



Royal Queensland Yacht Squadron Ltd

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TOWING AND DE-RIGGING FAMILIARISATION

Important issues that apply to all classes

Boats in apparent distress (capsized, broken mast etc) should be approached at speed, to about 20 meters off, to ascertain safety of crew.

Crew safety is of paramount importance and supersedes all other considerations.

If competitor(s) is safe and patrol boat needs to attend to another situation on the course, advise the competitor of your proposed action and estimated time of return.

Head injuries, in all competitors, are to be treated as serious and require immediate transfer to shore.

Be aware of signs of exhaustion and/or onset of hyperthermia and consider recommending to competitor to return to shore.

If competitor is removed from boat, attach a crew safe indicator as provided in the patrol boat safety kit.

Most important issues that apply to specific classes

Optimists Do not remove mast Do release the snap clip which attaches mainsheet to boom. Bailing can only be achieved with a bailer.	ILCA 4, 6 and 7 (Lasers) If rudder broken. Lift the rudder blade out of the water. Remove the centreboard. Pass tow line through the fairlead on the bow and competitor to take two wraps around mast and hold tail. Open the self bailer. Competitor to move aft. If mast is stuck in mud, secure tow line to mast immediately above the gooseneck and tow slowly. (This prevents the mast coming partially out and destroying the deck and mast step).
Pacer No class specific issues of importance – relatively easy to tow.	Finn Towline required to be carried by class rules. The Finn can be towed easily in forward direction via a rope to the mast. If the skipper is off the boat, lower the sail and remove or roll it and fasten to the boom. Lift the centerboard and tie the rudder straight using the eyelet above the rear tow strap. The boat will tow nicely, even at speed. If the boat has sunk via the bow (Happens if the mast isn't tied in correctly, the boat capsizes and the mast comes out of the step and exits through the hull) you can remove the sail and rudder, lift the centerboard and tow backwards from the thwart / traveller. It tows well in this configuration.
OK Dinghy Towline required to be carried by class rules. Attach towline to mast if towing forward. Sail be lowered prior to towing. Centreboard raised, skipper in normal position. If mast is stuck in mud rope over gunwhale and onto mast. Pull slowly at 90 degrees from hull to avoid damage to hull and mast. Skipper to hold bow in water until righted.	29er / 49er If no rudder will need a drag to effect stability which may be a 29er crew member hanging onto transom.
Etchells Etchells weigh approximately 1.5 tonnes. At end of tow reduce speed slowly over a reasonable distance.	VxOne The VxOne carries a tow rope under the class rules. The boat has a weighted keel and is relatively stable under tow. Towing from mast recommended. Recovery boat needs to be aware of keel draft of 1.32m below boat.
Hobie Cat Do not take wraps around mast as this will interfere with mast remaining secured to boat or may jam tow rope in between mast and mast step. Do not lower the jib.	12' and 16'Skiffs Tow must be effected from base of mast. Do not affix tow line to fixed spinnaker pole Skiffs have to be capsized with mast in water to release the main at the head of the sail. Don't raise the centreboard in the 12' skiff or it may break. Skiffs are not a stable boat with mast up. They will capsize if not balanced by crew weight
Foiling Moth Best method of towing is to have wing of the Moth over the side of the Patrol Boat and have crew of Moth sit on top of wing and if necessary crew of Patrol Boat. Alternative is to place one wing on deck of Patrol Boat and bring Moth into horizontal position over sides of Patrol Boat. Do not tow in either way at speed.	Foiling Board and Kite Foil See following video referenced on safety Kite foil safety - https://youtu.be/BfsHwJBnbbE General foil safety - https://youtu.be/VkU8vafipKw Wingfoil safety 1 - https://youtu.be/yXhErUAx8tc Wingfoil safety 2 - https://youtu.be/1F0HBNi4dv0
Sailboard Be aware that the tide can take the sail under the patrol boat and/or patrol boats can be blown downwind over the top of the sailboard	

CONCUSSION RECOGNITION TOOL 5[©]

To help identify concussion in children, adolescents and adults



FIFA[®]

Supported by



FEI

RECOGNISE & REMOVE

Head impacts can be associated with serious and potentially fatal brain injuries. The Concussion Recognition Tool 5 (CRT5) is to be used for the identification of suspected concussion. It is not designed to diagnose concussion.

STEP 1: RED FLAGS — CALL AN AMBULANCE

If there is concern after an injury including whether ANY of the following signs are observed or complaints are reported then the player should be safely and immediately removed from play/game/activity. If no licensed healthcare professional is available, call an ambulance for urgent medical assessment:

- Neck pain or tenderness
- Double vision
- Weakness or tingling/burning in arms or legs
- Severe or increasing headache
- Seizure or convulsion
- Loss of consciousness
- Deteriorating conscious state
- Vomiting
- Increasingly restless, agitated or combative

Remember:

- In all cases, the basic principles of first aid (danger, response, airway, breathing, circulation) should be followed.
- Assessment for a spinal cord injury is critical.
- Do not attempt to move the player (other than required for airway support) unless trained to do so.
- Do not remove a helmet or any other equipment unless trained to do so safely.

If there are no Red Flags, identification of possible concussion should proceed to the following steps:

STEP 2: OBSERVABLE SIGNS

Visual clues that suggest possible concussion include:

- Lying motionless on the playing surface
- Slow to get up after a direct or indirect hit to the head
- Disorientation or confusion, or an inability to respond appropriately to questions
- Blank or vacant look
- Balance, gait difficulties, motor incoordination, stumbling, slow laboured movements
- Facial injury after head trauma

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STEP 3: SYMPTOMS

- Headache
- "Pressure in head"
- Balance problems
- Nausea or vomiting
- Drowsiness
- Dizziness
- Blurred vision
- Sensitivity to light
- Sensitivity to noise
- Fatigue or low energy
- "Don't feel right"
- More emotional
- More Irritable
- Sadness
- Nervous or anxious
- Neck Pain
- Difficulty concentrating
- Difficulty remembering
- Feeling slowed down
- Feeling like "in a fog"

STEP 4: MEMORY ASSESSMENT

(IN ATHLETES OLDER THAN 12 YEARS)

Failure to answer any of these questions (modified appropriately for each sport) correctly may suggest a concussion:

- "What venue are we at today?"
- "Which half is it now?"
- "Who scored last in this game?"
- "What team did you play last week/game?"
- "Did your team win the last game?"

Athletes with suspected concussion should:

- Not be left alone initially (at least for the first 1-2 hours).
- Not drink alcohol.
- Not use recreational/ prescription drugs.
- Not be sent home by themselves. They need to be with a responsible adult.
- Not drive a motor vehicle until cleared to do so by a healthcare professional.

The CRT5 may be freely copied in its current form for distribution to individuals, teams, groups and organisations. Any revision and any reproduction in a digital form requires approval by the Concussion in Sport Group. It should not be altered in any way, rebranded or sold for commercial gain.

ANY ATHLETE WITH A SUSPECTED CONCUSSION SHOULD BE IMMEDIATELY REMOVED FROM PRACTICE OR PLAY AND SHOULD NOT RETURN TO ACTIVITY UNTIL ASSESSED MEDICALLY, EVEN IF THE SYMPTOMS RESOLVE

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Southern Course

Towing De-rigging Familiarisation - Pacer

If tow is to be undertaken	
<ul style="list-style-type: none"> Do class rules require dinghy to have a tow line? 	No but RQYS and School Pacers do carry tow lines
<ul style="list-style-type: none"> Is it preferable to de-rig dinghy before commencing tow? 	Not necessary but decision to be based on weather conditions and state of boat/crew
<ul style="list-style-type: none"> Should centreboard be raised? 	Partially
<ul style="list-style-type: none"> Should weight (Skipper/crew) be moved aft as far as possible? 	Aft of amidships is recommended
<ul style="list-style-type: none"> Is there an ideal speed (or upper speed limit) for the tow? 	No – depends on sea conditions
<ul style="list-style-type: none"> If no tow line is provided by dinghy, what is the preferred point to attach tow line or is a few wraps around the mast preferred? 	Two wraps around the hiking straps is the best method with the tail of the rope being held by the crew of the Pacer
<ul style="list-style-type: none"> If the mast has been removed how can a tow be undertaken where the mast itself is the normal point for attaching the towline? 	Pass tow line around the hiking straps and ask crew to hold tail of tow line. Speed of tow to be reduced accordingly
<ul style="list-style-type: none"> How does a lost/broken rudder/tiller effect the ability to tow? 	Not a significant issue - move crew weight towards the stern to compensate
<ul style="list-style-type: none"> What is the best method of towing? <ul style="list-style-type: none"> Behind the patrol boat on a tow line? Held alongside the patrol boat? 	Behind the RIB is preferred
<ul style="list-style-type: none"> If mast is stuck in mud, is there a preferred method of affecting a recovery? 	Mast must be removed from the direction the mast entered the mud if damage to mast is to be avoided

Towing De-rigging Familiarisation - Optimist

If tow is to be undertaken	
<ul style="list-style-type: none"> Do class rules require dinghy to have a tow line? 	Yes
<ul style="list-style-type: none"> Is it preferable to de-rig dinghy before commencing tow? 	No as thwart can easily be damaged. Unclip mainsheet from boom and allow sail to rotate freely.
<ul style="list-style-type: none"> Should centreboard be raised? 	Yes – it should be removed completely from the centreboard case
<ul style="list-style-type: none"> Should weight (Skipper/crew) be moved aft as far as possible? 	Yes
<ul style="list-style-type: none"> Is there an ideal speed (or upper speed limit) for the tow? 	Depends on the sea conditions and ability of competitor
<ul style="list-style-type: none"> If no tow line is provided by dinghy, what is the preferred point to attach tow line or is a few wraps around the mast preferred? 	All Optimists have towlines. Tow line can be secured to mast step
<ul style="list-style-type: none"> If the mast has been removed how can a tow be undertaken where the mast itself is the normal point for attaching the towline? 	If mast is removed be careful as boat (thwart through which mast passes) can be easily damaged. If mast is to be reinstalled, the mast must be secured in place using rope supplied. The tow line will remain attached to the mast step even if the mast has been removed.
<ul style="list-style-type: none"> How does a lost/broken rudder/tiller effect the ability to tow? 	Okay to tow as normal
<ul style="list-style-type: none"> What is the best method of towing? <ul style="list-style-type: none"> Behind the patrol boat on a tow line? Held alongside the patrol boat? 	Boats can be towed in a daisy chain using class tow line with an end loop Alongside RIB if rudder problem
<ul style="list-style-type: none"> If mast is stuck in mud, is there a preferred method of affecting a recovery? 	Not a problem as mast is relatively short

Towing De-rigging Familiarisation - ILCA

If tow is to be undertaken	
Do class rules require dinghy to have a tow line?	Yes mainsheet. Pass towline through the bow fairlead and competitor to take TWO wraps around mast and hold tail
Is it preferable to de-rig dinghy before commencing tow?	Ease mainsheet. Ease vang if fully on. Sail is on a sleeve over mast - cannot be lowered.
Should centreboard be raised?	Partially
Should weight (Skipper/crew) be moved aft as far as possible?	Midships to aft is preferred.
Is there an ideal speed (or upper speed limit) for the tow?	Patrol boat skipper to assess depending on weather/sea conditions
If no tow line is provided by dinghy, what is the preferred point to attach tow line or is a few wraps around the mast preferred?	Tow line provided, two wraps around the mast is preferred
If the mast has been removed how can a tow be undertaken where the mast itself is the normal point for attaching the towline?	Tow line to be secured to hiking straps and speed of tow reduced accordingly. Towline led through bow fairlead and secured with TWO wraps to hiking strap and held.
How does a lost/broken rudder/tiller affect the ability to tow?	Lift the rudder blade out of the water. Remove the centreboard. Pass tow line through the fairlead on the bow and competitor to take two wraps around mast and hold tail. Open the self-bailer. Competitor to move aft.
What is the best method of towing? 1. Behind the patrol boat on a tow line? 2. Held alongside the patrol boat?	1. Preferred 2. Only in smooth water in light wind in small Rigid Inflatables If the Laser is abandoned, remove the rig. Lift the rudder blade out of the water. Remove the centreboard. Pass tow line through the bow fairlead and secure to hiking straps. Open the self-bailer.
If mast is stuck in mud, is there a preferred method of affecting a recovery?	Ease vang then secure tow line to mast immediately above the gooseneck and tow slowly at 90 degree to the ILCA away from mast. (This prevents the mast coming partially out and destroying the deck and mast step).

Towing De-rigging Familiarisation – Finn

If tow is to be undertaken	
<ul style="list-style-type: none"> Do class rules require dinghy to have a tow line? 	Tow line is required in the class rules
<ul style="list-style-type: none"> Is it preferable to de-rig dinghy before commencing tow? 	Lowering the sail is enough de-rigging prior to tow, even with a broken mast.
<ul style="list-style-type: none"> Should centreboard be raised? 	Centreboard should be raised. The Finn will remain upright with the sail removed.
<ul style="list-style-type: none"> Should weight (Skipper/crew) be moved aft as far as possible? 	Skipper position is not important – normal position.
<ul style="list-style-type: none"> Is there an ideal speed (or upper speed limit) for the tow? 	
<ul style="list-style-type: none"> If no tow line is provided by dinghy, what is the preferred point to attach tow line or is a few wraps around the mast preferred? 	If towing forward, attach towline to mast. If towing backward, remove rudder, lift centreboard and tow from thwart / traveller.
<ul style="list-style-type: none"> If the mast has been removed how can a tow be undertaken where the mast itself is the normal point for attaching the towline? 	If the mast is removed, there are no great choices. Try from thwart / traveller.
<ul style="list-style-type: none"> How does a lost rudder/tiller effect the ability to tow? 	This is a problem in the Finn as boat will slew. Attempt sea anchor or drogue or tow alongside.
<ul style="list-style-type: none"> What is the best method of towing <ul style="list-style-type: none"> Behind the patrol boat on a tow line? Held alongside the patrol boat? 	Behind the patrol boat.
<ul style="list-style-type: none"> If the mast is stuck in the mud, is there a preferred method of affecting a recovery? 	Rope over windward gunwale and onto mast. Pull slowly at 90 degrees from the hull to avoid damage to hull and mast. Skipper can hold bow in the water waiting for successful righting. A long tow rope is preferred. Once the mast is horizontal to the water, pull the bow into the wind and usually the wind under the sail will right the boat.

Towing De-rigging Familiarisation – OK Dinghy

If tow is to be undertaken	
<ul style="list-style-type: none"> Do class rules require dinghy to have a tow line? 	Tow line is required in the class rules and must be accessible, it is usually in the cockpit under the side decks or on aft bulkhead.
<ul style="list-style-type: none"> Is it preferable to de-rig dinghy before commencing tow? 	Lowering the sail is enough de-rigging prior to tow, even with a broken mast. It is nice to roll the sail starting from the head, it will then sit along the boom, with the foot still in the track.
<ul style="list-style-type: none"> Should centreboard be raised? 	Centreboard should be partly raised. The OK will remain upright with the sail removed.
<ul style="list-style-type: none"> Should weight (Skipper/crew) be moved aft as far as possible? 	Skipper position is not important – normal position.
<ul style="list-style-type: none"> Is there an ideal speed (or upper speed limit) for the tow? 	Depending on conditions.
<ul style="list-style-type: none"> If no tow line is provided by dinghy, what is the preferred point to attach tow line or is a few wraps around the mast preferred? 	If towing forward, run towline through tow eye on bow fitting. (This may be a rope loop or metal fitting) then around mast or main sheet traveller. If towing backward, remove rudder, lift centreboard and tow from thwart / traveller.
<ul style="list-style-type: none"> If the mast has been removed how can a tow be undertaken where the mast itself is the normal point for attaching the towline? 	If the mast is removed pass tow rope through towing eye on bow then around main sheet traveller.
<ul style="list-style-type: none"> How does a lost rudder/tiller affect the ability to tow? 	This is a problem in the OK as the boat will slew. Attempt sea anchor, drogue or drag rope from stern or tow alongside.
<ul style="list-style-type: none"> What is the best method of towing <ul style="list-style-type: none"> ○ 	Behind the patrol boat.
<ul style="list-style-type: none"> If the mast is stuck in the mud, is there a preferred method of effecting a recovery? 	Rope over windward gunwale and onto mast or main traveller. Pull slowly at 90 degrees from the hull to avoid damage to hull and mast. Skipper can hold bow in the water waiting for successful righting. A long tow rope is preferred. Once the mast is horizontal to the water, pull the bow into the wind and usually the wind under the sail will right the boat. Some boats may have righting ropes under gunwale, if so the windward one may be used to pull the boat upright.

Towing De-rigging Familiarisation – Windfoil / Kitefoil

If tow is to be undertaken	
<ul style="list-style-type: none"> Do class rules require dinghy to have a tow line? 	No
<ul style="list-style-type: none"> Should centreboard be raised? 	No centreboard but foils present and fixed under board. Caution should be used as these are sharp and may cause injury.
<ul style="list-style-type: none"> Is it preferable to de-rig dinghy before commencing tow? 	Sail may be removed and board placed in rescue boat.
<ul style="list-style-type: none"> What is the best method of towing <ul style="list-style-type: none"> Behind the patrol boat on a tow line? Held alongside the patrol boat? 	Held alongside the patrol boat.
<ul style="list-style-type: none"> There are specific recommended methods for recovery of windfoils and kite foils. These are discussed in the video's provided by Australian Sailing referenced here. 	https://youtu.be/BfsHwJBnbbE Kite Foil Safety https://youtu.be/VkU8vafipKw Safe Foil Safety https://youtu.be/yXhErUAX8tc Wing Foil Safety 1 https://youtu.be/1F0HBNi4dv0 Wing Foil Safety 2

Northern Course

Towing De-rigging Familiarisation – VxOne

If tow is to be undertaken	
<ul style="list-style-type: none"> Do class rules require dinghy to have a tow line? 	Tow line is required in the class rules
<ul style="list-style-type: none"> Is it preferable to de-rig dinghy before commencing tow? 	Lowering the mainsail is enough de-rigging prior to tow. Jib can be furled. Bow sprit to be retracted and kite dowsed into sock.
<ul style="list-style-type: none"> Should centreboard be raised? 	VxOne has a fixed weighted keel. Should remain down for stability. Tow boat to be aware of 1.32m draft below boat so avoid shallows
<ul style="list-style-type: none"> Should weight (Skipper/crew) be moved aft as far as possible? 	Skipper position and crew in normal positions to balance boat.
<ul style="list-style-type: none"> Is there an ideal speed (or upper speed limit) for the tow? 	None specified – depended on conditions and retaining stability.
<ul style="list-style-type: none"> If no tow line is provided by dinghy, what is the preferred point to attach tow line or is a few wraps around the mast preferred? 	Attach towline to mast. Bowline hitch around mast near gate. Avoid wide angles to centreline of boat due to pressure on forestay.
<ul style="list-style-type: none"> If the mast has been removed how can a tow be undertaken where the mast itself is the normal point for attaching the towline? 	If the mast is removed potentially by bridle through lifting points on gunwale.
<ul style="list-style-type: none"> How does a lost rudder/tiller affect the ability to tow? 	This is a problem as boat will slew. Attempt sea anchor or drogue or tow alongside.
<ul style="list-style-type: none"> What is the best method of towing <ul style="list-style-type: none"> Behind the patrol boat on a tow line? Held alongside the patrol boat? 	Behind the patrol boat.
<ul style="list-style-type: none"> If the mast is stuck in the mud, is there a preferred method of effecting a recovery? 	Rope over windward gunwale and onto mast. Pull slowly at 90 degrees from the hull to avoid damage to hull and mast. Crew on keel to assist. A long tow rope is preferred. Once the mast is horizontal to the water, the boat will right itself.

Towing De-rigging Familiarisation - Etchells

If tow is to be undertaken	
Do class rules require dinghy to have a tow line?	Yes
Is it preferable to de-rig dinghy before commencing tow?	Not necessary crew of Etchell will make this decision
Should centreboard be raised?	Not applicable as Etchell is a keel boat
Should weight (Skipper/crew) be moved aft as far as possible?	Crew of Etchell will decide on crew weight placement
Is there an ideal speed (or upper speed limit) for the tow?	Upper speed limit will not be achieved by RIB (And should not be attempted)
If no tow line is provided by dinghy, what is the preferred point to attach tow line or is a few wraps around the mast preferred?	Two wraps around mast with tail held by Etchell crew is preferred
If the mast has been removed how can a tow be undertaken where the mast itself is the normal point for attaching the towline?	Extremely unlikely this will ever happen
How does a lost/broken rudder/tiller effect the ability to tow?	Proceed with caution
What is the best method of towing? <ul style="list-style-type: none"> ○ Behind the patrol boat on a tow line? ○ Held alongside the patrol boat? 	Behind RIB Would be extremely difficult and unlikely this method would ever be appropriate
If mast is stuck in mud Is there a preferred method of affecting a recovery?	Will not happen!

Towing De-rigging Familiarisation - Hobie Cat

If tow is to be undertaken	
Do class rules require dinghy to have a tow line?	No
Is it preferable to de-rig dinghy before commencing tow?	Yes drop mainsail only. This involves releasing the halyard lock at top of mast on some Hobies.
Should centreboard be raised?	N/A
Should weight (Skipper/crew) be moved aft as far as possible?	Forward to front of trampoline.
Is there an ideal speed (or upper speed limit) for the tow?	The hobie can be towed at speeds dependent on sea conditions.
If no tow line is provided by dinghy, what is the preferred point to attach tow line or is a few wraps around the mast preferred?	Two wraps around the front beam close to the base of the mast. The tow line must then go out under the bridle wires at the front of the boat. Do not wrap around the mast or dolphin striker.
If the mast has been removed how can a tow be undertaken where the mast itself is the normal point for attaching the towline?	Refer above
How does a lost/broken rudder/tiller effect the ability to tow?	Vey little effect, one of the rudders should always be usable. If no rudders, crew to sit aft.
What is the best method of towing? <ul style="list-style-type: none"> ○ Behind the patrol boat on a tow line? ○ Held alongside the patrol boat? 	Should be towed at a length behind tow vessel so it is out of the wash.
If mast is stuck in mud is there a preferred method of affecting a recovery	Rope direct to the front beam at the base of the mast. Do not put rope over gunwale as this will damage the hull.

Towing De-rigging Familiarisation 29er / 49er

If tow is to be undertaken	
Do class rules require dinghy to have a tow line?	No
Is it preferable to de-rig dinghy before commencing tow?	Yes, usually. It is important that the spinnaker pole be retracted before tow is commenced
Should centreboard be raised?	Partially
Should weight (Skipper/crew) be moved aft?	Depends on the conditions skipper and crew can decide on their position
Is there an ideal speed (or upper speed limit) for the tow?	No - skipper on RIB to decide based on prevailing conditions.
If no tow line is provided by dinghy, what is the preferred point to attach tow line or is a few wraps around the mast preferred?	Wraps around the mast at least two
If the mast has been removed how can a tow be undertaken where the mast itself is the normal point for attaching the towline?	Pass towline through fitting on bow and then wrap around thwart on which mast is stepped
How does a lost/broken rudder/tiller effect the ability to tow?	Stability to be managed by crew shifting crew weight and position.
What is the best method of towing? <ul style="list-style-type: none"> ○ Behind the patrol boat on a tow line? ○ Held alongside the patrol boat? 	Yes Only if tow behind RIB cannot be achieved and then at reduced speed
If mast is stuck in mud is there a preferred method of affecting a recovery?	Attach tow line to forestay attachment and tow boat slowly in an arc up into wind this is desirable because of the preset curve in the mast.

Towing De-rigging Familiarisation – Skiffs

If tow is to be undertaken	
Do class rules require dinghy to have a tow line?	No
⌚ Is it preferable to de-rig dinghy before commencing tow?	Typically No although dropping mainsail and removing jib sheets is preferable to make the boat more controllable. Partial de-rigging is best performed in the capsized position with one crew member on the centreboard and the other working to make good the sails
⌚ Should centreboard be raised?	Raised dagger boards can limit crew mobility, will depend on sea conditions
⌚ Should weight (Skipper/crew) be moved aft as far as possible?	Yes to a degree, too far aft and the bow will raise too far in the air to be controllable
⌚ Is there an ideal speed (or upper speed limit) for the tow?	Dependent on sea conditions etc. Skipper/crew can advise at the time of towing
⌚ If no tow line is provided by dinghy, what is the preferred point to attach tow line or is a few wraps around the mast preferred?	Wraps around mast post is preferred
⌚ If the mast has been removed how can a tow be undertaken where the mast itself is the normal point for attaching the towline?	Mast post or mast gate will still be in position and suitable for towing
⌚ How does a lost/broken rudder/tiller effect the ability to tow?	Process becomes more difficult. Use of a drogue tied to the transom may help Using a secondary rope attached to the end of the fixed spinnaker pole can be used to help control the boat.
⌚ What is the best method of towing? ○ Behind the patrol boat on a tow line? ○ Held alongside the patrol boat?	This way is best Sea state typically makes this method difficult
	Notes 1. Skiffs usually have a fixed spinnaker pole. The preferred method of towing is NOT from the end of the pole but from the mast base. The towline should run from the crew's hands to two turns around the mast post, across the forestay then under all spreaders and stays supporting the spinnaker pole to the tow boat. 2. Skiffs are not stable boats. With the mast up it will capsize if not balanced by crew weight 3. It is preferable to carry the mainsail on the rescue boat (although not essential) as this makes more room in the boat
⌚ If mast is stuck in mud, is there a preferred method of affecting a recovery?	Tow bow of boat (at forestay point) away from the mast in a long arc toward the rear of the boat and into the breeze

Towing De-rigging Familiarisation

Foiling Moth

If tow is to be undertaken	
Do class rules require dinghy to have a tow line?	No
Is it preferable to de-rig dinghy before commencing tow?	No
Should centreboard be raised?	No - Caution should be used due to sharpness of foils.
Should weight (Skipper/crew) be moved aft as far as possible?	No see below for position of skipper
Is there an ideal speed (or upper speed limit) for the tow?	Dependent on sea conditions etc. Skipper can advise at the time
If no tow line is provided by dinghy, what is the preferred point to attach tow line or is a few wraps around the mast preferred?	Boat is best towed by putting a wing over the side of the inflatable and have skipper of Moth sit on top of wing.
If the mast has been removed how can a tow be undertaken where the mast itself is the normal point for attaching the towline?	Skipper to advise depending on extent of damage to moth
How does a lost/broken rudder/tiller effect the ability to tow?	No effect if above method used
What is the best method of towing? <ul style="list-style-type: none"> ○ Behind the patrol boat on a tow line? ○ Held alongside the patrol boat? 	No This way is best
If mast is stuck in mud, is there a preferred method of affecting a recovery?	Tow bow of boat (at forestay point) away from the mast in a long arc toward the rear of the boat and into the breeze