

SECTION 4

DINGHY TRAINING EVENT SOP'S (INSTRUCTORS)

1. Participants of the LSC club events will wear suitable clothing and a buoyancy aid at all times when afloat.
2. Club boats must not be used in conditions exceeding Beaufort Wind Force 4. This limitation has been included to better manage the risks to club equipment. Report any damages or repairs to the Bosun LSC, or make good the damage.
3. In addition to a small flotilla of Toppers for Junior coaching sessions, LSC has 5 boats for members' use. Members participating in RYA training will have priority:
 - a. 2 x Pico dinghies
 - b. 1 x Feva
 - c. 1 x Topaz
 - d. 1 x Vision
 - e. 1 x Laser
 - f. 6 x Topper dinghies for Junior sailing
4. Outside of formal training series there is an online booking system and early bookers will have priority.
5. For all training series there will be a suitable safety boat in attendance. The safety boats carry all the mandatory safety equipment recommended by the RYA, The helm will use the kill cord at all times and the engine must be off when close to people in the water.
 - a. Two people will man the safety craft. Ideally one will be safety boat trained but PB2 operators can operate safety boats in benign conditions and cognisant of their experience. They will wear suitable clothing and buoyancy aids. Ideally they will be VHF trained. They will comply with the SOP's for safety boats and carry the mandatory equipment. Their absolute priority is saving life and limb before boat recovery.
 - b. The safety boat will operate at displacement speed at all times and only increase to planning speed to stand off, to be prepared to rescue (MOB, capsize, etc).

6. Training sessions will be controlled by a minimum of RYA Dinghy Instructor and they will manage the session afloat and ashore.
7. Responsibility for conducting lessons is delegated to the instructor running the session. The Principal or Chief Instructor must be present for all training serials and they carry overall responsibilities to stop a session if they deem it unsafe to continue.
8. The dinghy instructors will attend the instructor brief given by the Principal / Chief Instructor and receive a detailed weather forecast and sailing areas confirmation.
9. Whilst teaching from a safety boat dinghy instructors should carry:
 - a. Instructor grab bag, containing:
 - i. Serrated knife, with locking blade which opens with one hand
 - ii. 'Wet Notes' and suitable pencil
 - iii. Fully charged waterproof VHF handheld radio
 - iv. Suitable whistle, or other means of attracting attention
 - v. Spare cordage
 - vi. Additional safety items the instructor deem worthwhile:
 - b. Additional lines for towing will be available from the safety boats.
 - c. Additional drinking water and sun-cream as required.
10. The sailing areas will be agreed and the instructors will ensure the dinghies do not go outside agreed boundaries. The on-water controls will be:
 - a. Suitable marker buoys demarking the sailing area.
 - b. Agreeing suitable safety signals ashore, prior to setting sail.
 - c. Controlling the launching, group proximity and recovery of the boats.
 - d. There will be a safety craft on station whenever a dinghy is afloat.
11. The session will be controlled by the Instructor:
 - a. Dinghies may be reefed. The decision will be made by the Instructor, under the guidance of the Principal / Chief Instructor. This will be discussed at the pre-training briefing, (depending on weather forecast, skill and abilities of sailors) and if the weather changes.
 - b. All sessions afloat will be comprise:
 - i. Pre-launch Brief:
 - Aim of session (Fun, safe, controlled).
 - Sailing area and buoys (Laid by safety crews).
 - Signals (Agreed at staff briefing).
 - Rules of the road, avoidance of collisions.

- Leaving launch site.
- Confirm understanding of the brief.
- ii. Launch boats
- iii. Controlled departure, one at a time.
- iv. On water Taster session to include:
 - Controlling speed – use of mainsheet.
 - Tacking – use of rudder, sails, tiller.
 - Stopping, and getting ‘out of irons.’
 - Sailing across the wind between two laid marks (Approx 400-600m apart depending on conditions and skill etc).
 - Increase skills to upwind, downwind and introduce other techniques as skills improve.
 - Introduce fun sessions if skill allows, they should be safe and controlled.
- v. On water RYA Courses are to be taught in accordance with the syllabus.
- vi. Return to launch site will be controlled from safety boat, instructors to control the landing.
- vii. Control of the fleet must be maintained at all times by:
 1. Using the safety boat to best affect, at displacement speed.
 2. Use of the agreed whistle and signals.
- c. In the event of a capsize:
 - i. The sailors should stay with the dinghy and effect the capsize recovery shown prior to launch.
 - ii. The safety boat may be in attendance if required.
 - iii. The safety boat can use planing speed to get to the dinghy if required.
 - iv. If there is a person in the water, close to the safety boat, the engine will be turned off.
 - v. If a boat has capsized more than 6 times, **they will** be escorted back to shore.
 - vi. If a boat has capsized more than 3 times, **they may** be escorted back to shore at the discretion of the Instructor and safety boat personnel.

- vii. If more than half the number of boats are capsized, the session will be stopped immediately and everyone returns to shore
- d. At the end of the water sessions:
 - i. The sailors are to assist with returning their boats to the Boat Park and de-rig as directed.
 - ii. The instructors are to:
 - Oversee recovery and de-rigging the dinghies.
 - Wash the equipment at the end of the day sessions, as required
 - Report any damages or repairs to the Bosun LSC, or make good the damage.