



on the *starboard* (right side) tack when the boom is to port and the wind is coming over the starboard side. You're on the *port* (left side) tack when the boom is to starboard and the wind is coming over the port side.

At a mooring, if the *helmsman* decides to get away on the starboard tack, the crew goes for-

ward, lifts the *mooring pendant* of the bow cleat, and holds it in one hand while *backing* the jib to starboard. The wind will then push the boat's head off to port and move it slightly forward.

When the boat picks up speed, the crew drops the mooring pendant and its pickup buoy overboard on the port side, releases the jib clew, and immediately trims the jib sheet on the port, or *lee*, side.

Meanwhile, the helmsman has helped the bow to *fall away* to port by pushing the tiller to starboard. As the boat *gathers way*, the helmsman trims the mainsail, eases the tiller back to *amidships*, and makes the necessary adjustments in the *mainsheet* trim for the course to be sailed.

Trim—the fore-and-aft angle of the boat in the water—is most important to the boat's performance. Boats with centerboards sail best almost erect, with weight amidships. In a breeze of any strength,

sailboats *heel*—lean away from the wind—under the force of wind pressure on the sails. A little heel, or enough to lift the *weather chine* (the joint on the windward side) out of water, is helpful because it reduces the amount of wetted surface, reduces skin friction or *drag*, and adds to boat speed. Too much heel makes the boat slide off to *lee-ward*. A little too much heel and you might capsize.



Hiking out

To counterbalance a boat's tendency to heel, the weight of the crew, including that of the helmsman, is moved toward the side that is lifting. If the breeze is so lively that moving to the weather side of the *cockpit* doesn't control the heel, then one or the other or both of those on board should sit on the weather (lifting) rail. If sitting on the rail or deck doesn't keep the boat on its

*feet*, the crew *hikes out*—leans backward and out over the water to get the weight where it's needed. An easing of the main and jib sheets to relieve sail pressure helps, too. In light weather, shift weight to the lee side of the cockpit.

The wind you observe when your boat is under way is not the true wind. It's a combination of true wind and the wind from the boat's momentum. This is called the *apparent wind*. Since it is stronger than the true wind, you should trim your sails to it, rather than to the true wind. You can check for apparent wind by attaching a sock, pennant, or vane, to the top of the mast, or by using a thread or *telltale*.

Here are some basic maneuvers:

To *head up*, swing the bow into the wind. The sails will luff if they are close-hauled and right the boat if it is heeling. You head up to avoid an