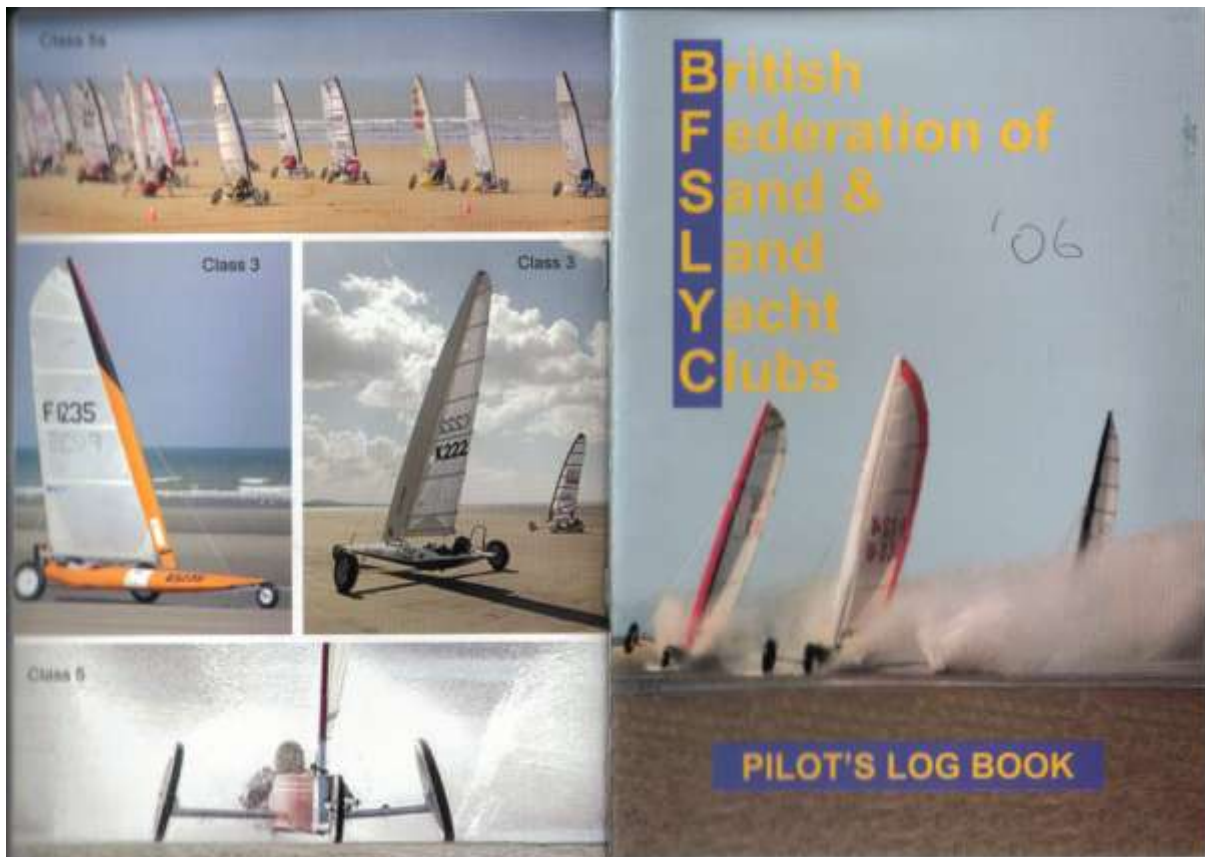


# Pilot's Log Book



## BFSLYC

### Starting Out

Starting in any new sport is a little daunting. Who should I approach? Who should I say? Will they think me silly because I have no experience? Do I need to buy a yacht and when? How much will it cost? What could I expect to achieve? When will I be World Champion?

Your local sand or land yacht club will be able to give answers to all but perhaps the last of the above questions and that question is down to you. By simply having this Log Book you will have shown that you are genuinely interested and have made a commitment to our sport. You will find that this is all that's needed for you to receive the best possible welcome at any of our clubs.

Some clubs are very well-equipped and can offer organised official training sessions, others are more relaxed and informal but equally welcoming and sometimes able to give more personal attention. Similarly, individual club charges for club fees, training and hiring yachts will vary according to what is on offer, but wherever you go you can be assured of good value. (See "Advice for Newcomers" at the back of this book.)

What you make of what's on offer is up to you, but you should find that a taster session of instruction of less than half a day can take you to Level One. Level Two and Level Three follow on in easy stages and you will surprise yourself at how quickly you can become competent at handling a land yacht. You will soon find yourself able to sail safely in a wide range of conditions and at some pretty amazing speeds. We always recommend that you learn through an organised course or from an experienced sailor, but this is sometimes difficult and teaching yourself is far from impossible, especially with the easier-to-sail yachts such as the miniyacht types.

In most cases, especially where you can get to a well-equipped club, it is definitely not a good idea to rush out and buy a yacht. Until you have sailed a few times you cannot think about what class you are most interested in, whether you want to buy new or second-hand or build your own from kit or plans. In some cases you may even be able to enjoy a long sailing career without having to buy a yacht at all, especially in the development of matched racing in Fod 3 yachts or miniyachts makes its mark.

Brief descriptions of the various types, or classes, of land yacht are given on Page 32 at the back of this booklet.

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## Personal Log

Most of the book lays out the steps, or levels, for which you can aim and it has space for your certificates as you reach those levels. And, like any good log book, it includes the space in which to record your own personal sailing history.

### Achievement Levels

To provide a ladder to success and assist in planning your own sporting career we offer the following levels of achievement and qualifications. In most cases such level can be tackled in sections and once all sections for that level have been completed you can request a stage assessment, after successful completion of which the appropriate certificate will be awarded.

#### Level One

This is the first level of attainment and success here will show that you have the necessary aptitude, ability and sufficient basic skills to become a safe Land Sailor. To achieve Level One you will need to demonstrate:

- a knowledge of essential safety rules,
- an understanding of the basic rules of the road,
- an understanding of the wind and its action on a land yacht, and
- practical sailing skills under closely supervised conditions.

#### Level Two

This is a significant step up from Level One and to successfully attain this level you must demonstrate:

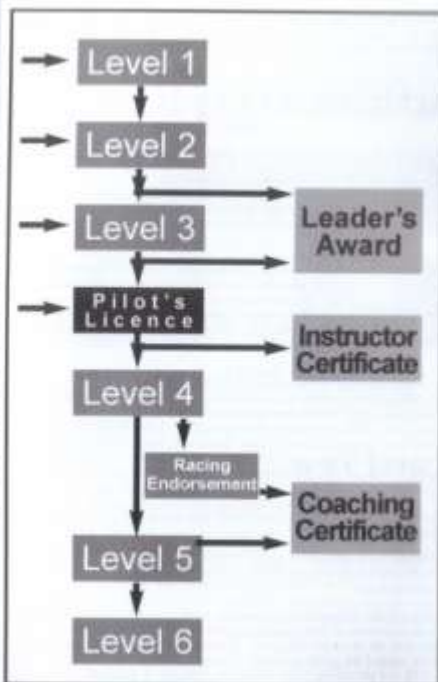
- a higher level of practical sailing skills including both tacking and gybing,
- making headway towards and away from the wind although still sailing in defined modes.

You will also be required to sail on the same course as other yachts, showing an awareness of their progress and following the simplified rules of the road with the emphasis on safety. Use of both sheet raze and scoting to safely control the yacht in a range of conditions will be looked for. Yacht rigging and pre-sailing safety checks are also part of this level.

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INTRODUCTION

ATTAINMENT LEVELS 1 & 2



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## Level Three

To be assessed for Level 3 and below it is not necessary to have the lower certificate and this can be particularly useful if you cannot learn through organised courses. If the training for Level 1, 2 or 3 was not provided by a person qualified to provide a Certificate or, if self-taught, you may ask to be given a special assessment test by a qualified person who will sign the appropriate box on your log. Sometimes a club will insist on a test by their appointed official even if you hold a level certificate obtained elsewhere. Again, the special box can be used.

Attainment of this level will show that you are capable of handling the yacht of your chosen class safely:

- through all manoeuvres in a wide range of wind conditions, and
- have an awareness of your limitations and when not to sail.
- You must demonstrate a thorough knowledge of the detailed racing rules (which are our highest code whether sailing competitively or not) and
- how to apply them so that you can respond with safety when sailing with other yachts.

The emphasis at this level remains on safety at all times. It is important to recognize that skilful and defensive sailing is more important than pure, unrestrained speed.

## Pilots Racing Licence Test

If you wish to consider racing at all seriously then holding a valid B.F.S.L.Y.C. Pilot's Licence is an essential prerequisite to entering any National and some Regional Regattas.

Any person who has achieved Level 3 and has sailed for a reasonable amount of hours within their club should be capable of passing the Pilot's Licence Test. The test is in two distinct parts: the first is a written theory test covering racing and safety rules, and the second is to demonstrate your practical skills to show the ability to safely control your yacht through all manoeuvres in a reasonably strong wind.

On passing your Pilot's Licence Test, you may send away to the National Director of Practice (this is the elected official of the B.F.S.L.Y.C. for regattas) for your Racing Licence. Initially, this licence will only cover you for club racing, but, since the appointed official for your club is satisfied that you have shown a high level of competence whilst racing in a variety of wind conditions, he will authorize upgrading your licence to National status.

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The highest endorsement on your licence is for International Racing and this is awarded by the National Director of Practice based on his assessment of your skills demonstrated during a number of National Championship events. This level is not usually awarded until you have successfully completed two or more seasons racing or been selected for the British Team on the basis of outstanding performance.

## Level Four

Up to Level Four, the certificate will be relevant to the type of yacht that you have chosen to sail in and you may seek a certificate for more than one type of yacht.

For Level Four and above, a Pilot's Licence is required. Level Four with racing endorsement, Level Five and Level Six are mainly for the serious racer but, in exceptional circumstances, it is possible for the non-competitor to move from Level Four to Level Six.

Level Four provides a means of structured progress after attaining Level Three of a Pilot's Licence. It is suitable for those pilots wishing to achieve higher levels of skill and competence whether or not they become involved in serious racing. For those with racing as their main goal Level Four also has a Racing Endorsement.

Level Four normally takes at least one to two full years sailing. It requires the gaining of experience over a considerable number of sailing seasons or races at club, regional or national level. The skills required can be achieved by experience alone, but are best acquired by either or both attendance at an Intermediate/Advanced sailing course or by personal coaching from an expert sailor or B.F.S.L.Y.C. Coach. You should keep a record of your sailing experience which must include learning targets and show how you have achieved them.

Assessments for this level can be made by a club coach or official over a period covering several sailing seasons or, in exceptional cases, by a vote of confidence from at least five other Level Four pilots on your demonstrating high sailing skills.

- Assessment will look for:
- an awareness of yacht balance,
  - tuning and the use of all sailing controls,
  - advanced skills in rounding marks and sailing an efficient racing course,
  - a thorough understanding of the Rules of the road and confirmation that you always apply them with safety.

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For the Racing Endorsement, you must additionally:

- show intelligent use of racing rules to gain tactical advantage without risk,
- show competitive but safe practices in the situations of race starts, overtaking and at marks.

## Level Five

For Levels Five and Six a certificate for the level below is needed.

This stage takes Level Four a step further, looking for the same sort of skills but with the further aim of demonstrating excellence rather than just competence. This is very much a level for serious racers and it is unlikely that Level Five will be awarded to anyone who does not compete regularly in National events.

Use of the Log Book to identify areas for improvement and show how these have been tackled remains essential and will be used in making an assessment. You should seek help and advice from wherever you think it may best be gained, including top sailors, Class 1 coaches, advanced courses, etc., and note the good or bad advice you receive.

Assessment will be partly by demonstrating success in competition and partly from an assessment of your Personal Log. Assessment for this level can be made by a Senior or National Coach who himself holds a Level Five certificate over a period of several sailing seasons or, in exceptional cases, by a vote of confidence from at least five other Level Five pilots on your demonstrating high sailing skills.

## Level Six.

This should be your ultimate goal and one which few will achieve. In some cases Level Six will be awarded for simply achieving a very high level of competition success such as finishing in the top three in the British Championship Series in at least two consecutive years. In others, however, it could be awarded for exceptional understanding and knowledge of hard yacht racing such that you may be able to coach and advise others to win at international level even if you do not have the aptitude to win races yourself.

Level Six is awarded after a vote from a panel of five people, all of whom must be Level 5 certificate holders and drawn from more than one class of yacht.

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## Leader's Award

### Miniyachts & Blokarts

The "Leader's Award" shows a minimum level of sailing knowledge and practical skills but a high level of safety and risk appreciation. The award is only valid for mini and Blokart yachts.

Because of the particularly easy-to-sail and safe characteristics of this type of yacht, pilots who have completed Level Three or, in some cases, Level Two with appropriate Level Three endorsements, can work for a Leader's Award to teach the very basics of safely sailing this type of yacht. Assessment testing for this award is made by a Senior or National Instructor having particular experience with this type of yacht.

Holders of this award will normally be expected to have other leadership qualifications such as a PE Teaching Qualification, CSLA or an appropriate GNVQ.

## Instructor's Certificate

Achievement of the Instructor's Certificate qualifies you to train beginners up to Level Three standard using the land-down methods of the B.F.S.L.Y.C. Basic Training Course. The Instructor's job is to teach safe sailing practices and basic skills, not to coach for speed. The Instructor's Certificate is valid for three years and is renewed only if the holder has shown that he, or she, has practised his or her skills in a safe and satisfactory manner during the period. Any sailor holding a Pilot's Licence, or who has achieved Level Three and has sufficient additional sailing experience, may put himself forward for training to become an instructor, following either of two routes.

### Route A

By taking an intensive weekend Instructor's Course run by a minimum of one National Instructor and one Senior Instructor.

### Route B

By volunteering to act as an Assistant Instructor working under the close supervision of a qualified instructor. Once sufficient experience has been gained under the supervision of more than one different instructor, the pilot may then apply to take an assessment test by a minimum of one National Instructor and one Senior Instructor, both of whom must be present for the duration of the test.

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## Senior Instructor

A Senior Instructor has an endorsement to the normal Instructor's Certificate and this is given to those having, in addition to their Instructor qualification: 1, a suitable first aid qualification, and 2, a proven track record as a club instructor of Basic Instruction to Level 3.

## National Instructor

There are very few National Instructors. A National Instructor must be a very experienced instructor with an exemplary track record who has been assessed while assisting on the training of other instructors under the supervision of at least two National Instructors.

## Coaching Qualifications

Unlike the Instructor Qualification which demonstrates an ability to teach safety and basic skills, the Coaching Qualification demonstrates that you can take competent and safe sailors and help them to go faster. It is important to recognise that a coach does not take responsibility for safety and, once granted, a Coaching Certificate, unless revoked, remains valid for life.

There are three classes of Coaching Qualification, these depending on the personal sailing Level of the Coach. (For example, a Class 3 coach must have the minimum entry requirement of Level Four Certificate, while a Class 1 coach must be a Level Five or six sailor with an exceptional racing record).

Endorsements for first aid and sports psychology are required to be a Senior Coach and, in similar manner to the Instructor's Qualification, there are a handful of National Coaches who are qualified to train other coaches.

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## A WORLD OF LAND SAILING OPPORTUNITIES

Land yachting offers more opportunities to more people than almost any other sport. Why? Because to do really well you do not have to be scarily strong or of a special physical type and, so long as you are reasonably fit, many people with physical disabilities can do as well as anyone. Small and light-weight people such as young people and women have an advantage in the smaller types of yacht but, in the larger Class 3 yachts, a heavier person will not suffer against lighter competitors.

The equipment is a significant outlay for the serious sailor but, even so, land yachting is still the cheapest form of sailing. Development of standard designs, like the "Pad 3", are creating the chance for competition right up to International level in matched yachts, sometimes without the competitor having to own a yacht.

To excel at anything requires dedication and commitment and land yachting certainly offers this challenge. So, knowing that physical attributes are not important, if you are prepared to put in effort then the sky is the limit.

To start with, most people just sail for fun and race at their own club site. This can be even before reaching Level 3 or taking the Pilot's Licence. This builds up skill and confidence, following which the British Championship Series should be your next target.

Even if you have been performing well at club level you will suddenly find yourself at the back of the fleet and it is now that a commitment to persevere and not to give up is vital. Working to gain the skills and knowledge of Level 4 are important now and you may surprise yourself at how well you can improve once you have mastered a few of the advanced techniques here. The secret is to work with a coach or expert sailor and set a series of small targets rather than expecting to achieve too much. Don't forget that Britain has some of the world's best sailors and yacht designers, so racing in the British Championship Series is never going to be easy.

International Competition adds breadth and spice to our exciting sport and you can find yourself a whole new world with sporting friends in New Zealand, Australia, USA and the Middle East, as well as Europe and Scandinavia. Being selected for the British Team should be the goal of all

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keen racers and, with dedication and a little help from your coach and friends, it can be a real possibility. It is easier if you are a woman as there is a shortage of top lady sailors in the world. Despite the smaller numbers, however, British ladies usually compete with men, and perform against them with distinction. Britain regularly wins gold medals in both men's and women's classes at European and World Championships.

For much of the sport's history, land yachts have been literally flat - "yachts" - powered by the wind acting on sails attached to a fixed mast, just like waterborne yachts. These traditional yachts continue to attract the greatest number of activists, but, in recent years, a new craft has hit the sand: the parakart - recognised as a Class 9 landyacht by the sport.

Parakarts are popularly known as "kite-buggies" for the obvious reason that they are powered, not by sail, but by a kite. Various sizes of kite are used, matched to the speed of the wind - large kites for low wind-speeds and smaller kites for strong winds. The parakart has developed considerably over the last few years and it has evolved into two basic types. The *Parakart* parakart is light and manoeuvrable, while the racing parakart is more strongly built with a longer wheelbase and wider track.

Learning to buggy follows a slightly different format to other types of land yacht. Kite control can be learned initially from a standing position with the additional skills of controlling the kitebuggy combination coming later. Formal training programmes are still in development, although the safety "rules of the road", control flags, kite selection and safety equipment must be acquired before bugging in company. The licensing system, with traceable theory and practical sailing tests on the same lines as those for other land yachts, must be progressed before higher levels of competition are allowed.

Because of their fundamentally different nature, parakarts and traditional land yachts do not compete against each other in the same races. Numerous parakarting events are held each year, however, so there is plenty of opportunity for karters to test their metal in competition with their peers.

## Membership of the B.F.S.L.Y.C.

We hope you enjoy land sailing, want to become a full member of the National Federation of Sand and Land Yacht Clubs and make progress through our sailing levels.

This may be done by making all your arrangements through any club of your choice which will charge you an annual fee, part of which is sent to the Federation. This portion is for national services, insurance, etc., arranged by the Federation.

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LEVEL 1

SECTION A: THEORY		Instructor's Signature
1. Golden Rules	Four rules for personal protection: <b>Helmet, Seatbelt, Keep feet up, 'If in doubt, shed out'</b> .	
2. Rules of the road	Give way to the right. Do not overtake on the inside at marks. When approaching head to head both turn right.	
3. Wind awareness	Direction, strength.	
4. Yacht controls	Understand the mechanism and use of steering, and sheet to accelerate, slow down, stop and tack.	

SECTION B: PRACTICAL		Instructor's Signature
1. Steering control	Basic skills to control yacht on a reach, luffing, bearing off, tacking.	
2. Sheet control	Basic ability to control sail, sheet in to speed up, out to slow down or prevent hiking. Sheeting out to correct stall.	
3. Stepping	Bring yacht to a stop by turning into wind and releasing sail.	
4. Tack turns	Basic use of sheet and steering to turn through the wind.	

SPECIAL ASSESSMENT	
I certify that the candidate has satisfactorily demonstrated the knowledge and skills required of Level 1.	



LEVEL 2

SECTION A: THEORY		Instructor's signature
1. All of Level 1 theory	1. Golden Rules. 2. Priority Rules of the road. 3. The effects of sheet & steering.	
2. More detailed Rules of the road	Overtaking rules, rules approaching and leaving turning marks. Awareness of priority changes when tacking. Stearing and.	
3. Wind awareness	Understand wind direction on a reach, bearing, broad reaching.	
4. Yacht controls	Understand the difference when making headway towards or down wind. Sheet & steering to maintain momentum. Understand what happens through a gybe.	

SECTION B: PRACTICAL		Instructor's signature
1. Confined steering & sheet control	Improving skills to control yacht on a reach, sailing close to the wind, and on a broad reach.	
2. Tacking	Improving tack turns to maintain speed.	
3. Gybe turns	Basic ability to execute gybe turns. Awareness of need for wide turn and sheet out on sail.	
4. Sailing a course (usually defined by set marks)	Be able to sail a course making headway into wind by tacking and down wind by gybing.	
5. Rigging	Be able to step a mast, put on sail and bleed sheet.	
6. Awareness of others	Sail same course as other yachts. Show awareness and application of safety rules.	

SPECIAL ASSESSMENT	
I certify that the candidate has satisfactorily demonstrated the knowledge and skills required of Level 2.	



LEVEL 3

SECTION A: THEORY		Instructor's Signature
1. All of Level 1 & 2 theory	1. Ocean Rules. 2. Safe sailing practices.	
2. BFDLYC racing rules	Extend the simplified Rules of the road to fully understand the racing rules.	
3. Wind awareness	Be able to describe the effect of wind shifts and gusts. Use of "tell tales". Recognize wind strength.	
4. Yacht control	Be able to describe all the normal controls and how they are used in different conditions to sail safely.	

SECTION B: PRACTICAL		Instructor's Signature
1. Controlled steering & speed control	Show good control of steering and speed to sail on a course not pre-defined and show a safe response to tacking or wind shifts.	
2. Tack	Demonstrate good tack and gybe turns following safe practices to avoid undue skidding, spinning and capsizing.	
3. Stopping	Demonstrate emergency stop and controlled stop at pre-defined spot.	
4. Rigging and maintenance	Correctly rig and de-rig yacht. Carry out pre-sailing safety checks and basic maintenance for safety.	
5. Sailing with others	Sail amongst other yachts applying sailing Rules of the road.	

SPECIAL ASSESSMENT	
I certify that the candidate has satisfactorily demonstrated the knowledge and skills required of Level 3.	

PASTE YOUR LEVEL 3 CERTIFICATE HERE

LEVEL 4

SECTION A: THEORY		Instructor's Signature
1. Sail theory	All parts of the sail. Air flow and lift. Centre of effort, Centre of lateral resistance, Twist, Hooking, Luff and Leech tension, tell tales. Changes for light and low winds.	
2. Sail controls	Main sheet, pulley positions, down haul, Afters, foot traveller, mast rotation (Class 2). Combinations of these.	
3. Yacht theory	Balance, wheel alignment, mast rake. Changes for different wind or beach conditions.	
4. Sailing a course	Be able to describe the best course to take for various beach or wind conditions.	
5. Sailing rules	Show a detailed knowledge of all BFDLYC rules including yacht classes and specifications, procedures during regattas as well as racing rules.	

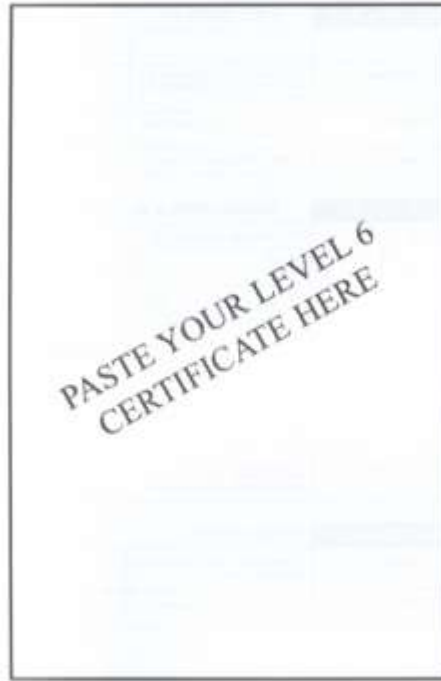
SECTION B: PRACTICAL		Instructor's Signature
1. Windward mark	Demonstrate advanced ability to take windward mark and gain downward speed.	
2. Counter turns	Demonstrate rounding turns on a variety of courses, showing best lines and yacht control.	
3. Yacht tuning	Recognise and correct problems associated with yacht balance, sail tuning, etc., and set up for different conditions.	
4. Log Book assessment	Check entries for amount of sailing, success, learning, boat setting and achievement.	

RACING ENDORSEMENT	
Racing rules	Show safe changes of course to gain an advantage using red flag rule.
Competitive practices	Competitive but safe practices of race starts, overtaking situations, at marks.

PASTE YOUR LEVEL 4 CERTIFICATE HERE



PASTE YOUR LEVEL 5  
CERTIFICATE HERE



PASTE YOUR LEVEL 6  
CERTIFICATE HERE

LEADER'S AWARD

SECTION A: PRELIMINARY		Descriptive/Instructor's Signature
1. Certificates	Must hold Level 3 certificate or Level 2 with Level 2 Section A & Section B1 & B3.	
2. Practical	Demonstrate sailing capabilities with miniyachts.	
3. Theory	Achieve 75% pass on "Exam 1".	

SECTION B: MINİYACHTS & BLOKARTS		Descriptive/Instructor's Signature
1. Site	Recognize site problems and hazards. Select safe sailing area.	
2. Courses	Set the following with due reference to wind, run off zones and hazards: Figure-of-eight, Anti-clock sausage shapes, Standard short racing course.	
3. Non-sailors	Spectator management. Safe placing of people watching. Control of pushers.	
4. Teaching safe sailing	Yacht control, visibility, wind direction rules, awareness of others, teaching the golden rules & rules to avoid accidents.	
5. Yacht safety	Checking yacht before and during sailing. Safety checks, adjustments and maintenance.	

SECTION C: FINAL TESTS		Descriptive/Instructor's Signature
1. Practical	Assessment of leadership in real group teaching situation.	
2. Theory	Gain a minimum 75% pass on "Exam 2".	



PASTE YOUR  
LEADER'S AWARD  
CERTIFICATE HERE



PASTE YOUR  
INSTRUCTOR'S  
CERTIFICATE HERE

PASTE YOUR  
COACHING  
CERTIFICATE HERE

**PERSONAL RECORD**

DATE	HOURS	BEACH & WIND CONDITIONS	ACTIVITY: ( RACING, PRACTICE, TUTORING, ETC )	COMMENTS & NOTES	SAILING MASTER, COACH OR INSTRUCTOR SIGNATURE
TOTALS					

**PERSONAL RECORD**

DATE	HOURS	BEACH & WIND CONDITIONS	ACTIVITY: ( RACING, PRACTICE, TUTORING, ETC )	COMMENTS & NOTES	SAILING MASTER, COACH OR INSTRUCTOR SIGNATURE
TOTALS					





## What Kind of Yacht?

Put simply, deciding the kind of yacht to choose depends on your sailing site, your wallet and your storage and transport options.

**Class 2 yachts** are large - very large - with a maximum width of 3.65 meters, a minimum length of 4.15 meters and a sail area of 11.3 square meters. Although Class 1s can be found on the continent, they are rare in the UK and have not featured recently in our racing events.

**Class 3 yachts** are also fairly big, but manageable if you're organised. Rigged, they are 3.5 meters wide and 3.8 meters long, measured from front axle to rear axle, with an 'overhang' of at least another meter. Mast lengths can vary between 5 and 6.5 meters. Usefully for transportation, the mast, axle and wheels come off quite easily and the whole thing will fit on a light and fairly narrow trailer - if rather long!

These yachts are fast and plenty of room is needed to pilot one safely. While you can sail on your own, it's safer and easier if there is someone around to help you rig the yacht. They develop fairly slowly, but, as most in the UK are sailed in competition, older models often become available secondhand. They also last well and the difference in sheer speed between older and newer models is not great.

**Standard yachts** are, as the name suggests (albeit in French, 'standard'. This is a 'one-design'). You buy them new from an authorised vendor (or get one secondhand) and you don't modify them in any way. Consequently, you compete against other people who are sailing exactly the same gear so that, in theory anyway, the skill of the pilots determines the outcome of races.

**Class 5 yachts** are smaller than Standards and are amongst the most highly-developed types within the fairly tight Class 5 specification. In racing, the best appear much faster than the worst, but they are more sensitive to good timing than other classes. The specification for Class 5 was intended to keep the yachts simple and limit the scope for expensive modifications. As a yacht sailed for fun, this class is fine. It is easy to rig, fast enough to be exciting and easy to transport (on a rack) and store.

**Miniyachts** are smaller still and some can even break down to fit into a car boot. Carrying 3 to 4 square meters of sail, they are not particularly fast, but, with a reasonable wind, they can be exciting and great fun.

**Class 8 parakarts** are not yachts in the traditional sense, but are 3-wheeled buggies powered by strong, four-line 'traction' kites instead of sails. Kites of different sizes are used dependent on wind conditions. More information on this growing branch of the sport is given on Page 11 earlier in this book.

### SAILING MASTER'S FLAGS (Used in competition)



Flag hoisted: Stop sailing, return immediately.



Flag lowered: signal for race start.



Duration of race reduced.



Come to briefing.



Pilot flagged must stop immediately.



Race cancelled.



Race finished.

Class 8

