



A Beginner's Guide to Sailing Esperance Bay Yacht Club

This guide is intended to support novice sailors and their families in their first few years of sailing. It contains general information about the Yacht Club and its routines along with basic yachting information.



When is the Sailing Season?

Esperance Bay Yacht Club's (EBYC) sailing season starts and ends around the October and April school holidays. There is generally a short break over Christmas, as many sailors will be competing in regattas around the state during January.

How can we get involved?

Enroll in a Discover Sailing Course

Dinghies are small sailing boats and a great way to get into sailing. Sailing a dinghy can be fun and exhilarating and programs have been developed to provide a safe introduction to dinghy sailing. There are specific programs targeted towards young children (8-12 years). Esperance Bay Yacht Club (EBYC) offers the Start Sailing 1 course in the second week of the October school holidays. This course is the first of a series of training opportunities (outline below) that Sailing Australia offer.

How can parents/guardians be involved?

The Junior Sail Training programs are fully supervised by Yachting Australia qualified Instructors and Esperance Bay Yacht Club (EBYC) coaches. They oversee the session planning, delivery, and make sure the juniors have fun and develop their skills and confidence in a safe environment.

If a parent or guardian would like to be involved in as a volunteer, there are many off-water roles available.

You can talk to the Ryan Norris (Rear Commodore Dinghies) about what opportunities are available at the Club. The Club supports and assists volunteers to gain their Recreational Skippers Ticket with on-water practice and will cover the cost if you volunteer for Support Boat duties on Saturday afternoons.



Parents/Guardians can:

- Volunteer at the Club for off-water roles like helping with social activities.
- Promote the junior sailing program to their friends and family.
- Help the EBYC raise funds for new equipment and special events.
- Support 'Play by the Rules' and making the sport inclusive, safe, and fair.
www.playbytherules.net.au
- Encourage and support juniors as they learn new skills and meet new friends through junior sailing.

Frequently Asked Questions

Do you have to be a member of a Club to participate in Junior Sailing?

No, one of the great things about the Start Sailing 1 course is you don't have to be a member of a Club to participate. In fact, juniors receive an honorary Club membership during their participation in the program and EBYC extend this membership for the whole season as part of the course fees.

Parents and care givers are encouraged to take out social (non-sailing membership) to take full advantage of the EBYC Club room, bar and restaurant. Details for membership can be found at the following link- <http://www.ebyc.com.au/Club-information/membership.html>

Do juniors need to be able to swim to participate in junior sailing?

Junior sailors must be able to swim 50 meters whilst wearing a Personal Floatation Device (PFD1) and sailing clothing. Level 7 or 8 Education Department swim school is often recommended but it is not a pre-requisite.

Parents/Guardians are encouraged to talk to the EBYC Coaches if they have any concerns.

What type of boats will the juniors be sailing?

The Start Sailing program is delivered in a boat called an Optimist ('Opti'). This boat was specifically designed for the program and is an ideal introduction to dinghy sailing. The Puffin Pacer is also used. These boats allow up to three juniors to sail together, each with a critical role. All the boats have built-in buoyancy which means they provide extra stability.

Are the juniors out sailing on their own?

When juniors start sailing, they will be sailing in a minimum of pairs, often in threes. There are usually 6 boats in a group and there will be an instructor and a coach in a safety boat supervising the group. The safety boat stays on the water all the time the juniors are sailing. As confidence develops some juniors might have a go at sailing a boat on their own as part of the training.

Do the juniors need any special clothing to participate in junior sailing?

Participants will need the following protective clothing during sailing:

- Personal floatation device (PFD1 or 2 – PFD1 preferred) (EBYC has some PFD's available)
- Wetsuit and/or warm woolen or microfiber jumper/polypropylene thermals
- Wind/waterproof spray jacket
- Secure sunhat (close-fitting or with a lanyard)
- Sun protection (sunscreen and rash vest)

Other advisable items

- Beanie, wetsuit booties or old soft-soled sandals, sailing gloves

What can Juniors do when they finish the Start Sailing course?

Junior Sail Training occurs most Saturday mornings there will be training for junior sailors. This coordinated by the coaches and the Rear Commodore Juniors. This is a great opportunity to build on the skills learnt in the Start Sailing courses.

Junior Sail training starts at 8.30 am with sailors signing in and rigging their sailing dinghies. There is normally a morning briefing. Sailors will then go out onto the water in their dinghies with the support of coaches and parent volunteers on safety boats. The training generally finishes around 12:00pm. Sailors who are not racing in the afternoon then pack and stow their dinghies.

EBYC coaches and the Rear Commodore Dinghies will help junior sailors find crew positions in dinghies. Make sure you approach the Juniors Coach or Ryan Norris (Rear Commodore Dinghies).

How does a junior sailor participate in the Club racing in the afternoons?

Junior sailors once they have built up confidence will want to race in the sailing fleet in the morning and sometimes afternoon. Historically the Club has sailed Pelicans as the double handed race dinghy. The state-wide support for this class is diminishing and the Club is investigating other classes for the future. There are usually Pelicans available for less than the price of a new surfboard and the Club will be racing them for some years yet. Sometimes a child might prefer to sail single handed, and the Club also has a small fleet of racing style Optimists to develop racing skills.

All junior sailors are encouraged to race, as it is an excellent way to develop skill and sailing techniques. Many Pelican skippers will already have crew that will sail in the training and the racing on Saturday. If junior sailors do not have a skipper to crew for or a skipper does not have any crew they should speak to the current Rear Commodore Dinghies, who will help organize dinghies and their sailors.

Will I need to buy a sailing dinghy?

No, in the first few years many young Pelican sailors will have the opportunity to crew for skippers with their own dinghies, and there are club optimists. Regular afternoon racing should be in a personally owned, or club-leased boat. Esperance Bay Yacht Club has several 'Club' boats that are available for lease in the first years of sailing. The rates and responsibilities for these leased boats are outlined below:

GUIDELINES FOR ASSIGNATION OF LEASES
EBYC PELICAN DINGHY SEASONAL LEASE
ASSIGNATION GUIDELINES

1. Lessee(s) must be financial and participating members of the EBYC Junior Sailing Program for the full season and undertake to sail in a minimum of 30% race events, as well as sail training.
2. Lessee(s) must agree to the terms and conditions as set out in the Lease Agreement.
3. Subject to availability of Club boats, leases will be assigned on first come, first served basis OR by a ballot system when deemed necessary by the Junior Commodore.
4. The same Lessee(s) cannot lease Club boats for more than two consecutive seasons unless availability permits. In the instance where Club boats are available, and Lessee(s)' are third term applicants then leases will be assigned on first come, first served basis.
5. **LEASE FEE:** \$150 per term. **SECURITY DEPOSIT:** \$ 150 per term.
6. **TOTAL INCLUDING DEPOSIT:** \$300
7. **SECURITY DEPOSIT:** Deposits are returned within 3 weeks of completion of the lease term, provided no damage to the Equipment is found and no additional charges have been incurred due to sections 7, 8, and 13.
8. **CANCELLATION POLICY:** If the lease agreement is terminated prior to the end of the seasonal lease term, security deposits will be returned within 3 weeks of the agreed cancellation date.

The full lease agreement can be obtained by contacting Trish in the Esperance Bay Yacht Club Office.

Esperance Bay Yacht Club Racing

There are four main Off the Beach (OTB) divisions in the sail racing at EBYC, see racing fleet details below. The divisions are the U15 (Years 8 – 14) and the National 125 (15 onwards) sailing dinghies, however there is an increasing popularity in some single-handed classes such as Optimist and Laser.

Fleets currently sailing at Esperance Bay Yacht Club are:



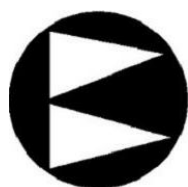
U15s in Optimists and Pelicans

An Optimist (or "Opti") is a popular, small, single-handed sailing dinghy for kids up to age 15, known for its simple design, fiberglass hull, sprit-rigged sail, and as a crucial starting point for competitive youth sailing worldwide, with over 150,000 registered boats. It's recognized by the International Sailing Federation (ISAF) as the only single-hander for this age group, emphasizing basic skills, safe handling, and fostering future Olympic sailors.



The Pelican sailing dinghy is a Western Australian designed yacht for children between 8 and 15 years. Developed over 40 years ago it is a two-handed dinghy for young sailors to commence their sail training.

The Pelican is 2.9 metres in length, constructed of either wood or fiberglass, with either aluminium or wooden spars. The gaff-rig sail configuration, combining mainsail and spinnaker, gives young sailors a boat that is easy to handle, whilst at the same time teaching the fundamentals of sailing. <http://www.pelican.org.au> Contact: Paul Waters



National 125s

A sailing dinghy catering for children moving up from Pelicans and adults who want to sail centreboard yachts. The 125 is a 12.5 foot (3.83 m) two-person intermediate sailing dinghy complete with spinnaker and trapeze, a boat for everyone. Weighing in at around 50 kg and easily transportable on the top of a car, the 125 is the ideal craft for family sailing and family involvement.

Contact: Sam Dewers



Flying Fifteens

The only adult International Class in the Club. Sailed like a centre-board yacht it proves a swift and exciting sail.

Contact: David Swan



The Cats



A class largely comprised of Windrush 14s. Generally sailed solo these are fast catamarans that can be set up in various sail layouts (also a trapeze). They are a developing class with increasing numbers of high speed capsizes taking place. Contact Don Murray

Cruisers

The cruising fleet has a mixture of yachts, which provide fast and interesting sailing both



inshore and around the islands of the Recherche Archipelago.

Contact: Tim Hawkey

Who Races?

All divisions race on Saturday afternoon, however there is a shift to get more racing for juniors on a Saturday morning. Yachts are often looking for crew and all are encouraged to make contact with the relevant division contacts if they are interested in sailing.

Sailors who have completed the Start Sailing 1 Course in the October holidays often start crewing for a skipper in a Pelican Sailing Dinghy. Skippers may approach sailors they know or the Junior Sailors Coach or Rear Commodore Dinghies can help new sailors find a skipper.

Race Starting Times are in the Program: The starting tower usually commences starting procedures at 2:00pm. This means that sailors will need to have dinghies rigged and ready to sail by 1:30pm. More time is needed to get offshore for boat starts

10 Tips for Parents of Junior Sailors

1. **Buy a well-fitting Personal Floatation Device** (or lifejacket, in common terms) (PFD 1, 2 and 3 are all acceptable) –
PFD 1 are true lifejackets, and will keep a head above water even if unconscious, but allow less mobility
PFD 2 and PFD 3 are buoyancy aids
Check <http://www.transport.wa.gov.au/imarine/19166.asp> for details
2. **Learn the basic knots and rigging procedures**
Learn the figure of eight (stopper knot), bowline, clove hitch, round turn and two half hitches, and reef knot. Check out <http://www.apparent-wind.com/knots/> for an example of some knots
There are iphone and Android apps to help with knot tying: the knots will help for trips to the tip!
3. **Spend some time with your juniors**
Let them show you how they rig their boat, help them when they ask, ask older juniors to help check the boat for correct rigging, let your juniors teach you if you know nothing about sailing. Be amazed at their knowledge and independence
4. **Make sure your children are sunsmart.**
EBYC (and most other Yacht Clubs around Australia) will not let children sail if they are not wearing sunscreen, a hat, a protective vest or covering using sailing apparel designed to prevent hypothermia (see below)
5. **Make sure your children have warm sailing gear to prevent hypothermia**
Wetsuits, spray jackets, polypropylene thermals, “fleecie” type jackets or real-woollen jumpers are suitable
Cotton clothes and T-shirts (which offer sun protection) are NOT SUITABLE
Check out <http://www.betterhealth.vic.gov.au/bhcv2/bhcarticles.nsf/pages/Hypothermia> for details
6. **Become aware about WINDCHILL, which is poorly understood by many people, and is a major cause of hypothermia.**
Typical Esperance conditions on a spring day (20 knots or approx 40km/hr wind) can result in an apparent air temperature (windchill temp) of between 3 and 14 degrees, even when the static air temperature is between 12 and 20 degrees.
Check out <http://www.sailingissues.com/windchill.html> for details

7. **Buy 3 rolls of electrical tape for your juniors spare parts box, 1 black, 1 green and 1 red:**
GREEN represents STARBOARD, which is the right hand side of the boat when viewed from behind. Put pieces of green tape on the starboard side, as this represents to the juniors that they have right of way when sailing with the wind blowing over this side of the boat
RED represents PORT, the left hand side of the boat when viewed from behind. Put RED tape on port to signify that they must give way when sailing on this side
BLACK represents a handy repair that juniors can do themselves without having to ask me for my tape.
8. **Buy a tackle box to put the tape and a selection of spares in:**
- a. Stainless steel shackles, several sizes, in D, bow, and twist configurations are ideal, although bow shackles are often the most utilitarian as they can be joined to suit different needs easily.
 - b. 10 metres of good quality 4mm pre-stretch rope, to cover wear and tear on existing rope.
 - c. A length of 4 or 6mm elastic “bungie” cord (Shock cord) from Bunnings is useful and cheap.
 - d. Spare stainless steel “Shepherds crook” pins or rings to secure the rudder to the boat, which also double to secure rigging components.
 - e. Wide silver plastic duct tape or cloth Gaffer tape for temporary repairs, for sticking course sheets, flag sheets and maps onto rear (transom) tank, and to protect against sharp parts of boats (both for skin and for spinnaker cloth).
 - f. A black permanent marker to mark approximate rigging settings (eg, how far to pull the mainsheet in) and write important messages on boat (eg: names of rig controls). Useful for labelling all bits that get lost or borrowed.
 - g. Five metres of thin nylon cord (curtain track cord) for luff lashing.
 - h. A Shackle Key (a simple tool with screwdriver on one end and slotted on the other for loosening the pin of shackles).
 - i. **The Rules Book**
This is the official rules book and because sailing has no umpires, the juniors need to learn and apply rules themselves, and have the sportsmanship to own up to accidents and indiscretions and play fair. Ask at EBYC office

9. Get your juniors to take you for a sail!

Do as they say when you are in the boat, they are the boss!

Don't get mad at them or tell them to do it differently.

Do tell them if you are scared.

10. Be rational about the risks.

When you lack knowledge about a subject it can be hard to make informed decisions.

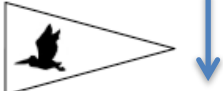
Mitigate any concerns by becoming involved.

QUICK GUIDE TO SAILING AT ESPERANCE BAY YACHT CLUB

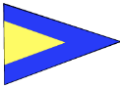
The courses are in the Sailing Program available from the Club

THE START SEQUENCE

The starting tower or boat will follow the sequence of visual and audible signals to start each of the divisions. Yachts cannot cross the start line before the final start signal. The class flag identifies each division. The summary below would be for a Pelican sailing dingy start:

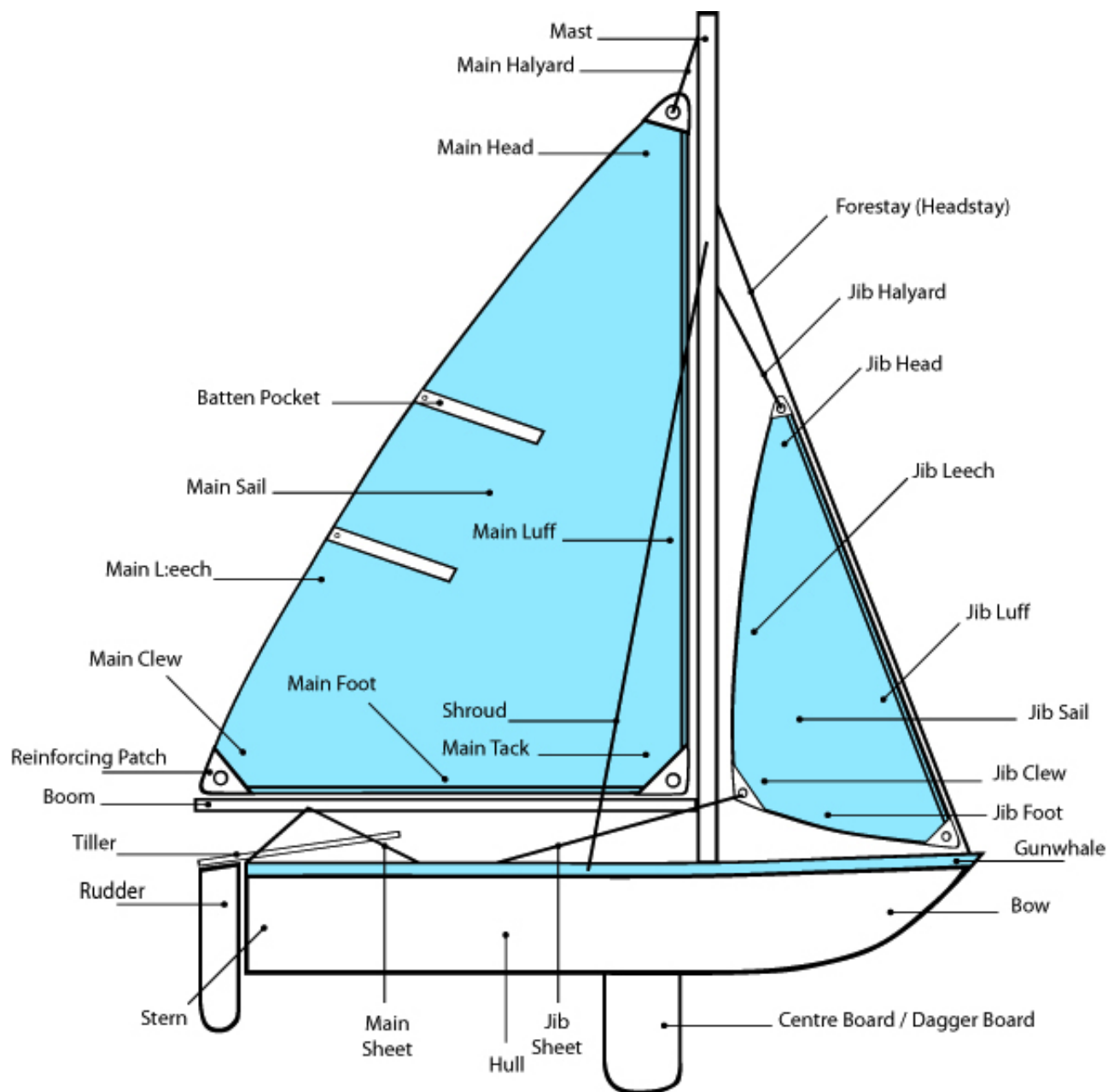
SIGNAL	Corresponding Flag	TIME TO START
Sound Signal (Air Horn) Class Flag Raised		5 Minutes to Start
Sound Signal (Air Horn) Blue Peter Raised		4 Minutes to Start
Sound Signal (Air Horn) Blue Peter Lowered		1 Minutes to Start
Sound Signal (Air Horn) Class Flag Lowered		START

OTHER SIGNAL FLAGS

SIGNAL	Meaning	SIGNAL	Meaning
 Two sound signals	Start Postponed	 One sound signals	Individual recall, crossed the start line early
 Two sound signals	General Recall	 One sound signal	Crossed the line in the last minute, must go around the ends.
 One sound signal	Change of Race Instruction	 Two sound signals	Course has been shortened
 One sound signal	Start line - Start imminent	 No Sound Signal	Race committee boat at the finish Line

BASIC SAILING Information

Parts of a Sailing Dinghy



http://en.wikibooks.org/wiki/Adventist_Youth_Honors_Answer_Book/Recreation/Sailing

Sailing Terms

<http://www.125assoc.com/Glossary.asp> and
<http://comminfo.rutgers.edu/~elfox/terms.html>

Apparent Wind	The wind that is felt when on a boat. The Apparent Wind is the wind that the boat actually sails in. It is only equal to the true wind when the boat is not moving.
Bailer	Used to remove water from the boat. There are two types, Automatic and Non-Automatic. Automatic ones are also called Venturis (see Venturi). Non-Automatic ones are usually buckets or plastic bottles.
Barber Hauler	Used to hold the spinnaker brace down (usually just forward of the sidestay on the gunwhale). The leeward barber hauler should be let off when the spinnaker is in use.
Batten	Piece of plastic or wood used to stiffen a sail . A 125 has five battens in its mainsail , 2 full length battens and 3 leech battens.
Beam	The maximum width of a boat. 1.43m for a 125.
Bear Off	Changing direction so that the bow of the boat is moving away from the wind (to the left when on a starboard tack , and to the right when on a port tack).
Beat	Sailing upwind .
Boom	Spar attached to the foot of the mainsail , and to the mast via the gooseneck .
Bow	The front of the boat.
Brace	The windward spinnaker sheet . Should be held close to the boat by the barber hauler . Also called guy.
Bridle	Two lengths of line attached to the gunwhales near the transom to form a triangle to which the mainsheet is attached.
Broad	As in broad reach or broad run . Away from the wind .
Bulkhead	Vertical piece at the stern of the foredeck . Usually contains inspection hatches for access to the buoyancy tanks .
Capsize	Having the boat at such an angle that the mast is in the water.
Centreboard	Flat piece of, usually, wood placed through the centre of the boat into the water. Prevents the boat slipping sideways. Also called centreplate.
Centrecase	Part of the boat containing the centreboard .
Centreplate	See centreboard .
Chain Plate	Metal fitting bolted to the side of a boat to hold the ends of stays and shrouds.
Cleat	Fitting to which a line is secured, without knotting.
Clew	Aft bottom corner of a sail, where the foot and leech meet.
Crew	The person who uses the trapeze and controls the jib and spinnaker .
Cunningham	Line used to tighten the luff of a sail .
Daggerboard	A type of centreboard that is inserted vertically in the centrecase .
Deck	The top of the boat.
Downhaul	Rope used to set up downward tension or haul down a sail or spar.
Draft	The depth of a sail .
Drag	Friction, mainly occurs between the hull and the water, but also between the hull, sails and crew and the wind.
Fairlead	The eye through which the jibsheet comes to be cleated. Usually movable on a track.
Fibreglass	Also known as GRP (Glass Reinforced Plastic), a building material used for boats and surf boards.

Fitting	General term for purposeful item other than sails, spars, lines and hull.
Foot	The bottom section of a sail .
Foredeck	The part of the boat forward of the bulkhead .
Forestay	The wire rope attaching the mast to the bow.
Furl	Tightly roll up a sail.
Gaff	Spar that secures the head of a fore-and-aft sail, 'mast extension' running from the top of the mast to the top of the main sail.
Galley	a kitchen on a boat or in the yacht Club.
Gooseneck	The fitting attaching the boom to the mast .
Gunwhale	The top piece of the side of the boat.
Gust	A temporary increase in the wind strength.
Gybe Or Jibe	Turning the boat from one tack to another by passing the stern of the boat through the eye of the wind .
Halyard	A line used to hoist a sail .
Head	The top of a sail .
Heat	A particular race in a regatta that counts toward the final results.
Heeling	Tilting the boat. If the boat has heeled more than 90 degrees then it has capsized .
Helm	The direction the boat heads when the tiller is let go. Windward , lee or neutral.
Hiking	To lean out of the boat.
Hull	The boat without sails , spars , foils or fittings .
Inspection Hatch	Hole in buoyancy tanks for enabling access.
Invitation	Usually refers to the first race of a regatta , not counted in the final results.
Jib	The forward sail attached to the mast .
Jibsheet	Sheet used to adjust the jib .
Kite	See spinnaker .
Knock	Change in wind direction causing the boat to luff . A knock on one tack is a lift on the other.
Knot (Kn)	Speed measurement, 1 nautical mile per hour. 1kn=1.8km/hr.
Leech	The aft end of a sail .
Leech Ribbon	A ribbon attached to the leech to determine the air flow across it.
Leeward	Downwind
Lift	Change in wind direction causing the boat to be oversheeted. A lift on one tack is a knock on the other.
Line	Rope
Luff	The forward part of a sail.
Luffing	The luff of the sail is flapping.
Lull	Temporary decrease in the wind speed.
Mainsail	The largest sail, connected to the mast and boom .
Mainsheet	The sheet used to adjust the mainsail .
Make Fast	Secure a line.
Mast	Tall spar from which all sails are supported.
Mast Rake	The angle of the mast with respect to the boat.
Mast Step	The fitting on which the mast sits.
Outhaul	Line used to pull the foot of the mainsail out along the boom .
Painter	The bow line by which a dinghy, or tender is towed or made fast.
Port	Left hand side when facing the bow.
Port Tack	When a boat sails with the main boom to starboard and wind hits the port side first.

Reach	Sailing with the true wind at roughly 90 degrees to the boat.
Regatta	Series of races, with winners determined on overall results of all the heats .
Rig	To rig the boat is to set up the spars and sails for sailing.
Rounds Up	The boat points higher into the wind.
Rudder	Foil attached to the transom , used to steer the boat.
Rudder Box	Connects the rudder to the tiller . Available from the association .
Run	Sailing with the wind behind you.
Sail	Piece of material hung from the mast and used to move the boat through the water.
Shackle	A U-shaped piece of iron or steel with eyes in the ends, closed by a shackle pin.
Shackle Key	A useful tool for loosening a tight nut on shackles
Sheet	Line used to adjust the position of a sail.
Sidestay	Stay attached to the gunwhale , usually via a spreader or diamond .
Skipper	The person in charge of the boat, usually the one with the tiller .
Spar	General term for masts , booms and spinnaker poles .
Spinnaker	Brightly coloured sail used on reaches and runs .
Spinnaker Pole	Used to project and control the spinnaker .
Sponge	Used to remove water from the boat.
Spray Jacket Or Smock	Waterproof jacket without padding.
Square	Dead before the wind
Starboard	The right hand side of the boat, when facing the bow .
Starboard Tack	Tack on which the wind strikes the starboard side first and the boom is out to port.
Stay	Lengths of wire attached to the mast and hull . Used to hold the mast up.
Stern	The back of the boat.
Tack	Sailing in a direction. starboard or port as appropriate.
Tacking	Changing from one tack to the other by turning the bow of the boat through the eye of the wind .
Tell Tale	Piece of cotton attached to sail to determine the air flow across it.
Thwart	Planking across middle of boat.
Tiller	Length of wood or metal attached to the rudder in order to control it.
Topping Lift	Line used to control the height of the spinnaker pole .
Transom	The aft face of the boat.
Traveller	Sliding car attached to a track on the thwart , used to affect the shape and position of the mainsail .
Trolley	Vehicle for transporting a boat along the beach or grass.
True Wind	The wind speed and direction as measured when not moving.
Upwind	In the general direction of the wind's origin.
Venturi	Fitting in hull of boat for removing water from the boat. Movement of the boat sucks water out through the venturi.
Wind Shadow	Slower wind caused by a boat to windward .
Windward	Upwind