



LOCAL WATERS SKIPPER SYLLABUS

The Local Waters Skipper is competent to:

1. Take out a yacht as skipper by day or night in his or her local waters.
2. Captain a watch on any passage by day or by night.

Candidates must have a sound understanding of the Day Skipper's Syllabus plus the following items:

SECTION 1: COLREGS AND IALA

Candidates must have a good understanding of Colregs and in particular the lights that must be displayed by the vessel at night. They must know their IALA region A buoys and in particular the buoys' lights.

SECTION 2: LOCAL KNOWLEDGE

In addition to the local knowledge of the Day Skipper Syllabus, candidates must also know the local lights and be able to demonstrate the ability to do a night entry.

SECTION 3: NAVIGATIONAL DISCIPLINES ON A COASTAL PASSAGE

Candidates should be able to describe an appropriate navigational discipline for a coastal passage. While it is not appropriate to define a single set of disciplines for all passages, the following offers a guideline:

1. The sailboat's log should be filled in at an appropriate interval. Hourly intervals might be appropriate. Entries should include course, speed and distance logged plus a GPS fix.
2. A GPS fix should be plotted each hour, and the track projected forward with a suitable DR to ensure that the track is well clear of charted hazards.
3. The watch captain should be aware of the implications of any difference between the course and speed as indicated by the yacht's instruments and the GPS.
4. Navigational landmarks *en route* should be noted and their GPS bearings compared with a hand held compass as a means of confirming identity and GPS navigation. This process also helps to develop local knowledge that is essential in the event of GPS failure.
5. Where appropriate, suitable depth alarms should be set to warn of any navigational or watch keeping failure.
6. The times of weather forecasts should be noted in advance, and the salient details of the forecast entered into the log. The barometric pressure and wind conditions should also be recorded in the log. Any ominous developments in the forecast or the recorded weather should be reported immediately to the skipper.
7. All watch captains should be capable of maintaining these disciplines. The skipper should make regular checks to ensure that the watch keeping and navigational disciplines are being followed diligently.

SECTION 4: NIGHT SAILING

Candidates should be able to describe the appropriate safety procedures for sailing a coastal passage at night. While it may not be appropriate to define a single set of disciplines for all passages, the following offers a guideline:

1. All persons on watch should clip as they come up on deck. Wearing a harness with a built in inflatable lifejacket is strongly recommended.
2. If the watch keeper is alone on watch, he or she should not leave the comparative safety of the cockpit to go forward on deck without calling up another member of the crew.
3. A rocket flare should be available in the cockpit for use if collision is imminent.

Candidates must be aware that the first line of defence when sailing at night is good vision. Photochromatic glasses (glasses which darken in sunlight) should not be worn because even in at night they block 20% of the light. Using red lights can preserve night vision. Red LED headband lights are essential because they allow the helmsman to see the compass if the power fails.

Candidates must be able to brief their crew, and demonstrate their strategy in the event of a MOB at night.

Candidates must be able to describe the strategy to be used in the event of power/battery/electrical failure at night. This should include the use of emergency lights and the illumination of sails in the absence of emergency lights.

