



## WEALDEN SAILABILITY

# SAILING HELM ASSESSMENT CRITERIA

### Overview

This set of criteria is designed specifically to provide the trustees with an objective measurement of helm competency in order to address the practical needs of Wealden Sailability (WS) operating at Chipstead Sailing Club. It is based on the RYA National Sailing Scheme, Better Sailing and Seamanship Skills syllabi but it strips out all of that material that is not relevant to WS. It is then further adapted to cater for the additional requirements specific to the operating characteristics of the Laser Stratos, RS Venture, DrascombeLugger, and Drascombe Longboat.

The assessment will be done by:

An ongoing process of evaluation with feedback from all Trustees and any currently qualified helms. Final sign-off will be given when at least 2 Trustees have agreed to the helms overall competence. Assessment records will be kept by the WS Secretary.

### Syllabus

#### 1. Boats and Equipment

##### Boat preparation and checks:

- Can fully rig and prepare the boat including the proper set up of the keel tie down, rudder tie down, reefing lines, cunningham (downhaul), outhaul, kicking strap and masthead buoyancy.
- Can fully prepare and rig the Spinnaker  
(optional. Only if they know how to, and wish to use)
- Is familiar with the radio, location and use, and the need for a radio check with the Safety Boat at every launch.

##### Additional responsibilities as Stratos / Venture / Lugger/ Longboat Skipper:

- Understands that as designated skipper, they will be fully responsible even if not directly helming.
- Responsible for total numbers and seating positions of all onboard in order to maintain proper trim and balance.

## 2. Boat Handling Skills

### Can Do:

- Leave and return to the pontoon in all wind directions and strengths that are within WS operating parameters.
- Sail the boat in a flat (as possible) position at all times and in all permitted weather conditions. Ultimately it is the skipper's responsibility to keep the boat flat, as the designated crew and other people onboard may be restricted in their ability to move.
- Efficiently sail to windward with a full understanding of the No-Go Zone and proper use of the Jib tell tales.
- Heave-to / Lye-to
- Come alongside a moored boat ending in a stationary position alongside.
- Be towed by a powered vessel (alongside or astern).

### Additional responsibilities as Stratos / Venture / Lugger/ Longboat Skipper:

- Efficiently sail downwind; understands the risks of an accidental gybe associated with Goose Winging and agrees to adopt the *Training Run* principle for all downwind sailing. (i.e. Both sails on the same side).
- Perform a safe and controlled gybe, with particular reference to:-
  - Pulling boom and sail away from shroud.
  - Understanding the need for centralizing the tiller as the boom crosses the centerline during a gybe.
  - Keeping the boat balanced all the way through the manoeuvre.

### Understands How To:

- Get out of irons, push / push, pull / pull, or backing the jib.
- Reef afloat without the assistance of the support Commando or Safety Boat.
- Method for sailing backwards.
- Proper use of rudder.
  - Fully applied rudder is a brake, so ideally never more than 45°.
  - Only works when boat is moving.
- The need to be aware of changing conditions and possible requirement to return to pontoon as a result.
- Understands that when a boat is swamped they must notify the safety boat and return to the pontoon as soon as possible.

### Additional responsibilities as Stratos / Venture / Lugger/ Longboat Skipper:

- Helm must NEVER stand up, except whilst tacking, gybing, or coming alongside.
- In all conditions, helm must always helm on windward side, or centre line of boat.
- Method to efficiently recover a person overboard using the Lying-To position.
- Sailing with a spinnaker (optional).

End

Reviewed and Revised 05/04/2019 by DM/ST to include Drascombe Longboat.

Reviewed and Revised 24/10/2019 by DM/JK/ST Radio check with Safety Boat in lieu of Pontoon.