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Preparing for LOYALL

Registration

Loyall is a unique division sailing within the KCC in that it allocates available crew to available boats. In order for this system to work, crew **MUST** register their interest in sailing by responding to the e-mail sent to all LOYALL registrants respond by 5pm Thursday before Monday. This allows the boat allocation person enough time to ensure there are enough boats available for the numbers of ladies wishing to sail..

It is quite simple- if we don't know you want to sail

we don't know to find a boat for you!

The on-line response form will gather all required information to allocate you a suitable boat.

Enrolment and Individual Safety Declarations

All LOYALL participants are required to complete our Enrolment and Safety Declaration Form when registering for LOYALL, this provides us with your emergency contact details, amongst other important information. This must be completed prior to your first sail, and is part of the online registration.

Race Day Procedures

Sign on

It is expected that **ALL sailors** including male coaches, sign on for each race day at the KCC clubhouse regardless of whether you are sailing in the Racing or Training Division. For safety reasons we need to know who is on the water for the evening. The OD will also have a prepared envelope to collect the \$10 entrant fee from all ladies.

Sign on takes place on race day from 4-30pm and ALL participants must sign on **NO LATER** than 5-20pm so everyone can get to their designated boat in time.

Please note: It is advised that crew get to their boat as close to 5pm as possible so that they can make themselves familiar with the boat they are sailing on and assist with the set up of the boat. It makes for a more relaxed start to the evening if everyone is early and ensures the boat can depart the dock allowing time to get to the 6pm start line with sails hoisted ready to sail.

LOYALL will have 2 divisions both start at 6pm.

* the RACE fleet (pink flag) with one male on board who may coach but not help physically in any way after the 5 minute warning prior to racing

*the TRAINEE fleet (green flag)with up to 2 males on board as coaches one who may skipper the yacht if needed.

BOTH fleets sail at the 6pm start counted down from 5.50 pm by our OD.
The Trainee fleet are expected to give way to the race fleet at all times.

Finish times

The duration of each race will depend on numerous factors such as wind speed, wind direction, tide, and the course chosen and the type of boat sailed on. Most races finish between 1 to 1.45 hours. It is expected that crew help pack away sails and bring small nibbles or drink to share with the skipper and crew during the after race debrief. This is a valuable time to get to know your fellow crew members. The crew will leave the boat clean and tidy before leaving.

The club bar is open for drinks and light snacks are provided.

Time limit

The time limit for all LOYALL night races expires at 7.45pm. All boats that have not crossed the finish line at this time will be recorded as not finishing and may motor back to the dock.

Social activities at 8pm

We encourage ALL sailors to join us back at the KCC clubhouse for race results, and spot prizes, and socialising with fellow crew and skippers.

It is a great way to end an evening on the water.

Race cancellation Procedure

in the event of poor weather conditions and / or high winds on a LOYALL race day, the committee may consider cancelling the sailing for both training and race fleets.

This decision will be made no later than 5 pm,

All crew and coaches will be e-mailed of any decision no later than 5.30 pm.

HOWEVER

In the event that we do decide to cancel a sail we encourage crews and skippers to come to the clubhouse for a prepared education and activity programme.

The bar will be open , snacks available all for \$5 per head.

Please Note

The elements that make sailing so much fun can also lead to major headaches for the LOYALL committee! While it might be blowing a gale at 10am, the wind could

completely die down by 5pm and provide ideal sailing conditions . As such any decision to cancel will not take place before 4pm at the earliest.

In deciding to cancel a race, the committee will consider the safety of participants, the willingness of skippers and boat owners to sail, and the nature of the weather conditions. It is mindful that the weather conditions are an inherent but constant risk in the sport of sailing and that LOYALL women may wish to challenge themselves against the elements in the relative safety of the harbour.

The final call is, however, with the owner/skipper of the boat as to whether the boat sails or not.

What to Wear and Bring

Weather, wind and general sailing conditions will dictate what you wear.

However, there are a few standard items you should bring.

Shoes

for safety reasons everyone should wear shoes and not bare feet. The best shoes are soft soles non-slip, non-marking -runner are okay. Always check your shoes for tar or stones just before boarding the boat. Jandals are not suitable and should not be worn.

Clothing

comfortable shorts or pants preferably without toggles or chords that can get caught on equipment or sat on, a stretchy, close fitting shirt bring a warm and /or waterproof jacket along with a hat UV or Polaroid sun glasses, sunscreen and lip balm.

It is advisable to bring a change of clothes to be left in the car while you're sailing. The weather can change quickly and it is always cooler on the water than on land so you're best to bring layers of clothing that you can add or remove as needed.

Sailing Gloves – A must.

These are an important safety item that each crew member should purchase. There are several styles available but most sailors prefer gloves that cover 3 fingers . These protect against rope burn but expose your forefinger and thumb so you undo knots and screws.

Jewellery

Items such as rings earrings necklaces and bracelets should be avoided as they can get caught on clothing or equipment. They are also impossible to retrieve if they go overboard!.

Hair

Hair can easily get caught in winches or ropes so it is best to keep it tied back.
Hat clips / sunglasses straps

a hat clip or cord to attach your hat to your collar prevents it from being blown off (especially when looking up at the wind) likewise a cord or strap around your neck will save sunglasses from dropping overboard.

Food and Drink

Sailing can be thirsty work so you may want to bring a bottle of water in a non breakable container. Snacks can be eaten afterwards during the debriefing at the dock and remember to take all your rubbish off the boat with you. A bottle of wine or some beer for your owner or skipper also goes a long way to being invited back!

Technical Details

Notes on Handicaps

the Handicapper, race officer and course setter will review the handicaps after each sail and recognise the following points:

If a boat is sailing consistently well, is winning a lot of races or has a handy series lead, then there is justification for raising their handicap.

The problem with raising it too high is that it penalizes the crew for sailing well, which is what all sailors should aspire to.

Therefore, any increase in their handicap should be a bit less than the level they are sailing to as good performance should not be unduly punished

In a similar vein, a boat that is struggling can have a drop in handicap but not to the point where they are handed a race victory on a plate- they must be made to work for it.

In short the ideal system is one that enables any boat to have the chance of a win if they sail to the best of their potential and ability.

Safety

Sailing has some inherent risks, many of which cannot be eliminated without destroying the unique character of the sport

The LOYALL committee aims to minimise these risks to the best of its ability and reserves the right to cancel any sailing activity if it deems conditions unsafe. Skippers also bear considerable responsibility for the safety of their crew and boat, so they have the final say in whether their boat sails or not.

Fortunately, the likelihood of the aforementioned risks is minimised considerably in the protected waters in the BOI. As such, you should be aware of the potential risks, but not worried about them.

Risks

Some risks with sailing, however slight that you should be aware include

Drowning

Obviously this can result from falling overboard.

However most yachts have lifelines and cabin top rails to hang onto to help prevent sailors from falling overboard, so hang onto something when moving about the boat:

ONE HAND ON THE BOAT AT ALL TIMES

.All boats carry a Personal floatation device (PFD) If you own one please bring it with you or ask the skipper of the boat where they are kept. If you are at unstable or the wind increases wear one. Your personal safety and well-being is imperative so never feel embarrassed to wear a PFD

Being hit by the boom

The boom is a metal pole attached to the mast and the bottom of the mainsail that swings from side to side during certain manoeuvres the level of injury from being hit can range from a light tap to concussion and being knocked overboard.

However, skippers will always shout “tack” “gybe” or duck in particular. This should give you adequate time to prepare for the action and get safely out of the way. Also be sure to familiarise yourself with the range of the boom including the mainsheet ropes attached and understand how far in each direction it is capable of swinging (have the skipper or crew point it out if you are new on the boat) Always be prepared for the unexpected.