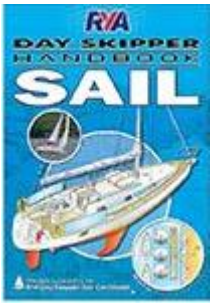
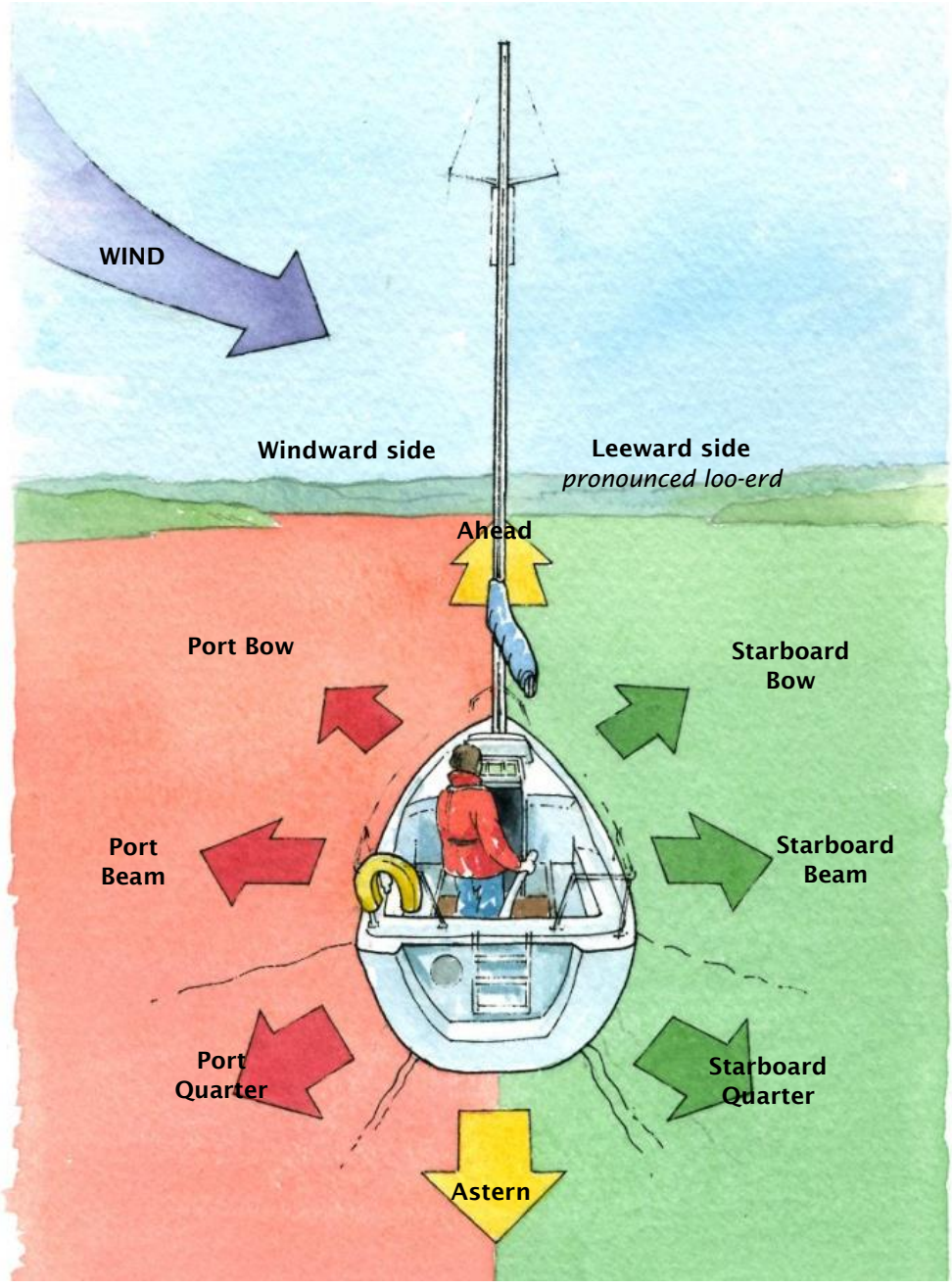
Thank you for booking your Day Skipper course with Endeavour Sailing



The following literature has been designed to help you revise the key topics you will need to know to make the most of your practical course. These notes are not designed to be a comprehensive teaching tool just a reminder of the Competent Crew practical skills and the Day Skipper level theory knowledge that you should already have prior to the practical course.

The **Day Skipper Handbook (G71)** by Sara Hopkinson is a highly recommended purchase prior to the course.



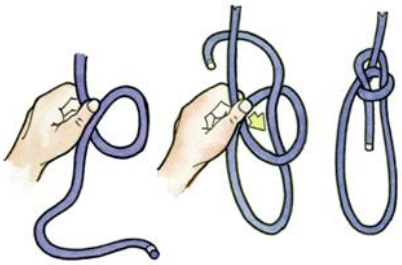
PRE-COURSE READING: DAY SKIPPER PRACTICAL

You will be "learning the ropes" during your time with Endeavour Sailing. There are a few knots to learn, some of which you will use a lot during the course. Some very helpful knot-tying videos are available on YouTube.

Round turn & two half hitches

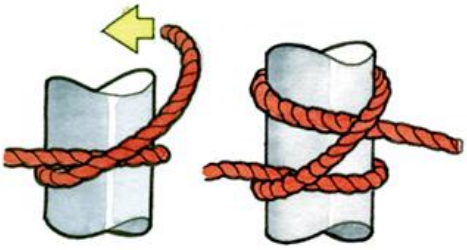
Multipurpose knot which can be untied under tension. Used for mooring lines and fenders

Bowline



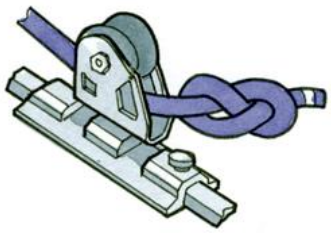
Very secure knot but cannot be untied if under tension. Used for mooring lines

Clove Hitch



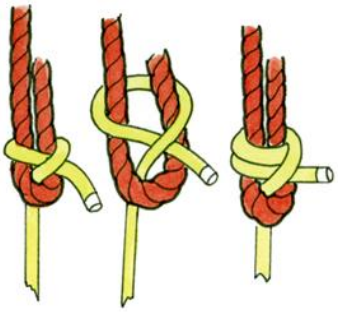
Can be easily adjusted and is ideal for securing fenders

Figure of Eight



Acts as a stopper knot to prevent a rope from escaping

Double & Single sheet bends

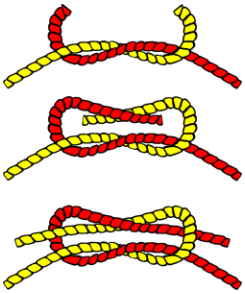


Used to join two ropes of different thicknesses

Rolling Hitch

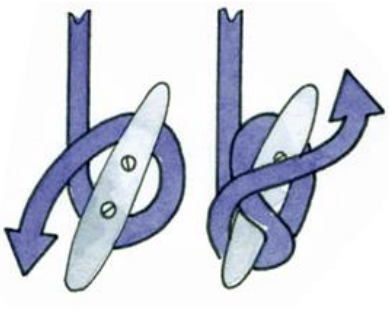
Ideal for taking the strain off another rope

Reef Knot



Used to join ropes of equal thickness together or to tie up a sail

"OXO"



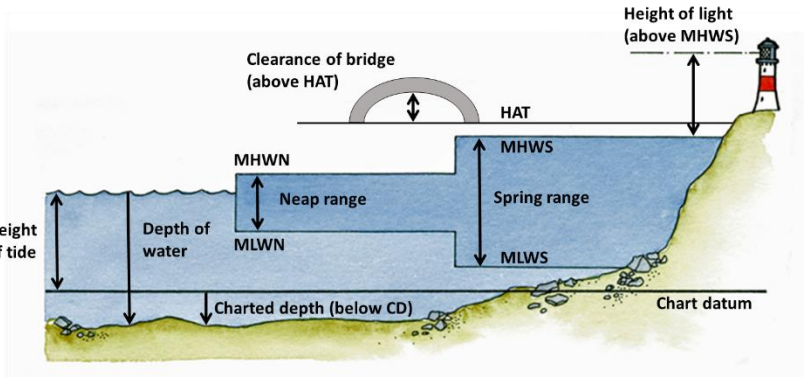
Used to attach a rope to a cleat. A round turn "O" followed by an "X" followed by another "O".

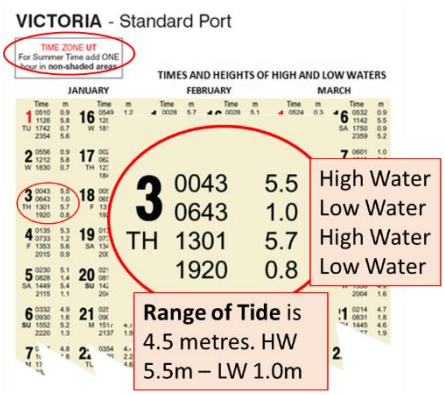
Coil

A neat way to store a rope so that it doesn't turn into spaghetti!

Tidal Heights

Tidal height information is found in tide tables. It tells you the times and heights of high and low water. The range of tide is the difference between high and low water. All times are given in Universal Time (UT).





Tidal Streams

Tidal stream data can be found on charts in the form of **Tidal Diamonds** (below, left) or in **Tidal Stream Atlases** (below, right).

Hours		A 50 42'.3N 0 26'.5E Dir	Sp	Np	B 50 53'.0N 1 00'.0E Dir	Sp	Np	C 51 01'.0N 1 10'.0E Dir	Sp	Np
Before HW	6	248	0.8	0					9	0.5
	5	067	0.5	0					0	0.6
	4	068	1.9	1					1	0.6
	3	071	2.6	1					6	0.4
	2	069	2.3	1					*a c k*	
	1	068	1.2	0.6	033	0.8	0.5	052	0.6	0.3
HW		067	0.1	0.1	032	1.5	0.8	049	1.2	0.7
After HW	1	248	0.9						1.3	0.7
	2	247	1.4					056	1.0	0.5
	3	251	1.8				0.6	054	0.5	0.3
	4	253	1.7	1.0	032	0.4	0.2	S	*l a c k*	
	5	250	1.6	0.9	211	0.4	0.2	219	0.4	0.2
	6	249	1.2	0.7	212	1.3	0.7	217	0.8	0.4

The arrow indicates the direction in which the tide is flowing

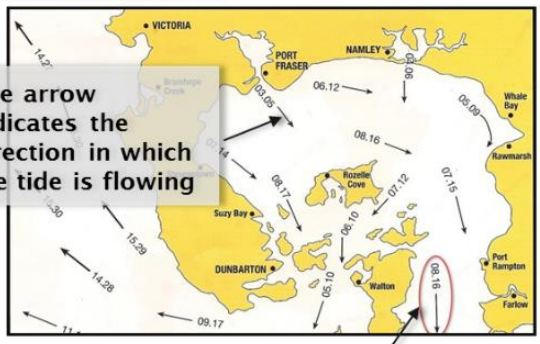
Tidal hour relative to the time of High Water

Speed of the tide at Springs in knots

Speed of the tide at Neaps in knots

Tidal hour relative to the time of High Water

2 hours after HW VICTORIA

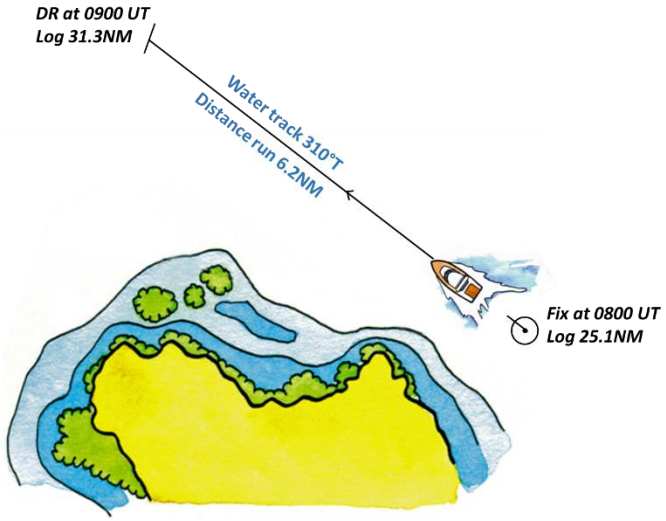


The arrow indicates the direction in which the tide is flowing

Speed with which the tide is flowing – the larger number is the speed if its a spring tide and the smaller number is the speed if it's a neaps tide. The highlighted numbers - 08.16 - means 0.8knots during neaps and 1.6 knots on springs.

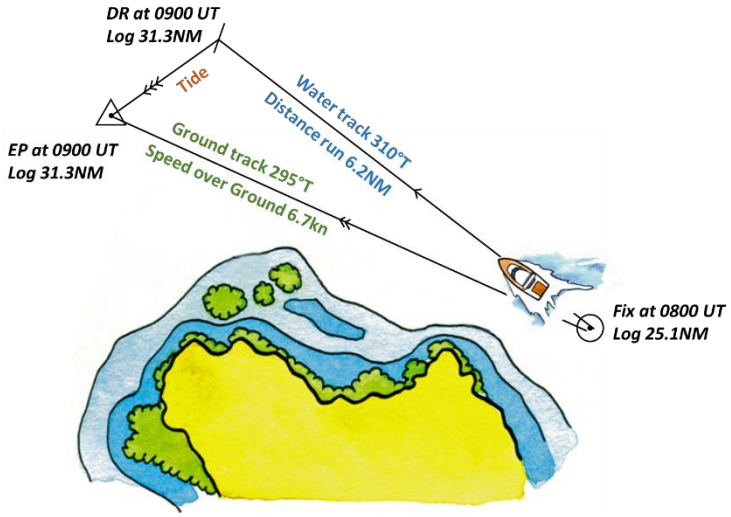
Dead Reckoning (DR)

A DR is deduced from the course steered on the compass and the distance run taken from the log



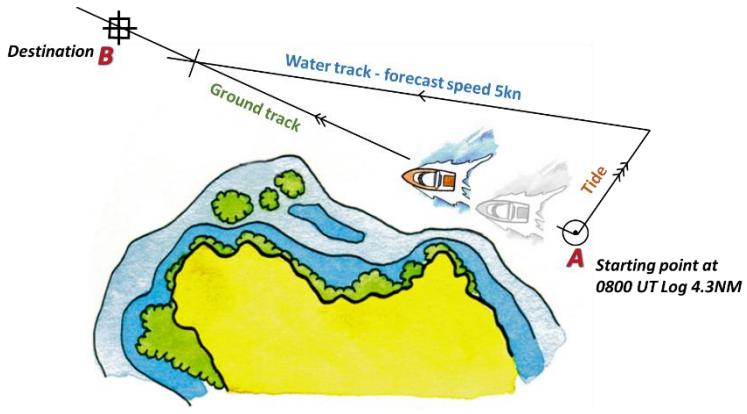
Estimated Position (EP)

An EP adds the effect of tide and possibly wind to make the position fix more accurate



Course-to-Steer (CTS)

A course-to-steer is prepared so that the boat is subsequently steered to take the effects of the tide into account



Buoyage (IALA A) and International Regulations for the Prevention of Collisions at Sea (IRPCS)

Revise the buoyage system, the lights, shapes, sound signals and Rules of the Road from the IRPCS

Port Mark

Red, flashes any rhythm except 2+1

Starboard Mark

Green, flashes any rhythm except 2+1

Preferred Channel to Starboard Mark

Red, 2+1 flashes

Preferred Channel to Port Mark

Green, 2+1 flashes

New wreck Mark

Alternate blue and yellow flashes

Isolated Danger Mark

2 white flashes

Safewater Mark

Morse A, occulting, isophase or 1 flash (10 sec)

Special Mark

Yellow, flashes any rhythm

North Cardinal Mark

White, continuous flashes

East Cardinal Mark

White, 3 flashes

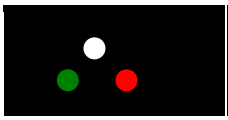
South Cardinal Mark

White, 6 short + 1 long flashes

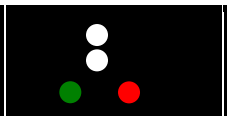
West Cardinal Mark

White, 9 flashes

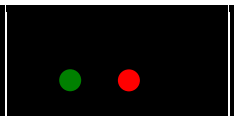
Motor vessel under 50m



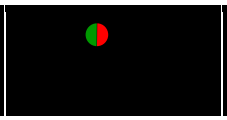
Motor vessel probably over 50m



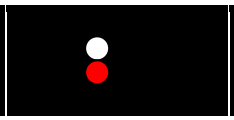
Sailing vessel



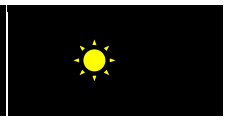
Sailing vessel Tricolour



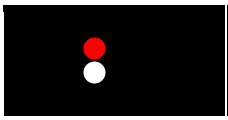
Pilot vessel



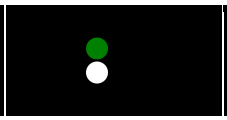
Vessel in non-displacement mode



Fishing vessel

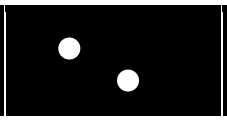


Trawler

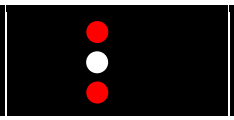


At anchor under 50m

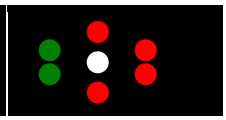
At anchor over 50m



Restricted Ability to Manoeuvre



Engaged in underwater operations



Not Under Command

Constrained By Draught

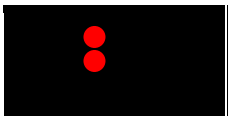
Tow under 200m

Tow over 200m

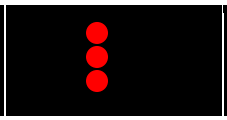
Aground

Minesweeper

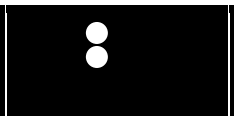
Motorsailing



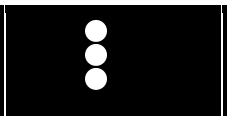
At Anchor



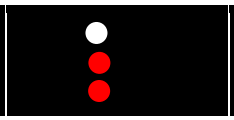
Restricted Ability to Manoeuvre



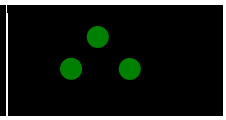
Engaged in Underwater Operations



Fishing or Trawling



Constrained By Draught

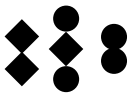


Tow

Not Under Command

Aground

Minesweeper



Divers down

Pilot vessel

Turning to Starboard

Turning to Port

Engines Astern

Unsure of Your Intentions

Sailing vessel in restricted vis

Motor vessel in restricted vis

Starboard v. port tack

Windward vessel

Motor boats head-on

Motor boats crossing

Sail v. power

Overtaking

PRE-COURSE READING: DAY SKIPPER PRACTICAL

IRPCS Summarised

This is a summarised overview of the IRPCS you need to know at Day Skipper level.

- The rules apply anywhere on the sea or waters connected to it (subject to local by-laws)
- Keep a good lookout at all times by all means available (sight, sound, radar)
- Maintain a safe speed for the conditions - hazards, tide, traffic, sea state, visibility, depth, manoeuvrability, background lights
- The words "Right of Way" do NOT occur in the rules. A **Stand On** vessel should maintain its course and speed until it is clear that the **Give Way** vessel is not taking avoiding action. Then all vessels must keep clear
- Action taken to avoid a collision should be positive, early and safe. At night show a different aspect of your lights
- A risk of collision exists if a bearing by compass, radar or transit stays constant and the distance between the two vessels is decreasing
- Navigate on the starboard side of a channel
- When crossing a shipping lane or traffic separation scheme keep your heading at right angles to the traffic.

General Rules for Priority

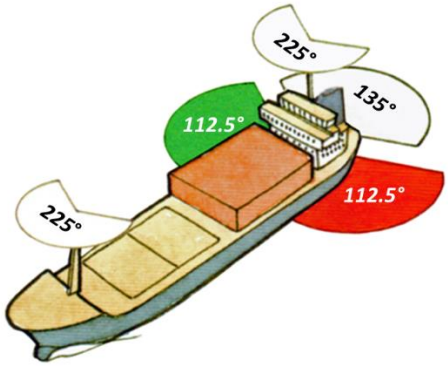
- Not under Command (NUC)
- Restricted in Ability to Manoeuvre (RAM) Constrained by draught (CDB)
- Fishing
- Sailing
- Power

Exceptions to the rules

- There is no **Give Way** vessel in fog. If you hear any vessel ahead, sound your signal, slow down but keep steerage on, stop if necessary and navigate with extreme caution until the danger has past.
- Give way to ships in Narrow Channels or Traffic Separation Schemes (TSS)
- Overtaking vessels keep clear. You are overtaking if you are in the arc of the other vessel's stern light.

Arc of Visibility

The arc of visibility of vessel lights:



Day Skipper Practical Checklist

Do I know how to:

- Tie knots
- Plot position using Latitude and Longitude
- Plot position using bearings and distance
- Convert from True North to Magnetic and Compass factoring in Variation and Deviation
- Calculate tidal heights
- Calculate tidal streams
- Calculate an Estimated Position and Course To Steer
- Prepare a pilotage plan
- Prepare a passage plan
- Know the buoys of the buoyage system
- Understand the IRPCS and the lights on vessels