

Important Course Information Pack

Welcome to Lagoon Watersports. The aim of this pre-course Information Pack is to give you more information about our yacht courses. When you book a yacht course with us you will receive automatic confirmation/joining instructions. However this Information Pack includes; what to expect, how to prepare and some pointers for pre-course reading. Our yacht courses are run by experienced professional RYA instructors that provide a great learning adventure. We are here to help you become a part of a team and achieve your sailing goals. Any questions, please don't hesitate to ask and we do hope to see you on the water soon.....

Lagoon Watersports @ Brighton Marina:

If you have a car, there is parking in the multi-storey car park in Brighton Marina. Our address is: Pontoon 6, Brighton Marina, BN2 5UP.

PART 1s

Part 1 RYA Competent Crew / Dayskipper is run over a Saturday and Sunday. Starting and finishing from our base in Brighton Marina, 09.00 -17.00. You do not stay onboard the yacht.

PART 2s

Part 2 RYA Competent Crew / Dayskipper is run on a Saturday at 09.00 and finishes on Monday at 16.00. You will start and finish at our base in Brighton Marina. You will stay onboard the yacht Saturday and Sunday night. Potential destinations are Eastbourne, Littlehampton or Chichester.

What to bring with you:

Please make sure you bring enough clothing for the long weekend. Please also bring bedding including, a sleeping bag, pillow, towel, toiletries and a pair of PJs! We would also advise ear plugs as the rigging and the wind can make noises during the night.

Sleeping arrangements:

You may be sharing with a friend or crew mate, it is all part of yachting and working as a team. We do our best to ensure everyone is comfortable and that woman and men have separate cabins if you are strangers or it has been requested.

Mooring fees:

These are included in the course price.

Showering and use of Heads (Loos!):

Our cruising yachts have heads onboard. Ideally these should only be used out at sea. Whilst on the pontoon in the marinas we use the facilities they provide, the marinas we use have good hot showers and you will have the opportunity to shower everyday in the mornings or evenings.

Food onboard:

For the Part 1, clients provide their own food. For the Part 2 we provide two breakfasts, three lunches and one dinner onboard. It is the responsibility of the skipper and crew to ensure everyone is fed. Good 'victualing' (provisioning) can lead to a big boost in moral within the team and we do our best to cater for everyone. You are more than welcome to bring your own food and treats, there is a fridge and storage onboard. PLEASE NOTE IT IS YOUR RESPONSIBILITY TO LET US KNOW BEFORE THE COURSE OF ANY DIETARY REQUIREMENTS A WEEK IN ADVANCE!

Typical menu onboard:

Breakfast: Eggs, bacon, Sausages, Cereal, Fruit, Yogurt.

Lunch: Sandwiches, Quiches, Soup.

Snacks: Biscuits, Chocolate, Crisps, Cakes.

Dinner: Dinner is a hot meal, such as spaghetti bolognese, chicken fajitas, chicken enchiladas and curry. Dinner can vary as it very much depends on any dietary requirements and how well the crew can cook!

Drinks: Juices, tea and coffee, squash (we have tanks of drinking water (tap) onboard the boat that you will learn how to fill). Of course part of the experience is a tippie or two in the local pub with some time for bonding off the boat.

Tasks onboard:

It is the responsibility of every crew member to share the cooking and cleaning all week. You will be living in a small space its so important that everyone helps with domestic tasks.

Day to day routine:**Part 1**

Arrive at Lagoon Watersports, sign in and meet your instructor. You will start a safety briefing to familiarise yourself with the equipment onboard the boat and where everything is situated. Then, its time to cast off lines for a sail! The weekend will be spent covering parts of the RYA Competent Crew and Dayskipper syllabus. You will be coming back into Brighton each day and do not need to stay onboard.

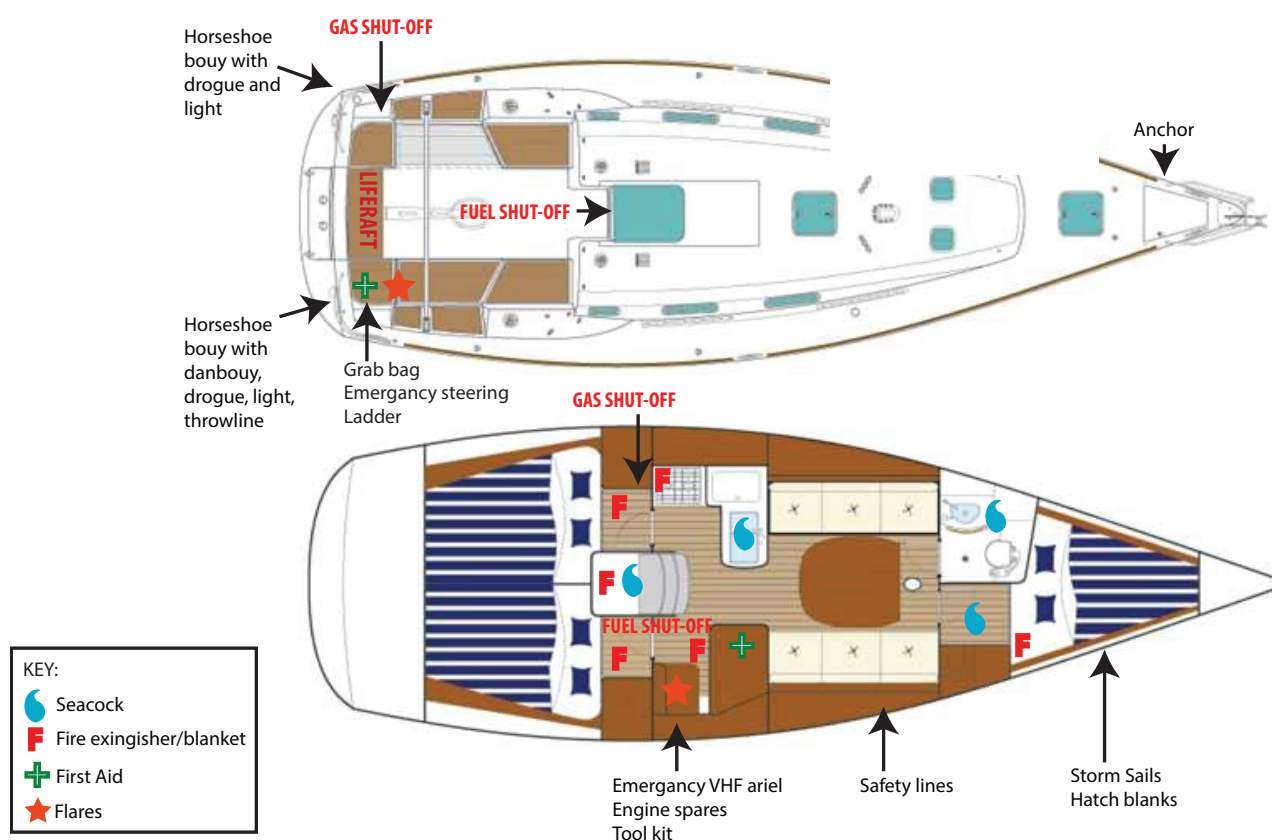
Part 2

This long weekend is about completing trips to different locations which gives you invaluable experience in passage planning, sailing and the different types of mooring. In the evenings you can sample the après sail in the harbours we choose. Then off for a good nights sleep! We will choose one evening to have a late night sail, practicing navigation by night. On the Monday, you will sail back to Brighton Marina and moor up. Then it will be time to de-rig, clean the boat, receive your debriefs, fill in log books and hopefully receive your certificates! We aim to be finished by 4pm - Depending on how well you clean as a team! All we ask is the boat is left how you found it.

Adverse Weather:

Sometimes the weather isn't always sunny with a perfect breeze! But not to worry, this course has a large mix of practical exercises both inside and out of the marinas. There is also theory that we can work on. On day 1 you will will get a FREE LOGBOOK which details the syllabus that we need to cover. During bad weather your instructor will adjust plans and teaching styles to ensure that you are still learning even if you cannot get off the pontoon.

NO EXCUSES EMERGENCY EQUIPMENT DIAGRAM 2015



Recommended Reading:

RYA Competent Crew

Sail Cruising Syllabus and Logbook (included).

Competent Crew Practical Course Notes (£11.99)

RYA Dayskipper

Sail Cruising Syllabus and Logbook (please bring if you already have one). RYA Sail trim book (£14.99)

Reed's Skipper's Handbook (7.99)

Pre Course Information & Experience:

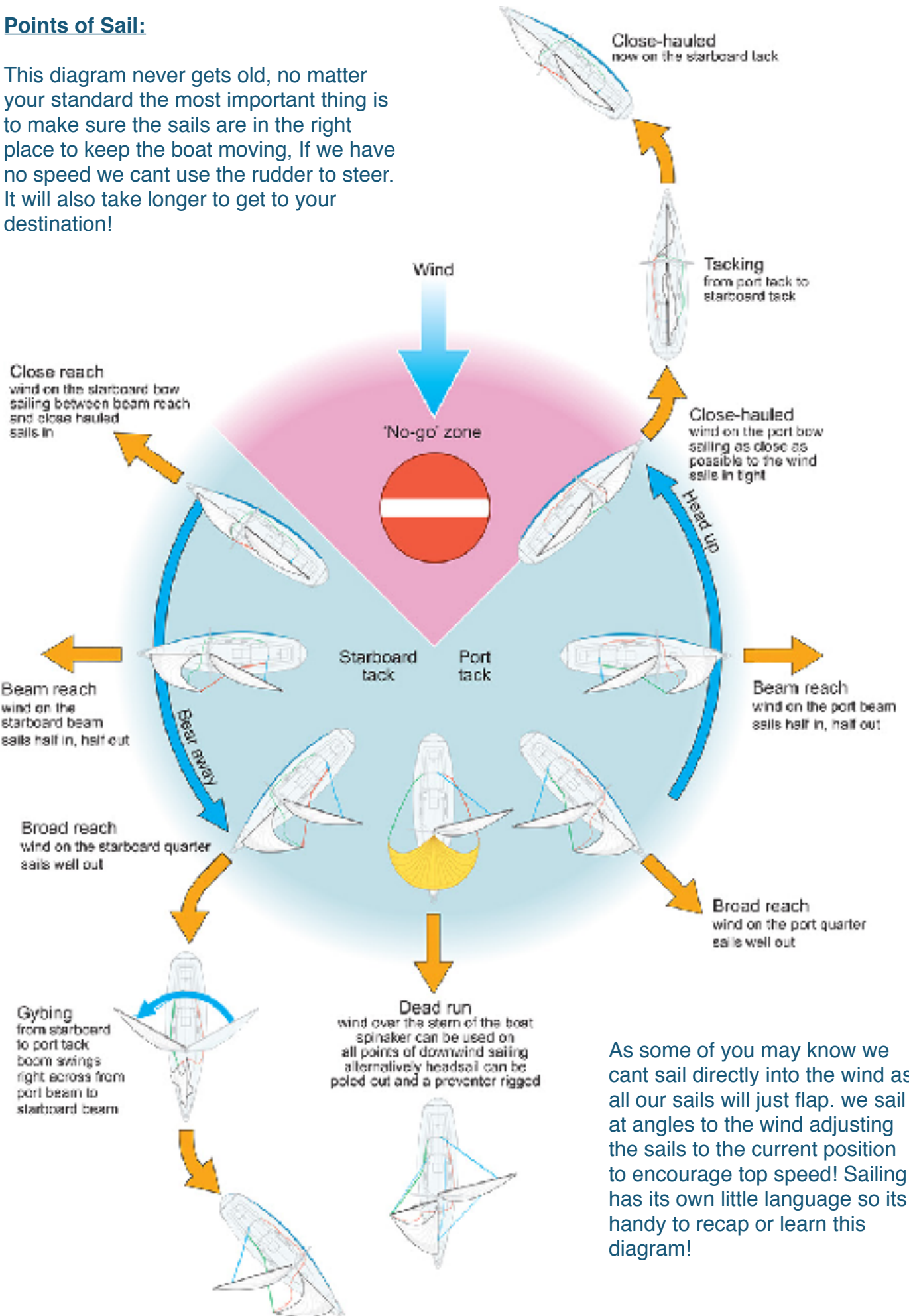
Below is for you to read and revise before your course. All are extracts from the books above that we sell at the centre. A great way to recap your knowledge or learn something new:

Competent Crew: Please do not panic, we will go over a lot on the course and you need NO previous experience or knowledge on yachts before your course.

Dayskipper: You should know all of this before the course! Naturally we will also help you throughout the course. You should already be comfortable on the helm and be able to trim and sail the boat including, putting in reefs as well as having a good grasp of the navigation and theoretical elements. This is why we advise a pre requisite of RYA Competent Crew and Dayskipper Theory to be completed before you embark on your RYA Dayskipper Practical. If you are concerned about your previous experience please give us a call and we can discuss.

Points of Sail:

This diagram never gets old, no matter your standard the most important thing is to make sure the sails are in the right place to keep the boat moving, If we have no speed we cant use the rudder to steer. It will also take longer to get to your destination!



As some of you may know we cant sail directly into the wind as all our sails will just flap. we sail at angles to the wind adjusting the sails to the current position to encourage top speed! Sailing has its own little language so its handy to recap or learn this diagram!

9. KNOTS & ROPEWORK



Ropes are an essential part of a sailing boat and, while many racing boats have quite complex control systems, you only need to know a few knots to cope with most needs. Modern ropes are incredibly strong and light, and come in a wide range of sizes. Use low-stretch rope for **sheets**, halyards and control lines with the length just long enough for the job so the rope doesn't tangle.

I stole this out of a book that we sell in our office, Its called RYA Start sailing, and it is aimed at Dinghy and Keelboat sailors. But sailing is sailing and be it big boats or little everything is transferable, I really recommend you try a keelboat course with us as we find its a great way to dramatically improve sail trim as you get much better feel for the boat as things happen a lot quicker!

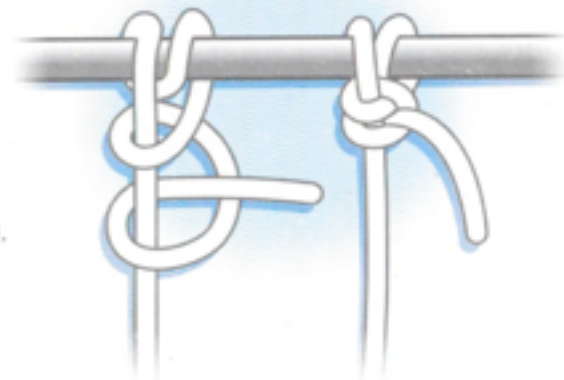


Figure-of-eight

The figure-of-eight is used to put a stopper knot in the end of rope to stop it running out through a fairlead or turning block.

Round Turn & Two Half-hitches

The round turn and two half-hitches is a secure knot that is used to tie to a post or ring.



Bowline

The bowline is used to make a loop in a rope or to tie to a ring or post. It is a secure knot but cannot be untied when under load.

Great for Fenders!

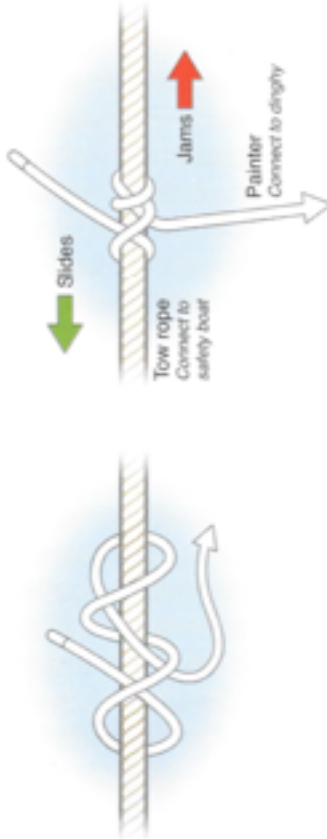
Clove Hitch

A clove hitch can be used to tie a rope to a post or ring. It is quick to tie but a snatching load can undo it, so leave a long working end.



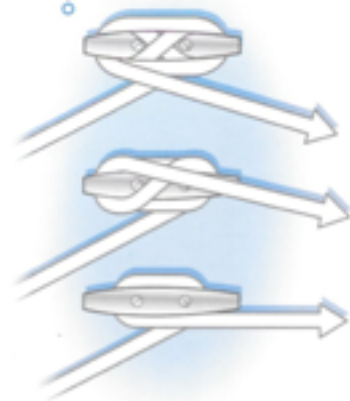
Rolling Hitch

The rolling hitch is more secure than the clove hitch and will not slide along another rope or a spar. It is useful when you need to take the load off another rope.



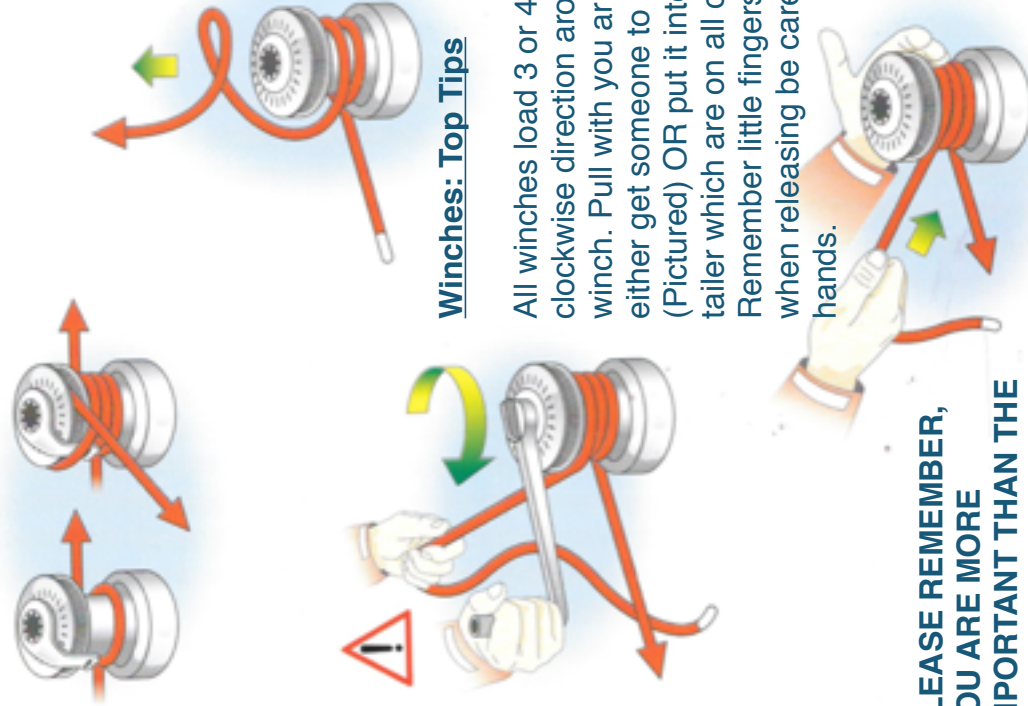
Using a Cleat

Take the rope to the back of the cleat and make a full turn around it. Then make two or three full figure-of-eight turns around the cleat before taking another full turn around it.



Using Winches

Ketchboats tend to use winches to help with the heavy loads on sheets and halyards.



Winches: Top Tips

All winches load 3 or 4 turns in a clockwise direction around the winch. Pull with you arms, then either get someone to tail, (Pictured) OR put it into the self tailer which are on all out yachts, Remember little fingers first and when releasing be careful of you hands.

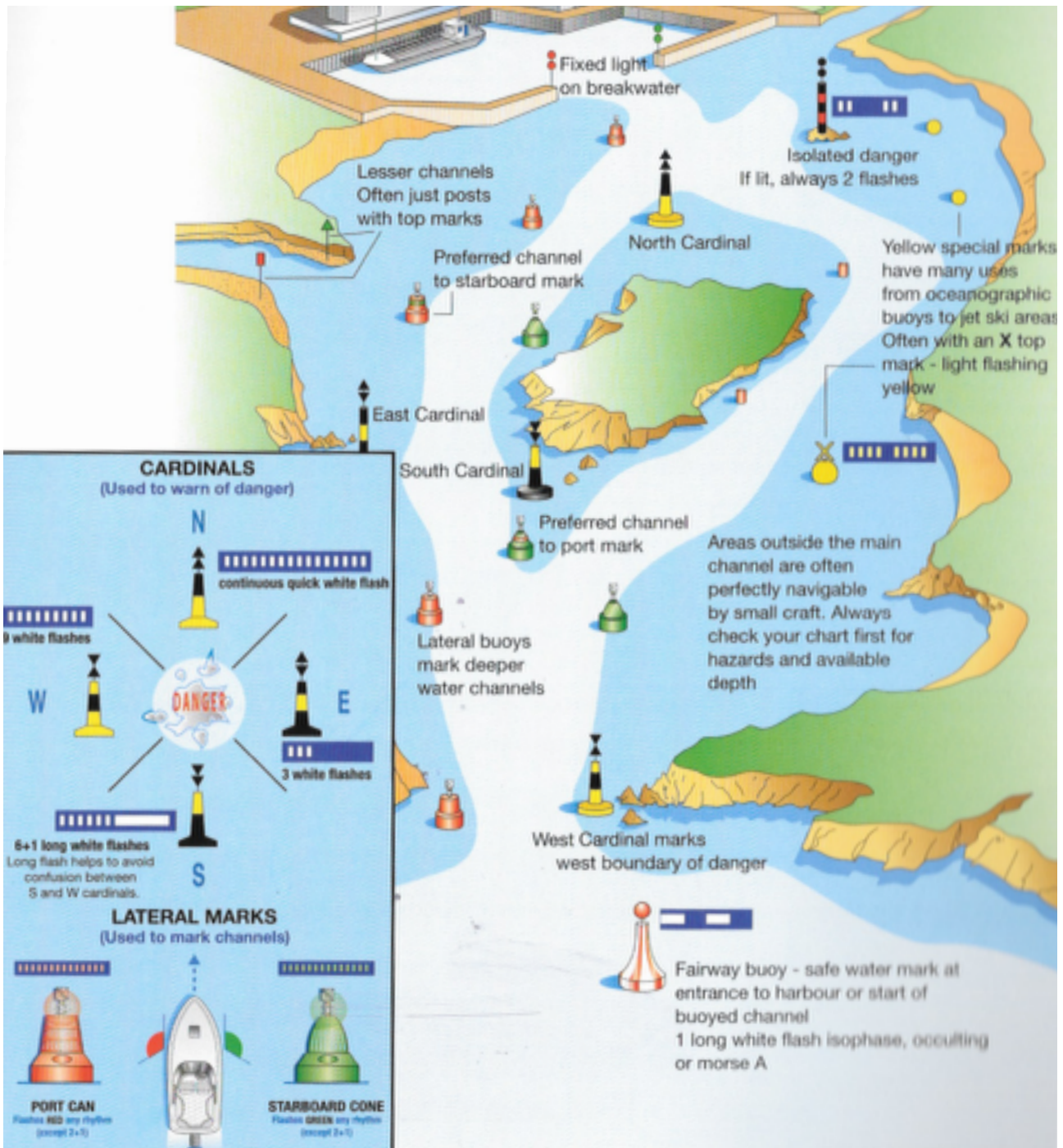
PLEASE REMEMBER, YOU ARE MORE IMPORTANT THAN THE ROPES, IF SOMETHING HURTS OR A ROPE RUNS THROUGH YOUR HANDS DROP IT! NOTHING BAD WILL HAPPEN!

Beaufort Scale:

FORCE	MPH (KNOTS) *	PRESSURE LBS./ SQ. FT.	DESC.	WAVE PATTERN	WAVE HEIGHTS	EFFECTS ON LAND	SMALL CRUISER
Force 1	1-3 (1-3)	.004-.035	Light air	Ripples	Flat	Flag hangs limp, windvanes do not respond.	Use motor. Stowage possible; full main and large duster.
Force 2	4-7 (4-6)	.064-.195	Light breeze	Small wavelets	0-5"	Flag stirs, leaves rustle, wind felt on face, wind vanes move.	Boat begins to heel, full main and duster or #1 genoa.
Force 3	8-12 (7-10)	.256-.576	Gentle breeze	Large wavelets	5'-2'	Flag occasionally extends, leaves and twigs in constant motion.	Comfortable sailing. Noticeable heeling; full main and #1 genoa.
Force 4	13-18 (11-15)	.676-1.29	Moderate breeze	Small waves; numerous whitecaps	2'-4'	Flag flaps, small branches move, dust and paper raised.	Great sailing. Boat making speed. Full main and #1 genoa.
Force 5	19-24 (17-21)	1.44-2.30	Fresh breeze	Moderate waves; many whitecaps; some spray	4'-8'	Flag ripples, small leafy trees begin to sway.	Leeward rail near water. Single reef in main and #2 genoa.
Force 6	25-31 (22-27)	2.5-3.84	Strong breeze	Larger waves; whitecaps everywhere; more spray	8'-13'	Flag snaps, large branches in motion, whistling in wires.	Sailing becomes strenuous. Second reef in main and working jib.
Force 7	32-38 (28-33)	4.09-5.77	Moderate gale	Sea heaps up; white foam in streaks	12'-15'	Flag extended, whole trees in motion.	Progress to windward impossible. Three reefs in main and working jib.
Force 8	39-46 (34-40)	6.08-8.46	Fresh gale	Waves begin to heighten and roll	14'-19'	Twigs and small branches broken, difficult to walk.	Limit of boat's sailing ability. Use motor or seek shelter.
Force 9	47-54 (41-47)	8.83-11.6	Strong gale	High waves; dense streaks of foam; spray may reduce visibility	18'-24'	Slight structural damage occurs.	Ran under bare poles, lie ahull, or sit to sea anchor.
Force 10	55-63 (48-55)	12.1-15.8	Whole gale	Very high rolling waves with long overhanging crests	20'-30'	Trees broken or uprooted, considerable damage.	Swear rather you will not keep once back on land.

Weather:

Sometimes Weather isn't always ideal as previously mentioned. An ideal weekend would be force 3 on the Beaufort scale pictured above, Your Skipper will be going nowhere if you have an constant Force 8 or above forecast, going out in a 7 is also very rare, exceptions may be made by your instructor based on the sea state, shelter, plan for the day and your teams ability and comfort zone. It will be tricky to learn in these conditions. Please be advised the scale is designed for use offshore, so in sheltered waters like the Solent, Force 7 for example will give you around 4-8ft waves making going to windward very possible!

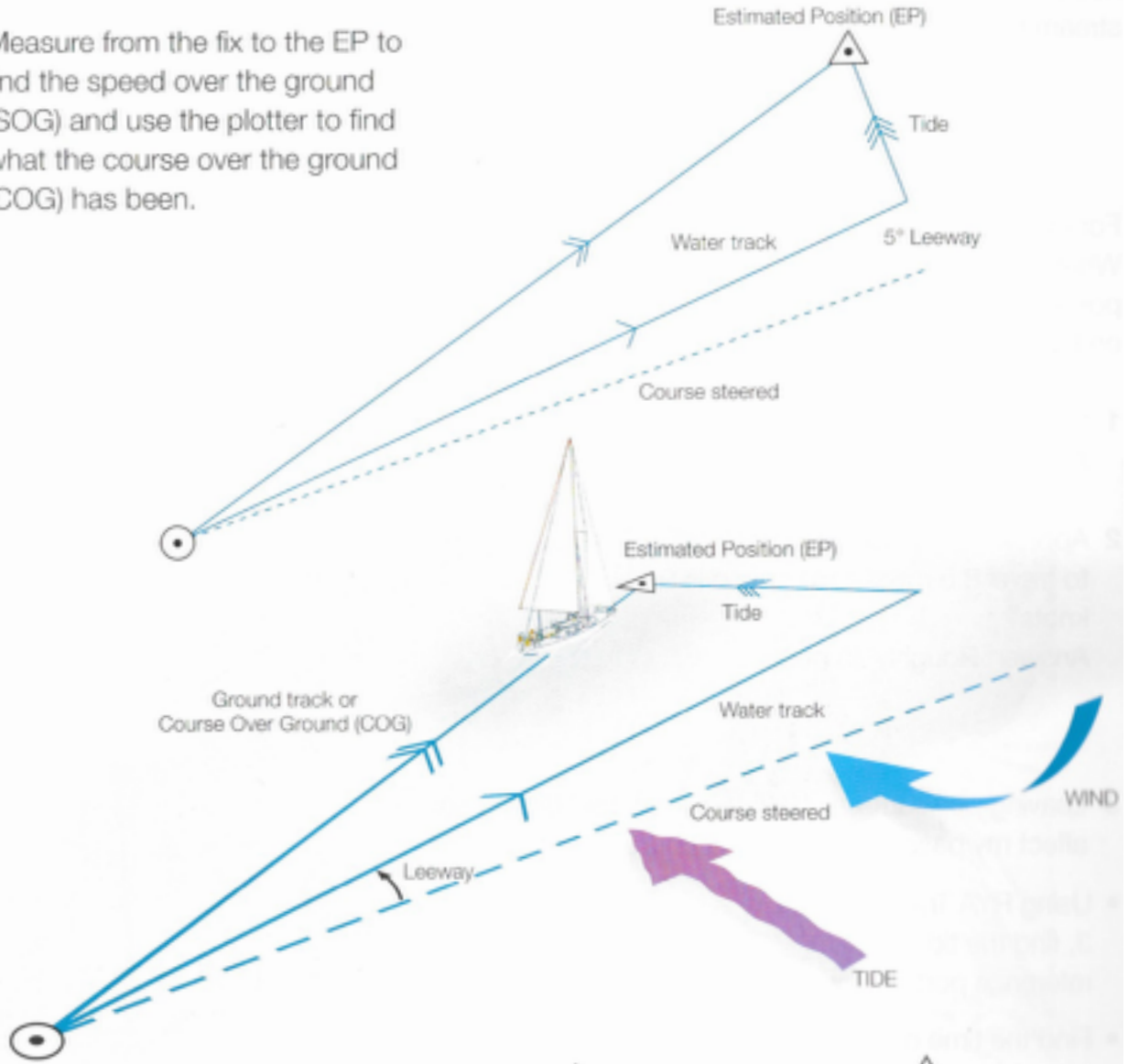


Estimated Position








To Plot an EP

time	log	course	leeway	wind	tidal stream
0900	10.2	075°(M)	5°	S5	
1000	20.7	075°(M)	5°	S5	340°(T) 2.0kn for 0900-1000

Measure from the fix to the EP to find the speed over the ground (SOG) and use the plotter to find what the course over the ground (COG) has been.



Symbols used in Chartwork

-  Water track
-  Ground track
-  Tide set and drift
-  Dead Reckoning (DR) position
-  Estimated Position (EP)
-  Fix
-  Waypoint

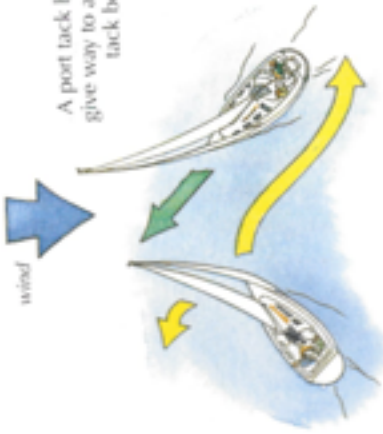
Rules of the Road:

Number one rule! DONT HIT ANYTHING.

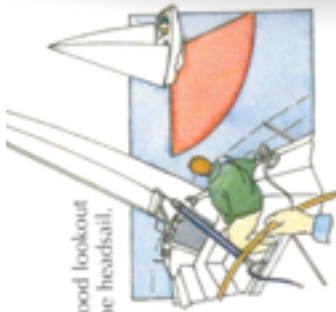
There are no rights on the sea, everyone has to avoid collisions at all costs, this diagram may help reap or learn the order of priority.

IRPCS

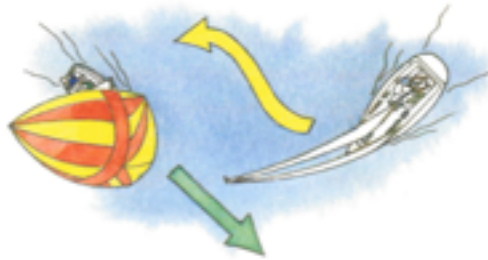
VESSELS IN SIGHT OF ONE ANOTHER



A port tack boat must give way to a starboard tack boat.

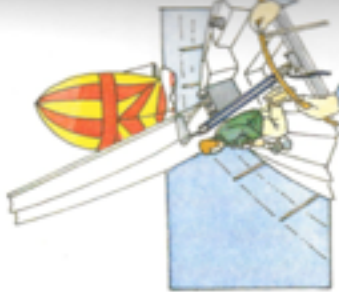


Keep a good lookout under the headsail.

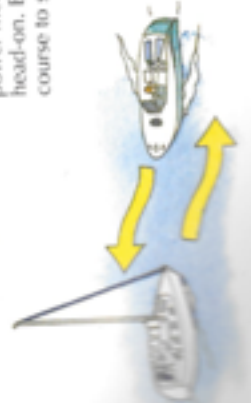


The windward boat must give way but is ignoring her obligations.

The starboard tack boat has to avoid a collision.



Two vessels under power meeting head-on. Both alter course to starboard.



IRPCS

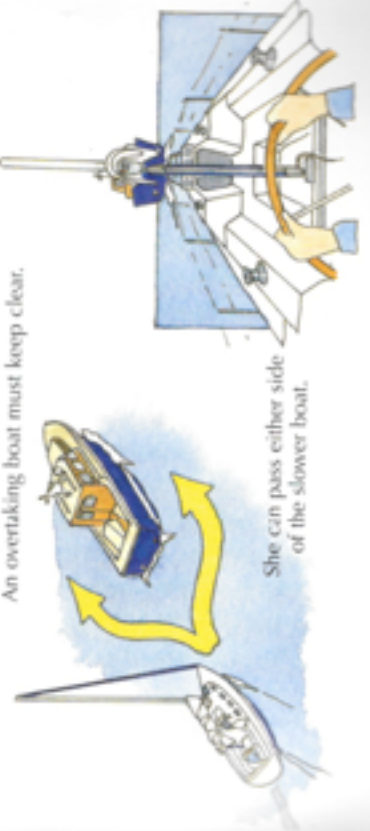
Two power driven vessels. The boat with the motoring cone has the other on her starboard bow and must give way.



Power gives way to sail. (see page 40)



An overtaking boat must keep clear.



She can pass either side of the slower boat.

Man Over Board:

You will have plenty of practise at this manoeuvre, with a dummy! This procedure can be a great thing to recap and revise.

