

Sailor's Workshop with Capt Mike





Workshop #2

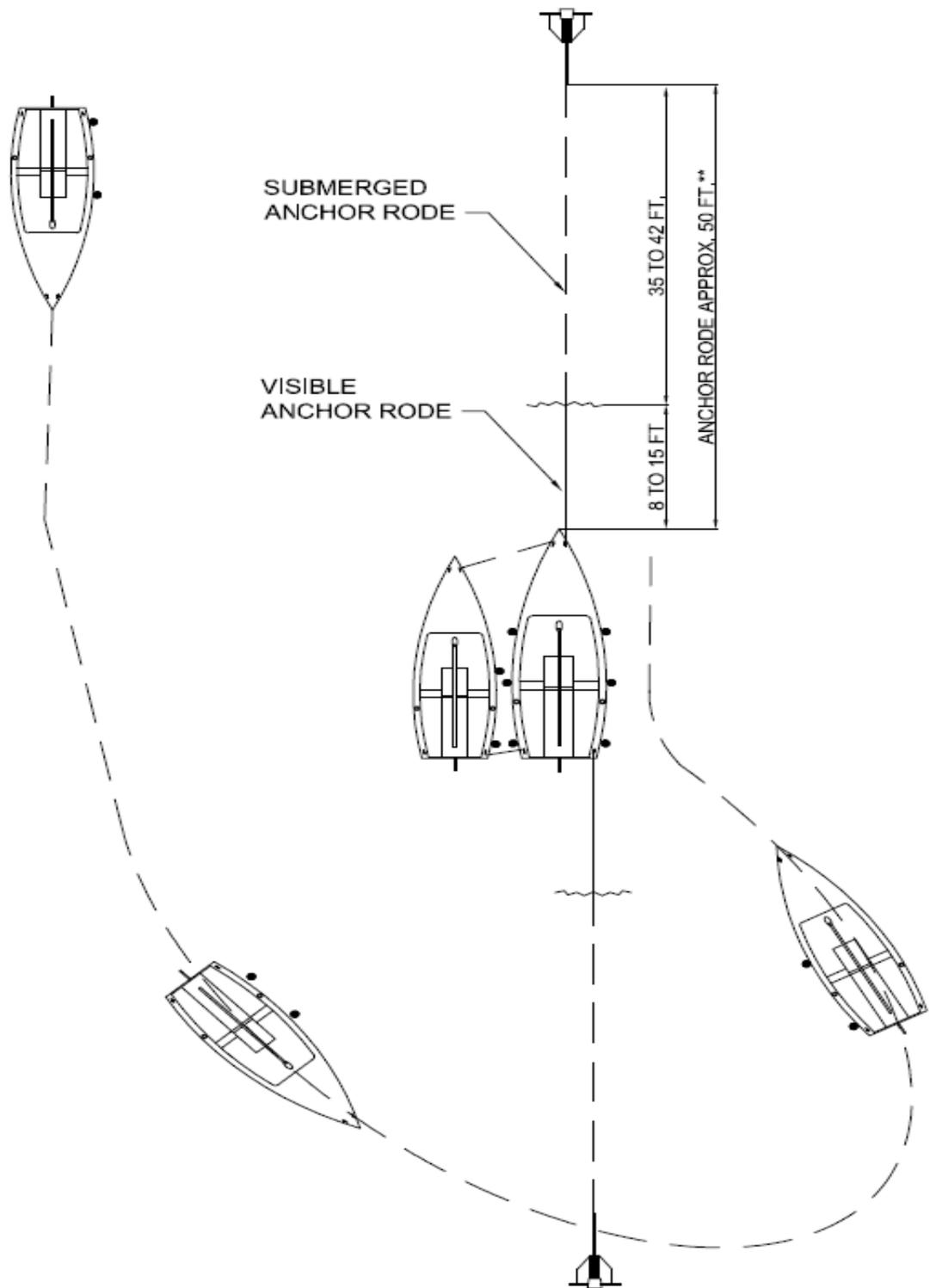
Rafting-Up

SAILOR'S WORKSHOP #2 – RAFTING UP

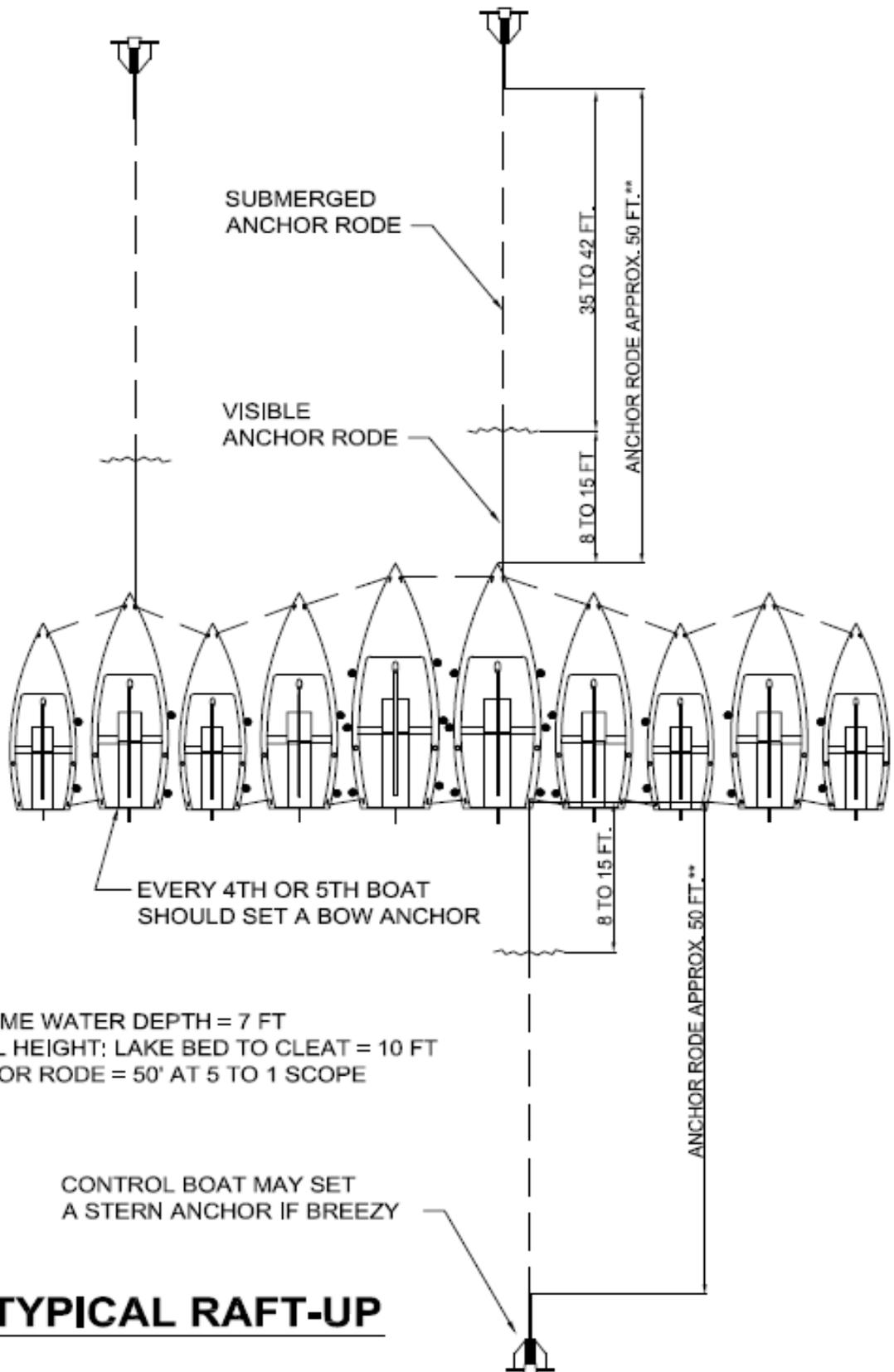
- Wind and weather permitting, we'll be rafting up in No Name Cove (10 minute cruise from the marina).
- First boat in sets a bow anchor, and if windy, sets a stern anchor also. They are unofficially the raft-up control boat.
- For this workshop, Rangatira will be the control boat.
- Use VHF Marine Channel 14 to call the control boat for instructions for sequencing and preferred side to raft up on. The control boat will attempt to balance the raft up to either side of the anchor.
- If you do not have a radio, approach the raft up and ask for instructions.

- As you make your approach , be ready with:
 1. At least 2 Fenders on your contact side,
 2. Your Bow line attached to your forward cleat and brought back to the cockpit, coiled, and ready to hand or toss over (recommend the bow line to be about the length of your boat),
 3. Your Stern line attached to your aft cleat and coiled and ready to hand or toss over (recommend the stern line to be at least 15' long).
- On your approach, watch for bow and stern anchor lines leading out from the control boat or other boats already rafted up.

- Some boat keels may be drawing 4 feet or more, so take care not to snag the submerged portion of the anchor line.
- Maneuvering is done at idle speed, or if breezy, just enough speed to maintain steerage way.
- If it is a breezy day, the 3rd or 4th boat to the right and left of the control boat may be requested to drop an additional bow anchor to prevent the raft-up from dragging their anchors.



EXAMPLE - APPROACHING THE RAFT-UP ON STBD SIDE



** ASSUME WATER DEPTH = 7 FT
 TOTAL HEIGHT: LAKE BED TO CLEAT = 10 FT
 ANCHOR RODE = 50' AT 5 TO 1 SCOPE

A TYPICAL RAFT-UP

Additional Notes regarding this Workshop

This workshop was held at M-dock Pavilion on 18 June 2022. It was too windy to raft-up. Winds were 15 to 20 mph with gusts to 25.

In lieu of rafting up, we discussed radio etiquette and Rules of the Road.

The following slides on the Rules of the Road for sailboats were added afterwards.

Following is the order of increasing maneuverability. Any boat lower on the list must give way to boats higher on the list:

1. Vessel Not Under Command (ie: a disabled boat).
2. Vessel Restricted in its Ability to Maneuver (A boat that is difficult to maneuver, like a dredge, a barge in tow, or a vessel laying pipeline or cable).
3. Vessel Constrained by its Draft (a boat whose maneuverability is restricted by its draft, like a freighter or a tanker) .
4. Vessel engaged in commercial fishing towing trawl nets or a purse seine.
5. A sailboat under sail.
6. A powerboat.
7. A seaplane.

You will not encounter vessels in categories 2, 3, or 4 on Lake Arthur. Seaplanes are not permitted on the lake but have appeared on occasion.

Rules of the Road - Sailboat vs. Sailboat

Rules when two sailboats meet under sail (engines not running):

If the boats are on different tacks (sails on different sides of the boat), then the sailboat on the starboard tack (wind coming from the starboard side, with sails thus out to the port, or left, side) is the stand-on vessel and the boat on the port tack must give way.

The port-tack boat must also give way to a sailboat whose tack is uncertain (such as when sailing downwind using a spinnaker).

If the boats are on the same tack, the leeward (downwind) boat is the stand-on vessel, and the windward boat must give way.

In sailboat races there are additional rules about the start line, rounding marks, and so on, but the basic rules above apply when boats meet in open water.

Rules of the Road - Sailboat vs. Powerboat

Remember that a sailboat running an engine, even if sails are up, is legally categorized as a powerboat.

In a congested area it is best not to run the engine with sails still up, because captains of other boats may not be aware of your engine running and may assume you are operating under sailing rules.

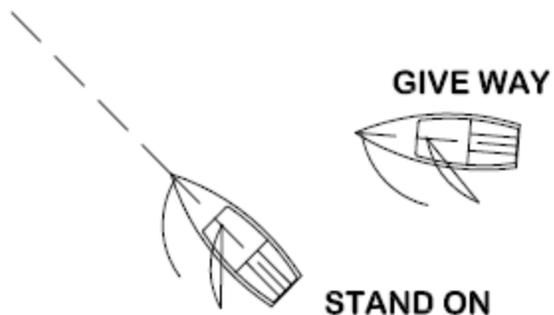
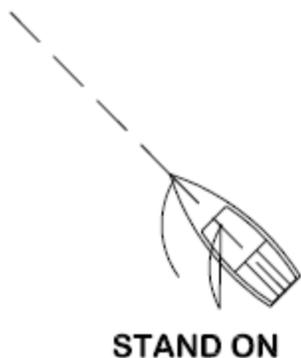
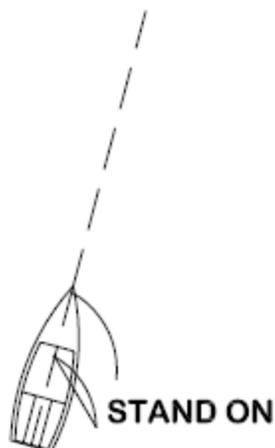
The Rules are simple when a sailboat and a small recreational powerboat meet:

In most situations the sailing boat is the stand-on vessel and the powerboat must give way.

If the sailboat is overtaking a powerboat, the powerboat is the stand-on vessel and the sailboat must give way.



GIVE WAY

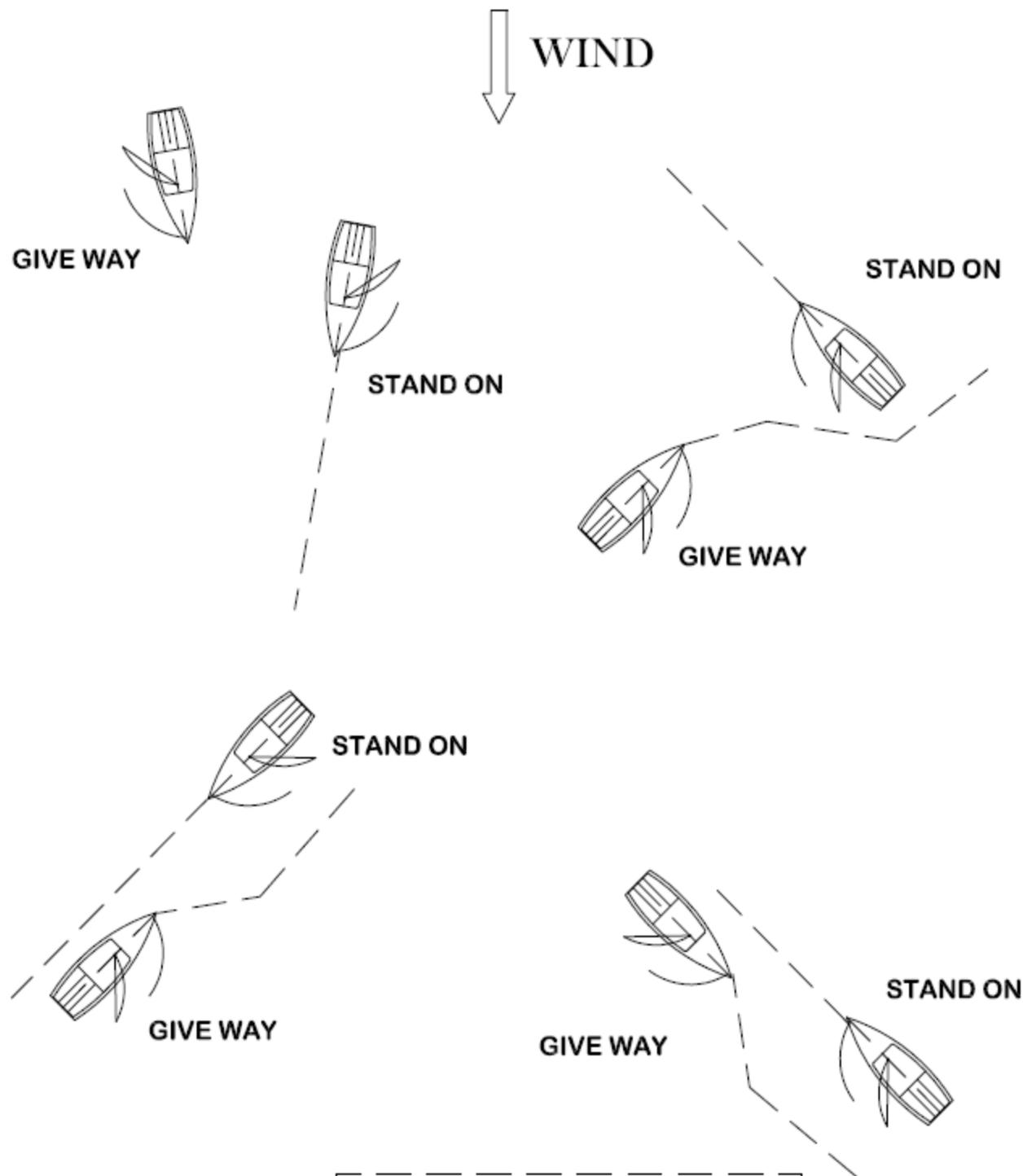


RULES OF THE ROAD

WHEN BOTH SAILBOATS ARE ON THE SAME TACK

THE VESSEL TO WINDWARD IS GIVEWAY

THE VESSEL TO LEEWARD IS STAND ON

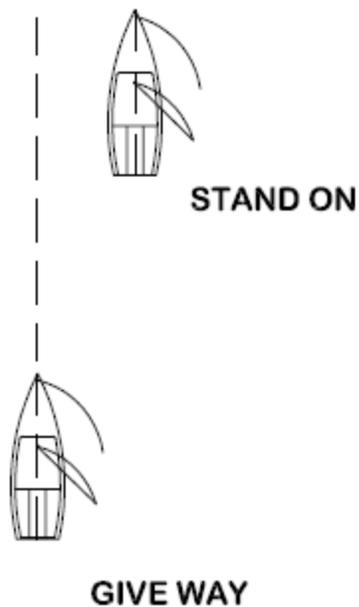


RULES OF THE ROAD

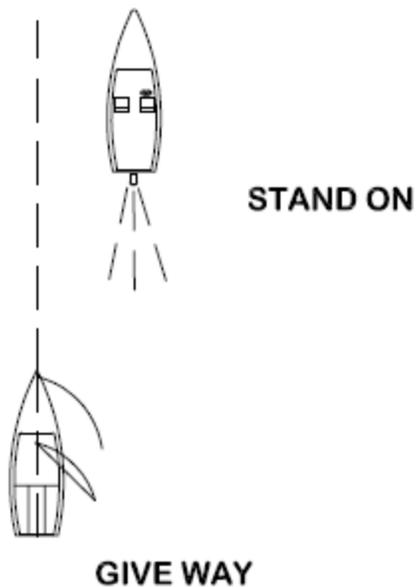
WHEN SAILBOATS ARE ON OPPOSITE TACKS

THE VESSEL ON A PORT TACK IS GIVEWAY

THE VESSEL ON STBD TACK IS STAND ON



**SAILBOAT IS OVERTAKING
A SAILBOAT**



**SAILBOAT IS OVERTAKING
A POWER BOAT**

RULES OF THE ROAD

**WHEN SAILBOATS ARE OVERTAKING
THE OVERTAKING VESSEL IS ALWAYS GIVEWAY**

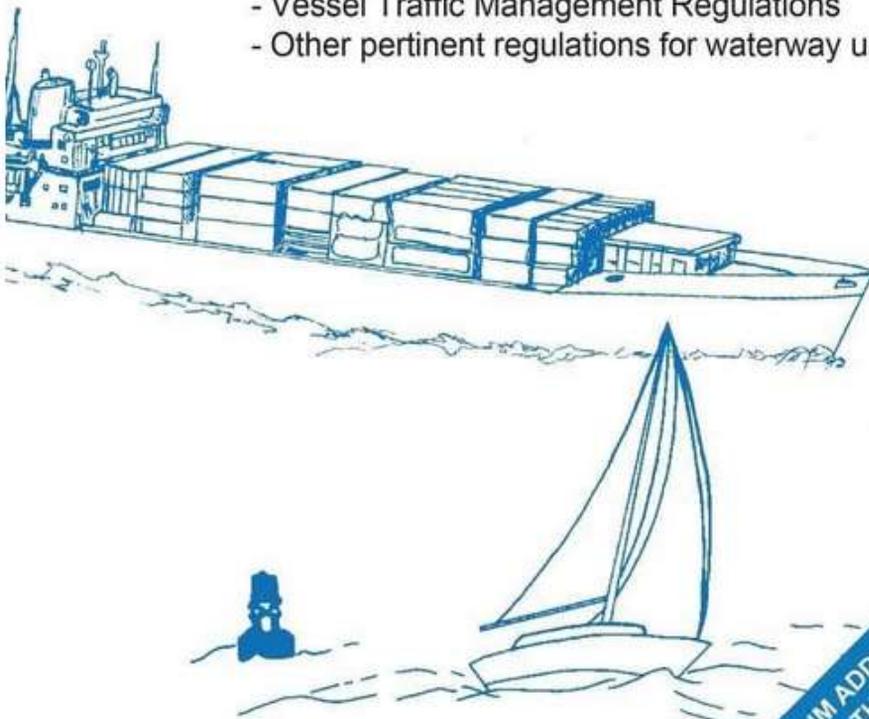
You can find the entire set of International and Inland Rules of the Road in the USCG Navigation Rules and Regulations Handbook.

Department of
Homeland Security
**United States
Coast Guard**



Navigation Rules & Regulations Handbook

- Containing
- International and Inland Rules of the Road and their respective Annexes
 - Bridge-to-Bridge Radiotelephone Regulations
 - Vessel Traffic Management Regulations
 - Other pertinent regulations for waterway users



**ADDENDUM ADDED
TO CORRECT THROUGH
NTM 8/20, May 2, 2020**