

Sunday Sailing – Lead Dinghy Instructor

Please arrive at the club no later than: 0945

Safety: Although the Principal Organiser will have primary responsibility for safety they will consult with you to help make decisions on weather conditions and safety boat ratios etc.

Weather: An Anemometer is available in the race officer's cupboard to assess wind speed from the pontoon bridge. If the wind speed is over 15 knots then no dinghy sailing should take place. If the wind is close to this level you may decide with the Principle that the best course of action, based on the conditions, is to either cancel sailing for learn to sail and proceed with the more competent learn to race group or use the Bahias only but rotate people using the ribs.

On arrival:

1.	At 10am go to the Training Room and identify yourself as the Lead DI at the volunteer meeting along with other safety boat drivers, safety boat crew and Beachmaster.	5.	No later than 1015 position yourself in the Training Room at a desk with the Beachmaster and PO to meet people as they arrive.
2.	You will be taking the Learn to Sail Group and if there is another DI then they will take the Learn to Race group. The PO will then assist you with the Learn to Sail group.	6.	The Beachmaster should give out wristbands and register those not previously registered. You and the PO should use the magnetic board to plan the number of boats and who is going in what boat.
3.	The PO will assign ribs. Four are likely to be needed. Tornado should be used last and only by the Principal Organiser. Identify your SB Crew member. The usual rib safety checks must be done.	7.	At 1030 tell your AI's how many boats you need and at 1045 call everyone in for the briefing.
4.	Ensure that all sailors are told to get changed in good time and ask the AI's to show people how to rig the boats.	8.	Whenever the briefing finishes go to your Rib with the PO and wait for their authorisation to release participants onto the water.

Timings:

Time	Description	Time	Description
1000	All volunteers meet in the training room	1230	Boats return to shore
1015	Principle, Beachmaster and Lead DI at registration desk in the training room.	1245	Wrist band return and de-rig
1030	All boats rigged	1315	De-Brief in wet room
1045	DI briefing and wrist band	1330	Assess sailors with PO and AI's and decide which ones should be moved up a colour code.
1100	PO to authorise BM to release boats		

Assigning Boats

There is a colour coding system in place. Red for complete beginners, Yellow for inexperienced, Green for reasonably competent (e.g. can complete a triangle, gybe, recover from a capsize) and blue for experienced and competent. Red, Yellow and Green sailors will always be in learn to sail and Blues will be solely in the learn to race group. AI's will be coloured White.

- Three or Four Red sailors should be assigned to Bahia with an AI.
- A Yellow sailor should be assigned a Topper with an AI.
- A Green Sailor should be assigned a Topper with another Green sailor or can be on their own.
- Blue sailors should be on their own in a Topper.

As a rough guide, those who have completed RYA level 1 should be considered Red, Level 2 - Orange and Level 3 – Green. You should ask every new sailor this whenever they register. There are 10 club Toppers and 6 Bahias however some sailors will have their own Toppers.

Launching

Two Assistant Instructors who are in the Bahias should be assigned the role of helping to launch the Toppers and other Bahias. They should then be the last ones to launch.

Safety Boat Drivers

The club understands that DI's all have PBL2 and quite a few AI's have this qualification as well which enables them to drive the club ribs. However, apart from the Lead DI, all DI's and AI's should be passengers when coaching. We believe that it is very difficult to both coach and drive at the same time – at the very least they will not be able to provide total focus on the coaching and at the very worst it is a potential accident waiting to happen. Every rib is assigned a safety boat driver from a rota and it is most important that these volunteers get the experience in driving the ribs so that they get used to it. The more practice they get, the more competent and more useful they will be in providing cover for Dinghy events in the future. If they don't get the opportunity to get experience, the passage of time will ensure that they start to lose the skills and could become unsafe.

Safety Boat Ratio

There is a minimum of 4 ribs planned. You will take one rib as will the PO with safety crew being assigned by rota. Occasionally we may require an AI to be in one of the ribs if short on volunteers. Normally at SLYC we aim for a ratio of 6 to 1 for when teaching dinghy sailing however this may vary up or down if conditions and circumstances warrant.

Syllabus

A basic syllabus has been compiled separately. It will run on a four week cycle.

After all races are over

1. Make sure there is rescue cover on standby and shadowing boats between the racecourse and the slipway.
2. Make sure all marks are collected and put in their buckets
3. Ensure there are no boats left in the race area before heading in
4. **ONCE ASHORE, CHECK WITH THE BEACHMASTER THAT ALL WRIST BANDS HAVE BEEN RETURNED**
5. Ensure that the AI's and DI's help de-rig the boats and that all kit is put away properly.
6. Once all boats have been de-rigged proceed with the debriefing and then sailor assessment.