Module 3 - Sailing
Sailing a catamaran uses the exact same principles as sailing a monohull except there are a few minor differences. Some of them better some not quite as good and some not better or worse just different.

Much of the differences come from the size of the sail and consequently the forces on the lines. This lends to more caution required than perhaps you’ve applied in your old bygone monohull days. There are a few other minor differences so let's get you started on learning those.

But first - let's just soak up some experience in this slide show for a few secs (go to the online version)
3.1 RAISING THE SAILS

This section of this Module was adapted from the NauticEd Bareboat Charter Course, mainly because we cover sail handling quite extensively in that clinic and thus it relates well here also. We recommend that if you are going to be using a catamaran on a bareboat charter cruise, then you AND your crew take the NauticEd Bareboat Charter Clinic.

3.1.1 THE CATAMARAN MAINSAIL

We’re pretty certain here that you know how to operate sails on a sailboat, however - chances are that with a catamaran, you’re now sailing a boat much bigger than you’re normally used to. Therefore contained in this section are just a few tricks to operating these sails. Forces are potentially twice to three times larger than you’re used to and so extra precautions must be taken like teaching your crew to always wrap lines around winches before cleat clutches are released. So please read on and try to pick out the few gems from the following.

Modern monohull sailing vessels are equipped with a roller-furling jib or genoa and often a roller furling mainsail. These sails make deploying and stowing the sail much easier than hoisting and hauling down hanked-on sails.

On most catamarans, the mast is raked backwards to give better upwind performance. This makes it difficult to install and operate in mast furling or in boom furling systems because of the angles. Only on very large catamarans do you see in mast furling mainsails or in boom furling mainsails.

Thus, you’ll probably need to raise the mainsail the old conventional way - by hand crank. Whew. It’s a bit of work for a couple of reasons. The mainsail is usually much larger on a catamaran because it provides the main driving force for the boat as compared to a monohull which uses a large genoa as the driving force. Additionally, because it is not in-mast furling, the sail can have horizontal battens and thus can have a large roach to if for better performance. Some catamarans are even offered with square top
mainsails. But now, because the sail is so big with so much force now on it, the sail cloth needs to be much thicker than monohull cloth. Having said ALL that, the sail itself is much heavier which goes back to the original point of - it’s going to be a bit of work to get the sail up and will probably require 2 guys or a hefty gym rat.

Another reason the sails on a catamaran take so much force is that catamarans don’t heel over. Not even a bit. Thus there is no spilling the wind out of the sails due to heeling of the boat as with a monohull. A cat will take the full force of a gust and high winds. This again adds to the requirement for sail strength and thickness of the cloth. We’ll cover reefing in a later section, but the fact that the cat does not heel is reason that one needs to be sure to reef at the recommended wind speeds and not try to tough it out as many monohull sailor does.

Regarding the weight of the sail and difficulty of raising the main sail, the prudent catamaran owner can simply install an electric winch easily which takes care of the gym rat issue. However this can have its own issues of which one needs to be very wary. Electric winches have so much torque and no eyes. They don’t see things getting stuck or caught up. They just keep grinding and grinding and overcoming every resistance. So, when using an electric winch, be extremely wary of the tension and keep a good eye on all the lines to ensure a smooth raising the sails operation. Rarely will you get the mainsail up with out some line being caught somewhere.
On Charter catamarans there is the electric windlass that is positioned close to the mast. A simple release of the clutch will allow the winch to turn with out the anchor rode. Now the halyard can be wrapped around the windlass bollard and used to raise the mainsail.

- BE VERY CAREFUL.
- KEEP AN EYE ON EVERYTHING AS THE SAIL RAISES
- WATCH ALL REEFING LINES
- WATCH THE LAZYJACKS
- MOST IMPORTANTLY WATCH WHERE YOU ARE GOING

Lazy Jacks are lines extending from about 1/3rd or 1/2 way up the mast down to various positions along the boom. These are a great invention. They automatically envelope the sail side to side as it comes down into a stacpac. This is a giant sail cover already positioned on top of the boom.

3.1.2 RAISING THE MAINSAIL

JUST PRIOR TO RAISING THE mainsail, determine whether the main sail should be reefed before its deployed. Reefing is most easily done before raising the sail to the top. Reefing lines on cats are typically different colors for reef position 1 and reef position 2. Most commonly you’ll pull in the appropriate reefing line and lock it with the clutch inside the front of the boom. This acts to pull down the leech

A ncedote: NOW HEAR THIS:- We once saved a boat from running up onto Prickly Pear reef just outside the entrance to the North Sound of Virgin Gorda. The captain and crew were so intent on getting the sail up around the lazy jacks that no one was watching where they were going. They were all looking up. We were able to attract their attention about 100 ft before disaster. Keep a watch out where you are going while hoisting the main sail.
So, to begin on raising the mainsail, make sure you have PLENTY of room to windward so that if complications occur you’re not stuck with the main half way up while you’re having to change course to clear a danger ahead. Attach the mainsail halyard to the head of the mainsail, locate the winch that can be used to raise the main. Appoint a person to steer the boat that is capable of (1) concentrated look out for hazards ahead and (2) capable of keeping the boat pointed into wind.

Bring the boat facing the wind, release the main sheet a little to allow the boom to swing. This compensates for the helms person not being exactly pointed into wind. Now, start raising the main. As we have previously mentioned, since most catamarans mainsails have a “fat” roach and battens, you will want to be careful that the batten ends clear the lazy jacks as you continue to raise the main. In fact, you’re almost guaranteed to catch the lazy jacks with the battens so get used to it and plan

(trailing edge) of the sail to the boom. This sets the sail up - reefed and ready - prior to deployment.
for it. This is why you must absolutely keep an eye out if you are using an electric winch. The electric winch will just bust the lazy jack with out blinking any of it’s eyes that it doesn’t have.

One trick we’ve learned here is that while one person is operating the winch, another can be manually swinging the boom sideways to help the battens clear the lazy jacks. That person should also be responsible for watching out for the reefing lines, they'll almost invariably get caught as well. Typically, inside the boom at the front of the boom are clutches that grab the reefing lines. Ensure that these don’t lock as you hoist the main.

If you haven’t already, when the mainsail is near the top, please be sure to release the mainsheet in order for the boom to be able to rise with the mainsail. If you don’t do this you can tear the mainsail as the leech (trailing edge) of the sail will be tight and fighting against a very strong mainsail while the luff (leading edge) is loose. You tendency will be to keep on cranking, but you’re just going to tear out the leech of the sail.
It seems like these lazy jacks are more hassle than good. No - just wait until you dowse the sails then you'll be happy. If this is your own boat, attach bungee cords from the spreaders to the lazy jacks. This tends to pull the lazy jacks out wider and reduce the chance of snagging.

Once up, if the leech of the sail is looking loose then your boom topping lift needs to be let out. The topping lift should not support the main sail after its hoisted, but it must be tight enough to support the boom as the sail goes up and hold the boom above any bimini when the mainsail is down.

Once the sail is hoisted, be sure the line clutch is closed, and coil the remaining halyard into a neat roll and stow it out of the way. It's IMPORTANT to coil and stow the excess halyard neatly in the case that you need to bring the sail down quickly, the coil will need to unravel quickly.

3.1.3 HALYARD TENSION

The sail is hoisted according to wind conditions and the intended point of sail; more luff tension when sailing upwind (close-hauled or close reaching) or with higher wind strengths and less luff tension in light airs or sailing downwind. A convenient gauge is to look for either vertical (too much halyard tension) or horizontal (insufficient luff tension) close to the luff area of the sail. See NauticEd Sail Trim Course.

Caution: A final safety trick to share in this department. As you know - sailing downwind has the dangerous potential of the accidental gybe. This can be quite a common occurrence if you have an inexperienced crew at the helm or perhaps with a major wind shift when sailing close to an island and ... well ... with the added distractions of vacation, an accidental gybe is probably going to happen. Please teach your crew that when within reach of the boom, the speed that the boom can get to can deliver fatal blows.
The main sheet is now tensioned appropriately, the sail is adjusted along the traveler, and the sheet tweaked for optimum sailing efficiency.

3.1.4 DOWSING THE MAINSAIL

The Stacpac makes lowering the mainsail quite simple and worth all the hassles of the lazy jacks being caught when raising the sail. With the boat pointing in an upwind direction and two wraps of the halyard around the winch just release the halyard clutch and control the mainsail to lower into the stacpac.

Once down, here's a trick that we always do for safety. With a sudden and unexpected high wind, the sail can be blown out of the stacpac. This is potentially dangerous and could pull you off the anchorage etc. To prevent this you can either zip up the stacpac to prevent the sail from deploying (this is difficult and time consuming) or you can reach up and grab the halyard close to the head of the sail and then pull it down to wrap under the halyard winch or a mast mounted cleat then close the halyard clutch and tighten the halyard. This serves to pull the sail down and lock it down.
Few modern cats have hanked on genoa sails that we need to haul up with the halyard. Rather, they are fitted with roller furling system and are no different from the monohull that you are used to. The roller furling genoa allows us to deploy the sail by releasing the in-haul furling line from its clutch, and pulling the sail out with the appropriate genoa sheet. When the sailing is over, roll the genoa sail in by removing the genoa sheet from the winch, and maintain slight tension it while the genoa furling line is hauled in. The sail should furl tightly around the forestay foil mechanism. Continue furling until the genoa sheet wraps twice around the forestay, and then close the line clutch on the furling line and stow the sheets.

Caution: The genoa sheets when loosened will whip wildly and dangerously. First, ensure no crew are on the foredeck and secondly keep enough tension on the jib sheet to reduce the whipping.
3.3 THE GENAKER

If your cat is equipped with a genaker, the point of sail at which you will use it will be about 75 degrees to 120 degrees off the wind. After 120 degrees the huge main will tend to shadow the wind unless you drop the main into the stacpac.

The advantage of the cat when using a gennaker is that the cat is wide allowing the genoa sheets to be further out from the centerline of the boat. Thus you can capture a lot of wind with out the use of a pole. This is also the case of the genoa when going down wind.

Most genakers on cruising catamaran are extremely easy to use and are mounted on a furler for ease of deploying. All you will need to do is lift it out of its storage area, hook the clew to the bow sprit and the head to the genaker halyard. Then run the sheets on either side making sure that you run them outside of the standing rigging (shrouds). That’s the beauty of a gennaker, since you use it just like a large genoa (just not as close to the wind), the genaker is rigged with one sheet on each side and no guy or pole is necessary.
3.4 THE SPINAKER

If the boat is equipped with a cruising spinnaker, you will not need a spinnaker pole to fly it. Your catamaran will be equipped with blocks on each of the bows allowing you to clip your clew onto it. Wow another advantage of a cat!

Now that the sails are up, how is life under sail on a catamaran?

In summary then, if you’ve had fears about a genaker or spinaker in the past because of the pole and extra knowledgeable crew required, the Cat is your chance because due to the width of the Cat, no pole is required.
As you’re seeing, the width of the catamaran is a real advantage to sail trim. For reaching, you can move the genoa, genaker and spinaker clews out wide at the edge of the hull. The mailsail traveler can also be moved way out. For the close haul point of sail, you can move the genoa clew and traveler back in.

Observe the zoom animation left.

And if there wasn’t enough advantages to sailing a cat here is another.

The main sail traveler on a catamaran is significantly longer than on a cruising monohull. Thus you can take real advantage of this. The mainsail can now be adjusted in 2 different ways: using the traveler line or by adjusting the mainsheet.

When sailing close hauled on a catamaran in heavier air, move the traveler up wind (on the opposite side of the sail) and let off on the main sheet. This will allow the boom to rise a little and “twist out” the top of the sail.
Twisting the sail allows you to let some of the top part of the sail “deflate” in case of slightly stronger winds. In light air, make sure that the top of the mainsail is not “loosing air” meaning, keep the traveler close to the center and tighten the mainsheet pretty good to make sure the main cannot open up at the top.

As soon as the breeze kicks up, bring your traveler up a bit more and ease the mainsheet so that the boom does not come past center point.

Once out sailing you’ll be able to dispel one of the biggest “myths” surrounding catamarans because modern cats actually do do point pretty well!!

The flatter the water, the better they will point and it’ll be possible to sail in the high 30 degrees off the wind and if your cat has the genoa tracks up on the coach roof, you will have a nice tight sheeting angle allowing you to go upwind comfortably.

As soon as you bare away from the wind slightly, you will want to bring the mainsail traveler down to leeward and start easing the mainsail (similar to a monohull).

One difference: since there is no backstay on a catamaran, the shrouds are installed quite a ways back. Be careful not to sail for extending periods with the mainsail resting on the shrouds as this will damage the main and leave black marks on it. When the batten pockets rub against

Photo: Lagoon- Nicolas Claris
the shrouds, it is possible to tear a hole through these pockets because the hard plastic coating of the shroud is wearing through the canvas of the sail.

The best point of sail of a catamaran is definitely a broad reach. Anywhere between 80° and 110° off the wind, unlike a monohull, the catamaran is going to create a lot of apparent wind therefore creating a great forward push.

On most catamarans, you will not have the same response in the helm as you would typically have on a monohull which is why it is only natural to turn on the autopilot to steer the boat automatically and enjoy your day out!

The remaining points of sailing a catamaran are essentially so similar to a monohull that you’re not going to notice much difference at all. However, as previously mentioned, the sails are probably bigger than you are used to so be very wary of the tension on the lines especially when you are releasing those lines. Make sure you have them backed up with a few turns on the winch before you release a cleat clutch.
You’ll also find that sometimes there is so much tension on a line that the clutch is difficult to release. No problem - just crank on the line with the winch first to take the tension differential away from the clutch. It will then be easy to release the clutch.

Re read the last paragraph, you’re definitely going to be using that.
3.6 TACKING

Right then, if there was one thing to take away and know the difference between a cat and a monohull in terms of handling under sail, it would be the following:

Just like trying to get a kitty cat into water, some cats (catamarans) hate to tack over! They just don’t like it - unless of course you know what you’re doing and then it is very simple: Just don’t release the working leeward genoa sheet until you are all the way through the wind and heading on your new tack. Some of the more modern ones don’t have this issue but if you’re finding trouble in this department, heed to the following.

This is completely different from monohulls. On monohulls you release the leeward genoa sheet as soon as the front of the genoa starts to fold in and de-power. On a cat, you need to leave the headsail sheet alone so as to completely back wind the headsail. This creates a turning force at the front of the boat to push the cat around through the wind to your new heading. Once all the way around you can release the sheet.
If you don’t do this you will get stuck in irons head to wind. IE Momentum alone will not carry the cat through the wind. You need the extra help. If you even think about releasing the genoa early you’re going to get embarrassingly stuck in irons. Best way to get out of irons? Make sure no lines are in the water, the dinghy painter is clear, and turn on the engines. Embarrassing!

A necdote: One time, before we figured this out (nobody had told us this back winding the genoa trick), we were heading out of Bequia Island and over to Mustique island on a 42 foot cat. On the way there were two very close islands which we wanted to pass between. However, the wind was coming directly through the gap between the islands. We were so afraid of missing the tack that we actually turned on the engines in anticipation of being stuck in irons. Now how’s that for forethought, safety consciousness and warding off any macho thoughts of being a namby pamby for using the engines. i.e. Safety first - ego much much later.

C aution: Regarding tacking the genoa, after you’ve tacked, and released your old leeward sheet (now the windward sheet), your new leeward sheet is going to start wiping wildly and this can really really hurt someone on the front of the boat. Clear that area of the boat before you come about..
3.7 GYBINING

**Gybing a catamaran has the same principles as a monohull gybe except that again, the mainsail is so much bigger. It therefore has more force and will gain a lot of speed if allowed to swing across uncontrolled.**

Ensure you center-line the boom with the mainsheet and traveler before you gybe. Then let out the mainsheet under control as you've come about. This prevents the “SLAM” across with potential danger to crew and the rig.

When gybing the headsail, as with a monohull, you need to make sure the headsail does not wrap all the way around the front of the forestay. On a cat since the sail is probably much larger, it is a real bear to pull it back around once the wind has got a hold of it. Simply tighten up the lazy sheet (sheet on the windward side) before you gybe. This prevents the genoa being blown forward as you come around.

When gybing a genaker or spinaker, don’t gybe from a broad reach. Rather, head off downwind almost to dead

*Photo: Lagoon- Nicolas Claris*
down wind. This allows you to position your crew better and in the case of a spinaker, clip in the front tweaker blocks - then commence a slow gybe. Allow the genaker/spinaker to float out easily around the outside of the forestay. Then bring the sheet in once you are through the gybe, No pole is a luxury.

Finally - watch that traveler and where people are sitting or positioned as you gybe around. The traveler needs to be cleated off - otherwise it will come flying across as well. If someone's foot is on the traveler rail ... well - just be careful and plan your gybe properly.

As with all gybes, make sure you have crew ready to let out the main once it is through the wind.
Reefing is of particular importance in a cat. Why?

Because in a monohull the greater the force aloft from the wind the more the boat heels over which works to reduce the force aloft from the wind because of the reduced sail area presented to the wind. Whew! But that’s the way it works!

Not so in a cat because cats don’t heel over - not even a bit. Ever tried to get a kitty cat to land on anything but it’s feet? Same same. Catamarans stay flat. The only thing that is going to happen is eventually, if the force is big enough, the rig will come down via broken shroud lines, ripped out chain plates from the bulkheads, broken mast, torn sail, snapped halyard or the best case - brokenouthaul.
On each cat there should be a wall mounted table which lists the wind speed at which you should reef the sails. While reefing the genoa is as simple as winding it up, reefing a big cat mainsail does take a bit more time although its the same principles as a monohull. So ensure you’re allowing enough time.

The illustration right is taken from the Lagoon 440 owners manual. However, careful and prudent sailors should match their abilities with the wind speed and take proper precautions. See the next section on Heavy Weather Tactics for catamarans.

A necedote: We once broke the outhaul on a cat about 5 miles south of Isla San Francisco in the Sea of Cortez because we didn’t reef soon enough. We were lucky. Reef the sails when you’re supposed to. Once we were safely inside the beautiful caldera of Isla San Francisco, we were able to retrieve the broken outhaul line from inside the boom by duct taping a fishing hook to the end of a boat hook. The fishing hook snagged the line from way down inside the boom and we pulled it out for repair. Thanks McGyver!
There is a saying with the big 100 ft plus sailing boats when crossing the oceans. It goes like this. “If you think you should be reefing because of the wind speed - you should have already done it yesterday. If you’re thinking about shaking out the reef, wait until tomorrow.”

Just keep that philosophy in mind when you’re dealing with reefs on a cat. Reef early - shake it out late.

Reefing a cat is no different in principle than reefing a monohull, except again the tension on the lines are going to be much larger. Always make sure that the lines are backed up by a few turns on the winches before you release any cleats.

And a final note here on housekeeping in regards to lines. A tidy line is a happy line. Actually it’s really - A tidy line is a safe line. (1) it doesn’t get caught in the propeller and (2) you can get fast access to it if you have to with out it being tangled up.
HEAVY WEATHER is a HUGE topic and we’re not going to cover it all here. You’re encouraged to research this topic as much as possible even if you don’t plan on venturing very far off shore. In particular, you’re encouraged to take the NauticEd Storm Tactics Clinic and the NauticEd Weather Clinic.

Rather than give you the theory, here we’re going to include a few catamaran specific storm handling tips from people who have been “out there” in a cat and their websites to make you feel a little more confident that a cat can handle the storms. Years ago there was a thought that cats can’t handle storms, but with hundreds of cruisers now out on the open seas with cats, the stories have proven the storm handling capability of a cat.

The first thing to begin with is that that cats can gain considerable speed and in a storm speed (kinetic energy) is what does the damage. An absolute excellent discussion is posted on this site http://maxingout.com/storm_management.htm. Here Captain Dave Abbot has truly done it. He has sailed his catamaran around the world and experienced high seas in his 39 foot Privilege Catamaran.

Captain Dave is a big proponent of the aft mounted warp drogue for winds up to 50 knots. This is a long 1 inch (25mm) line approximately 180 ft (60m) in length which goes from one aft mounted winch - out behind the cat - and then back in to an aft mounted winch on the other hull. A plastic hose pipe is slide over the warp and used as a non-chafing device for where several wraps of dinghy chain anchor plus the dinghy anchor are attached. The hose pipe is then allowed to slide off the back of the boat where it automatically centers itself approximately 90 ft (30m) behind. This provides significant drag and will slow the boat to 5-6 knots.

In Dave’s article he discusses how kinetic energy is the real thing that you need to manage. Since kinetic energy is proportional to the square of the velocity, when you go from 5 knots to 20 knots running down the back of a wave
the forces on your boat go up 16 times. Also consider skidding out at the bottom of the wave with 16 times the force. This can be enough to break or capsize your cat.

Additionally, as discussed here with the German built Cat “Fallado”, breaking waves hitting your catamaran on its side causes significant torque loads on the cat and can twist the two hulls apart. Thus running with the waves using the drogue will reduce the torque on your boat and your speed. For over 50 knots Captain Dave Abbot recommends the Jordan Series Drogue. Drogues work well on a cat running with the waves because of the stability of the twin hulls keeping the boat acting like it is on rails.

From the Jordan Series Drogue website, “This is a safety device designed to prevent the capsize and damage of both monohull and multihull sailing yachts and other vessels operating in the open ocean, in the event of a “worst case” breaking wave strike, as well as improving the motion of the boat in storm waves and to reduce drift. It consists of a bridle, a leader and a tapered line with from 100 to 200, 5 inch diameter cones attached. A 15 to 25 lb. chain is then attached to the end. The number of cones and rope diameter is adjusted for the displacement of the vessel”.

The alternative to the Jordan Series Drogue is the parachute which is mounted from the front of the two hulls via a bridle. Never mount the parachute to the cross beam as this will be the end of your cat sailing days. For ocean crossing, Captain Dave Abbot invented a deck chain plate to which he attached the parachute bridle. Since the storm is now taken on the bow, the waves that “crash” into the boat have reduced effectiveness because of the small surface area presented.

The parachute and the Jordan Series Drogue have so much resistance that they can almost stop your motion in a storm. When dealing with big breaking waves one has to consider the wave dynamics as well as the design of the boat. A high clearance between the hulls will allow
most waves to pass under the salon area between the two hulls. However other conditions may make the waves break into the cockpit area. This is not ideal and a parachute mounted from the bow would be best. The Jordan Series Drogue maker recommends NOT mounting their drogue on the bow however in multihull designs.

Heaving to is another option and this has been reported as being successful by Captain Voss in his book “The Venturesome Voyage of Captain Voss”. The heave to method creates a large wake to windward as the boat slides sideways downwind. Breaking waves tend to die in this wake much the way that a wake from a speed boat kills off waves.

Another good read of an actual encounter with heavy weather and a catamaran is here with a couple sailing from Mexico to hawaii. They were stuck in a seemingly never ending storm. They rode the worst of it out successfully with a parachute and used a drogue for the rest of it.

IN SUMMARY:

- Prepare for a storm with the proper equipment and training.
- Catamarans will probably ride best running with the wind using a drogue or facing into the wind using a more powerful drogue or parachute.
- Catamarans have proven themselves to be able to handle a storm, given proper knowledge, practice and preparation.
3.10 CONCLUSION

WHAT WE’VE LEARNED

- Cats are incredibly comfortable with lots of space for stowage
- They are more maneuverable than monohulls and so docking is quite simple
- Anchoring and mooring are easy
- They’re much wider and so finding space in a marina is a bit more difficult.
- The sails are bigger and heavier and have much more force on them. This lends to lots of caution.
- They actually do point quite well
- They don’t like tacking unless you know the trick
- You have got to reef the sails when the chart says so
- Cats can handle storms but you’re better off running so that you don’t cause torsion forces between the hulls.

- When deploying a parachute or drogue, make sure that it is attached to both hulls.

And finally you’ve learned that so long as you’ve got good seamanship skills and are proficient at monohull sailing, you’re going to really enjoy your cat experience. The best way to experience one is to get on the phone...
now and book one on a chartered vacation. Now you
don’t have to let that 20 foot plus wide beam intimidate
you anymore. You can sail a catamaran with confidence.

If you’re getting ready to test out a Cat on a sailing
vacation, we hope you enjoy it. Before you go - please
take the Bareboat Charter Course. It is jam packed with
tips to ensure you and all of your crew enjoy your vacation

more and you haven’t made your booking yet, contact us
via our sailing-vacations page on NauticEd. we’ll help you
with the location and which charter company to select
and make the reservation for you - AND we don’t charge
a fee. Here’s a shot we took just as we were dropping
anchor at The Bath’s in Virgin Gorda, British Virgin Islands.
Thanks for driving Gina!

This Catamaran Sailing Confidence course
was brought to you by NauticEd and Lagoon
Catamarans:
NOW WHAT?

The NauticEd Sailing Certification garners a lot of respect with charter companies worldwide. Mainly because the certification standards we employ exceed all other certifications. NauticEd is very much focused on making sure you’re totally confidence and competent when you’re out there. Thus we require you to complete your cloud based online logbook full of your real practical on the water experience. And until you reach certain levels of experience our algorithm will not issue you a certificate. Our Ranks are Qualified Crew, Skipper, Bareboat Charter Master and Captain. At a minimum, we believe everyone should strive for Bareboat Charter Master. This will require you to complete the following courses, and as you can see from the list they are all skills that you should have.

- Skipper
- Maneuvering Under Power
- Anchoring
- Bareboat Charter
- Coastal Navigation
- Electronic Navigation

If you haven’t already, go ahead and sign up for a free account at NauticEd and start working through these courses to gain your NauticEd Sailing Certification.

We thank-you for being a NauticEd Student. We hope to see you on the water.

Fair Winds
Grant Headifen
Director of Education