

JSA BIG BOAT EVENTS

A publication of the Junior Sailing Association of Long Island Sound

2005
JSA Big Boat
Events Manual

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Table of Contents:

JSA Rules for PHRF Events	2
Minimum Equipment and Safety Recommendations of the YRA of Long Island Sound	4
JSA Program Checklist	8
Basic Seamanship Curriculum for Big Boat Sailors	9
Navigation Curriculum & Course for Big Boat Sailors	11
Storm Trysail / JSA Safety at Sea Seminar	12

Mission Statement

The goal of this booklet is to support race organizers, program chairs, boat owners, instructors and junior sailors for their running of and participation in junior sailing big boat regattas through the setting of rules, guidelines, minimum standards and training.

Basic Understandings

1. The owner or designated owner’s representative is ultimately responsible for making decisions concerning the safety of the vessel and its crew.
2. All parties involved in junior PHRF events from parents, to program chairs, to instructors, to JSA must assist the boat Owner in every reasonable way to ensure proper crew selection, crew preparation, yacht selection, yacht preparation, practice and supervision.

2005 JSA Rules for PHRF Events

Revised: 2005

8. PHRF Events

8.1 JSA PHRF Events are open to junior sailors who are at least 14 years old as defined in JSA Rule 3.2. There will be no exceptions to this rule.

8.2 Advisors

- a. Advisors shall be boat owners, owner's representatives and instructors. All advisors shall be experienced big boat sailors and capable of taking control of the boat in the event of an emergency.
- b. Each boat shall have a minimum of two experienced advisors on board, one of which must be at least 25 years old. For boats over 35 feet, it is recommended that there be at least three advisors.
- c. The boat owner should be on board and should serve as an advisor. In the event that the boat Owner is unable to be on board he/she must designate an owner's representative to take his/her place.
- d. Instructors, who are 18 years of age or over, may serve as advisors; however, an instructor shall NEVER serve as an owner's representative.

8.3 Training Requirements

- a. 80% of the total crew of each boat, including the skipper, watch captains, navigator and any instructor serving as an advisor, shall have attended the most recent Storm Trysail/JSA Junior Safety at Sea Seminar.
- b. The boat owner, or the owner's representative, is encouraged to attend a Safety at Sea Seminar (either the Storm Trysail/JSA Seminar or another recognized Safety at Sea Program) within a five year period prior to participating in a JSA PHRF Event.
- c. All junior crewmembers shall demonstrate, to the satisfaction of their program, general knowledge of seamanship on a written test provided by the JSA.
- d. The junior navigator, skipper, two watch captains and any instructor serving as an advisor shall demonstrate competence, to the satisfaction of their program, on a test, administered by the JSA, which measures the sailor's ability to perform basic piloting / navigation. Other crewmembers are encouraged but not required to take the test.

8.4 Minimum Required Equipment for Sailors

- a. The junior sailors and their accompanying instructors shall wear life jackets (PFD's) at all times on deck, coming on deck or going below.
- b. All junior sailors participating in any JSA PHRF event, including the Storm Trysail/JSA Junior Safety at Sea Seminar, and their accompanying instructor(s) shall bring their personal Type III (non-inflatable) US Coast Guard approved PFD's to the event.
- c. Junior sailors who are at least 16 years old and their accompanying instructors may wear US Coast Guard approved automatic inflatable/harness PFD's subject to all the US Coast Guard and manufacturers' regulations and guidelines. All sailors, however, must comply with Rule 8.4 (b).
- d. All advisors shall wear US Coast Guard approved PFD's at all times on deck, coming on deck, or going below. This modifies the Minimum Equipment & Safety Recommendations of the Y.R.A. of Long Island Sound: Category B Section 4.0 and Fundamental RRS 1.2.

- e. All junior sailors and their accompanying instructor(s) shall have a whistle attached to their PFD.
- f. All junior sailors and their accompanying instructor(s) shall provide themselves with a personal strobe light and a harness (complete with a tether) for use at night and in other circumstances described in the most recent Minimum Equipment & Safety Recommendations of the Y.R.A. of Long Island Sound, Section 4.1.

8.5 Minimum Required Equipment for Boat

- a. Each boat must follow the most recent Minimum Equipment & Safety Recommendations of the Y.R.A. of Long Island Sound: Category B. (See www.yralis.org).
- b. Jack lines shall be installed before the boat leaves the dock and a sharp knife shall be kept in the cockpit. Each boat shall have a hand-held VHF radio. This modifies the Minimum Equipment & Safety Recommendations of the Y.R.A. of Long Island Sound.

8.6 Operation of Boat

- a. The boat owner or the owner's representative has the final say in matters pertaining to the safety of the crew and the boat. (RRS Fundamental Rule 4)
- b. The advisors shall refrain from assisting the sailors with racing strategies except when a safety issue is involved.



Minimum Equipment & Safety Recommendations of the Y.R.A. of Long Island Sound (www.yralis.org)

It is the purpose of these recommendations to establish a uniform minimum equipment and accommodation standard for yacht racing on Long Island Sound. These recommendations are intended to supplement rather than replace government requirements and the *Racing Rules of Sailing*.

The responsibility for providing and maintaining a safe and seaworthy vessel rests entirely on the owner. Neither the establishment of these recommendations, their use by race organizers, nor the inspection of a yacht under these recommendations in any way limits or reduces the complete and unlimited responsibility of the owner or owner's representative.

The recommendations are offered as an aid to race organizers at YRA of LIS member clubs running events on Long Island Sound. Race organizers are free to add, delete, or alter any of these recommendations as they see fit to meet the requirements of a particular race.

The membership of the YRA of LIS is reminded that possession of a YRA of LIS PHRF rating does not mean that the boat meets the applicable equipment specifications for an event, be they the PHRF Minimum Equipment Recommendations of the YRA of LIS or other specifications. Boat owners and their representatives are urged not to seek entry in a PHRF event unless their boat meets the applicable equipment specifications for the event, and they are reminded that it is their responsibility to see that their boat does meet the applicable specifications for an event.

One-Design Minimum Equipment Recommendations

One-Design classes are expected to provide their own equipment recommendations in their class rules.

IMS & PHRF Minimum Equipment Recommendations

Race Category Definitions:

Category A - Races in which any part of the course is outside Long Island Sound.

Category B - Distance and overnight races run wholly within Long Island Sound.

Category C - Day races in Long Island Sound with time limits requiring start and finish within daylight hours.

1.0 GENERAL

Race Category Requirement

ABC 1.1 All recommended equipment shall function properly, be readily accessible and shall be of a type, size and capacity suitable and adequate for its intended use and the size of the yacht.

ABC 1.2 Yachts shall be self-righting. They shall be strongly built, watertight and with respect to hulls, decks and cabin trunks, capable of withstanding the impact of solid water and knockdowns. They must be properly rigged and ballasted, fully seaworthy and meet the standards set forth herein. "Properly rigged" means (inter alia) that shrouds must never be disconnected.

ABC 1.3 Inboard engine installations shall be such that the engine can be securely covered when running and that the exhaust and fuel supply systems are securely installed.

ABC 1.4 All heavy items including ballast and internal fittings such as batteries, stoves, gas bottles, tanks, engines, outboard motors, anchors and chain shall be securely fastened so as to remain in position should the yacht be heeled 180°.

ABC 1.5 Sea cocks and valves shall be fitted on all through hull openings below the LWL except integral deck scuppers, shaft log, speed indicators and the like. However, a means of closing such openings when necessary must be provided.

ABC 1.6 Soft wood plugs, tapered and of various lengths to fit all through hull openings must be attached to the appropriate fittings with a length of line.

ABC 1.7 Sheet winches shall not be mounted in a way that requires an operator to be substantially below deck.

2.0 STRUCTURAL FEATURES

Race Category Requirement

ABC 2.1 The hull, including deck, cabin top and all other parts shall form an integral, watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity. Centerboard and daggerboard trunks shall not open into the interior of the hull.

ABC 2.2 Companionways, if extended below the sheer line, shall be capable of being blocked off to the level of the local sheerline. When such blocking arrangements are in place, the companionway (or hatch) shall continue to give access to the interior of the hull.

ABC 2.3 Cockpits shall be structurally strong, self-draining and permanently incorporated as an integral part of the hull. They must be watertight; that is, all openings to the hull below the main deck level must be capable of being strongly and rigidly secured.

ABC 2.4 Pulpits and stanchions shall be through bolted or welded, and the bases thereof shall not be further inboard from the edge of the working deck than 5% of the maximum beam or 6 inches, whichever is greater. Stanchion bases shall not be situated out- board of the working deck.

ABC 2.5 Taut single wire lifelines shall be installed at a height of not less than 24 inches above the working deck for yachts over 28 feet LOA and 18 inches for yachts 28 feet LOA and less. These lines shall be permanently supported at intervals of not more than 7 feet.

ABC 2.6 A fixed bow pulpit must be installed. Lower lifelines need not extend through the bow pulpit. Upper rails of pulpits must be at no less height above the working deck than the upper lifelines, except that in the case of sprit boats, the upper rail forward of the forestay may be up to 10 inches lower than the upper lifelines. Upper rails and bow pulpits shall be securely closed while racing. The bow pulpit may be fitted abaft the forestay with its bases secured at any points on deck, but a point on its upper rail must be within 16 inches forward of the forestay on which the foremost headsail is secured. Bow pulpits are not required on catboats, but lifeline protection must extend as far forward as the mast.

ABC 2.7 Stern pulpits or lifelines arranged so as adequately to substitute for a stern pulpit shall be installed.

ABC 2.8 All lifelines shall be taut and inelastic. Intermediate lifelines, if installed, must be at least 9 inches above the main deck.

3.0 EQUIPMENT TO BE CARRIED ABOARD

Race Category Requirement

- ABC 3.1 Fire extinguishers to be readily accessible and of the type and number required by the U. S. Coast Guard.
- A 3.2.1 Two bilge pumps, one of which is manual and operable with all cockpit seats, hatches and companionways closed.
- B 3.2.2 One manual bilge pump operable with all cockpit seats, hatches and companionways closed.
- C 3.2.3 One manual bilge pump.
- ABC 3.2.4 Two buckets of stout construction each with at least 2 gallons capacity and each to have a lanyard.
- AB 3.3.1 Horseshoe type life ring with a drogue (OR Lifesling without a drogue), equipped with whistle and a self-igniting light within reach of the helms- man and ready for instant use.
- C 3.3.2 At least one horseshoe type life ring, equipped with whistle and drogue or Lifesling within reach of the helmsman and ready for instant use.
- AB 3.3.3 Man overboard pole or “MOM 8 or 9” or equivalent.
- ABC 3.4 A personal flotation device with whistle attached for each member of the crew.
- AB 3.5 Two flashlights.
- ABC 3.6 Compass.
- AB 3.7 Spare Compass.
- AB 3.8 Emergency Tiller.
- ABC 3.9 Suitable anchor and rode.
- AB 3.10 A second suitable anchor and rode.
- ABC 3.11 Foghorn.
- AB 3.12 Heavy weather jib and reefable mainsail or storm trysail, such that the yacht may be worked to windward in heavy weather.
- A 3.13 At least one of the following:
- a) A life raft or inflatable dinghy, both of which must have bottle inflation and be capable of carrying the entire crew.
 - b) A survival suit for each member of the crew.
- ABC 3.14 Pyrotechnic Signals - the minimum U.S. Coast Guard requirement for the yacht.
- ABC 3.15 A VHF radio.
- ABC 3.16 A radar reflector with a 12 inch diagonal mini- mum dimension or equivalent echoing area of not less than 6 square meters
- ABC 3.17 Navigation lights: to be shown as required by current governmental regulations and mounted so as not to be masked by sails or the heeling of the yacht.

AB 3.18 A safety harness for each member of the crew.

4.0 SAFETY EQUIPMENT TO BE WORN

AB 4.1 A personal flotation device and safety harness shall be worn whenever one of the following conditions exist:

- a. between the hours of sunset and sunrise.
- b. when alone on deck.
- c. when the mainsail is reefed.
- d. when the true wind speed is 25 knots or above.
- e. when visibility is less than one nautical mile.

Safety Recommendations

The YRA of LIS also wishes to direct the attention of all competitors to the following provisions of the ISAF's Racing Rules of Sailing, 2001-2004 concerning the safety of crews while racing:

Fundamental Rule 1 - Safety

1.1 - Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

1.2 - Life-Saving Equipment and Personal Buoyancy

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions.

Fundamental Rule 4 - Decision to Race

A boat is solely responsible for deciding whether or not to start or to continue racing.

Please contact the YRALIS for the most recent edition of the book titled Racing Program. In the event of conflicting information; the most recent Book takes precedence over what is cited in this manual.

YRALIS - 455 Main Street - Port Washington, NY 11050

Phone (516) 767-9240

www.yralis.org

JSA PHRF Program Checklist:

	Name of Vessel _____ 	Advisors: Boat Owner or Owner's Representative: _____ Instructor Advisor (over 18 years old) _____ Other Advisors: _____
	Vessel and sailors comply with JSA Rules	Note: Additional Equipment Required
	Vessel in compliance with Minimum Equipment & Safety Recommendations of the Y.R.A. of Long Island Sound: Category B	Note: See www.yralis.org
	80% of the crew including Skipper, Navigator, Watch Captains and Instructor Advisor have participated in most recent Storm Trysail/ JSA Safety at Sea Seminar	
	The boat owner or his designated representative has attended a recognized Safety at Sea Seminar within the past 5 years.	Strongly recommended but not required
	At a minimum, the Skipper, Navigator, Watch Captains and Instructor Advisor have completed the JSA Piloting/Navigation Test to the satisfaction of the program.	Note: Each sailor is required to bring the following equipment to the testing site. There will be <i>no sharing of charts or equipment allowed.</i> Sailors who do not bring the required equipment will not be allowed to take the test. Parallel Rules or an equivalent device Dividers Sharpened Pencils NOAA Chart: 12363 Long Island Sound Western Part
	All crewmembers have demonstrated competence in the Seamanship Skills proscribed by JSA to the satisfaction of the program.	
	All crewmembers and instructors have a type III (non-inflatable) lifejacket on board at all times	Note: JSA Rule 8.4 b and YRA Rule 4.0\
	All crewmembers and instructors are equipped with a harness/tether, personal strobe light and a whistle	JSA Rule 8.4 e, f
	Man overboard retrieval procedures have been reviewed and practiced by all crewmembers.	
	Two sets of waivers accompany the entry form	

Basic Seamanship Curriculum for Big Boat Sailors

The goal of this course is to enhance the FUN of sailing and racing “Big Boats” (PHRF) by teaching concepts and skills related to good Seamanship practices on Big Boats.

Minimum Participation Requirements: All crewmembers participating in PHRF Events

Who should be involved in the learning process?

The instructor/advisor(s) for the program’s Big Boat program should facilitate the learning. He/she should encourage the junior sailors to seek knowledge from the materials they have as well as from the boat owner(s) and other experienced adult sailors.

What materials should be available?

- US SAILING’s BASIC CRUISING (This will be the basic textbook.)
- A recent edition of Chapman’s Piloting and Seamanship
- 2005 Eldridge
- Minimum Equipment and Safety Recommendations of the Y.R.A of Long Island Sound (see the JSA Big Boat Manual)
- JSA PHRF Rules (see the JSA Yearbook and/or the JSA Big Boat Manual)

What should Junior Sailors study?

Using the US SAILING BASIC CRUISING as their text and other materials as references, junior sailors should learn about:

- Sailing with a compass
- Weather
- Docking
- Anchoring
- Tides and currents
- Basic Navigation Rules and Aids
- Man Overboard recovery
- Using a VHF radio
- Using a stove
- Fire Safety
- Useful knots
- Coiling and heaving a line
- Running aground
- Safety Equipment

What should Junior Sailors do to prepare for big boat events?

- At least 80% of the crew, including the skipper, the watch captains, the navigator and the instructor/advisor(s) shall attend the Storm Trysail/JSA Safety-at Sea Seminar.
- Under the supervision of the instructor/advisor and the boat owner(s), junior sailors should CHECK their BOAT to see that it complies with the Minimum Equipment and Safety Recommendations of the Y.R.A. of Long Island Sound, Category B (www.yralis.org) and the JSA Rules (www.jsalis.org).

- Each junior sailor should obtain all the Personal Safety Equipment prescribed by the Y.R.A Recommendations plus the JSA Rules and learn how to wear it correctly.
- Junior sailors, assisted by their instructor/advisor and parents, and with the approval of the boat owner, should provision the Boat with sufficient and sensible supplies of food, water, and other beverages prior to each Big Boat event.
- Junior sailors should demonstrate their ability to tie knots: bowline, figure 8, square knot, sheet bend, rolling hitch, clove hitch and two half hitches. They should further demonstrate their ability to cleat a line correctly and to coil and heave a line correctly.
- Junior sailors should demonstrate their ability to use a winch correctly and safely.

FURTHER LEARNING EXPERIENCES:

Junior sailors and their instructor/advisor(s) should arrange several practice sessions on Big Boats prior to participating in the Big Boat events. (As many of these sessions as possible should be on the Big Boat they expect to sail in these events.)

RESPONSIBILITY TO BOAT OWNER(S):

Junior sailors, instructor advisor(s), program chairs, and parents of junior sailors should assist the boat owner in every way possible to make his/her experience of sharing his boat with junior sailors a pleasant experience. Junior sailors should be responsible for taking excellent care of the boat, before, during, and after the event.

Navigation Curriculum & Course for Big Boat Sailors

Minimum Participation Requirements:

Skipper, Navigator, 2 Watch Captains, accompanying Instructor Advisor participating in PHRF events

The Curriculum & Course:

This year JSA has hired Captain Eric Knott of Landfall Navigation to develop a pilot Navigation Program for Junior Sailors. In addition to designing a course syllabus, Captain Knott is developing materials and strategies for people who will be teaching this course to use as they instruct the junior sailors. Lastly he will create and grade the Navigation Test. The JSA Board will evaluate this pilot program at the close of the 2005 season and will welcome your comments and suggestions at that time.

Programs who are planning to enter Big Boats in any of the Big Boat events must prepare, at the very least, their skippers, watch captains, navigators, and instructor advisors to take the Navigation Test. Therefore it is essential that each program appoints a "Navigation Teacher" as soon as possible. This "Teacher" may be an instructor or someone else you ask to take on this responsibility, but anyone who teaches this Navigation course must have a "sound knowledge of basic navigation in both theory and practice".

Captain Knott will be presenting at the All Instructor Symposium on June 22nd in the afternoon. He will be talking about teaching navigation and more specifically about how to implement the course he has designed. It is essential that each program planning to send Big Boats to events has its "Navigation Teacher" present at one of these sessions that day.

Captain Knott will also be available to teach one Navigation course, consisting of 4 sessions, to junior sailors. The dates and times for this course will be: July 21, 22, 25, and 26 from 9:00 a.m. to 11:30 a.m. The course can accommodate a maximum of 20 students. If 12 or fewer sign up, the course will be held in the Landfall Navigation classroom in Stamford. If more than 12 wish to take the course, a venue that can accommodate a maximum of 20 students will have to be found. (A table that is approximately 6'x 3' is required per every two students.) Captain Knott's fee for teaching this course will be \$400.00. The cost per student will vary depending on the size of the class. (ie. 12 students would be @ \$34.00 per student.) Students who sign up for this course MUST attend every session and be committed to doing the necessary homework.

What to do next:

The contact person for the Navigation Course / Test matters will be Mary von Conta, 203-259-9588, mvonconta@worldnet.att.net.

1. Contact Mary, no later than June 15th, with the name of the "Navigation Teacher" you will be sending to the All Instructor Symposium to attend Captain Knott's session on teaching navigation.
2. If you would like to take advantage of Captain Knott's navigation class, please contact Mary, no later than June 30th with the names of students you wish to enroll. Spots in this class will be awarded on a first come first served basis. Should the number of students exceed 12, the programs wishing to send students will be asked to help us find a suitable venue for the larger class size and to supply chaperones to assist Captain Knott.
3. We can appreciate that Captain Knott's course is much more convenient for Westchester and Connecticut programs. Any Long Island program which would like to participate in a similar course on the Island, please contact Mary at your earliest convenience and no later than June 30th and she will attempt to arrange a similar set up for your situation. There are, however, no guarantees that this will be possible.

Storm Trysail / JSA Safety at Sea Seminar

See separate document contained in JSA 2005 Spring Meeting binder