

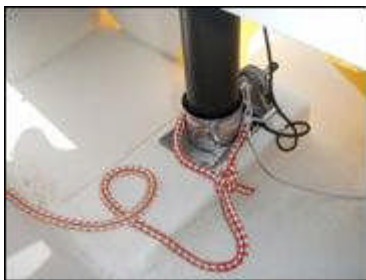
Oppy Safety Tips - Please see guide below for some essential tips on keeping your child and their boat safe.



Safety

Pre-launch checks

The Dinghy



- **tow line** (painter) (+8m >5mm floating line)

The painter must be longer than 8m of floating line, with a bowline (loop) at the tow end, secure around the mast foot, coil from tow end and push the coils up under the gunwale so it is out of the way and can be grabbed easily.

The tow line secured around the mast foot

✓ *Keep the tow line tidy so it won't tangle when you need it and out of the way when you're racing.*



- **mast clamp / rig stop**

This is used to hold the rig in the boat if you capsize, without it you will break the thwart when you right the dinghy, I did it to my Oppie and it's very painful!!

The rig stop

The rig stop is clearly visible but needs to be tied tight and don't let the rig spin otherwise you'll pull the fitting off.

The mast clamp is awesome but difficult to see if it's set properly.



The mast clamp

- ✓ *Whichever system you use, before launching try lifting the bow with the rig. If the mast lifts out of the mastfoot cup it's not secure.*



- **mainsheet** (+6m >6mm ideal for Dubai 's lighter conditions is 7mm used with the small carbo ratchet block)

The attachment of the mainsheet to the boom bridle must be a lock gate quick releasing fitting and the gap between the boom and the attachment point no greater than 10cm, a hand's width.

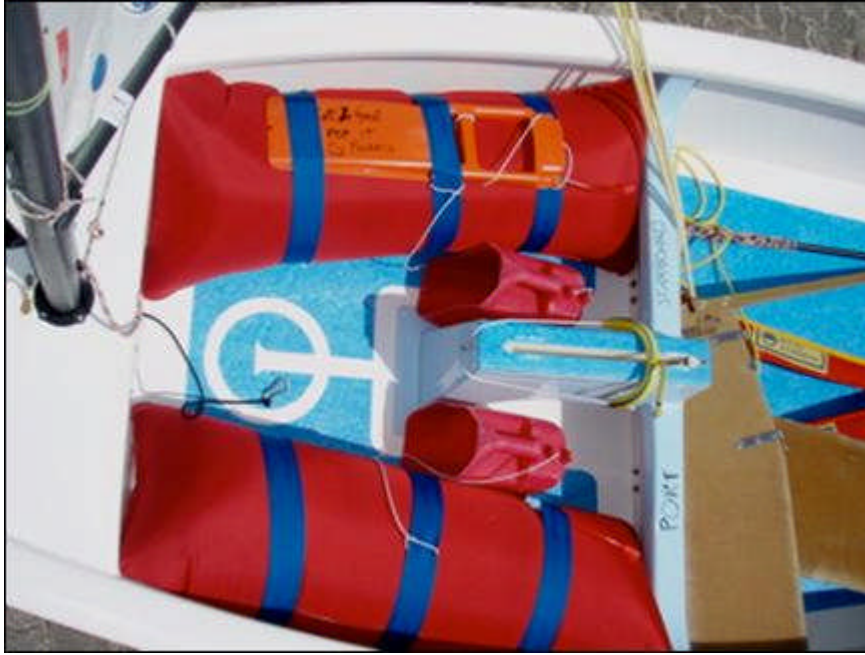
Quick release shackle and boom stop



Place a knot in the mainsheet to prevent the boom from going out too far, adjusted for the wind strength, light wind the sail needs to be let out further than stronger breeze.

Boom stop

- ✓ *Use a check line to prevent the stop gap getting bigger than 10cm, but it must ever be used to hold the power from the mainsheet It is just there in case the stop slips, and to stop you from being disqualified!*



- ✓ *Bags with inflation tubes can easily be blown up on the water when they deflate as they cool, remember to let some air out on the beach before putting the Oppie away.*
- ✓ *Have 2 bailers, one each side so you can use them on either tack, or both together if you're totally sunk: halve the speed you bail out. Attach to the boat with thin elastic short enough just to allow you movement to bail not so long as to tangle and drag over the side of the hull. LEARN TO BAIL AND SAIL.*



- dagger board

Must have a means of keeping the board attached to the boat as well as allowing the depth to be adjusted.

Attached dagger board

- ✓ *If the elastic is the right length as you pull the board up so it will pull the top forward and tilt the lower part backwards perfect for off wind control and hull speed.*



- the rig

All sail ties (T-Ties) need to be in place and secure, no part of the sail may be more than 10mm from its spar.

T-Ties (left)

The goose neck stop must be over its pin (red & white fleck string) and the kicking strap firm.

Goose neck stop (right)



✓ *Make sure all knots are secure before going afloat*

The Sailor



You as a sailor must run over your own person pre-launch check. Each sailing session and venue has different requirements but here in Dubai as a minimum you must have :-

- life jacket
- whistle
- water

Hydrate, hydrate, hydrate

Recommended: sun cream / UV top (full length arms) / hat and sun glasses.

Pre *launch* checklist

DINGHY

TOW LINE.....coiled ,stowed and secure

MAST CLAMP/ RIG STROP.....secure

MAINSHEET.....attached and knotted

BUOYANCY BAGS.....inflated

BAILERS & PADDLE.....attached and stowed

DAGGER BOARD.....attached

RIG.....T-ties/goose strop secure

SAILOR

LIFE JACKET

WHISTLE

WATER

Sun cream/ UV top/hat and glasses