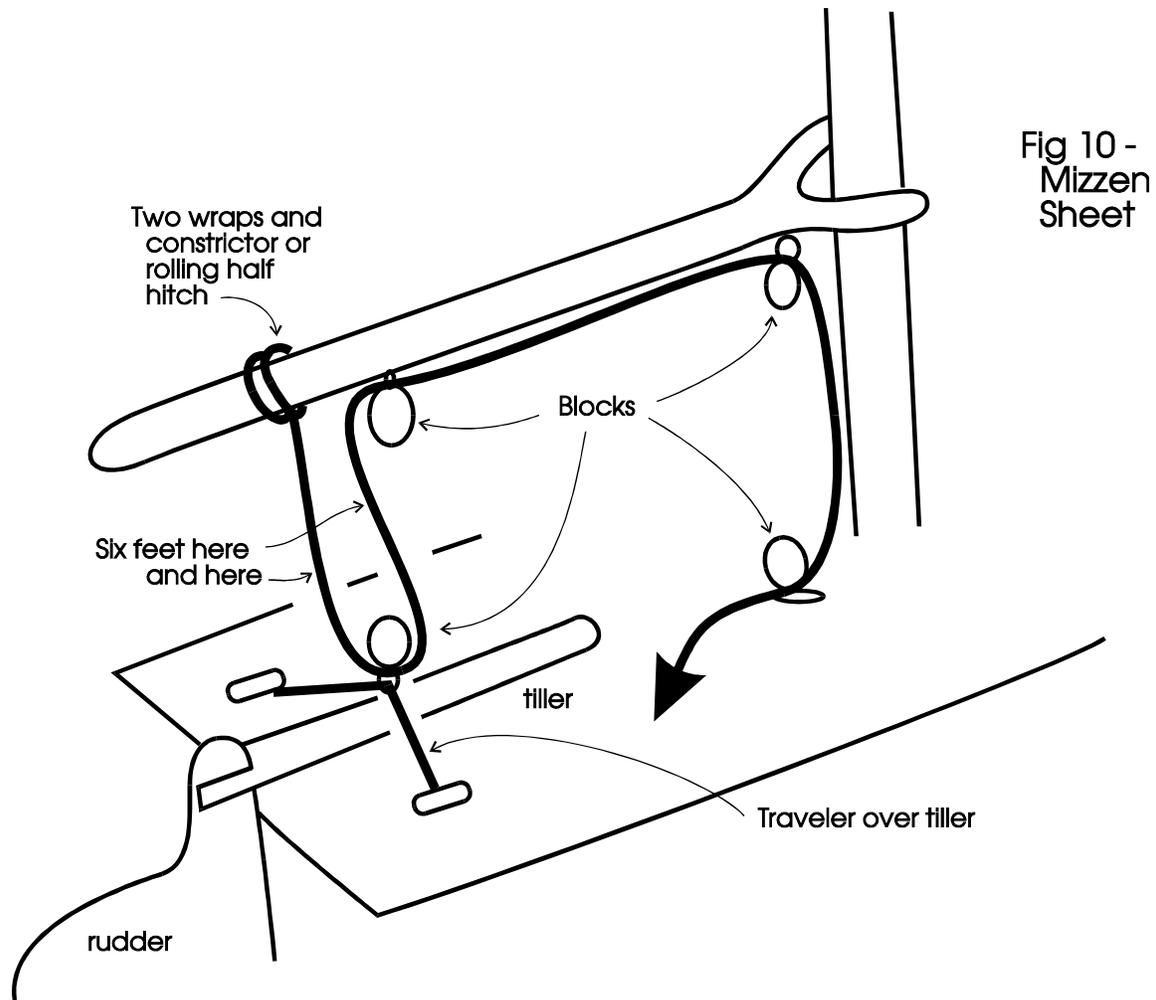


Fig 10 -
Mizzen
Sheet

Two Loose Blocks

On my check list I listed two loose blocks. By that I mean blocks not attached where they are needed, but carried loosely in a bag with all the other lines, and rigged with the lines. The traveler block mentioned above is one of these. The other one is also used with the mizzen sheet and is hung from the mizzen boom, at the jaws. This is described below in the section on rigging and hoisting sail.

Tom Gibson

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