The J22 1 Rating allows current UCISA members the use of UCI J22’s in the main channels of Newport Harbor, and out to bell buoy at harbor entrance. (100 yd. radius) Daytime only! Failure to observe rules may result in suspended or lost rating! Written test must be completed prior to taking the on the water test.

Before taking the written exam, candidate must:
1. Have a UCISA Capri Rating.
2. Be a current paid UCISA member.
3. Know and be willing to follow all UCI Sailing Association rules and procedures.

Before taking the practical exam candidate must:
1. Have passed and reviewed the written test.
2. Candidates usually take an "on the water" tutor or practice test before their final “on the water”.
3. Successfully complete their final "on the water" rating test

Getting Started
1. Proper shoes and clothing for skipper and crew.
2. Know tide and weather conditions for that day – call the weather recording and check the web.
3. Limit for UCI J22,s is 18 knots (know how to determine that and describe to rater).
4. Suggestions: to carry pliers, a screwdriver (or multi tool), duct tape, horn/whistle, and water. A small first aid kit, hat, jacket, and sunscreen recommended.
5. Life Jackets: the Coast Guard requires "a life jacket for each person aboard" and a throw-able. We have wearable vest on board, and we highly recommend that they are worn by all aboard (Required outside the harbor).
6. Children 12 years and under must wear lifejacket at all time and skipper must provide that jacket.
7. Check log for any repairs needed, sign-out boat, lock dock box and turn dials.

Rigging the boat
1. Follow UCI rigging guidelines.
2. Check condition of standing and running rigging and look over boat in general. Check the condition of the tiller extension fitting.
3. Inspect safety equipment: lifejackets (one per person and a throw-able cushion), and visual day/ night distress signals (these are required by Coast Guard.)
4. There should also be a bailer, anchor with rode and paddle.
5. Demonstrate bowline, proper cleat hitch and figure “8”.

Crew Preparation:
1. You must properly instruct your crew regarding how to help you with departure, sailing, basic safety, man overboard emergency procedure, where to sit etc.
2. Put on PFD’s as appropriate.
NOTE: this is an important part of the test, since you will be able to go out with inexperienced crew etc.

Leaving the slips:
1. Proper boat vs. wind direction/placement: consider and discuss all wind conditions and how to adjust to these conditions. Explain to rater.
2. Location of larger boats blocking and overhanging docks. There may even be a situation where it is not safe to get the boat out of the dock due to congestion at the docks.
3. Demonstrate getting boat out of slip and to side tie dock or across channel with limited crew and without banging or scratching boats.
4. Demonstrate proper way to “heave a line”
5. As prepare boat, be sure mainsail is raised properly and safely cleated
7. Mainsail adjustments: downhaul, outhaul, boomvang and backstay explanation of their use.
Leaving the Dock:
1. Check traffic clear and wind direction is still the same.
2. Correct departure: including efficient forward push and bow out as needed.
3. Steerage way and using sails to steer (windward and leeward helm).
4. No collisions with dock or other boats leaving or returning to slips.
5. Proper stowing of dock lines and fenders once you are out and clear in the channel.
6. Throwable cushion in the cockpit.
7. **Proper lookout** at all times.

Sailing:
This is the most important part of the test. You must demonstrate competence in handling the boat in all situations. Must be efficient and aware of boat, sail trim, wind and traffic at all times. Your general "sphere of awareness is critical. Proper concern for safety of guests and crew at all times. Be able to give clear instructions.

Drills:
1. Sailing on a short course include windward/leeward and jibing. Repeat several times Looking for close mark rounding, quick reactions to course changes with proper sail trim.
2. Sailing to weather: should be consistently "on the wind". Must be able to anticipate puffs and keep the boat sailing "flat" and under control. Feather up on puffs, easing main sheet and other adjustments and as required to prevent excessive heeling.
3. Sailing off the wind. Know where wind is. Not "by the lee". Proper controlled jibes.
4. Sphere of awareness: avoiding traffic, not tacking too close to obstructions
5. General ability to sail safely. Handling jib sheets, preventing overrides and undoing overrides if required.
6. Stopping at the mark (be able to stop with bow at mark as if it was a dock)
7. Man overboard retrieval. Be able to pick up cushion quickly and fully stopped near amidships

Reefing and shortening sail:
1. Often in the J 22's you can reduce sail, by taking down the jib. Explain when and how. Sail with main only.
2. Demonstration of quick reef method - able to reef and shake out the reef under way. Explain when and why to use. Pick out safe place to complete.

Anchoring
You must have overall knowledge of how to anchor and the theory behind it. Scope, rode, how to set it up, how to do and limits of methods etc. check for holding, and what to do if not know how to clean up anchor.

Docking
1. Preparation of dock lines and fenders.
2. Location for sail drop with differing wind directions.
3. Lowering sails, jib then main. Proper furling of main sail, boom secured.
4. Turning boat and picking proper course and angle
5. Speed control – Ways to stop or slow boat. Understanding the impact different wind directions have on docking speed. (Westerly vs. Southerly etc.)
6. When and where to abort if docking area is congested.
7. Stopping boat as turn into slip. Shrouds at amidships etc.
8. Picking slip to return to and always use dock to stop. Options if boats left with middle slip space only.

Putting the Boat Away: **Follow UCISA guidelines**
1. Securing boat, proper placement in slip, dock lines adjusted, spring lines attached.
2. Backstay eased, snug but not tight.
3. Stow halyards off mast: main end of boom, jib, spinnaker, topping lift to tack fitting. Be sure that mainsheet is eased before snugging up main halyard. Halyard relieves load from boom toppinglift at this point.
4. Folding sails - main flaked, battens parallel, jib folded, placed in dock box in jib bag.
5. Coiling mainsheet and jib sheets (before taking off the boat)
6. Thoroughly scrubbed and washed, bilge pumped and boat covered.
7. All trash removed.
8. Sign boat back in log book and note any problems with boat or sails.
9. Taking on last look at boat before leaving.
10. Contact UCI Boating Director if serious problem, damage to boat or lost equipment.
11. Lock up dock boxes.

**Terminology and Concepts**
1. Wind: True vs. apparent, shifts, lifts, headers, lulls and puffs.
2. Controls: function of backstay, outhaul, downhaul, boomvang, traveler, jib halyard.
3. Steerageway, momentum, turning radius, response time to movement of the tiller.
4. Sailing by the lee, wing and wing, accidental jibes.
5. Jury rigging: understand the basic concept is to relieve pressure.

**Navigation**
1. Shoal areas in the bay - marked and unmarked.
2. Currents and tides, their effect on making way.
5. Navigation lights on the West jetty, East jetty and bell buoy.

**Accident Procedure/Breakage**
1. First, check that everyone is OK.
2. What information to collect from the other party: CF#, name, address, phone numbers of boat operator and owner, location of boat’s dock, name of boat.
3. What to do if over $250.
4. Always inform the UCI sailing office (949-824-7592).
5. Call Harbor Patrol if injury or large damage.

**Right of Way Rules**
1. Avoid a collision and proper lookout a must.
2. Sail vs. power and sail vs. sail. Exceptions etc.
3. Opposite tacks, windward/leeward, overtaking, hailing, keeps clear, sea room.

**Attitude**
1. Courtesy towards all other boaters, and the Newport Harbor Community.
2. Must be willing to care for boats and equipment in a safe and conscientious manner.
3. Volunteer participation and support for the program is encouraged!

**Know rules regarding sign out:**
1. Location of Log Book
2. How far in advance - 10 days
3. Boats can be reserved one day per weekend.
4. Length of grace period for reservations = 30 minutes
5. Canceling reservations: not required, but recommended
7. Only 5 boats available for reservation. 1 boat available for drop in, unless class or other special event.

**Current class schedule at www.campusrec.uci.edu** **Remember: use of UCI Boats requires a responsible attitude and a total command of the boat and complete competence in handling all basic sailing situations** **revised 9/12/12**