

SAFETY

To ensure a safe and enjoyable sailing experience, all Luffing Lassies will use the following **sailing guidelines**. The exception to these safety guidelines requires the approval of the Luffing Lassie Captain.

Air and Water Temperature:

The 120 Guideline: Racing is questionable when *the air and water temperatures combined fall below 120 degrees Fahrenheit (48.8889 Celsius)*.

Coldest Month Water Temperature:	February with 64.9°F / 18.3°C
Coldest Month Air Temperature:	January with 61.5°F / 16.4°C

Wind:

- **No rental boats will be sailed when winds are 17.25 mph, or 15 knots (KN)³ sustained.**
- **Individuals who own their own boats** and choose to sail in winds exceeding 15 KN (17 MPH) do so at their own risk since the likelihood of capsizing and equipment failure increases in high winds. Racing is questionable on days when the winds are exceptionally high or low.

3 15 KN = 17.2617 MPH/27.78 KPH and 1 knot = 1.1508 mile per hour/1.852 kilometers per hour

**When weather conditions are marginal, the question is "To sail or not to sail?"
The following procedures apply:**

1. Check in with SSS for current and forecast conditions.
2. Send a motorboat out to assess conditions.
3. Wait to see if conditions improve before sending everyone home or starting training.
4. Assess the experience and skill levels of the sailors and race committee.
5. Assess wind velocities/gusts.
6. 10:00 a.m. will be the deadline for sailing, i.e., having the boats rigged and ready to launch.

SAFETY

Remember: The final responsibility to participate is up to the individual, but we **recommend "Never Sail Alone."**

Towing Sailboats

In-Line Tow - One Boat

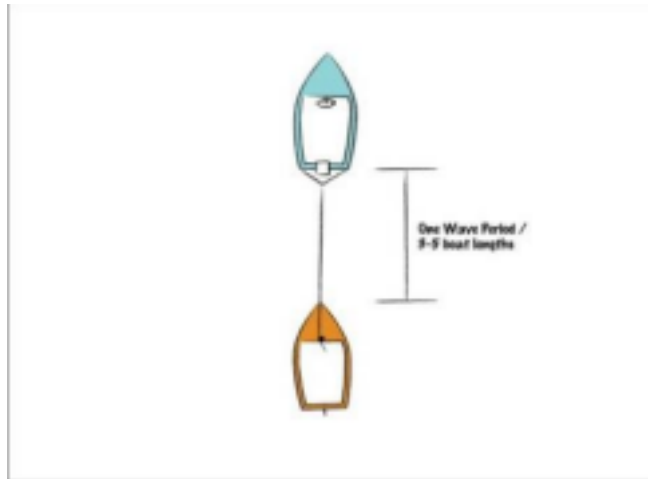
Consider the in-line tow if you need to be towed long distances. In this scenario, the boat being rescued is towed behind the towing boat. A line can usually be taken from the back of the towing boat, either from a rope **bridle** behind the engine (being very careful not to snare it in the prop) or from metal support you can find on some boats or a similar fitting.

The rope is taken to the towed boat, where it should be taken **around the mast**, just a couple of turns, and the end held by a crew member or tied off. You need to be able to **release the line quickly** in an emergency to detach the two boats.

How long should the line be? It depends on the conditions; if you are sailing on a lake, three to five boat lengths would generally be considered the minimum. You need some distance between the boats so that if the towing boat slows down, the towed boat doesn't slam into the back of it. If you are sailing on the sea, then the length of the line should be at least **one wave period** (peak and trough).

As with any tow, you should attempt to steer the boat being towed in the same general direction as the towing boat. You should also **move your weight to the back of the boat**; the stern of the boat is generally flatter, so moving backward will stabilize the boat's balance and pull the bow out of the water.

SAFETY



In-Line Tow - Multiple Boats

The **multiple boats** in line tow are fairly similar to the inline tow for one boat, but for multiple boats - for example, if you have several boats to tow to shore. There are several ways you can do this. For both ways, the first boat in the tow is towed the same as above in the single boat in line tow.

For most situations, you can tow them all in line. The tow line for the second boat should be taken from a **firm fixing point** in the first boat being towed, for example around a thwart (seat), toe straps, mast, or another solid fixing - **not the transoms** - as it will be taking some amount of load. It should not be attached to the main sheet block, or the boom as not only are these not solid, but they also move. Be very careful if attaching the tow line to the mast or mast bowline because if the boat being towed moves to either side, the tow line will cut across the boat and could knock someone out or decapitate them (this doesn't apply if the boat being towed is empty of course). The same technique can be used to secure any subsequent boats.



SAFETY

When Being Towed

Remember to:

- *Only drop the sails and secure them if you are unable to sail the boat with them. You will need them if you are sailing back into a dock or beach area.
- *Sit near the back of the cockpit for better balance
- *Raise the daggerboard/centerboard halfway
- *Steer toward the stern of the towing vessel
- *If there is another boat in tow behind you, use a bowline knot to attach that boat's tow line to your mast. *Stay clear of the tow line while undertowing. Sunfish can place the tow line around your splash guard.

General Sailing Rules

To prevent accidents and boat damage, the following rules apply to all Luffing Lassies:

1. Inexperienced sailors renting Luffing Lassie rental boats must always be accompanied by an experienced Lassie or a certified sailing instructor when sailing on non-race days.
2. If sailing without a chase boat, check in with the SSS staff and fill out an SSS Float plan to let them know your intentions before going out on the water.
3. If you missed the Introduction to Sail class, you must complete a check ride/sail with a designated Lassie before participating in any on-water Luffing Lassie activities or sailing a club rental boat.

Hypothermia:

During the winter months, sailors will wear proper winter attire and return to shore immediately if submerged in water. See the article on Lassie Cold Weather Gear.

Apparel:

Life jackets, drinking water, and a whistle are required by all sailors during races.

Boats:

Boats must be equipped with a bow line (26' for Sunfish). With accordance by FWSA sailing rules.

SAFETY

Safety is everyone's responsibility.