

Kites & Wires

Objective

To introduce sailors to the thrills and spills of sailing with spinnakers and trapezes.

There isn't a whole lot of syllabus to this course as sailors need to spend the time practicing and getting truly comfortable with the spinnaker and trapeze.

Note that all boats used on this course must have either a spinnaker or trapeze and sailors must not be sailing boats that have neither. If separate boats are used for spinnaker & trapeze sailors must spend equal amounts of time in both and as both helm and crew.

Previous knowledge / experience

You will be expected to have completed or have experience equivalent to *Improving Skills*. Sailors must also have logged a minimum of 20 hours as helm subsequent to this and within the 6 months prior to the *Kites & Wires* course. To facilitate sailors who may not have been sailing actively since the previous course it is suggested to organise refresher days prior to the course.

Types of Boats

Dinghy and catamaran sailors must complete this course in boats equipped with spinnakers and trapezes. However, for this course boats may be fitted with either so long as there are sufficient of each type for the sailors to master and demonstrate competency within the timeframe allowed.

Keelboat sailors need only use spinnakers.

Sailor's certificates must be marked to show only those types of boat in which they demonstrated *all* of the practical skills.

Duration

Kites & Wires 1 must consist of a minimum of 4 days. However, the length of the course may be extended where it suits the participants to take a more relaxed approach to programme. Where there are sailors on the course who have not been sailing regularly since completing *Improving Skills* course you must allow additional time to revise these skills.

Courses may be broken into modules of less than one day (typically 7 hours). However, when doing so individual modules should not be shorter than 2 hours. When completing the course over longer durations it is essential to regularly record participants progress on their *Irish Sailing Passport* account on Checklick to ensure their development is accurately tracked. Extra time may be needed in order to bring participants back up to speed at the start of each short session.

Instructor qualifications

This course may be run by;

- Dinghy or Catamaran Instructor (issued before September 2008).
- Kites & Wires Instructor.

Teaching Ratios

The maximum Teaching ratio for this course is;

Boat type	Maximum Ratio Instructor : Sailors	Maximum number of boats
Double handed dinghy 420, Pico, Topaz, Feva, Hobie 16	1:12	6
Multi handed dinghy Wayfarer, Laser 16	1:12	4
Keelboats 1720, Squib, G 570	1:12	4

Assessment

Assessment is continuous throughout the course.

Since it is possible and preferable to evaluate the sailor's skills and knowledge during the course of the session(s) no form of written assessment should be used.

Accreditation

This certificate is recognised by The Irish Government.

Kites & Wires

By the end of this course sailors will be able to do the following:	Notes for instructors:
Rigging	
Identify the parts of an asymmetric and conventional spinnaker.	
Rig the spinnakers on the boats used.	Wherever possible sailors should be introduced to both symmetrical and asymmetric Spinnakers Sailor can identify different parts of the spinnaker and it's control lines Sailor can demonstrate wind awareness whilst rigging the spinnaker Sailor demonstrates care for all of the equipment during the rigging process
Rig and check a trapeze wire.	Sailors should be able to identify all of the parts of a trapeze wire, rig it and describe what to check for. Attachment to mast, integrity of wire & fittings, adjuster mechanism, & loop.
Fit and adjust a trapeze harness.	
Spinnaker	
As both helm and crew, launch, fly, gybe and recover an asymmetric and or conventional spinnaker in light wind conditions. *For symmetrical spinnakers windward and leeward hoists should be covered	It is important that everyone on board has equal opportunity to practice each role on board. Identify the Hoist / Drop zone for the type of spinnaker The sailor adopts a solid stance The sailor demonstrates a prompt hoist The sailor identifies problems in hoists and takes appropriate action to rectify the issue The sailor can demonstrate effective use of the sheet or guy to promptly set the kite
Use guy and sheet to position and fill spinnaker.	The sailor is aware of the active sheeting of a kite The sailor can identify when the kite is at its most optimal performance The sailor can identify when the kite is about to collapse and take appropriate action to rectify the issue
Gybe the spinnaker	The sailor can list a process to gybe the kite The sailor can effectively gybe a spinnaker with minimum loss of power in the sail The sailor can move from one side of the boat to the other as smoothly as possible
Demonstrate the appropriate course to steer when using spinnakers.	And the difference between angles used with asymmetric & conventional spinnakers.
Drop / retrieve the spinnaker *For symmetrical spinnakers windward and leeward hoists should be covered	Maintain a solid stance Retrieve the sail with speed Tidy and stow all sheets and lines Move effectively to the correct side of the boat in preparation for a course change
Trapeze	
Adjust trapeze height to optimum from within the boat.	While getting to grips with trapezing sailors will find it easier if they keep the wire short. As they become more competent they may want to adjust it down but at this stage they would not be expected to do this while out on the wire.
Trapeze - Crewing role	Can list three different methods of going out on the wire Can demonstrate one of these Can hook in and move out on the wire smoothly Can communicate effectively with the helm Can adjust their height on the wire and explain the reasons why Can trim the boat while trapezing Can maintain control of the jib or spinnaker sheet while trapezing

Trapeze – Helms role	Can apply the correct mainsheet tension to enable the crew to trapeze Can steer smoothly and effectively while crew are trapezing Can communicate with the crew with respect to trapeze height, wind conditions, waves, boat trim and manoeuvres Can counter-balance the boat in event of a sudden heel to windward
Equipment Care	
Be able to care for all sails on the boat and effect a basic repair to the spinnaker	
Demonstrate a thorough check of trapezing equipment	
Weather	
Interpret the current forecast and make sound decisions on planned activities in view of expected weather and sea conditions.	Instructors should facilitate a daily discussion about today's forecast and what implications it will have on the activities. Reviewing yesterdays' forecast and what effect it had is also very useful. As the course progresses sailors, having seen the forecast, should be able to describe what they expect to see happen during the day. This can be used to identify if the forecast is working out as given or not.
Safety	
Describe how to avoid becoming trapped during a capsize or inversion and what action to take should it occur.	Sailors should be aware that capsizes are likely to happen more quickly and that with the extra rigging around a spinnaker and trapeze they may be more likely to get trapped under an inverted boat. If this happens they should use the air pocket under the hull and take time to exit safely. Helm and crew should look out for each other and be prepared to provide assistance if required.
Recover a boat that has capsized with the spinnaker up.	At this level sailors may need some assistance to achieve this. Sailors should release spinnaker before righting the boat. In some asymmetric boats it may be easier to recover the kite completely before righting it. If doing this, and in order to prevent inversions, only do so when helm is at centreboard.
Recover a man overboard in moderate to strong winds.	Approach & contact should be on a close reach, not head to wind. Boat should have little or no speed when contact made. Encourage "fill & spill" method to control approach speed. Sailors need to practice on both tacks – Remember to get them to tie up properly. Always use a weighted MOB dummy for realism – When working with more than one boat have a MOB dummy for each sailing boat to practice with. To be accomplished by remaining crew without the assistance of the MOB i.e. double handers to be sailed by only one person.