JSA BIG BOAT EVENTS

A publication of the Junior Sailing Association of Long Island Sound

2010

JSA Big Boat

Events Manual

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New for 2010

Please note that some of the changes appear in the Rules for JSA PHRF Events and some in the NOR for specific PHRF Events. It is important to read both documents carefully. Below are some notable changes.

- Every member program, that enters or expects to enter a JSA PHRF Regatta, must designate a Big Boat Liaison to serve as a representative to the JSA.

- A reminder that every junior crewmember must be JSA 14 years of age, a member of JSA and a member of a member program

- Sportboats are no longer permitted in JSA PHRF events. For JSA events, a vessel is defined as a "sportboat" if it has either:
  Displacement-Length Ratio of less than 100 or
  Downwind Sail Area-Displacement Ratio of greater than 75
  In addition every boat must have a fixed and operable head, navigation lights and VHF Radio.

- Every vessel must have a reefable main and each vessel will be required to check in with the committee boat for the Beach Point Overnight with their main reefed.

- In addition, sailors are required to practice reefing and man-overboard drills both upwind and downwind, and in daylight and nighttime conditions.

- Each yacht shall have at least one radio capable of receiving automatic weather alerts and tone alarms

- There is new language in JSA Rule 9.8 describing the role of the Owner/Advisors as well as the submissions that must be made when circumstances require that the Owner or Advisor intervene in the operation of the vessel.

- There are new recommendations for the number of junior crewmembers relative to the size of the boat:
  Boats under 35 feet: no more than 8 junior crewmembers
  Boats 35 – 42 feet: no more than 10 junior crewmembers
  Boats over 42 feet: no more than 12 junior crewmembers

- Every entrant in a JSA PHRF event is required to file a Self-Inspection Report. In addition, the Organizing Authority can reserve the right to physically inspect a vessel for compliance with the rules either before the start or after the finish.

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. Except in the event of an emergency, owners, their representatives, instructors and advisors shall serve in an advisory capacity only. Junior sailors shall make any and all decisions concerning the operation of the vessel throughout the course of the regatta including but not limited to those relating to sail selection, tactics, navigation, sail trim. In the event that an owner, their representative, instructor or advisor for reasons of safety or otherwise asserts control over the vessel in any way, he shall advise the race committee at his earliest opportunity and shall record such event in the ship's log.

3. 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.

4. Yacht selection: The safety of the crew shall be the primary factor in the selection of the yacht. Program chairs, instructors, boat owners and parents shall consider such factors as the age, size and experience of the crewmembers, the experience of the advisors, the ability of the junior crewmembers to handle the vessel in all weather conditions, class rules and recommendations as to the conditions under which the class will compete, as well as the suitability of the vessel for mixed gender crews of junior sailors. When selecting a vessel for the Beach Point Junior Overnight Race, particular attention shall be given to considerations of the appropriateness of the vessel for overnight racing, including its ability to comply with all of the minimum safety rules and regulations for the entire period of the race. New for 2010, sport boats are no longer eligible to compete in JSA PHRF events. For JSA purposes, a vessel will be considered a sport boat if it meets any one of these criteria: (1) Displacement-Length Ratio less than 100 or a (2) Downwind Sail Area-Displacement Ratio greater than 75. In addition, each entry must have a fixed and functioning head, navigation lights and VHF radio.

JSA Rules for PHRF Events

Revised: 2010

9. **PHRF Events**

9.1 Every member program, that enters or expects to enter a JSA PHRF Regatta, must designate a Big Boat Liaison to serve as a representative to the JSA.

9.2 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.

9.3 All junior sailors must be members of JSA and members of a member program.

9.4 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.

9.5 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) Crewmembers must comply with and demonstrate competency in any and all skills based training as required by the Notice of Race for each regatta including reefing and man overboard drills.

d) Each year, all junior crewmembers shall demonstrate to the satisfaction of their program, general knowledge of seamanship and navigation on a test or tests provided by the JSA subject to the exception listed in iii below.

i. The Basic Navigation/Seamanship test is required of crewmembers not serving as navigator, skipper, or watch captain.

ii. The Advanced Navigation and Seamanship tests which measure the sailor's ability to perform basic piloting, navigation, and seamanship are required for any junior sailor serving as the skipper, navigator or watch captain (minimum of three per boat) and any instructor serving as an advisor.

iii. Any junior sailor wishing to compete for the JSA Junior Navigation Trophy is required to take the Advanced test in the current year on the original testing date. Make- up tests will not be considered for the trophy.

iv. Crewmembers and instructors who have scored 80% or higher on the Advanced written test in the prior year on the original scheduled test date (not on a make-up test) are not required to retake the exam. However, each club is required to send a minimum of three sailors to take the Seamanship test each year, regardless of scores on the Navigation test.

9.6 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 9.4 (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.

9.7 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.

c. Each boat shall certify that it is in compliance with the Minimum Equipment and Saftey Recommendations by completing a Self Inspection Certificate for each regatta.

9.8 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 and steering except when a safety issue is involved

c. If safety is a factor, the Owner or Advisor may take the helm, issue orders, use the engine, or take appropriate action. Any such intervention should be recorded, in detail in the log. At the very least, such detail shall include the GPS coordinates and time for both the start and finish of the period in which the adult advisor intervenes under this section. Immediately upon finishing, the yacht shall inform the race committee that an owner/advisor intervention has occurred and that there will be a submission. That submission is due in writing the later of noon the day following the start, or 12 hours after finishing, whichever is later. The judges will evaluate the situation to determine if a time adjustment or other penalty is required. Such action will not be grounds for automatic for automatic disqualification.

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. (**NOTE: ALL JSA PHRF REGATTAS ARE CONSIDERED CATEGORY B)**
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

OTHER JSA REQUIRED EQUIPMENT

SEE RULE JSA 9.7d

- Jack lines to be installed before boat leaves the dock
- Sharp knife secured in the cockpit
- Hand-held VHF radio

JSA PHRF Program Checklist

Name of Vessel Advisors:

Boat Owner or Owner's Representative: (over 25 and not an instructor)_____

Instructor Advisor (over 18 years old and capable of taking command of the vessel)_____

Other Advisors: _____

CREW COMPLIANCE WITH JSA RULES AND RECOMMENDATIONS

All junior crewmembers are at least 14 years of age as defined by JSA Rule 3.2, are members of JSA and members of a Member program. There are no exceptions.

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.

Crew Recommendations: For boats under 35', no more than 8 junior crewmembers.
For boats 35' – 40', no more than 10 junior crewmembers
For boats over 42', no more than 12 junior crewmembers

VESSEL

The vessel is not a "sportboat" . For JSA events, a vessel is defined as a "sportboat" if it has either:

Displacement-Length Ratio of less than 100 or
Downwind Sail Area-Displacement Ratio of greater than 75

Vessel in compliance with Minimum Equipment & Safety Recommendations of the Y.R.A. of Long Island Sound: Category B. See www.yralis.org

Vessel in compliance with JSA equipment requirements of Rule 9.7d

The skipper and Advisor have completed and signed the Self Inspection Checklist.

Crew members and all advisors are familiar with the vessel and the operation of its safety equipment and its stowage plan.:

Vessel has a reefable mainsail and the crew has practiced and is capable of reefing the sail.

Vessel has working radios capable of receiving weather alerts.

CREW EQUIPMENT

All crewmembers and instructors have a type III (non-inflatable) lifejacket on board at all times. See JSA Rule 9.4b and YRA Rule 4.0

All crewmembers and instructors are equipped with a harness/tether, personal strobe light and a whistle. See JSA Rule 9.4 e, f

REQUIRED CREW TRAINING

SAFETY AT SEA

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. This is not a requirement but a strong recommendation.

MAN OVERBOARD

Man overboard retrieval procedures have been reviewed and practiced by all crewmembers.
Man Overboard Upwind Recovery,
Man Overboard Downwind Recovery with Spinnaker,
Reefing Mainsail
Night Practice (after dark) including above

REEFING

Vessel has a reefable mainsail and the crew has practiced and is capable of reefing the sail.

OTHER CREW REQUIREMENTS AND RESPONSIBILITIES

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 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.

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. Sailors should rotate through various stations on the boat so as to become familiar with the responsibilities and equipment.

ADVANCED NAVIGATION

At a minimum, the Skipper, Navigator, Watch Captains and Instructor Advisor must have completed the Advanced JSA Piloting/Navigation Test to the satisfaction of the program.

Exception: Any sailor or advisor who scored an 80% or better on the 2009 regularly scheduled Advanced Navigation Test (not a make up date) is exempt for retaking the 2010 test. Check with the JSA office for the official list.

Note: Each sailor is required to bring the following equipment to the testing site. There will be ***no sharing of charts or equipment allowed.*** Sailors who do not bring the required equipment will not be allowed to take the test.

- Parallel Rules or an equivalent device and Dividers
- 2008 Eldridge
- Sharpened Pencils
- NOAA Chart: 12363 Long Island Sound Western Part –(clean chart with no notes or writings)

SEAMANSHIP TEST

At least 4 sailors from each participating program are required to take the current year's Seamanship Test.

In addition, any sailor taking the Advanced Navigation Test is required to take the Seamanship Test.

The test will be taken in groups of no more than 4 sailors.

Instructors ***do not*** take the Seamanship Test.

BASIC NAVIGATON/SEAMANSHIP TEST

All crewmembers have demonstrated competence in the Seamanship Skill and Basic Navigation proscribed by JSA to the satisfaction of the program.

For sailors not serving as skipper, navigator or watch captain and not competing for JSA Navigation Trophy

Combined Navigation and Seamanship test

Open book, on-line test with link to be provided by JSA.

To be taken individually by sailors

Required Equipment: Training Chart 1210, USSAILING Coastal Navigation

ENTRY FORMS

Two sets of waivers accompany the entry form

Signed and completed Self Inspection Form

Current PHRF Certificate

Entry Fee

RESPONSIBILITY TO BOAT OWNER

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. All parties must have a clear understanding, prior to stepping foot on the boat, of each other's expectations including such items as what is the owner or owner's representative's responsibility on the boat, the schedule for practice sessions, who is responsible for fuel, what are the implications if sails are torn or there is other damage to the boat. In addition, the Owner or Owner's Representation should understand that their boat will be used for a junior sailing event and that absent an emergency, the Junior Crewmembers are responsible for all aspects of the race from navigation, to steering, to sail selection, to tactics. It is the Owner/Advisors responsibility to see that no damage comes to the vessel or harm to its crewmembers.

RECOMMENDATIONS FOR PREPARATIONS FOR HEAVY OR THREATENING WEATHER

Monitor weather reports (NOAA, airport, IPOD, etc) and observe the changing sky. Particularly look for dark cloud masses at night.

Dog forward hatch and all portholes; fix hatch board in place. Make sure there are no lines, sheets, sails or other debris that would prevent a secure seal.
Report your location to the Communications Vessel or Race Committee. Consider using cell phone if out of radio contact. Mark your location on a paper chart (in case your gps goes down.) Have a crew below write your lat-long every ten minutes.

Confirm all crew are in foul weather gear and wearing PFD-harness-tether-strobe-whistle. Clip onto jackline or strong points.

Reef mainsail including reef points; prepare for second reef if needed. Secure reef tack around boom with extra sailstop (so doesn't fall off the hook). Maintain moderate permanent backstay tension (not floppy).

Drop spinnaker and put below; make sure all sheets are out of the water. Stow pole or sprit.

Change to small jib (#3 or #4) or drop jib and secure to foredeck. Big jib turtled and placed below. If roller furl, take 5 extra rolls and put the furling line and sheet on winches and cleat them.

Warmup engine and charge batteries (can then shut down). If necessary to put into gear, note time, direction, etc. in log in preparation for a submission under NOR 4.3e.

Turn on running lights (even in daylight)

Put the youngest or most inexperienced crew down below.

Crew should be sitting and not be holding rigging in case of lightning strike.

Many squalls blow from the northwest (or a different direction) so be prepared for the windshift (gybe? tack?).

Monitor Channel 16. Listen and watch for commercial traffic.

Consider your location and strategy: Avoid commercial lanes; consider sea room or seek shelter?

Sail Guideline (for typical fin keel 35-45 foot yacht):

i. Full main and #3 Jib- max 25-27 kts TWV (true wind velocity)
ii. Single reef and #4- max 30-32 kts
iii. Double reef and #4- max 35-38 kts
iv. Double reef and storm jib- max 45 kts
v. Trysail and storm jib- max 55 kts
vi. Trysail or storm jib- max 65 kts

BIG BOAT SELF INSPECTION REPORT

Please check each item and initial each group

		Owner or Owner's Rep Initial and Date	Big Boat Liaison Initial and Date	Skipper, Navigator or Watch Captain Initial and Date
☐	**1.0 GENERAL** 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.			
☐	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.			
☐	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.			
☐	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°.			
☐	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.			
☐	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.			
☐	1 .7 Sheet winches shall not be mounted in a way that requires an operator to be substantially below deck.			

		Owner or Owner's Rep Initial and Date	Big Boat Liaison Initial and Date	Skipper, Navigator or Watch Captain Initial and Date
☐	**2.0 STRUCTURAL FEATURES** 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.			
☐	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.			
	2.3 Not Applicable			
☐	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 outboard of the working deck.			
☐	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.			
☐	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.			
☐	2.7 Stern pulpits or lifelines arranged so as adequately to substitute for a stern pulpit shall be installed.			
☐	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	
☐	3.1 Fire extinguishers to be readily accessible and of the type and number required by the U. S. Coast Guard.	
☐	3.2.2 One manual bilge pump operable with all cockpit seats, hatches and companionways closed.	
☐	3.2.3 JSA Rule 9.7d: Sharp Knife secured in cockpit	
☐	3.2.4 Two buckets of stout construction each with at least 2 gallons capacity and each to have a lanyard.	
☐	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 helmsman and ready for instant use.	
☐	3.3.2 JSA Rule 9.7d: Handheld VHF radio	
☐	3.4 A personal flotation device with whistle and strobe light attached for each member of the crew.	
☐	3.5 Two flashlights.	
☐	3.6 Compass.	
☐	3.7 Spare Compass.	
☐	3.8 Emergency Tiller.	
☐	3.9 Suitable anchor and rode.	
☐	3.10 A second suitable anchor and rode.	
☐	3.11 Foghorn.	
☐	3.12 Heavy weather jib and reefable mainsail or storm trysail, such that the yacht may be worked to windward in heavy weather.	
☐	3.13 JSA Rule 9.7d –Jacklines able to be installed before boat leaves the dock	
☐	3.14 Pyrotechnic Signals -the minimum U.S. Coast Guard requirement for the yacht.	
☐	3.15 A VHF radio (with an automatic weather alert and tones).	
☐	3.16 A radar reflector with a 12 inch diagonal minimum dimension or equivalent echoing area of not less than 6 square meters	
☐	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.	
☐	3.18 A safety harness for each member of the crew.	
	4.0 SAFETY EQUIPMENT TO BE WORN	
☐	4.1 A personal US Coast Guard Approved flotation device with whistle must be worn at all times when on deck.	*Please initial to indicate the each crewmember has the required personal safety equipment and is aware of the requirements of this section.*
☐	4.2 A strobe must be worn between sunset and sunrise.	
☐	4.3A safety harness and tether must be worn: 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.	

Owner or Owner's Rep Initial and Date	Big Boat Liaison Initial and Date	Skipper, Navigator or Watch Captain Initial and Date
☐	☐	☐
☐	☐	☐

JSA NAVIGATION AND SEAMANSHIP TESTS

FOR ALL JUNIOR SAILORS AND INSTRUCTOR/ADVISORS

General Course Information and Requirements

MISSION

A basic knowledge of navigation and seamanship is essential to developing competent, safe sailors.

The 2010 JSA Basic Navigation/Seamanship curriculum and test is designed to give sailors of all ages the basic skills through which they can become familiar with their local sailing waters and prepare them to safely participate in big boat events. The 2010 Advanced Navigation test is designed to build upon the basic skills and enable the sailor to plot a course on Western Long Island Sound taking into account such variables as current, wind and tide.

The Goals of the 2010 JSA Navigation and Seamanship curriculum are as follows:

Goal 1: To reinforce the importance of safety. By having this exam as a requirement for participation, the JSA of LIS underscores its commitment to safety and education for all crewmembers in big boat events.

Goal 2: To be educational and age appropriate in both the material it covers and the manner in which it is tested. The Basic Navigation/Seamanship exam is intended to test in a "commonsense manner" the basics of navigation and seamanship in an open-book, online format. The Advanced Navigation and Seamanship Tests are designed to enable the sailor to safely navigate a vessel on Long Island Sound using the basic tools of the trade without relying on GPS and other electronic charting devices and to be prepared to deal appropriately with emergency conditions.

Goal 3: Encourage the teaching of Navigation and Seamanship to all levels of sailors by making it an integral part of a junior sailing program.

RULES GOVERNING PARTICIPATION

JSA Rule 9.5

JSA BASIC NAVIGATION

AND SEAMANSHIP TESTS

BASIC NAVIGATION/SEAMANSHIP TEST

The exam will be offered in early August as an open book, on-line combined Basic Navigation/Seamanship test. The JSA will announce the opening of the testing link on the JSA website and through program chairs and head instructors. The link will remain active for several days; however, sailors will be given a time limit for completing the test.

REQUIRED PARTICIPANTS

Junior Sailors

- Any sailor
  - who intends to participate in either the Dorade or Beach Point Overnight Race and
  - *who will not* be serving in the capacity of a Skipper, Navigator or Watch Captain and
  - who does not wish to compete for the JSA Navigation Award must take this test.

OTHER PARTICIPANTS

- Any sailor who wishes to learn navigation, whether or not they will be participating in a big boat event.
- Any sailor who will be taking the **Advanced** test may *also* take the **Basic** test to gain experience.

REQUIRED MATERIALS

This exam will make use of the 1210 TR chart. The front of the chart covers the area from Pt Judith to Martha's Vineyard. The backside contains a detailed explanation of chart symbols. Sailors should be familiar with the information contained on both sides of the chart. Charts can be purchased for approximately $3.00 from various local sources including Landfall Navigation in Stamford, CT.

FORMAT

All sailors are expected to take the exam by themselves and demonstrate only the highest level of sportsmanship and honesty. As sailing is a self-policing sport, so too is the taking of this exam. Cheating will not be tolerated. Any sailor, who is found to have shared answers, taken the test for someone else or violated the rules of good sportsmanship in any way, may be barred from participating in any remaining regattas.

This is an open book test. Sailors will be allowed 1 hour to take the combined Basic Navigation/Seamanship exam. The test will be comprised of multiple-choice questions requiring the use of chart 1210 TR, both front and back. Dividers and parallel rulers are not required.

ADVANCED NAVIGATION AND PILOTING & SEAMANSHIP TEST

ADVANCED NAVIGATION TEST

The exam will be offered on August 2, 2010 at two locations: Riverside Yacht Club and Port Washington Yacht Club. In addition, for those sailors participating in the McIntyre Team Racing Regatta at Kings Point, provisions will be made for the test to be available at that location as well. The Seamanship test will begin at 1830 hours and the Advanced Navigation test will begin immediately thereafter at 1900 hours. A make-up test may be scheduled for a later date.

REQUIRED PARTICIPANTS

Jr. Sailors

- Any sailor who wishes to compete for the JSA Navigation Prize
- Any sailor who will be serving as a skipper, navigator or watch captain in a big boat event who did not score 80% or higher on the previous year's Advanced test

Instructors

- Any instructor who will be serving as an advisor in a big boat event who did not score 80% or higher on the previous year's Advanced test

FORMAT

The JSA 2010 Navigation test will determine the winner of the Junior Navigation Trophy for the Navigation. The test will take approximately one hour to complete (1 1/2 hr. time limit). The Advanced test is to be taken individually.

MATERIALS

Each person taking the Advanced Navigation test must bring his or her own set of:

- a calculator,
- pencils with erasers
- dividers, and parallel rules
- chart 12363 for Western Long Island Sound *with no writing on it*
- Eldridge Tide and Pilot Book 2010

SEAMANSHIP TEST

The goal of this course is to enhance the fun and safety of sailing and racing "Big Boats" (PHRF) by teaching concepts and skills related to good Seamanship practices on Big Boats. Knowledge will be gained from practical experience on the boat and at the Safety at Sea Seminar.

REQUIRED PARTICIPANTS

- A minimum of three sailors from any club competing in big boat events
- Any crewmember taking the Advanced Navigation test

FORMAT

All juniors racing in the Beach Point Overnight and the Dorade who are taking the Advanced Navigation test will also take this Seamanship test. The test will be taken in groups of *no more* than 4 sailors. *Instructors/Advisors do not take the Seamanship test.* The Seamanship test will be administered just prior to the Advanced Navigation test. The time allotted for the Seamanship Test is 30 minutes. Only scores from this Seamanship test will be counted for the Seamanship Trophy. Cumulative scores for each club may be posted by the JSA.

STORM TRYSAIL / JSA SAFETY AT SEA SEMINAR

SAFETY AT SEA

DATE AND TIME

The Safety at Sea Seminar will take place at Larchmont Yacht Club on July 16, 2010.

REQUIRED EQUIPMENT

Sailors attending event should review the notice of event and be sure to bring the proper gear including:

- PFD
- Non-marking, closed-toe shoes such as white-soled sneakers or boat shoes

REQUIRED PARTICIPANTS
(JSA Rule 9.5)

Jr. Sailors

- The Skipper, Navigator, Watch Captain(s) for a boat entering any JSA PHRF regatta
- 80% of the total crew of each boat
- Any instructor serving as an advisor

Instructors

- Any instructor who will be serving as an advisor in a big boat event

RECOMMENDED PARTICIPANTS

It is recommended that the boat owner or his designated representative has attended a recognized Safety at Sea Seminar within the past 5 years.

TEACHING RESOURCES AND CURRICULUM

All resources and curriculum will be posted on the JSA website.