

UBCSC – A3 Sailing Mentorship Checklist 2022

(RS800 with Spin)

Table 1: General Information.

Student Name:	
Student Email	
Certifier #1 Name:	
Certifier #1 Email:	
Certifier #1 Level:	
Number of Mentorship Hours with Certifier #1:	
Certifier #2 Name:	
Certifier #2 Email:	
Certifier #2 Level:	
Number of Mentorship Hours with Certifier #2:	

Table 2: Notes

Work Hours:	Note on work hours: Number of hours mentored, and the number of work hours received are not 1:1. A mentee can allocate a maximum of 4 total work hours to their mentors, regardless of how long mentorship takes. How they divide these 4 hours among their mentors is up to the mentee. If there is only one mentor, this mentor may receive all the work hours.
Program Objective:	The goal of the mentoring program is to teach other sailors how to safely operate the RS800 with a spinnaker, minimizing risks to the sailors and the equipment. At each stage, the mentor should be questioning whether the candidate is operating the boat in a safe manner.
Requirements:	It is the mentee's responsibility to demonstrate the skills listed below to (2) A3 certified sailors. A member can be a certifier if they are and sail regularly at least 5 times per season at this level

A3 mentoring and certification

Requirements to be considered for mentoring on RS800

- A2 certified
- Sailed the RS500 with spinnaker a minimum of 12 times after A2 lessons/certification, in a wide range of wind conditions
- Self-assessment that their reactions on the RS500 are automatic (e.g. bear away to flatten the boat downwind, e.g. ease the main to flatten the boat upwind, e.g. jumping out on trapeze)
- Skiff experience outside of the club may be considered as equivalent to A2, but member must still demonstrate skill on the RS500 before progressing to RS800 mentoring
- Demonstrates responsible choices of wind conditions for sailing safely within physical ability
- Demonstrates care for the RS500 boats and equipment

A3 certification

- Significant judgement and self-assessment is required for A3 mentoring and certification, since skills can only be developed with time on the water and the trickiness of sailing the RS800 increases exponentially with wind speed
- Initial mentoring session(s) will be with an A3-certified mentor. Once the mentee demonstrates basic skills and safe boat handling, the mentor may grant the mentee A3 certification. **It is expected that the mentee sails exclusively with other A3-certified members until they have acquired all the skills as per the checklist below.**
- The new A3-certified member will evaluate when they have gained sufficient experience in varied conditions and can consistently demonstrate all the skills on the RS800, before they begin mentoring someone who is A2-certified. This will likely take at least one full season of sailing regularly on the RS800, and more likely several seasons.
- A3-certified sailors must self-assess appropriate wind and wave conditions for sailing with various partners based on weight, skill level, and physical strength (e.g. could you safely get back to Jericho after capsizing 5 times?)
- No guests are permitted, except for A3-certified former club members or experienced private RS800 owners.

Table 3: Learning Objectives

Learning Objectives	Certifier #1	Certifier #2	Feedback
CLUB RESPONSIBILITY			
<ul style="list-style-type: none"> • Correct sail bags are used to store the mainsail, jib, and spin • All lines are stored in the appropriate bag 			
RIGGING AND DERIGGING			
Rigging and Tuning <ul style="list-style-type: none"> • Inspect the boat for damage, report damage • Correctly attaches the forestay and removes the boat breaker • Correctly rigs spinnaker and safely tests hoisting/dousing • Correctly rigs jib and mainsail safely based on wind conditions • Correctly rigs cunningham, outhaul and diamond tension • Close the drainage plug 			
Derigging/Post Sailing <ul style="list-style-type: none"> • Everything in rigging just in reverse • Rinses all metal parts of the boat • Rinses sails if exposed to saltwater • Does not sky the halyards • Rolls mainsail and jib from bottom up • Attaches boat breaker and de-tensions rig • Inspect the boat for damage, report damage • Hangs spinnaker neatly to dry in the fixit room 			

LAUNCHING AND LANDING

Launching

- Safely manoeuvre down the ramp against the forces on the sails; hoists main on the water if needed
- After getting the boat down the ramp, immediately moves to the sandy beach to wait until launching
- Safely control the boat on their own while the other team member stores dolly
- Knows the role of the helm and the crew in launching, can do both roles
- Safely launches the boat and sets the rudder and daggerboard
- Is careful around other craft while launching

Landing

- Chooses correct angle to approach shore, avoiding the death zone (everything between close reach and broad reach without spin)
- Lets the sheets out to depower when approaching shore
- Knows when to pop up the rudder and daggerboard so they don't hit the bottom
- Skipper turns into the wind just before shore, crew jumps off to stop and hold the boat
- Under NO circumstances should the boat touch the sand
- Depending on the wind, lowers the main immediately after controlling the boat
- Puts the boat correctly on the dolly
- Uses the ramp to bring the boat up, not the sandy beach
- Drains the water from the hull, while on the ramp (better angle for draining)

SAILING & THEORY

Sail Trim

- Understands how the sail controls work - sheets plus cunningham, vang, outhaul
- Knows how to trim for all points of sail
- Knows how to depower in different wind conditions for each point of sail
- Understands the “death zone” (i.e. beam reaching) and how to avoid it

Trapezing

- Demonstrate proper fit and usage of the harness
- Demonstrate proper procedure for trapezing

Upwind sailing

- Skipper avoids pinching or footing too much; knows when they are out of the ‘power zone’
- Crew manages heel by playing the mainsheet; avoids stuffing the rack
- Crew and skipper smoothly transition to wire as needed
- Good communication about playing the mainsheet vs. going in and out on trapeze
- Adjust body position fore-and-aft to keep the boat level and fast

Tacking

- Holds the tiller correctly
- Safely completes a tack, ready with good body position on new side
- Pops the batten after tacking
- Can recover when they fail to make a tack - can swap back to original tack, or backwind the jib, or sail backwards to recover

Downwind sailing with spinnaker

- Safely bear away through the ‘death zone’
- Safely hoist the spinnaker
- Skipper keeps the boat flat using tiller and mainsheet
- Crew trims spinnaker for ‘perfect curl’ in the luff
- Coordinate going out on trapeze as needed
- Understands the limit of how high the boat can point and stays in the power zone, to avoid capsizing to windward in lulls
- Safely douse the spinnaker
- Deliberately capsizes if the kite gets sucked under the boat, to avoid damage

<p>Gybing</p> <ul style="list-style-type: none"> • Safely complete a gybe with proper communication between skipper + crew • Ease vang for the gybe • Successfully complete 5 gybes with spinnaker, with minimal capsizes or loss of control 			
<p>Rudderless Sailing</p> <ul style="list-style-type: none"> • Understands the physical principles of rudderless sailing • Understands how sail trim and heel affect CE and CLR • Understands how to use heel and sail trim to steer the boat 			
<p>Backwards Sailing</p> <ul style="list-style-type: none"> • Understands how to safely backwind both the jib and mainsail • Demonstrates how to safely bring the boat to a stop and sit in the same place (i.e. simulating sitting on the start line) • Demonstrates the ability to stay in the same spot for 1 minute, at minimum • Demonstrates how to sail backwards for ~10m and then power back up 			

SAFETY

Capsize Recovery

- Demonstrates good communication between skipper + crew to ensure both are safe
- One member douses spinnaker while the other gets on daggerboard to keep the boat from turtling
- Eases sheets as needed before righting
- Depending on weight of sailors and wind conditions, one member can right the boat while the other gets scooped, or both sailors get on the daggerboard
- Scooper uses spinnaker sheet to balance on daggerboard
- Scoopee keeps tiller extensions and lines from getting tangled
- Completes an effective scoop recovery
- Safely and quickly regains control of the boat after righting
- Stays aware of energy levels to preserve ability to sail safely to shore in adverse conditions.

Simulated Man Overboard

- Assess the situation, let out the sheets, head up so that all sails are depowered, douse the spinnaker, and regain control of boat
- Go for a tack to backtrack towards dummy
- Approaches dummy from downwind on close reach course
- Let out all sails to slow down
- Dummy should be windward of boat

Table 4: Wrap up.

Name of Sailor being Certified	
General Comments from Certifier #1:	
If this was your RS800, would you let the sailor captain the RS800, with a spinnaker? (YES OR NO)	
Signature of Certifier #1 and Date	
General Comments from Certifier #2:	
If this was your RS800, would you let the sailor captain the RS800, with a spinnaker? (YES OR NO)	
Signature of Certifier #2 and Date	