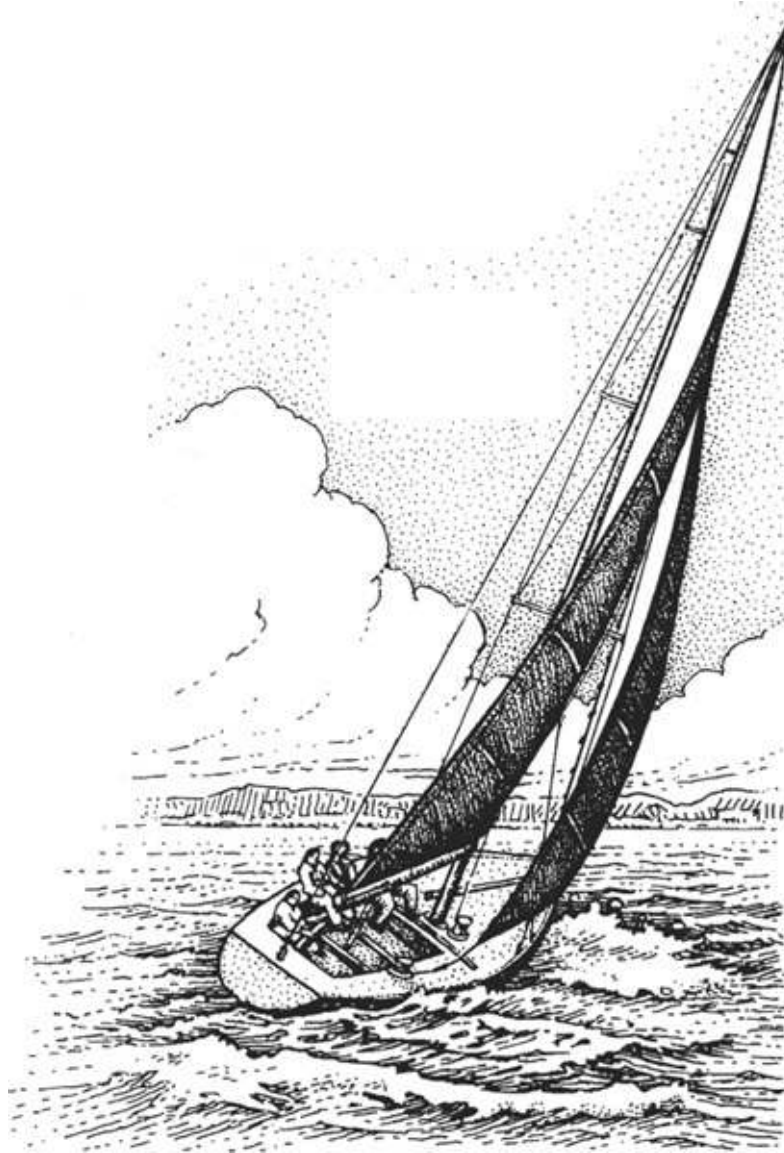


The Complete Sailor



The Complete Sailor

Learning the Art of Sailing

SECOND EDITION

Written and Designed by

David Seidman

Illustrated by

Kelly Mulford, with Jan Adkins



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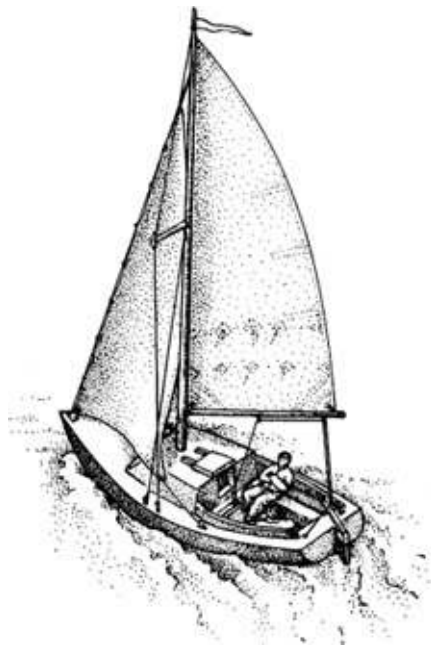
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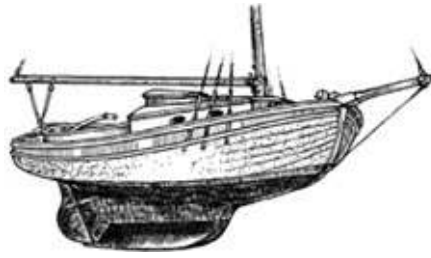
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For Mom and Dad who, as usual, were right when they said that hanging around the docks would get me into trouble. God bless you both.



THE WATCH BELOW

While I stood my watch over this book, there have been others manning the pumps below who have kept it afloat and must be thanked: Jon Eaton, whose idea sent it down the ways; Molly Mulhern, who constantly tweaked the autopilot to keep it on course; Kelly Mulford, for bringing life to my words; Jan Adkins, who brought a fresh breeze; and Capt. Joe Friedman, the only hand I'd trust at the wheel while I slept through a storm. You can stop pumping now; we're there.

Becoming a Sailor

There are more efficient, faster, and economical ways to travel on the water, but none as rewarding as traveling under sail. After decades of being blown about, soaked, awed, teased, and satisfied, each time I set forth there is magic. For forty years it has stayed fresh and new, never failing to lighten my soul when I realize that through cunning and skill I have tricked the wind into moving my boat. There is nothing like it.

And that is what I hope to share with you in this book. Through these drawings and meager words I hope to entice you into another world. The world of the sailor.

Anyone can learn to sail. That's easy enough. In fact there are books that will show you how to sail in a weekend. And I'm sure you're capable of doing it. But there is more to sailing than ... well, than just sailing. By its very nature sailing is slightly enigmatic and requires abstract thought. You can't just press a button and go wherever and whenever you like. It takes effort. Which in turn necessitates a certain amount of involvement. And this involvement is what being a sailor is all about.

After a few times out on the water you will see for yourself that there are many who sail but few who are sailors. You will also find that by the mere fact of commanding a boat, no matter how modest it may be, you will be hailed as Captain, or Cap'. It's a nice touch of nautical etiquette and a step up station for most of us. But I'd rather be called Sailor any day.

A sailor is one who can handle a vessel of almost any type quietly and competently. He, or she, can read the water, the current, the waves, the clouds, and even the smells. The sailor, like any good craftsman, is at home with the tools of his trade and the elements he works in. Becoming a sailor takes time (more than a weekend, I can promise), and it takes work. But the time will pass all too swiftly, and the work will seem like pleasure.

Is it worth the effort? Years ago I read about an old man who enjoyed working his small sailboat up and down a narrow river. His skill in handling the boat impressed the writer, who one day asked him why he sailed. The old man said that he first became a sailor for the pleasure it seemed to promise, but soon found it to be work mixed with small doses of fear. He almost gave it up right at the start. But before long the problems were overcome or in some manner dealt with. From then on, he said, the true rewards of sailing—patience, philosophy, self-respect, and the mastery of time—became evident. To him, these were the pleasures that becoming a sailor promised and eventually fulfilled.

Now it's your turn, and I envy the start of your adventure.

David



WIND SENSE

“To know the laws that govern the winds, and to know that you know them, will give you an easy mind ...; otherwise you may tremble at the appearance of every cloud.”

—Joshua Slocum, *Sailing Alone Around the World*

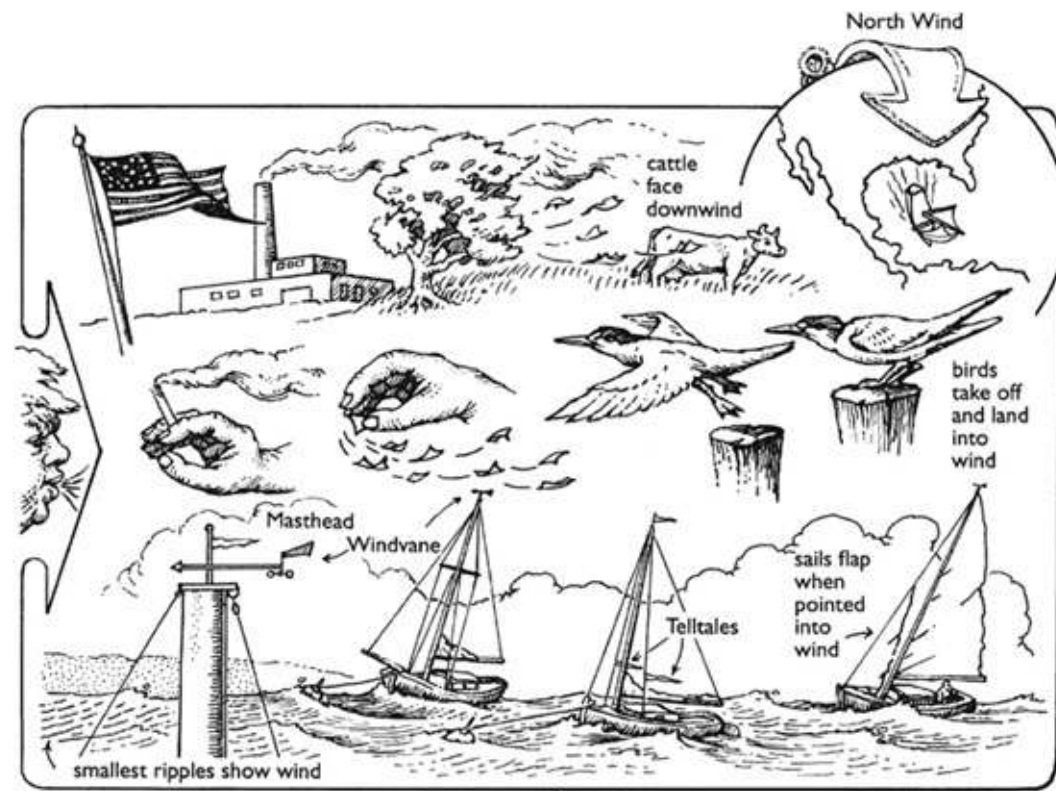
Sailing is not a science that can be practiced with precision. It is an art, or at the least a craft, with its own medium. As an artist uses and understands light, you must understand the wind. It is the sailor's medium.

In the beginning you need only know from where and how strong the wind is blowing. Without this you'll go nowhere. Literally. But the essence of sailing lies not just in reacting to the wind; if you would be a sailor you must learn to read the wind and foretell what it will bring. It is a rare ability in the 21st century, but our marine forebears acquired a deep knowledge of the winds, and for good reason. Their lives depended on it. You will find some of this lore in the coming pages. To acquire a wind sense learn these few facts, and then start using your own natural abilities.

There is an old Irish saying that man's best friends and worst enemies are fire, rain, and wind. We can't deny that wind possesses its share of riddles, but the better you understand the laws that govern it, the less a mystery the wind will be when you are on the water.



Direction



By convention, winds are named for the quarter from which they blow. A wind blowing from the north toward the south is a north wind. But the wind's direction is never steady, and as you sail you'll need to keep track of what it is doing.

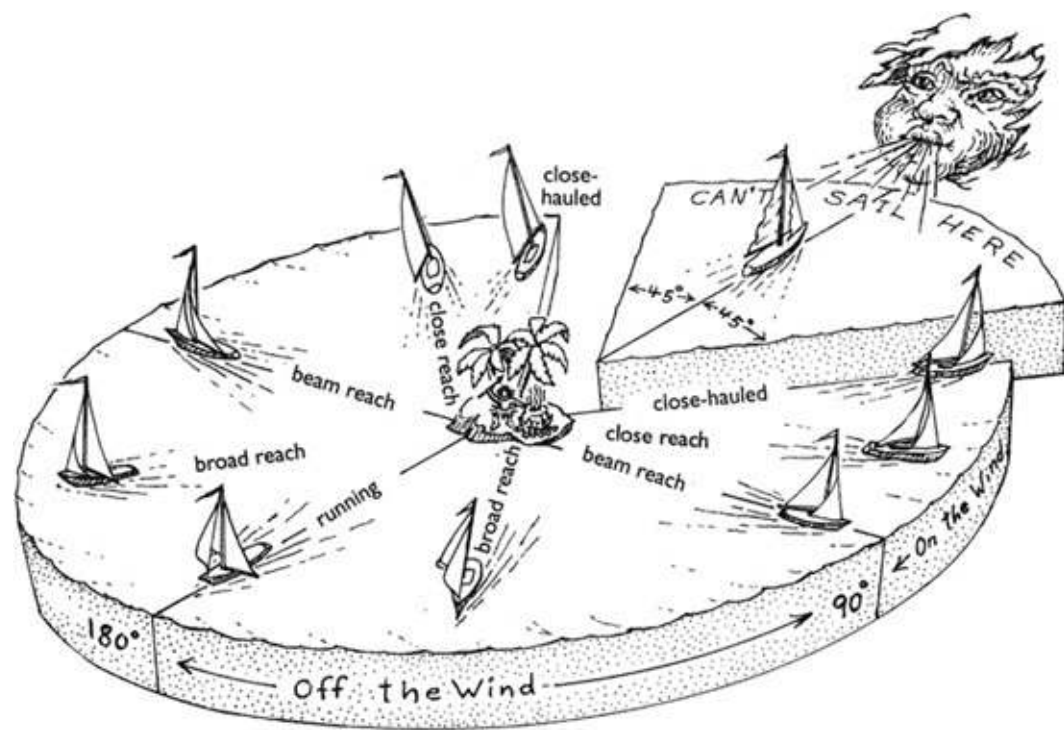
Clues to the wind are always around you. Waves are sculpted and pushed along by the wind, but only the ripples on the surface will show the wind's direction. Larger waves and swells may have been generated hours or days ago by distant forces. *Cat's-paws*—delicate, rapidly moving ripples that crest at right angles to the wind and chase it along the surface—reveal the direction of an approaching gust. Look for leaves, sand, or anything that can be blown. Boats at anchor or on moorings can give clues, for they will swing to point into the wind unless otherwise influenced by currents. Light shallow boats are the best indicators. Curiously, the sky is the last place to look, the movement of high clouds having little to do with the wind down here at the bottom of the atmosphere.

Make your own indicators on the boat. Install a flag or specially made *windvane* (better for light winds) at the top of the mast. Tie *telltails* (made from yarn) to the shrouds as high up as possible.

You are your own best indicator. Face the wind's general direction and turn your head slowly from side to side, noting the changing sensations on your skin and hair. There will be a difference in pressure, and temperature from evaporation, on each cheek until you are facing squarely into the breeze. Use your ears too. Even the slightest draft creates turbulence. Keep turning until the sound is the same in both.

If you practice sensing the wind on land as well as on the water, it will become second nature in a very short time.

Words of the Wind

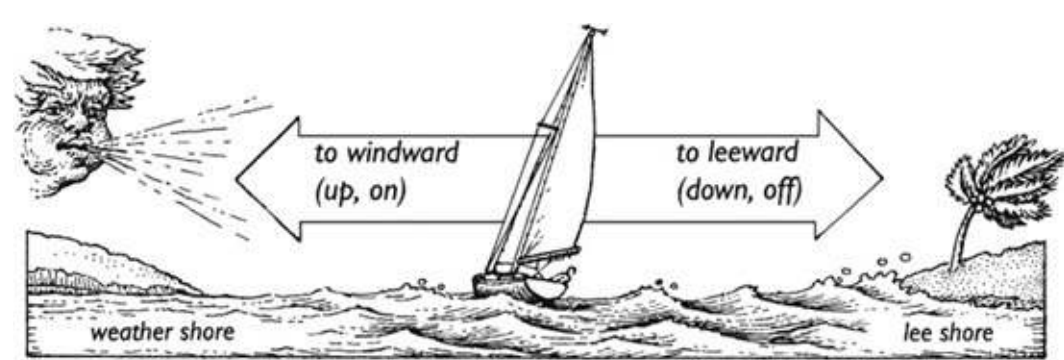


UP/DOWN: A sailor's world is divided into two halves: everything toward the wind and everything away from it. You face *upwind* by looking into the wind, and *downwind* by turning your back to it. Sailors shorten this to *up* or *down*. If you were told to "bring her up," you would turn toward the wind. "take her down" means to turn away.

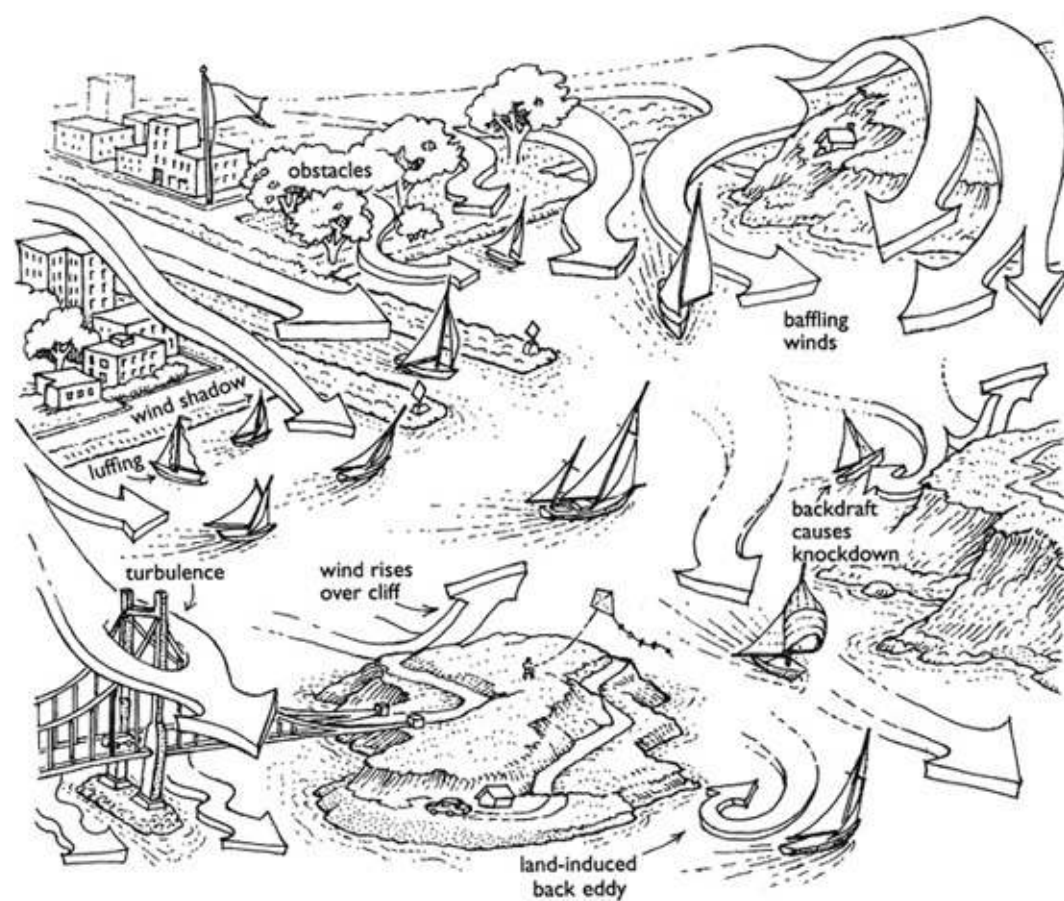
WINDWARD/LEEWARD: This is another way of saying up or down. Anything upwind of you is to *windward*, anything downwind is to *leeward*, which is often pronounced "loo'ard" by some tradition-minded sailors.

WEATHER/LEE: Anything upwind of you is prefaced by the word *weather*. A weather shore gives protection from the wind, but the weather side of a boat is exposed to it. Anything downwind of you is prefaced by the word *lee*. A gale can blow you onto a lee shore, and you can get out of the wind by anchoring in the lee of a bold shore.

ON/OFF: Sailing *on* the wind means your course is in a windward direction, and you are either close-hauled or on a close reach. Sailing *off* the wind means you are headed in a leeward direction, and you are on a beam reach, broad reach, or running with the wind.



Land and the Wind



THE EFFECTS OF LAND

Winds coming off the land will always be more capricious than those that have reached you over open water. New England's prevailing cool-weather northwesterlies can be maddeningly indecisive to a sailor used to the steadier southwesterlies of summer. And a blue-water ocean sailor may be at a loss to decipher wind directions on a lake, while the inland sailor may find the steadier winds of the open sea thoroughly uninteresting.

Large land features can produce their own wind systems. The notorious Santa Ana winds of Southern California are caused by inland desert air tumbling down the coastal mountains to the shore. Or winds can be funneled by the banks of a river or down a narrow tree-lined lake.

More important to most sailors are the smaller land features that affect the wind. Looking at this illustration you may get some clues as to why the winds where you sail seem irrational. Try to find wind funnels that compress and accelerate winds. Islands cause eddies that whirl about for great distances downwind. Cliffs have only a minor effect on winds blowing along their face, but cause radical changes to those blowing toward or over them. Solid objects blocking a wind, such as buildings or another boat, make *wind shadows*—areas of reduced wind speed—that can extend downwind for up to thirty times the height of the object. Bridges and other open barriers create wind flaws with baffling shifts. The mere passage of a wind over or through something is enough to alter it.

PREVAILING WINDS

The difference in temperatures at the equator and the poles, with warm air rising to be replaced by colder air, is the foundation of the world's wind patterns. To this we add a deflecting effect from the Earth's eastward rotation, the presence of relatively stationary areas of high and low pressure, and land-masses with their own localized wind machines to produce the prevailing winds of the world.

Between 30 and 50 degrees north and south latitude is the home of the westerlies. Just south of 30

degrees north, in the Gulf states and Florida, is the northern boundary of the northeast trade winds. This narrow buffer zone between two major wind systems is an area of calms and light variable winds known as the “horse latitudes.” Here early explorers were forced to jettison their horses, as food ran low while they sat becalmed waiting to hitch a downwind ride on the trade winds to the New World.

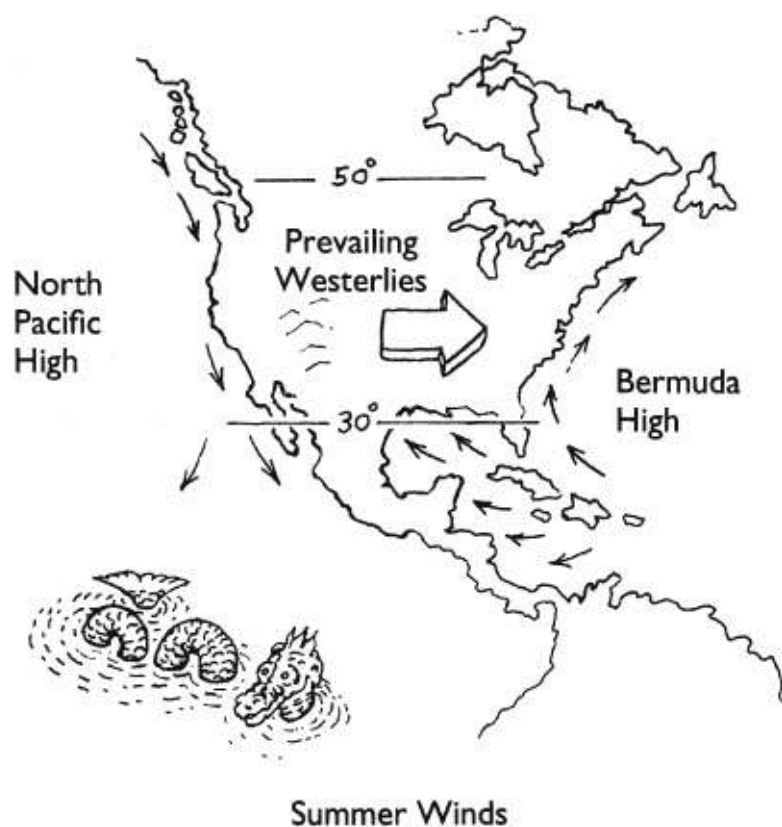
Of course these global wind patterns are often obscured by local influences, such as land and sea breezes.

LAND & SEA BREEZES

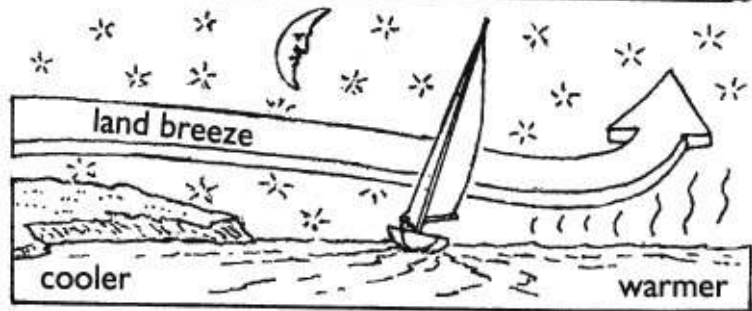
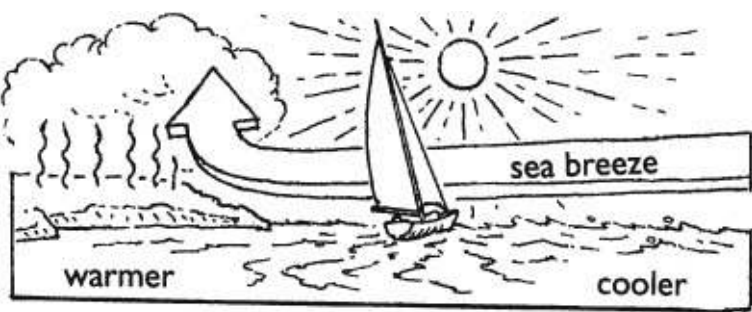
As the land heats up during the day, warm air rises to be replaced by cooler air from over the water. This shoreward movement of air, called a *sea breeze*, creeps in around noon, becomes strongest (10 to 15 mph) by late afternoon, then tails off and dies around sunset.

At night the land cools rapidly. The air above it soon becomes comparatively colder than the air over the water, whose temperature is more stable. This causes a wind from the land toward the water called a *land breeze*, that starts before midnight and continues until the land is once again heated. The temperature differences are not as great during the night, so land breezes are seldom more than 10 mph.

Sea breezes can work with or against a prevailing wind. In San Francisco the prevailing westerly wind is often augmented and then overrun by a sea breeze. By late afternoon, sea breezes funneling through the Golden Gate can reach 30 mph, but die away at sunset with the cooling fog. The Atlantic coast’s prevailing northwest winds of fall may be held back or even overrun on a warm day by a southwest sea breeze.



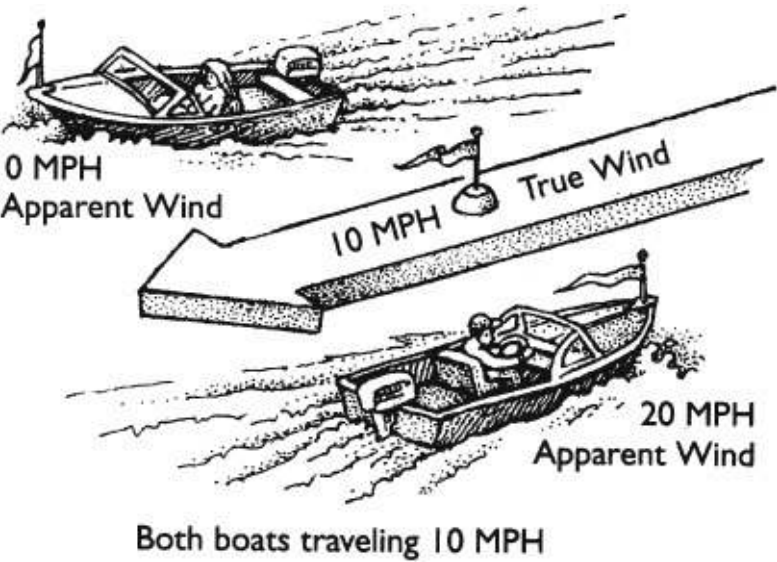
The Great Lakes can have *lake breezes* as strong as any from the sea. On smaller lakes, these breezes are weaker and do not extend far from shore. They can still be useful though, and may even be dominant when the prevailing wind is light. Very often the only wind you’ll find is near shore, with the center as calm and flat as a mirror.



True & Apparent Winds

There are two winds in sailing, *true* and *apparent*. The wind direction and speed you feel when standing on the dock or sitting in your boat while it is moored is the true wind. All wind indicators on land show its direction and speed. As we've seen, wind's nature is fickle and rarely true to anything; but we'll call this wind true and let it go at that.

The wind you feel when moving is the apparent wind, a combination of the true wind and the wind you create for yourself by moving through the air. The wind indicators on your boat when it is underway show the apparent wind. This is handy because you adjust your sails to the apparent wind, not the true.

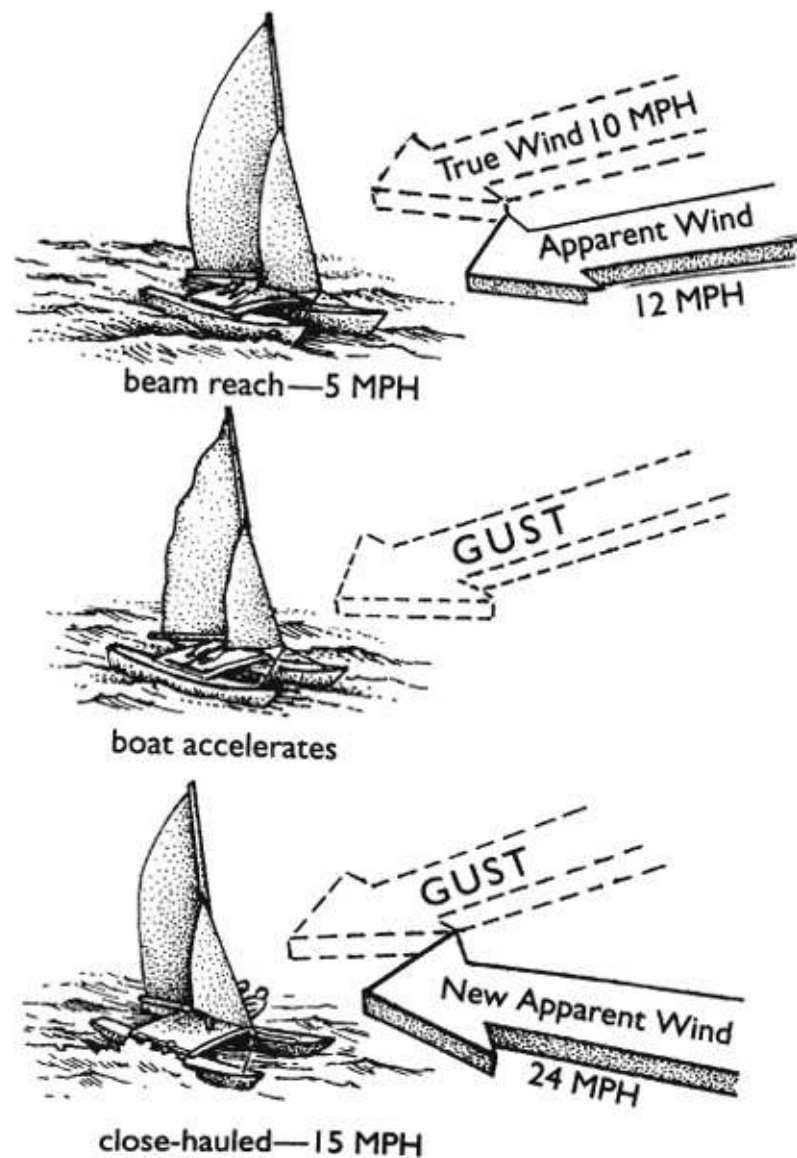


The true wind + the wind you make by moving = the Apparent Wind

For boats that rarely exceed 6 mph the distinction between true and apparent is not particularly important. Look to the boat's wind indicators, and trim sails accordingly.

Fast boats, however, make their own wind. If you're sailing a high-performance dinghy like a Laser, or a multihull like a Tornado catamaran, the apparent wind is very important. The faster the boat goes, the more it distorts the true wind. When a catamaran sailing on a beam reach gets hit with strong gust, it immediately starts to accelerate. As the boat goes faster, the apparent wind shifts forward and increases in speed. The true wind's direction and the boat's course haven't changed, but suddenly you are trimming the sails in tight to their close-hauled position. After the gust passes, the boat slows down and you can ease the sails out until you are back on a beam reach again.

The most extreme examples of this are windsurfers and iceboats. Watch closely and you'll notice that in a strong breeze they are almost always trimmed as if close-hauled regardless of their course relative to the true wind, even if it is a broad reach.



Wind Speed Tables

Before the 19th century there was no uniform way of describing wind and sea conditions. One sailor's fresh breeze was another's howling gale. In 1806 Admiral Sir Francis Beaufort devised a table that classified winds into groups called Forces. The system worked, and is still in use today.

The trouble is that his tables were devised for ships of the line and meant more to those on board the *Constitution* during the War of 1812 than the crew of a modern Catalina 22 trailer/sailer. So the tables below have been adapted to make them more relevant to a small coastal cruiser.

FORCE	MPH (KNOTS) *	PRESSURE LBS./ SQ. FT.	DESC.	WAVE PATTERN	WAVE HEIGHTS	EFFECTS ON LAND	SMALL CRUISER
Force 1	1-3 (1-3)	.004-.036	Light airs	Glassy calm, some ripples	Flat	Flag hangs limp, windvanes do not respond.	Use motor. Steerage way possible; full main and large drifter.
Force 2	4-7 (4-6)	.064-.196	Light breeze	Overall ripple pattern	0-.5'	Flag stirs, leaves rustle, wind felt on face, wind- vanes move.	Boat begins to heel, full main and drifter or #1 genoa.
Force 3	8-12 (7-10)	.256-.576	Gentle breeze	Small glassy waves	.5'-1'	Flag occasionally extends, leaves and twigs in constant motion.	Comfortable sailing. Noticeable heeling, full main and #1 genoa.
Force 4	13-18 (11-16)	.676-1.29	Moderate breeze	Longer waves	1'-1.5'	Flag flaps, small branches move, dust and paper raised.	Great sailing. Boat making speed. Full main and #1 genoa.
Force 5	19-24 (17-21)	1.44-2.30	Fresh breeze	Some whitecaps	1.5'-2.5'	Flag ripples, small leafy trees begin to sway.	Leeward rail near water. Single reef in main and #2 genoa.

Force 6	25-31 (22-27)	2.5-3.84	Strong breeze	Whitecaps, some spray	2.5'-4'	Flag snaps, large branches in motion, whistling in wires.	Sailing becomes strenuous. Second reef in main and working jib.
Force 7	32-38 (28-33)	4.09-5.77	Moderate gale	Swells form with whitecaps	4'-5.5'	Flag extended, whole trees in motion.	Progress to wind- ward impossible. Three reefs in main and working jib.
Force 8	39-46 (34-40)	6.08-8.46	Fresh gale	Foam blown off wave tops in well marked streaks	5.5'-7.5'	Twigs and small branches broken, difficult to walk.	Limit of boat's sailing ability. Use motor or seek shelter.
Force 9	47-54 (41-47)	8.83-11.6	Strong gale	Waves begin to heighten and roll	7.5'-10'	Slight structural damage occurs.	Run under bare poles, lie ahull, or sit to sea anchor.
Force 10	55-63 (48-55)	12.1-15.8	Whole gale	Very high rolling waves with long over- hanging crests	10'-13'	Trees broken or uprooted, considerable damage.	Swear oaths you will not keep once back on land.

Note: Wind pressure varies greatly according to the shape of an object; pressures indicated are only approximate. Wave patterns are described for large open lakes or oceans. Smaller bodies of water will have diminished wave patterns. Also, wave patterns will be different near abrupt shore features like cliffs, or when the wind is blowing against a current. When judging waves, look into the wind to estimate their size and power, not downwind.

*MPH: Statute miles (5,280 feet) per hour. Used on inland waters.
KNOTS: Nautical miles (6,076 feet) per hour. Used at sea or on coastal waters.

Wind Strength

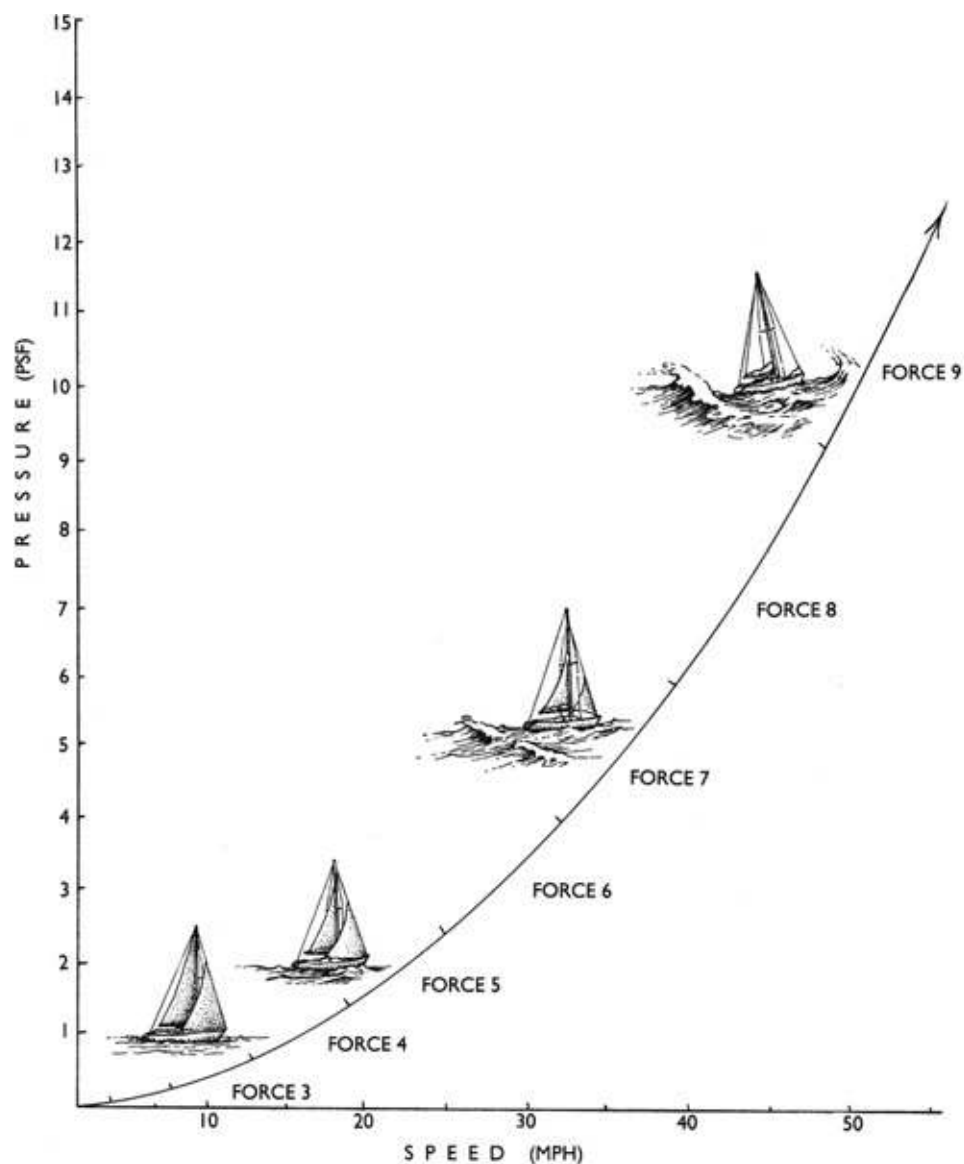
HOW HARD IS IT BLOWING?

If you look at your boat's anemometer or listen to the weather report to learn how hard the wind is blowing the answer will come to you in miles per hour. There's nothing wrong with this, but it is misleading. Of more importance to a sailor is the pressure of the wind in pounds per square foot. And pressure, the force of the wind, goes up dramatically with comparatively small increases in speed. So when you think about the wind's strength, it is pressure, not speed, that must be kept in mind.

If you were to argue that a 10-mph wind packs twice the punch of a 5-mph wind, you'd be wrong, because doubling the wind's speed quadruples its strength. A 5-mph breeze pushes with 0.1 pound per square foot (psf) of force, while a 10-mph breeze has 0.4 psf of force. Not devastating power, but you see the trend. Bring the wind up to 20 mph and you get a force of 1.6 psf. From the original 5-mph breeze you have now increased speed by a factor of only four, but the pressure has multiplied sixteen times! On a 28-foot boat that 20-mph wind would now be dumping about 650 pounds of pressure into the sails, which is plenty of force.

Admiral Beaufort's Forces can be even more misleading. A Force 6 wind (about 28 mph) does not have two times the strength of a Force 3 (about 10 mph); it has almost eight times!

Know the winds by their speed, but understand the pressures they bring to bear. May the force be with you.



ONE BOAT'S GALE ...

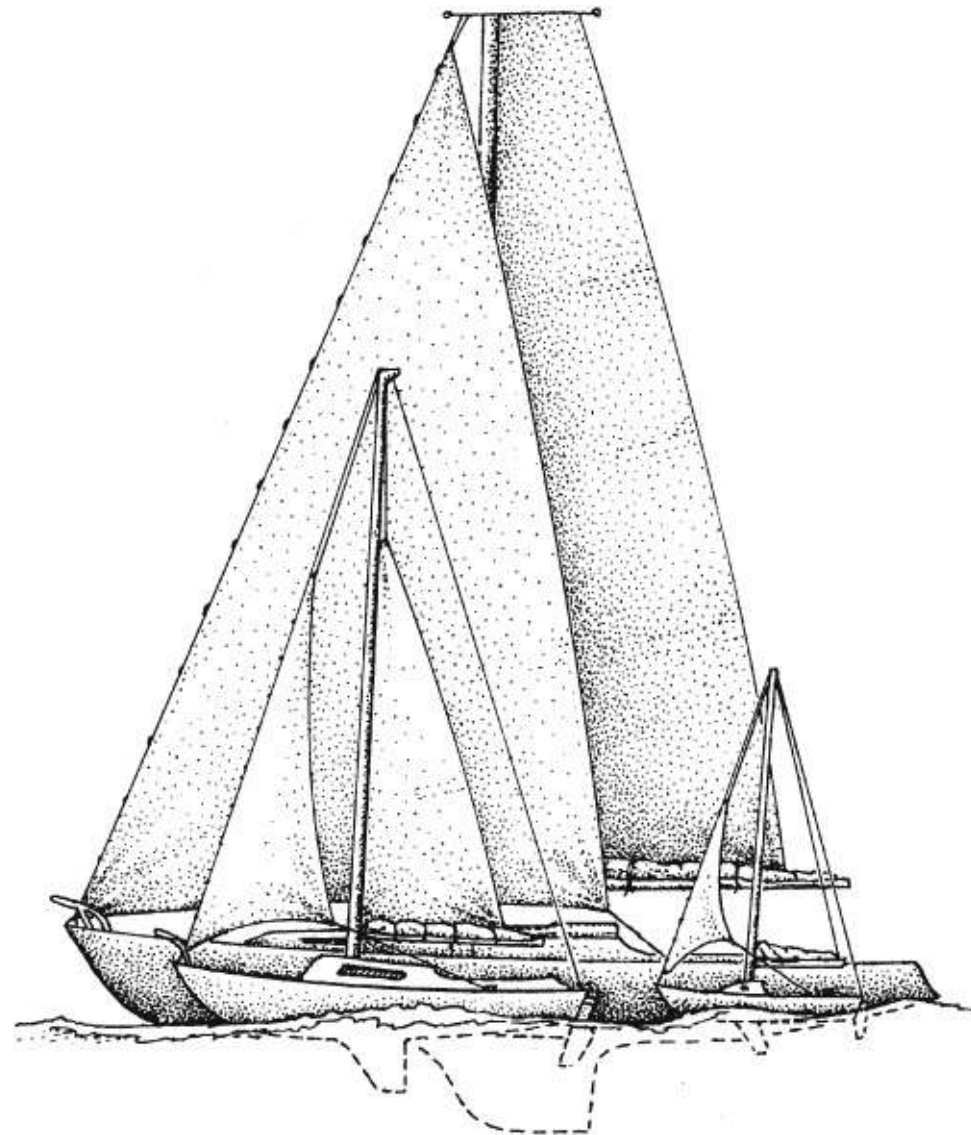
The ability of a boat to stand up to the wind and use the full power of its sails is directly related to its size. The smaller the boat, the stronger the wind feels. A bigger boat can almost always withstand more of a blow and carry more sail.

In a Force 7 wind a 20-foot keelboat can carry only a small jib with no mainsail, about 20% of its total sail area, and it will be hard-pressed to make progress into the wind. A 40-foot cruiser might be able to carry her working jib and a main with two reefs, about 40% of her sail area, and make her way slowly into the wind. An 80-foot ocean racer would have up its #2 genoa and a single-reefed main, about 60% of its sail area, and would step out to windward at a good clip.

FORECASTS

Continuous 24-hour weather reports from the National Weather Service can be picked up on any marine VHF-FM receiver, the weather band on multiband radios, or inexpensive specialty radios that receive only the weather. These reports paint a reasonable picture of general wind and weather patterns, but to interpret them you must be able to speak their language. *Light and variable winds* have

a speed of 5 mph or less, and shift direction capriciously. A *small craft advisory* means strong winds not exceeding 38 mph and dangerous sea conditions. (Unless you're on the Coast Guard's sail-training ship *Eagle*, your boat probably qualifies as a small craft.) *Gale warnings* are for winds from 39 to 54 mph, and a *storm warning* is for all winds above 55 mph unless associated with a hurricane, which gets its own warnings.



These reports are not gospel, because wind is an immediate and localized phenomenon. A voice

coming out of a radio sounds authoritative, but what it is saying is, or was, true only where and when the data was gathered. Use radio reports, but trust what you see and feel even more.

Can we ever really know the wind? John Masefield, sailor and Poet Laureate of England, summed up nicely:

*“A very queer thing is the wind.
I don’t know how it began,
And nobody knows where it goes.
It is the wind, it began and it blows.”*

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