

Learn To Windsurf Home Study Notes

Windsurfing Safety

Rules of the water

1. Starboard (right) has right of way over Port (left) and must maintain course, i.e. don't swerve.

- If your right hand is closest to the mast, then you are sailing starboard -"Yell Starboard".
- If your left hand is closest to the mast, then you are sailing port.

2. Overtaking vessels must yield

- If you are sailing behind someone it is your responsibility to steer sail around them at a safe distance, as they are unable to see you.

3. When on the same reach the downwind sailor has the right of way.

- A capsized sailor has the right of way over an upright sailor! Give them plenty of room (at least 25 ft).

4. Don't Jibe into another sailor

5. Non-motorized vessels have right of way over motorized vessels (Unless it is a commercial vessel).

6. Commercial vessels have the right of way over everyone.

It is the Windsurfer's responsibility to keep clear of commercial vessels including barges. A \$250.00 fine may be issued for obstructing a commercial vessel. Believe it or not Barges can easily sneak up on you.

There is also an obligation to render assistance to every person who is found at sea and in danger of being lost in so far as he/she can do so without serious damage to his/her craft and the persons on board. (The Canada Shipping Act)

Port Tack vs. Starboard Tack

Anytime Two Sailboats Are On Opposite Tacks - The Boat On Starboard Tack Has The Right Of Way

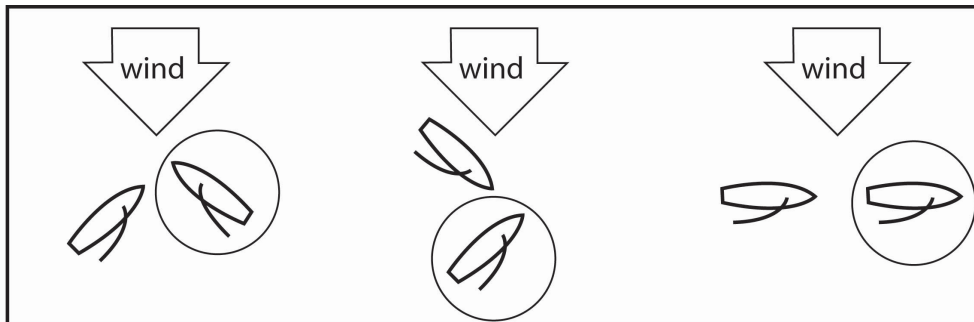
Windward vs. Leeward

Anytime Sailboats Are on the Same Tack The Boat Most To Leeward Has Right of Way

Overtaking - The overtaking vessel should give way regardless of tack or whether sailing or motoring. The notable exception to this rule is in the case of large vessels that are confined to the channel due to draft. Even at minimum speed, ships usually move faster than sailboats, therefore you should keep an eye out behind your boat as well as ahead.

Overtaking Vessels

Right of Way



The following rules apply to sailcraft meeting other sailcraft.

1. A boat on starboard tack (circled) has right-of-way over a boat on port tack.
2. A leeward (downwind) boat (circled) has right-of-way over a windward (upwind).
3. An overtaking boat must keep clear of the boat being overtaken (circled).

Don't insist on your right-of-way if it means a collision. You are obligated by law to avoid a collision even if you have the right-of-way.

Wearing life jackets is mandatory in Canada. It must be DOT (Department of Transport) approved. They must be of a appropriate size, fit properly so you don't slipout, in good repair and with whistle attached,

Self Rescue If water conditions are too rough to sail, or if you suffer equipment failure, you may have to de-rig and paddle in. Be sure to roll your sail tightly around the mast. Center the furled mast and boom on the board, lie on the board and paddle to shore. Your board is a flotation device; in an emergency hang on to the board and ditch your rig if necessary.

To alert someone that you are having difficulty, use a two-handed wave from shoulders down to waist repeatedly.

Don't sail to exhaustion.

Equip your rig with an uphaul or extra line for emergencies.

Never sail alone, and be sure to have a rescue plan. The current or wind can carry you and your board a long distance. Be sure your sailing friends will pick you up should you get into trouble.

Note the equipment and sail size other sailors are using. Remember, the wind conditions on shore are usually lighter than on the water.

It is against the law to windsurf under the influence of intoxicants.

Watch out for other sailors. Provide help if you can, and alert others for assistance.

Important safety rules are as follows:

-  Always stay with the windsurfing board. Never leave the board to try to swim ashore.
-  Always wear a DOT (Department of Transport) approved life vest or jacket which has a whistle.
-  Never windsurf alone. Always have a buddy.
-  Do not sail in offshore winds. (Wind blowing from the shore out to sea. In coastal areas, morning land breezes are offshore winds.)
-  Always give a responsible friend ashore your sailing plan.
-  Always check the weather before going out.
-  Wear proper clothing. Know the signs of hypothermia and in warm weather, drink plenty of water to prevent heat exhaustion and heat stroke. Remember cold can kill. The first time you shiver return to shore.
-  Always check your equipment before you go out.

SAFE WINDSURFING PRACTICE:

1.	ALWAYS inspect your equipment for signs of wear and tear each time before sailing, particularly the universal or tendon joint.
2.	IF any products are found to show signs of wear & tear these should be repaired or replaced immediately and before further use.
3.	NEVER place yourself in a situation where breakage of any one of the various windsurfing components would pose a risk to yourself or others, or make it impossible to return to the shore safely & unassisted.
4.	Make sure you use properly designed and manufactured parts from reputable suppliers.
5.	Take time to study the conditions including sea state, tides, currents and weather forecasts before you decide to go sailing. Beware of sailing in offshore winds.
6.	Familiarize yourself with any new location before venturing onto the water. Ask the locals to tell you about any hazards.
7.	Watch out for other beach users, especially swimmers and small children. Make sure you keep your board and rig under control at all times and that they don't get blown about on the beach or in the water.
8.	Always use appropriate safety and floatation devices. Wear the correct protective clothing for the conditions such as a wetsuit or a UV top.
9.	Make sure someone knows where you've gone & when you are expected back ;V always sail with a buddy.

10.	Be aware of the conditions as they change. Always return to the beach if there is a significant change in the conditions. I.e. wind dropping or wind & waves increasing.
11.	As you learn the sport, work within your own limitations and do not exceed them.

BE AWARE OF THE WEATHER. Is the forecast and current weather acceptable, free of pending storm clouds and excessive gusty winds? Are seas and wind condition within your experience, ability and appropriate for your gear? New windsurfers should practice in lighter, side or side onshore winds. If storm clouds are moving in beware that Lightning can strike many miles ahead of storm clouds. Learn about unstable weather in your area and work to avoid squalls and storms through TV, radio and Internet information.

COURTESY

Don't litter. Use of these sailing sites is a privilege; please keep them clean.

REMEMBER:

Wear a life jacket at all times. Over 82% of those killed in boating accidents in recent years were not wearing life jackets.

Don't operate a boat while drinking alcohol or using drugs. It is estimated that more than half of all recreational boating fatalities are related to alcohol. It's proven that the marine environment compounds the effects of alcohol.

Understand whistle signals. At least five or more short blasts on the whistle is the "danger" signal.

SAFETY

1. Before going out, check the board and the sail, evaluating if the ropes are tied correctly, and not excessively worn.
2. Tie a safety leash from the mast foot to the board, so that if it breaks the rig shall stay tied to the board.
3. When much wind is blowing, albeit you are in summer, use a neoprene suit to bear cold temperatures.
4. Before going out consider the meteorological conditions, inform yourself about the forecast.
5. If you cannot get back, due to storm or wreckage, stay on the board and start signaling for help.
6. Never sail without a PFD. Even the expert may be knocked by the mast.
7. Sail at least in pairs, where other vessels can be seen, or report somebody that you are going out.
8. Never abandon the board, as it might be your lifesaver.
9. If your rig has gone off, hold on to your board. The former sinks whilst the latter floats.

A **PFD** should be worn whenever on the water

The 4 criteria for a suitable PFD are - appropriate size and fit, not altered or repaired, with whistle attached, the personal flotation device/lifejacket must have a stamp or label indicating that it has been approved by "Department of transport, Canada" or "Canadian Coast Guard, Department of Fisheries and Oceans". If the personal flotation device/lifejacket is repaired or altered it loses its approved status. A damaged or repaired lifejacket/PFD loses its approved status because it can no longer do its job-- to keep a person afloat.

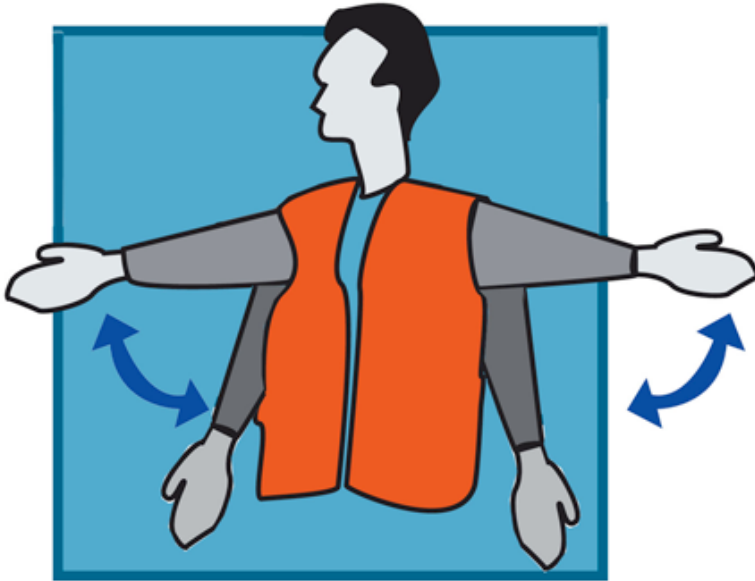
Sailing boats should know three rules:

- a- Boat sailing leeward has passing priority over boats sailing windward.
- b- Boat sailing with wind coming from the starboard has priority over boats sailing with wind coming from the port.
- c- When you pass a vessel you should do not obstruct boats.

Windsurfing clothing:

In addition to PFD, 4 items recommended to wear when windsurfing are water shoes or wet suit booties /rashguard on a warm day or wetsuit on a cold day /Sun Block / Hat

International arm distress signal



The international signal for help is to Slowly and repeatedly raising and lowering arms outstretched to each side

Staying with your board is your first priority, notifying somebody of your plight is your second, and limping in alone is your third.

You are more likely to receive bystander intervention if you direct your overtures to the closest person rather than to the crowd.

If no one is presently within sight, you should assess the situation to make a plan of action. Do not derig immediately; the rig may be serving as a sea anchor (dragging to resist wind that is moving you away from the shore). Assess your equipment to see what you can use for self rescue techniques. Assess whether you can be standing upright on the board if you secure a tow. This may yield the smoothest trip in instances of a broken fin, broken boom, or mast break above the booms

If you must derig alone, try to do so while straddling the board and squeezing it with your legs. You can periodically scan the horizon and blow your whistle in this position. Some work may be easier to accomplish in the water; consider lashing the mast base to your harness hook before entering. If staying on the board, remove the rig from the mastbase and work the rig around as it lays across the board in front of the mastbase. Remove and shorten the booms and place lengthwise on the board. Loosen the downhaul and use it to lash the mast extension to the mast so that the extension does not work out. Loosen the cambers and remove the mast from the luff sleeve. Roll the sail around the mast so that the battens are parallel to the mast, and place the roll on top of the booms. Use outhaul line to hold the roll and secure to the booms. Position your belly on the lumpy mass and begin steady paddling.

Risks of offshore winds

Because the sailor may be easily carried away by an **offshore wind**, sail with the onshore breeze when learning for safety.

Advantages of short test runs to begin session

This tests that the sail is of a size you can manage and confirms your assesment of wind direction and ensures you are able to get back to your launch site relatively easily

Self rescue



Low wind, place mast on back of board with boom at right angle to board, make sure mast is on windward side of board so wind won't flip over sail, laydown on board with head to nose and place feet on sail and boom, paddle with arms back to shore. Always aim upwind or up current to where you want to land. If you are a good swimmer and the water is warm you can tow the board back by holding the nose while doing a sidestroke back to shore.

High wind, by rolling the sail around the mast, putting it on the board place boom along length of board secure with downhaul or outhaul or uphaul. Lay on the board headfirst toward nose of board with your feet on top of the sail, boom, paddle with your arms. Always aim upwind or up current to where you want to land.

Rescue telephone number for your home beach - Toronto police marine rescue unit 416-808-5800

How to check on water quality at home beach - In Toronto - TWC website links or <http://www.torontobeach.ca/beaches/check.jsp> or City of Toronto's beach hotline at 416-392-7161.

How to protect self from falling mast

Hold arms up over head to shield head from mast hitting it

General Items

Three symptoms and first aid procedures for hypothermia

a decrease in the core body temperature to a level at which normal muscular and cerebral functions are impaired

shivering, slurred speech, loss of consciousness

Hypothermia occurs when the body's core temperature falls below its normal level of 98.6°F to 95°F or cooler. It is the opposite of fever, when the body's temperature is above normal.

Hypothermia is dangerous because it affects the body's core - the brain, heart, lungs, and other vital organs. Even a mild case of hypothermia affects your physical and mental abilities, and increases the risk of accidents. Severe hypothermia causes loss of consciousness and may result in death.

Cold water is especially dangerous because loss of body heat occurs 25 times faster in cold water than in cold air. How quickly you become hypothermic depends on many factors, including your personality and behavior, environmental factors, how you are dressed, and your physical condition.

Everyone reacts differently to the cold, even under the same conditions. Generally, children lose body heat more quickly than adults. Thin people lose body heat faster than overweight people.

SYMPTOMS OF HYPOTHERMIA

When you first fall into cold water you gasp, your skin begins to cool, and your body constricts surface blood vessels to conserve heat for your vital organs. Blood pressure and heart rate increase. Muscles tense and shiver; this produces more body heat, but results in a loss of dexterity and motor control. As your body's core temperature drops further, blood pressure, pulse, and respiration rates all decrease.

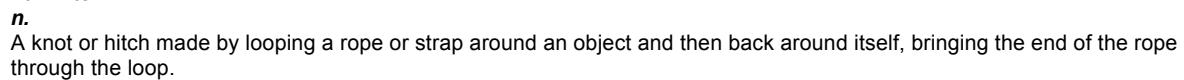
As conditions worsen, your mental attitude and level of consciousness change. Resisting help and acting irrational or confused are common indicators of hypothermia. As your core temperature drops dangerously low (from 90°F to 82°F), you become semiconscious, then unconscious. Stress, shock, and low core temperatures may cause cardiac and respiratory failure.

FIRST AID

Minimize the victim's physical exertion when removing her or him from cold water. Rescuers may have to enter the water to get the victim. Once out of the water, gently remove wet clothing and cover the person with dry clothing or blankets. Protect the

During all first aid efforts, watch for changes in the victim's temperature and vital signs. "After drop" is a danger when re-warming hypothermia victims because cold blood in the extremities returns to the body core, lowering the core temperature further. Get professional medical help for the victim as soon as possible.

Rig/Board parts



Inserting mast properly in sail/turban • Extend/attach boom securely at appropriate height (mid chest to shoulders for beginners)
Extend/attach extension • Thread and appropriately tension/secure downhaul • Thread and appropriately tension/secure
outhaul • Secure uphaul • Check rotation of mast and sail • Check all adjustments on land

AFLOAT

CYA 4 step setup.

- a) Check windicators, board perpendicular to wind.
- b) Place rig downwind of board.
- c) Get on board one foot on either side of mast.
Find Balance, find uphaul.

Getting Underway

CYA 4 steps to get underway.

- a) Hand over Hand, Legs bent, Back straight, Front hand on mast Safe-T (neutral position).
- b) Mast forward across body and twist to look forward.
- c) Back hand on boom.
- d) Power on with back hand. (* Front hand on boom when comfortable.)



pic. 17



pic. 18



pic. 19

Hold your rig by the uphaul line and let it swing freely. Let the board orientate itself in a neutral position.

Grab the front boom end by mast, place forward arm in chicken wing position and twist hips forward, place power hand toward end of boom and power up by sheeting in gradually.

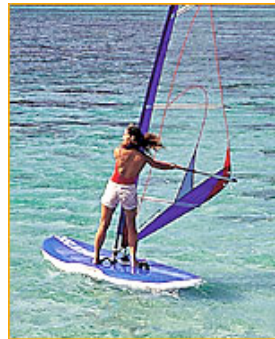
Make sure to correct your course simultaneously by moving the mast slightly forward to avoid stalling. Step into the straps and go.



pic. 20



pic. 21



pic. 22

Tack

CYA Basic Tack 4 Steps

- a) Safe-T position (neutral): back hand on mast.
- b) Tip mast towards back of board
- c) Move Feet around front of mast
- d) Finish with Safe-T position (neutral) on new side

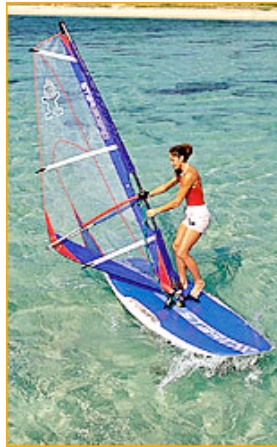
To tack (turn against the wind), move your mast (weight point) backwards. Step forward as the board steer into the wind, and grab the mast with your front hand. Swing the board around (in light wind - force your back hand / boom to windward a bit to accelerate the rotation) and change position to the other side of the boom. Move forward again and sheet in. (pic's 23, 24, 25, 26, 27, 28 and 29)



pic. 23



pic. 24



pic. 25



pic. 26



pic. 27



pic. 28



pic. 29

Jibe

CYA Basic Gybe Steps:

- a) Safe-T position: both hands on uphaul
- b) Swing mast towards front of board
- c) Walk around other side of board

d) Safe-T position

To jibe (turn with the wind from behind), tilt the mast further sideways. (away from you) Let go your back hand as the board turns, and let the boom swing around in the front of the mast by holding the front of the boom or the uphaul line with one hand. Change position of your hands and sheet in. (pic's 30, 31, 32, 33, 34 & 35)



pic. 30



pic. 31



pic. 32



pic. 33



pic. 34



pic. 35

Dismount board in safe manner
Beaching Beach windsurfer safely and securely
(out of shore break, fin down, rig so it will not blow away)
Detach rig from board
Carry rig/board from water to grass without dragging
Remove boom, mast, extension, in sequence
De-rig/care
for a Windsurfer Roll sail properly and place in bag

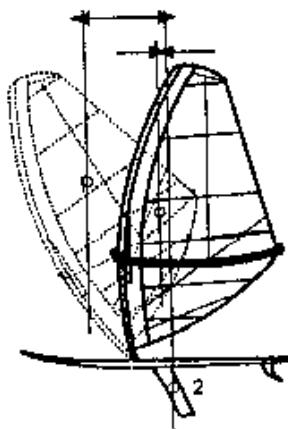
WIND AWARENESS

Wind

Identifying the direction of the wind

4 "windicators" are - Feeling wind on your face, look to leaves on trees, flags, ripples on water, other sailers, toss leaf in air

CE and CLR

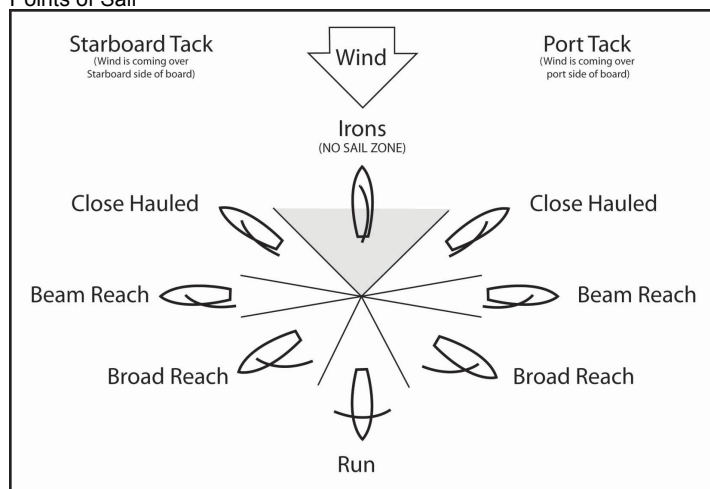


1. **Center of Effort (CE):** Center point of sail area where all the force of the wind can be said to be centered.

2. **Center of lateral resistance (CLR):** Point at which all of the sideways motion of the board may be thought to be concentrated.. On the boards that have centerboards, it is approximately at the centerboard.

These centers are important. When these points are in the same vertical line, the board will not turn. If, for example, the board has got a tendency to head up or downwind, you can change the CE forward or back by moving your hands on the boom respectively. The CE depends basically on the position of the sail, whilst the CLR depends on the position of the daggerboard.

Points of Sail



There are ripples that allow you to "see" the wind on the water, but there are definitely no whitecaps. Light-wind requires that you support the rig while sailing. This means you hold up the sail, rather than the sail holding you up as happens in moderate- and high-wind sailing.

New sailors should learn in light-wind, so Part 1 covers basic skills.

It is more important to recognize when you are *not* sailing in light-wind, than it is to recognize when you *are* sailing in light-wind. If you're continually being pulled over by the force of the sail, not just by the weight of the rig, then conditions are in the moderate- or high-wind category.

Launching windsurfer

You should carry your board to the shore placing the nose close to the waters edge right side up

Then bring the rigged sail to the board and attach to board.

Place one hand on footstrap and other hand midway down boom, raise sail slightly, resting mast and boom against hip (make sure you do not hit others) as you turn board and sail (sail is raised off sand) walk backwards toward water dragging nose gently into water

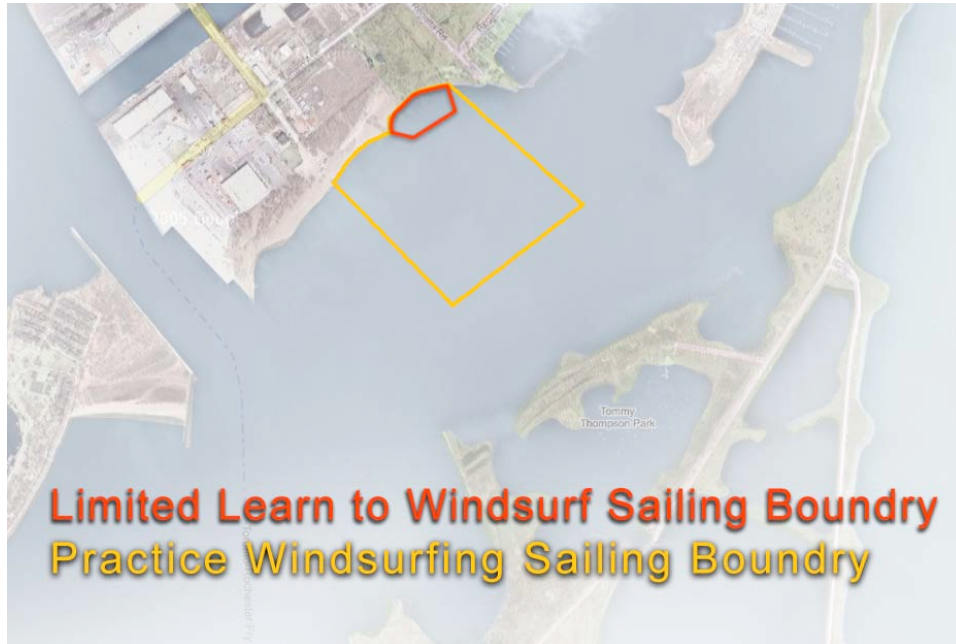
Alternative launch of windsurfer into water

You should carry your board to the shore placing the nose close to the waters edge right side up

Then bring the rigged sail, carry it into the water far enough away from shore so waves don't push it back into the shore, then quickly bring board into water and attach sail to board.

To return to shore stop a safe distance from shore get off board and reverse the above instructions

Boundries



Local Hazards

Beware of wire fence on east side of TWC property and zebra mussels by point on east side

beware of large rocks towards lifeguard station

leslie spit due south has some old boat ramps in water