

**APPENDIX 2B – MULTIHULL-SPECIFIC PROCEDURES**

**Use of Coach Boat support with Multihulls:**

- 1) Use suitable craft to come along side Multihulls, preferably RIBs or craft with soft sides
- 2) Select suitable sized craft and engine size to maintain contact with craft in weather/sea conditions on the day and act as safety support. Recommend 4.8 m minimum.
- 3) Carry floating tow lines and various righting ropes

**Coach boat Considerations if righting a Multihull:**

- 1) When righting a multihull on its side from a Coach boat, preferably control the righting speed by holding the mast into the wind.
- 2) If the mast is pointing down-wind rotate the boat so the bow or mast is pointing into the wind before righting.
- 3) Righting fully inverted multihull options.
  - a) Place competent person on the craft.
  - b) Bring boat onto side by tripping over the stern using a righting line around the mast ball or front beam.
  - c) Bring boat on to side using a sinker righting line clipped onto the shroud wire and allowed to slide to the hound fitting before motoring up wind.
  - d) NB. When using any form of righting line take care to insure safety of the crew and ability to release the line at any time.
  - e) If crew entrapment is involved, if appropriate 1) cut through the trampoline to gain access to the crew 2) bring the boat onto its side by whatever means is quickest.

**When towing multihulls:**

- 4) Tow Multihulls from strong point, mast ball or front beam.
- 5) Consider the option for quick release of the tow line i.e. wrap the line around and mast / beam and hold by hand.
- 6) Take care when towing a number of boats with sails hoisted, consider the wind implications.
- 7) Tow with centreboards raised (if appropriate), mainsail downhaul released, jib furled and a person steering the boat.
- 8) Towing alongside is a practical option in flat water.

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**Multihull / Coach boat Ratios:**

The number of Coach boats required for any one course will depend on the type and number of multihulls, weather conditions, operating location, size of course and level of tuition. The minimum suggested ratios are as follows:

Up to 3 multihulls : 1 Coach boat

4 to 6 multihulls : 2 Coach boats

7 or more multihulls : 3 or more Coach boats (on a ratio of 3 : 1)

For recreational sailing, where sailors have acquired suitable multihull sailing skills and have demonstrated intermediate competence, a Coach boat should provide cover for the maximum of 6x two person multihulls.

**Recommendations for additional routine multihull boat checks:**

- 1) Check the mast section is sealed i.e. no water can be heard in mast section when moved during inspection.
- 2) Sailors / Coaches carry a suitable protected knife.
- 3) Individual boats carry a protected knife under trampoline for use in an emergency when fully inverted..
- 4) Rudder system operates correctly, lock down and tracking.
- 5) Righting line is fitted and sufficient length to carry out full inversion righting.
- 6) The option of fitting a masthead float packs depending on conditions and circumstances.
- 7) Reefing options for mainsail and jib furling options.
- 8) Catamarans have high windage surfaces on and off the water. When ashore provide suitable boat tie down points in boat park area.

**Additional equipment considerations:**

- 1) The required size of training courses are generally larger than dinghy courses and reflect the number of boats using the course.
- 2) Consider the use of large soft marks, obvious to sailors when sailing a larger course.
- 3) The use of flags for safety signals and operational communications are an advantage , especially in challenging conditions.

**Additional multihull operating information:**

- 1) Operating space for each boat. Multihulls take up more room when manoeuvring on the water, when sailing on and off the beach and in the boat park.
- 2) Fully battened sails need to be carefully handled when rigging and de-rigging in stronger winds to prevent injury to sailors or damage. Always un-roll / roll a sail when hoisting and lowering in stronger winds.

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- 3) When developing trapeze skills start practicing sailing upwind with a competent helmsman to control boat speed and heeling angle.
- 4) The use of a square course configuration for group downwind sailing skills training reduces the chance of boat collisions.
- 5) Efficient capsized recovery is an important aspect of multihull sailing and should be practised a number of times. A safe and controlled method of setting up an initial practice capsized is important. Consider sailing to windward and tacking without releasing sails, or moving the crew weight allowing a controlled entrance into the water.
- 6) Take care and be observant of correct mast rotation especially in stronger winds. The effect of mainsail traveller and jib sheet position can effect mast rotation. A de-rotated mast is likely to bend or break in windy conditions and effects performance.
- 7) During initial on-board tuition, a coach should be in a position to correct steering and mainsheet controls.
- 8) Multihulls accelerate quickly and coaches need to allow additional operating space and time for participants to react.
- 9) Be aware of what a 'comfortable' speed is for an experienced multihull sailor can appear too much speed for the first time sailor. Be prepared to reef or de-tune the craft to suit the conditions or students ability.

**Participant / Coach Ratios:**

These are minimum recommendations for sheltered, flat water and no more than low to medium wind speeds and should be observed for all training courses, at all levels and at all times in relation to the type of craft. Ratios of the number of Coaches for each participant should be increased according to the prevailing conditions during training to ensure that at all times sufficient attention can be given to participant safety. The ratios recommended assume that in addition to Coaches there will be a Coach boat or Coach boats present with crews, in accordance with the Coach Boat recommendations.

A *Coaching Assistant* counts as qualified in the ratios, but should only work under the direction or supervision of a *Senior Coach* or experienced Coach. Unqualified helpers who are competent and experienced may assist coaches. The unqualified helpers should be supervised by an *Senior Coach* or experienced Coach and only deployed in roles appropriate to their skills and awareness. Unqualified helpers do not count in the Participant: *Coach* ratios.

**Coach on board multihull with students:**

Depending on the type of multihull being used and the level of tuition, there should be no more than 3 participants to 1 Coach for each craft.

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**Coaches in Coach boat:**

The ratios recommended assume that there will be not more than 3 participants on each multihull.

Maximum of 6 participants to 1 Coach  
No more than 3 multihulls per Coach

**Additional information for Performance sailing (racing).**

- 1) In most cases, a penalty turn requires a 360 degree turn - one tack and one gybe.
- 2) Leeward mark rounding's often include a 'Leeward Gate' option. The appropriate mark rounding rules need to be introduced.
- 3) The closing speeds of multihulls require that rules such as when boats meet on Port and Starboard, the give way boat takes appropriate action much earlier, in order to prevent a 'T-bone' contact situation.