Established 1969



PO Box 636
Jacksonville
Vermont 05342

Members Manual

2027

windhamsailingclub.org

Version: 10/28/2026

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WINDHAM SAILING CLUB

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Section 1

*W*elcome to the Windham Sailing Club

Our club was established in 1969 as a racing club on Harriman Reservoir with a fleet of 8 boats. At that time mooring on Wards Cove was unrestricted.

In 1989 New England Power, then owner of the lake, prohibited all overnight mooring. Sailors Sue Rand, Jim Robinson, Bill Robinson, and Alan Stewart worked hard for 3 years to restore overnight mooring rights for sailboats. With the help of sympathetic politicians and attorneys they created an agreement with NEPCO that permits overnight mooring under the management of the Windham Sailing Club. We now work closely and cooperatively with Great River Hydro, the current owner of the lake.

The Windham Sailing Club is comprised of both mooring and non-mooring members. Managing the many tasks needed to keep the club vibrant (and functioning) is an active communal effort requiring the talents of everyone in the club. Managing is not all we do. Many of us race in club-sponsored events and enjoy club picnics at the Cove. We also exchange sailing knowledge freely, and are generally helpful to each other.

The WSC is not a yacht club – it is a *sailing* club. We hope you will become an active member and not let your boat sit idly. Mandatory events are mooring plop and mooring pull. In addition, you need to check your boat after adverse weather (or every 2 weeks at a minimum) to bail, right, or adjust scope. As an all-volunteer organization, we have no "staff" to do your chores.

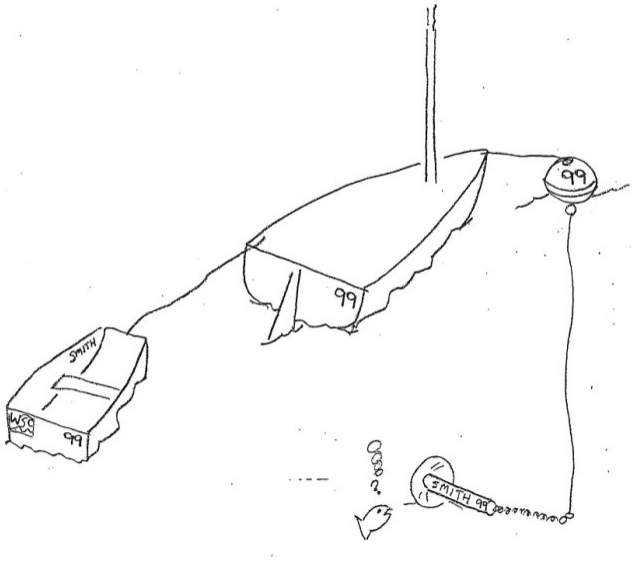
Memberships expire on October 31st. Each November, the first 50 approved applicants become mooring members. A waiting list is managed according to established rules.

Section 2

Property identification

Great River Hydro requires us to indentify our boats, dinghies and mooring buoys clearly. Your assigned WSC number must be displayed in the following manner:

Boats: 3" high numbers affixed to the transom.
Dinghies: Club Decal and 2 or 3-inch numbers affixed to transom.
Buoy: Numbers that are readable from a distance and adhere to the buoy.
Beach tires used by Sunfish sailors must bear the owner's name and WSC number and be locked to a tree when not in use.
We also tag our mushroom anchor when stored at the Cove over the winter, for spring retrieval.



One reason why we use WSC numbers is to facilitate rapid communication in case anything goes awry – and we encourage members to directly contact those affected *immediately* in such circumstances. Therefore, your contact information will be published for members in the annual Roster, unless you specifically request otherwise.

Section 3

Your Mooring

All mooring members are responsible for acquiring and maintaining their own mooring tackle – according to the specs and sketch that follow.

We use mushroom anchors

With 50 boats in the Cove we need anchors that hold. Boats dragging into other boats have caused serious damage. A mushroom anchor will dig into the muddy bottom no matter which way the wind blows. However, mushroom anchors are effective only when on their side, hence the need for a heavy chain. The chain causes the anchor to stay on its side and also acts as a shock absorber when the mooring line stretches. The length of mooring line must be long enough to permit the mushroom to lie on its side. We specify a line length of 65 feet and, in the deepest part of the Cove, our moorings hold their position in heavy wind – even though the 'scope' (length of line vs. depth) is less than 1.5:1. The chain must be exactly 12-foot long so that we can extract it come fall, using the apparatus on the Safety Boat. Heavy duty swivel fitting(s) keeps your anchor line from tangling.

We start with maximum line scope in the spring when the lake is high, and then shorten scope as the lake level drops to prevent banging into nearby boats. When Mother Nature drops a lot of rain, you need to quickly readjust scope, lest the mooring ball go underwater or your mooring drag.

Specifications for anchor tackle

Very small boats, Lasers/Sunfish: **25 #** mushroom.

Boats up to 800 pounds: **50 #** mushroom.

Boats over 800 pounds: **75 #** mushroom.

100# mushrooms are not allowed.

All boats need:

- 12' of 3/8" chain (galvanized is preferable) – Lightweight chain is not acceptable and lengths longer than 12' will be cut or shacked short. *Heavier chain, warranted for the heavier mushrooms, is acceptable as long as it can be managed easily by the crew plopping or pulling your mooring rig.*
- A double *closed-loop* swivel fitting, either 5/16" or 3/8" size. One is minimum; a second helps. *Avoid any fitting that is held together with cotter pins – if that thin metal pin shears, you lose your mooring rig and your boat floats off.*
- Two ½" galvanized *or stainless steel* shackles
- Four 3/8" galvanized *or stainless* shackles
- 65 feet of ½" three-strand quality nylon line with plastic, galvanized or stainless thimbles at the end(s). (5/8" 3-strand nylon line is preferable for 75# mushrooms as it is easier on the hands come mooring pull.) Heavier line is actually more economical as it lasts for years. Nylon is specified because it's durable and stretches, taking the shock off of your fittings.
- A handful of electrician's plastic zip ties – or Monel or stainless wire – wrapped in a Figure-8 to keep the shackle pin from working loose.
- A high quality stainless carabiner if you are connecting to your bow eye (Wichard makes an excellent stainless asymmetrical snap hook – shown below). *Often, when a boat floats free from its mooring, a simple snap hook is to blame.*
- A quality mooring ball (buoy) with your WSC number written in large, cotrasting font on it.
- A "pendant" – which is the line that goes from your mooring ball to your boat. It must be *8-foot long* or shorter and have an appropriate thimble spliced to one end and, on the other end, either a snap hook for clipping onto your bow eye, or an eye splice if using a bow cleat. If using the later, size the line to the cleat. A commercial pendant is available that floats; see http://www.neropes.com/Datasheets/MAR_CYCLONE.pdf for info & installation recommendations.
- Optional: A pick up buoy with a stick. Remove these prior to mooring plop and mooring pull for the safety of the crew aboard the Safety Boat.
- Do not use polypropylene ("the yellow plastic" type) line.

Suppliers our sailors have used

www.**theropedope**.com in Westfield MA
877-568-4182 (economy line and pendant)
New England Ropes (quality line, accessories)

http://www.**neropes**.com/AnchorDock.aspx
www.defender.com (mushrooms, supplies)

http://www.**hamiltonmarine**.com (anchoring / marine supplies)

www.**westmarine**.com (marine supplies)

WSC – so ask us! We often buy back and resell mushrooms, when available. (Be warned, if you leave behind your mushroom and do not moor the next year, it may be appropriated by the WSC.) WSC Captain Rob Ferguson is glad to help you!

Assembly of your anchor tackle

Use two shackles– typically one ½" on the stock of the mushroom and one 3/8" to step it down to the chain. Locate the swivel fitting where the chain meets the line, using shackles to connect them. (Some advise locating the swivel under the float*.) Tie an anchor (double loop) bowline to the bottom of your buoy, or use a shackle if you have thimbles at each end of your line. (Plastic and stainless thimble eyes have proven very durable.) Attach the pendant to the bottom of the float's metal ring using a sturdy shackle. Note that some sailors use two pendants for backup – but if you use the top ring on the buoy the pendant can wrap, so use another swivel where the anchor line meets the buoy.

*A very good video for preparing your mooring rig can be found at: http://tour.offcenterharbor.com/hamilton-moorings/?utm_source=Affiliates&utm_medium=Hamilton&utm_campaign=Moorings%20Splash%20Link Note that, where there is conflicting information, the WSC regulations apply.

Other web resources that are useful to know:
Chapmans Piloting:
http://www.jamestowndistributors.com/userportal/document.do?docId=1107.
Hamilton Diagram:
http://www.hamiltonmarine.com/onlinecatalog/00132.html



A heavy *eye-eye* swivel is best



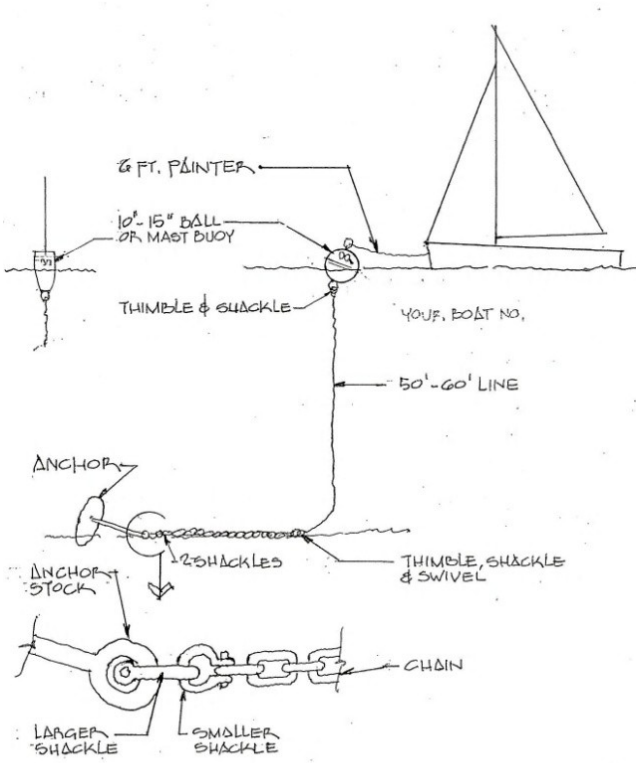
Cotters represent a weak link in the rig

Plastic or stainless thimbles wear the best.



…and the stainless shackle not only wears the least over time, it also unscrews easily at season's end. Secure all shackle pins with stainless wire or a plastic tie wrap as shown.

The right assembly = a secure mooring



A Winchard all-stainless forged snap hook on its pendant is as secure as it gets.



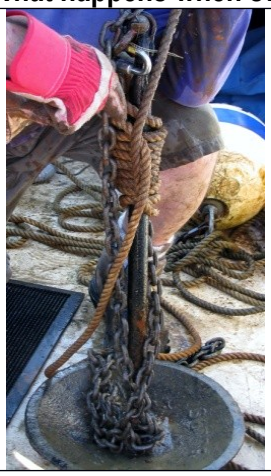


The standard snap hook (right) isn't dependable enough to recommend for mooring.



Of course, you can also use a traditional hitch on your bow cleat – or securely "double-back" your pendant's eye splice loop over the cleat. Chafe protection at the chock may be advisable.

What happens when swivels are omitted



Swivels may help to prevent situations where the chain coils around the anchor shaft, rendering it ineffective (which can enable the mooring to drag, endangering nearby boats). One swivel attaches between the chain and line – and a second at the float helps more.

Prepare your rig for plop!



The chain is neatly coiled in the bottom of the bucket, with the anchor line coiled on top. Note the large, clear contrasting #86 on the mooring ball – great job! This one is ready to hook up to the mushroom and go, and the pickup stick will be installed <u>after</u> the anchor is plopped.



The (optional) pickup buoy (a float with a tall vertical stick) ***must be removed*** *by the owner prior to mooring plop and mooring pull. It is a danger to those on the Safety Boat. You can add it back after your mooring is in the lake.*

Preparation for mooring

Every piece of mooring gear must be inspected (the pieces chafe and wear out) prior to mooring plop. Tackle with incomplete, inappropriate or worn components will be rejected on site by the mooring committee. Setting the anchors must be done under the supervision of our mooring committee, on the appointed day. Please have your tackle neatly organized (coiled in a bucket) and preassembled for mooring day.

Now, join us for our Mooring Plop!

Mooring Plop at the end of May is a coordinated, communal affair, so be sure to be there. If you can't make it, sign up for our make-up date in June. And if you can't attend the fall Mooring Pull, you must designate someone who can be there in your place (but not a Club Officer).

The process of setting and pulling a mooring can get dirty. It is especially important to bring heavy work gloves. You may want to protect your car's upholstery with a drop cloth for driving home.

How to shorten scope

You must shorten and lengthen your rode (anchor rope) as the water changes levels with incoming rain and outflow down the river. If you don't your boat can endanger others nearby (any you'll be held responsible). Here's how:



The best method for shortening scope is to use this version of a figure-8 knot. Note the ends to the anchor and the buoy lead off to the left of the knot. To the right of the knot is a large loop, which takes up excess line. This is relatively easy to untie when done as pictured. Tie it <u>just under</u> the float so that you can get to it easily if the water rises.

Riding at Anchor – Centerboard Up!

Winds at the Cove can be brutal and turbulent. Experience has shown that most boats ride out storms best when left at their mooring with the centerboard up.

Section 4

Let's have a chat regarding your "experienced" mooring gear…

Capt Dick Burnham, inspecting members' mooring tackle aboard the Safety Boat, made keen observations:

"Mooring Drop isn't the time to consider the status of mooring gear. You can't just fix up what you can on the spot and hope everything will last for another year."

It is important for each boat owner to carefully look over their gear in advance, compare it to the WSC guidelines, and check every component with an eye toward replacement of parts as needed.

It's comforting to know that the boats moored next to your boat have the best in mooring gear.

No doubt there's a wide range of opinions on what is acceptable and not.

You, the boat owner, are the one who is responsible for getting your mooring gear up to par with the WSC standards."



Normal wear can be seen as thinned metal on the bottom of this mooring ball – ready for failure. Check annually for worn line, chain, and fittings – well in advance of mooring plop – too.

"Nylon anchor line stretches when a boat keeps the mushroom anchor in place. Line, in time, given the elongation and contraction of the length, develops weakness; and when load capability of the line drops, your boat is essentially on a thinner line than you thought. This can be seen in frayed outer fibers, and in the un-laying of strands. When degradation of line is observed, it is time to invest in the relatively inexpensive insurance of a new line. Note that fraying is not the same as a line that is chafed by rubbing on some object like a cleat or rock.

Like the anchor line, the pendant line needs to be in good condition. It relies on a connection at the buoy, and secures by whatever means the boat offers. Given the tossing, tough surging and spinning about, there can be serious stresses on the boat's cleat or eyebolt or whatever is used. Some use a second pendant.

Last season, a great number of shackles had unsecured pins and all onboard the Club Skiff were busy securing what pins could be dealt with in a jiffy. Boat owners should make the small investment in quality wire (stainless steel soft wire is available at larger chandleries) or safe alternatives.

Bold black numbering on buoys must be easily identified. Silver or felt tip pen numbering challenge the eye.

Last year, no less than three boats became wayward over the course of the summer as their attachment point between their mooring and their boat failed. If your pad eye for the hook at the bow of your boat has a single bolt, consider tying the mooring painter to the bow cleat instead. (Pad eyes attached with two bolts are not a concern.) Use a better clip.



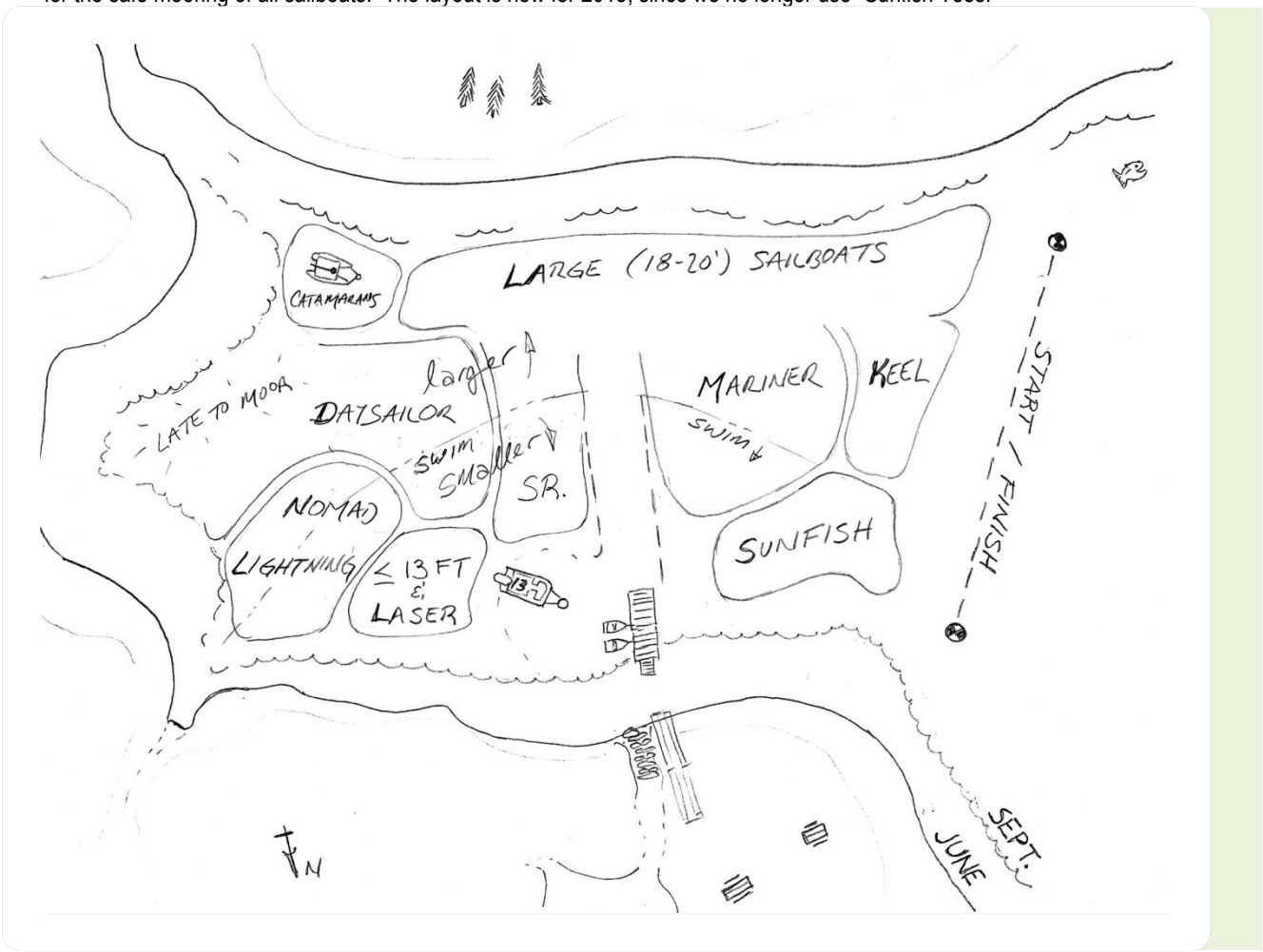
This <u>was</u> a galvanized thimble on a pendant. It has become a hanging chunk of rust, and no protection for the line.

surges on the water's surface and that too

Section 5

Prescribed WSC mooring field layout

Note that the mooring field is organized to make the best of the limited anchorage
– for the safe mooring of all sailboats. The layout is new for 2015, since we no longer use "Sunfish Tees."



Mooring Field Layout: A Balancing Act.

The WSC has taken into account many layers of needs when it comes to prescribing the layout of the mooring field. If we had few boats, a larger mooring field, or if all boats were alike, this would be simple, but given our limitations, it's not. Here is what we've found works best for individuals, and in aggregate:

Similar boats "swing together" at their mooring during various wind conditions – and therefore we don't mix, say (as an extreme example) Victoria keelboats with flat bottomed Lightnings. You'll notice that we group boats by type at their moorings. That's a chief reason why damaging boat contact has become a rare thing.

Small boats take up half the swing area around their mooring compared to larger boats. So, to locate more boats closer to shore (a good thing in aggregate), the small boat moorings are closest – and the larger boats go farthest from the dock. Sailors with Sunfish and Lasers generally swim to their boats, and that is a second reason to have small boats closer to shore.

mooring field layout, continued…

On **Mooring Plop Day**, we ask sailors of the smallest boats to show up first (around 9 AM or so) – and we build the mooring field outward from our shore. Twenty-five pound mushroom anchors plop first. Lightning, Nomads and delicate boats next. Then Daysailors. (Always building the field outward.) By mid to late morning, larger boats, Mariners and keel boats have their moorings plopped – at last. That coordination prevents poor spacing and smaller boats being inappropriately "hemmed in." And it avoids the hard work and heavy lifting of re-shifting mooring locations around mid-season.

The winds can really roar through the outer reaches of the Cove, in what we've come to know as "Hurricane Alley." The larger fiberglass boats can easily handle the tossing and whipping.

We avoid putting handmade and older "delicate" wooden boats in the Alley. And some, like Nomads and Lasers, will "turtle" (upside down) with sharply shifting storm winds – so those boats go in more protected areas of the Cove (but in areas deep enough to [hopefully] prevent damage to the top of the mast, should it accidentally be pointed to the mud, stumps, and boulders of the deep).

The lake recedes as the season progresses, due to the power company generating electricity. We place all moorings anticipating September's lower water levels, when we have wide beaches and a considerably smaller cove. What looks like dozens of boats centered in a bathtub in June looks like a sink bursting with boats in fall.

As the water recedes, the rode (anchor rope) that was once almost vertical for 55 feet now lies horizontal at perhaps a lazy 30-degree angle, and the swing of each boat may go from a 50' radius to a 100' radius. So as to avoid boats "mating" in lower water, that means two things:

1. We space our moorings far apart on Plop Day.
2. Sailors need to "take up scope" or shorten their mooring line as the lake lowers.

We keep an "open alley" that projects out from the dock, and that makes sailing into the dock a less hazardous event for all, avoiding "pin-balling" and mayhem. No boat, except our Safety Boat, will be moored in proximity of the dock.

We take into account those with serious health issues and put their moorings nearest to the dock, where possible. If we know a sailor comes to the lake several times a week, we'll find a way to locate their mooring a bit closer within their grouping of boats. A couple of sailors regularly swim to their boats and we try to accommodate them likewise.

Those late to moor are placed at the end of the cove, and if you're likely to sail less than a dozen times – same fate. The farther reaches are the most peaceful and private. There is less chance of contact from a boat with a drifting mooring or an inexperienced sailor. If you're the inexperienced sailor, the back-40 location helps others from being pin-balled, too. And a bit more exercise in rowing farther may have been something your doctor was going to tell you to do anyway.

So, let's face it – you probably want to be moored along shore, close to the dock. But we can't accommodate that. So we do what we can and ask sailors to pull a dozen more strokes on the dinghy oars to get to their boat that is always farther out than they want. It works for everyone in the end.

Section 6

Introduction to Sail-In

Only the smallest and lightest boats (Laser and Sunfish) trailer their boats to Wards Cove. There, a few friends can (carefully) manually roll the trailer behind the cable gate, or even carry the craft all the way to the official swim beach. Most other boats will need to sail in from a boat launch ramp.

There are at least three ramps into the lake, and most of us use Mountain Mills or the Route 9 Oxbow, though Whitingham is available, too, just west of the village.

Mountain Mills is the shorter sail and offers more parking options. However, when the water is very high or very low, the ramp does not have enough slope to get a deep hulled boat onto and off of the trailer, and a trailer extender* and manpower may be needed. Watch for logs on the ramp. You do not have to use the official ramp there – at the south end of the parking area you can back your trailer down the steep gravel slope to the water. A four wheel drive vehicle is highly recommended. To get to Mountain Mills, go south from the stop light in Wilmington on South Main Street and then take a right onto Fairview Avenue, which turns to dirt and dead ends at the ramp.

The Oxbow ramp next to the "Marina" on Route 9 west of Wilmington has a very long, steep ramp that works well any time of season. It is great for deeper boats with a fixed keel. Watch for the overhead power lines when your mast is up – they are very easy to avoid if you're paying attention or if you have a shorter mast. This ramp can be very busy and parking sometimes means a couple minute walk to the abandoned part of the Route 9 roadway. When sailing or motoring south from the Oxbow, stay closer to the western shore until you have passed Mountain Mills – an old railroad "trestle" can be lurking just below the water's surface over the eastern 2/3 of the narrows.

Reminders and tips on stepping the mast and getting ready to sail in:

- Coordinate with others so that you have a ride back from Wards Cove to the boat ramp (or vise versa at Sail Out). Use club email – there is usually email chatter planning Sail In and Sail Out.
- Check your list before trailering and don't forget tools, dock line, water and lunch.
- Watch the weather. Rigging the boat can take an hour or more. Then it is usually at least an hour to get to the Cove; much longer in light wind. Plan it as an all afternoon affair.
- It typically takes at least two to step (put up) the mast – one to power it up and another in the cockpit to keep it from falling sideways. Most of us add a temporary dock line to a halyard and hoist it up from the mast step's pivot. Have the locking pin, cotters, and needle nose pliers handy. Don't forget to put the wind vane on top of the mast, or flag the top of the mast when trailering home.
- Insert the drain plug in the sailboat's transom.
- Unplug your trailer lights from the back of the tow vehicle before backing into the water. It'll save your trailer's brake lights from popping when their hot bulb hits the cold water. Plug them back in when you pull out of the water.
- It takes time to rig a sailboat. But be courteous to others and rig your boat when it's parked out of their way, where you won't be hurried.

*Here's a link regarding the trailer extender: http://triadtrailers.com/triad-trailer-gallery/sailboat-trailers/triad-trailers-under-24-feet/triad-trailers-pices-21/

Section 7

A Typical Calendar of Events, in summary

Be sure to get the official WSC calendar at the Spring Meeting. Actual dates may differ.	
Spring Meeting and Cove Cleanup:	Typically the first Saturday of May
Mooring PLOP - a MANDATORY event:	Typically the Saturday prior to Memorial Day Weekend's Saturday – so 9 days prior to Memorial Day Monday.
Sail In:	Memorial Day Weekend's Saturday
Spring Series Sailboat Racing:	Mid June
Make Up Mooring Plop:	First day of the Spring Series of Racing
Picnics:	There are typically 3 Picnics at Wards Cove
Triple Trophy Race & Picnic:	Typically early August
Sail Out:	The Saturday prior to Columbus Day Weekend's Saturday – so 9 days prior to Columbus Day Monday.
Mooring PULL - a MANDATORY event:	The Saturday of Columbus Day Weekend.
Annual Meeting: **Also following the meeting: Safety Boat Cleaning, winterizing and storing all equipment.**	Right after Mooring Pull, at the Cove.
Gates Closed and locked for the season:	Columbus Day (Monday) at Dusk.
Letters of Intent (LOI) for next year:	Are emailed to current members in October.
All Memberships Expire:	October 31, midnight.
New Applications Accepted:	November 1 – November 21, with check. (Non-mooring members pay ASAP.) The first 50 mooring applications are accepted on a first come, first served basis.
Press Release in 2 area newspapers:	First Tuesday of November (pending publisher)
Commodore's Dinner:	Late Oct./Early Nov. on a Saturday night.
All Club Activity stops:	For the Winter (Thanksgiving to Easter). Get your membership applications and checks in on time, or risk being on the Waiting List next year!

Section 8

Auxiliary Propulsion

We're a sailing club, but sometimes backup propulsion is handy and enhances safety.

We encourage sailors to learn to sail well enough to cast off and return to their mooring under sail. It takes some getting used to, and rounding up into the wind with enough momentum to time the mooring grab will sometimes test the skill of even the most experienced sailor. A crew member can help, using a gaff hook to grab the mooring. Installing a mast ("stick") buoy accessory helps.

Carrying a motor on board and using it is optional, and each member must take full responsibility for its safe use.

Great River Hydro prohibits motorboats from mooring, so WSC sailors enjoy a special privilege, and
we are not allowed to store our motors on the transom.

As such, please consider the weight and awkwardness of installing a motor on your particular sailboat. You certainly do not want to be balancing on the afterdeck while fastening a 40 pound outboard to the transom during a hard blow – or even while bobbing at anchor. Some sailboat layouts make it difficult to install the auxiliary. Before buying, make sure installation will be safe. If you're not confident in your current arrangement, upgrade to something manageable.

Since we do not fight a current like ocean sailors when running an inlet, you may never need a motor as powerful as recommended by your boat's designer. If you ocean sail as well as sail our small lake, you may want to look into owning a higher powered and heavier motor for currents and distance, *and* a lightweight version for Harriman.

In fact, propeller diameter and pitch are much more relevant to sailor's needs than horsepower, since displacement hulls found on many sailboats limit speed to just a few knots, and much of that extra horsepower is wasted.

Many members successfully use lightweight, low-horsepower motors. These come in older, lighter 2-cycle versions as well as a clean running 4-cycle, like Honda's smallest outboard shown here.

You may have to search online sources for used 2-cycle plants. In either case, you will almost surely need a "long shaft" version intended for sailboats.



A lightweight auxiliary such as this Honda 2 HP "long shaft" works well for most sailboats that are allowed to moor at Wards Cove.

You may want to research alternative power.
Many sailors of 20-foot (centerboard or keel) boats have discovered that an electric powered "trolling" motor is perfectly suitable. These are quieter, safer, and more reliable than fueled engines. You may want a deep-cycle battery and solar cell with overcharging protection.



Skipper Ferguson reports that his electric Torqeedo auxiliary, pictured here, suits his needs well.

Sometimes oars are enough to get a small boat back to the cove when the wind quits, so don't discount installing oarlocks – or the use of a simple paddle. A couple members also make effective use of a yuloh, which is an oar that sculls the sailboat along, from a yoke in the transom.



WSC Captain Dick Burnham peacefully scoots his sailboat along nicely with a yuloh.

He also uses a light, reliable Seagull motor.

Be prudent with fuels. The WSC recommends against storing gasoline on board (in cans or a motor's internal tank) due to the risk of fire – and explosive vapors trapped in the hull. Always have an approved fire extinguisher as a part of your safety gear when carrying an engine and fuel.

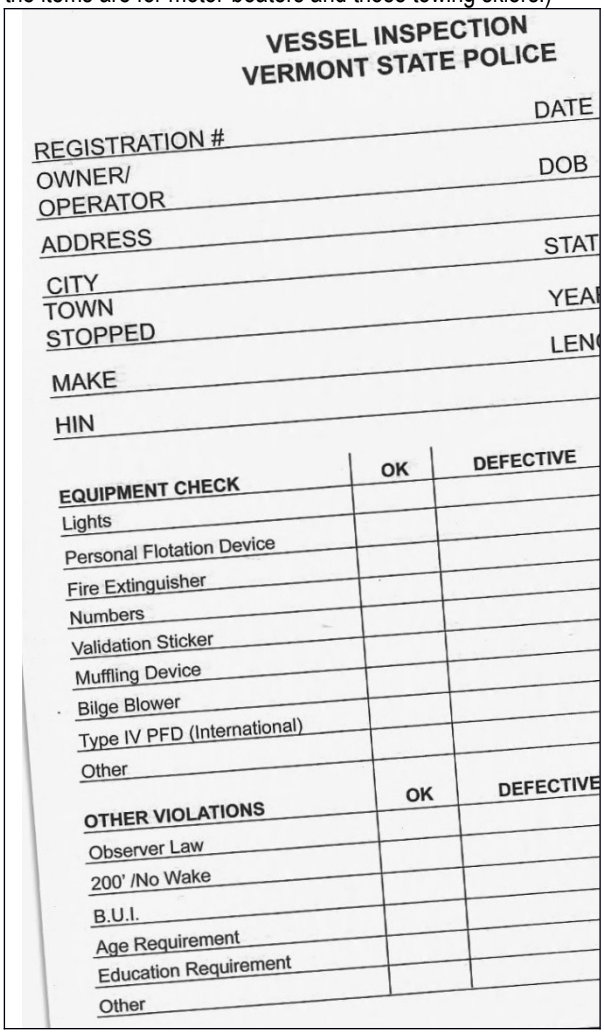
Section 9

What THE LAW says…

Wouldn't it be great to know what the State Trooper and game warden look for when they stop you on the water for a spot inspection?

Well, yes – so we asked!

This is a copy of the official checklist. (Of course, some of the items are for motor-boaters and those towing skiers.)



VESSEL INSPECTION
VERMONT STATE POLICE

REGISTRATION # DATE
OWNER/ OPERATOR DOB
ADDRESS
CITY STAT
TOWN
STOPPED YEA
MAKE LEN
HIN

EQUIPMENT CHECK	OK	DEFECTIVE
Lights		
Personal Flotation Device		
Fire Extinguisher		
Numbers		
Validation Sticker		
Muffling Device		
Bilge Blower		
Type IV PFD (International)		
Other		

OTHER VIOLATIONS	OK	DEFECTIVE
Observer Law		
200' /No Wake		
B.U.I.		
Age Requirement		
Education Requirement		
Other		

The "hot button" items of course include enough wearable PFDs (and Type IV throwable cushions for our 16' -20' boats). PFD = Life Jacket

The Handbook:

A lot more detail is found in the VSP handbook. The State of Vermont publishes their *Handbook of Vermont Boating Laws and Responsibilities*; we try to keep a copy in the box on the tree at Wards Cove. Ask us, we may have an extra copy, or you can request one from the State Police.

- Don't operate a boat while intoxicated.
- Personal Flotation Devices (PFDs, or lifejackets) are required: one for every person on board – that includes everyone in your dinghy. Also, every boat over 16' must have a throwable life cushion (Coast Guard Type IV). All must be approved devices. Persons under the age of 12 must wear a PFD when above deck. Non-swimmers must wear PFDs, and we encourage anyone sailing in questionable weather to don one. Our sailors have been fined by State Police for not carrying a PFD on Lake Whitingham.
- If your boat is propelled by a motor it must be registered in the state of Vermont. See the DMV for details at http://dmv.vermont.gov/sites/dmv/files/pdf/DMV-VD037-Motorboat_Reg_Title_App.pdf.
- If your boat has a motor on board it must also be equipped with a type B-1 fire extinguisher.

As for the required sound making device, here is the official language: *"Vessels that are less than 65.6 feet in length, which include PWCs, are required to carry on board a whistle or horn or some other means to make an efficient sound signal audible for at least one-half mile."*

- The horn shown in the following link needs a modest amount of lung power, but it is loud and simple – no cans of air. Several of our sailors have found it works well. http://www.amazon.com/SeaSense-50074062-Safety-Blaster-Horn/dp/B0019LY8HK/ref=sr_1_3?ie=UTF8&qid=1401272878&sr=8-3&keywords=horn+blasters

State Laws you may not be aware of:

a. Those born after 1/1/1974 who operate a boat with a motor (gas or electric!) are required to have taken a boating safety course. You can now take a course online @ http://www.boat-ed.com/vermont or in the classroom by calling 802-878-7111, ext. 2211.

b. Those boats that have lights must have them in working order, even on Lake Whitingham where overnights are prohibited by Great River Hydro.

c. Even boats powered by electric motors require registration.

Section 10

Capsizing ☹

Rule #1 of Capsizing: **Don't do it**. Prepare your boat. Prepare yourself. Keep an eye on the weather. Put the most experienced helmsman in command of your vessel. Sailors who are not used to gusty, shifty winds can hold the tiller too long, cleat the main, and make ill advised decisions. The most experienced helmsman is probably you – but maybe not.

Do not cleat the main sheet – be ready to release the sail in gusty Lake Whitingham. When in doubt, **let the main out** – and push the tiller to leeward.

Avoid the jibe. Turn into heavy wind instead of jibing – that is, if in doubt, **come about**. Put the centerboard less than ½-way down (varies for each vessel) and tension your boom vang when jibing – especially in weather.

Rig your craft: Pre-install a topping lift to help gain the most righting leverage should it capsize during the season. Consider your flotation to keep you from sinking – some hulls have been stuffed with "noodles." Install "Jiffy Reefing" and use it.

Rule #2: **Capsize properly and with style**.
LET GO of the tiller and your boat might round up into the wind on its own. Don't panic – that won't help you or your crew – capsizing is often a *gentle* rolling of the boat onto its side.

SO, you are now ***in the water***… There are some very important things to remember if you find yourself swimming, not sailing:

- Do a head count: Someone with less experience might be under the sail!
- Stick with the overturned boat. Chances are great it won't sink, and you now have the largest PFD in the lake: your overturned boat. Only swim to shore if it is very close and there is good reason to do so, such as lightning.
- Be concerned about hypothermia, and get a ride to shore if symptoms are apparent.

Where you go upon capsizing:

1. Slide between your deck and the boom: Don't – you can resurface with the sail covering your head, with no access to air, and as you fall, things can fall on you.
2. Try to climb over the hull and stand on the centerboard. (Righting a sailboat is 100% easier if your centerboard is all the way out of its trunk – pull it out before it's too late!) Your leverage can help right the boat quickly.

What could be worse than capsizing?

TURTLING! Prevent that scenario at all costs. Stand on the centerboard, while it is still horizontal. Have someone clip any extra life jacket or two to the head of the mast – the floatation acts as a lever to help prevent the boat from turning. Grab the gunwale and lean backwards, and on larger boats grab the topping lift and hike out, with as many folks on the centerboard as possible. You are looking for leverage – lots of weight far down on the "bottommost" part of the boat.

Rule #3: Try to right & bail your boat first, and **if that doesn't work, get rescued**. If you do not have a horn, a loud yell and waving arms might work. WSC sailors must understand that any rescue is risky. You may not get rescued at all (especially midweek, when few sailors are out) so be prepared to paddle.

Q: SHOULD I GET A TOW?
Most sailors & power boaters will volunteer to tow you back to the cove. But understand the risks before saying yes:

- Many power boaters don't know that a displacement hull has a fixed top speed. It's slow going at best. A hull full of water adds tons of additional strain. Fittings can snap free and become projectiles and tow lines can part and snap at those in either boat,
- The head of a turtled mast can bump into submerged hazards.

A Safety Boat assisted rescue

Right the vessel on site, unless there is an imminent safety reason not to do so.

Those in charge of the Safety Boat should proceed with haste to the scene of any rescue. The sailor with the most experience and skill with the Safety Boat should take the helm of the Safety Boat.

Another competent member on board should assume the position of coordinator, who acts as the spotter and point man, and directs the skipper in a way that is clear and decisive. Others at the scene should speak up as needed, but otherwise remain quiet (no jokes, etc.). The skipper can be impaired in his ability to see and hear what is going on in front of the Safety Boat, with swimmers low in the water, etc. The coordinator is the skipper's eyes and ears.

Capsizing (continued ☹ ☹)

The Safety Boat is best positioned at a 90-degree angle (T-Boned) to the capsized craft. The skipper does not power the Safety Boat unless called for by the coordinator, and then gently, ready to reverse direction. Many rightings can be done with minimal use of the motor.

Of course, bend a rescue line around a cleat on the Safety Boat for purchase, But watch your fingers as you are holding the line that is turned around a cleat– it's easy to get pinched! That is, don't find yourself bent over holding the line next to the cleat – if the skipper unexpectedly adds some more power to the motor, you may find your hands dragged into and mashed into the metal cleat. Instead, always stand, holding the line several (3 or 4) feet from the cleat.

Race Rescues

We rescue people in need promptly. We may not rescue boats (as a convenience) right away.

If all are safe and well on the capsized sailboat, WSC racing continues – and the rescue, if needed, will take place as soon as the race ends. Drifting of the capsized vessel is generally not a problem.

Imminent danger takes precedence over racing – such as if there is an injury or risk of hypothermia. The skipper in charge of the safety boat makes the call, after consulting with the capsized skipper.

5 distinct horn blasts and race flag held high cancels the race AND calls all sailing vessels (that have surplus and able crew) to the scene.

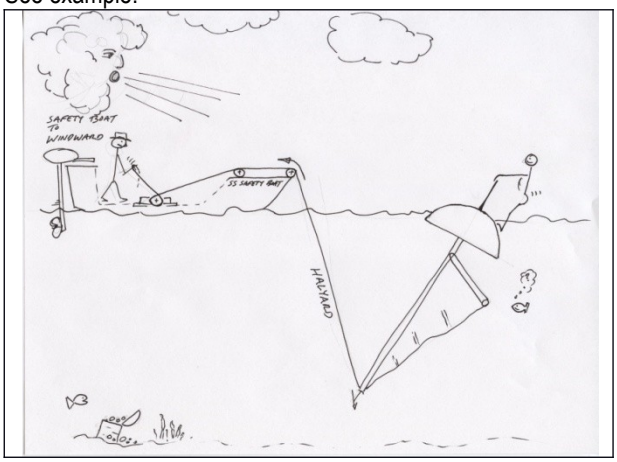
The Safety Boat shall proceed directly to the rescue site. Able bodied and available sailors can be picked up as needed at that site. Some will be swimmers and some will come aboard the Safety Boat. Follow the procedures and techniques noted.

Two methods for righting turtled boats

Technique A: The Lift

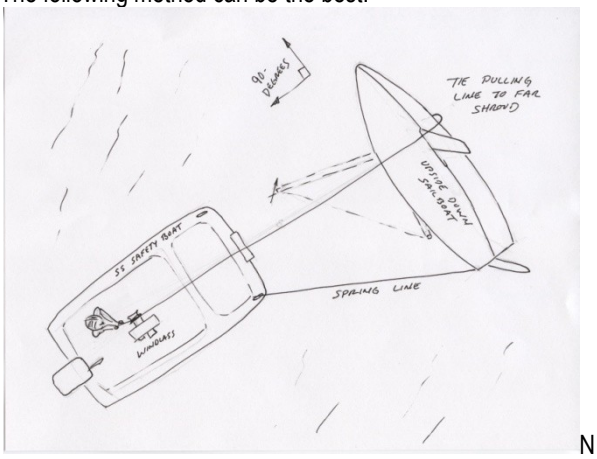
Lift the mast to horizontal (may require using a spare halyard from the capsized craft, and the halyard can be wound over the Safety Boat's bow roller and onto the windlass for additional purchase), and then gently lift it more as swimmers put their weight on the centerboard.

See example:



Technique B: The Roll

The following method can be the best:



NOTE: Consult with the owner of the boat as to which attachment method is structurally most sound for his vessel. It may differ from the sketch.

Section 11

Man Overboard

Unfortunately, some sailors have found just how **difficult it can be to get someone back on board** who has taken a swim, or literally fallen overboard. So, have a plan ready. The first thing to do is throw a flotation device to a person who has fallen overboard; such as a USCG-approved seat cushion – so always have one handy. That colorful flotation device can also help you spot a person's location, should it come to that.

For boats with any freeboard, we recommend keeping a swim ladder on board, as it makes re-boarding possible. If you are sailing alone and want to go for a swim, put it out before jumping in.

Compact rope swim-ladders with plastic steps are cheapest but hardest to use. Ladders with rigid sides are better, especially if the "man overboard" is fatigued.

All sailors who have not tried to re-board their boats from the water should test, under controlled conditions, whether or not they are able to re-board. In addition, all but the smallest boats should always keep an anchor on board with sufficiently long line and chain to hold the boat in deeper water, to prevent drifting into the lee shore.

Be safe and well equipped

The Chapman's manual (available at bookstores, marine supply stores, and online) offers excellent advice on how to equip your vessel. At minimum, you should have a means of bailing (bucket, sponge, or pump) a warning device (air horn, sportsman's whistle, and/or flares, etc.). And safety gear such as extra lines, a paddle, anchor and anchor line, first aid kit, blanket, equipment to be legal (see Section 9), and the like. Some consider a long shaft motor (electric trolling or 2 HP gasoline) to get you home when bad weather strikes.

Keep Your Ship in Shape

It is your responsibility to keep your vessel in good condition. Give your boat a thorough once-over prior to sail in. You will want to check everything from the through-hull fittings in the hull to the cotters that hold your shrouds at the peak of the mast – and everything in between. Lines should run free and not be frayed. Use stainless fittings throughout. Bristol fashion is optional, ship-shape is mandatory.

Something Awry?

If you notice another boat in peril, notify its owner directly ASAP using their contact info on the Roster. A Roster is provided to all members at least once each year. If you are in need of an up-to-date copy, first look in the WSC Dropbox (if you signed up) on your computer, or ask the recording secretary for the latest version.

Should I Lock My Belongings?

Even in our bucolic setting, we have had items stolen – including oars left under dinghies and sails and rigging from boats. Even items you wouldn't imagine anyone would fence. This is a recent trend. You are advised to keep items under lock and key and take portable items with you. Report any issues to the Wilmington Police Department and notify club officers.

Cell Phones

In 2013, a cell phone tower was installed on nearby Boyd Hill; so many parts of the lake now have cellular reception – important to know if an emergency arises. Check in advance to see if and where your carrier has reliable coverage on the lake.

Section 12

Club Property

WSC sailors may use the club dinghies (those numbered "13"), but don't leave them at your mooring while you are out sailing. Remember to bring your PFD when using *any* boat. Club oars must be returned to the hill where you found them.

Check for any updates on the WSC board located at the tree headed down to the stairs and beach.

A few tips on WSC etiquette

- If you cannot make a mandatory club event, ask a close friend (not a club official) to fill in for you.
- Attend to your own boat – bailing and adjusting scope at least every two weeks, and after rain.
- Treat club property respectfully.
- Never "power shift" the motor on the safety boat – reduce throttle speed and slip it into neutral first and wait before reengaging its shifter.
- Move the dock out when the water is receding so that the dock doesn't get stuck on land – and bring it in when the water rises. This takes frequent adjustments, and many hands. Ask the current Harbormaster for details. It's everyone's job.
- Ask guests if they can swim and issue them a life jacket if they can't, prior to going out.
- Report any problems to the boat owner immediately. Call the owner directly. Look for the **bold** print on the Roster, which you will receive at the start of the season, followed throughout the season with updates. (The latest Roster is in Dropbox.)
- Help a sailor in need – offer a hand.
- Help a sailor fend off when he is sailing into the dock. Offer to tie up.
- Racing sailors don't run into other boats, no matter how "right" they think they are.
- If you have an accident, talk to your victim, and offer to pay for any resulting damage.
- Brush up on the basic rules of the road – especially if racing.
- Bring the club (#13) dinghy back to the dock before departing on your sail, if using it to get to your mooring. That is, don't keep the club dinghy at your mooring – someone else may need it. And stash the oars in their hiding place, ready for the next sailor to use.

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- Be responsive with your Letter of Intent & Application. Have your boat on your mooring in June.
- Sail! Don't become a boat parker.

Also –

- There are no trash cans at the Cove. Pitch in and please pack out more than you bring in.
- Be seaworthy and ship shape – check your entire boat prior to launching and during the year.

Communication

Our sole official means of communicating to the club is via email. **If yours email address changes, please let the Membership Secretary know promptly.**

As a member, you will receive:

a) **Roster**, updated thru the season as needed.
b) **Calendar** of Events (On website)
c) Access to our **Dropbox**, after joining, for sharing a select few of your most favorite WSC photos, and for ready access to the most current WSC documents.
d) Access to the Race Manager's website, if applicable
e) If you want to receive emails about WSC Racing, please let the Race Manager know.

"Business Hours"

We are an all-volunteer group, and as such management generally shuts down operations between Thanksgiving and Easter. But feel free to drop a friendly email if need warrants or spirit inspires you.

Help keep us on the lake

Be mindful that the WSC was ordered off the lake in the past. Follow all regulations and rules. That includes no overnight camping. Leave before dark and enter after dawn. No sailboats more than 20' are allowed to moor, motors must be stored below (not on your transom), and through-hulls for heads and galleys must be disabled.

Section 13

Your Membership

Becoming a member is rather simple.

1. Read the rest of this members manual.
2. Go to our website at: windhamsailingclub.org
3. Click on "become a member"
4. Fill out the online form and hit "register"
5. Wait for the club membership secretary to approve your online membership. They may want to contact you to clarify some information prior to your approval.
6. After approval login to our website and click on "pay my membership dues" under the "my account" heading. Pay via paypal, and you are done.

The first 50 mooring applications are accepted on a first come, first served basis.

Mooring Members:

We genuinely look forward to your participation. But some moored boats are rarely sailed, which has resulted in problems, especially when one takes our mooring field capacity & volunteer (read: your) resources into consideration. Sailors commit to four days of participation *before* enjoying real sailing (mooring plop, sail in, sail out, mooring pull) – and the expenses involved. Realistically consider if you have the time and means to *actively participate* before requesting mooring privileges.

Non-Mooring Members:

Your membership is still valued! To accommodate those who would rather not hassle themselves with a boat and the duties expected of "mooring members" (but still wish to enjoy the other privileges that come with membership) we offer "non-mooring membership" at a reduced rate.

Non-mooring members can participate in the club's various activities, including sailing, picnics, & races. Those who are not family members but participate are requested to join.

The two requirements above are solely your

"Participate Actively"

To "participate actively" – a prerequisite of all mooring members – you are required:

- To participate in essential WSC activities. This includes a supervised springtime group "mooring plop" and autumn "mooring pull."
- Mooring Plop and Mooring Pull are mandatory events and must be performed on the scheduled date and time as a group event, for purposes of mutual aid and overall coordination and layout of the planned mooring field. Members are expected to help out with other club chores, including moving the dock as needed.
- To "plop" a regulation mooring with the group or (in special circumstances) by June 15 (or within 7 – 10 days of submitting your application – if your membership starts after that date) under club auspices. Mooring privileges will otherwise expire.
- To have one suitable and seaworthy sailboat 20' or less ready and on your mooring by July 4 (or within 7 – 10 days of submitting your application – if after that date). In addition, WSC bylaws state: "Mooring Privileges will expire if you do not demonstrate active participation by mooring your boat by July 15" (or within 7 – 10 days of submitting your application – if after that date). .
- To care for your boat and mooring at least biweekly and after every major rainstorm. Importantly, this means bailing (if your cockpit is not self-bailing) and adjusting length of your mooring anchor line as lake levels change. No one will do this for you.
- To abide by all rules and regulations, including those of the State of Vermont, State Police or other governing authority, Great River Hydro (owners of the property), and Windham Sailing Club, as put forth in the Application Form, Member Manual, and bylaws and rules.
- To take sole responsibility for your boat. Neglect can cause your boat to break free of the mooring, capsize at the mooring, sink, damage other's property, and worse.

(Continued…)

Multiple Mooring Members:

Mooring of more than one boat is allowed as space permits. However, if and when we get to full membership (50 moorings)

responsibility. The WSC, its officers, and members are under no obligation to look after your property, and cannot perform oversight and required maintenance for you. Each member is solely responsible for any consequences of neglect to their, or others', property.

- To control your boat at all times and be able to swim.
- To purchase from a retailer a mooring tackle system that meets the specifications of the WSC; this often costs in excess of $300. You will be required to replace deficient mooring tackle with approved equipment.
- To sail your sailboat regularly. Typically there is a waiting list of sailors who wish to participate actively. If your boat is only "parked" you keep another sailor from mooring & sailing on Lake Whitingham.

About Membership…

First Come First Served Policy:

Mooring memberships are available on a first come, first served basis until all spots are full – and then you will be put on a waiting list. Those called from the waiting list are expected to respond and moor within 7-10 days of notification.

Expiration :

All memberships expire annually on October 31. The application process starts with the new fiscal year of November 1st After that time you may login to our website at windhamsailingclub.org and and pay your dues.

those with more than one mooring will be expected to consolidate down to one mooring to allow others to moor – and obviate the need for a waiting list. If you wish to moor more than one sailboat, return multiple copies of the LOI; one for each mooring. Standard rates ($150.00) apply per mooring. Do not apply for more than two mooring memberships.

Be Involved:

Ours is an all-volunteer community. Pitch in. Participate in our Annual Meeting, held right after mooring pull. Each mooring member has one vote. (Those with more than one mooring have only one vote in club matters.)

You Have a Friend…

If you know someone who would like to join – as a mooring member or a non-mooring member – please have them respond to the Press Release in local newspapers (including the Deerfield Valley News) during early November. Or have them contact the Membership Secretary directly (between late April and early November).

How to stay in touch :

Windhamsailingclub.org has many features useful for the Windham Sailor. Photo sharing, classified ads, all the club documents, and club news are available. All current members will be contacted via email regarding membership for the following season unless you specify you are leaving the club with the membership secretary.

The WSC does not maintain lists of past members and non-members who might be interested in correspondence and future membership.

Section 14

Camaraderie

This WSC Members Manual was prepared for new and old sailors alike. It cannot be 'complete' – as sailing can be enjoyed safely on many levels. Therefore we urge you to go to other sources to keep learning. Consult fellow WSC members (for instance, our Captains Fergie, Seibert, and Burnham share their marlinspike expertise gladly).

You should find the WSC to be a welcoming, friendly, and helpful group. Please get involved. We look forward to your participation.

We hope you enjoy beautiful Lake Whitingham – and the camaraderie of the Windham Sailing Club.

Disclaimer of Liability

Sailing can be a dangerous activity. This WSC Members Manual is provided for informational purposes only and it is not a substitute for experience and good judgment. WSC members and their guests use the lake, WSC vessels and equipment at their own risk. Absent gross negligence, WSC will not accept any liability to any member or guest for personal injury or property damage arising out of the use of any WSC vessel or equipment.

End.