

EN

17.06



ISSA

DINGHY

SKIPPER

HANDBOOK

TABLE OF CONTENTS

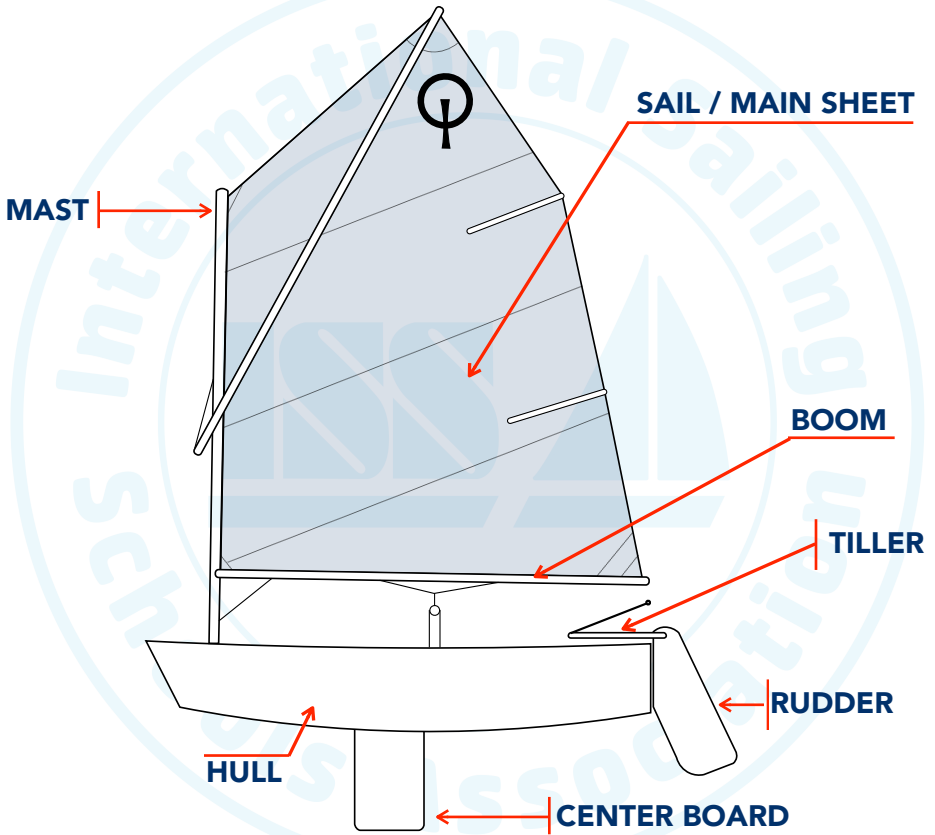


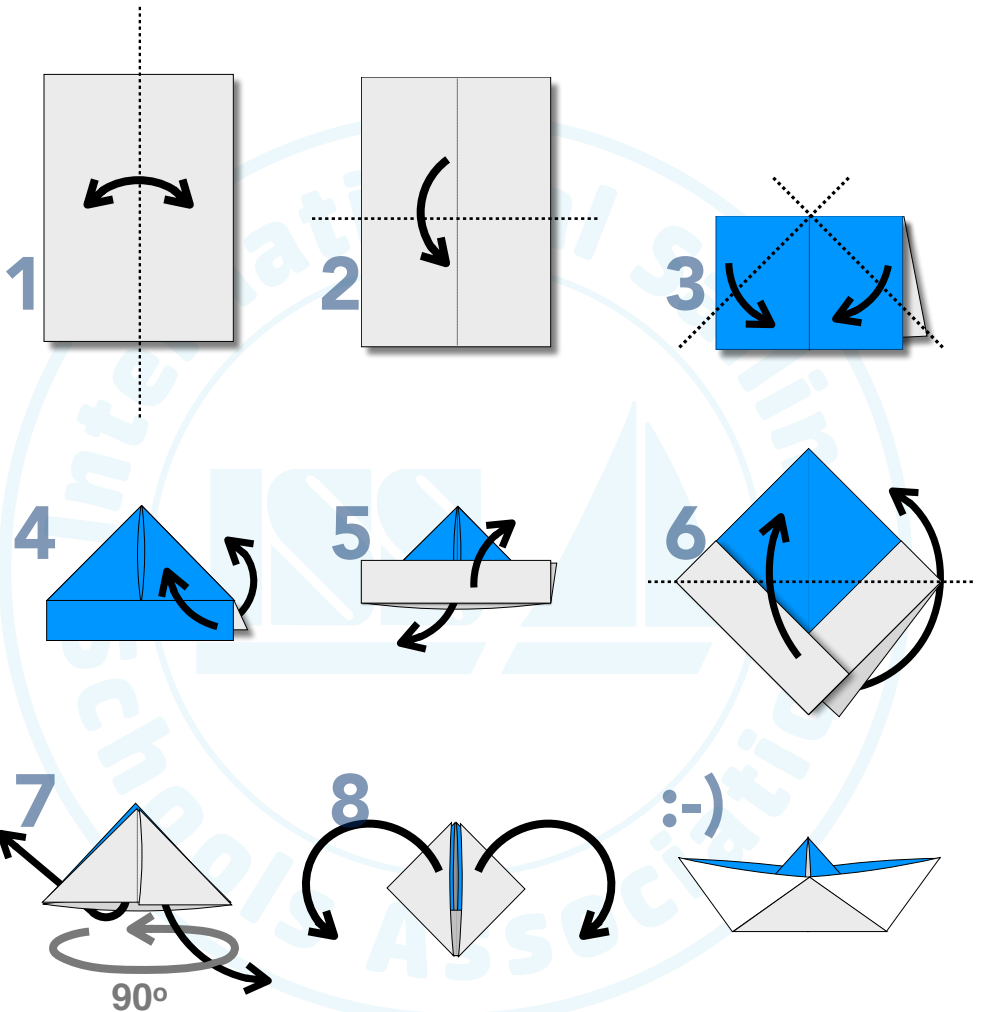
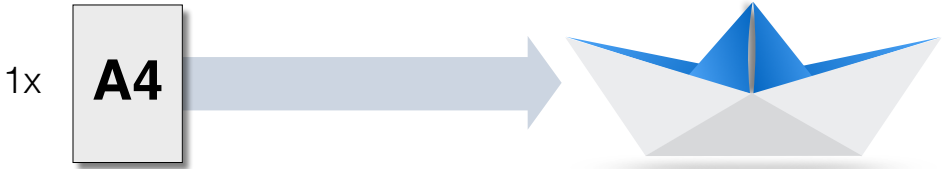
Yacht Construction	1
Clothing & Equipment	4
Basic SAFETY Rules	8
Risk of Collision	8
Rules of the Road	9
NO PANIC	10
Handling Yacht Under Sails	11
Meteorology	15
Beaufort Scale	16
Basic Kongs	18
Race Start Signals	19
Basic Racing Rules	20
Fair Play	22
Environmentally Responsible Sailing	24
Topics Checklist	27

Yacht Construction



OPTIMIST

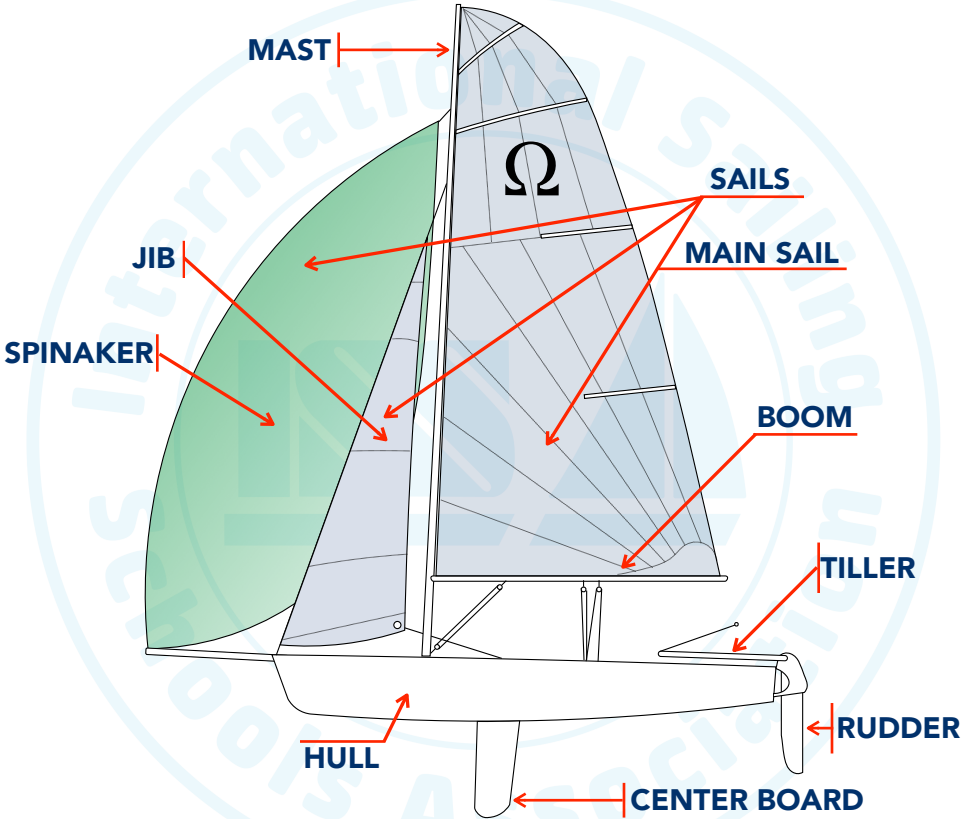




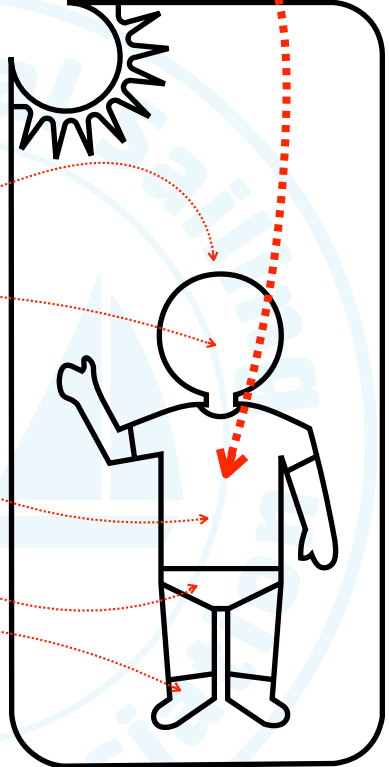
Yacht Construction

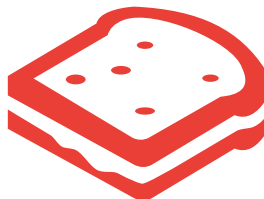
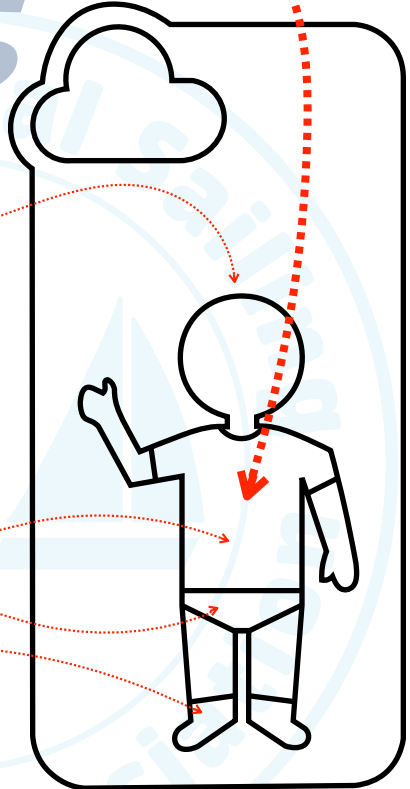


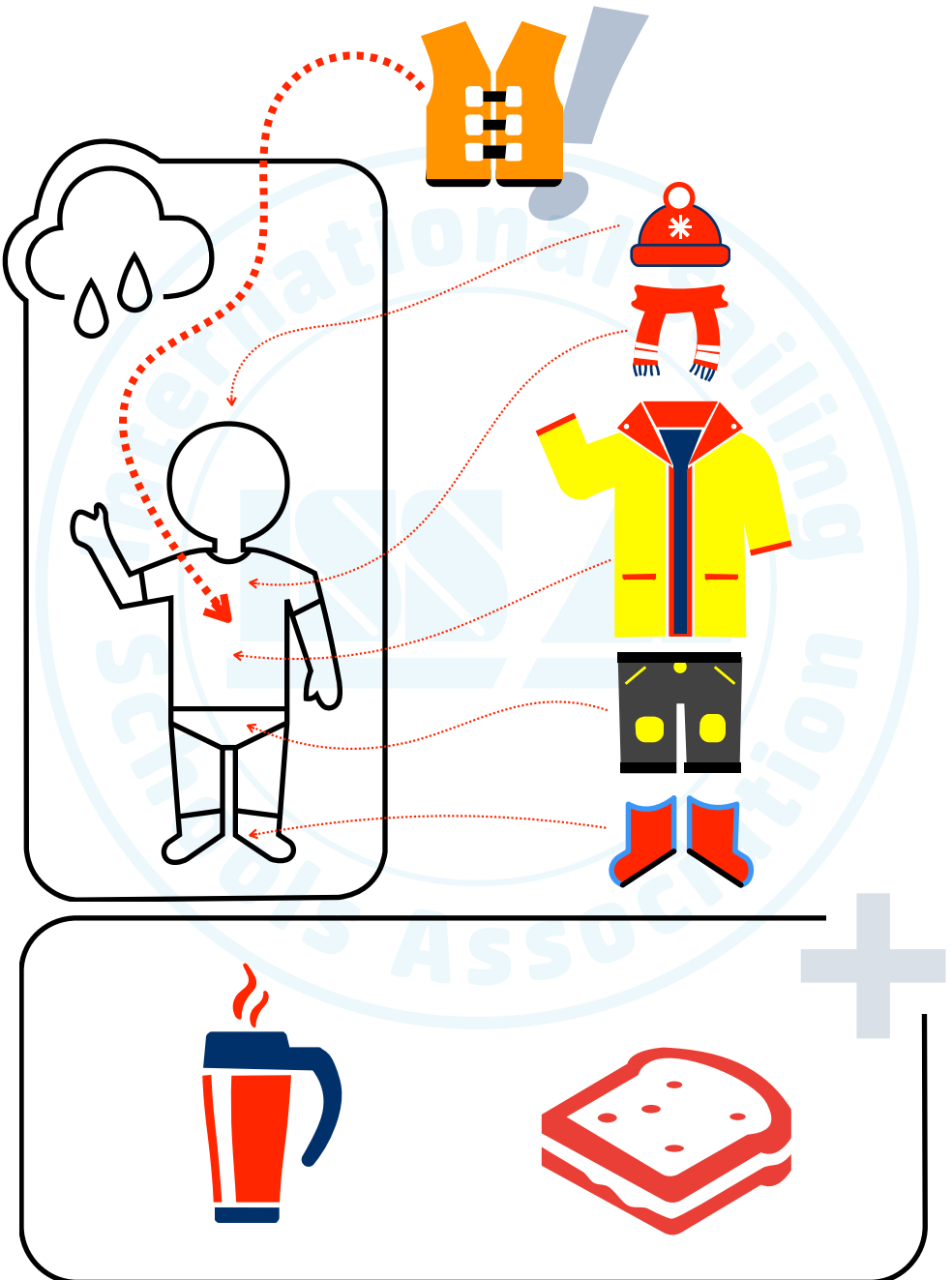
OMEGA

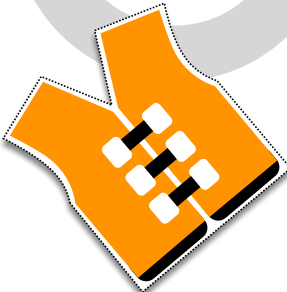
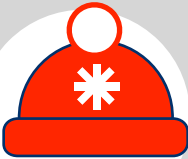
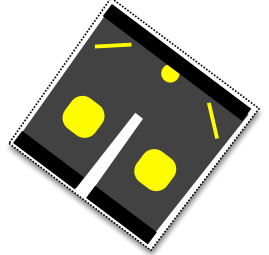
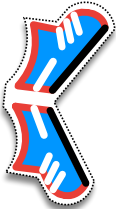
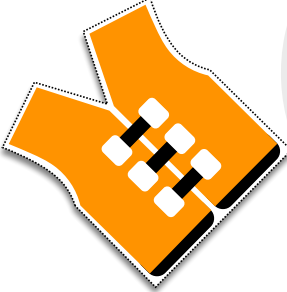


Clothing & Equipment



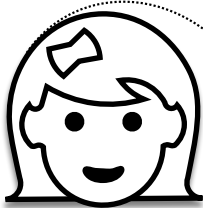
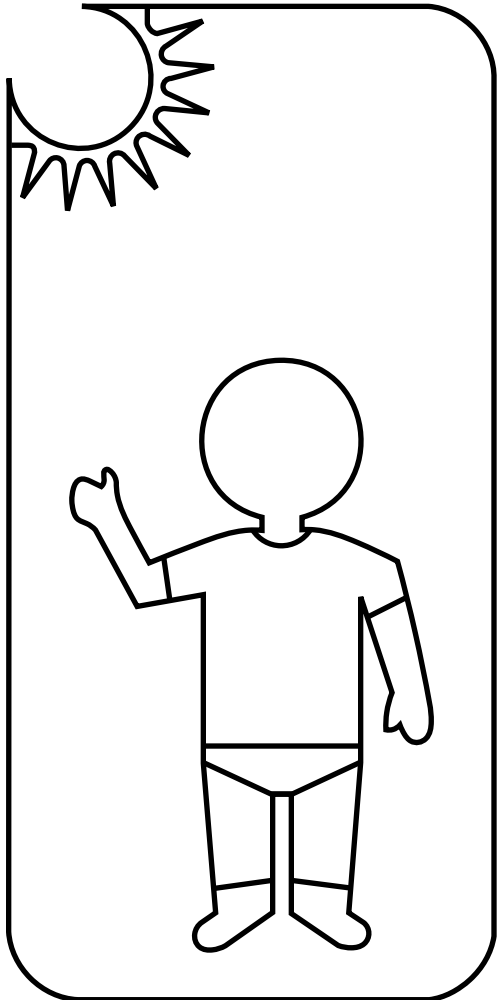
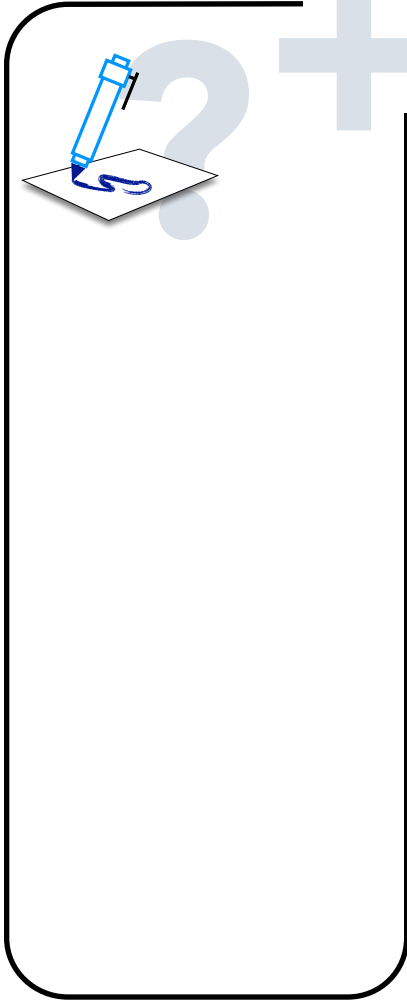




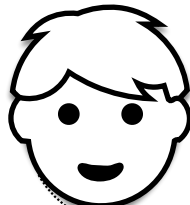




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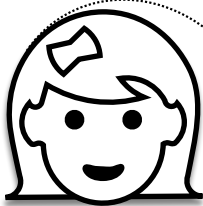
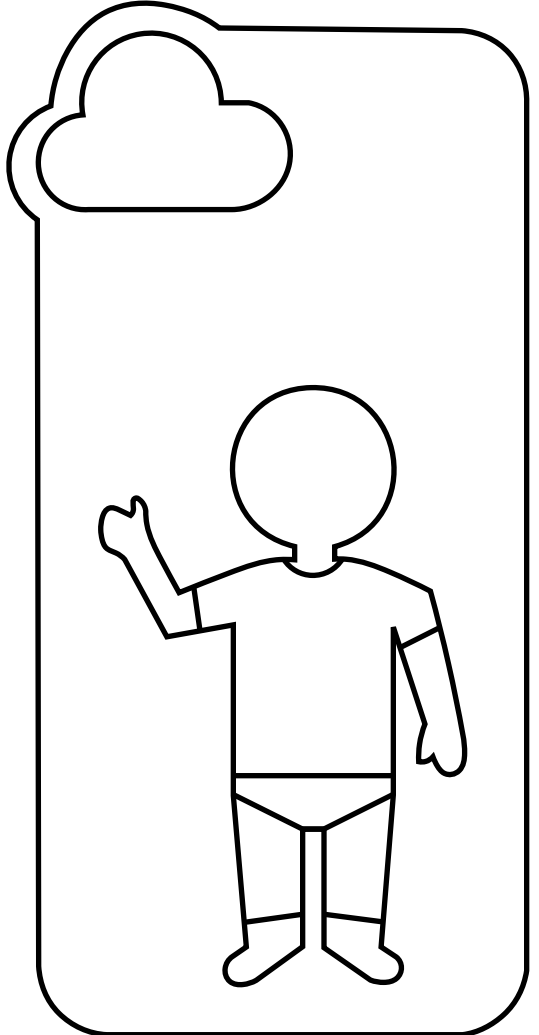
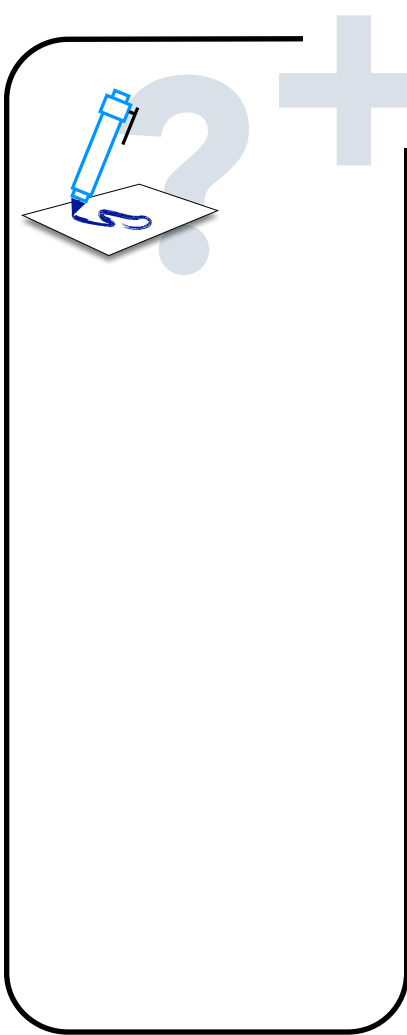


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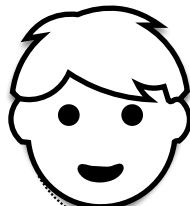




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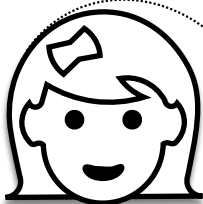
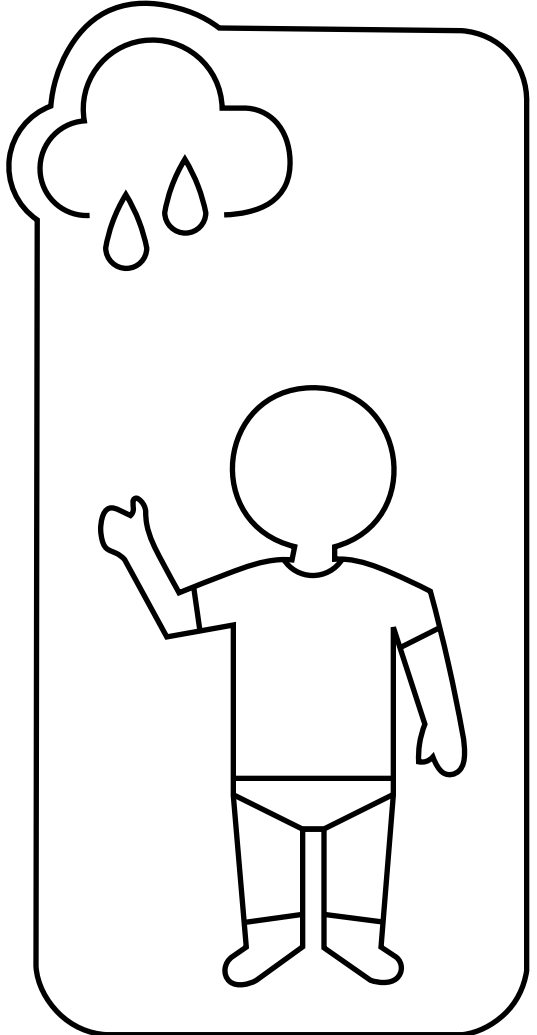
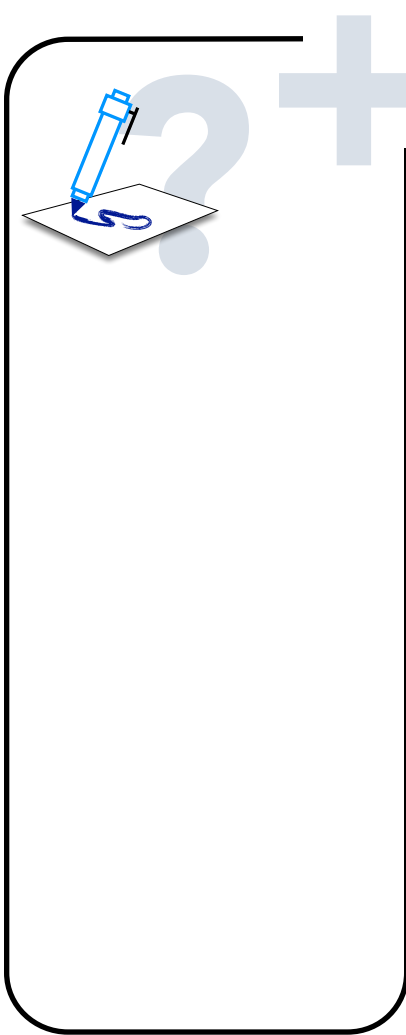


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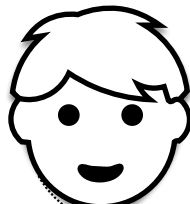




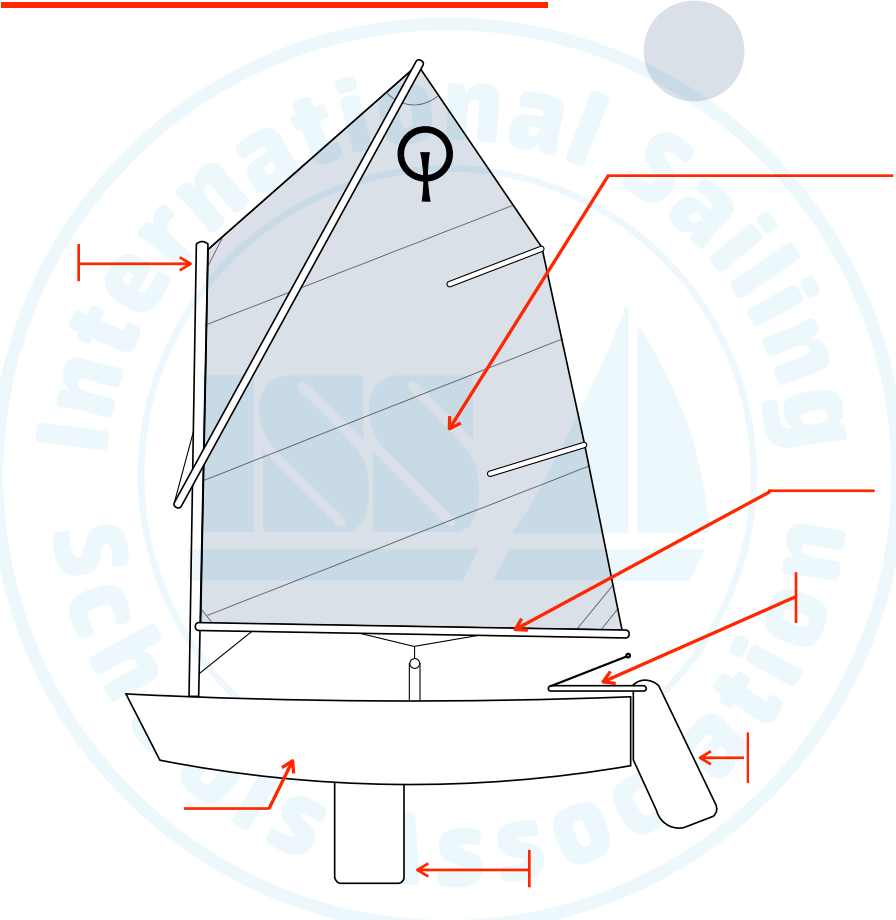
NAME _____



OR



Yacht Construction





Basic SAFETY Rules

ALWAYS LISTEN TO THE INSTRUCTOR

CHECK THE WEATHER FORECAST

with the Instructor

HOLD ON TO SOMETHING



WEAR SAFETY JACKET

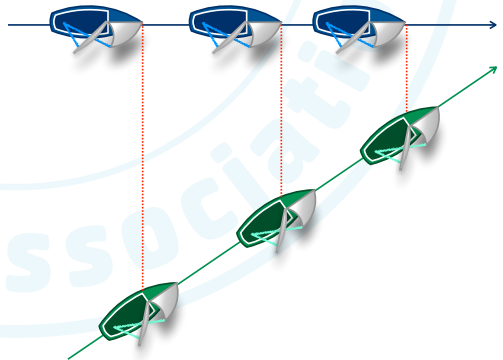


Risk of Collision

When there is deemed to be a risk of collision

- One vessel is the **GIVE WAY** vessel
- The other is the **STAND ON** vessel

If there is a **CONSTANT BEARING** between the two vessels which are approaching each other there is a risk of collision.



Rules of the Road



UNDER SAIL

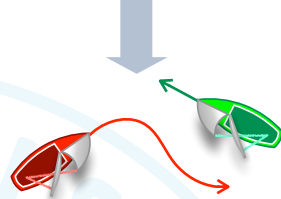


Starboard Tack Rule

Wind on the Starboard side of the vessel

- **STARBOARD TACK** boat is the **STAND ON** vessel.
- **PORT TACK** boat is the **GIVE WAY** vessel.

WIND



UNDER SAIL

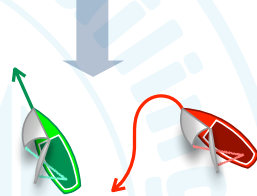


Windward Rule

The boat nearest the wind is the Windward boat. The boat furthest from the wind is the Leeward boat

- **LEEWARD** boat is the **STAND ON** vessel.
- **WINDWARD** boat is the **GIVE WAY** vessel.

WIND

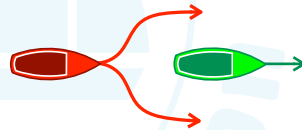


UNDER SAIL OR POWER

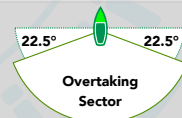


Overtaking Rule.

- The vessel **BEING OVERTAKEN** is the **STAND ON** vessel.
- The **OVERTAKING** vessel is the **GIVE WAY** vessel



Overtaking is defined as coming from more than 22.5° abaft the beam (the angle a stern light becomes visible).



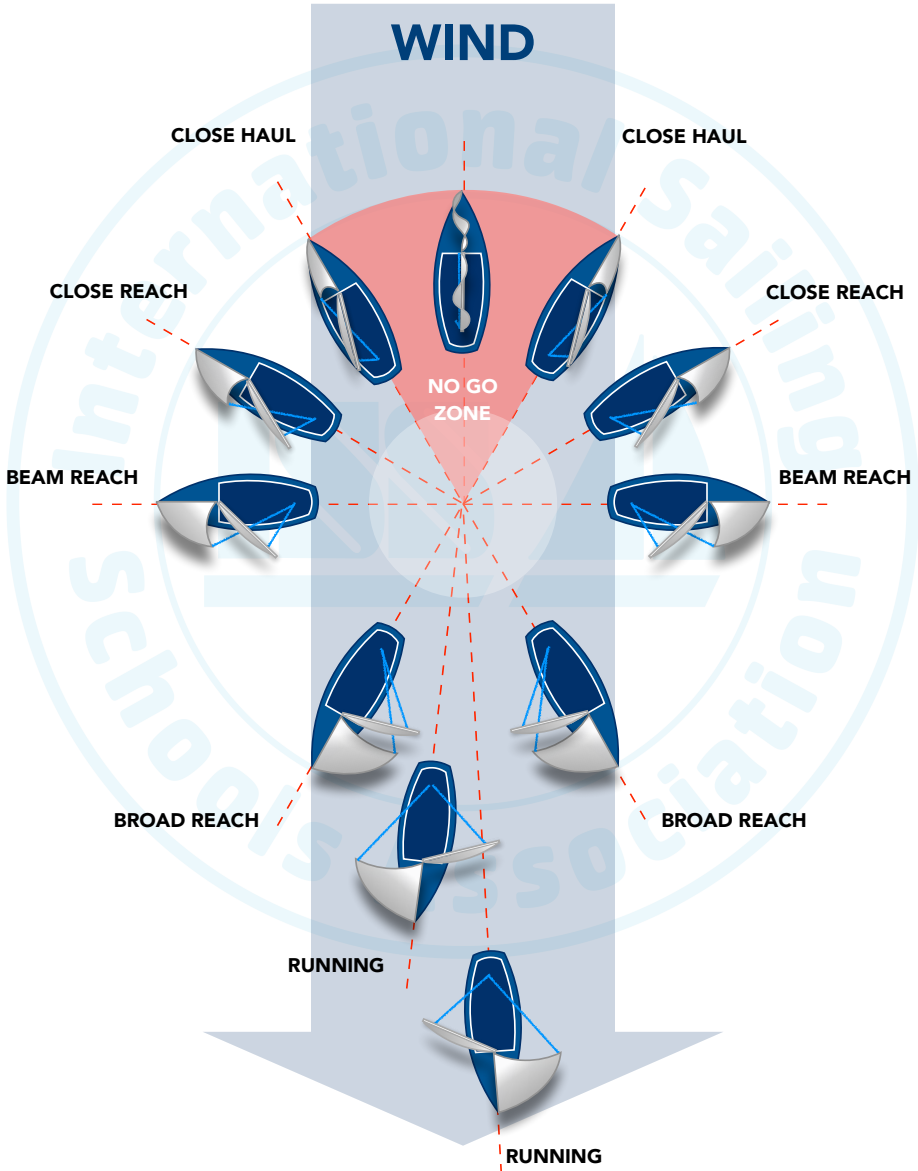
NO PANIC



Handling Yacht Under Sails

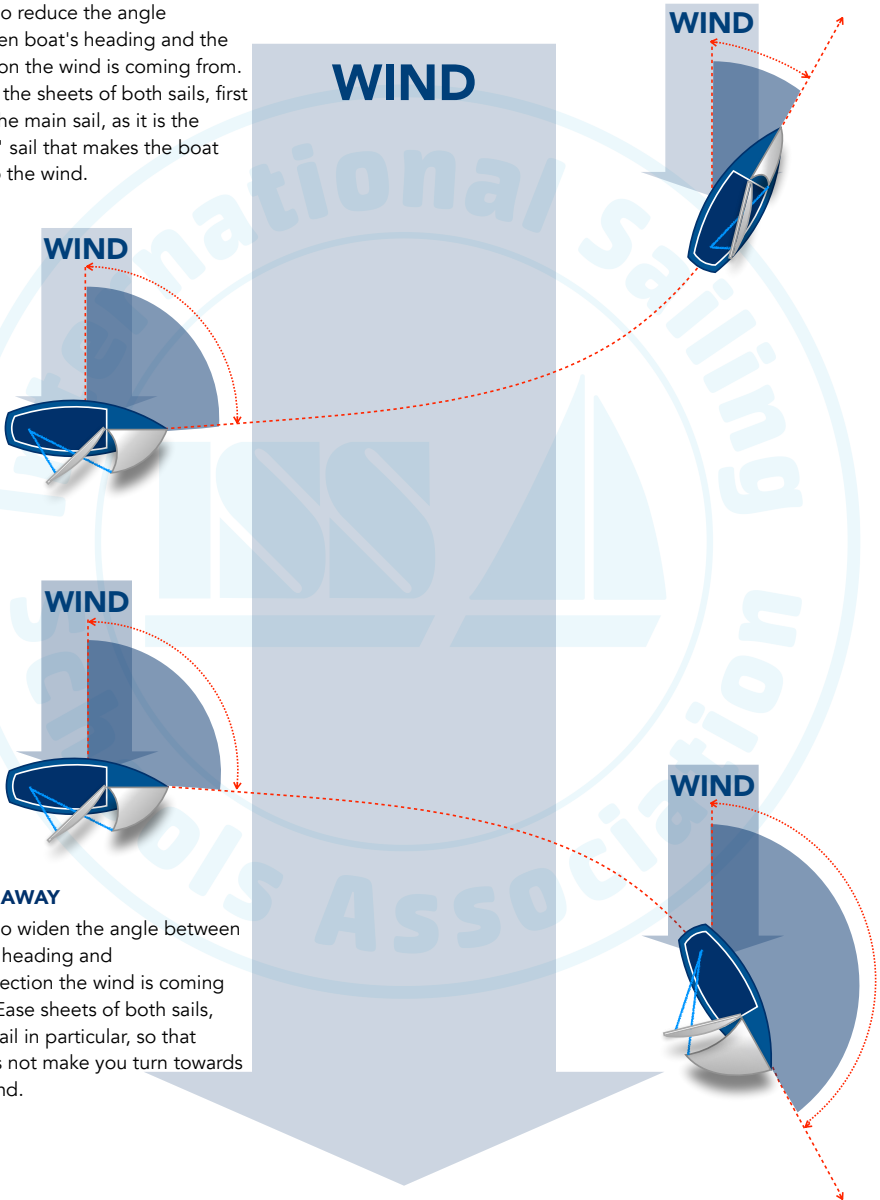


POINTS OF SAIL



LUFF UP

Steer to reduce the angle between boat's heading and the direction the wind is coming from. Winch the sheets of both sails, first of all the main sail, as it is the "back" sail that makes the boat turn to the wind.



BEAR AWAY

Steer to widen the angle between boat's heading and the direction the wind is coming from. Ease sheets of both sails, main sail in particular, so that it does not make you turn towards the wind.

Handling Yacht Under Sails



TACKING

GYBING

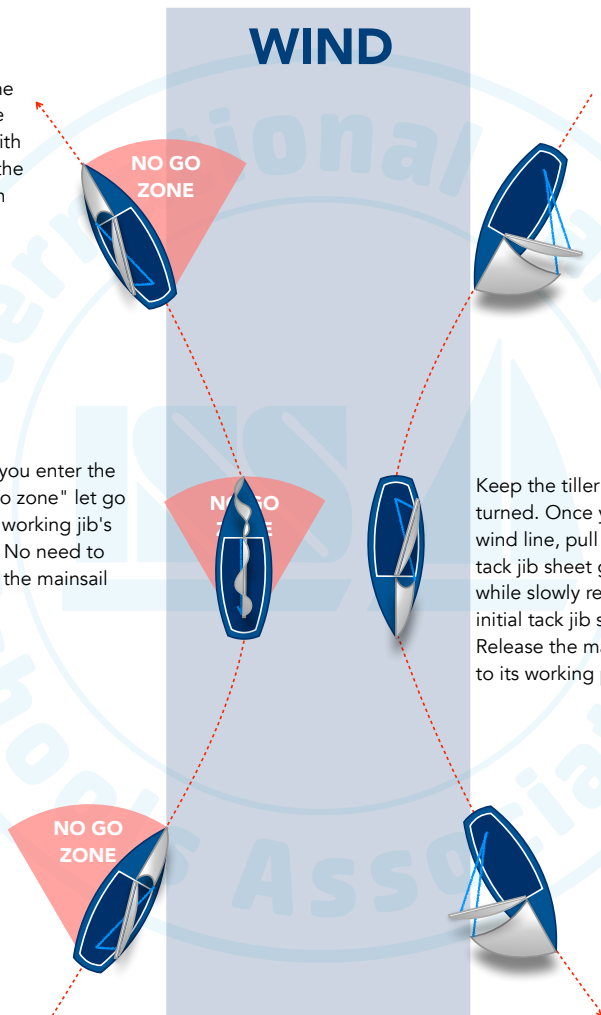
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1

When you pass the "No go zone" the mainsail fills up with wind. Straighten the tiller and winch in the other tack jib sheet

To start the manoeuvre turn the tiller gently and winch in the main sail sheet quickly to bring the boom as close to the boat's centre line as possible

WIND



2

Once you enter the "No go zone" let go of the working jib's sheet. No need to adjust the mainsail sheet.

Keep the tiller slightly turned. Once you pass the wind line, pull the other tack jib sheet gradually while slowly releasing the initial tack jib sheet. Release the main sail sheet to its working position

2

1

Sufficient speed is crucial for the manoeuvre. You might need to bear away a bit to gain it. When ready turn the boat's tiller distinctively - at last 30 degrees

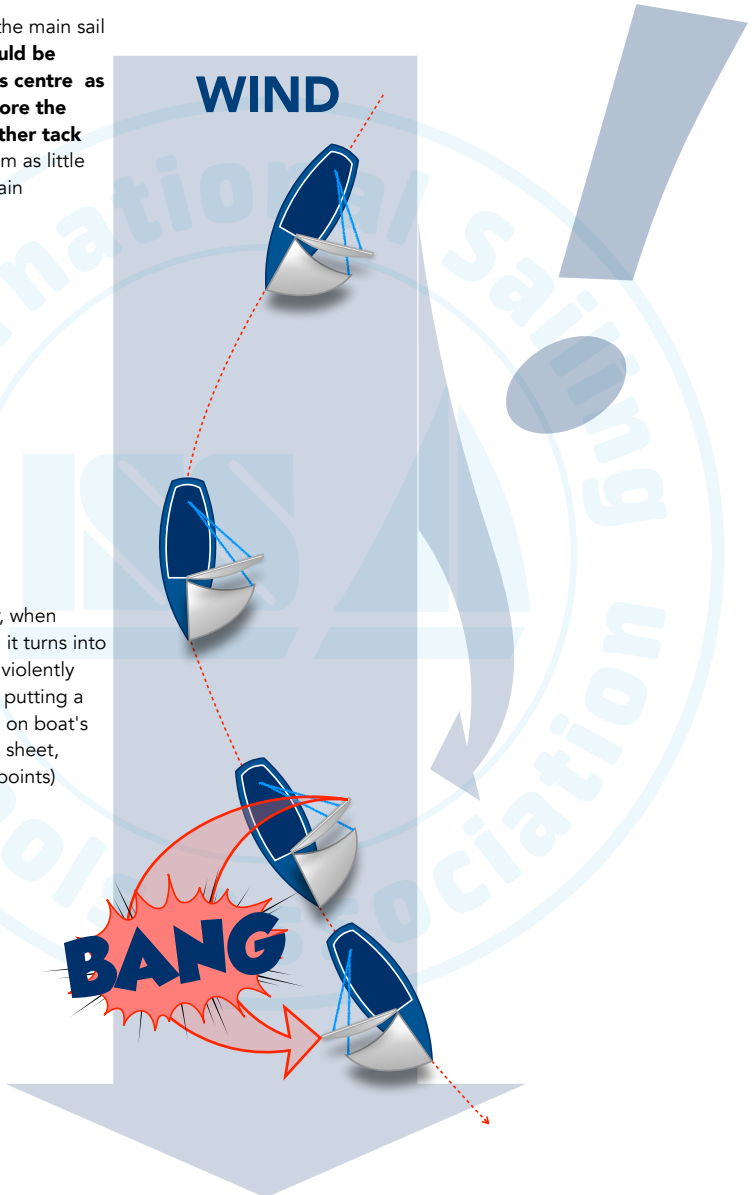
Straighten up the tiller. Trim the sails. It might be wise to install a preventer

3

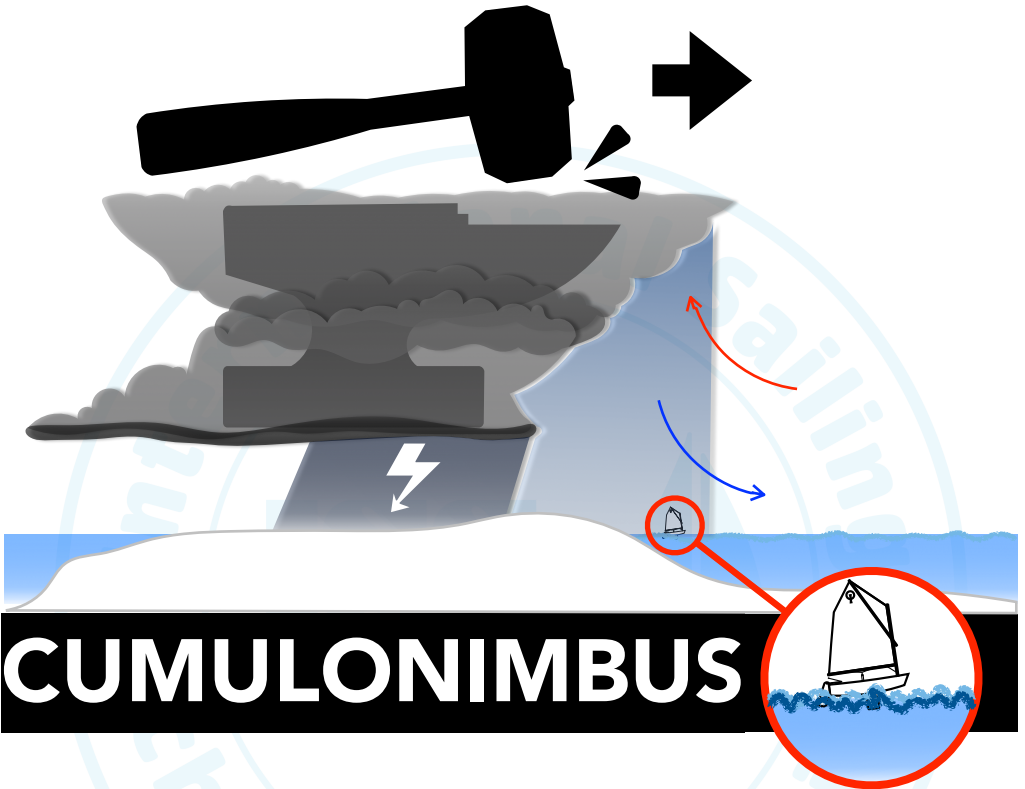
DANGEROUS GYBE

It is crucial to control the main sail sheet. **The boom should be brought to the boat's centre as close as possible before the boom passes to the other tack zone**, leaving the boom as little room as possible to gain momentum.

If the boom is away from the boat's center, when crossing the wind line, it turns into a doom tool. It will fly violently to the other tack zone putting a lot of dynamic tension on boat's construction (main sail sheet, shrouds, boom fixing points)



Meteorology



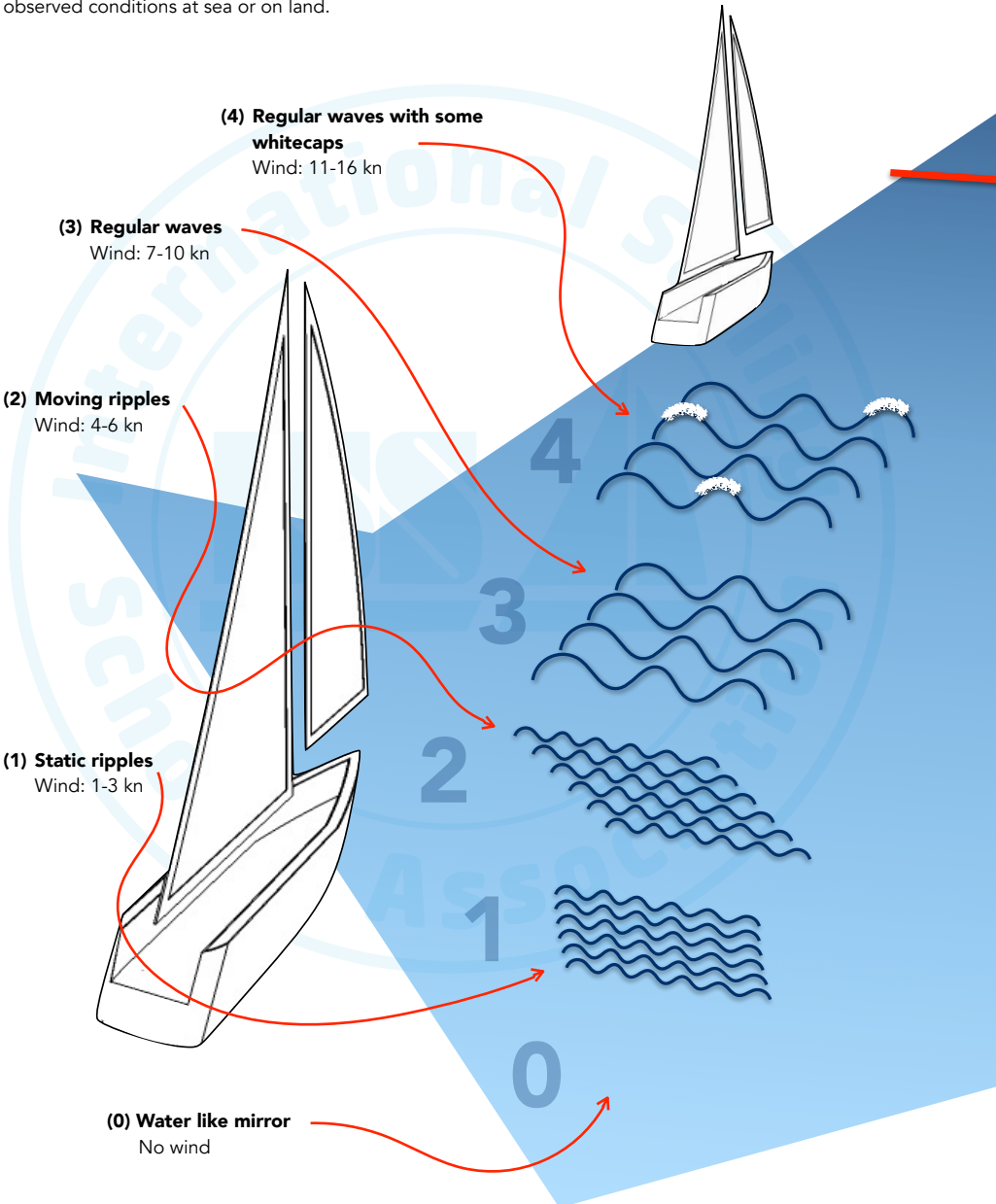
Weather Forecast

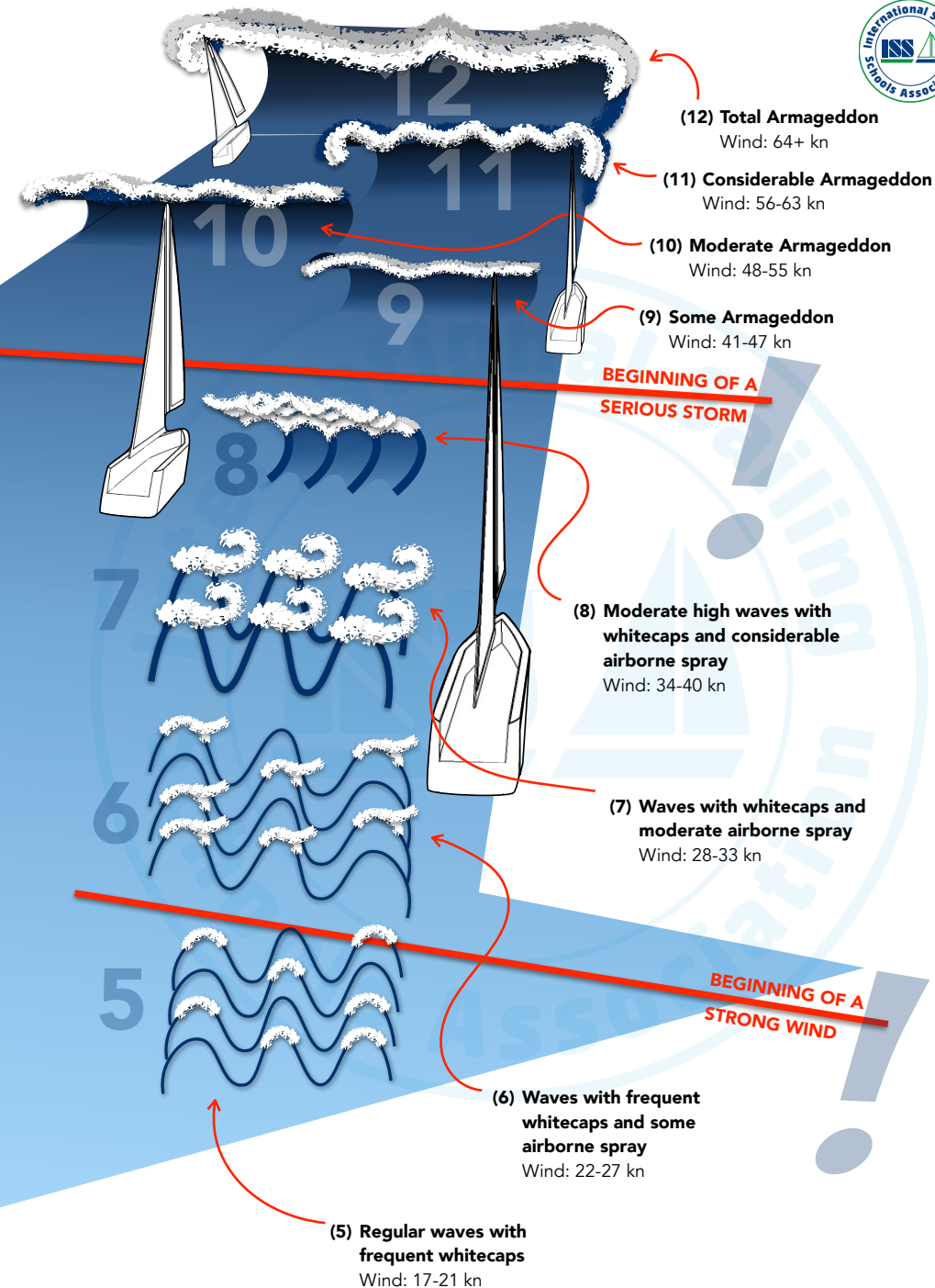




Beaufort Scale

Beaufort scale is an empirical measure that relates wind speed to observed conditions at sea or on land.

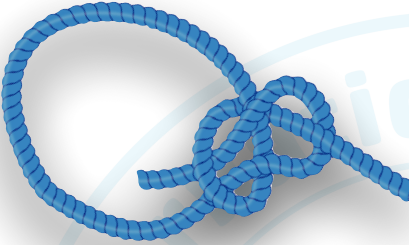




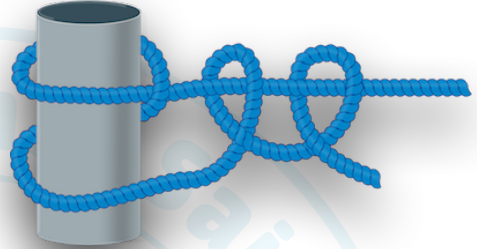


Basic Knots

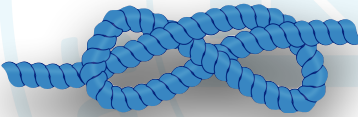
BOWLINE



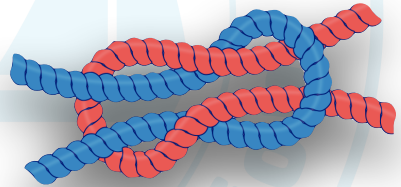
ROUND TURN & TWO HALF HITCHES



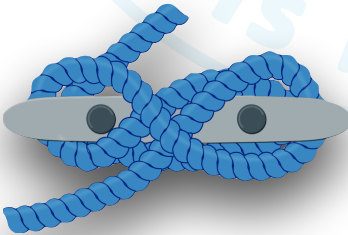
EIGHT



REEF



HORN CLEAT KNOT



CLOVE HITCH



Race Start Signals



E.g.



5 min.



or



or



4 min.



or



or



1 min.

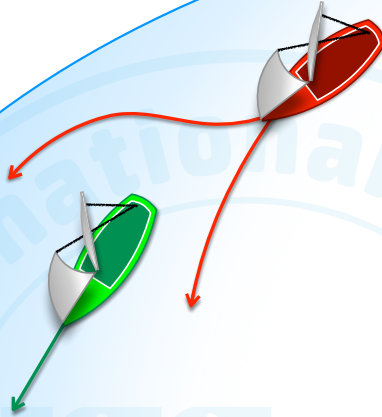


START

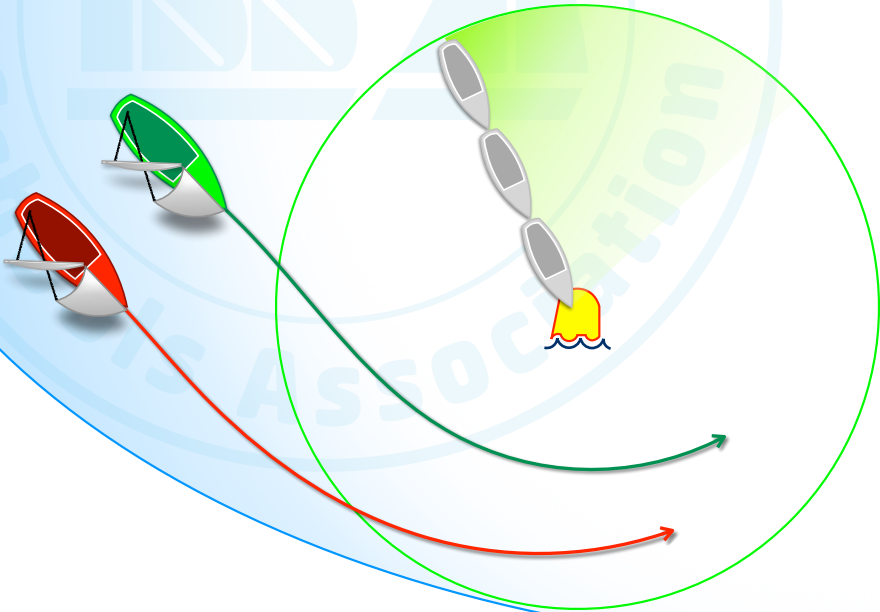


Basic Racing Rules

1



2



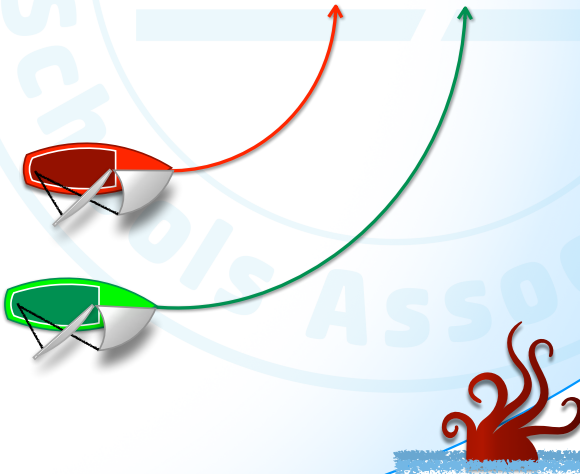
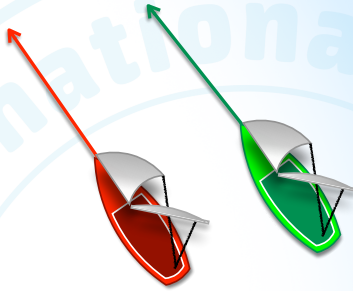
Basic Racing Rules



FINISH LINE



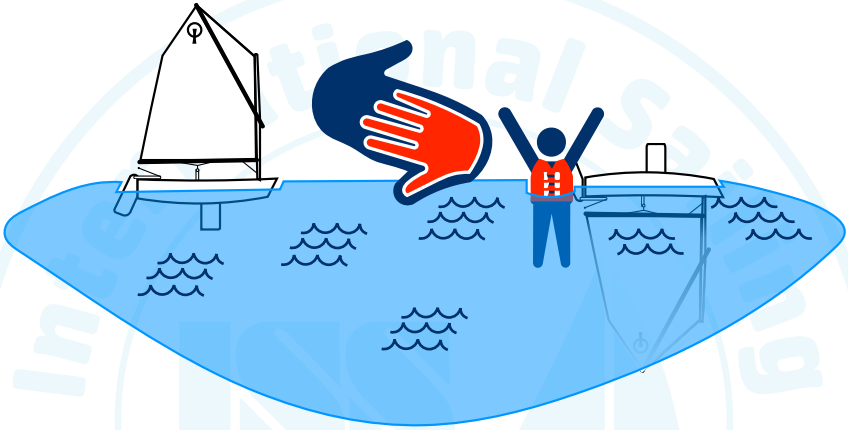
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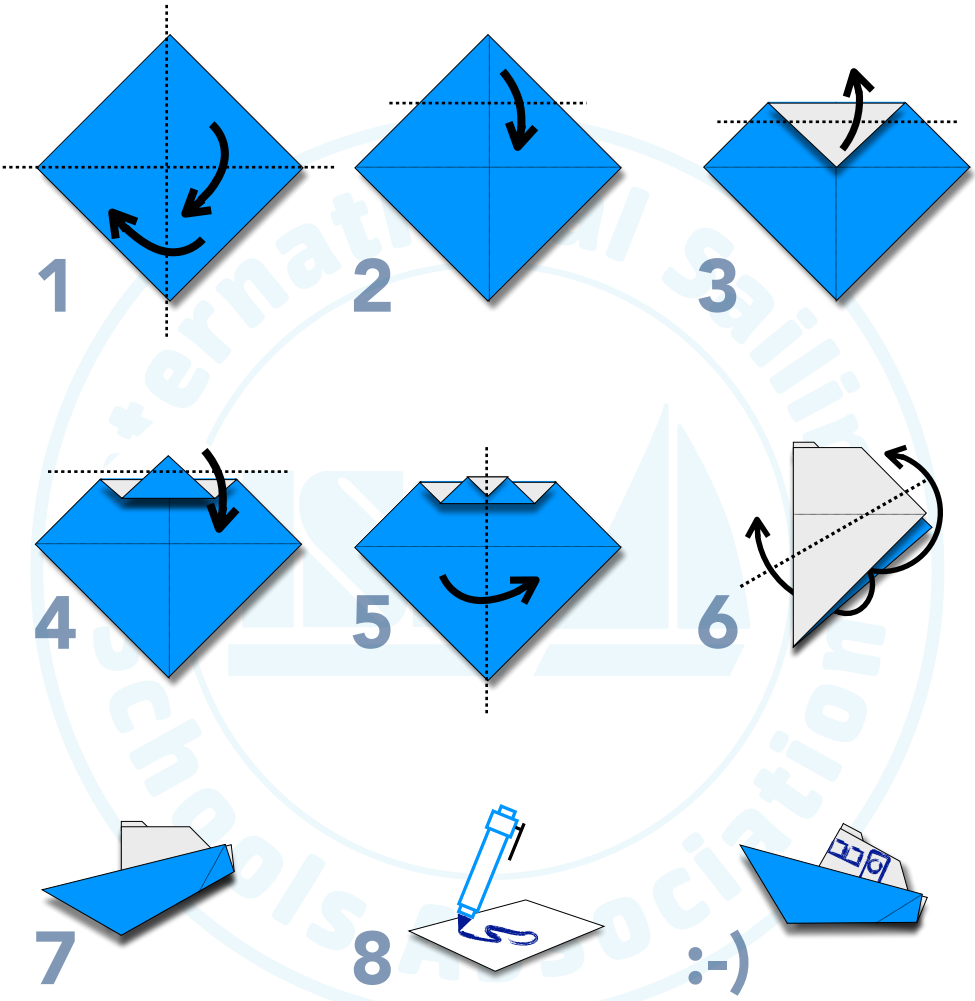
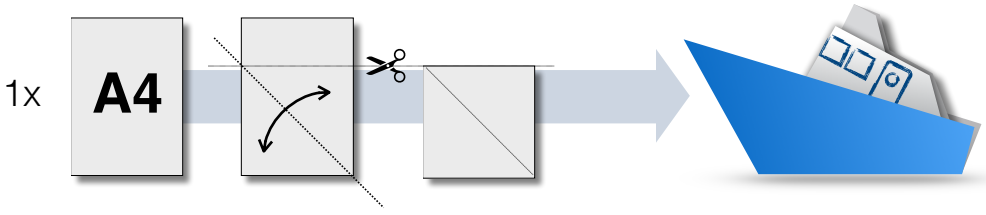


Fair Play



FUN

ISSA Paper boat #2



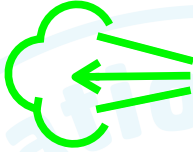


Environmentally Responsible Sailing

Holders of the International Sailing Schools Association **certificates** are the **elite** that knows how to sail safely and should also **care about the environment**. Help us promote Environmentally Responsible Sailing and preserve the nature for future sailors generations **by applying these few simple rules**.



1 Use your sails as much as possible therefore reducing energy consumption



2 Segregate garbage for recycling purposes wherever possible

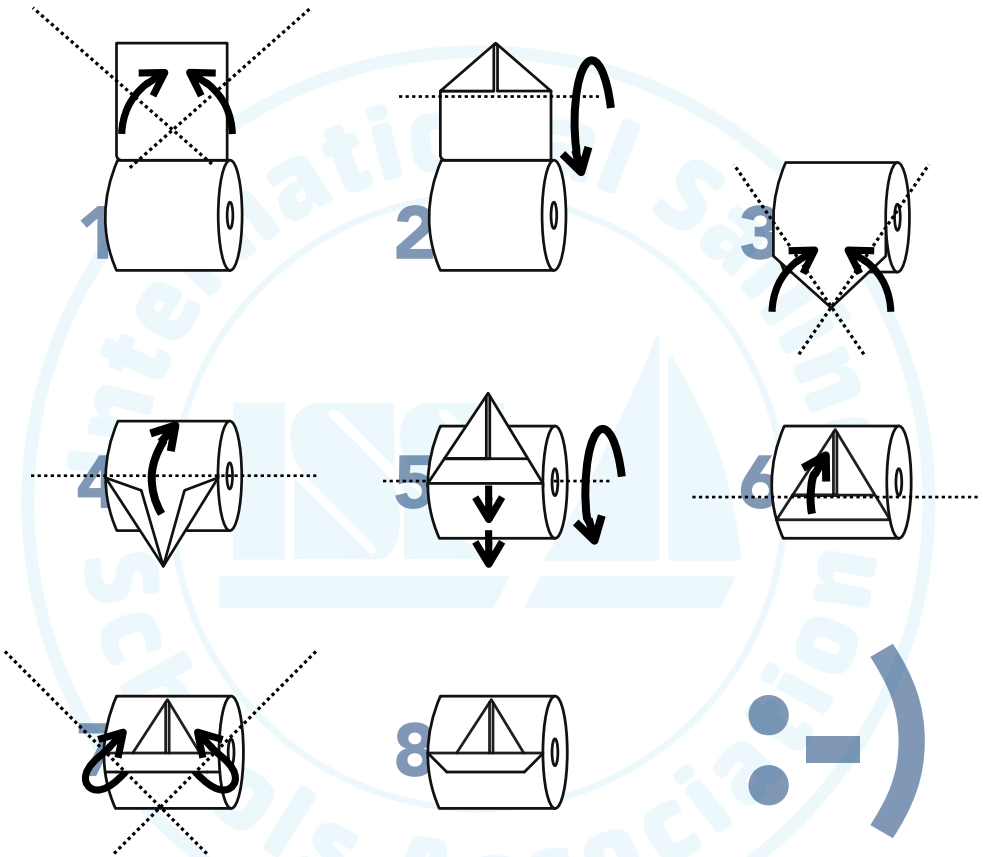
5 Educate your friends on the ecology of the sea and shore.



3 Don't throw any waste overboard.



4 Leave any beach or shore line you visit cleaner than when you arrived.



Topics Checklist



THEORETICAL TOPICS

Can sail alone without instructor, in light winds	
Knows the basic collision regulations/ regatta rules	
Wears appropriate clothing and buoyancy	
Can rig, reef and launch a dinghy	
Can balance the boat using body weight	
Can balance the boat using the sheet	
Can tack, gybe and slalom back to departure point	
Can accelerate and decelerate with the sheet only, when	
Can accelerate and decelerate with tiller, trimming sails	
Can stop the boat on a reach, close-hauled and from a	
Can prepare for towing	
Can recover a capsized dinghy	
Can make 6 knots	
Knows about weather forecasts and sail aerodynamics	

NAME

This is to certify that the student, _____
has an understanding of the above topics and has achieved the level of

LEVEL

DINGHY SKIPPER LEVEL _____

NAME

Instructor _____

DD.MM.YYYY

Date _____

Instructor's signature _____



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Wherever You Sail